Your Gift To The United Fund Drive Means A Lot

A tabulation of reports on United Fund giving on the system indicates we are near the $8,600 goal.

Concerted efforts by the many volunteers working to assure a “fair share” from Maine Central Railroad-Portland Terminal Co. personnel for the good work of the United Fund continues.

Chairman Eric P. Smith reports he is hopeful that a final accounting of pledges will bring good news for the many agencies who depend on this type of community giving to assist the elderly, the needy and those with burdens of illness.

Perhaps it’s a little early to think of next year, but wouldn’t a generous gift to the United Fund be a good way to say a silent “Merry Christmas” to someone you’ll never meet who needs help from you.

Track Foremen Hold Meetings

Nearly one hundred Maine Central Railroad foremen, supervisors and machinists attended track foremen’s meetings held in recent weeks throughout the system.

Division No. 1 meeting was held at Holiday Inn, Auburn; Division No. 2 at the Jefferson, Waterville and Division No. 3 at the Oronoka Restaurant in Orono.

(See page 8—Meetings)

Dragon Cement’s 100 Ton Capacity Fleet On MeC

Ten of Dragon Cement Company’s fleet of new large-volume cars moved over the Maine Central Railroad from its Thomaston plant November 17th, bound for the Wilmington, Massachusetts cement terminal.

Martin Marietta Corporation, parent company of Dragon Cement, said acquisition of 27 pressure-flow cars to replace the conventional hopper-type units is part of its $17.6 million plant construction-expansion program.

Terminal capacity has been increased from 9,000 to 25,000 barrels to accommodate the cars, each holding 100 tons of cement. The cars feature a completely sealed system to eliminate dust and prevent contamination and waste, the firm said.

The railroad acquisition and transportation program is under the direction of Vernon L. Evergang, New York, director of transportation for Martin Marietta’s Cement and Lime Division. Evergang noted the cars have been arriving at the Thomaston site in small shipments since late July.

(See page 8—Fleet)

New England Railroad Club Hears E.S. Miller

President E. S. Miller was the featured speaker at the Executive Night session of the New England Railroad Club November 11th at the Sheraton Plaza Hotel, Boston.

Chief officers of several eastern railroads attended the dinner meeting.

Mechanical - Purchases - Stores Night will be held January 13, 1970 at the Sheraton Plaza, according to New England Railroad Club President R. F. Dole.

Speaker for the January session will be H. W. Hayward, Chief of Motive Power and Rolling Stock, Canadian Pacific Railway Company.
TO MY FELLOW EMPLOYEES:

A LITTLE KNOWLEDGE IS DANGEROUS

On the back page of a recent publication by a well known financial service appeared the following:

“When the world seems to be going to Hades in a handbasket, it is often reassuring to see that it did not appear much better at other moments in history. Consider this comment:

“Today the world is in a state of confusion. The poor citizens have captured the Government and voted the property of the rich into the coffers of the State for redistribution among the voters. Politicians have strained their ingenuity to discover new sources of public revenue; they have doubled the indirect taxes such as customs due on imports and exports; they have continued the extraordinary taxes of war time into peace time; they have broadened perilously the field of income tax as well as the property tax. When I was a boy, wealth was regarded as secure and admirable—but now a man has to defend himself against being rich as if it were the worst crimes. Athletics have become professionalized; young citizens who once belonged to the playground or the gymnasium now exert themselves by witnessing professional exhibitions. Philosophy has struggled to find in civic loyalty or in a national ethics some substitute for the divine commandments.”

It could be contemporary, but these impassioned lines were uttered by a member of the Athenian “establishment” 350 years before Christ. Obviously, man’s condition has changed little in 23 centuries even though his technological capabilities have soared. But somehow or other he has always muddled through.

We trust he’ll continue to do so!”

Nothing could be more misleading. It is stated that this warning of a member of the Athenian “establishment”, pointing out evils in his society so parallel to ours, was given in the year 350 B.C. The conclusion seems to be that the warning was that of a calamity crier and that mankind went happily on despite the disloyalty, the corruption, the demagoguery and the division which marked Athens in that year. Let us see what really happened.

As a matter of fact a scant 12 years later the combined forces of Athens and Thebes were defeated by King Philip and his Macedonian “barbarians” at Chaeronea and the glory of Greece had come to an end. Fortunately for the world of that time Philip and his great son, Alexander, admired the culture and the institutions of Greece and spread them over the eastern world, but nevertheless Hellenic civilization had terminated and the leadership of Athens and the prosperity of her citizens were destroyed forever.

I dare say that the interest of each patriotic and clear thinking American today is not primarily with the state of mankind 2500 years hence, but with our situation and that of our children, immediately and over the next several decades. It behooves us to take warning from what took place in Athens and not to be persuaded that all of the evils in this society of ours may not carry us to a similar disaster and probably one much more terrible, since the “barbarians” of the present day have nothing but complete contempt for those ideals which we hold most high.

Just as in the latter days of Athens, an excess of democracy, or rather demagoguery, in which politicians try to outdo each other by promising the electorate more and more in exchange for votes, exists in America today and is one of the major weaknesses which may cause collapse.
Douglas F. Higgins, Brakeman BC-1/CB-2 was taken ill recently and hospitalized. Doug is now home and feeling much better.

Robert E. Burnham, Conductor, hit the "daily-double"—a broken toe caused by a home improvement project accident. Accident occurred just a few days before entering the Eastern Maine Medical Center for surgery. Bob is home now and will be back to work soon.

A new face at Great Works Station is Kenneth E. DeBeck. Ken is learning the duties of an agent-operator, is presently a student, under the direction of Agent F. J. Ronco. Nice to have you with us, Ken.

Stephen E. Packard, who has been a Student Agent Operator at various stations on the Eastern Sub-Division, is now a qualified Agent Operator and is presently covering the agency at Calais.

W. E. Strout, Agent, Calais is on vacation for one week. J. J. Farwell, Switchtender at Bangor has been on vacation. C. L. McDonald (Mike), Switchtender has been on vacation, We were unable to get a picture of "Les" Woodbury, Head Traveling Auditor, and his dog as it was already packed in his freezer when we learned about it.

Herbie Higgins (Disbursements Office) will be moving into a new home on Springwood Road, South Portland.

The Auditor Disbursements Office has several new car owners among whom are Reggie Roy (1970 Rambler), Leonard Sanborn (1969 Plymouth Sport Fury) and Charlie Anderson with a coral colored Chrysler convertible.

Frank Cameron's new home, presently under construction in Cape Elizabeth, is nearing completion.

Bill Welch recently attended a wedding in East Hartford, Connecticut, and also paid a visit to his daughter and family in Norwell, Mass.

Charlie Anderson (Disbursements Office) will be flying to Presque Isle for a concert with the Portland Symphony Orchestra and also to Frederick, New Brunswick and Charlottetown, Prince Edward Island.

Jerry Shea of Car Accounting and his wife and two boys drove to Hammondsport, Indiana, for the wedding of his son Dennis G. to Jacqueline Stok in early November. The young couple toured Maine on their wedding trip for the bride's first look at the "Pine Tree State" and will make their home in the Hammond area where Dennis is employed in data processing.

Also from Car Accounting, Cliff Clifford and his wife went to Hannover, N. H., to attend the Dartmouth-Cornell game and to join their son Chuck in celebrating his birthday in November.

Lawrence O'Bryon, Father of Donna O'Bryan, General Supt.'s office, and a former general office worker himself, is at the Mercy Hos-pital convalescing from surgery. Larry extends his thanks to all of those who remembered him with calls and cards. It's good to see Dottie Smith back after being out several days with a virus.

**GENERAL OFFICES**

Elinor Shuman, stenographer in the Industrial Development Office, was co-chairman and a model for a fashion show put on by the Greater Mothers Club recently. Her daughter Julie modeled junior fashions and another model was Anne Groce of Jiffy's Marketing Department. Elinor has also been seen modeling on television some Sunday afternoons this fall.

Harrison Elliott, Clerk in the Revenue Office, will be absent for several weeks, having undergone surgery at the Maine Medical Center.

**THEIR PRIDE AND JOY**—is what the family of Donald H. Svenson, Freight Claim Representative and Traveling Auditor, say about young Miss Melora Doris Miller, born October 7 at St. Joseph's Hospital Tampa, Florida. Weighing in at 7 pounds and 2 oz. Melora is the delight of her mom and dad, Judith and Daniel Miller. Don and his wife Catherine lost no time in driving to Florida to see their first grandchild, presented by daughter Judy.

Betty MacDonald, Stenographer, certainly had an outstanding vacation trip to Europe. Phil Lents and family entertained her by showing her as much of Germany as possible, including the Black Forest, Bremen, Frankfurt, etc. Betty and Phil's wife Glenda took the fast train to Gay Paree for three days, touring the city and seeing the Folies Bergeres. They flew back to Frankfurt before they decided to stay forever. Betty flew home via TWA by the way of London.

Mrs. Helen Baker, stenographer, substituted for Betty.

Marion Fairley, Clerk-Stenographer, has a new 1969 Beige Plymouth 4-door Signet, with red interior. Very nice, Marion.

Well, we just guess the Richard Aylwards are a musical family! Step-hen, who is a Sophomore at Deering High School, is a member of the Pep Band, a branch of the full Deering High Band. The Pep Band has about 25 members, and features Pop Music. The band played at a concert for the Parent-Teachers Club, and for the Portland Lion's Club, Nov. 25th, at their regular luncheon at the Lafay-ette Hotel. Steve plays trombone. Debbie Aylward, is in the eighth grade at Lincoln Jr. and plays the french horn in their band and orchestra. They marched in the Veteran's Day Parade, and also played at the Open House Meeting for the Parent-Teachers Club.

They say that Bill Hayward got an eleven point deer. Well, Bill just looks innocent—and who knows—for sure?

C. D. Prentice, retired Chief Engineer, came in for a visit while on his way to Boston to the New England Railroad Club Executive Night Meeting and Dinner, on Nov. 12th, with the Engineering Department men. Sure looks great!

Mr. and Mrs. Wes Martin's son Robert, wife Linda, and their children Debbie and Denise, combined business with pleasure and visited for two
WATERVILLE YARDS

We extend our sympathy to the family of Conductor Bill Hill whose wife passed away recently.

Our old friend, Telegraph Operator and Agent at Madison Ernest White, informs us that it's only a matter of counting the days now. Ernest is anticipating a long awaited retirement. He says Dec. 31 is the date. We wish you all our best, Ernie.

Roger Veilleux of Relief Switcher No. 1 says that during Word War II, he knew an engineer that, because of the shortage of meat, would eat horse meat. Not that it mattered too much to Roger, but rather than using hand motions Roger had to hollow the motions, such as "whoa" for stop and "Giddy up" for go ahead. A rather new engineer "wants to know, "How about deer meat, Roger?"

Spare Brakeman and Conductor, L. K. Powers, took one big step forward recently, and from what we heard, it was indeed a big one. Seems L. K. was working on his new home and the cellar steps hadn't been installed yet. "Ouch. He's well and back to work, so things are a little brighter now. Just a slight limp, as a reminder, to remember to fix the steps next." We hear that Charles Parkhurst, our coffee drinking night hawk, has taken this position. Here's wishing you our best, Charlie, and drop into see us in your spare time.

Engineer of WS-1 and SW-2, Al Higgins was at it again—poem writing. We could describe it better than he.

BENNETT'S LAMENT

One night in Skowhegan to the store Frank he did go.
And put his new light on the fenceboard below.

There were two young boys who had hid in the grass.
And took his new light and fled like a flash.

When he returned, he said with a sob, please call the cops for you know I've been robbed!

But there's no sense to stutter or stammer,
Next time, hook it down with a Bangalore.

We welcome back to work after many months of convalescing, Vic Tardiff, who hunted Relief Switcher No. 2, and Al Thiboutot, who hunted Relief Switcher No. 1.

FAMILY TRIO — Patricia, Kathleen and Howard, children of Mr. and Mrs. John W. Burnham of Pebody. Many Burnhams is a Boston and Maine engineer. Grandparents are Mr. and Mrs. John W. Burnham of Pebody. Howard Burnham is a retired B&M engineer and a member of the Maine Association of Railroad Veterans.
Mills announce the betrothal of their daughter Barbara Ann Mills to Airman 1st Class Gary Robert Daigle, stationed at Homestead Air Base, Miami, Florida. Barbara is a student at Garham Teachers' College.

The members of the Goodwin Mills Fire Department of which Machinist Paul Curran is a member, served as a search party when a hunter was lost in that area. As it happened Car Department employee, Elmer Andrews located the lost man who was none the worse for his ordeal.

Rigby Car Department Blacksmith, "Brownie" Tatarcusk was taken ill while he was on vacation and was confined to the hospital for a brief stay in order to make tests.

We have a new face appearing on the scene, an employee at the engine house, Lawrence Blake, Albion Road, South Windham, Maine.

In regards to the deer hunters and their escapades, "Phil" Small, son of Electrician "Jim" Small bagged a 120 lb. doe at Cornish on the morning of the first day of the season. Retired Electrician Walter Emery shot a nice doe, near his hunting camp at Moose Pond. Walter and Mrs. Emery are returning to the Portland area for the winter soon.

Electrician "Ray" Ryder is taking the last two weeks of his vacation and plans to put in some hunting, the weather permitting.

Several Car Department employees are on the hunt-trail.

SAFETY CRED

The Association of American Railroads Safety News Bulletin notes that "every man bears the unalterable responsibility for keeping out of harm's way...this he owes himself, his family, his fellows and his job, too."

One key to accident prevention is personal responsibility, a philosophy which is an essential part of our American way of life.

"Voluntary cooperation and individual initiative, based on a strong sense of personal responsibility," says the bulletin, "are far more effective in getting results than force, compulsion or fear."

Freedom from harm is not a privilege but a goal to be achieved and perpetuated, by each man and woman.

By Jerry Shea

In the General Office Couple's Bowling League on Thursday nights at the West-Port Lanes in Westbrook, some of the new faces and the Departments in which they work are as follows: Mr. and Mrs. Bob Casey (Rigby Engine House), Mr. and Mrs. Perry Bondeson (Data Processing), Mr. and Mrs. Bob Trefethen (Data Processing), Mr. and Mrs. Larry Carew (Signal), Mr. and Mrs. Charlie Redstone (Dispatcher), Mr. and Mrs. Joe Gallow (Executive), Eleanor Shuman (Real Estate), and Bob Brewster (Engineering). Mr. and Mrs. Carl Carter (Mechanical), Mr. and Mrs. Reggie Libby (Auditor Disbursements), Mr. and Mrs. Bill Wilcox (Engineering), Mr. and Mrs. Steve Magyar (Penn Central Sales), and Mr. and Mrs. Bill Brownell (Executive).

After eight weeks of bowling, Mr. and Mrs. Blair Walls (Supervisor-Employees Group Insurance) along with their partners, Mr. and Mrs. Ken Austin (Comptroller's Office), are leading the eighteen team league by five points. Their 47 won and 17 lost record is five points better than Team No. 16. The latter team consists of Ann and Bill Welch (Auditor Disbursements) and Connie and Ray Davis (Car Accounting). High team three is held by Team No. 10 made up of Mr. and Mrs. Dick Greene (Auditor Disbursements) and their partners, Mr. and Mrs. Paul Corbeau. High team single is held by Mr. and Mrs. William Brownell and Mr. and Mrs. Warren Smith (Yard Master-Rigby). Kay Greene and her team partner, Marge Corbeau, are tied for high individual single for the women with 119's. High three is held by Kay Wilcox. "Big" Bill Brownell holds both high single and high three for the men with 156 and 353, respectively. Bill also has high average with 106, following by Paul Corbeau, 105, and there are three tied at 101—Warren Smith, Dave Gardner and Leon Ross.

After seven weeks in the Maine Central-Porlnd Terminal Men's League, the team of G. O. Dispatchers have a two point lead over the rest of the eleven teams.
Jean Gilpatrick
Addresses RR Women

A report to the National Association of Railway Businesswomen on her post as Regional Manager, Sales and Service for Maine Central Railroad was a recent assignment for Miss Jean E. Gilpatrick, who rounds out a year on her present job this month.

Addressing the group in Richmond, Virginia, Jean shared some of the highlights of her railroad sales career thus far.

She drives some 1,800 to 2,000 miles per month calling on customers in her assigned territory in Maine, New Hampshire and Vermont, with an occasional trip to Quebec.

Jean told the railroad women that plant tours are a fascinating part of her job. "I have watched paper roll off a machine previously 3,600 feet per minute and seen white hot steel hammered into shape by a drop forge," she said.

Learning car requirements, loading and unloading facilities needed for bulk commodities, switching times and many other concepts in railroading have been part of her "homework."

McE's lady sales representative has found pretty wide acceptance among her colleagues in the marketing fields; in fact, her roster of calls includes three women traffic managers, one a Vice President of her company.

Jean considers herself fortunate to be employed by a company whose top executives are receptive to the fact that a woman can be effective in a field previously dominated by men. This led to her present job after 17 years in other McE departments.

Along with her busy days and evenings on the job, she is enrolled in the Continuing Education Division of the University of Maine in Portland.

Noting that, at nearly every college placement office today, women graduates are routinely getting places close to their predecessors a decade ago, Jean cited the words of Calvin Coolidge that "nothing in the world can take the place of persistence."

NOTE OF THANKS

I wish to express my sincere appreciation and thanks to all the many business associates and friends for the wonderful gift and retirement parties in September.

I am enjoying my retirement and will always remember my many years of association with my Maine Central co-workers and business associates.

I want to wish you all a most Happy Holiday Season.

E. D. Wescott

Praise From Readers As Messenger Mailing Lists Gets Regular Five-Year Checkup

Praise for the efforts of the nineteen editors of the Maine Central Messenger came from points coast to coast in November.

Conducting its regular five-year checkup of the addresses by which some 2,100 copies are mailed each month to friends of the railroad as well as retired railroad men and women, the Messenger's headquarters was flooded with complimentary comments.

To each of the 2,100 names which comprise the Messenger's mailing list, exclusive of active employees, a postal card was mailed, with the return portion designed for address corrections and comments.

Almost without exception readers took the time to write comments.

Shutins among the railroad's pensioners termed the Messenger a "monthly ray of sunshine which keeps us informed about our old friends still working."

One wrote: "It is getting better every year. So nice to keep in touch with the railroad boys with whom I worked so long and "after earning a good living on MeC for nearly 30 years, I'm interested in its progress."

Traffic Managers and other executives of railroad customers wrote such comments as "please be sure The Messenger keeps coming. I look forward to it each month and it is also circulated among our people here."

A prominent paper company executive said: "This personal touch helps us feel closer to the people on the Maine Central who are so much a part of our daily business life."

A representative of the Association of American Railroads said "the Messenger is helpful in my work. Thank you."

A New York executive wrote: "the content and format of the Messenger make it one of the more interesting and useful publications in the rail house organ field."

A Bangor man asked "Keep up the good work of trying to keep our highways free of the super trucks."

President Miller's column came in for special mention by a great many of those writing in.

ANNUAL MEETING
Railroad Workers' Credit Union
January 26, 7:30 p.m.
Lafayette Town House
Portland
November Mystery Picture

Stirs Favorite Memories

The November mystery picture drew more mail than any photo in a long time, and brought pleasant memories to many of those identifying Royal Junction.

Among those correctly naming the location were: A. P. Wyman, Skowhegan, Tim Zimont, Yarmouth, and Maine Central railroad men R. L. Baker, police chief; J. F. Stanford, signal engineer; Herbert Fogg, South Portland, Y. C. Neilson, Brunswick, Lloyd F. Breau, Ogunquit, Erving Babcock, Portland and Philip L. Gardner, Yarmouth, who put in thirty-odd years in the tower, beginning in 1911. Also a correspondent was State Representative George V. Hunter, Freeport, who some years ago shared the morning trick with the Messenger editor at a local radio station, when he was known as the "big man from Freeport". Wrote George: "This just has to be Royal Junction; when I went to Gray's Business College forty years ago, I went in on No. 44 and back on No. 25."

Another interesting note, from Alfred M. Wynne of Amherst, Mass., said "well and happily do I remember the years 1948 50 when I spent a good bit of time working as an operator at Royal Junction. One "legend" which comes to mind concerns Charlie Innes, the regular second trick operator for many years. It seems that one evening at dusk when it was nearly time for the arrival of the Flying Yankee, Charlie spotted what appeared to be a cow near the section house shown in the far left background of the picture in the Messenger. Being conscientious, Charlie set out to get the poor thing off the tracks but, when he got eyeball to eyeball with the creature, realized that what he thought was a cow was actually a bull moose. Fortunately, his nerves of steel served him well and, after staring the moose down, he made it back to the tower safely."
BEST WISHES ON YOUR 90TH—John Briggs, president of the Association of Railroad Veterans, right, tells Herbert W. Fogg, who resigned the past month as the organization's longtime chaplain. Wearing the handsome Pendleton jacket which the veterans gave him recently, Fogg observed his 90th birthday on November 22nd. His plans to move to a Camden nursing home, noted in the November Messenger, had to be changed suddenly when his son died recently; but the elderly gentleman adjusted well and is pleased with the rooms he has at a South Portland rest home. He says it's so close to the home he lived in until recently that, if he had his old pitching arm, he could throw a rock between them. A clue to the reason for the ostracism in which he is held by so many railroad men and women is revealed in what is of value to Mr. Fogg. He mailed in a train order which he received after being qualified as a conductor; it has been in his family Bible nearly 70 years.

DEATHS

Larkin, Thomas W., Locomotive Engineer, Bangor, October 25, 1969.

RETIEMENTS

Begin, Cornelius J., Clerk, Waterville, October 13, 1969.
Neilson, Myrtle W., Secretary, Portland, October 31, 1969.
Smith, Forrest R., Electrician, Bangor, October 14, 1969.
Stetson, Elmer C., Trainman, Bangor, October 29, 1969.

A moment of silence was held in respect of member Norton Pratt who died October 1st.
Our Christmas party will be held at our regular meeting place on Sunday, December 21. This is one week earlier than our usual meeting date.
Mr. Wallace C. Peabody, a former car inspector, is a patient in the Osteopathic Hospital.
Mr. and Mrs. Weston E. Petrie celebrated their 50th wedding anniversary on November 11, and were given a surprise party by the Cornerstone Lodge of the Eastern Star. Mrs. Dorothy Fein, daughter of Mr. and Mrs. Petrie, and their two grandchildren will spend Thanksgiving with them.

Fleet—from page 1)

All elements of the Dragon Cement program are progressing on schedule, according to Edward W. Medbery, division president. The new Thomaston plant now under construction will combine modern industrial construction features with advanced air pollution prevention equipment, officials added.

Meetings—from page 1)

W. E. Maloy, Mechanical Instructor-Train Rules Examiner discussed train rules and safety at the sessions.
Division engineers briefed those attending on maintenance procedures and ordering various types of tools and plans for the remainder of 1969.

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
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Portland, Maine. 04102
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