Super-cars May Prove Answer To Maine’s Junk-Auto Problems

Exporting junk automobiles from Maine to Massachusetts in huge railroad cars began recently in an experiment that may be the solution to the state’s growing junk-car problem.

The scheme, developed by the Maine Central’s Marketing Department and a Bangor salvage dealer, won immediate praise from “Keep Maine Scenic” officials. “If private enterprise can prove it possible to export these cars,” said Coordinator Paul McCann, “the whole State of Maine will be better for their initiative.”

By providing extra-large railroad cars and the transportation link between salvage dealers in Bangor and Everett, Mass., the railroad has made the movement of crushed automobile bodies economically possible. Regular shipments of crushed automobiles between Bangor and Everett are anticipated.

Not economic before, when only smaller freight cars were available, the rail movement of crushed autos depends on a high tonnage per car, which became possible with the use of extra-large units developed originally for the shipment of wood chips. These Maine Central “super chip cars,” 50 feet long, nine feet wide and almost 16 feet tall, will carry more than 40 crushed automobiles.

Michael C. Rolnick of the Bangor Scrap Iron and Metal Co., Bangor, originates the shipments, pounding each junk auto into a metal mass about 16 feet long, seven feet wide and a foot thick. These are loaded into the big rail cars by crane and shipped to Everett, where a new plant refines the metal for re-use.

If demand increases, more freight cars will be modified and devoted to this service, providing the means by which other Maine communities may solve their junk-auto problems.

Directors OK Diesel Purchase

Purchase of a 13th new diesel locomotive was authorized by the Maine Central directors last month to meet requirements of an eight per cent increase in net ton miles of freight this year.

Announcing the authorization, President E. Spencer Miller said “we are determined to let no opportunity pass to provide Maine’s growing industries with the sort of freight service they must have to compete in today’s markets. We found the increase in the amount of freight being hauled this year, compared with last, made it evident that an additional unit would enable us to provide even better service with higher train tonnage and speedier movement.”

A rush order for the 2,000 horsepower EMD GP-38 locomotive has been placed at a cost of $195,000. Delivery is expected in September. Twelve others were purchased last year at a cost of $2,000,000.

Milton A. Poore
Reaches Retirement

Milton A. Poore has been fixing things in the General Office building in Portland for 30 years. He’s put up ceilings, built partitions, re-set glass, framed pictures, taken off screens and put on storm windows, taken off storm windows and put on screens, oiled hinges, adjusted locks, built desks, hung doors, installed fans and fixed broken heels on ladies’ shoes.

He’s even repaired wooden legs.

But Milton Poore retired early in July, leaving the General Office fixing to someone else. He’ll devote his talent with tools to his own house now, and his spare time to keeping up with a large garden, and to fishing for trout.

There just hasn’t been time enough for all these things in the (Poore—Page 8)

Directors OK Diesel Purchase

Purchase of a 13th new diesel locomotive was authorized by the Maine Central directors last month to meet requirements of an eight per cent increase in net ton miles of freight this year.

Announcing the authorization, President E. Spencer Miller said “we are determined to let no opportunity pass to provide Maine’s growing industries with the sort of freight service they must have to compete in today’s markets. We found the increase in the amount of freight being hauled this year, compared with last, made it evident that an additional unit would enable us to provide even better service with higher train tonnage and speedier movement.”

A rush order for the 2,000 horsepower EMD GP-38 locomotive has been placed at a cost of $195,000. Delivery is expected in September. Twelve others were purchased last year at a cost of $2,000,000.
Towards Better Communication Between
The Railroad And Government

TO MY FELLOW EMPLOYEES:

On the opposite page are reproductions of editorials from four of Maine’s daily newspapers which praise Maine Central.

These editorials followed a news release by our Public Relations Department describing how our railroad is working with the Bangor Scrap Iron and Metal Company in the new venture of moving junked automobiles from Maine to Everett, Massachusetts, where a metal refining process turns the junk into steel for re-use.

This is a timely example of how quick the public response can be to even routine efforts of Maine Central people. In one of the editorials Executive Director Paul McCann of the Keep Maine Scenic Campaign is quoted as saying “If private enterprise can prove it possible to export these (junked) cars, the whole State of Maine will be better for their initiative.”

In last month’s MESSENGER I wrote of the importance and desirability of Maine Central men and women taking active parts in public and political affairs in the communities in which they live, or work. Again stressing this point, I hope you will find the editorials, as I did, a most gratifying and spontaneous response by the general public, reflected through the public press by the editorial writers of the Bangor Daily News, the Bath-Brunswick Times-Record, the Lewiston Daily Sun and the Daily Kennebec Journal.

It is true that in recent years the general public has become less aware of the essentiality of the railroad. When the public deserted passenger train service for the more convenient private automobile, and the passenger trains ceased to operate, all except shippers of freight lost immediate touch with the railroad. With the closing of passenger stations the majority no longer came in contact with the agent in the smaller communities or the ticket seller in the larger stations.

Thus many people do not realize that the railroad still is—and will remain—the prime mover of freight for all of Maine’s largest industries, which are also Maine’s largest employers.

When, recently, there was danger of a shutdown of freight service because of a strike, an issue of the Bangor Daily News contained these quotes. “At Bucksport, a St. Regis Paper Co. official said ‘If the strike continues beyond Saturday we would have to halt operations. We simply can’t operate without rail service.’”

“A ‘gain of International Paper said ‘It isn’t conceivable that we could revert to trucks for transportation of raw materials. If the strike lasted for any duration it would mean a complete shutdown for us.’”

Similar comments came from other large employers contacted by the newspapers and other news-disseminating organizations.

Maine Central management is constantly striving to maintain better communication with the public and with local government. (On the national level our efforts are coordinated with those of other railroads through the A.A.R.). Thus I think I may well again point out the desirability of Maine Central and Portland Terminal Company employees taking active parts in civic and political affairs in their home communities. Your management encourages such activity and will take note of it.

Our employees live, and own property, and pay taxes in communities from Vanceboro to Portland and from Eastport to the New Hampshire border. Republicans or Democrats, Conservatives or Liberals, all railroad men and women can help themselves by presenting to government and to the public a true picture of the industry in which they work. One of the best methods is active participation in local community and state-wide political affairs, as candidates for and holders of appointed and elected political offices.

In last month’s MESSENGER we printed a list of Maine Central people who have done just this. By so doing, they have aided in fostering better communication between our business and our government.

It is highly important for government to understand the overall importance of the railroad and its services to the economic welfare of the people of this state. It is also essential that government know about and sympathize with our efforts to improve service and equipment and about many special railroad enterprises.

In Maine the railroad industry is progressive. Maine Central today is even more important to the state’s largest industries than it has been in the past. Without railroads these industries could not continue to prosper and expand.

We urge Maine Central men and women to communicate to government the part that we are playing, the need for help and understanding and the aspirations which we have to build a richer Maine.

E. SPENCER MILLER

Danger Days

It’s mid-summer, and most of us are enjoying it. There are many, however, who are not. They’re the ones who have been hurt or bereaved by highway accidents or drownings, and to whom summer will never be the same again. Have a fine time on your vacation. Relax, but not to the point where your vacation will be a sad affair . . . or maybe your last.

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

EDITOR
Joseph H. Cobb, Director of Public Relations

ASSISTANT EDITORS
Horace Rodrigue  Augusta
Frank E. Ware  Bangor
R. S. Thing  Brunswick
Henry A. White  Lewiston
Harold C. Clark  Retired Workers
Albert B. Wetmore  Rigby
John F. Johnson  Rigby Yard
W. B. Lewis  Rockland
E. L. Kennedy  Sports
G. K. Stevens  Waterville Shops
Ruth Brochu  Waterville Station
Arthur Doucette  Waterville Yard
Alice Allen  General Offices
Carol Bragdon  General Offices
Molly Fehlau  General Offices
Myrtle Nelson  General Offices
Marion Stevens  General Offices
**The Lewiston Daily Sun**

**Ridding the State of Junk Cars**

Tuesday, July 4, 1967

The possibility that a way has been found to rid Maine of the unsightly junk cars has been found all over the state in an exciting one. The Bangor Railroad, which developed the system used in Bangor, is now in process of implementing the project on a wide basis.

The railroad department of the MCRR came up with the idea of using the over-sized railroad cars for transporting wood chips, in order to carry away the waste material from the rail yards. The cars are then loaded with scrap metal and transported to the nearest large city, where they are crushed and recycled. The metal is then sold to scrap yards, where it is re-used for various purposes.

In addition to the railroad cars, the MCRR has also developed a system for removing the junk cars from the streets. The cars are removed by a team of workers who use a specially designed machine to lift the cars and transport them to the nearest junkyard. The workers are then able to break down the cars into their component parts and sell them for scrap metal.

The MCRR is currently working with the state and local governments to expand the system throughout the state. The company is also exploring the possibility of using the system to remove other types of waste, such as old tires and other refuse.

**Daily Kennebec Journal**

**Junk Car Solution?**

Tuesday, July 4, 1967

Exporting junk automobiles from Maine to Massachusetts in huge railroad cars began June 29 in an experiment that may prove the solution to the state's growing junk-car problem. The scheme, developed by the Maine Central Railroad and the Bangor salvage dealer, won immediate praise from Executive Director Paul McCann of the Keep Maine Scenic campaign. "If the private enterprise can prove it possible to export these cars, the whole State of Maine will be better for their initiative," he said.

By providing extra-large railroad cars and the transportation link between salvage dealers in Bangor and Everett, Mass., the railroad has made the movement of crushed automobile bodies economically possible. The railroad anticipates regular shipments of crushed automobiles between Maine and Massachusetts. The Bangor salvage dealer sends each junk car into a metal mass 16 feet long, seven feet wide and a foot thick. These are loaded into the big railroad cars by crane and shipped to Everett, where a new plant refines the metal for re-use. Rail officials say that if demand increases, more freight cars will be modified and devoted to this service, providing the means whereby other Maine communities may solve their junk-auto problems. This may indeed prove to be the solution to a problem that has seemed almost insoluble.

**The Bangor Daily News**

**Good Riddance Of Unsightly Rubbish**

Tuesday, July 4, 1967

Getting rid of junked Maine autos by exportation is being undertaken on an experimental basis. If successful, it could help the state solve one of the most vexing "Keep Maine Scenic" problems.

The project is being carried out by the Maine Central Railroad with the cooperation of a Bangor metal salvaging firm. The railroad is providing over-sized freight cars that are loaded with junked cars which have been crushed into compact units. They are being taken to Everett, Mass., where a plant processes them into reusable metal.

If all goes well from the economic standpoint the operation might be extended to other Maine cities where auto graveyards spread over acres of land—an eyesore for the beholder.

There would still be one obstacle to ridding communities and the countryside of unsightly auto carcasses. Somebody must move them to exportation sites. Junked autos—in ones, twos and threes—can be seen in front yards, backyards, along roadsides and on hill-sides.

This task could be worked out by the cooperation of owners of the abandoned vehicles, and enforcement of the state law on junked autos where cooperation is lacking. But it is not being done now.

In the future the export program is a success and spurs authorities to gather up the thousands of junk cars that now are strung about the state.
Railroad Golf
Slated Sept. 16
By Jerry Shea

The Annual Railroad Golf Tournament will be held at the Fairlawne Country Club, East Poland, Maine (just off Route No. 122) on Saturday, September 16th.

This is where we held the event last year. We hope to have a record turnout because everyone enjoyed themselves so much last year and promised to return this year with another friend to push the entries over the 80 mark. Therefore, get your entries early. Be sure to fill in the time you plan to arrive at the golf course.

The Owner-Pro, Frank Bartasius, wants us to start between 9:30 A.M. and 12:00 noon. We would prefer to have fixed foursomes and assigned starting times.

We will try to split the players into three equal groups and trophies will be awarded to first gross and first net in each class. Prizes will be awarded for longest drive on 18th hole and nearest the pin on the 11th hole. If there is any entry fee money left over, it will be passed out in golf balls to second and third gross and nets in each class.

The Bangor and Aroostook golfers won the majority of prizes in all classes the last couple of years, so come on, you Maine Central and P.T. Company golfers, let's get on the ball and let's get that E. Spencer Miller trophy back where it belongs.

Any further information may be obtained by contacting Jerry Shea, Car Accounting, Extension 394, or Larry Severance, MECRR Enginehouse, Bangor, or Bob Clukey, Bangor & Aroostook General Office Building, Extension 66.

THE YARD AT NIGHT—Brightly illuminated by the new lighting system, Waterville Yard presents this view at night, looking west toward the city from the Shops area.

Neil W. Monroe’s Death Reported

The death of Neil W. Monroe, 38, industrial car checker, Waterville freight office, and widely-known baseball and basketball official, was reported late in June.

A native of Madison, Monroe joined the Maine Central at Waterville in 1944 as a checker, and later became a bill rack clerk. After two years of Korean War service, he returned to Waterville and resumed his clerk’s position, becoming a clerk-typist in the track supervisor’s office in 1955. He held a ticket clerk’s position briefly in 1958, then became a yard checker. He had been in the freight office industrial car checker’s position since 1966.

Monroe was a former Waterville Boy’s Club athletic director and a scout for the National Baseball League Houston Colts. He was a past president and life member of the Kennebec-Somerset Baseball Umpires’ Association, the State Basketball Commission, and a member and past president of the Central Maine District Board of Basketball Officials. He was also a member of the International Association of Approved Basketball Officials.

He held several similar local, state and national baseball memberships, was a registered Maine guide, and a member of the American Legion, the Brotherhood of Railway and Steamship Clerks, and the Maine Association of Railroad Veterans.

His widow, the former Gail Young, survives.

ENTRY FORM

<table>
<thead>
<tr>
<th>NAME</th>
<th>STARTING TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAILROAD</td>
<td>LOCATION</td>
</tr>
</tbody>
</table>

HANICAP:

STATE

CLUB OR LEAGUE

AVERAGE

Enclose $1.00 Entry Fee — Not Returnable After September 16th.

MAIL TO: OR:

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

Larry Severance
MECRR Bangor Engine House
Dutton Street
Bangor, Maine

NOT LATER THAN SEPTEMBER 13th.

Safety Tips

By Lawrence W. Sparrow
Safety & Fire Protection Agent

1. Watch your footing. Don’t be a fall guy.

2. Wear eye protection. Think of the things you would miss if you lost your eyesight.

3. An injury to you affects your whole family.


5. Work at safety until it becomes a habit.

6. Didn’t Think—Didn’t Know—Didn’t Ask are the 3 most frequent causes of accidents.

7. The smartest thing you’ll find in work clothes today is a careful worker.

8. Be safe off the job, too. When driving, always fasten seat belts and take safety along for the ride.

Charles Crimmins Works Final Day

Charles L. Crimmins, signal helper, Augusta, retired from active Maine Central service July 28 after more than 43 years.

Crimmins joined Maine Central in April, 1924, at Brunswick, and has worked as a signal maintainer and helper at Wiscasset, Yarmouth Junction and Augusta, where he now resides.

Miss Edna Crimmins, clerk, Bridge and Building department, Portland, is his sister.

WORK IS NEVER DONE—Leonard Stevens, Waterville Shops, switching cars on his "O" Gauge model railroad, which has been in operation since shortly before Christmas, 1966. In his spare time, you can find Leonard building up his model railroad. Like on the real railroad, the work is never done.
The last dinner meeting of the season for the Maine Association of Railroad Veterans was held at Howard Johnson's Restaurant, June 29th with about 50 members in attendance. Mrs. Paul King, entertained with piano and accordion selections and group singing was enjoyed by all.

Since our last meeting we have had an increase of 17 new members, making a total of 67 new members in the past 3 months.

The 25th Annual Convention of the New England Association of the Brotherhood of Railroad Trainmen and the Ladies Auxiliary, will be held August 18th and 19th at the Colony Motor Hotel, Cranston, Rhode Island, on Narragansett Bay. On Friday a clambake and dancing will be enjoyed. On Saturday a general election, with a banquet honoring Grand Lodge President Charles Luttrel of the Brotherhood and Grand Lodge President Catherine Smith of the Ladies Auxiliary. This affair is always largely attended with members from all over New England.

Mrs. Ernest T. Bilodeau has been entertaining her grandson and wife, Mr. and Mrs. Rodley S. Richardson and two children of Springfield, Mass. We were very sorry to hear Mrs. Leonard E. King broke her wrist recently.

The next meeting of the Maine Association of Railroad Veterans will be held September 24th at the Howard Johnson Restaurant, Thornton Heights.

**GENERAL OFFICES**

John Meck who has been working for the Engineering Department as a draftsman, has graduated from Portland and will teach in a private high school in Massachusetts this fall. John commutes from home and lives at Prout's Neck during the summer.

Ray Jackson became a grandfather for the second time in June. Ray's daughter Natalie and son-in-law Stephen Chandler of Littleton, N. H., are proud parents of Eric, who weighed 8 lbs. 12 ozs.

Lin Lamson and wife Marion spent a recent weekend attending the photographic conference at the University of Massachusetts in Amherst.

Stan Jordan recently spent 5 days of intensive study at U.M.P. taking a course in Critical-Path Method of Planning and Scheduling.

Reid Potter and family spent their vacation in Anchorage, Alaska. The Potters returned by boat down through the Alaskan Islands. Eddie Stewart and family camped out for a week in New Hampshire and spent quite a bit of time canoeing.

J. E. Lancaster and D. A. Smith, B&M, traveled 3,900 miles in 10 days to Augusta, Georgia to visit tourist railways.

Bill Welch and wife Ann had an enjoyable vacation recently, weatherwise and otherwise, visiting their daughter Joanie and family at Denison, Mass. While they were there they took the Danvers to Hyannis Port and nearby other spots equally interesting. Cape Cod is quite a place in summer.

"Pierre" and Eva Libby enjoyed a week at camp at Highland Lake in New Hampshire and swam when the weather permitted.

John Frank, head trainman on B-11 at Newport, boarding the 260 for Bangor.

Accounting & Statistics, had a week's vacation enjoying his new 15-foot Starcraft.

George Davis of the Car Accounting Office has been entertaining her daughter and son-in-law, Jo and Dave Verbil, who are visiting from St. Louis.

Ruth Hakens of the Statistical Studies Office has returned from a visit to Expo '67 which she found very enjoyable.

Marty Holmes, Assistant to Comp-troller, and his family were also visitors to Expo while at the same time sampling the camping facilities of the area.

George Lowell, P.T. General Bookkeeper, and his wife toured parts of New Hampshire and Vermont on vacation.

Alice Allen of the Comp-troller's Office went tenting at Bay of Naples with her husband and young son during 4th of July week.

Another recent camper was Ruth Christianson of the Transportation Department who, with her husband and friends, enjoyed the luxury of a travel trailer at Bor-Calida Park.

Mollie Felhau of the same office is recuperating at home following surgery and is most appreciative of all cards and remembrances from her co-workers. Helen Churchill is substituting for Mollie.

Arlyn Whitney, secretary in the Law Department, spent part of her vacation in Farmington, making trips from there.

**Wed 55 Years**

Retired Waterville Shopman and Mrs. Joseph D. LaRoche were honored at a 55th wedding anniversary party recently by their children. The event was held at the home of Mr. and Mrs. Louis Pouliot of Waterville. Mr. LaRoche retired in 1934. The couple were married at Lac Megantic, P.Q., in 1912.

**RIGBY ENGINE HOUSE**

Electrician and Mrs. James Small motored to Montreal, and of course while there, visited the Expo '67, as well as other places in Canada.

One of the latest men to join the ranks at the engine house is Richard Greene, and no doubt will hold a regular job soon as he is bidding on all jobs in his category.

Electrician and Mrs. Walter Emery took a trip to the Moosehead Lake Region. They were joined by Donald Sinclair and family. Walter and "Don" plan to get in some fishing. Speaking of fishing, while we're on the subject your reporter from Rigby who is not too much of a fisherman hooked on to a 1/2 inch, two pound wide mouth bass, the first one he'd ever caught, at his cottage at Watch- chie Lake.

Peter Sullivan, brother of Machinist John Sullivan was killed in a diving accident at Higgins Beach. Flowers were donated by the Rigby Flower Fund.

Carman Edgar Dunham while on vacation accompanied a few of his boys around his home such as grading, and making a new lawn.

Mrs. Elmer Rounds, wife of Clerk Elmer Rounds retired, fell and broke her wrist.

Carman Merle Cook has bid off a new job at the Car Department, that of retired Millman John Dellow after his recent retirement.

Carman and Mrs. Raymond Palmer will visit England during his vacation. While there they will visit their son who is in the Air Force as a hospital attendant, near London.

Pack No. 12 of the cub scouts
visited Rigby Engine House, under the supervision of their Cub Master, Roy Saint Peter, who is an employee at this point. There were 17 scouts in the group.

The Rigby Flower Fund donated flowers at the funeral of the father of Hostler James Jenkins of Bangor.

Carpenter Heulin “Dude” Babbage, of B. and B. Crew, has leased the Sebago Lake House, of which he was proprietor, and is living nearby in Sebago Lake Village, handy to good fishing and boating.

The railroad gardeners both retired and in active service were able to enjoy the fruits of their labor, according green peas, by the 4th of July, later this year at least by 2 or 3 weeks.

Henry Johnson, a former Rigby machinist, died at the age of 76, on June 18. His service goes back over 50 years. He is survived by a brother, Machinist Frederick Johnson who retired in January. A floral tribute was sent to the funeral from our flower fund.

Your associate editor, for this area, Albert B. Wetmore attended the usual banquet and meeting of the Messenger and enjoyed himself, and the wonderful lobsters dinner, and considered the occasion as a birthday present, as he was 69 years young on that day.

Bernard Coffin, 74, a retired Maine Central engineer, died on June 17. He was a resident of Freeport, and a cousin of former engineer James Coffin of the same town. He will be remembered as the “Turnip King”, having planted a vast acreage of that product at one time.

We of Rigby wish at this time to congratulate Hugh Flynn on his promotion to the position of General Storekeeper.

Monsignor Vincent Tatarczuk, son of our retired machinist, William Tatarczuk, has been appointed by the Catholic Diocese of Portland, to the advisory board, in connection with the new construction of the Mercy Hospital in the Deering area.

The 50th Class reunion of the class of 1917, Freeport High School, was held at Crystal Lake recently. Although a small class in number (less than 30), there are only two who have died. Among the survivors, is a Judge Advocate of the U. S. Army who conducted the trials of several war criminals, including “Tokyo Rose”. Also a Commander of a Coast Guard Cutter, and a prominent Republican committee woman in state politics. Your reporter, Albert B. Wetmore was a member of that class.

Chief Clerk Frank and Mrs. Garland attended the outing of the Republican Town Committee at South Freeport, at which the secretary to the president of the State Senate was the chief speaker.

Mrs. Grace Woodbury, wife of one of our former machinists, Stephen Woodbury, died recently.

The annual chicken barbecue, held under the auspices of the North Deering Church was attended by several of our railroad employees from the engine house and Car Dept.

The new tool crib, and shipping room is nearing completion under the supervision of Storekeeper Maurice Affaire, and work performed by the shop during the month. They are both in excellent health.

Staff Sergeant Ronald Jackson, stationed at the Guided Missile Base, at White Sands, New Mexico, informed his parents, Carman and Mrs. Wallace Jackson, that they have a new granddaughter, born on July 1. Her name is Stacey Lynn.

Hostler Joseph Tierney returned to work after an operation, as well as Foreman Joseph DeRoche who had been ill.

LAST SWITCH—Arthur J. Roy, right, of Bangor, retired early in July after 22 years of Maine Central service. The Bangor switchman was congratulated on his retirement by General Agent Francis Clyde Corbett.

NOW AT RIGBY—Howard Ireland, formerly Fireman on Switcher No. 7, Waterville, is now doing spare work out of South Portland.

Bridge and Building crew, under “Red” Baker, at the engine house.

Carpenter Guy Briggs, bridge and building crew, died suddenly, age 65, due to a heart attack. He has served in that department for over 30 years.

Machinists Martin Stratton and Lawrence Lancerault vacationed at their cottages on Thomas Pond and Pettingill Pond. Both made use of their spare time doing odd jobs around the cottage.

Mrs. Herbert Amadon, wife of former Engineer “Herbie” Amadon, died at age 72 after a long illness.

General Foreman Gordon Sears, accompanied by Supervisor Robert G. Silva, made a business trip to Albany, New York to look over some additional diesel power.

Although John Conley who was killed at Wharf No. 3, when a boom fell on him, was an employee of the Jarka Corporation, he had many friends among terminal men. The Rigby boys sent a floral tribute to his funeral.

Machinist Robert Casey at the engine house is acting as a foreman during vacation periods.

Car Department mascot, “Suzie”, a tiger cat, has given birth to a litter of 5 kittens.

Former Carmen Walter Dahms and Martin Norton visited the car yard.

RIGBY YARDS

Congratulations are extended to Reggie Thompson who on Saturday, June 24, was married to Miss Rita Bernadette Dougherty. Mrs. Thompson graduated from South Portland High School and is employed by the New England Telephone Co. Reggie is a graduate of Portland High School, and is a yard clerk at Rigby. A reception was held at Carolyn’s following the ceremony.

H. Q. Peterson, Second Trick Operator who bid off position of First Trick Operator at Tower 2, effective June 1, is now on vacation. It is said he is taking lessons in square dancing while on vacation. Atta boy, Pete!

W. J. Griffin, Yard Clerk at Rigby, had a few days vacation.

M. E. Deering, Second Trick General Yardmaster, has been on vacation. His position was covered by M. D. Grover.

W. W. Sawyer, Janitor at Rigby, spent some of his vacation at Castine. His position was covered by R. E. Cooke.

Paul Ward, Second Trick Messenger, has been on vacation. His position was covered by Spare Messenger F. A. Morelli.

E. J. Wade, Swing Clerk at Yard 8, enjoyed a vacation while his position was covered by F. H. Stack.

A. A. Appleby is on vacation. His position is being covered by D. C. Barker.

Best wishes for a long and happy retirement are extended to T. W. Benson, First Trick Operator at Tower 2, who resigned effective June 30.

L. E. King is enjoying a few days vacation. His position is being covered by Spare Operator D. P. Corkrey.

L. H. Holmes, Agent at Cumberland Mills, is also on vacation. Spare Operator D. W. Avery is covering his position.

Superintendent A. N. Tupper is enjoying a few days vacation.

P. D. Graham, Spare Operator, is covering Swing Position at Tower X which position is up for bid.

Francis Morelli, Spare Call Boy and Messenger, has been a patient at Mercy Hospital. Get well soon, Frankie!

Jim Stanton, Eddie Stanton and Mrs. Frannie LaRose of Rigby Freight Office have all had a few days vacation.

Charlie Talbot, Walter Pettengill and Roland Chaisson all employed at Rigby Freight Office, also are on vacation.

General Yardmaster G. W. Smith is on vacation, also. His position is being covered by R. G. Presnell.

The Stars and Stripes can now he proudly displayed at Rigby Yard Office—compliments of Frankie Morelli who donated a bright new flag flown the first time on July 4.

FINAL RUN—John A. Coombs, veteran Bangor engineman, retired July 1 after 49 years and six months of Maine Central service. A native of Winn, Coombs piloted the Bangor-Bucksport trains for many years. He and Mrs. Coombs live at 66 Dillingham Street, Bangor.
ROCKLAND

Glad to report that Joe Clough, engine house machinist, is back at work after sickness.

On vacation at time of this writing is Trainman Wessley Willey who is putting a few miles on the new car traveling up around Montreal and along the St. Lawrence into Michigan. Presumably he and the Mrs. will visit Expo 67. Hope they have better weather than we have been having since they left. Russ's job covered by Spare Trainman D. L. Mitchell from the Waterville board.

Agent Del Smith, Waldo, and family also vacationing in the Maritimes visiting friends and relatives in Prince Edward Island. Del has one of these camping trailers which sure is a lot more fun and easier than trying to find motel. His job at Waldo being covered by Spare Operator E. J. Cunningham.

Wiscasset Agent Cliff Varney vacationed last week of June. Understood he spent most of the time around home and probably at the boat getting it ready to put in for the season. Spare Operator E. J. Cunningham covered in his absence.

Changing over the electric power system at the engine house recently was Electrician Dan Giroux, assisted by Signalmen Frank Coffin and Fred Pickins.

Annual track inspection by the Spry Test car was made on the branch last of June, with Spry Motor 132 tying up over night opposite the old railroad station. R. W. Poore was Conductor.

WATERVILLE YARDS

We are always happy to see old friends, even though they are young ones, such as Tim Ladd, who is still doing spare clerical work, while on school vacation from the University of Denver.

Another new face in the yard this past month is P. L. Joler, son of Leo Joler, Crossing Tender on Sand Hill in Winslow. He has completed the required striking time in the brake-man's field.

We have heard through the "grapevine" that "Hutch" Hutchison, operator at Augusta, took his pension, effective July 1. "Hutch" was in Waterville for many years on the 2nd track, where the old yard office used to be. It is for sure that we all wish him our best.

Burns Hillman, 2nd trick Assistant Yardmaster, has completed his vacation for this year, but not the job he started. He's building a new home in Oakland. His wife is so anxious for him to complete the job so they can move in that she's already instilled the mail box with V. C. Tardiff and P. L. Messier were in the Master's (green) chair.

Another old timer who sort of came by B11 and BR 2 to sort of say hello during the holiday was our old friend D. "Hoppy" Hopkins.

Charlie Parkhurst, car cleaner and janitor, has just returned from his vacation. He visited his son in Connecticut and his daughter in Maryland.


Roland Dorval, Chief Car Inspector at Lewiston Upper and Lower, caught in the act of inspecting AR 2.

recently. Don't know if it was too much for P. L. Messier to bear, because shortly thereafter, he took his vacation. Was it rest or recovery, Phil?

Doug Thompson, Telegraph Operator, formerly of Waterville, and for a short time at MR Tower at Rigby, has bid adieu at Augusta, which he is already covering.

Normand Penney, Trainman on BR-2 and B11, not only visited his brother at Brewer, while on vacation, but spent quite sometime at Rangeley Lake. He enjoyed Rangeley so much that he's already made reservations for a return engagement.

We extend our congratulations to John Nelson, spare brakeman, on his recent marriage.

R. D. St Amand was filling in as Bill Rack Clerk. Incidentally, he also filled in for Bob Sweet as Junior re- cey while an injury to Bob was on vacation.

L. P. Donahue, Assistant Yardmaster, 3rd trick, paid us a visit recently while recuperating from a knee operation. He informs us he'll be back in September.

We extend our sympathy to the family of Bill Monroe, Clerk, Freight Office, who died June 27.

We also extend our sympathy to Basil Higgins, Bill Rack Clerk, whose wife passed away recently.

New and old friends from the Portland area, who have visited and worked with us in Waterville this past month have been Herman Dodge, who bid off the Madison Job; Walter Zimont, who bid off Switcher No. 4; and was shortly hired by Jim Lowery.

Harold Dart, Operator and Agent at Oakland, Maine, busily at work as usual.

Harold Dart, Operator and Agent at Oakland, Maine, busily at work as usual.

WATERVILLE STATION

We understand that Clerk Bob Esty, freight office, tried some moose hunting lately with a fly rod.

Assistant Work Equipment Maintainer Leslie Anderson has been covering for Work Equipment Maintainer Al Porter, at Portland, while he was on vacation, and also for Cecil Beal at Bangor.

Sympathy is extended to the family of Clerk N. W. "Bill" Monroe who died June 27th, and to Clerk Basil Higgins on the death of his wife.

Trackman Louis Paradis, Vic Thompson and Scale Inspector Basil Coggins have returned to work after sick leave.

Robert Buck has bid off laborer's position in the yard.

Allen Powers has bid off 2nd trick bill rack clerk's position in Water- ville. Bill Monroe, now foreman, tracked, trackman motor patrol and had been working on Section 42. Waterva- ville since September 1, 1961. He and his wife reside at 192 Church Street, Oakland. We wish Walter the best of luck.

Assistant Cashier Carroll Huard, freight office, was on two week's va-cation with Jane Bureau covering.

Trainmaster W. L. "Bud" Harris was on two week's vacation with one week attending the Expo "67" at Montreal.

Best wishes are extended from the Waterville area to Telegrapher V. J. "Vern" Hutchison, Augusta who re- tired June 30th. Hutch used to work in Waterville.

A recent visitor was Brakeman Frank Bennett who was seriously hurt in an auto accident last spring. Frank is getting around on crutches.

In the B&B Carpenters' Crew, Ernie Henry was on vacation also Foreman Dick Smith with Ernie Henry covering for him.


Telegrapher John Begin, Tower A, was on vacation with Doug Carter covering.


Trackman Walter F. Buker, Water- ville, retired June 30th after 44 year's service. He was 68 years old. Starting as a trackman May 4, 1923 he worked as an assistant foreman, foreman, trackman motor patrol and had been working on Section 42. Water- ville since September 1, 1961. He and his wife reside at 192 Church Street, Oakland. We wish Walter the best of luck.

THE RAIN CAME—Engineer R. H. Buzell, of WK-2—KW-1, pre- paring to leave Augusta station. The rain did not dampen his smile.
Before The Bridge At Bath...

HERE'S THE HERCULES—Not in her slip, but tied up at a wharf in Bath, is the Hercules, one of the three ferries that plied the Kennebec at Bath carrying freight and passenger cars of the Maine Central Railroad. The following letter, written by Chester L. Shepard of Old Town, a retired MeC machinist who worked for many years in the Maintenance of Way Department, Bangor, recalls some of the problems of the old ferry.

Dear Sirs:

The photo of the “Hercules” on the back page of the April Messenger is of especial interest to me and brings back memories of long ago. As a boy of grammar school age, I had a great interest in trains, engines, the round house and the “Hercules” in Bath. I got acquainted with Billy Hennessey, an engineer, and he used to let me ride on engines and I have been with him when cars would be put on or pulled off the boat.

The engine normally did not go near the boat. There was a string of 3 flat cars kept there to use between the engine and the cars which were to go on the boat or come off.

These cars at that time were the link and pintype couplers.

The engines that brought trains into or out of Bath and Woolwich did not ordinarily cross the river.

The only time a locomotive went onto the Hercules was to get it to Woolwich for use on the Rockland branch or return from there for repairs or exchange. The Hercules had three tracks, but these were so placed that if the middle track was in use, the side ones could not be, and vice versa. When a locomotive was being transferred across the river, it was on the middle track, and no cars were taken.

The Hercules had a paddle wheel and engine on each side of the boat, independent of each other, so either could be run ahead or back.

The steam cylinder of each engine was horizontal and as I remember, around 4 feet in diameter and 8 or 10 foot stroke. The steam and exhaust valves were poppet type and through cam levers, arms, pins, hook jaws, open at the bottom, eccentric rod, eccentric strap and eccentric, were operated from the crank shaft.

I have crossed the Kennebec on the Hercules when the cars on one side track were much heavier than those on the other side track. The paddle wheel on the heavy side would be so deep in the water that most of the power of the engine was used in forcing the wheel paddles down into the water on the leading side, and up out of the water on the trailing side and not much power effective in propelling the boat. On the high side of the boat, just the tip ends of the buckets would be touching the water, so it too was not very effective.

It took expert handling to control the deep engine when docking. And handling the boat was some problem when loaded that way when the Kennebec was racing out to the ocean.

I also remember one time of a baggage car hanging about 20 feet out over the river end of one of the boats, with the truck hanging on the safety chains.

I can't say now which boat it was, but either one, I knew them well.

Chester L. Shepard
11 Somerset St.
Old Town, Me. 04468

Junk Cars—from page 1)

McCann, spokesman for the “Keep Maine Scenic” organization, was in Bangor to see the first car loaded.

“All of our state agencies,” he said, “have been watching the mounting accumulation of junk cars with great concern. The situation is reaching the point where new approaches such as this will be required. We just can’t hide all the junk cars behind fences.”

Poore—from page 1)

34 years he’s been a Portland Terminal Company employee, nor in the 45 years since he arrived in Portland from his native Fredericton, N. B.

“I wasn’t born in Fredericton, really,” he says, “it was a little town near there, but you couldn’t spell it, and neither can I.”

Milton was one of the 13 children of Mr. and Mrs. Charles W. Poore. He came to Portland at the age of 20 on a Maine Central train and stayed here. “This is as far as I could get on the money I had,” he says.

He worked as a carpenter for several Portland-area building contractors for 11 years, joining the Portland Terminal Company carpenter crew in 1933. Still on the PTCo. roster, he took over the General Offices maintenance job in 1937. “I’ve been a borrowed man for 30 years,” he says.

In 1950, Milton built the fine home on Auburn Street that he shares with his wife of 40 years, the former Mary W. Rideout of Fredericton. They have three sons, Ralph W. Poore, MeC conductor; Kenneth C. Poore, PTCo. signal maintenance man; and Milton R. Poore, a teacher at the Lyman B. Moore school. There are five grandchildren, too.

Milton’s retirement plans aren’t definite, but “there’s a lot of work to be done out there on Auburn Street,” he says, “and there’s weeds in my garden.”

“And my father—he’s 93—he wants me to come up home for some fishing.”

On July 5, office friends of many years gathered to wish him well in the Engineering Department drafting room. There were congratulations, good wishes for the future, a retirement poem by Eric Smith, a vacation check and a purse contributed by the General Office railroaders for whom Milton Poore has been fixing things for many years.

RETIREMENTS

Alfred J. Alward, foreman, Portland, June 28.
Thomas W. Benson, telegrapher, Portland, June 30.
John A. Coombs, locomotive engineer, Bangor, July 1.
Clarence Haines, carman, Portland, July 5.
Verne Hutchinson, clerk, Augusta, July 1.
Warren Lawrence, section foreman, Bowdoinham, June 16.
Milton C. Poore, carpenter, Portland, July 5.
Stuart W. Robinson, trackman, Bangor, June 23.
Archibald Smith, laborer, Waterville, July 7.
Lewis S. Stubbs, car inspector, Bangor, June 14.
Disability retirement: George A. Beaudin, track foreman, Lewiston, July 5.

DEATHS

Harry H. Barker, switchtender, Bangor, June 13.
Guy A. Briggs, carpenter, Portland, July 6.
Albert V. Cole, crossingtender, Bangor, June 24.
Neil W. Monroe, clerk, Waterville, June 27.

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine. 04102
Return Requested