Maine Industry Building Rapidly

Part of nearly $200 millions programmed by Maine industries for expansion is being spent by three Maine Central customers whose construction progress is shown in these pictures.

Top photo shows part of the new Maine Central main line and steel being erected at the site of the new $54 million International Paper Co., mill at Jay.

Center photo is an aerial view of new kraft pulp mill construction at the St. Croix mill of Georgia-Pacific at Woodland. A total of $25 millions is being spent there to increase pulp production.

A much smaller, but nevertheless important industrial expansion is shown at lower right, with workmen erecting concrete forms for construction of Frontier's $230,000 poultry and dairy feed mill at Waterville.

There are many more expansion projects along Maine Central lines, and in the months to come, the Messenger will help railroaders and others keep tabs on the progress of Maine industry's current dramatic growth.

Railroad Workers Open Campaign To Raise $10,000 For United Fund

A goal of $10,000—about $1,500 more than ever before—has been set for the Maine Central-Portland Terminal Company United Fund campaign in the Greater Portland Area this month.

Daniel L. Jerman, assistant to the chief engineer, has been named company chairman for the annual campaign, and assisted by a cadre of departmental representatives, got the drive off to a fast start Oct. 12. P. H. Coombs, Portland Terminal Co., trainmaster, is serving as vice chairman.

Endorsements of the 1964 United Fund campaign came from President E. Spencer Miller, and from the General Chairmen of 14 organizations representing union employees. A letter carrying these endorsements was included with the weekly paychecks distributed Oct. 12.

Mr. Miller's message was as follows:

Fellow Employees:
Each year those of us who have good jobs are given the opportunity to help others less fortunate in the Greater Portland area by participating in the United Fund Campaign. This will be the only drive sponsored by the Companies during the coming year.

The Annual Fund Campaign will officially start on October 12th, and we are again offering payroll deduction, which it is hoped will make it easier for our employees to do their part. I sincerely urge each of you to consider carefully and generously your ability to help in this campaign.

This year, as a token of our appreciation, each Maine Central and Portland Terminal Employee who pledges $15.00 or more, will be presented with a gift at the conclusion of the cam-

United Fund—page 8)

Blake Named To MeC Board

Sherman W. Blake, Portland, president and treasurer of the W. L. Blake Co., was elected to the Maine Central Board of Directors in September.

He succeeds the late Blin W. Page of Skowhegan, Maine Central director for 39 years.

Blake is the grandson of his firm's founder, W. L. Blake, and the son of the late Arthur W. Blake of Portland. He was born in Portland, educated in local schools; at Deerfield Academy, Deerfield, Mass., and was gradu-
TO MY FELLOW EMPLOYEES:

What is Dignity?

Politicians and self-styled "liberals" have recently added a new word to their claptrap designed to confuse us and then ingratiates through flattery. This word is "dignity." It is used in such phrases as the "dignity of the common man," the "dignity of working people" and the dignity of members of certain races. It is so profusely used and abused as to corrupt and even lose altogether its true meaning.

Webster's International Unabridged Dictionary defines dignity as, "State, character, or quality of being worthy or honorable; elevation of character; intrinsic worth; nobleness; excellence." An example of proper usage is taken from Shakespeare: "The dignity of this act was worth the audience of kings."

There can be no doubt that there is dignity in work, particularly when that work requires peculiar ability and faithful attention to duty as all railroad jobs do. There is particular dignity attaching to those functions which require skill, alertness and experience. These positions are inevitably provided in a free system of private enterprise which can only exist under capitalism. It is private capital which provides the type of jobs to which dignity attaches.

We have had a recent example in Maine of the elimination through improvident and visionary governmental policy of skilled jobs which brought a dignity to the men and women trained to perform them. Reference is made to the closing of the two textile mills on our railroad at Lisbon Falls. The alternative for people thus thrown out of work is blithely stated by politicians as "bright" due to some form of relief which will be provided by the Great White Father in Washington. It is inconceivable to any thinking person that dignity could attach to the individual so supported. The man or woman who lives with dignity is in a position of being honored or esteemed by others, and the recipient of charity, masked though it may be by the government fronting for those citizens from whom the money actually comes, can never be esteemed because his self-esteem has necessarily evaporated. Government policies are not humane or enlightened when they spend our money or provide free trade reciprocities over the world to help others with lower standards and allow our own citizens to become pawns of the State. Unemployment insurance, unemployment in public works, the dole and all of the other schemes of the liberal politician may be temporarily calculated to get votes for him but they will not elevate the dignity of the people whom he represents and whose welfare should be his primary concern.

This general theme has particular application to the railroad industry. We have seen irresponsible and reckless expenditure of public funds which in the last analysis are your money and mine for the creation of mammoth super-highways, costing hundreds of thousands of dollars a mile, not for the purpose of letting our Chevies, Fords and Plymouths run faster and safer, but for the purpose of developing an uneconomic trucking competition with the efficient roads of steel which these highways parallel. The result has been a great attrition in railroad employment and no amount of railroad unemployment compensation, no scheme of training for other jobs and no amount of public charity can restore dignity to the railroad man or woman who has lost his railroad job through such wasteful and ill conceived policies. Every railroad man and woman should bear these thoughts in mind in formulating his political philosophy and in evaluating the type of government and the type of representative which will best protect his interests and best promote his dignity.

E. Spencer Miller

EDITORIAL

The United Way

An earthquake, a broken dam or a rampaging fire brings disaster to a community and the spontaneous outflow of help for its victims is immediate and heart-warming.

But no dramatic news story, no heartrending photographs announce the every day disasters that strike countless families in every community: illness, a crippling disease, accidents, loss of income, a broken home, a teen-age problem. Yet help is needed here, just as necessary, equally appreciated.

You and I, however compassionate we may be, are not able to give our personal response to these remote crises but we do help in these times of need.

Through United Community Fund health and welfare agencies supported with our United Way contributions, we respond to the unpublished disasters that strike so many homes. We provide day nursery, maternity homes, family counseling, legal aid, travelers aid, adoption services, court social services ... a host of United Way services to help families every day of the year.

Truly, one gift works many wonders when it is made the United Way.

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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General Offices
Sports Editor
Sales Meeting Series Begins

Maine Central’s fourth annual series of freight sales meetings—a total of eight sessions throughout the system—is being held this month.

Attended by top-level personnel of all departments, sales representatives and local agents, the meetings are conducted by R. C. Merrow, freight traffic manager, and H. E. Buchheim, sales manager.

Buchheim said the purpose of the series is “to strengthen liaison between the various departments and the local man-on-the-scene, and to mobilize all our personnel in the interests of improved and expedited service.”

“Whatver problems are presented,” he said, “can be solved or placed at the proper point for solution.”

The series of meetings opened Oct. 6 at Rumford, with a session attended by freight traffic, accounting, operating, mechanical and engineering officials and by agents from Rumford, Dixfield, Farmington, Winthrop, Leed-Jct., Livermore Falls and Lewiston. A similar meeting was held Oct. 8 at Pittsfield, with departmental representation and agents from Pittsfield, Burnham Jct., Hartland, Corinna, Dexter, Dover-Foxcroft and Newport.

Agents from Calais, Vanceboro, Cherryfield, Columbia Falls, Machias, Dennysville, Woodland and Danforth met with department officials at Calais Oct. 12; and agents from Bangor, Bucksport, Franklin, Ellsworth, Orono, Old Town, Enfield, Lincoln and Mattawamkeag attended an Orono meeting Oct. 13.

On Oct. 15, a Waterville session included the agents from Waterville, Bingham, Madison, Oakland, Skowhegan and Augusta; and on Oct. 19, agents from Brunswick, Gardiner, Lisbon Falls, Wiscasset, Waldoboro, Warren, Rockland, and Danville Jct., attended a meeting at Brunswick.

A Mountain Division meeting including the agents from North Conway, South Windham, Steep Falls, Fryeburg, Gilman, Colebrook and Beecher Falls will be held at the Eastern Slopes Inn, North Conway, on Oct. 23.

MeC Delivers Huge Casting

Maine Central delivered one of the heaviest single freight shipments ever moved into Maine in early October—a 304,000-pound stator for a huge new generating unit at the Cousins’ Island plant of the Central Maine Power Company.

It moved from the Schenectady, N.Y. headquarters of the General Electric Company on a single, drop-bed railroad flatcar, but will require four flatbed trailers and four tractors with a total of 100 tires to move the heavy piece of equipment from the delivery siding at Yarmouth to the CMP’s William F. Wyman Station on Cousins’ Island.

The routing necessary for clearances was through Messina, N.Y., to Montreal and into Maine via the New York Central, Canadian National, Canadian Pacific and Maine Central Railroads.

The big casting is only part of a new 125,000-kilowatt generating unit that will make the Wyman Station Maine’s largest generating plant.

Poultry Industry Future Brightens

Construction already is well under way at Waterville on a $250,000 dairy and poultry feed mill, Maine’s newest industrial plant.

Workmen started the job within hours after negotiations were completed in late September between the Waterville Development Corporation, the U.S. Small Business Administration, the Maine Central and a new Maine corporation called Frontier.

The new mill will employ between 20 and 25 persons in the production of some 25,000 tons of high-nutrient poultry and dairy feed annually. Frontier officials said they will begin production in April, 1963, receiving corn and other ingredients by rail, and distributing the product to feed users over a wide area by truck.

John P. Scully, Maine Central executive assistant, assisted in locating the new plant, and negotiated a lease of Maine Central land off North street in Waterville for the project. / (Frontier—page 5)
Gordon’s 66 Wins
Railroad Tourney

Ralph Gordon of Portland, blazing home with four birdies on the back nine, racked up a low net of 66 to win the E. Spencer Miller trophy in the 8th Annual Maine Railroad Golf Tournament Saturday, Sept. 26, at Willowdale.

The weather—in sharp contrast to last year’s outing at Poland Spring—was tremendous, the afternoon in part for the entry list of 53 golfers representing the Maine Central, the Bangor and Aroostook, the Boston and Maine, Delaware and Hudson and New Haven Railroads.

Gordon, auditor, data processing and systems manager, general offices, Portland, turned in a card that read 87-21-66 to win the low net laurels. Jerry Shea, car accounting, Portland, captured the low gross with a sharp 75.

Dick Harrington of the Boston and Maine, formerly of So. Portland, was low net in class A with 79-9-70. Dick went out with 40 and came back with 39.

Brownie Tate of Rigby walked off with the honors in class B with 91-24-67.

In Calloway play, Phil Butler of Bangor was first with 71. Everett Goddard of the General Office Building was runnerup with 73.

Hazel Wallace of the General Office topped thedistaff swingers with a net of 74.

Railroad Spending Up

Spending by railroads for new plant and equipment in 1964 will rise 31 per cent, or $344 million, above last year. This is the prediction by the Commerce Department and the Securities and Exchange Commission, following a recent survey.

Railroads in 1963 spent $1,044 million for additions and improvements, raising the total outlay since the end of World War II to $18.4 billion, or an average of over a billion dollars a year.

WIN TOURNAMENT HONORS—Phil Butler, left, of Bangor was Calloway winner in the Maine Railroad golf tournament Sept. 26 at Willowdale. Ralph Gordon, center, of Portland, won the low net trophy, and Jerry Shea, Portland, took low gross honors.

Trowel Club Plans
Annual Ladies Night

Members of the Trowel Club, the railroad Masonic organization, will hold their 14th annual Ladies Night observance Oct. 24 at the Stevens avenue Congregational church, Portland.

Scheduled for 6:30 p.m., a roast beef dinner will open the evening’s program. Paul Landry, Maine Central’s very own “Mr. Banjo,” will provide entertainment, and music for dancing later will be by John Gooch and his orchestra.

President Walter Emery said guests will be welcome, and tickets will be $2 each. He urges that reservations be made as soon as possible with Don Sinclair, 15 Allen avenue extension, telephone 797-3224.

Members of the committee, besides President Emery and Don Sinclair, include Charles Chamberlain, Royden Cote, George Stanley, Tug Wilson and Al Christie.

President Emery also announced that the Trowel Club Degree Team will confer the Master Mason degree at Casco Lodge, Yarmouth, on November 17.

By AL KENNEDY

With golf and fishing pretty well down the drain for this season, the bowlers are taking over, and an active schedule is under way in Portland. We expect the same is true elsewhere on the MeC system, but we haven’t heard. Drop us a note and tell us what’s going on, and we’ll get the word around.

Team No. 6, with Bob Engelhardt, Henry Kenny, Dana Bragdon, Bob Rounds, and Bustin Bucky Gato, are in first place in the Portland Mens Bowling League. Only three points behind the leaders is team No. 2, consisting of Dick Smith, Jim Brice, Roland Gilbert, John Conroy, and Geo. Stanley. Tied for high single string of 140 is Lenny King and Brownie Tate. Lenny has a high string total of 365. A few of the high averages are: Lenny King 106, Brownie Tate 104, Sam Cavallaro 103, Lindy Burgess 101, Bucky Gato 101, and Bill Manning 100.

After one week of competition in the Portland Couples Bowling League, Millie and Al Kennedy along with Ann and Bill Welch, are in first place with 4 points.

Millie Kennedy had a high three string total of 304. Gladys Blackmore had a high single string of 121. Tom (Goldie) Caulfield came thru with a three string total of 330. R. Coffin rolled over 139 pins for the high single string. The league has 32 couples which make up 16 teams.

The Untouchables, Low Bo’s, Bombers, Dubs, Beryl’s Girls and the Merrymakers, make up the teams in the General Office Girls’ Bowling League. After the first night’s match, the Untouchables with Jean Finley, Beverly Waterman, Carmel Robicha and Mary Ann Berry are tied for first place with the Low Bo’s, who are Barb Carroll, Ann Whitmore, Hana O’Toole and Lolly Grant. Jean Finley has a high single string at 114 and Mary Berry has a high three string of 301. The Big “a” averages belong to Mary Carbeau with 100, Jean Finley 97, Hana O’Toole 96, Mary Ann Berry 95 and Jean Jones 95. The gals bowl every Wednesday night at the Westport Alleys.

IRIMICH PRIZE—O. N. Rye, general traffic manager, International Paper Company, and President E. S. Miller are shown with one product of a work-and-relax trip to Canada this fall, a hefty Atlantic salmon from the famed Mirimichi river.
to improve the cost situation for Maine farmers, and to protect an important part of its annual freight revenue. “It’s hard to tell,” said the Portland Press Herald, “whether or not the Maine poultry industry has been saved, but at least the Maine Central Railroad, which has a sizable economic interest at stake, has been doing all it can to keep the corn a-coming and the chickens a-growing. x x x The whole picture in this vital segment of Maine’s economy is brighter.”

The Waterville Sentinel, in the same vein, editorialized:

“Maine Central has expended considerable effort to achieve more favorable rail freight rates. “In doing so it has demonstrated enlightened self interest, since it is mighty important to the Maine Central’s economic well-being, as well as to the well-being of the state’s economy generally to keep the chicken business a healthy one in Maine.”

The Lewiston Sun said “The Maine Central has made a concentrated effort to get the (rate) differential reduced, as well as to take other steps to help improve the industry’s competitive position. The Waterville plant move is the latest of these steps. x x x We commend the railroad for its far-sighted policy and program.”

**Transport Quiz**

**Question:** If trains are so much more efficient technologically, why are trucks, barges and planes able to do so well?

**Answer:** One reason is that they have a Rich Uncle (the U. S. government) to pay a lot of their bills.

If America wants its transportation work done at minimum cost, then it must calculate the cost of each mode of transportation in exactly the same manner. If one mode is taxed, all must be taxed on the same basis.

**GENERAL OFFICES**

Several changes have taken place in the Comptroller’s Office with Jack Coyne bidding off the position of Clerk-Personnel Records, Theresa Slattery bidding off his former position of Clerk-Typist and Mechanical Device Operator.


Among late summer vacationers from the Accounting Department was Stan Watson who, with his wife Toni, cruised along the Maine coast in their power boat. Despite the coolness of the weather they took a fully-clothed dip in the ocean when they capsized the dinghy as they returned from having dinner at Sebasco. Since it was dark and no one saw it happen, it might have been disastrous, but they were able to reach a ladder to the dock and climbed up, appearing over the top all dressed up and soiling wet. Fortunately they lost nothing and returned to their boat to continue their cruise.

Paul Crawford and his wife went to the World’s Fair over a weekend and Paul could think of no quotable into the Pennsylvania Dutch country. Paul insists he didn’t sample much of the Pennsylvania Dutch cooking.

Gordon Williams attended a Kiwanians Convention at Breton Woods, N. H., as a delegate from Windham.

Shirley Wilson can give you a review of any of the movies that were playing here during her two-week vacation and give you some tips on gourmet eating places.

Bob Nurse of Car Accounting reports poor weather but very good fishing on his recent trip to Chibougamau, Quebec, where he caught about 40 fish, mostly trout.

Ruth Kelley and Marion Faiby were among the Maine Central people who were on hand for President Johnson’s impromptu speech at Congress and St. John Streets. Many of our other people were in the crowd that welcomed him on the same day that Senator Muskie and his wife toured through our office building.

Grace Hoglund of the Executive Department attended the Annual Flower Show held at the U.M.P. campus during part of her vacation.

Eric Smith showed his pictures of Iceland recently to groups at the YMCA and the Prides Corner Congregational Church.

Margaret Minott has substituted covering recent vacations in the Executive and Public Relations Departments.

A number of railroad people were passengers on the September 27th “foliage excursion” to Island Pond, Vermont, sponsored by The 470 Railroad Group, Portland Division of Railroad Enthusiasts. Among the Maine Central passengers were J. Emmons Lancaster, who served as Conductor, and Eric P. Smith. Others on the Trip Committee included Robert L. MacDonald, Chief Clerk of the Grand Trunk Traffic Department in Portland, and Dwight Smith of the Boston and Maine, who had two of his children serving as “news butchers.”

**The Grapevine**

Blake—from page 1)

Blake—resigned from Dartmouth College in 1937.

Except for World War Two service as an officer in the U. S. Navy Supply Corps, he has been associated with the historic Portland mill and industrial supply firm since 1937.

Blake is a director of the First National Bank of Portland and the Cumberland Savings and Loan Association, and a member of the Cumberland Club, the Portland Club, the Portland Country Club and the Portland Yacht Club. He serves as a member of the prudential committee of the State Street Congregational Church.

Mr. and Mrs. Blake reside at 24 Carroll Street, Falmouth Foreside.

**Frontier—**from page 3)

"Frontier’s decision to build the new Waterville plant," Scully said, "is gratifying to the railroad. We regard this move as evidence of the Maine poultry and dairy industries’ faith in rail transportation, and in Maine Central’s continuing efforts to restore the competitive balance between Maine farmers and those in other sections of the Nation."

Soon afterward, the Maine Central announced ICC approval of another adjustment of rates on bulk corn, a cut that will amount to about a dollar a ton on a typical Toledo-Augusta shipment when it becomes effective this month.

The two developments combined to change the grain and feed picture in Maine, and won a measure of praise for the Maine Central in its long-term campaign.
Mert Neilson and husband John on a fall cruise to the West Indies on the Holland-American Line ship "Nieuw Amsterdam" left New York October 2nd and arrived at Barbadoes October 13th, visiting Nassau, Montego Bay and St. Thomas. Upon returning to New York they visited the Autumn's Fair for a couple of days before coming back to Portland. They were accompanied by Mrs. John Neilson and his wife from Biddeford.

Dick Estes is parading a big smile these days now that he's become the proud papa of a bouncing baby boy, Richard J. Daron. Dick also has two little girls.

Mary and Vinnie Morse are sporting a sharp looking black Plymouth. Ed Stewart's wife is attending Gorham State Teachers College at night where she is taking course in math. She plans to be a teacher.

A welcome is extended to Stan Jordan who started working several weeks ago in the drafting room as an Assistant Engineer.

Charlie Huggins, Stenographer, Mechanical Dept., has returned to his duties after a leave of absence due to illness, theграмм: back, Charlie.

George Marcroft, Clerk, 4th Supt.'s Office, and wife Faye enjoyed a trip to Canada with friends during their two weeks' vacation.

Arthur Palmer, Crew Dispatcher in the General Office Building has been on vacation. As usual, was enjoying having his brother Millard, who substituted for him, with us during his absence.

Lyle Sumner Thompson, Clerk in the Revenue Office, recently returned from his annual two-week training in the Coast Guard Reserve. The Rockland Port Security Unit to which he is attached flew to Yorktown, Va., and participated in training which included firing range, small boat handling, communications and field problems involving infiltration and security. Sumner is the Training Officer for the Rockland Unit and was formerly attached to the Revenue Unit in South Portland before receiving his commission.

Those from the Revenue Office attending the World's Fair were Gordon Campbell, Mary Barron, Pat and Agnes Scanlon, Margaret Staton and Martha True.

Carl and Shirley Baldwin flew to West Palm Beach, Fl., in September for a few days visit with his brother. Lester Woodbury and his family have been spending the fall week ends at their camp at Little Sebago.

### DISTINGUISHED STUDENT — Miss Mary A. Bouchard, daughter of Conduct and Mrs. E. J. Bouchard of South Portland, has entered the University of Maine in Portland after having been selected as a "Distinguished Maine Student." Winner of two scholarships, she has been registered in the Freshman honors program. Miss Bouchard was graduated from South Portland High School last June.

Stores Department Worker Frances Haldane has returned to work after a long lay-off due to sickness. She tells me she saw former Boiler-maker Preston Rankins, (George, to us at the shop,) now retired, and he wishes to be remembered to all of his friends at the engine house.

Stores Department Clerk, Mathew "Frank" Kane just passed his 65th birthday and is still going strong. Many happy birthdays, Frank.

Electrician Holman "Bill" Danforth has returned to his job after a short stay in the hospital.

Former Boiler-maker Phillip Bonang, now retired, is working part-time as a short-order chef in a St. Johnsbury, Vt., diner. He visited the engine house recently to see old friends.

Engine Dispatcher Jere Flaherty was visited recently by his daughter Christine and grand-daughter Cynthia, and daughter Dorothy of Long Beach, Cal.

Late vacations were taken by the following Car Department employees:
- Donald Keating, Jr., Grandson of Assistant Editor John J. Keating, at the keyboard.
- Linwood Libby, Leonard Bean and Frank Toshko.
- Patrick Welch, brother of our former General Foreman Coleman Welch, died in September after a long illness.
- Karl Lamont, a former employee at the old Thompson's Point Shops, and Richard engine house, died recently at the age of 71.
- Machinist Lucien Garigan has a 1962 Chevrolet and is real pleased with it.

Larborer, Asa Worcester spent the most of his vacation in the blueberry country at the Columbia River near his boyhood home. He picked his share, we understand.

Machinist Helper John Nally has been assigned to the Machinist job vacated by Joseph Nallach, on the 3rd trick.

Retired fireman and Mrs. Roy Busby have gone to their winter home at Venice, Florida. We look forward to seeing them back at Brandy Pond next Spring.

Former Enginemann Robert Pressnell visited the engine house recently.

General Foreman and Mrs. Gordon Seabrook are on vacation accompanied by Melvin CharITY, road foreman of engines, and Newbut Estabrook, General Foreman, Car Department, Waterville, attending Convention of the Locomotive Maintenance Officers Association at the Sherman House in Chicago.

An interesting article will appear in the forthcoming issue of the Eutelec Welding Magazine, based on welding operation performed at the Rigby Engine House. It describes the building up of sharp or worn flanges on locomotive driving wheels by welding engines. This operation was introduced by General Foreman Gordon Seabrook and Technical Advisor Kenneth Notel of the Park Welding Supply Corporation, with Albert Wetmore, Sr., as the Welding Operator, and later by Welder Albert McCann who is now doing the welding with Freeman Charles Tetreault as Shop Foreman.

Electrician Walter Emery, President of the Trowel Club, says the club will have a fried clam supper at the Presumpscot Grange Hall, Nov. 6, and on November 24 will hold a Ladies' Night at the Stevens Avenue Congregational Church.

Former Car Dispatcher Maurice and Mrs. Clyde Gary are now residing in Cumberland on a small farm purchased after retirement, are happy in their work. Mrs. Gary has canned several hundred jars of various garden produce raised in their garden. Clyde's specialty is Gladioli. He wished to be remembered to all his friends around the pike.

Patricia Babbage, daughter of Assistant Foreman "Dude" Babbage, Bridge and Building Crew, was elected president of the Teen-agers for America. The purpose of this organization is to raise funds to purchase books for the libraries of the Sebago, Standish and Bonny Eagle High Schools.

Richard Stratton, who teaches at Hebron Academy, has been appointed as assistant football coach and the swimming team. He is the son of Machinist Martin Stratton.

Stores Clerk Thomas Cafferty is covering Clerk Everett Haley's job while he is on vacation.

Larborer Robert Casey was injured in September when a bar dropped on his foot.
BRUNSWICK

Joe Desjardins, clerk in the Track Supervisors office, took a trip throughout the midwest.

Harold Fletcher, billing clerk at Brunswick, highlighted his vacation with a trip through the White Mountains.

John Callan, cashier at Brunswick, also visited the White Mountains. Both John and Harold say they had too much work around home to get very far away.

C. R. Mitchell Equipment Maintainer, is another one who had vacation and elected to stay around home.

Agent Bob Thing had a few days off and with the family explored Casco Bay, including Jewel's Island. He says there is an eleven story tower there, and the view from the top takes in all the area from Sequim to Cape Elizabeth, and a wonderful view of Mt. Washington.

Our sympathies are extended to the family of John Belanger who passed away recently. Mrs. Belanger has asked us to thank all the fellow workers who were so considerate during her bereavement.

WATERVILLE SHOPS

Assistant Supt. A. H. Finнимore and Checker Stanley Martin were Shop representatives at a state level Safety Program meeting at the Samoset Hotel in Rockland recently.

Former machinist Bill Chase Jr., now employed as a machinist for an Air Line in North Carolina, visited the Shops while vacationing in the area.

Painter Charles A. Lowry, resigned and applied for the pension September 21. Charlie came to work in the Paint Shop in February, 1912, and except for short intervals has been actively engaged with stencils, layouts and lettering, of which he had an expert knowledge and ability. The "Parson" has all our best wishes for a long and happy retirement. Painter Earl McCaslin will take over Lowry's former duties.

Carman Frankie Gravel has been a recent visitor at the Shops.

Transfer Table Operator Archie Smith is laid up with a broken hand, resulting from a "do it yourself" project on his garage. Laborer Roland Anderson is operating the table in the interim.

Carman Helper John Ballew has been visiting relatives in Greenville, S. C., for a short time.

Many of the furloughed employees have been recalled as of October 1 to various departments about the Shops. Due to retirement Helper Warren Underwood will be set up to Painter.

Recently hospitalized have been Welder Warren Johnston and Laborer Leland McIntyre.

Carman Sid Brown has been promoted to fill the large shoes left by retired Foreman Bill Otis. Brown has a great potential but there are abilities that Otis had, that can never be filled by anyone.

Former Laborer Alfred Dunton, now living in California, has been a recent visitor at the Shops.

Assistant Supt. Alden Finнимore and several men from the Shops spent a recent week end building a breakwater at his cottage on an island in Casco Bay. The work was under the direction of Brickmaen Gene Alley. Finнимore tells us that the place is haunted by a spook of Irish ancestry who reports all the activities around the cottage while Finнимore is in Waterville.

Former Carman Gilbert "Dud" Delware, now employed by an Air Line in Miami Fl., has been a recent visitor at the Shops.

All here at the Shops were deeply shocked at the sudden death of Assistant Storkeeper Albert Ranceout on Tuesday evening, Sept. 29. He had worked that day and appeared his usual good natured self. He was 55 and had worked for the Maine Central for some 35 years.

Engine House Machinist Bud Thing doing his early-morning primping while on a fishing trip at Lobster Lake.

Four husky stalwarts from Moreau's Marauders in the Stores Dept. at the Waterville Shop. Left to right, Ormand Stevens, Eddie Mannino, Ken Knights and Edgar Stanley.
U-Fund—from page 1)

campaign. Remember $15 is merely the cost of one package of cigarettes each week in the year.

I urge all of you to participate in this worthwhile endeavor, knowing that this support will aid all welfare and community agencies in the Greater Portland Area.

E. Spencer Miller,
President.

Mr. Miller’s comments were endorsed by T. W. Severy, General Chairman, Bro. of Locomotive Engineers; H. Erickson, General Chairman, Bro. Firemen and Enginemen; C. F. Lydon, General Secretary, Bro. Railroad Trainmen; J. Connor, General Chairman, Bro. Railway and Steamship Clerks; S. O. Chandler, General Chairman, Order of Railroad Telegraphers; A. J. Bergeron, General Chairman, Bro. Railway Carmen of America; P. A. Sullivan, General Chairman, Int. Assn. of Machinists; L. P. Coret, General Chairman, Bro. Railroad Signalmen.


Assisting Chairman Jerman and Vice Chairman Coombs in the Greater Portland Maine Central-Portland Terminal Co. drive are the following departmental representatives: George P. Campbell, statistician, Accounting Department; A. C. Lennon, assistant superintendent; and T. F. Foley, chief clerk, Operating Department; E. E. Davis, general supervisor, maintenance of way, Engineering Department; Forest C. Ryder, traffic assistant rates, Freight Traffic Department; L. D. Smyth, chief clerk, Purchasing Department; E. M. Montgomery, foreman, car department, Rigby; G. H. Sears, foreman, locomotive department, Rigby; and L. W. Sparrow, inspector, locomotives and cars, Mechanical Department.

James L. Blethen Dies At Waterville

James L. Blethen, 62, employed by the Maine Central since he was 18, and storekeeper at the Waterville Shops since 1960, died suddenly Oct. 11 at Waterville.

Services were held at Bangor, his native city, Oct. 13.

Mr. Blethen joined the Maine Central as a laborer in the Bangor engine house Jan. 9, 1919, and became a crew dispatcher in the following year. He became a clerk in the stores department in 1945, was promoted to the post of traveling storekeeper with headquarters at Waterville on May 1, 1958. His promotion to storekeeper at Waterville came Jan. 1, 1960.

He leaves a son, Paul S. Blethen of Winthrop, Me.

Here’s How Railroads Bolster U.S. Economy

Because railroad transportation is interwoven through the whole fabric of our social and economic life, statistics of tons of freight and numbers of passengers do not tell the full story of how railroads help sustain the highest standard of living in the world.

They do not show how railroads each year...

---Contribute a total of about $9.6 billion to the national income.
---Pay some $886 million in taxes into the federal, state, and local government treasuries.
---Spend nearly $2.5 billion for fuel and a host of materials, supplies and equipment produced by other industries.
---Pay $302 million in dividends to investors in railroad properties and $410 million in interest payments to security holders and in rents for property.

DEATHS

Jean B. Belanger, trackman, Brunswick, September 13.

James L. Blethen, storekeeper, Waterville, October 11.

Joseph F. Flaherty, yard clerk, Portland, October 2.

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine.

Return Requested

SAM VAUGHAN
44 THISSELL ST.
PRISE'S CROSSING, MASS.

HINT OF THINGS TO COME—This old picture, made in the 1870’s, shows a Portland and Ogdenburg crew fighting deep snow in Crawford Notch. It’s an old stereopticon view. No. 2215 in a series loaned to the Messenger by H. D. Johnson of Kew Gardens, N. Y. Interestingly enough, a similar picture, taken at the same time and place and numbered 2216, was loaned to us about the same time by R. H. Sanborn of Manchester, N. H., a MeC stockholder.