



Messenger

Vol. 9, No. 11

For Employees and Friends of the Maine Central Railroad

September 1969

Freight Car Labeling 50% Completed On MeC

Old 470 Drive Gets Assist At Waterville

Waterville area railroad men and women are rallying behind Mayor Donald H. Marden's campaign for funds to place "470" in an attractive permanent location.

At an August 6th meeting called by Waterville Shops Superintendent A. H. Finnemore Mayor Marden outlined his plans for a memorial using the famed steam locomotive presented to the City of Waterville by President E. S. Miller in 1962.

Acknowledging the generous support of Maine Central Railroad for the project, the Mayor further praised the interest expressed by the representatives of various railroad unions attending the session.

When the treasured locomotive, last steam power to operate on Maine Central Railroad, was presented to the City, while hundreds of spectators applauded, during the celebration of 100 years of operation by Maine Central, it was believed it had been placed on a permanent site.

Subsequent developments, however, necessitated its being moved to make way for changes in the State of Maine's highway project in the area. The railroad agreed to store 470 until it could be permanently placed where it would be a memorial to the railroads, available in a spot easy of access to tourists and area residents.

Early this year Mayor Marden started a vigorous drive to remove Old 470 from the railroad's yards and place it on a site near the highway.

(See Page 2—Old 470)



APPLICATION—Holes are drilled in the sides of the car and plates applied by use of a hand-pop riveter with a 1/4" snap-off rivet.

The job of equipping Maine Central's complete car fleet with modern car identification symbols is nearly 50% completed, according to R. F. Dole, chief mechanical officer.

Multi-colored reflective strips carrying standard symbols to identify each car are being applied at Rigby, Waterville and Bangor Shops as Maine Central's part in the Automatic Car Identification System, adopted by the Association of American Railroads.

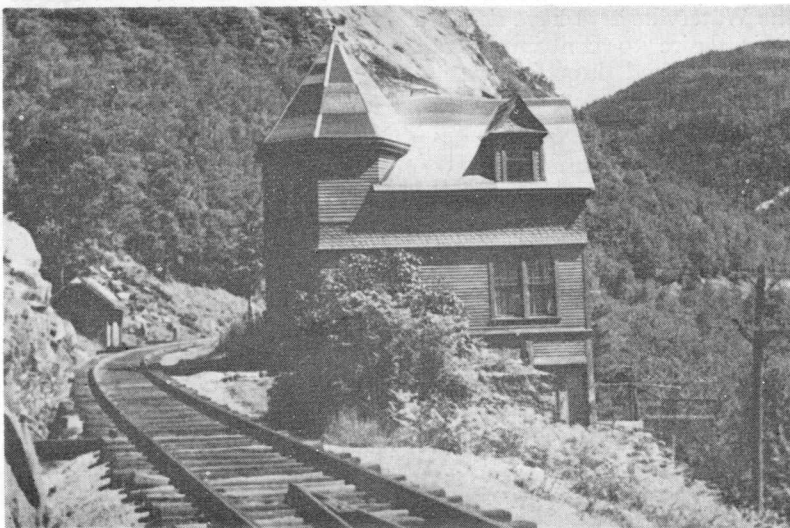
The new system makes possible instantaneous location of any freight car in the country through a sophisticated scanning device that can read multi-colored "service stripes" on a freight car at speeds up to 80 miles per hour even in the most severe weather conditions. It makes the relevant information available to railroad personnel at central computer locations.

Such pinpointing of freight cars vastly increases the potential usefulness of the whole fleet, providing quicker turn-around and much faster service to shippers.

Thomas M. Goodfellow, president of the Association of American Railroads, calls the system "another new symbol of progress in the American railroad industry." The use of this system, he says, "could mean an increase in the utilization and efficiency of freight cars amounting to as much

(See Page 3—Labeling)

The Iron Hoss To Gallop Again Through Famous Crawford Notch



The Mount Willard dwelling, a landmark high above Crawford Notch since 1887. Built to house MeC crews, it served for some forty years as home for the late Section Foreman Loring S. Evans and his family and later became a bunkhouse for section crews. Crawford Notch Steam Railroad Inc. plans to use it as a railroad museum-gift shop.

The dream of a group of New England businessmen to operate excursion trains through famed Crawford Notch moves a step closer to reality this month.

September 4th is the date set by the New Hampshire Public

Utilities Commission to begin hearings on the petitions of the Crawford Notch Steam Railroad Inc. Maine Central Railroad has agreed to lease its tracks in New

(See Page 8—Iron Hoss)

150,000 Golden Medallions Sold To Railroad Fans

Over 150,000 Golden Spike Centennial commemorative medallions in a choice of bronze or silver alloy have been sold to rail fans and coin collectors. Sold for \$25 apiece, the medallions were authorized by Congress and struck by the U. S. Mint at Philadelphia, commemorating the 100th anniversary of completion of the nation's first transcontinental railway system.

Happiness Is A Herd Of Herefords



Johnny Weeks and his flock.

If he had it to do over again, he wouldn't change a thing.

Maurice "Johnny" Weeks is a happy man who says he has enjoyed working for the railroad for 47 years and his "Ponderosa" is his pride and joy.

Rigby Engine House Foreman on the 3 to 11 trick, John went to work as a call boy at Thompson's Point at age 15, working his way up through the ranks as laborer, machinist's helper and machinist.

The Weeks "spread" is 110 acres of lush green farmland on Route 26 just beyond Wasson's Grove in West Falmouth, where 36 head of whiteface Hereford cattle graze peacefully 'til a lusty call "Here, Boss" brings them nearer the sixteen room white farmhouse.

John and his wife Ethel moved into the house in 1939 and bought it in 1948. John started out with 10 head of calves. His herd brings dollars from dealers who prize his stock but it means rising at six to feed and water the animals. That doesn't seem to phase John a bit. He has been used to hard work from the time he was a boy in Newcastle.

A broad smile crosses his face as he talks of the improvements he has been able to make. He had the barn interior rebuilt in 1964 with new wood beam and side work and cement floors for 32 stalls. That job cost \$5,500. Latest additions to the ranch equipment are a new 39 horsepower tractor and a mower.

He plowed up the land and added fertilizer and 21 tons of lime when he first bought the

farm and the good results are a pleasure to see.

Weeks is grateful for his good neighbors; they pitched in to help him get all the hay on 65 acres of tillage in before the first of July and that's no small job.

Good stewardship has brought good results for the Weeks family and what's more, a lot of contentment.

Old 470—from page 1)

Finnemore reports that all railroad departments represented in the Waterville area have signified their desire to contribute both financially and through donation

of time to assure the success of the 470 venture.

Bulletins calling for support of the campaign have been posted throughout the Waterville Shops and Freight office area.

Among those attending the meeting were: Raymond McPhee, Executive Vice President, Waterville Area Chamber of Commerce; George K. Stevens, Paint Shop Foreman; Gloria Laliberte, Secretary, Waterville Shop; Leonard W. Stevens, Chairman, Stores Dept. Laborers' Union; John E. Larracey, President, Machinists' Union; L. I. Ifill, Erecting Shop Foreman; Gerald Gagnon, Chairman, Brakeman's Union; Kenneth E. Reed, Local Chairman, Waterville Area, Maine Assoc. of RR Veterans; Albert H. Adams, Chairman, Electricians' Union; Simon M. Karter, Chief Clerk, Shops; Freeman A. Rollins, President, Laborers' Union; Calvin T. Clark, General Agent, Waterville Transportation Dept.; Paul A. Currier, Chairman, Engineers and Firemen; William E. Brown, Chairman, Sheet Metal Workers, also Chairman of Federated Crafts Committee; Dale G. Gilbert, Chairman, Blacksmiths-Boilermakers' Union; Joseph A. Cosgrove, Traveling Storekeeper; Ralph W. Roberts, Chairman, Carmen Union.

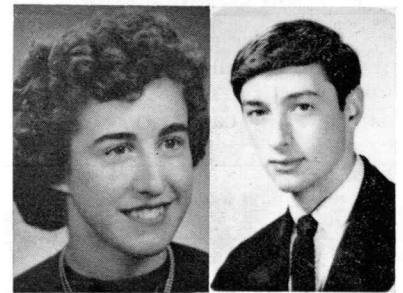
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HAPPINESS

The happiness of your life depends upon the quality of your thoughts; therefore guard accordingly. (Marcus Aurelius)

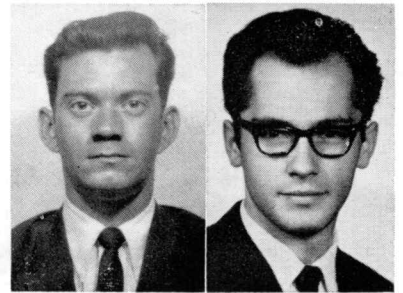


WATERVILLE AREA RAILROAD EMPLOYEES GET BEHIND "470"—Teamed up to help make the 470 Campaign successful are front row, l. to r. Roland E. Boulette, Diamond B. Sherrard, Llewellyn I. Ifill, Leonard W. Boucher, Gloria Laliberte and Calvin T. Clark. Back row, l. to r. John E. Larracey, George K. Stevens, Kenneth E. Reed and Alden H. Finnemore.



SCOTT

LENNON



CROCKER

GOYETTE

Mrs. Marjorie Scott is Secretary to J. W. Wiggins, Vice President, Engineering & Transportation. Marjorie, her husband Maynard and her three daughters, Kathryn 17, Laurel 14, and Susan 10, live in North Yarmouth. "Margie" has been in the secretarial field for fourteen years. The family all enjoy boating, and hunting.

Dennis Lennon is now Assistant Car Distributor, Car Service Office. Denny, wife Louise and nine months old son John live at 56 Leland St., Portland. Denny is the son of A. C. P. Lennon, Assistant Superintendent, Waterville.

Steven Crocker is a new Clerk-Stenographer in the Mechanical Department. Steven, his wife Patricia and their two children, Lisa-Lee, 4 years old, and Steven James, two years old, live on Sea Road, Kennebunk. Their favorite hobbies are water skiing and horseback riding.

New employee in the Drafting Room of the Engineering Department is John B. J. Goyette, Engineering Aide, Bridge & Building Dept. John originally came from Bridgeport, Conn., receiving his Structural Degree in Civil Engineering at Hartford State Technical College, and also attended the University of Connecticut. He has served four years in the United States Air Force, three of which were at Limestone, Maine where he met his wife, the former Peggy Plourde of Caribou. John and Peggy have a son Steven, age 3 years 9 mos.

Labeling—from page 1)

as 10 percent of the fleet or roughly the equivalent of 180,000 new freight cars."

"These electronically operated track-side scanners will record and report the symbol identifying each freight car in the train at

any desired location at speeds far higher than it is humanly possible to read cars accurately. The information, fed into a railroad's computers, which in turn are tied in with a centralized computing system connected to all the railroads will mean the instant location of any car in the fleet," Goodfellow says.



"SERVICE STRIPES"—Warren Johnson, Waterville Shop applies car numbers to a pair of black aluminum plates as part of the ACI system project. Maine Central's AAR "reporting marks" are the figures 0456 and the Portland Terminal Company's, 0619. At lower right in the foreground, is a Quik Trak Validity Digit Calculator Sheet designed to make the job simple. Projection on a graph-like chart produces a figure total designed for error-free can identification.



LIVING COLOR—would show this ACI label to be vivid shades of red and blue. The labels, made of retroreflective material have been applied to both sides of MEC Car 9634 as these markers will with all cars in the fleet before the deadline January 1, 1970.



RETIREMENTS

- Whitney B. Hanson, hostler helper, Bangor, July 31.
- Ralph E. Howland, janitor, Vanceboro, July 21.
- Joseph Martell, carman helper, Portland, July 6.
- James E. Millett, yard clerk, Portland, July 30.
- Frank Tokarski, carman, Portland, August 4.

DEATHS

- Bernard A. Antone, section foreman, Pembroke, July 19.
- Leroy A. Durant, yard brakeman, Bangor, July 17.

Thinking Safety

By Laurence W. Sparrow

Why is it considered bad luck to walk under a ladder—or good luck to find a four leaf clover?

These are superstitions. Although their origins are not definitely known, numerous legends survive.

Superstitions still influence people and are dangerous if they get in the way of common sense—because sometimes they contain just enough truth to make them seem logical.

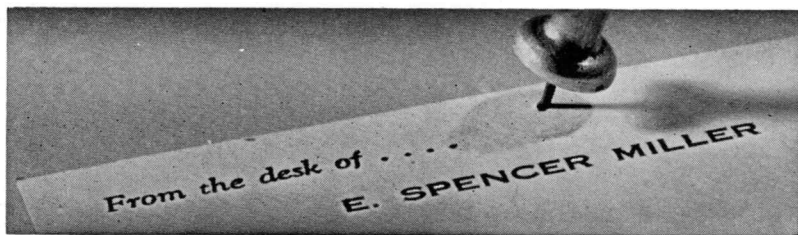
It is possible, for example, for a man on a ladder to spill paint or drop something, and it makes sense to be alert for such hazards. However, good sense becomes a superstition if it is stretched to the conclusion that all ladders have some power that people call "bad luck."

A ladder is a tool, and like any other tool, can be dangerous if it is carelessly or improperly used

HAVE A GOOD TRIP, JIM—There's going to be some extra mileage put on that white Chevrolet before long. James E. Millett, 74, retired in July as Yard Clerk at the PTCO. after 57 years' service with the railroad, and he has a lot of relatives to visit in the good driving months. There's his son, James Jr. of Trenton, New Jersey secretary-treasurer of the largest Cadillac dealership in the state. Waiting for him there with his son and wife are five grandchildren. Down in Camden, Maine his daughter, Mrs. Katherine Kierstead, her husband and three youngsters will have the welcome mat out and Jim has a brother and family in Arlington, Va. Driving is such a pleasure to Jim that he just heads for the open road these summer afternoons and goes where fancy takes him . . . down unknown gravel roads at leisure; "It's a lot of fun", he says. He's come a long way from the 17 year old boy who started in old Yard 8 in 1912. A year out for army duty in France during World War I and he was back in his chosen field with seniority intact. During the '30's his job as assistant station master at Union Station was a big challenge but a pleasure. He recalls the celebrities . . . the great Henry Ford, Atwater Kent, Gene Tunney, Will Rogers and others as they came through Portland. He remembers the days when your pay was counted out in cash in your hand twice a month with a guard standing by. Jim has had his share of personal adversity as his friends and fellow workers know. Perhaps the way he handled problems and his attitude in life helps explain the ready smile and relaxed manner. "I've been so fortunate never to have a serious illness; I've always been able to keep working", he says. Now Jim will be enjoying some of the fruits of his labor.

or maintained. Tools you use on the job—be it a ladder, a lathe, a wheelbarrow or a wrench—do not hide good or evil.

A whole lawn or field filled with four-leafed clovers can't protect you if you are a careless person — because "good luck" comes only when you realize that **YOUR SAFETY DEPENDS UPON YOU.**



TO MY FELLOW EMPLOYEES:

This Railroad's Earning Power

The apparent decline in the earnings of Maine Central are rightly a cause of concern to its employees and this concern merits an explanation and discussion of necessary remedies, having first diagnosed the causes. In 1950 the company handled 877,000,000 ton miles of freight contrasted with 1,011,000,000 in 1968. Despite a passenger loss in 1950 which under the ICC formula amounted to over \$2 million dollars, our railroad produced a net income of \$1,267,000 which contrasts with a net ordinary income for 1968 of a mere \$506,000. So far in 1969 we have failed to produce any net income and indeed, if present trends continue, will be fortunate to wind up the year with a black figure.



What are the reasons?

Simply stated, costs of wages and materials have increased enormously while freight rates, that is, charges to our customers for services performed, have been held level to the tremendous benefit of our shippers in the geographical area which we serve. In 1950 the average wage per Maine Central employee, which includes everyone working for the railroad up through the president, amounted to \$3,519. In 1968 the figure was \$7,941. Thus, if we accept 1950 as a base and accord to it the index number 100, we would have to accord to 1968 the index number 226. From this simple analysis the reason for the decline of the railroad's earnings is clear and it further is apparent that except for tremendous economies and efficiencies contributed by management our position would have been desperate several years ago.

What is the cure?

We have come to the point when the obvious answer is a very substantial raise in charges to shippers. This has been avoided as long as possible and it is realized that no shipper of freight likes to pay more money for the same service but it is further realized that a vital, healthy railroad, capable of performing adequate service including car supply to shippers in its geographical area, is essential to them. Furthermore, let us look at what has happened generally. If we use once again the index 100 for the year 1950, truck rates nationally increased enormously by 1967 to an index number of 133. On the same basis railroad rates in the eastern district would have for the year 1968 an index of 104 and Maine Central considered alone had an index of 101. The wholesale price index for all commodities, assuming the figure 100 for 1950, amounted to 125 in 1968 and looking at the paper industry which accounts for 55% of our business and again using the index figure of 100 for paper product prices in 1950, we find that the index figure for 1968 is 151. Getting beyond the field of business and looking at government, we have just seen our Governor sign into law enormous new tax burdens for the State of Maine indicating the need for increased revenues there.

The conclusion is inevitable that this railroad and others must move and move speedily and aggressively for a dramatic increase in charges to customers in order to secure a fair return upon investment and to insure good service. In the course of raising prices substantially, some tonnage may be lost to subsidized competition but that is a risk which an enlightened management must take, since to stand still with the present price structure invites disaster and can at best lead only to a long slow decline.

Despite the foregoing it must be remembered that the railroad is a volume industry and that expanding business will lessen the necessity of higher unit prices and that our shippers have it within their power to help themselves by putting on our rails every possible pound of freight.

E. Spencer Miller

54% Of MeC People Have A U.S. Savings Bond Program

A report on the 1969 U. S. Savings Bond Campaign indicates that 50% of the railroad's employees have a bond purchase program.

With about 85% of the enrollment cards returned, 1969 Chairman E. P. Smith reports that 54% of Maine Central people carry on bond programs as contrasted with a lesser percentage of Portland Terminal employees.

Some sixty-six departmental chairmen and their agents did the job of circulating and reporting on 2,100 individuals invited to purchase U. S. Savings bonds by payroll savings.

Maine Central's bond efforts

were lauded in March of this year by Louis W. Menck, national bond chairman for the railroad industry, as MEC became one of eleven railroads in the country to achieve new high levels of 50% or more of employees buying bonds.

Maine Central was 4th highest in the railroad industry division.

The Treasury Department recently recommended to Congress that the interest rate on U. S. Savings Bonds be increased from 4¼% to 5% on both newly purchased and already outstanding bonds. If adopted by Congress, as expected, this will make a bond purchase program even more attractive in days to come.



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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A NEW FLAG FOR WEST YARD RIGBY OFFICE—W. L. Harris, left, Supt. Portland Terminal Company, accepts a 3 x 5 ft. American flag with pole donated by Francis A. Morelli, vice president of Local Union Lodge No. 152, Brotherhood of Clerks and Airlines. Morelli made the presentation on July 2, "in appreciation of all employees, both living and dead who have fought in all wars to protect the freedom and democracy we all are enjoying in this great country of ours". The flag will fly every day, weather permitting, over the West Yard at Rigby.

RIGBY SHOPS

Crane Operator, B. and B. Crew Willard Derrah and Mrs. Derrah visited friends and relatives while in Nova Scotia on their vacation.

"Dude" Babbidge, Bridge and Building Crew and his family visited his daughter who lives in Connecticut.

Stores Department employee "Phil" Cook reported out sick in the last issue, is now back on his job, as fit as a fiddle.

Carman Gilmore Rounds is acting foreman covering Sunday vacancies.

The new commercial type vacuum cleaner now being used to clean the locomotive cabs, and engine compartments is doing a good job. It will take up dirt, oil or water.

Mrs. Nellie Landry, 78, wife of Carman and Wrecking Master Alcide Landry died at a local hospital after a short illness. A floral tribute was sent to the funeral service.

Car Cleaner, and Oiler Harold Miller, 76, died after a long illness. He worked at Union Station for many years before retirement, as well as other points on the Terminal.

Car Shop Carpenter Merle Cook, and Carman "Perce" Tomlin took their respective vacations enjoying their time off as they fancied.

Former Welder and Mrs. Dearborn

Jackson entertained a family group at their Washington Avenue home.

Engine Dispatcher Arthur Mills, is taking his vacation. He has nothing definite planned, but no doubt will do some traveling as usual. Dispatcher John Welch is covering his position.

Terminal electricians are taking their vacations as allotted. "Bert" Wetmore has finished his vacation, and succeeded in painting his house. "Ray" Ryder started his on August 1. He plans to do some entertaining, when relatives arrive from Michigan. Former Electrician Walter Emery who retired last month visited the General Offices. He says, "The fishing is good at Moose River area", and brought back samples to prove it. Electrician "Jim" Small has taken part of his vacation and will reserve the remainder of it for deer-hunting season.

Retired Machinist "Mel" Pratt visited the engine house during the month. He reports that he is enjoying retired life, and keeps in trim by chasing the woodchucks out of his garden, as well as shoveling snow in the winter months.

The Class of 1919, Freeport High School, observed its 50th reunion anniversary, held at the Grange Hall in Freeport, on August 9. A banquet was enjoyed, catered by the Grangers, followed by a business meeting, at which the class members exchanged experiences that occurred over the past 50

years. The highlights of the event were the facts that the attendance was 99%, only one member was unable to attend, and the longevity rating of the class was 100%; no deaths have occurred. The average ages were figured to be 68 years old. Further to be mentioned was the attendance of one of the faculty members, the teacher of the commercial course in 1919.

A fund was raised and presented to the Freeport High School to purchase a suitable memorial in honor of the class.

Your associate editor for this area, Albert B. Wetmore, Senior, who was a member of the class attended the function with his wife.

ENGINE & TRAIN CREWS

Richard Newcomb, Clerk, Livermore Falls enjoyed three weeks vacation. Touring with him were his son Donald and wife from New Haven, Connecticut and grandson, George, Jr. Places visited were Quebec City, St. Anne's, St. George and Murray Bay, a very picturesque resort.

Roland J. Fournier, son of former conductor Gilbert J. Fournier, started training as station agent and operator, June 30th. He also worked as brakeman in 1942 and 1943.

Conductor R. F. Locompt has been off due to sickness. We all wish him a speedy recovery.

W. S. Pike, Clerk Livermore Falls has returned from two weeks vacation.

W. L. Ayer, Yard Conductor and Mrs. Ayer, Spare Clerk, motored to Bloomsburg, Pa. recently to spend a few days with son Robert and wife and children.

V. L. LePage bid off head brakeman's job on Livermore Falls head switcher.

Agent operator T. Tenniston is spending his spare time reroofing his house in Livermore.

Walter Durant, his wife and family are spending vacation in Castine at their summer home.

Harold Erickson, Spareboard engineer has just returned from two weeks vacation.

C. G. Nielsen and family are enjoying the summer at their cottage on Sebago Lake.

WATERVILLE

Vacationing this past month from Waterville Station were Asst. Supt. A. C. P. Lennon, Car Clerk Beverly Cook, Asst. Cashier, Carroll Huard, and Clerk-Stenographer, Ruth Brochu.

Ruth Brochu, Engineering Dept., motored to Quebec a few days during her vacation, returning home to rest up for the working days ahead.

Bev. and Roland Cook and son Ricky camped out in the Boothbay Region one week of their vacation, returning to their cottage at Lake Windemere for another two weeks.

Clerk-Typist Lucette Huard, Freight Office, has reported off sick until further notice, while Dorthy Begin, a former employee has returned to fill in for her.

Clerk-Stenographer Marilyn Stubbert is covering the Asst. Cashier position while Carroll Huard is off for vacation.

Out sick in the track department are Trackmen R. T. Littlefield, Augusta, W. H. Blodgett, Norridgewock, and H. J. LaChance, Leeds Jct.

Trackman Harry N. Bickmore, Pittsfield, has resigned and moved to Oregon where he has employment.

Scale Inspector Basil Coggins, Waterville is now home after being in the hospital for several weeks. Al Henderson, Assistant Supervisor Work Equipment has been the acting Scale Inspector.

Leo St. Pierre, Work Equipment Maintainer enjoyed a full month vacationing.

Asst. Track Supvr. W. R. Pooler, with his family, have been camping in Canada for his vacation.

Albert Thrasher, Signalman, Waterville who has been off duty since the first of the year has now returned to his job. Also returning from sick leave was Lin Decker, Sec. Foreman Skowhegan and Trackman Lugene Wallace, Skowhegan.

WATERVILLE SHOPS

Foreman and Mrs. Floyd Case have recently toured the Gaspé Peninsula.

Carman Helper and Mrs. Ken Richardson have been recent visitors with friends in Florida.

Retired Machinist John Faas died recently at his home in Benton. He had been pensioned, disability, since 1949. He was 83.

Retired Blacksmith Foreman Owen Thompson has recently been a surgical patient at a local hospital.

Clerk Vernal Hersom and Carman Ervin Emery are medical patients at the Seaton Hospital.

Traveling Storekeeper and Mrs. Joe Cosgrove attended the World's Fair Exhibits in Montreal during the vacation period.

Foreman and Mrs. N. B. Estabrook have sold the new house that they recently completed in Oakland and plan to settle in Winslow.

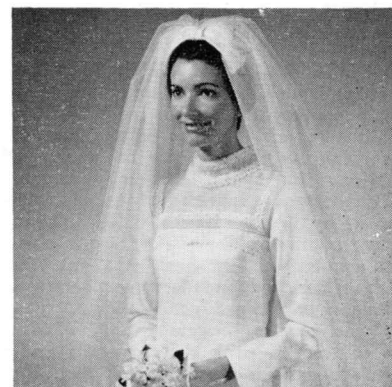
Retired Carman Welder Harold Varney has returned from Boston where he underwent major surgery.

Welders Clayt Johnston and Lauris Varney have recently attended advanced welding classes at the U of M.

Carman Ralph Roberts, while going to Tennessee, had his car sideswiped in Virginia causing some \$700. damage.

Mill Laborer Armand Rossignol is confined to the hospital for ear surgery.

Painter Earl McCaslin has a new Chevrolet.



JUNE WEDDING—Mary A. Bouchard, daughter of McC Conductor and Mrs. J. Edgar Bouchard, became the bride of Harold A. Smith, III, son of B&M Conductor and Mrs. Harold A. Smith, Jr. on June 21 at St. John the Evangelist Church, South Portland. The nuptial mass was con-celebrated by two former classmates of the groom.

RIGBY ENGINE HOUSE

Carman Frank G. Ham moved into his new home at 67 Spurwink Avenue, Cape Elizabeth, on Saturday August 6. He wishes to convey to his fellow workers, in behalf of Mrs. Ham and himself, appreciation for their interest, and encouragement during the process of construction. They extend a cordial invitation to all interested to visit with them, when they are in the neighborhood.

Stores Department employee Charles and Mrs. Guptill, while on their vacation, visited their three daughters who reside in the state of Connecticut, two in Meridan, and one in Hartford. Charles plans to do some antique bottle trading in that locality, to supplement his display shown at the Clearing House picnic. When he arrives back home he plans to show his collection at the West Scarborough Knights of Pythias hall, in August. The Pine Tree Antique Bottle Club of which he is a member will have a convention there. Several collections will be on display.

Carman "Herbie" Sampson who recently fell from a freight car, is on the road to recovery.

The "Band of America" has completed its tour of the principal cities of Europe, and upon their return Chief Clerk and Mrs. Frank Garland, whose

son Frank IV is a member, met them in New York.

Machinist Milton Coombs returned from his vacation, and reports that he and his family enjoyed themselves in spite of inclement weather at times; he was able to accomplish some needed repairs around his home as well.

Stores Clerk Francis Haldane has purchased a 1969 Toyota sedan, an imported car. He likes it.

Carman Emil Casey is breaking in on the Air-brake repair job, under the watchful eye of Carman Leonard Bean, who is now holding that position.

Carman "Ray" Palmer was injured while in the process of installing an air reservoir under a freight car. The holding bar slipped and hit him in the forehead. Several stitches were taken to close the wound.

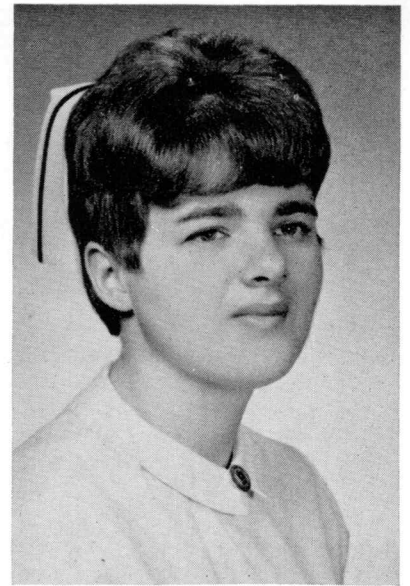
Crane Operator, Car Department "Joe" Martell who retired last month visited the shop upon request of his former "buddies", and they presented him with a purse of money.

Carman John Chetley, made several trips with his power-boat, on mackerel fishing ventures with some of his friends at the Car Department, and the catch was average. Several varieties of bait were used, however Car Helper "Ray" Lawrence during the excitement, deposited one his denture plates at the bottom of the "brink", for good luck.

Stores Department Clerk, "Frank" Kane, on July 17, attained 50 years service, and received congratulations from the heads of his department for long and faithful service. His fellow workers contributed their bit, by purchasing a large watermelon, which all, including "Frank", enjoyed tremendously.

Carpenters Helper Stanley Jankowsky, one of the latest employees to join the Bridge and Building Crew, recently figured in a near drowning accident, when the boat he and some of his friends were in on Sebago Lake sank, after capsizing. "Stan" who could not swim, was saved from drowning by his brother.

Former Machinist Harry Muckler, employed at the engine house when Rigby was first established, and remembered by most of the older employees was present at the Clearing House picnic with his antique car exhibit. He drove up to the picnic grounds in one of his oldest exhibits, a 1915 Hudson, super-six touring car, from Woolwich, Maine. He owns and operates an antique car museum, Mrs. Muckler whose hobby is ear-rings, also had a display of these items at the picnic.



MERCY NURSE — Lorita Bailey, daughter of Mrs. Jerry Shea, graduated from Mercy Hospital School of Nursing in Portland and is now a registered nurse on the staff.

Our "George" is Portland Terminal Bookkeeper.

Kevin Wallace weighed in a 7 lb. 5 oz. on August 10 to join the family of Ken and Karen Austin and 3-year-old brother David. Ken is an accounting clerk in the Comptroller's Office.

Colleen Bimpson, stenographer in the Comptroller's Office, celebrated her daughter's first birthday while on vacation and also went shopping in Boston.

Eric Smith, Director Statistical Studies, has returned from a vacation in Italy. He reports a wonderful time in Rome and Naples and most pleasant visits in several small villages, the ancient Greek temples at Paestum dating back to the 6th, 5th and 4th centuries B.C. being perhaps the most dramatic things seen.

Ruth Hakens of the Statistical Studies Office visited the Amish or "Pennsylvania Dutch" country in Pennsylvania.

Elinor Shuman, stenographer in the Real Estate Development Department, and her attractive family attended the wedding of a nephew in Farmington while on vacation.

Axel and Polly Hansen and Bob and Connie Grant stayed at Lake Champlain while visiting such vacation attractions as Ausable Chasm and Plattsburgh, N.Y. and Shelburne Museum and Burlington, Vt. Axel is in Car Accounting and Bob is Claim Agent.

Fred Bither of Car Accounting and his wife Tressa attended her high school class reunion at Houlton while on vacation.

Dick Greene is on a summer vacation, catching up on chores around the house and spending a week camping at Sebago Lake.

Paul Landry and wife spent an enjoyable vacation visiting friends in Long Island, New York.

Dottie and Marguerite Hollywood recently visited their niece and family at Rochester, New York.

Bob Rounds took a week's vacation recently to tour the various local golf courses—he was lucky—it didn't rain all the time.

Dick Esty and family spent a week of vacation at a cottage on Lake Winona, in Meredith, N.H., later visiting friends in Danbury.

GENERAL OFFICES

Sumner Thompson, revision clerk in the Revenue Office, recently attended Port Security School at the Reserve Training Center at Yorktown, Va. Sumner is a Lieutenant in the Coast Guard Reserve and Executive Officer of the unit located in South Portland. At Yorktown, Tommy, as he is known in the office, studied federal regulations pertaining to waterfront facilities, ships, and boarding and stowage of cargo techniques. His class also inspected piers and boarded ships at the Chesapeake & Ohio docks at Newport News, Va.

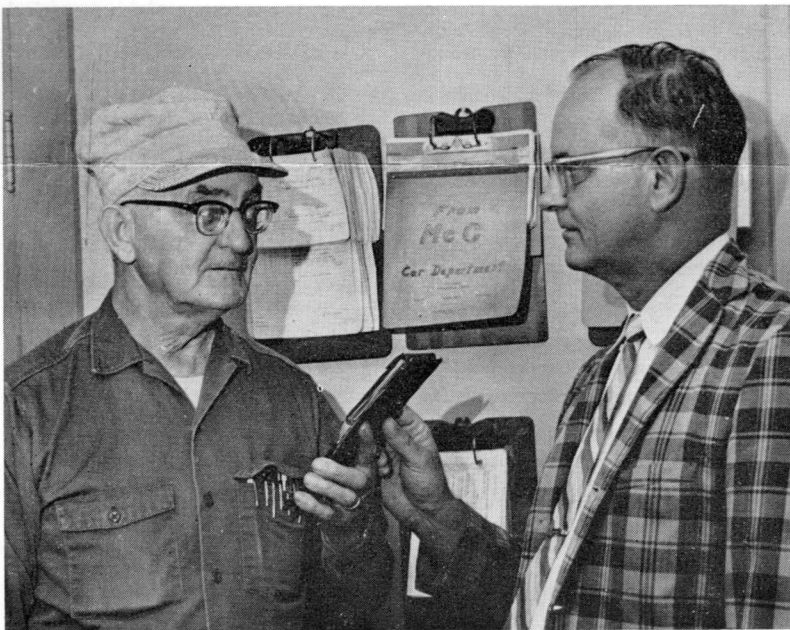
The Revenue Office girls recently spent a most enjoyable evening at Ogunquit. They dined at the Whistling Oyster and saw "South Pacific" at the Ogunquit Playhouse. Those attending were Grace Thompson, Marguerite Hollywood, Jan Calder, Irene Kelsea, Dot Smith, Pauline Frallicardi, GG Spire, Marion Stevens, Donna Roderick of the Transportation Office, Martha True, former stenographer in the Freight Claim office, and Mrs. Minnie Davis of Boston, who was a guest of Grace Thompson.

We all say "Welcome Back" to Paul Robie, son of Asst. to Auditor Revenue and Mrs. "Chet" Robie, who received his discharge from the U. S. Army after being in Viet Nam for several months. One of Paul's first requests for food was a "peanut butter sandwich".

GG Spire has returned to her duties in the Revenue Office after a several weeks leave of absence.

Horace Foster, Comptroller and Treasurer, has returned from a vacation with his family at Wells Beach. His daughter Sandra has made her first flight, traveling to visit her sister Betsey (Mrs. John McGinnis) in Louisiana. Sandra's twin, Linda, enjoyed attending cheer leaders camp at UConn and her group of six girls from Cape Elizabeth won the grand championship. The girls will be seniors at Cape Elizabeth High this fall.

George and Violet Lowell attended a production of "George M" at the Brunswick Music Theater and also saw "Oliver" while on vacation in August.



50 YEARS OF FAITHFUL SERVICE—Stores Clerk M. F. Kane received a wallet from General Storekeeper H. F. Flynn recently as Kane rounded out a half century of service with Portland Terminal Company. Kane started his railroad work as a laborer at Engine House 2 on Danforth St. at the age of 19, working up through the ranks over the years as machinist helper spare and boiler maker spare, held motive power jobs and eventually became stores clerk. His years of experience have placed him at the center of nearly all functions at Rigby Engine House. Well known for his exceptional memory, Frank can always provide the right material for the job being done and you don't have to ask twice. Not bashful about his thorough knowledge of tools and parts Frank has confounded many a salesman who wound up listening to his explanations of why a product wouldn't "cut the mustard". Frank came to Rigby when it was new on December 23, 1923. The men from Engine Houses 2 and 3 were told to pack their overalls and water pails and board a freight car for their new jobs at Rigby that day. He remembers jumping out into three feet of snow and wading to the brand new building, with its modern equipment. Frank marvels at today's methods and improvements but has no regrets about the fact that his generation had to depend a lot on "bull strength" and ingenuity to do the job at hand. Frank is proud of the fact that he was never "laid off" once. The confidence placed in him by the first Rigby foreman, Wallace Whitehouse was no mistake. 21 and "scared" that he couldn't meet the assignment "check the fires and water in 40 diesels," which arrived at once one time, Kane went to his boss and told him he was upset. "Don't worry; I know you can do it", Whitehouse assured him. The years have proved that, whatever the job, "he can do it".

Wendell Quimby and family journeyed to New York to their International Convention in Yankee Stadium on one week's vacation. Wendell and Peggy have three youngsters, Susan, Jeffrey, and Tammy. Susan is quite a seamstress.

John Stanford and Mrs. Stanford have been entertaining their daughter Joan, her husband Robert, and grandchildren, Linda 6, and Robby 3, of Alexandria, Va. for almost a month.

Lin Lamson and Marion enjoyed their favorite vacation spot again this year, Pinewood Camp, at Canton, Maine, even though the weather wasn't what it might have been.

Others in the Engineering Department on vacation last month were, J. E. Lancaster, Jr., W. M. Martin, Charles Jackson, Eddie Davis and Dee Stanley.

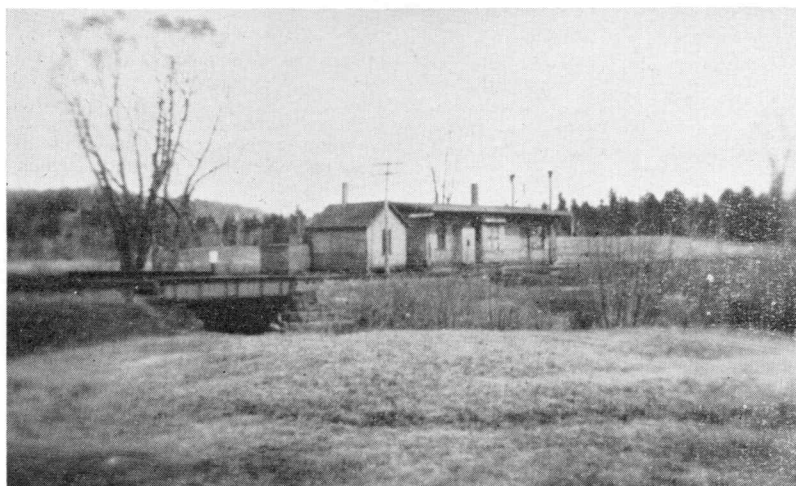
BETTY J. MacDONALD PASSED HER DRIVER'S TESTS WITH FLYING COLORS! She had a good driver training instructor, and took thorough instruction, for several lessons. Just don't let anyone put a nick on that brand new red Ford Fairlane, Betty Boop!

Chief Engineer J. O. Born, his wife Vaun, and children Christine and Douglas had one grand time on their vacation! They motored to Denver, Colorado where they visited friends and relatives. While in Colorado they took in the Air Force Academy at Colorado Springs, saw Yellowstone National Park, toured and visited friends in Salt Lake City. Then they rode the Denver and California Zepher between Denver and Salt Lake City in the Vista Dome Cars over the route of the famous canyons!

Sam Ruth, Car Service Office, and his wife Ruby and friends on vacation enjoyed the scenic beauty of Prince Edward Island.

W. E. "Duke" Lazette has bid off car distributor's job, Car Service Department, formerly held by Herman "Scotty" Scott now retired. Lazette has been the Assistant Car Distributor for four years. "Duke", his wife Dian, and two daughters, Colleen and Karen, live at Woodfords. Their hobbies are fishing and camping.

"GG" Spires was the recipient of a Sunshine Basket given to her by friends in the General Office.



A BUSY PLACE IN '32—An average of twenty-four trains passed through on weekdays from the 1880's through the 1920's. Can you remember or identify this station?



WEDDING BELLS—Exchanging wedding vows June 21st in the Baptist Church at Cross Creek, N. B., Canada were Kenneth C. Lewis, son of Agent and Mrs. Wendell Lewis of Rockland, and Sharon Ann McDougal, daughter of Rev. and Mrs. Donald McDougal of Cross Creek, N. B. A wedding reception was held in the Cross Creek Elementary School after which the newly-weds motored to Montreal and other Quebec province areas. Both Mr. and Mrs. Lewis are graduates of the 1969 class, Glen Cove Bible School at Glen Cove, Maine. Mr. Lewis is presently employed at Day's Jewelry Store in Rockland and the couple reside at 40 Pleasant Street, Rockport, Maine.



By Jerry Shea

An entry blank for the E. Spencer Miller Golf Tournament is printed on this page.

This affair is being held at Fairlawn, East Poland, on September 27. We were able to make arrangements to start about eight groups off the back side beginning at 8:30 A.M. So, get your entries in early because it will be first come, first assign, to starting times. There was a record number of entries at Bangor this June, so we can look forward to a big field at Fairlawn.

The bowling leagues for both the Couples and Men's will be getting started around the middle of September. Bill Welch, Auditor of Disbursements office, has passed out sheets for the Men's League, which will have a warm-up night Monday, September

15th at 6:30 P.M. Ken Austin, Comptroller's office, plans to start the Couples' League about the third week of September at the same alleys at 6:30 P.M. on Thursday nights. If you haven't bowled in one of these leagues and plan to this year, you had better get in touch with the above Commissioners as soon as possible.

Identifies Old Photo As In Portland Union Station

To The Editor of The Messenger: The palatial restaurant pictured in the August issue of THE MESSENGER was nowhere else but in the former Portland Union Station. It was opened in June of 1888. The original operators of what was an eating place famed for its food and for its service by waiters in black ties, presided over by a headwaiter in white tie and tails, were Elmer F. Woodbury, George E. Woodbury and their three sons.

Later the restaurant was taken over by Joseph Langley and when patronage became less and less as the public deserted the railroads for the more convenient family automobile it was operated by The Armstrong Company, headed by the late George Armstrong. Before it closed for good it had dwindled down to a double lunch counter of the Armstrong Company. —Harry M. Treat

Note Of Thanks

Mrs. Raymond Stanley, wife of retired Leading Signal Maintainer, PTCO. Raymond Stanley, has asked us to express the thanks of their family to all friends and relatives at the time of Mr. Stanley's recent death. She is grateful for the thoughtfulness expressed in cards, notes and floral tribute and wants to express special gratitude to the pall bearers.



CHIEF CLERKS OF FOUR RAILROADS—Left to right, Steve Magyar, Penn Central; Gil Goding, Boston and Maine Corp.; Dick Jones, Delaware & Hudson RR and Arthur Edwards, Maine Central RR. The occasion was a farewell dinner party at Holiday Inn, Portland to honor Goding, recently promoted to traveling freight agent, Manchester, N. H. He was presented a gift by his associates and railroad friends as a token of appreciation for a job well done. Also present were Boston and Maine Corp. Regional Sales Manager Dwight A. Smith, Jr. and Mrs. Smith; Mrs. Goding; Mrs. Edwards, Miss Dot Lehan, a stenographer, B&M Corp., Portland, and Mrs. Sherry Small.

ENTRY FORM

NAME STARTING TIME

RAILROAD LOCATION

HANDICAP:

STATE

CLUB OR LEAGUE

AVERAGE

Enclose \$1.00 Entry Fee — Not Returnable After September 25th.

MAIL TO: Jerry Shea
Car Accounting
MECRR General Office Bldg.
232 St. John Street
Portland, Maine

OR: Larry Severance
MECRR Bangor Engine House
Dutton Street
Bangor, Maine

NOT LATER THAN SEPTEMBER 22nd !!!



The Crawford House, upper left, is dwarfed in this air view of Crawford Notch area, showing Mt. Willard at the center with MCRR tracks curving around its side and the famous trackman's house perched on the mountainside in the foreground. Route 302 runs along to the right, parallel to the tracks.

Iron Hoss—from page 1)

Hampshire to the Crawford Notch Railroad for operation of a steam locomotive-drawn two-coach train from Bartlett or Notchland up the steep grade through the Notch to Crawfords and return.

The proposed 15 mile excursion daily from May 1 to November 1 would offer a view of the Saco River Valley and White Mountain scenery not available to the public except on chartered trips planned by railroad enthusiasts since the MeC discontinued passenger service on its Mountain subdivision in 1958.

Four fall foliage excursion trips to the area have been sponsored by railroad buffs in the past ten years.

George E. McAvoy of Littleton, New Hampshire, president of Crawford House Resort and the Littleton Hotel Corporation, heads the group of businessmen backing the venture. His associates include: U. S. Ambassador to Spain Robert C. Hill of Littleton, also a director of United

Fruit Company, Merck and Co. chairman of Crawford House Resort; Douglas A. Philbrook of Gorham, general manager and director of Mt. Washington Summit Road Company; Edward M. Clark of Lincoln, operator and manager of Clark's Trading Post; and James T. McFate, manager of Hanover Inn and former president of the American Hotel-Motel Association.

McAvoy reports receiving many favorable comments and letters of inquiry since announcement of the projected development was made.

CNSR also will operate a railroad museum and gift shop in the abandoned Trackman's house at Mt. Willard. Buildings to be used in connection with train operations include a station and waiting room at Bartlett or Notchland, the old Crawford Notch station and the Fabyans station. A wye for turning trains will be built at Crawford and another between Notchlands and Bartlett.

Excursion trains will operate

in daylight hours only, to avoid any conflict with Maine Central's freight operations on the line.

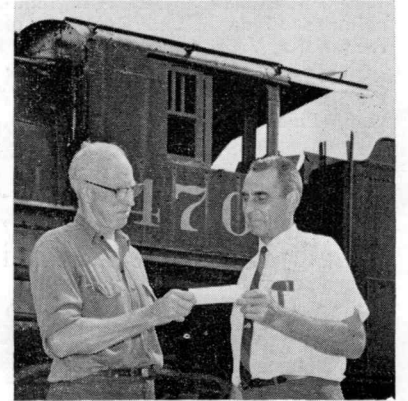
President E. Spencer Miller noted that, although Maine Central will have no active part in the operation, it is "pleased to be a part of the venture in the territory along its tracks."

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
242 St. John Street
Portland, Maine. 04102
Address Correction Requested

Mr. Alfred M. Wynne C-11
279 West Street
Amherst, Mass. 01002



By Harold R. Keniston



AN EARLY AND GENEROUS PLEDGE FROM THE VETS—Kenneth E. Reed, Local Chairman, Waterville Area, Maine Association of Railroad Veterans, hands the association's check for \$200 for the "470 Memorial Fund" to Waterville Shop Superintendent A. H. Finnemore, Chairman of the 470 Committee for the Maine Central Railroad.

Last month the following members of Railroad Vets attended a Detroit-Red Sox baseball game at Fenway Park in Boston: John Briggs, President; John Burke, Harold Clark, Herbert Jenkins, Millard Storer, Ralph Hopkins and Harold R. Keniston. This trip was sponsored by the 60 Plus Club.

Mr. Walter Knox of Hollis, Maine was voted into membership at the last meeting. He is a former B. & M. engineer.

Robert Lewis at the Jewish Home is much improved.

Mr. and Mrs. Harold R. Keniston celebrated their 47th wedding anniversary.

Any members in the membership who are interested in joining a bowling league, call 775-1244.

Next meeting is September 28th.

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