

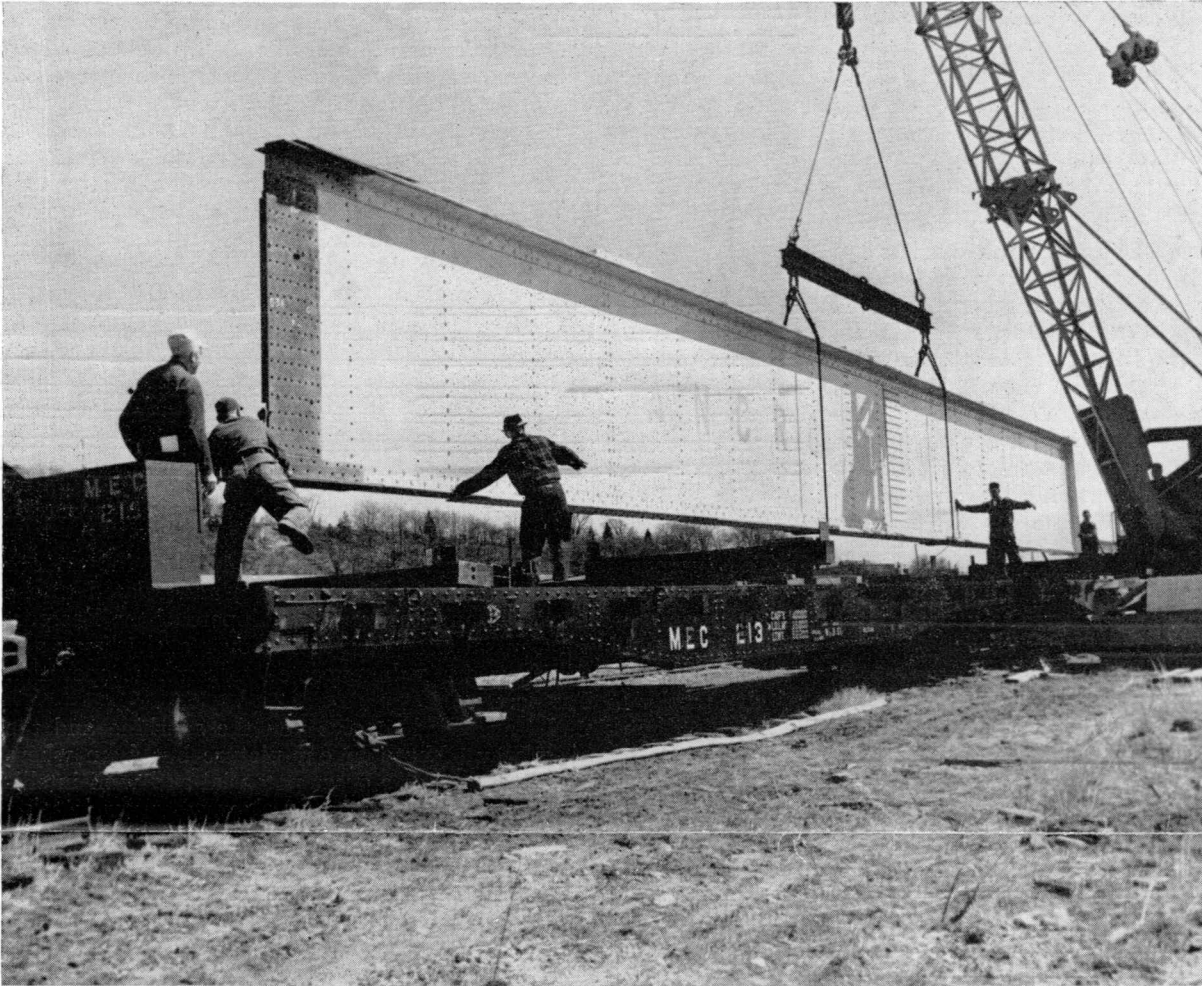


# Messenger

Vol. 2, No. 7

For Employees and Friends of the Maine Central Railroad

May, 1962



**BRIDGE BEAM FOR BELFAST**—Prefabricated at the South Portland plant of Bancroft and Martin Rolling Mills Company, this huge beam is one of 42 now journeying by rail to Belfast for construction of a new highway bridge. This beam, nearly 100 feet long, made the trip on two flat cars.

## Waterville, MeC Plan Centennial Events Oct. 27-29

A three-day celebration marking the centennial of the Maine Central Railroad will be held in Waterville, site of the founding, in October.

Tentatively outlined to include a parade, formal presentation of the Maine Central's last steam locomotive to the City, a full-scale open house at the Waterville Shops and a Centennial dinner, the event is being planned by the Railroad and a committee of Waterville business and civic leaders headed by Mayor Cyril M. Joly, Jr.

The observance will be held Oct. 27-29, with the Shops open house scheduled all three days and the parade, presentation and dinner on Monday, Oct. 29.

The Maine Central was organized in Waterville Oct. 29, 1862, with agreements joining the Penobscot and Kennebec and the Androscoggin and Kennebec Railroads signed in a small building which then served as the railroad shops. Old maps indicate this structure stood on the site of the old YMCA, near the present freight office and station.

Mayor Joly's committee includes Dr. John F. Reynolds, president of the Waterville Area Chamber of Commerce; Dean Ernest C. Marriner, Colby College; Howard Gray, manager, Waterville Sentinel; Carleton D. Brown, president, Kennebec Broadcasting Co.; Dr. Robert L. Strider, president, Colby College; Ralph H. Cutting, president, Keyes Fibre Co.; John McGowan, vice president, Wyandotte Worsted Co.

George Blessing, general manager, Scott Paper Co.; Kenneth Tipper, president, Cascade Woolen Mill; Willard B. Arnold, Sr., president and treasurer, W. B. Arnold Co.; Ellerton Jette, chairman, C. F. Hathaway Co.; Frederick Knauff, president, Federal Trust Co.; Buford Grant, superintendent of schools; Coleman MacKay, council president, (Centennial—page 8)

## Four Promoted in Maine Central Operating Department

Four promotions were announced by the Maine Central Operating Department early in May.

Ansel N. Tupper, who has been serving as superintendent of the Maine Central since November, 1960, was named General Superintendent.

John E. Hamilton, Assistant to the Director of Personnel for the same period, was named Supervisor of Schedules.

A. C. P. Lennon, who has been serving as Trainmaster at Portland, was named Assistant Superintendent.

J. Edmund Bouchard, Trainmaster at Bangor, was named Assistant Superintendent at Bangor.

Tupper, son of the late Harold F. Tupper, Boston and Maine Portland Division Engineer for many years, joined the Maine



Tupper

Hamilton

Central in 1953 as student track supervisor at Waterville. He was promoted to the post of assistant trainmaster at Portland in 1954, and trainmaster at Waterville in 1955. He became trainmaster at Portland in 1958, and was appointed superintendent in 1960. Tupper, his wife and three sons reside at 28 Frederick road, South Portland.

Hamilton joined the Maine Central as student supervisor of

schedules in 1956 after graduation from the Boston College School of Law, having completed his legal education while working as a foreman in the Atlantic and Pacific Tea Co. warehouses in Boston, his native city. Mr. and Mrs. Hamilton and their four youngsters live at 23 Larchwood road, South Portland.

Bouchard, a life-long resident of Old Town, learned telegraphy (Promotions—page 8)



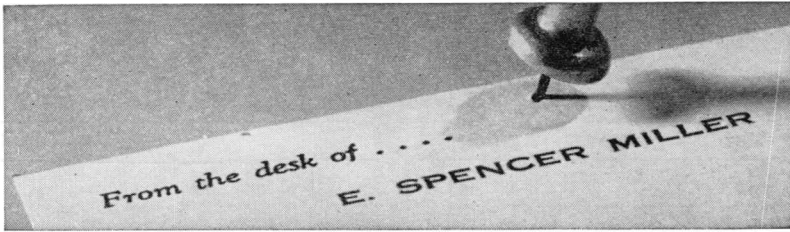
Lennon

Bouchard

Rapid advancement!

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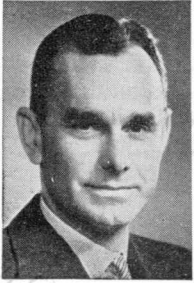
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### TO MY FELLOW EMPLOYEES:

In April, I delivered a brief talk to the stockholders of the Maine Central Railroad Company at the Annual Meeting. I feel the message of this report is as important to you as it was to them, and accordingly I have devoted this month's Messenger column to this material.

All of you are aware from the reading of the 1961 Annual Report that Maine Central in common with other eastern rail carriers has experienced one of the most difficult years in history. It is small satisfaction to your management to have achieved a better return on investment than railroads nationally, since our return amounted to the very inadequate percentage of 2.62. The chief reason for this poor showing was a decline in freight revenue brought about both through a decline in tonnage and a reduction in freight rates in order to hold present business in certain areas and to attract new business. The decline in this area in dollars amounted to over three-quarters of a million dollars and this was impossible to offset.



I have had many questions directed to the wisdom of the railroad's management in eliminating passenger trains. The public interest angle was ably covered by a Portland Sunday Telegram editorial of April 15th, in which the newspaper commented on the cessation of railroad passenger service and prospective curtailment of airplane passenger service in Maine. The editorial stated: "the public doesn't care. Most people today do most of their traveling by auto. It has been estimated that autos provide 95 percent of all travel in the nation. This means that the mass transportation agencies are competing for only five percent." The paper's statement is supported by the fact that in 1960 our trains averaged only 20.3 passengers per trip, a mere fraction of a busload.

There is no doubt about the economic facts, for we have carried out exhaustive studies aimed at showing where we would be with our present freight revenue if passenger trains as operated in the last full year of operation had been continued.

The figures show that assuming freight revenue and profit of 1961 and passenger deficit of 1959 the Maine Central would have suffered the dangerous loss of \$437,000 instead of a profit of more than one-half million dollars. The figures also show, and this is most interesting, that if our freight volume of 1961 and our profit on freight in 1961 had been those of 1959, we would have had a net income of \$1,878,000 (less an assumed extra income tax of \$500,000) or \$1,378,000 instead of the \$500,000 figure. These statistics indicate two important conclusions; the first is that the Company would be heading fast for insolvency if passenger train service had been continued and the second and interesting one for us is that the Company has a tremendous future if freight revenue profit from freight operations can be built up back to the level of previous years.

Going back to 1957, for instance, and using the same basis of profit for freight operations for that year and 1961 deficit on passenger service, namely, mail-merchandise trains, we would have a net income after all charges of \$3,750,000 (less an assumed extra income tax of \$1,350,000) or \$2,400,000 which would produce a net of \$20 per share before preferred dividend and sinking fund requirements.

The lesson for management is exceedingly clear. We simply have to remove from the highway and put on rails this extra volume of business and our every effort is being bent in that direction. We shall be tremendously helped if President Kennedy's program goes through and a realistic user charge base is assessed to truckmen, while railroads, and particularly the Maine Central, have freedom to make realistic rates without suspension. But even without this help we know where there are large areas of freight to be obtained and we are concentrating our efforts in those fields.

It would be entirely too optimistic to think we can get back in the next two or three years to the high area of net earnings above indicated even with a substantial increase in new freight business. One

reason is that the trend of transportation is changing and we will have to spend large sums from operating and capital funds to provide new and novel equipment to do the job and in some areas we will have to reduce rates.

There is one very troublesome situation on the Maine Central, deeply disturbing to its management and fraught with great public interest and that involves our operations between Ayers Junction and Eastport, serving Lubec via water and the Passamaquoddy Ferry & Navigation Company. Mention of this area will immediately call to mind the great stake and tremendous interest which people of Washington County, of Maine and all of New England have in the potential power development at Passamaquoddy. From the time that studies were put in motion by President Franklin D. Roosevelt to now, Maine Central has done everything possible to promote the development of Passamaquoddy and has never given up hope that accomplishment through a beginning of construction was around the corner. Our stockholders have made very serious financial sacrifices to keep the possibility alive through a rail link to the area. In 1960 we operated the Eastport Branch at a loss of \$78,463 using accounting procedures sanctioned by the ICC in abandonment proceedings. In 1961 due to a tight control of expenses this loss was reduced to \$53,327. But all of you are now aware that the sustaining industry, namely, the cat food plant of Quaker Oats, will close its doors for good in this year and the loss of that traffic will plunge us into an annual deficit on this little branch alone of \$117,000. Maine Central which as you have been told earned a return on its investment of 2.62% last year cannot continue to bear this burden and make the sacrifice indefinitely.

The reasons for my remarks are two-fold; first, to inform our stockholders and secondly to inform the public, and related to the latter, to exhort the public and particularly shippers of the Eastport area to favor Maine Central with their traffic over all highway and railroad competitors if we are to be expected to continue operation of the tracks to Eastport.

In this discussion I have tried to give you the sunshine and the shadow and there is plenty of both in our picture but from where I sit, this Company appears to have great potential and with intelligent farsightedness and a will to do the novel or whatever it takes to give shippers better service at lower costs, a bright future is insured for the Company's stockowners and employees.



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

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JOSEPH H. COBB, Director of Public Relations

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# Teachers Guests of Railroad For Business-Education Tour



**BUSINESS-EDUCATION DAY LUNCHEON**—Several Greater Portland high school teachers toured the General Offices and other Portland rail facilities early in May in the Maine Central's observance of Business-Education Day. Shown at a luncheon in the directors' room, seated, left to right, Joseph H. Cobb, director of public relations; James W. Wiggins, chief engineer; Frederick Latfey, South Portland High; Roy E. Baker, general manager; Joseph McDonnell, Portland High; E. Spencer Miller, president; Arthur Smith, Deering High; H. M. Rainie, vice president, purchases and stores; John Ham, Deering High; and Willard E. Pierce, assistant general manager. Standing, Richard Halpin, Falmouth High; George Hutchinson, South Portland High; Mervin Rowe, Portland High; H. N. Foster, treasurer and comptroller; A. M. Knowles, general counsel; Weston Dyer, Scarborough High; Willard Carswell, South Portland High; and R. C. Merrow, freight traffic manager.

Ten greater Portland high school teachers were guests of the Maine Central and Portland Terminal Companies early in May for the annual Business-Education Day sponsored by the Greater Portland Chamber of Commerce.

The day's program opened with an introduction and briefing in the directors' room, when the guests were welcomed by President E. Spencer Miller and briefed on the day's program by Joseph H. Cobb, director of public relations. Treasurer and Comptroller Horace N. Foster spoke to the group on the functions and responsibilities of the Accounting Department, and using the 1961 Annual Report, outlined the Company's financial condition and prospects.

The day-long tour began with a visit to the Data Processing department, with Ralph Gordon, auditor, data processing and systems manager, explaining the duties of his personnel and uses of the new Univac computer.

A similar visit to the Engineering Department drafting room followed, with James O. Born, principal assistant engineer, and J. F. Stanford, signal

engineer, outlining the department's functions and explaining several current projects.

The teachers and department heads were guests of President Miller for lunch in the directors' room at noon, after which Mr. Miller traced the development of rail transportation and stressed the physical advantages offered by the principle of trains. His brief talk served as a foundation for all the facts accumulated by the guests during their full-day visit, giving them as complete a picture of the Maine Central's operations, its plans and its problems as was possible in so short a time.

The afternoon was devoted to operations, and opened with a brief talk by General Superintendent Ansel N. Tupper and a visit to the office of the Chief Dispatcher.

Capt. F. X. Landry of the Jarka Corporation conducted the teachers' tour of Portland Terminal Wharf No. 1 and the clay-handling facility at Wharf No. 3.

The remainder of the afternoon was spent at Rigby, where Assistant Superintendent M. F. O'Brien showed the guests

through the Yard Office, explained the process of making up trains, and accompanied the group to the Engine House, where M. D. Billington, general foreman of the locomotive department, explained the repair functions.

## War Service Medals Available, Says Shea

Veterans of both World Wars and the Korean War may be eligible for service awards and decorations they don't even know about, says Jerry Shea, MeC statistical clerk, Car Accounting, Portland.

Jerry says he has forms with which any veteran may apply, and asks interested employees to write to him, giving their branch of service.

This also applies, Jerry says, to veterans who have been authorized to wear certain decorations, but who never received them.

accounting department. He was transferred to the Operating Department in 1931 as a mail clerk, and was promoted to the chief clerk's post in 1955.

Bruns, who lives with wife Hazel at 453 Westbrook street, Portland, is looking forward to his retirement years. "I'll have lots of time," he says, "for trout fishing."

Thomas F. Foley, who has been signal clerk in the Engineering Department, Portland, succeeds Bruns as chief clerk in the General Manager's office. Foley, who joined the Maine Central as a baggage and mail handler in 1941, served as a



Foley

ticket clerk at Union Station and as chief clerk of the Passenger Department.

## Carl W. Bruns Ends MeC Service

Carl W. Bruns, chief clerk to the General Manager and Assistant General Manager, retired April 30 after nearly 45 years of Maine Central service.

Fellow employees gathered in the Conference Room in the General Offices to honor him on his final day, and General Manager Roy E. Baker presented a retirement gift.

A native of Portland, Bruns joined the Maine Central in November, 1917, as a clerk in the



**CARL BRUNS RETIRES**—Carl W. Bruns, who retired in April, is shown as he was presented a gift from fellow workers by General Manager Roy E. Baker, left, and Assistant General Manager Willard E. Pierce. The presentation took place as Bruns was honored by fellow employees on his final day of work.



**COUPLES' BOWLING WINNERS**—Top scorers in the Maine Central Couples' League at Portland, were, seated, left to right, Hylda and Jerry Shea, first place; and Frances Matthews, high average for women. Standing, Al Kennedy, high single for men; Vi Harding, high single for women; Herb Whitmore, high average for men; and Dave Gardner, high three-string total.



By JERRY SHEA

The Maine Central General Office Riverside golf league got the swing-and-swear season under way Tuesday, May 8. George Ellis, Steve Conley, John Gerity and Jerry Shea were chosen as team captains, with Clyde Luce and Ray Williams, commissioners.

Each team will have seven players. Most of the same gang that played last year will be back. Some of the new faces will be Joe McDonald, Car Shop Rigby; Tom Caulfield, PT Co. Conductor; Brownie Tate, Blacksmith, Rigby Eng. Hse.; Henry Blackmore, Aud. Rev. office; George Colton, Car Shop Rigby; Ralph Gordon, Mgr., Data Processing; Tom Manning, Car Shop Rigby; and Bob Rounds, Aud. Disb. office.

There will be no fixed foursome as long as a player tees off with his opponent. Difference in handicap will be used in each individual match. At the end of the season on August 14 prizes will be awarded winning team members and two low nets in Class A (handicaps from 0-9) and two nets in Class B, (handicaps from 10-18).

#### BOWLING ENDS

The team of Hylda and Jerry Shea took most of the honors in the Couple's League. Besides having the best won-lost record they had high team average and shared the team high total and team single with Dave Gardner and his wife Ruth, with a 1209 and 428, respectively. Fran Matthews took both of the women individual honors with a 310 total and 115 for high single, plus high average with 94.

Since a person could take only one trophy, the following awards were made at their banquet April 26th. First place, Jerry and Hylda Shea. High average, women—Francis Matthews. High average, men—Herb Whitmore. High three, women—Irene Jackson. High three, men—Dave Gardner. High single, women—Vi Harding. High single, men—Al Kennedy.

At the short business meeting after the banquet, Charles Clark, Data Processing, and Al Kennedy, Engineering, were elected to run the league next Fall. Also it was voted to try teams instead of individual couples. Singing and dancing ended the event. Much credit for the scorers of this league goes to Charles Rivers and Charles Jackson, the outgoing commissioners.

The Rigby P.T. Co. bowling league had their bowling banquet at the Graymore Hotel April 28. Benny Leonard was awarded a trophy for high average with 103.2. Brownie Tate won high three with a 363 and Joe Weingartner took high single with 144. Team No. 3 took both high three with 1243 and high team single with 456. They also walked off with both halves of the league. This winning combination consisted of Brownie Tate, Joe Cazzoza, Henry Steeves and Joe (Red) McDonald.

On April 13 Team No. 5, made up of Joe Weingartner, Joe Dunham, Bud Harriman, and Jim Campbell, who were runners up in the first half, had a bowl-off with Team No. 7, consisting of Tom Manning, Cliff Campbell, Ray Maddocks and Lloyd Parker, runners up in the second half, for second place in league. Team No. 5 won the play-off by 11 pins. Ed Montgomery and Brownie Tate were elected to run the league next year.

Ted Jewett's team won the Waterville Shop bowling league edging out Don Priest's team on the last night. As they were tied going into the last night it brought all the excitement of a final game of a world series to the bowling alleys. Ted wrote and said his team won 3 points to 1.

The winning team was made up of Ted Jewett, Charles Derocher, Lawrence Ridley and Alfred Dunton. They had a 372 team average for the season. The runnerup team, besides its Captain Don Priest, consisted of Kenneth Snow, Abbott McKenney and Rocky Risbera. They finished with a 367 team average.

Ted Jewett ended up with high single string with a 149 and Don Priest had high three string total with 365. Don also held high individual average with 103.4.

## \$1,000 for Perfect Shipping Slogan

Some Maine Central railroader—maybe it's you—may win \$1,000.

The money, provided by the American Railway Magazine Editors' Association, will go to the railroad employee who comes up with the best slogan for the current Freight Loss and Damage prevention program now being conducted on railroads throughout the nation.

This is the K.F.O.R. campaign, on which the Messenger, along with Railroad employees' publications across the land, has based several articles and cartoons, and on which rests the hopes of the railroads that costly, unnecessary freight damage claims may be sharply reduced.

K.F.O.R., of course, stands for "Keep Freight On the Rails." It won't stay on the rails, needless to say, if shippers and consignees are unable to depend on its intact arrival. It's our job to "Keep Freight on the Rails," and it's our jobs if we don't.

Suggested slogans may be submitted to the Loss and Damage Prevention Committee, American Railway Magazine Editors' Assn., care of the Association of American Railroads, transportation building, Washington, D.C.

## 'Punchers' Win Women's Bowling

By ERNESTINE MILLER

The Maine Central Women's Bowling League finished their season with a "bang" at their annual banquet at "The Paddock," Prides Corner, Westbrook, on Wednesday, April 25.

Top honors went to Bea Crawford's Punchers, consisting of Bea as captain, Peggy Dorsey, "Gee-Gee" Gilman, and Mary Donahue. Mrs. Crawford also took the award for high three. Hazel Davison came out with high average and the most strikes during the year. Mary Ann Berry

won the award for the high single. A special award went to Carmel Robichaud, for her 104 string, on an under 80 average.

Second place team was the "Switchers," captained by Jan Calder, with members Barbara Luce, Mary Berry, and Beryl Farrar. Third place was won by the "Locos," with Theresa Slatery as captain, and Carmel Robichaud, Nancy Gillis, and Hazel Wallace as her helpers.

The "Derailers," (Captain Hazel Davison, members Ernestine Miller, Dolly Gears, Mary Nugent) started the season at the top, but ended up in fourth place.

The "Sidecars", Captain Lil Grenier, and members Nancy Gilbert, Dot Conley, Jennie Joyce, were the fifth place winners.



**LEAD WOMEN'S BOWLING LEAGUE**—Winners of the Women's Bowling League were awarded trophies at the annual banquet in April. Seated, left to right, Mary Ann Berry, high single (124); Carmel Robichaud, high string of 104. Standing, left to right, Bea Crawford, captain of the "Punchers;" Peggy Dorsey, Glenda Gilman and Mary Donahue.



## Stewart Park, Jr. Joins MeC Family

Stewart Park, Jr., 25, of Enola, Penna., a former Pennsylvania Railroad motive power supervisor, has been named assistant mechanical engineer for the Maine Central Railroad. He assumed his new duties at Portland in April.

Born in Brooklyn, N.Y., Park was educated in Mamaroneck, N. Y. public schools and Columbia University, where he was awarded his Bachelor of Arts degree in 1956 and his Bachelor of Science in mechanical engineering in 1958. Both degrees were earned while employed as a junior engineer in the PRR maintenance of equipment department.

Since 1958, Park has served as pipe fitter gang foreman and assistant engine house foreman for the Pennsylvania Railroad.



Park

Park has served as pipe fitter gang foreman and assistant engine house foreman for the Pennsylvania Railroad.

## Cote, Ryder Named

### Traffic Assistants

Appointment of Royden M. Cote and Forest C. Ryder as Traffic Assistants was announced by Freight Traffic Manager R. C. Merrow in April.

Cote, who has been chief rate clerk, will report to Merton C. Olsen, assistant sales manager, while Ryder, also a rate clerk, will report to John M. Shaw, general freight agent.



Cote

Ryder

Merrow said the establishment of the new jobs will broaden the base of the sales department and improve the overall traffic solicitation problem. Cote and Ryder, he said, will be working with material made available by the new Traffic Engineering Section of the Traffic department.

## Augusta Youth Spots Car Fire

Here's a thank-you note from the Maine Central to 15-year-old Roger Fortin of Augusta, who called firemen when he saw smoke coming from a freight car in the Augusta yards a few days ago.

Roger, as we get the story, joined a group of youngsters in the yards that day.

"What's going on," he asked.

"Nothin', they said, 'we're just watching that box car smoke.'"

Roger didn't watch. He ran and called the fire department.

Loss was held to a minimum by his alert action.

## Trowel Club Sets Annual Meeting Date

The annual meeting and election of officers of the Trowel Club will be held Wednesday evening, May 23, 1962, at 6:30 p.m., at the Maine Vocational Technical Institute, South Portland.

A roast beef dinner will be served by students of Culinary Art 11, under the supervision of Mr. O. Brisse, instructor.

The New England Telephone and Telegraph Company will show a slide presentation on space communications, and a Judo Team from the YMCA will give an exhibition.

## THE Feminine SIDE



**MARY'S MOPPETS**—This is what it looks like when Mary Tabbut, car accounting department stenographer, says "all ashore" after one of her junkets to the park or beach with the youngsters of the Summit street neighborhood. It's been going on for years, and it's a safe bet that if these kids could vote, Mary and her husband Milt would win a neighborhood popularity contest hands down.

Summit street, Portland, is a typical suburban neighborhood.

There are bridge clubs and baby carriages, milk trucks and mortgages . . . station wagons, coffee klatches and dozens of kids.

But in one way, Summit street is a little different. On Saturdays, when school's out, and when the natural inclinations of 2 to 8-year-olds break the sound barrier occasionally in other neighborhoods, it's quieter on Summit street.

That's because of Mary and Milton Tabbut, who for the past five years have made it a regular thing to entertain other people's small fry on weekends. This is looked upon with favor not only by the youngsters, but by their parents as well.

For the latter, it means relative serenity in their own households, and for the former, junkets to the Oaks in Portland, to Scarborough Beach, to Forest Lake, to the movies, or to Wasson's for an orgy of ice cream.

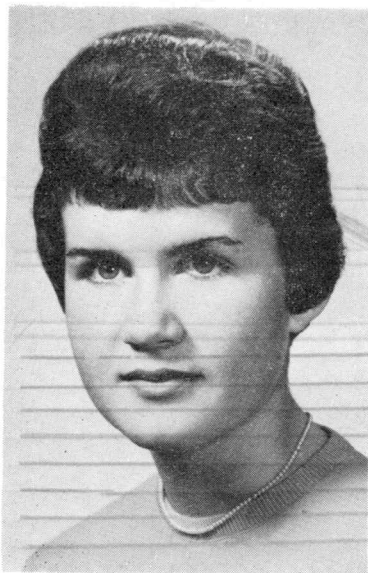
Mary, a car accounting department stenographer who has been employed by the Maine Central Transportation Co. and Maine Central Railroad for the past dozen years, says the group includes from 12 to 15, usually, with the biggest delegation on Sunday, when husband Milton helps out.

But it's all Mary's welcome task on Saturdays, and they are all there and waiting when she returns from taking Milt to work. For the kids and for the Tabbutts—Saturday and Sunday are the biggest days of the week.



**OBSERVE ANNIVERSARY**—Members of Evangeline Lodge 146, Ladies' Auxiliary to the Brotherhood of Railway Trainmen, observed the 63rd anniversary of the organization in April with a banquet at the Paddock. Left to right, front row: Mrs. Gladys King, pianist; Mrs. Esther Larsen, warden; Mrs. Blanche Coffey, vice-president; Mrs. Norma Kennedy, president; Mrs. Ernestine Miller, secretary; Mrs. Dorothy Massengale, past president; Mrs. Minnie Clark, inner guard; Mrs. Euphrasia Kilmartin, treasurer. Back row: Mrs. Edna Coty, Mrs. Florence Finney, Mrs. Beatrice Murray, Mrs. Beatrice Talbot, Mrs. Adelaide Kimball, Mrs. Ella Boutwell, Mrs. Corinne McGahey and Mrs. Helen Carney.

## Mary Jo Sawyer Wins Top Cathedral Honor



Miss Sawyer

Mary Jo Sawyer, daughter of Maine Central Auditor Revenue Clerk and Mrs. Henry Sawyer, has been named Valedictorian of the Cathedral High School class of 1962 with a 95.112 average for her four years.

She is editor-in-chief of the year book, president of the National Honor Society, vice president of the student council, a member of the French, Math and Speech Clubs and holds a certificate for excellence in Latin. She also is a member of the Latin Honor Society. Her junior year she was a delegate to Dirigo Girls' State.

Miss Sawyer will study nursing at St. Elizabeth's Hospital, Brighton, Mass.

## GENERAL OFFICES

Tom Hayes of the Purchasing Department is driving a 1962 black Falcon Station Wagon. Earl Russell of the same department has a 1962 blue Chevrolet Belair.

"Bonny" John Murray, building supervisor, gives a big "Thank You" to John Blodeau of the mail room for his help in painting and spring-cleaning his home.

Virginia Lee, formerly of Data Processing, visited the office on April 20. Virginia is now living and working in Connecticut.

Marie O'Connell will start maternity leave on May 25, awaiting the arrival of her third child. Carmel Robichaud, who has been furloughed, is expected to return at the end of May.

Barbara and Leo Gain were guests of the Eastland Motor Hotel on April 29, the occasion being the testimonial dinner given in honor of Leo Gain, Sr., in recognition of his 35 years service with the hotel. Mr. Gain is now manager of the Portland Country Club.

Congratulations are in order for Mr. and Mrs. Leo Davison (the former Hazel Varney of Data Processing) on their marriage April 18 in Portland. Mrs. Davison wore a



light blue dress, with red roses, and was attended by her cousin, Mrs. Jean Jellison. Mr. Davison's brother, Henry, was his best man. Hazel and Leo took a wedding trip through New Hampshire.

Bob Nurse of Car Accounting and Statistics is impatiently awaiting the arrival of decent weather so he can try out his new fourteen-foot boat at some of the nearby lakes.

Ernestine and Stephen Miller spent two wonderful days in Bangor at the Republican State Convention. It's always nice seeing old friends, greeting new ones, and visiting with some of the congenial railroad folks.

Mr. and Mrs. Edward C. Paine, and Mr. and Mrs. Walter Bird have returned from a winter's sojourn in Florida.

Blair Walls, supervisor employees group insurance, and wife Kay, basked in the warm sunny climate of Sarasota, Fla., for two weeks, while Maine was enduring 37° weather. They sure know how to pick the right vacation time!

John Gerity, assistant comptroller, was not as lucky in his choice of vacation dates—it was rainy and cold most of the time he was absent from the office.

New additions—a son born April 15 to Kay and Joe Galant—weighed 8 lbs. 15½ oz. at birth. He's Joseph E. Gallant, Jr. Joe Sr., is a clerk in Auditor Disbursements Office and Kay was formerly a machine operator in same office.

Lou Davis is having a brand new kitchen in his home.

Bob Rounds was one of the talented performers in the recent Caldwell Post Legion minstrel show at Frye Hall.

Mrs. and Fred Wilson of the Auditor Disbursements Office took advantage of the school vacation to take a motor trip.

Lillian Ayer, wife of yard Conductor Hump Ayer of Rumford, has been filling in on vacations at the freight house there.

Engineer Lawrance Furbish is thinking of trading cars again and the Fords have the lead.

Yardman Neadeau of Livermore Falls has been retired for seven years now and is enjoying life very much. He is in fine health and wishes to be remembered to all his friends.

Retired Agent Stanley Webster has returned to his home in Leeds Jct. after spending the winter in Florida. Wanted to plant peas the 25th of April but woke up to find several inches of snow on the ground.

Agent Roland Bonney of Leeds Junction took a week in April to plant his garden.

Agent Pete Tenneyson took a

week's vacation in the middle of April to move to his new home in Livermore Falls.

Portland Terminal Conductor Walter Allen and his wife have returned from South Bend, Indiana, after visiting their son who is a student at Notre Dame.

Many of the veterans of World War One who were attached to the 14th Railroad Engineers attended their annual banquet in Malden, Mass., May 5.

Returning to work after spending several weeks in Florida this winter is Portland Terminal Conductor Jimmy Riley. He came back too early as he has experienced several snow storms, much to his regret.

Retired Conductor Harold Card was presented a 50-year continuous membership pin and certificate of achievement in the Brotherhood of Railroad Trainman, Lodge 82, at their May meeting. He is also eligible to receive his pin in Masonry for the same number of years.

Agent Ernest Redmun of Danville Junction has taken his pension. He hasn't worked for several years at his job and now it is open for bid. Many applicants have been coming up to look over the position.

Retired Conductors Leonard King, George Larson and retired Yard Conductor Harold Clark of the Portland Terminal Co., attended a banquet with their wives of the Evangelical Lodge, Brotherhood of Railroad Trainmen Auxiliary. All are in good health and enjoyed the affair very much.

Sympathy is extended to retired Engineer Joe Malia on the recent death of his wife.

Trainman Harry Mulhern is looking forward to his vacation so he can get some fishing in Moosehead.

Sympathy is extended to Section Foreman Jim Tweedie of Livermore on the recent death of his father.



## TRAIN CREWS

Trainman E. O. Kelly has traded his small second car for a newer and better compact. With three cars in the family now, he spends most of his spare time doing minor repairs on them.

Last report from Bangor about Conductor Andy Caldwell is that he is getting along fine and hopes to return to work shortly.

Trainman Donald Peterson is off sick again and has to return to a Lewiston Hospital for further treatment.

Trainman E. L. Bow has returned from a vacation trip to Arizona and Texas, visiting relatives there.

Trainman Art Herron has traded cars and bought himself a new Chevy.

Engineer Bill Morse has been off sick for several weeks now and is not expected to return to work for awhile.

Sympathy is extended to Fireman Robert Maloy on the death of his wife after a long illness.

Engineer Mike Wardwell has bid off the Livermore Falls switcher, vacated by Henry Barker when he took his pension.



**BRIDEGROOM - TO - BE - HONORED**—Robert Lewis, whose wedding took place the following day, was honored by fellow employees of the Auditor Revenue department at Portland late in April. Left to right, George H. Ellis, Assistant comptroller, auditor revenue; Lewis, Margurite Hollywood and Philip O'Donnell, who arranged the event. In background, Randall Thurell and Everett Spires.





Members of the Maine Association of Railroad Veterans will meet Sunday, May 27, at Theodore's Restaurant, Portland. A film "Meet Your Neighbor," will be shown by Leo L. Thibodeau, Great Northern Paper Co.

Sympathy is extended to the family of retired Yard Conductor Edward Hennessey of Brunswick, who died April 5.

Sympathy is extended to retired Railway Express Messenger Frank Kennedy on the death of his wife, April 15.

Sympathy is extended to the family of Patrick Noonan, who died April 16. He had retired from the Portland Terminal Company.

Mrs. Guy Sawtelle, wife of retired Engineman Sawtelle, was a patient at the Maine Medical Center, for medical observation.

Mrs. Morin, Mother of Trainman Emile Morin, was a recent patient at Mercy Hospital for Medical observation.

Retired Conductor Sam Skillings and Mrs. Skillings have returned to their home at Dover Foxcroft. They spent the winter in Waterville.

A total of 76 members attended a meeting of the Maine Association of Railroad Veterans at Theodores Lobster House, Commercial Street, Portland, late in March.

Linn Wells, former coach at Bowdoin College, was the speaker. Members who won prizes donated by the ladies of the Association were Walter Stanton, Fred Jordan, Gladys Wansky, Weston E. Petrie and Norman Massengale.

## WATERVILLE YARDS

Conductors Vic Tardiff and Charlie Hodgdon have been on vacation. Raleigh Williams has been assigned a Conductor's job at Rumford.

Yard Checker Bill Monroe and a partner have purchased a filling station in Fairfield. Wish you success, Bill!

Welcome to Don G. Wolfe, who transferred from Bangor to Waterville as Assistant to Track Supervisor Thorne.

Chief Clerk Denis Chamberlain is out sick. We wish him a speedy recovery.

Stenographer Ruthie Brochu was out sick recently and Marjorie Armstrong substituted. Marje and her husband have purchased a new 1962 Chevy.

Dick Fecteau is the proud owner of a new 1962 Oldsmobile.

Those who have returned to work from sickness are Foremen J. G. Doyon, P. M. Cates and B. E. Trask and Trackmen L. M. Newcomb and N. A. Chamberlain.

Ray Coulombre and his family spent the Easter weekend in Massachusetts visiting relatives.

## WATERVILLE SHOPS

B&B Carpenter Wes Morang has recently bid off a foreman's job in the spare crews and is stationed in Gardiner.

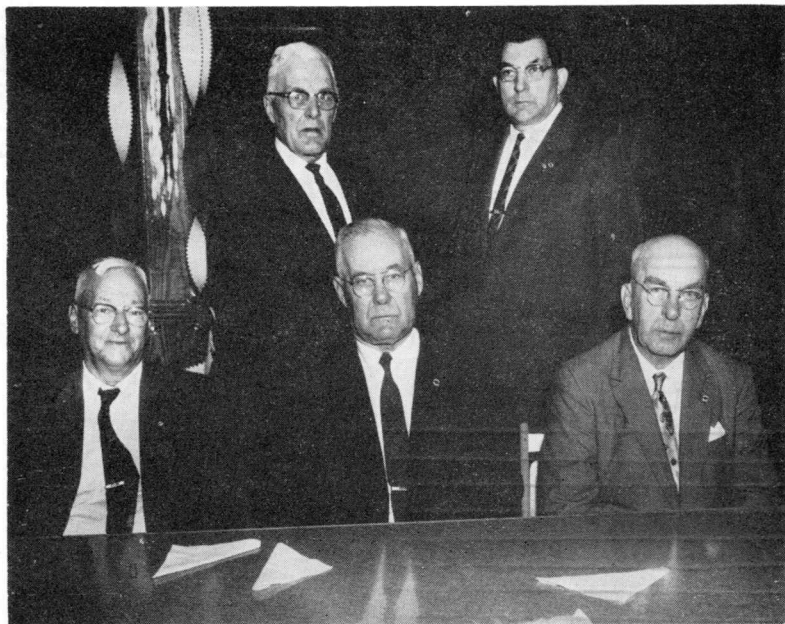
Carman Helper Alfred Dunton is confined to the Sisters hospital with a heart condition.

Laborer Tom Hasson has recently been set up as a Blacksmith helper and Laborer Reny Jacques as a Piper helper.

Machinist John Larracey and Checker Dick Delano have recently acquired new cars.

Carpenter Ken Strout has returned after a lengthy illness and is assigned at present as bridge inspector on the interstate highway at Newport.

Millman Howard Low recently had a fire in the roof of his home in Al-



**VETERANS MEET AT FAIRFIELD**—Members of the Maine Railroad Veterans' Association held their annual get-together at Fairfield late in April with a good turn-out, a dinner and entertainment. Among those attending were, seated, Owen Thompson, Waterville; Harold C. Clark, Portland, president; Bart P. Lyden, Portland, secretary. Standing, Stanley Antworth and William Mingo of Waterville.

bion causing several hundred dollars damage.

Machinist Sis Hamlin is a patient in a local hospital with a cardiac condition.

Carman helper Ike Walker has returned after a lengthy illness and eye surgery, and is assigned to the Tool Room.

Blacksmith Pete Gagnon, Sr., is confined to his home with a heart condition and Helper Pete Gagnon, Jr., is set up as blacksmith.

Retired Sheetmetal worker Veazie Tupper died at his home on April 14. He had worked for the Railroad some 25 years and had been retired since 1950.

Stores driver Clayton Moreau is confined to a local hospital.

Carman Bing Crosby fell from a staging recently and suffered a shoulder dislocation.

Carman Buster Tuttle is a patient at a local hospital with pneumonia.

about to graduate from the Great Lakes Naval Training Station as a member of the USN.

Engineer Sparkie Holden appeared worried lately. Couldn't make up our minds whether he was concerned with the possibility the Celtics might not make it, or the fact that the Red Sox weren't hitting! Sparkie is one of our most rabid sports fans.

Claim Clerk Sherm Carr is devoting much of his spare time to the art of wall papering and we understand he is becoming quite accomplished. Car Clerk Joe McMorrow and Rate Clerk Johnny Myrand are planning an inspection tour to determine just how good Sherm's work is—with Mrs. Carr's permission, of course!

Track Supervisor Bud Harris is a busy man these days but we suspect owning a new Chevy may lighten his burden somewhat in view of the many miles he covers.

## LEWISTON

Crossing Tender Joe Dulac has taken the job in Richmond, while Crossing Tender Dave Fields and Crossing Tender Ansel Libby have bid off the tower job in Lewiston. Crossing Tender Ray Flynn bid the job off in Waterville which makes him the Number-one travelling man.

Retired Crossing Tender Forest Dearborn visited the office recently after his discharge from the hospital. Good luck and good health to you, Forest.

Yard Brakeman Charlie LaFlamme finds he has very little spare time on his hands these days what with going to Augusta in line with his duties, as Retreat Captain at the Oblate Retreat House, plus his K. of C. activities in Lewiston. No wonder the poor guy is tired!

A tip of the hat to Clerk-stenographer Monique Levesque who has shown that smoking can be "quit." Some of us obviously did not have the will power that Monique did.

Yard Brakeman Pat St. Pierre is a proud father these days. His son is

## AUGUSTA

Third trick telegrapher Richard Lougee recently traded an old Buick for a more modern one.

Telegrapher Everett Anderson also traded and is sporting a new Volkswagen.

Clerk Athie Bryant recently underwent minor surgery and is now back at work.

Retired freight handler Leland Hopkins was a recent visitor at the office.

Retired General Agent Herbert Thing has returned to his home in Belgrade after spending several months in Winter Haven, Florida.

M. A. Russell has bid off the Agent's position in Hallowell.

A recent trip by rail to Bible Grove, Ill. was enjoyed by Telegrapher Robert Erwin and family with a stop over at Joliet, Ill., to visit relatives. This was Bob's first trip home in two years.

A recent guest of the fish at Indian Pond was General Agent Ralph Tracy. A scenic journey was enjoyed but hosts were not at home.



**FOUR GENERATIONS OF COULTHARDS**—William Coulthard of South Portland, who was 80 years old recently, was surrounded by three other Coulthard generations at his birthday party. Grandson Bryan is at left, then great-grandson Craig, and son John. The elder Coulthard is a retired Maine Central trainman.

**Centennial**—from page 1

Fairfield; Francis Brawn, 1st selectman, Oakland; and Donald V. Carter, 1st selectman, Winslow.

The parade, with music by the high school bands from Waterville, Fairfield, Winslow and Oakland, will include a historical costume section, with participants dressed in the fashion of the 1860's. Prizes will be awarded for the best outfits.

Climax of the parade will be the presentation to the City of Waterville of the "Old 470," which made the Maine Central's last run under steam in June, 1953. The old locomotive will be enshrined in a new location as a permanent memorial to the age of steam railroading.

Shops Superintendent George P. Silva is heading a committee now actively planning the three-day open house at the Waterville Shops. Silva is being assisted by Alden Finmore, assistant superintendent; James L. Blethen, storekeeper; and the following foremen and Federated Crafts Committee members: D. K. Russell, L. I. Ifill, W. A. Chase, R. E. Patterson, W. D. Otis, N. B. Estabrook, E. W. Pooler, A. L. Johnson, F. R. Case, W. L. Jewell, G. K. Stevens, J. E. Laracey, A. R. Giroux, A. H. Adams, A. E. Smith, W. E. Brown, J. L. Buckman, L. M. Cote, F. W. Fecteau and K. F. Philbrick.

Mayor Joly will serve as toastmaster for the Centennial Dinner, to be held Monday evening, Oct. 29, at Colby College. President E. Spencer Miller will be the principal speaker, and special guests will include Governor John H. Reed, State Highway Commission Chairman David H. Stevens and President Robert L. Strider of Colby.

**Grand Lodge Honors Waterville Veteran**

A retired Maine Central employee was honored early this month by the Grand Lodge of Maine for 45 years' service to Masonry.

Raymond H. Clark, 77 of Waterville, who retired after 45 years of railroad service in 1950, received the Raymond H. Greenleaf medal during the opening session of the 143rd annual meeting of the Masonic Grand Lodge of Maine. The session was held in Portland May 1.

# On the job... ALONG THE LINE!

**At Lewiston**

—photos by Joe McMorrow



The Switcher crew: Engineer Sparkie Holden in cab; on the ground, Dan Myrand, C. LaFlamme and L. Bouffard.



Track Supervisor William L. Harris 3rd with new wagon.



Crossing Tender Joe Dulac on final day at High street gate.



Arriving for work: Brakeman Vic LePage in car; Conductor Leon Traynor and Brakeman Pat St. Pierre.

Named for the second grand master of the Grand Lodge of Maine, the Greenleaf Medal is the highest award a Maine Mason who has not served as an officer of the Grand Lodge can receive. It is given to a member who has provided well beyond average service to his lodge.

Clark, who at his retirement was assistant foreman of the machine room at the Waterville Shops, was accompanied to Portland by his wife, the former Gertrude Russell of Waterville. They have a daughter and two grandsons.

The citation accompanying the presentation referred to Clark as "an ardent supporter of proper conduct of degree work," in his lodge. "He has done much to promote the welfare and prosperity of his lodge in exemplifying the true spirit of Masonry," the citation added.

**Promotions**—from page 1

as a student operator with the Western Union Company, then joined the Maine Central as an operator at Lincoln in 1918. He also served as operator at Old Town before entering the train dispatchers' office at Bangor in 1921. He became a dispatcher at Bangor in 1923, and trainmaster at Bangor in 1957. Mr. and Mrs. Bouchard live at 11 Eaton street, Old Town.

Lennon joined the Portland Terminal Co. in 1945 after World War Two Army service. First a brakeman, he served as a flagman, conductor, yardmaster and general yardmaster before his appointment as trainmaster at Portland in November, 1960. The Lennons live at 12 Pershing street, Portland.

**RETIREMENTS**

Henry L. Barker, locomotive fireman, Livermore Falls, April 9.

Telephore J. Bonsaint, trackman, Brunswick, March 31.

Carl W. Bruns, chief clerk, Portland, April 30.

Reginald F. Dauphinee, flagman, Bangor, April 10.

George E. Dowling, trackman, East Machias, March 4.

Ernest Malenfant, crossing flagman, Lewiston, April 16.

Edwin C. Noyes, freight clerk, Portland, April 11.

Ernest F. Redmun, agent, Danville Jct., April 4.

Perry K. Salter, freight handler, Portland, April 5.

Arthur J. Shaw, machinist, Portland, April 30.

Clinton R. Sprague, locomotive engineer, Portland, March 27.

**DEATHS**

Frank Cameron, hostler, Waterville, April 28.

Lawrence J. Malia, yard clerk, Portland, April 30.

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