194 Bangor-Area Scouts Win ‘Railroading’ Badges

A Boy Scout from Brewer earned the highest grade in the sixth annual Maine Central Railroad Merit Badge course concluded Nov. 21 in Court of Honor ceremonies at the Garland Street school, Bangor.

Jay Daly, son of Mr. and Mrs. William Daly, 101 Holyoke Street, was presented a $100 U.S. Savings Bond by President Miller.

A $50 Savings Bond was presented by Miller to Mark Williams of Bangor’s Troop 2, the second-place winner; while the third-place winner, Gary Lawless of Belfast, received a $25 Bond. Williams is the son of Lt. Col. and Mrs. Marion R. Williams, 461 Union Street, and Lawless is the son of Assistant Police Chief and Mrs. Richard Lawless, 40 High Street, Belfast.

A total of 194 Boy Scouts received "railroading" merit badges after completing the five-week course sponsored by Maine Central. They represented 25 troops in as many communities in the Penobscot Valley District and beyond. One of the largest representations came from Belfast, while smaller groups travelled to the weekly classes from Mount Desert Island and from Croinna.

The merit badges were presented at Tuesday’s Court of Honor by Royce G. Wheeler, Bangor, assistant superintendent, Maine Central, who has conducted the course. He was assisted with the presentations by F. Clyde Corbett, general agent, Bangor, and Sgt. James Breen, Maine Central Police.

Besides parents of the boys, special guests included Katahdin Area Council President Earl C. Banks, Scout Executive Earl G. Reed, and Penobscot Valley District Scout Executive Clayton Theriault. Other Council and Area officials were seated on the platform. Joseph H. Cobb, Maine Central director of public relations, served as master of ceremonies.

More than 1200 boys are now graduates of the Maine Central "railroading" merit badge course, held annually since 1961 in the major cities served by the railroad.

Zinc, Copper Ores To Ride Maine Central

A zinc and copper operation described as the first, big-league metal mining project ever to be undertaken in Maine will go into production next month with transportation help by the Maine Central Railroad.

Callahan Mining Corporation has scheduled its first shipments of zinc and copper concentrates at that time, the result of more than three years of exploration of the known mineral deposits at Harborside, on the east shore of Penobscot Bay below Castine.

The material will come from an open-pit mine, 800 feet in diameter at the top, that eventually will be 300 feet deep. Ores from this mine will be crushed and processed to produce concentrates which will be shipped to smelters for refining.

First stage of the trip will be by 22-ton dump trucks that will haul the ore concentrates to Bucksport for loading into Maine Central gondolas. From Bucksport, zinc concentrate will go by rail to Josephtown, Pa., and copper by rail to Gaspe, Quebec.

Preparations for the rail haul are well underway at Bucksport, where a loading area has been purchased by Maine Central and graded, and at Waterville, where 20 cars are being modified for the ore-handling job. Of the total, 15 units will be prepared for copper concentrates, and five for zinc.

Close to $4 millions will have been spent by Callahan to bring the mine into production. Besides the exploration work, it was necessary, after approval of state and federal authorities had been gained, to drain Goose Falls.
Santa Claus

There are many legends and myths surrounding Christmas but St. Nicholas was a real man. He was born in the City of Patros, located in Lycia in Asia Minor, in the third century A.D. His father was a bishop of the Christian Church (marriage of priests not being forbidden until 395 A.D.) and Nicholas himself later became Bishop of Myra. As a young man, the great wealth which he inherited troubled Nicholas and he determined to give it away to persons in need. His secret bestowal of dowries upon the daughters of an impoverished citizen who could not procure suitable marriages for them originated the giving of presents in secret on Christmas Eve. The story goes that Nicholas, learning that a once prosperous but now poor merchant had three daughters whom he was about to sell into slavery for want of dowries, stole one night to the roof of their home and surreptitiously dropped a bag of gold down the chimney. Shortly thereafter the first daughter was saved. Subsequently the second daughter also received a mysterious gift and she was enabled to marry well. The father anticipated the third present and nearly succeeded in recognizing Nicholas when he dropped another bag of gold into a large stocking which the youngest daughter had placed in the fireplace.

In This Issue...

Of special interest to employees, we believe, will be an article on page three written by George H. Ellis, assistant vice president, Marketing, on the functions of his re-organized department. Occasioned by the recent series of meetings with Agents and others in the field, the article will serve to acquaint all railroaders with the changes that are taking place.

And did you notice our Christmas decorations? They’re the 1967 Christmas seals—very appropriate this year for the railroad industry—and are included to remind readers to buy and use the colorful seals this year—and help in the fight against tuberculosis and other respiratory diseases.
Keeping Old Business, Gaining New, Is Aim of Freight Marketing Concept

By George H. Ellis
Assistant Vice President, Marketing

Should you walk into the new Marketing Department in Portland and see one of our Market Managers just sitting there oblivious of everything, not reading, not writing, not talking—he’s not loafing—he’s THINKING, for from impossible thoughts of today come the new things of tomorrow. This is part of our new Marketing concept of keeping the traffic that is already moving on our railroad and developing new business.

Planning, scheming, dreaming of ways to make Maine Central stronger are all a part of Marketing. Ideas that not too many years ago were frowned upon because they had the so-called “way out” connotation are now given very serious consideration. Our objective is to make railroad transportation as economic as possible for our regular and potential customers and to be completely optimistic regardless of what appears to be an insurmountable problem.

One phase of our sales effort is industry oriented. Industry market managers to be effective must become thoroughly familiar with the commodities they are responsible for. The market manager must be concerned for the well-being of both the industry and the railroad. Working with industry to develop new methods of distribution, tailoring rail service, equipment, rates, etc. so that industry can take full advantage of economic rail services when ever possible, is his prime responsibility.

At the same time he must be cognizant of the need for the railroad to handle this traffic at a profit. The Industry Market Manager, therefore, must be a very complete man in his field. This is being accomplished by discussing our concept with responsible people in industry and delving into their marketing and distributing operation, by on-the-ground observation of industry in action, attending educational seminars, reading periodicals about the specific commodity and any other means available to them, not the least of which is provided by the coordinated effort of our Regional Managers.

The Regional men have taken on additional territories through our Marketing approach and are right on the firing line. The quality of information gathered and funneled into us by them will contribute much to the success of our operation. Also, our marketing personnel are touring the railroad system to observe our property and operations as a part of an educational program.

A key person who cooperates with our sales and pricing section is George E. Phillips, executive assistant.

The Marketing Department is divided into two sections, one headed up by H. E. Buchheim, Director of Sales. Fred Harris is Office Assistant. The Director of Sales has two sections reporting to him. One section has William J. Berry, Sales Manager, Industry Markets, who also specializes in Paper and Related Products. Reporting to Berry are John L. Currier, Market Manager, Fuel, Chemicals, Clay, and TOFC; Royden M. Cote, Market Manager, Grain, Constructions, and Metals; and Donald P. Looby, Market Manager, Potatoes, Food Products, and Forest Products.

The other section is headed by Merton C. Olsen, Sales Manager, Regional Markets. Reporting to him are three Regional Managers, Francis E. Curran, Richard T. Eoley, and Raymond L. Spaulding. In addition to these, Frank W. Alger, Jr., Manager Highway Operations, reports to Olsen.

On the other side of our table of organization is the Pricing Section, headed by John M. Shaw, Director of Pricing. Reporting to Shaw is Forest C. Ryder, his assistant, and Alfred E. Goodwin, Publications Supervisor. Reporting to Ryder is Edward E. Libby, Divisions Analyst; and Arthur Edwards, Chief Clerk, who has four people working for him. These men work very closely with our sales and service effort.

Closely aligned with this operation is the Director of Statistical Studies and Cost Research, Eric P. Smith, whose department has specialists who work very closely with the marketing department in the field of cost studies and marketing analysis. The Manager of Industrial Development, Charles G. Rivers, also works in close cooperation with the Marketing Dept. in efforts to encourage new industries and industrial expansion.

(Marketing—Page 8)

Top MeC Officials, Station Agents Hold Five On-The-Scene Meetings

A series of shop-talk sessions designed to acquaint railroad men in the field with their company’s new “marketing” approach to freight sales and service brought Maine Central agents and top officials together last month.

The meetings, conducted by George H. Ellis, assistant vice president, Marketing, were held at Brewer, Calais, Brunswick, Waterville and Rumford. They included discussion of station facilities, customer relations, industrial development prospects, railroad equipment, service improvements and analysis of local freight transportation requirements.

Attending the Brewer meeting were Agents G. W. Conlogue, Old Town; D. J. Shay, Enfield; A. B. Neal, Lincoln; W. E. Grass, Mattawamkeag; L. R. Bligh, Bucksport; L. F. Blanchette, Ellsworth; R. E. Farren, Jr., Chesterville; and F. Clyde Corbett, Bangor.

The Calais meeting was attended by Agents W. L. Blanchard, Vanceboro; L. W. Neal, Danforth; W. E. Leighton, Columbia Falls; R. L. Wakefield, Machias; H. M. Brown, Dennysville; C. E. Fickett, Woodland; and W. E. Strout, Calais.

At Brunswick were Agents R. S. Thing, Brunswick; I. C. Varney, Jr., Wiscasset; D. W. Smith, Waldoboro; W. B. Lewis, Rockland; R. R. Bishop, Gardiner; R. F. Tracy, Augusta; R. J. Jalbert, Lisbon Falls; R. L. Achorn, Lewiston; and W. C. Carkin, South Windham.

At the Rumford session were Agents E. T. Rideout, Rumford; C. E. Dunn, Farmington; R. A. Michaud, Gilman, Vt.; M. C. Michaud, Beecher Falls, Vt.; and F. T. Warren, Fryeburg.

And at the Waterville session were Agents C. T. Clark, Waterville; L. A. Compagna, Burnham Jct.; C. Cramdlemire, Jr., Pittsfield; E. E. Sampson, Newport Jct.; G. A. Sears, Dover-Foxcroft; R. S. Bonney, Leeds Jct.; P. N. Farrell, Winthrop; H. L. Dart, Oakland; R. E. MacDonald, Bingham; and E. J. White, Madison.
Sid Foster, Accounting Department
Veteran, Ends Long Railroad Career

Sidney C. Foster, Saco, Assistant to the Auditor, Disbursements and a Maine Central Railroad employee since his graduation from Portland High School more than 47 years ago, entered retirement at the close of the work day Nov. 17.

The veteran Portland office worker, who spent most of his career in the railroad accounting department, was honored by fellow workers and other friends Friday evening at a Vallee's testimonial.

Foster's retirement was effective Nov. 20, and on that date, Gordon L. Wilson, formerly joint facility examiner, was appointed Assistant to Auditor Disbursements.

Foster, a native of Portland, was educated in local schools and graduated from Portland High School in June, 1920. He joined Maine Central ten days later as a clerk in the freight office at Portland, and held several accounting department posts in Portland and in Boston during the period of Maine Central's joint management with the Boston and Maine. He was named assistant to the Auditor Disbursements in November, 1955, and remained in that post until his retirement.

He is a member of Ancient Landmark Lodge, A. F. and A. M., Portland, and Greendale Chapter, R.A.M., also of Portland, and the New England Railroad club.

Mr. and Mrs. Foster, who reside at 1 South Street, Saco, have one son, Jeremiah E. Foster, a member of the teaching staff at Lewiston High School.

Work Days End For Hathaway; Served 2 Roads

Bangor railroad associates and other friends honored Guy M. Hathaway early in November as the veteran diesel electrician stepped into retirement.

He had worked for both the Maine Central and the Bangor and Aroostook in a long railroad career, serving as a car checker, a yard clerk, a brakeman, a locomotive fireman, and finally as an electrician at the Bangor engine house.

A 25-year service button was presented by Foreman Harold Eames, a purse from his fellow employees, and gift cigars from his Brotherhood.

Retirement plans include odd jobs and light electrical work in his well-equipped shop at home, and plenty of traveling...possibly to see his daughter, son-in-law and three grandchildren at China Lake, California.

And he'll maintain his active participation in the affairs of the Columbia Street Baptist Church, St. Andrews Lodge and other Masonic bodies including Anah Temple, OMS.

Mine—from page 1)

pond. This involved construction of a 3,300-foot drainage ditch as much as 22 feet deep in places, and two large dams to keep the area dry. About 7 million tons of earth and rock have been excavated from the mine.
AT BEECHER FALLS—Pictured at Beecher Falls during a recent stop of YT Extra were, from left: H. S. Greenwood, Brakeman; H. Philbrick, Engineer; Halsey Chandler, Flagman; and Stan Cloutier, Conductor.

For Safety's Sake

Winter Work Demands Extra Caution

By Laurence W. Sparrow
Safety Supervisor

The existing dangers of cold weather, snow and ice should be understood by all railroad employees, because railroadmen, more than most persons in other occupations, feel the full force of winter. It’s laden with extra hazards and discomforts for trainmen and trackmen, especially.

One should never forget that the space between the rails is a potentially deadly space for a man with his mind on his work. The danger is, of course, from moving equipment and statistics show that many of the accidents involving employees being struck by moving equipment result in fatalities.

More and more freight cars are being equipped with roller bearings which move easily and silently. A roller bearing car with an improperly set brake can, under certain conditions, be set in motion by a high wind.

Therefore in winter an employee, wearing heavy clothing, which restricts his movements, and earflaps which impair his hearing, must be constantly on the alert for the dangers of moving equipment.

An employee must never be so intent on his work, even under pressure, that he forgets his own personal safety. This applies to trainmen cleaning switches, car inspectors in the yards, and trackmen.

By observing a few basic safety precautions, most winter hazards can be avoided. Remember these precautions:

1. Avoid standing between the rails.
2. Watch your footing when alighting or getting on moving equipment.
3. Remind yourself that heavy clothing hampered your normal freedom of movement. You can’t move as fast in an emergency situation.
4. No matter how urgent your task may be, it’s not more important than your personal safety. Take time to make sure of it.
5. Help acquaint the new and inexperienced man of the dangers of the job. Very often a word about safety from a co-worker is more effective than an hour safety lecture.

Make a resolution now to make 1968 a safe year.

GENERAL OFFICES

Randall Thurrell, Reaudit Examiner, Revenue Office, and Mrs. Thurrell were called to Orono in November for the funeral of her sister, Mrs. Marjorie Drummond.

Leroy A. Taylor, Asst. Auditor Revenue & Freight Claims, was recently elected President of Parent-Teachers Forum of the new Memorial Junior High School in South Portland. He is also a past President of the Helena Dyer and Reynolds Schools’ P.T.A. and the South Portland Council of Parent-Teachers Associations.

Charlie Anderson, Clerk in AD Office, returned from his annual hunting trip empty-handed. Good time was had, but no deer. Charlie’s son, Greg, is now stationed at Great Lakes Training Center, having enlisted in the U. S. Navy.

“Red” Murray, Clerk in AD Office, is on his annual vacation visiting friends in upper New York State.

Madeleine Bowdoin and husband Stuart recently enjoyed a motor trip to Chicago, where they were guests at a Kiwanis convention.

“Mert” and John Nelson recently returned from a cruise aboard the “Oceanic” to Nassau. That’s living, says Mert.

Al Chapman has been busy moving—having sold his home on Carlyle Road and purchased a home on Woodfords Street.

John Michaels was a representative from the company at an AAR Disbursements Committee in New Orleans, La., in November.

Connie Davis, secretary in the Car Accounting Office, and her husband Ray flew to Kansas City to visit son-in-law, Jo and Dave Verrill, in early November. They had a marvelous time sightseeing and visiting Fort Osage in Missouri and a tremendous power project under construction on the Missouri River.

Peter Libby, a student at Nasson College and son of Erroll Libby, Maine Central bookkeeper, is taking his junior year traveling and studying in Europe. In his letters home he describes a very full schedule but has had trips to Brussels and other points of interest from their location in Caen, France. Peter’s sister, Susan, is a first year student at Westbrook Junior College.

Bill Hebert of the Comptroller’s Office had an unfurthul hunting trip in the Denmark area, and Bob Nurse of Car Accounting spent a week hunting in northern Maine.

Stan Watson, Office Assistant to the Comptroller, has a new 1968 Chevelle Malibu convertible in Greencian green.

We all wish Grace Hoglund, secretary in the Executive Department, a full and speedy recovery from her recent surgery.

It is good to see Catherine Wallace back with the Maine Central. She is now in the Data Processing office.

All of the General Office employees join us in expressing deepest sympathy to George E. Phillips, Marketing Department, and his family on the recent death of Mrs. Phillips.

WINS AIR MEDAL—William J. Berry, Jr., son of Assistant to Sales Manager and Mrs. William J. Berry of Raymond, was awarded the Air Medal in recent ceremonies at Nha Trang, Viet Nam, for performing as the crew chief of an Army Utility aircraft in combat aerial support of ground forces. He has also been serving as a copilot in a helicopter. After a year of Viet Nam service, young Berry will return home late in November.

NOVEMBER BRIDE—Pamela Jean Colton, daughter of Car Inspector and Mrs. George Colton, 43 McKinley Street, South Portland, became the bride of Robert K. Swett, son of Mrs. Marie Bernard, 110 Deerve Circle, South Portland, November 4 at St. John’s Church, South Portland. The couple will reside on Clinton Street. C. E. Mr. Swett is employed at Cummings Bros.

RIGBY

Robert J. Mountain, 75, of Gorham, a retired McE engineer, died recently after a long illness. He retired in 1958 after 47 years service.

Foreman Maurice Weeks and Machinist Helper Joseph Ashley attended Fryeburg Fair. The cattle exhibit was their main interest.

Captain “Al” McCann, son of Welder Albert McCann, led the U. M. P. cross-country runners across the finish line in a dual meet with
WEARS TWO HATS—Eugene Soy- 
chak, Agent, keeps busy at Danville 
Junction serving two railroads, the Maine 
Central and Grand Trunk.

Gorham State Teachers’ College. All’s 
time was 25 minutes-six seconds 
for the four mile course.

Retired Machinist William Brune 
has built a greenhouse, and has to- 
tatoes and other produce seven 
months out of the year.

Mrs. Rose Penault, 61, of Bidde-
ford, sister of Mrs. Doris Boise, wife of Machinist Boise, died recently after a long illness.

Stores Department employee Ed- 
ward Whalen, on the sick-list for 
some time, received a purse of money 
from his buddies at the engine house.

George Malloy, brother of Car 
Department Clerk Joseph Malloy, 
died recently at a local hospital after 
a long illness. A floral tribute was 
sent.

Visitors at the shop this month 
included former employees Fred Lomb- 
ard and Lucien Garigan.

Distance runner Frank Garland, 
son of the Chief Clerk Frank Garland 
won his event in a recent four school 
meet, helping Freeport High win the 
Conference title.

Al Wetmore recently visited Arnold 
Sturtevant, Maintenance of Way 
employee at Freeport, now working 
out of Yarmouth. He will be remem- 
bered by many of the men on both 
the Freeport and Brunswick section 
track crews.

Engine House employee, 3rd trick, 
Roy Saint Peter is working with his 
brother-in-law operating a filling 
station.

Stores Department Clerk “Frank” 
Mathew Kane and Edward Stevenson, 
an engineer on the Maine Central, 
recently visited Quebec City and other 
Canadian points.

Retired Machinist Frederick John- 
son was a visitor at the engine house. 
He says he’s busy overhauling his 
heating equipment.

Engine House employee Aas Wor- 
cester served in his annual role as 
Chairman of the supper committee at 
the Stevens Avenue Church Fair.

Machinist Albert Stivelletti says he 
has a ski all waxed up ready for 
snow.

Carman Joseph Jeffroy, Yard 8, 
has purchased a new camper, and has used it quite extensively this 
summer. He plans to enjoy it to 
the utmost after retirement.

Electrician and Mrs. Joseph Font- 
taine announce the engagement of 
their daughter, Deborah A. Fontaine, 
to Donald E. Nickerson, South 
Portland. An August wedding is planned.

Electrician “Bert” Wetmore has 
purchased a new sport-sedan Volk- 
swagen for a second car. 

The Signals Department main- 
tenance crew has moved into their new 
home at the engine house. It’s a 
completely renovated section of 
former locker room at Rigby.

Former Stores Department em- 
ployee Henry Steves, 77, died Novem- 
ber 2, after a long illness at the 
Veterans’ Hospital, Togus. Henry re- 
tired in 1960. He formerly worked for 
a cigar manufacturer for many 
years, and was one of the last of the 
old-time hand cigar makers.

Former Engineer, Ray, and Mrs. 
Forbes have returned to their winter 
home in Venice, Fla.

George Martel, brother of Crane 
Opper, and James Martel, Car Depart- 
ment, died recently at age 78. Flowers 
were sent.

Foreman Charles Tetreault went to 
LaGrange for a deer hunting trip. Mrs. 
Tetreault visited in Bangor while he 
was away.

The property of Mrs. Adolphe 
Bourque, widow of former Carman 
Adolphe Bourque is being appraised 
and acquired by the state for use of 
the right-of-way for the proposed in-
terstate highway I-295. It is located 
near the old Thompson’s Point en-
gine house and shops.

Assistant Track Supervisor Ken- 
neth Murphy says the crew is ready 
for snow emergencies with their new 
equipment.

Workers at the engine house are 
rooting for General Storekeeper Hugh 
Flynn in his quest for a seat on the 
South Portland city council of which 
he was a member and chairman for 
3 years.

WAITING FOR DR.-2—George A. Meserve, Jr., Charles A. LaFlamme, John L. 
Palman at Lewiston Upper in the clear for DR.-2 at Hood’s siding, Auburn.

We were sorry to hear of the illness 
of our Somerville, Mass., friends, Wal- 
ter Thompson and Mrs. Albert Wan- 
sky. Hope they are improving and 
we wish them the very best.

The December meeting of Railroad 
Veterans Association will be held De- 
ember 17 at the regular place. A 
Christmas party including a tree and 
exchange of gifts and also a first class 
floor show will be on the program 
for all to enjoy.

The December meeting will include 
the installation of the 1968 officers. 
They are: Ray W. Farley, Saco, presi- 
dent; John W. Briggs, Portland, first 
vice president; William H. Goombs, 
Portland, second vice president; Her- 
bert E. Jenkins, Falmouth; third vice 
president; Melvina L. Davis, South 
Portland, secretary and treasurer; and 
Herbert W. Fogg, South Portland, 
chaplain.

Five directors also will be installed: 
Wesley E. Petrie, Portland; John Mc- 
Leod, Lewiston; James Smith, Lawren- 
ce, Mass.; Theodore Cote, West- 
brook, and Herbert W. Fogg, South 
Portland.

ROCKLAND

Glad to report that Yard Conduc- 
tor Maurice Lake is home from the 
Knox County General Hospital re-
covering from injuries sustained dur- 
ing the last week of October. By time 
this comes out in the Messenger, we 
hope he will be out around again. 
His job was covered by Mike Mitch- 
ell, and Donald Bartlett from the Waterville board worked the brake- 
man’s job.

Retired General Agent Frank Cars- 
ey got in some hunting and rushing 
around getting the house ready for 
winter, prior to his departure to Florida.

Retired Engineer George Bean paid 
us a visit looking real sharp and in-
quiring for past working acquaint-
ances.

Engine House Machinist Joe 
Clough was off on his annual vaca-
tion down to the cottage and hunting 
that elusive deer, “Jakey” Walker 
covered during his absence.

HERE’S LISA—Granddaughter of Sec-

tion Foreman and Mrs. Malcolm 
Brown of Bowdoinham, and daughter 
of Calvin and Linda Brown is Lisa 
Marie, shown above at the age of 
three weeks.

The Maine Association of Railroad 
Veterans met recently at Howard 
Johnson’s Restaurant, Thornton 
Hills, where 13 members plus guests 
attended.

After the dinner and business meet-
ing, beautiful color slides of North 
Carolina and surrounding country 
were shown by Mr. and Mrs. Burton 
L. Fickett. Mr. Fickett gave an inter-
esting commentary which was 
appreciated and enjoyed by all.

At the 36th Annual Convention of 
the Maine Association of Railroad 
Veterans held at the Sheraton-Brock 
Hotel, Niagara Falls, Canada, in 
October, there were 13 members of 
the Maine Association in attendance. 
The group included: Mr. and Mrs. 
Herbert Wells, Mrs. Guy E. Sawtelle, 
Mr. and Mrs. Patrick Mulken, Mr. 
and Mrs. Edward Quinn, Palmer 
Wills, James E. Fay, Mr. and Mrs. 
Ray Farley, Mr. and Mrs. Ralph E. 
Macomber, and Mr. and David White.

Congratulations are being extended 
to Mr. and Mrs. William E. Robbins, 
who recently celebrated their 50th 
Wedding Anniversary. Mr. and Mrs. 
Robbins have two daughters, Mrs. 
Thomas King (Ruth) of South Port- 
land and Mrs. Fred Burgess (Louise) 
of Leesville, Louisiana. The Robbins 
were married in Orono, on October 
17, 1917. Mr. Robbins is a retired 
Portland Terminal Conductor.

We are sorry to report the passing 
of T. F. O’Neill, former Maine Cen-
tral Fireman and retired member of 
the Portland Police Department, who 
died recently at Togus after a long 
ilness.

We were also sorry to hear of the 
death of William A. O’Neil of Sar- 
nota, Fla., after a short illness. Mr. 
O’Neill retired 16 years ago. He was a 
member of the Brotherhood of Rail-
road Firemen, No. 17. Sympathy is being 
extended to his widow Katharine Connor 
O’Neill.
Agent Del Smith, Waldoboro, spent his vacation deer hunting. His job was covered by spare operators M. L. Salley and George Melvin.

On vacation the last of October from the Rockland Switcher was Engineer C. W. Morse. Engineers Neilson, Hooper, Erickson, Mills and Mazzetta covered in his absence.

Your correspondent and Mrs. Lewis, on vacation during last week of October, drove to Grand Rapids, Mich., visiting son Daniel at the Grand Rapids School of Bible and Music. Spare Operator M. L. Salley covered for the week.

Well, "Father" Snowman went and done it again. Traded the "lemon" (1967 yellow F83 Cutlass Oldsmobile) for a new "Pickle" (1968 Plymouth Fury III, green color of the Heinz 57' variety). Guess the vacation exercise of the "Lemon" was too much so that the new was all worn out. Just for Operator John Tardiff's information, the "Pickle" has all the "varieties," including back up lights, cigar lighter and emergency flashers.

Your correspondent was the recent guest of the Kiwanis Club at Pittsfield filling a request to show his collection of colored films of Maine Central and Grand Trunk steam locomotives in action.

WATERVILLE SHOPS

Welder Howard Knights is at home after a severe bout with pneumonia at the Seton Hospital.

Carman Chester Knights has retired from the Steel room with many years of interrupted service. He was first employed as a Carman Apprentice just prior to the strike in 1922.

Retired Foreman Bill Otis has been a recent visitor at the Shops. Bill has been a recent patient at the Thayer for diagnosis and treatment.

Freeman Wallace Jewell recently purchased a pony for his daughter.

Don Bartlett, Sp. Brakeman, was watching "Jake" Doherty, Car Insp., rolling his own cigarette recently, and made this remark: "One thing about making your own cigarettes, there's less nicotine, because most of the tobacco goes on the floor."

Ralph Moffatt, Switch Tender, was bragging that he had two flats on his car on his way to work from Lewiston and still made it on time.

A new addition to the Yardmaster's field recently was R. C. Cool. Roland was seen covering the big green chair. Incidentally, Leo Bujiold has done the same.

Guy Coro, Head Brakeman, Switcher No. 4, says that if Casey Jones were still living, Al Higgins, Sp. Enginneer, could show him a few tricks.

C. T. Clark, General Agent, told Ken Fitton, Conductor of Switcher No. 2 he ought to keep a rabbit's foot in his pocket to protect it from trouble. Ken said 'ne'd keep a whole rabbit in his pocket if he thought it would do good.

Galen Wheeler, Con. of WS—SW 2, has joined the Half Century Club as of last August.

Arthur Herron, Con. WP—PW 1 says it is a month of days now.


As a 'get-acquainted' gesture, the pony knocked Jewell down cracking several of his ribs.

Electrician and Mrs. Albert Adams have just returned from a vacation trip to Arizona.

Electrician Ken Reed is accepting duties for the Railroad Veterans for the season.

Laborer Carl Dow is a surgical patient at a local hospital for a knee operation.

Two new helpers assigned to the Paint Shop are Phil Clement and Malcolm Charles. Both have recently been discharged from the Army.

Carman Arthur McConkie has recently placed his order for a new Buick four-door.

Among successful deer getters we've heard of, are Piper Byron Fletcher and Painter Helpers Bill Fletcher and Don McCasin.

Tractor Driver Laurence Brown will be incapacitated for several weeks, as a result of a knee surgery.

Retired Carman Ralph Eddy, 72, died recently in Waterville. For many years he was Bolt Room attendant and retired in 1961 with 35 years service. Bearers at the funeral were Foremen Sid Brown, Floyd Case and Nubert Estabrook along with Lead Machinist Charles Whitney.

The absentee lists are rather impressive due to illnesses and late year vacations for deer hunting.

WATERVILLE YARDS

We wish to extend our sympathy to the family of Clint Martin, Road Trainman, whose father passed away recently.

Our congratulations are in order for E. I. Frazer, Sp.Rd. Trainman, who was married recently and took his bride on a train ride during their honeymoon. They rode on the SCL R.R. to Florida.

MOPHEAD—P. L. "Speedy" Messier, Address, 2, 7, and 9 Water- ville, hails from Brunswick. This picture was taken shortly after he joined the Waterfall crew down to Florida. He was properly dressed for the occasion, or for an appearance with the Beatles.
Council Candidates

Flynn, Genest Stand For Election To So. Portland, Waterville Posts

Two well-known Maine Central railroaders are candidates for the city councils in their respective communities.

Hugh F. Flynn, Maine Central general storekeeper, two-term member and chairman of the South Portland City Council, is a candidate for reelection after a period of absence from public office.

Arthur E. Genest, Maine Central yard conductor, is bidding for a post on the Waterville City Council.

Flynn, a 26-year employee of the Maine Central and Portland Terminal Companies, began railroad service in 1941 as a laborer in the stores department of the Portland Terminal Company at Rigby. He became a clerk in the same department in 1943, and was named storekeeper at Rigby in 1960. He was named traveling storekeeper in 1965, and general storekeeper in June of this year.

Flynn served as a member of the South Portland City Council for two three-year terms, and was chairman in 1961 and 1963. He is a vice president of the South Portland Board of Industry, a member of the State Board of Arbitration, and is president of the Railroad Workers Credit Union.

Genest was graduated from Waterville High in 1946 and has been employed as a yard brakeman and conductor by the Maine Central since 1947.

He has been active in affairs of the Brotherhood of Railroad Trainmen and served as legislative representative for the Trainmen at the 101st and 102nd sessions. He is also a member of the National Conference of State Representatives for the BRT and secretary of their New England conference.

A former state chairman of the Trainman’s Political Education League, Genest has served as secretary-treasurer of the Ward 2 Democratic committee and is a member of the Maine Association of Railroad Veterans and of the Holy Name Society of Sacred Heart Church.

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