

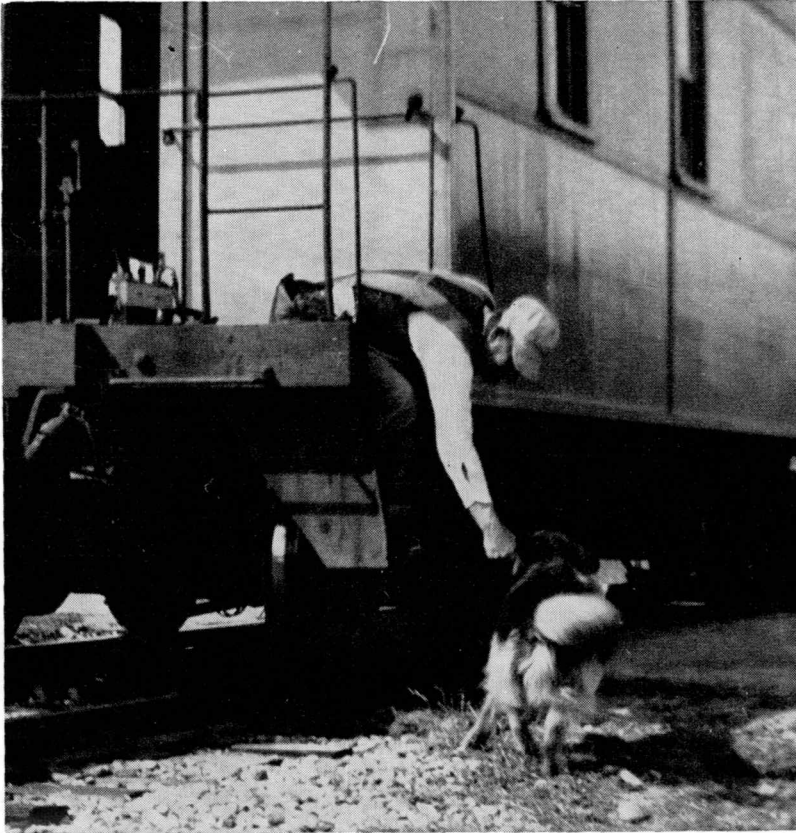


# Messenger

Vol. 2, No. 8

For Employees and Friends of the Maine Central Railroad

June, 1962



**CANINE NEWSBOY AT WORK**—Rex, a collie-shepherd whose daily chore is to meet the Maine Central trains on the Rumford Branch, pick up the newspapers and take them to his owner's isolated home near Curtis Corner in Leeds, Maine, takes delivery from Conductor A. L. "Hank" Harradon of Portland, as the freight train rolls by. The dog has been meeting the trains for 11 years. (Photos by Norman Massengale)

## At Curtis Corner

### Canine 'Newsboy' On Job 11 Years

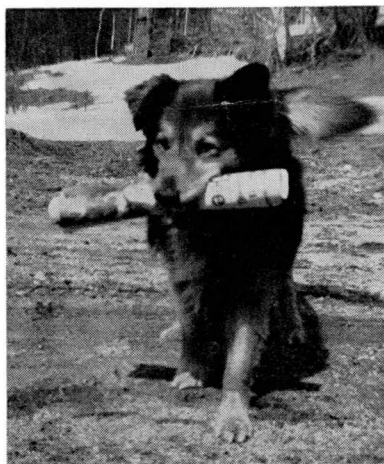
A canine "newsboy" named Rex—with an assist from the crews of Maine Central trains—has delivered the papers every day for 11 years to his master in an isolated section of this community.

The conscientious collie-shepherd, now an old friend of the railroad men of the Maine Central's Rumford Branch, meets the trains daily just above Curtis Corner, picks up their second-hand newspapers, and takes them home.

It all started in May, 1951, when Rex was a pup. He and his owner, Ernest W. Buffum, were sitting on the steps of their remote trackside home, watching a freight train go by. Then, for the first time, the rear brakeman tossed off a rolled-up newspaper.

Buffum told the dog to "fetch," and the pup bounced off the steps, picked up the paper and returned it to his master.

He's been doing it on his own ever since, and has yet to tear one page—even when he knows there's a dog biscuit or something from the conductor's lunch folded inside.



**HEADING FOR HOME**—Rex's owner, Ernest W. Buffum, says the dog never has damaged a paper, even when he knows the train crews have wrapped food inside.

### Box Car Bleaching Tanks Provide Savings For Keyes Fibre Company

Maine Central workers who handle the moves between Shawmut and Waterville may not realize it, but they're running a rolling bleachery.

Their work, and the recently rebuilt box cars that shuttle back and forth between the two points, are saving thousands of dollars in construction and processing costs for one of the Maine Central's best customers.

The cars—modified to transport moist crumb pulp for the Keyes Fibre Company, Waterville—are doubling as bleaching tanks, performing a vital phase of the Keyes manufacturing process while rolling on the rails.

Keyes, with a pulp mill at Shawmut and a large finishing plant at Waterville, four miles down the Kennebec, makes a well-known line of molded pulp plates, dishes, food and prepackaging trays, packaging materials and fibrous plastic articles. The company uses ground wood pulp made at Shawmut for these products.

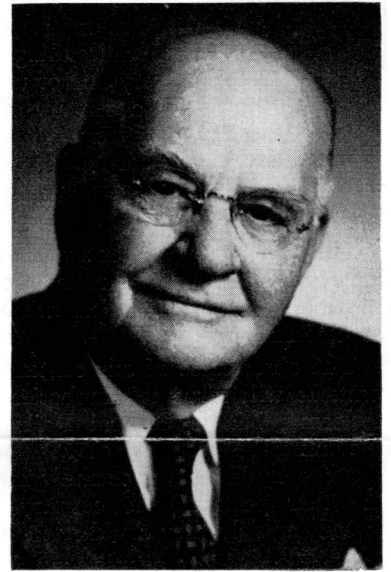
In past years, the material has been loaded aboard box cars in what papermakers call lap, or sheet, form. This required the use of fork lift equipment, wooden pallets and usually human muscle power to a greater or lesser degree. Recently, says John H. White, Keyes' Shawmut mill plant manager, the company faced costly replacement of 50-year-old machinery used to make the pulp laps.

The answer was not replacement, but abandonment of the old machines and inauguration of a whole new system of handling the material, a system that eventually included not only transportation but part of the pulp preparation process as well.

Rather than continuing to make the pulp into sheets, Keyes' engineers designed and set up a new system to produce the material in a moist "crumb" form. This made it possible to move the pulp through pipes by air pressure or vacuum. With completion of modifications on 41 Maine Central box cars at the railroad's Waterville Shops, Keyes

became one of the first in their industry to produce and ship a pulp mill's entire output as crumb stock. The material is now produced and blown into the box cars at Shawmut, and later un-

(Keyes Fibre—Page 8)



H. Nelson McDougall

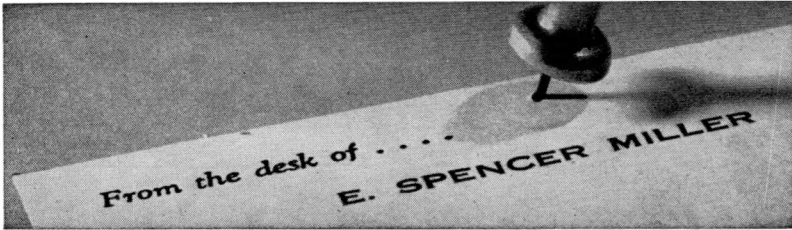
### H. N. McDougall, MeC Director, Dies In Portland

H. Nelson McDougall of Portland, a Maine financial leader for a half century and a Maine Central Railroad Director, died June 12 in a Portland hospital after a brief illness.

Mr. McDougall was elected to the Maine Central Board in November, 1953, and served until his death.

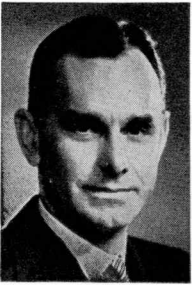
President E. Spencer Miller spoke for other directors, officers and employees of the Maine Central in expressing his sorrow at the loss suffered by the Company, the Greater Portland area and the entire state in Mr. McDougall's death. He said the Maine Central has benefitted greatly from Mr. McDougall's

(McDougall—Page 5)



### TO MY FELLOW EMPLOYEES:

A committee of 20 Maine Central workers at Waterville Shops is working to perfect plans for holding open house for the public during a three-day celebration of Maine Central's 100th birthday in October.



I was asked recently "why is the railroad's birthday observance being held at Waterville." The answer is that Waterville was the physical and corporate site of the merger of the Androscoggin & Kennebec and the Penobscot & Kennebec railroads, on October 28, 1862, producing the system which is now Maine Central.

Observance of completion of one hundred years of railroading in Maine is something of which every one of us may well be proud. The observance of a century of the service which this railroad has rendered to the economy of our state, will do more than simply recall the proud record of those Maine Central men and women who preceded us. It also emphasizes our importance today and for the future.

Through the past century Maine Central officers and employees have played prominent roles in community and civic life throughout the Pine Tree State which two Maine Central presidents also served as Governors.

The observance of our centennial will do more than just recall the past. It will serve to emphasize that today, as well as in the years to come, Maine Central Railroad service is the most basic single factor in the economy of Maine. Without a railroad our largest industries could not successfully meet the competition of those situated in other parts of the country. Maine's leading industrialists have stated publicly they could not continue without good railroad service.

There are those people, happily an uninformed minority, who seem to believe that, with the departure of passenger service which the public abandoned, railroads have declined in importance. Observance of our 100th Anniversary provides us with opportunity to show these few that, on the contrary, Maine Central is commencing a second century of even more important service to the State of Maine. Nothing in the foreseeable future can take the place of the transportation which the railroad renders to our state.

The subsidized competition which we face today makes our tasks even more difficult than they were when the railroads had a monopoly of the transportation field. That we have been able to compete successfully with the highway and air transportation systems with their tremendous governmental subsidies, is a tribute to railroad men and women, and stamps them as resourceful people, and is even a greater vindication of the inherent and incomparable economies of the concept of trains on steel track.

All over the Maine Central system today we are engaged in efforts not only to keep our service at high standards, but by introduction of new methods and even better service to our customers, we are succeeding in attracting back to the rails traffic temporarily diverted to the highway. We should bear in mind that no intercity traffic is traditionally that of the motor carrier; all of it is traditionally ours, and your management will lead the way to recapturing more of it as we progress. Management, however, can not do the job alone. We need—and must have—the active support of everyone who receives his paycheck from Maine Central.

All of us must join in expending every possible effort to render service better and to cement the best of relations with those who patronize our service.

As we cross the threshold into this second century of railroad service to northern New England, we do so with confidence in our ability to furnish more desirable service at less cost than the competition can or will provide. Maine Central expects its every employee to direct his ability and energy to that objective.

## Editorial

### WHAT'S WRONG WITH THAT?

Not every segment of the nation's transport industry—to put it as mildly as possible—is enthused over President Kennedy's recent recommendations for a return to free enterprise. The American Trucking Association, in fact, is jumping up and down, making speeches, publishing pamphlets, and raising their old bleat that less government regulation of transport would lead to a railroad monopoly.

Specifically, the trucking industry doesn't like that part of the President's proposals that deals with rail rates. If this were to become law, railroads would be finally allowed to charge rates based on costs, rather than rates based on protecting their highway competition.

So the truckers face possible loss of their rate umbrella—an artificial, arbitrary crutch that has allowed them to succeed despite low operating efficiency. They face the possibility that their mode of transportation will be forced to stand or fall on its merits, without the comforting cushion of complete regulation of railroad rates.

The effect of this White House recommendation would be to allow the laws of supply and demand, rather than arbitrary factors, to regulate the transportation industry.

The public, the nation's industry and the entire economy would benefit through lower transportation costs.

And what's wrong with that?



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.

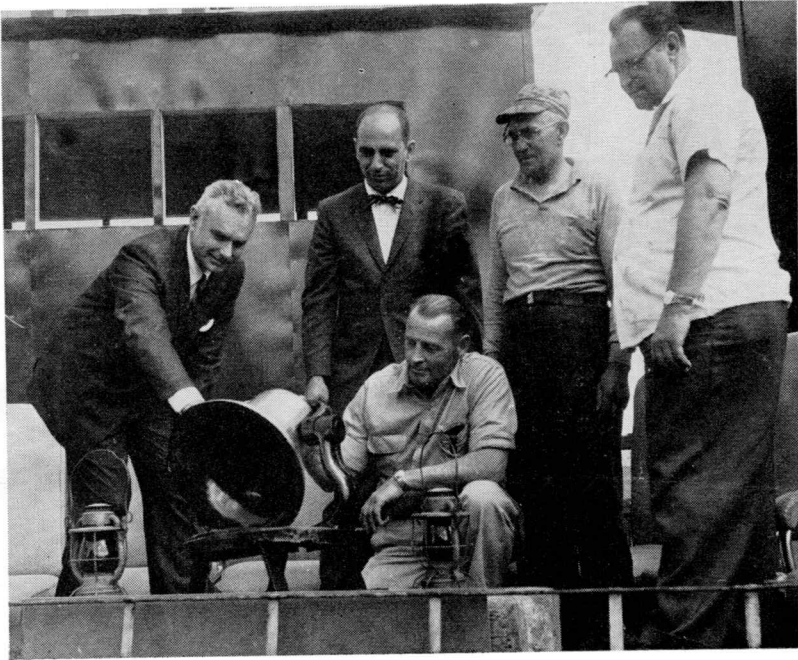
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**MEC GIFTS FOR PINELAND PATIENTS**—A bell from a Maine Central snow-plow, 13 coach seats, two lanterns and a ladder were donated by President E. Spencer Miller last month to the Pineland Parents Inc., which, with help from Lewiston carpenters, is building a miniature train for use by the youngsters at the Pownal institution. Left to right, Mr. Miller, Walter J. Soucy, the builder; Dr. A. Pappanikou of the Pineland staff; Cyrille Guerette, who has assisted Soucy; and Paul A. Couture, business agent, Local 47, Brotherhood of Carpenters and Joiners.

## Railroad Donates Equipment For Pineland 'Train'

A two-car passenger train will soon be touring the grounds at the Pineland Hospital and Training School, Pownal, drawn by what appears to be a steam locomotive, and rolling on rubber tires.

Its approach will be signalled by the sound of a Maine Central bell, and its passengers will be riding on Maine Central coach seats. Other items of equipment, notably lanterns and a caboose ladder, also will have come from the Maine Central.

The train is the project of the Pineland Parents and Friends, Inc., a state-wide group dedicated to the cause of making life happier for the youngsters at Pineland. Two members, Mr. and Mrs. Walter Soucy of Lewiston, are in the forefront, assisted by Lewiston's Local 47, International Brotherhood of Carpenters and Joiners.

Soucy, with the help of the Carpenters' local, has built a coach, a caboose, and the necessary wooden camouflage for a tractor to give it the appearance of a steam locomotive. Help has come from many sources, with aluminum window sash and screens, lumber and other parts donated by Lewiston-area suppliers.

The Maine Central's contributions—the bell, the seats, the lanterns and the ladder—were presented by President E. Spencer Miller at Lewiston late in May.

Officials at Pineland are planning to inaugurate their new passenger service in July with a special event that will bring the builders, the donors and the young patients together at Pownal.

## Campers' Train Due June 30

Nearly 700 boys and girls—looking forward to another summer in Maine—will be aboard a special train of sleeping cars bound from Portland to Danville Junction, Winthrop and Readfield June 30.

The youngsters will be heading for a total of seven summer camps, having travelled from cities throughout the East. The train will consist of 27 pullman cars.

## Note of Thanks

H. Newhall Tukey, Veteran Freight Claim Agent who retired in May, has asked us to thank—for him—the hundreds of friends who sent good wishes as he ended his years of railroad service.

## MeC Constructs Maine's First Machine Cement Unloading Facility

Maine's first machine facility for public delivery of cement has been provided by the Maine Central at Veazie for users of this product in the Bangor area.

The start of operations, in late June, marks still another successful effort to return lost traffic to the rails. R. C. Merrow, freight traffic manager, said rail volume is expected to be about two cars daily.

The new facility consists of a special siding equipped with three pits into which the cement is discharged from covered hopper cars. The material is then lifted from the pits by screw conveyors and loaded into trucks for delivery to Bangor-area manufacturing plants and construction sites.

The Maine Central has purchased three of these conveyors, each operated by a 20-horsepower electric motor, and capable of unloading a full cement car in about 30 minutes. The new equipment also includes vibrators to facilitate unloading.

The new cement operation is located on land near School street and U.S. Route 2, parallel to the Maine Central main line. Grading, track work and construction of the pits has been in progress for about a month. Three Andrews conveyors arrived

## Chamberlain Named By Trowel Club

The annual meeting and election of officers of the Trowel Club was held Wednesday evening, May 23, at Maine Vocational Technical Institute, South Portland.

The following were elected for the 1962-1963 term: President, Charles Chamberlain; Vice-Presidents, Kenneth W. Phillips, Gordon L. Wilson, Roy Cote; Secretary, Don Sinclair; Finance Committee, Albert B. Wetmore, Maurice Hawkes, Eugene Wakefield; Board of Directors, E. Spencer Miller, Alvin W. Strout, Chester F. Freeman, George Stanley, Archibald M. Knowles, Horace M. Budd, Clarence W. Beckwith, Albert Christie, Fred E. Lombard, Willard Darrah and Walter O. Emery.

at the site from a manufacturing plant in Decatur, Illinois, in mid-June.

Cement delivered at the site will be railed from the Dragon Cement Division of American-Marietta at Thomaston.

## Overlock Retires As Eastern Agent

Warren S. Overlock, Bangor, Maine Central Eastern Agent since 1958 and a career railroad man with the Maine Central and Bangor and Aroostook, ended his service June 1 because of illness.

Overlock joined the Maine Central in 1955 as Eastern Representative after 33 years with the B.A.R. He began as a clerk in the car superintendent's office, and was promoted through several departments to the post of traveling sales and service representative before joining the Maine Central.

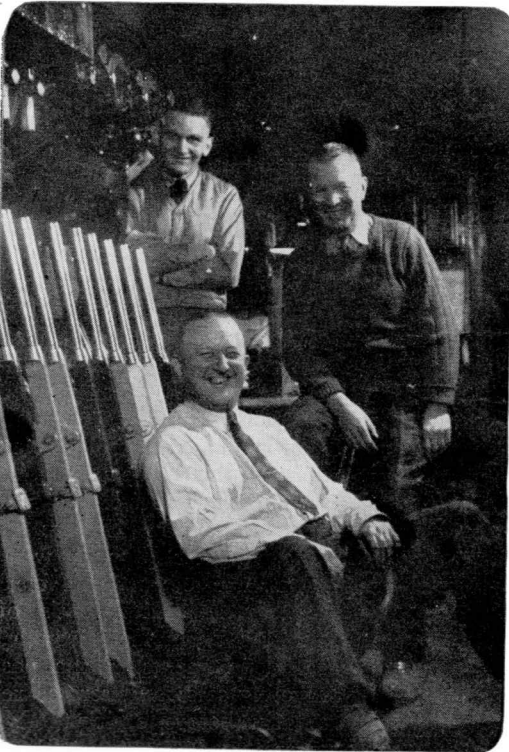
A member of the Maine Traffic Club, the American Railway Development Association and the Industrial Committee of the New England Council, Overlock resides with his wife and family at 43 Crestmont road, Bangor.

The MeC Traffic department also has announced the appointment of Donald P. Looby, 34, former Rutland Railroad agent and traveling representative, as commercial agent in Bangor. Looby joined the Maine Central in January, and has been traveling for the Freight Traffic Department in Northern Maine.

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# A Railroader's Snapshot Album



At Tower 4—Operators Preble, Richardson, and seated, Runnells.



Gardiner—flood of 1936

Edward S. Runnells, operator at Deering Junction, has been a Maine Central Railroader for many years, and has made a hobby of snapshots . . . not just of his family, his cars, pets and the fish he's caught, but of the railroad and his associates over the years.  
At the left are a few that bring back memories for him, and probably for you as well.



By JERRY SHEA

Maine Central Larry Rowe's golf league is starting to be a walk-away for Team 'B,' made up of John Biladeau, Mail Clerk; Russ Rackliffe, Examiner; John Currier, Freight Traffic; John Baribault, C. P. Traffic; and Lindy Burgess, Stores Dept. They have won 31 points out of a possible 40.

This league is playing both match and medal with a possible 2 points per man for each match, making it ten points going for each team per night. In some cases a golfer has lost a point to his opponent in match play, but has won or tied him in stroke play. It keeps everyone trying until the last putt drops on the 9th hole.

Team 'A' led by Reggie Libby, Aud. Disb., George Stanley, Aud. Rev., Tom Hayes, Purchasing Dept., "Tug" Wilson, Data Processing; Dick Luce, Aud. Disb. were in second place at the end of May.

Dick Esty, Aud. Disb., has had the best round to date with a 3 over par 36. He also is tied with John Biladeau for the most birdies with two each. Reggie Libby has had the most pars with 15, followed by Biladeau with 14.

Some of the new faces in this league are Dick Luce, John Baribault, Lindy Burgess, Wake McGorrill, Oxford Paper Co.; Ralph Jellerson, retired Record Office employee, Pat Scanlon, Aud. Rev. Dept., and Charley Rivers, Engineering Dept.

The standings of the Riverside General Office golf league as of May 29 has Team No. 4 leading by a couple points over Team No. 1, with a couple of matches that have to be made up before the results can be official. Team No. 4 is made up of George Ellis,

(Scorecard—Page 5)



At Waterville — Operators Runnells, Flint and Crandlemire.



Tower 3, Portland, before the new bridge.

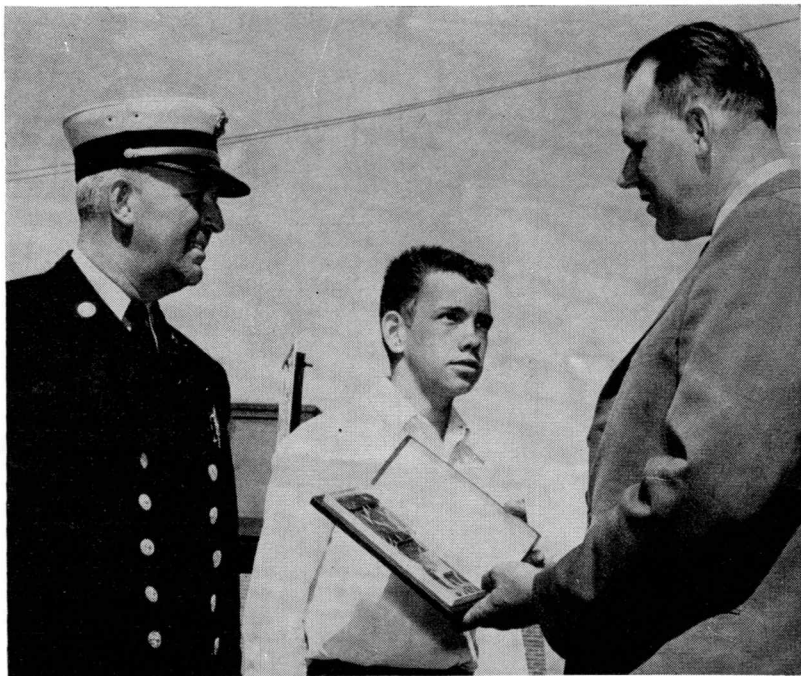


With Bucky O'Brien, Rigby, 1945.



Bowdoinham—23's extra from rear of No. 1.





**THE RAILROAD'S THANKS**—For quick thinking in reporting a fire in a cotton-laden Maine Central Railroad box car at Augusta, Roger Fortin, 15, received the railroad's official thanks. He was awarded a wallet with the gold-engraved words, "In appreciation to Roger Fortin, Maine Central Railroad Co., May, 1962." William E. Maloy, MeC rules examiner and safety and fire-prevention Supervisor, said the boy's quick action "saved us a very considerable expense." Maloy is shown making the presentation to Roger while Chief Charles Wheeler, Augusta Fire Dept., looks on.

**Scorecard**—from page 4

Asst. Comptroller-Revenue and Frt. Claims; Vinny Morse, husband of Mary of Engineering Dept.; Ralph Gordon, Manager, Data Processing; Milt Tabbut, husband of Mary Tabbut, Car Accounting; Clyde Luce, Data Processing; Tom Manning, Car Shop, Rigby; Paul Bourque, General Agent, Portland. Team No. 1 is led by your correspondent; Sam DiPhilippo, Aud. Disb.; Art Edwards, Data Processing; Sam Napolitano, Baggage Handler, Commercial Street Station; Ed Haley, Car Service Dept., Red McDonald, Car Shop Rigby; and Blair Walls, Supvr. Employees Group Insurance.

George Ellis and John Gerity are leading the "A" class players with 36 nets. Tom Manning has really started to hit the ball and had a 41-10-31 net to lead the "B" class. Shea and Gerity are tied for the most pars with 21 apiece, followed by Steve Conley with 16 after four nights of play. Shea also has had low round with a 3 over par 39.

In an effort to create more interest among railroad golfers, I feel we should invite the fellows from the New Haven, Bangor & Aroostook, Canadian Pacific and Boston and Maine Railroads that work or live in Maine to participate in our golf tournament at Waterville on September 15th.

What do you fellows think? If anyone is against the idea let me know. The only other change I would like to hear some comment on is about the way we have been getting the money to buy the trophies. In the past we have been running a raffle. Should we continue this raffle or add a dollar to the green fees? Drop me a line so I can make final plans by the middle of next month.

Don't forget, the girls are invited to play in this year's tourney. So everyone turn in your scores to your Pro so that we can have a handicap for you come September 15.

**Veterans Plan June 24 Meeting**

The Season's final meeting of the Maine Association of Railroad Veterans will be held June 24 at Theodore's Lobster House, Commercial street, Portland. Dinner will be served at noon.

The speaker will be Eben C. Bagley, Veterans' Administration official, whose topic will be veterans' benefits.

President Harold C. Clark has announced that the 33rd annual convention of the United Association of Railroad Veterans will be held at the Sheraton Atlantic Hotel, New York City, Oct. 26-28.

**McDougall**—from page 1  
long and extensive experience, and that his counsel in the operation of the Company will be sorely missed.

Mr. McDougall came to the United States in 1888 from Prince Edward Island, where he was born Aug. 25, 1876, son of William and Sarah Elizabeth McDonald McDougall. He was educated in Rockland, where in 1897 he went to work for Rice, Bird and Barney, general insurance agents.

From 1900 to 1924 he was a partner in the firm of Maynard S. Bird, investment brokers, in Rockland and Portland. He was also a partner in the McDougall and Ladd insurance firm and president of the Security Trust Company of Rockland.

From 1924, when he came to Portland, to 1931 he was vice president of Bond & Goodwin, investment brokers, of New York and Boston. He was president of that firm in 1931-34.

In 1934 Mr. McDougall became president of the First National Bank of Commerce, serving until the merger of that bank with the First Portland National. Then he became chairman of the board of directors of the combined institutions.

His other business interests included directorships of the Boston Loan Co., Maine Bonding & Casualty Co., First National Bank of Portland and chairman of the board of the Rockland-Rockport Lime Co.

He was president of Goodspeed Industries, treasurer of the George F. Goodspeed Co., past

president of the Maine Bankers Association and past chairman of the Greater Portland Development Commission.

A trustee of Westbrook Junior College and a member of the Transportation Association of America, Mr. McDougall was also a member of the Cumberland, Portland and Rotary Clubs. In 1959 he received a 50-year veteran's medal from Aurora Lodge of Masons in Rockland, which he joined in 1909.

Mr. and Mrs. McDougall observed their 63rd wedding anniversary, Feb. 1.

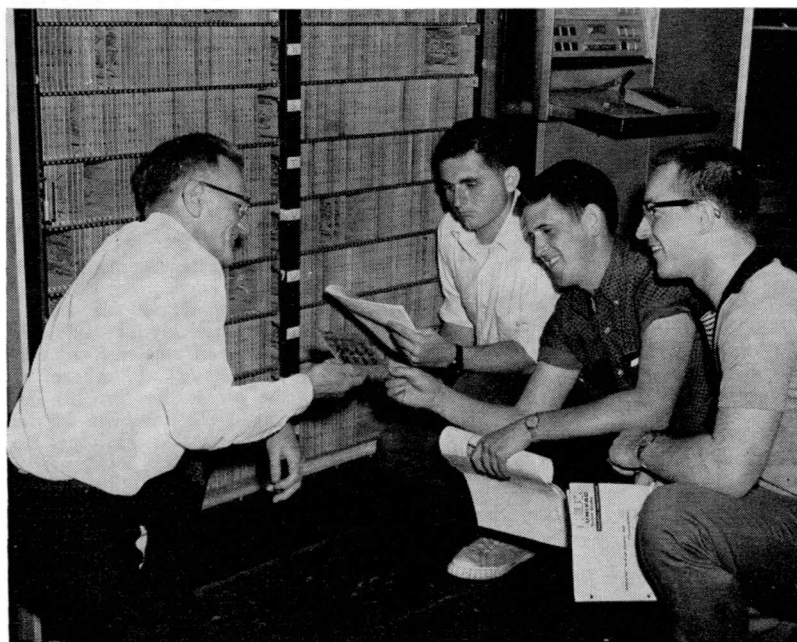
Services were held in Portland, June 14, with interment in Rockland.

**Clyde F. Gary Leaves Service**

Clyde F. Gary, engine and crew dispatcher of the Maine Central Railroad at Portland for 20 years, retired from railroad service in mid-June. His Maine Central service totals 44 years.

Always interested in growing flowers, fruit trees and berries, Mr. Gary looks forward to more leisure time. He hopes that he and Mrs. Gary may soon move to the Bangor area "to be nearer the grandchildren." Mr. and Mrs. Gary's daughter Grace is the wife of Arthur Hutchinson, a Maine Central machinist at Bangor, and the mother of a son and daughter.

Mr. and Mrs. Gary reside at 67 Summit street, South Portland.



**PICKING THE UNIVAC'S BRAIN**—Gordon L. Wilson, left, assistant to the systems manager, Portland, shows one of the hundreds of printed circuit packages that make up the Univac to three students from Maine Vocational-Technical Institute who visited the Data Processing department in June. The students, left to right, are Jim Marvicelli, Portland; Lewis Jordan, South Portland, and Terry DeMerchant, Easton.

## GENERAL OFFICES

June graduates include Bill Woods' daughter Blanche, from Gorham State Teachers' College; Dottie Smith's daughter Priscilla, from St. Joseph's Academy; Anne Gallant, granddaughter of Fred E. Jordan, South Portland High, with scholarship to the University of Maine in Portland; Leigh Lamson, nephew of Elta Benner, from Deering High.

Everyone was happy to see Margaret Minott back at work in the Freight Traffic Department for a few days while Mary Mingo and Blanche Szott were out because of illness.

Robert Engelhardt's wife, Simone, was honored at a surprise stork shower by her sister, Mrs. Terry Bruns, at the latter's home on May 20. There were twenty friends and relatives attending. Incidentally, the Engelhardts have traded their car for a 1962 black Corvair—real cute!

Carmel Robichaud underwent an emergency appendectomy at Maine Medical Center May 12. She expects to return to work about June 11, and in the meantime, she is enjoying the sunny days at the beach, getting a good start on a nice tan.

Ruth Watson has moved to her summer home at Sebago Lake.

Eugene Trueworthy served as one of four scout masters for eighteen scouts, who went camping for the weekend of May 18 at Camp Gregory, Crystal Lake, Dry Mills. Two of his sons also attended. "Gene" is proud that two of his boys, Michael and James, are band members at King Junior High School. The boys were in the Westbrook parade on May 18, and also played at the Music Festival on May 25.

Lillian Grenier reports that her daughter, Carol, has completed a beautician's course at Golden School of Beauty Culture, graduating June 5. She passed her test for a hairdresser's license with flying colors, and has accepted a job at Old Orchard Beach for the summer. Several girls in the general office building can attest to Carol's ability as a beauty operator with new permanents and coiffures.

Some of the Maine Central girls have joined a summer bowling league at the "Big 20" in Scarborough, bowling every Monday night. Jeanette Calder and Hazel Wallace of Freight Traffic, Hazel Davison of Data Processing, and Beryl Farrar of Purchasing are the ambitious ones. We understand that Hazel Wallace won a blue pin the first night of bowling with a 104 string. Most of these gals are bowling ten strings on Wednesday nights also, so we expect by the opening of the fall season, they should be up among the top scorers!

Mr. and Mrs. Joseph Connors (Judge Connors of the Assistant Superintendent's Office) are being congratulated on the birth of their fourth child and second son, Barry Richard, born May 18. Mrs. Alice Allen is working in Mrs. Connors' place.



**HONORED ON RETIREMENT**—H. Newhall Tukey, right, veteran freight claim agent at Portland, was honored at a testimonial on his retirement in late May after nearly 42 years of Maine Central service. George H. Ellis, left, assistant comptroller, auditor revenues, makes the presentations as Sumner S. Clark, center, assistant to the president, adds his congratulations.

## TRAIN CREWS

Sympathy is extended to the family of Lawrence Malia, who passed away suddenly. He worked as a yard machine operator at the West Yard Office.

Conductor Maurice Wilson has taken the conductors job on RD1 and DR2, displacing Mert Hardy who took a braking job.

General Yardmaster Fred Grimmer took a little time off recently and tried his luck fishing at his camp at Kennebago.

Passing away recently at his home in Auburn was retired passenger conductor Howard Goss. We convey to his relatives our condolences.

Maynard Farrin has bid off the agents job at Danville Jct. He has been off sick for many months and is certainly glad to be back working again.

Lieutenant Commander Corydon Hardy, son of conductor Merton Hardy, will soon move his family from the Brunswick Naval Base, where he has been stationed several years, to Monterey Cal., where he will continue his studies for his degree in Science. He has been in the service for 17 years and hopes to continue.

Received a nice letter and picture of retired conductor Gil Fournier wearing his railroad cap with the Maine Central emblem. He wishes to send his regards to all the boys.

Yard Conductor Harry Card of the Portland Terminal Co. has returned to work after a long illness.

At the May meeting of Lodge 82 of the Brotherhood of Railroad Trainmen, retired conductors Frank Wilkinson and Harold Card received their 50-year membership pins. Also receiving pins were retired Boston

and Maine conductor John Morrill and retired Maine Central conductor Ernest Biladeau. Walter Driscoll of the Maine Central received his 45-year pin and a 10-year pin was also given to Trainman Ralph Poore.

At the June meeting, members honored retiring President Walter Driscoll who has held the office for 29 years. Clifford Quigley received his 25-year pin at this time after retiring from holding many official positions on the Maine Central.

Received a card from retired conductor Tom Locke who now makes his home in Florida. He says that he has met many of his old fellow workers there including Station Agent Burr who was agent at Strickland and later at Harmony. Percy Fernald, yardmaster at Bangor for many years, purchased a home in West Palm Beach, Fla.

Retired Conductor and Mrs. Bill Gallison dropped in to see them in March.

Sympathy is extended to the family of Eastern Division Engineer Edward Cahill, killed recently in an automobile accident.

Sympathy is extended to the family of Morris Dunphy who worked as an express messenger for many years. He was killed recently in an automobile accident while driving down from Bangor to cover his job on 9 and 8. He was an expert marksman with pistols and was active in competition matches all over the state.

Trainman Victor Ward has traded cars and bought a new Chevy.

## RIGBY

Three new cars appeared on the parking lot at the engine house during the month. Owners are Foreman Charles Tetreault, 3rd trick, a new Buick. Laborer Jay Welch, also a Buick, and Electrician Waverly

Hammond, an import job, a Vauxhall.

Carpenter Donald Sinclair was installed recently as Worthy Patron, and Mrs. Walter Emery, wife of Walter Emery, Electrician at Wharf No. 3, installed as Worthy Matron of "Iona" Chapter, O. E. S.

Shortly after the new system for calling long distance direct was put into effect, Machinist Maurice Weeks called his brother, a cherry and walnut grower, at Newberg, Oregon.

Your reporter, Albert Wetmore and Mrs. Wetmore were made grandparents for the 6th time when their daughter presented the family with a little daughter, Rendell Lee Caiazzo.

One of our retired employees, former machinist Patrick Theriault, 76, died recently at Augusta. A floral tribute was sent.

Laborer Albert Meade is back to work after a bout with asthma.

Machinist Robert McKinney was one of the first to take his vacation. While out he sold his motorcycle and bought another which he is repairing to sell.

"The Farmers," Machinist Edwin Temm, Laborer Arthur Thompson, and Albert Wetmore, have planted garden peas and hope to have a crop by the 4th of July.

Machinist Martin Stratton was awarded his 25 year service pin with the Terminal. He also is awaiting delivery of a new "Chevy II".

Machinist Kenneth Gillis has sold his home in Portland and has moved to Yarmouth where he has purchased another home.

Mrs. Milton Coombs, wife of Machinist Milton Coombs, was confined to the hospital during early May. She is now reported to be on the road to recovery.

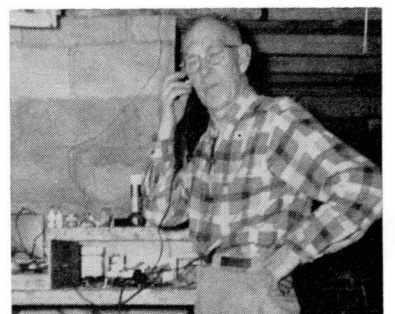
Retiree Frank C. Bolton, a former machinist, died during the month. A floral tribute was sent.

Engine-man Herbert Amadon's wife figured in a rather serious auto accident at Scarborough. Another car collided with her car at an intersection. No fatal injuries were sustained, but hospitalization resulted.

Electrician William Danforth honeymooned for a week after his recent marriage.

Blacksmith Roland McPherson died recently after a short illness. A floral tribute was sent.

Another new car, a Ford "Falcon", is owned by Laborer Richard Adjutant, 3rd Trick.



**WIRED FOR SOUND**—Messenger columnist Albert Wetmore, Rigby, listens to results of work on a home electronics project.



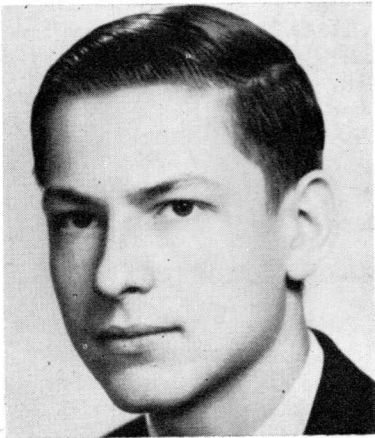
## LEWISTON

Seaman Roger St. Pierre, U.S.N., has completed his basic training at Chicago, and is now home on leave prior to duty at the Newport, R. I. Naval Station. Yard Brakeman Pat St. Pierre is the very proud father.

General Agent Dick Achorn and his wife Betty are preparing for a summer of camping out. We suspect that Ann, Mary Ellen and Eddie, the Achorn children are pretty thrilled at the prospects and we don't blame them.

Engineer Sparkie Holden is a hospital patient. Good luck and a speedy recovery.

Freight Handler and Checker Henry White has moved into his new home on Montello street in Lewiston and a very lovely home it is with a splendid view of the city.



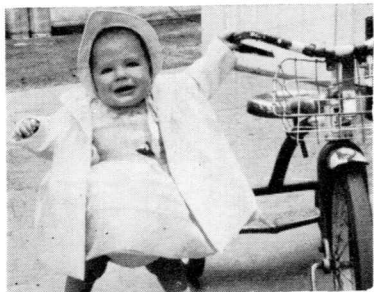
**COLLEGE BOUND**—Nazaire R. Demers, son of Machinist and Mrs. Rosario Demers, Lewiston, was graduated from St. Domenic's High School this month and will enter Catholic University, Washington, D. C., in September.

Chief Clerk Howard Ham is devoting his weekends to getting the camp at Tripp Lake ready for the summer.

Operator Charlie Richardson is on vacation and planning a trip to New York City and Washington, D. C. Pleasant motoring, Charlie.

Machinist Rosario Demers is doing quite a job these days with son Nazaire R. Demers graduating from St. Dom's in Lewiston and entering Catholic U. in Washington D. C. this fall. He will major in science. This is the second son of Rosie's to enter Catholic U., Pierre having been graduated a year ago.

Truck Driver Aime Roy has been putting his spare time to good use recently. Working part of his lunch hour, and arriving early in the morning, Aime has done a lovely job of landscaping and beautifying the front of our Freight House.



**BIKE'S TOO BIG**—But it won't be long before Beth Mitchell, eight months, granddaughter of Carman Clayton Mitchell of Dixfield, is big enough to ride it.



C. D. Williamson of Jacksonville, Fla., was a May visitor in Portland. Formerly a Maine Central Conductor, he is now enjoying his retirement.

Sympathy is extended to the family of Elijah Ryder, who died in May. He was a track supervisor for the Portland Terminal Co. for many years.

Sympathy is extended to the family of Thomas J. Curran, who also died in May. Curran was employed by the Maine Central Railroad for more than 50 years.

Mrs. John Cady, wife of the late Maine Central baggage master at Union Station recently broke her leg. Mrs. Cady's sister-in-law, Mrs. James Folan, wife of the late Maine Central Trainman, is staying with Mrs. Cady.

One of our loyal members of the Maine Association of Railroad Veterans has lost his wife by death. To Walter Thompson of Somerville, Mass., we of the "Veterans" express our deepest sympathy.

Sympathy is extended to the family of Alfred E. Williamson, who died May 16 at his residence, Pettingill Pond. He was employed by the Boston Maine Railroad, for 43 years, retiring in 1948.

Sympathy is extended to the relatives of retired Maine Central Conductor Howard Goss, who died May 13. The bearers, all retired Maine Central conductors, were Carl Pierce, Wayland Bennett, William Gallison, John McLeod, Albert Spencer and Walter Stimpson.



**AWARDED MEDAL**—Raymond H. Clark, retired assistant foreman of the machine room, Waterville Shops, was honored by the Grand Lodge of Maine for 45 years' service to Masonry last month. Now 77, Clark retired in 1950 after a similar period of railroad service.

## WATERVILLE SHOPS

Carman Sam Merrow has returned after being laid up for a couple weeks from getting paint remover in his eyes while refinishing furniture at home.

Machinist John Larracey and Sheetmetal Worker Bill Brown attended a Union business meeting in Boston recently.

On a recent week-end vandals broke into the relief train on the



**TOOLS FOR RETIREMENT**—Laurence Campbell, paint shop foreman at the Waterville Shops for the past 40 years, ended his active railroad service in May and received a fly rod and lures from his fellow supervisors at the Shops. Superintendent George P. Silva, right, made the presentations.

rip track and caused considerable damage to windows, doors and to the interior of the cars. Some minor items were reported stolen.

Pvt. Betty Boucher, WAC, has completed her Medical Training at Fort Sam Houston, Texas, and has been assigned to Fort Bragg, N. C. where she will work in the base hospital. She is the daughter of Millman and Mrs. Dick Boucher.

Carman George Buch has recently traded for a new Chevy.

General Foreman and Mrs. Estabrook recently attended a two-day conference of the Episcopal Churches at Portland.

Miss Betty McCaslin, daughter of Paint Helper 'Red' and Mrs. McCaslin, and an honor student at Erskine Academy, has been awarded a \$600 yearly scholarship at Boston University. She plans to major in physical therapy.

Assistant Supt. Alden Finnimore and Foreman Floyd Case attended the annual whing ding of the New England Railroad Club in Boston recently.

Laborer Elisha St. Peter has a new Fairlane 500, bright red, no less.

Another potential railroader was born to Machinist and Mrs. Lloyd Varney May 22 at the Thayer weighing 6 lbs. 8 oz. The grandpappy of the boy is Carman-welder Harold. The boy has been named Daniel Harold.

Carman Laurier Pouliotte has a new sporty black Studie Hawk.

Heating plant engineer Ango Oliver is a surgical patient at a local hospital.

Paint Foreman Laurence Campbell started his vacation period May 18 terminating in June when he is eligible, and has made preparations for, the pension. Campbell has been here 40 years lacking a couple months. He was presented with a fibre glass fly rod and lures from the supervision.

Clerk Connie Begin has been a recent visitor in Boston on Union business.

Among employees recently hospitalized have been Carmen Jimmy Walker, Maurice Thibodeau, Ervin Emery, Eddie King and Laborer Darrell Clair.

One morning recently Clerk Guy

Wentworth was nearly decapitated by a Flying Saucer. No kidding. He was standing on the street waiting for his ride to work when a car approached at fast speed and one of the large hub caps dropped from the rear wheel. The cap rolled fast and erratically at Guy and he took off across a lawn and up onto a porch to avoid it.

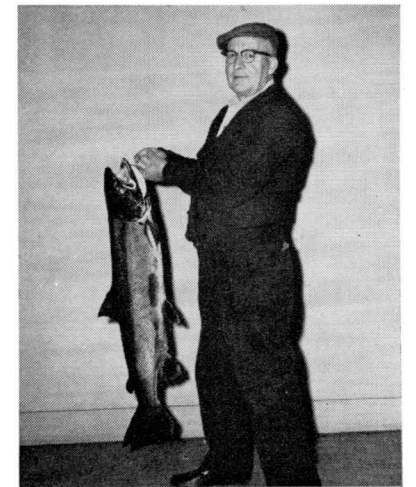
## VANCEBORO

It's always nice to see the old timers around. Retired C. P. Conductor, Bill Mulherin, who started with the Maine Central out of Bangor in 1923, was in Vanceboro recently calling on old friends.

We have been having something rather unusual happening at Vanceboro. Train No. 334 with Engine No. 334 has departed from Vanceboro four times within the month of May.

The restaurant in the station building, which has served employees and the public for over 50 years, has been closed.

Clerk C. W. Beers has been on vacation during the month of May.



**MIRIMICHI PRIZE**—As fishermen go, Charles Whitcomb, Customs Inspector at Vanceboro, is one of the most fortunate. He landed this 20½-pound, 40-inch Atlantic salmon while fishing the Mirimichi at Blissfield, N. B., in April.

**Keyes Fibere**—from page 1

loaded by vacuum in Waterville for processing into finished items.

This much of the new system produced significant savings, White says, and further benefits were realized through the program's second step, in-transit bleaching. By adding a mixture of hydrogen peroxide and sodium silicate just before the crumb pulp was blown into the cars, Keyes bleaches the stock as it moves to Waterville, and while it stands on the siding awaiting the attention of the operator of the vacuum unloading device. The savings thus include costs of bleaching towers Keyes didn't have to build, White says, along with expense for further washing, addition of caustics and other processes that the new system makes unnecessary. The Keyes official says costs of the entire installation will be recovered rapidly.

Specially modified for their task, the box cars are "captives," moving only between the two Keyes plants. Virtually rebuilt at the Maine Central's Waterville Shops, the cars are insulated on the sides, ends and roofs with a three-inch blanket of fiberglass and lined with quarter-inch waterproof plywood. Seams are sealed with polyethylene tape, and the entire inside is finished with two coats of chemical-resistant varnish. Outside, they're Maine Central green, and the Keyes medallion joins the railroad's familiar herald to identify them as some of the hardest-working, savingest box cars on any railroad in the East.

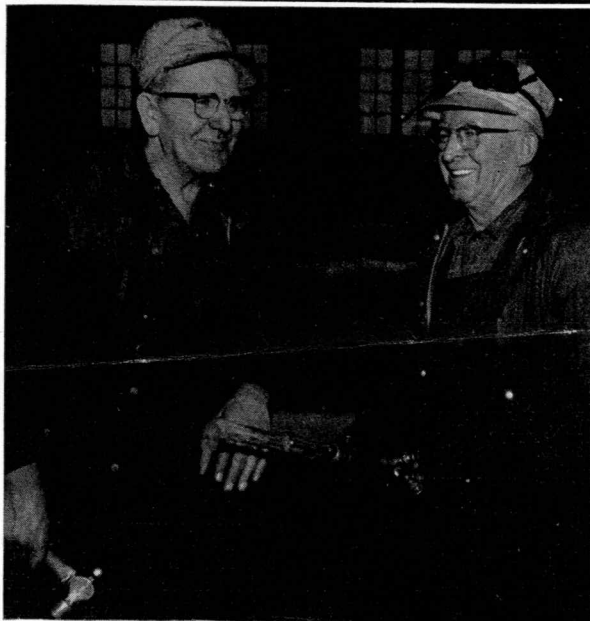
The results, White says, are the kind that count . . . increased pulp production to meet increased demands for his company's products, and substantial savings per ton of manufactured pulp.

And Maine Central, a true partner in the system, is happy to be of new and greater service to an old customer.

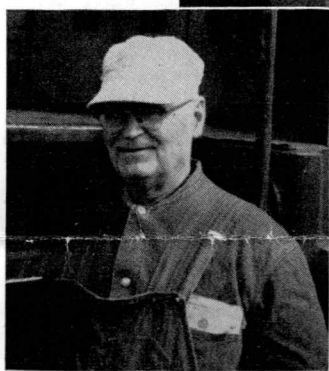
### Co-workers Honor Miss Eleanor Frates

More than 20 feminine co-workers attended a dinner in mid-June at the Cascades, Scarborough, in honor of Miss Eleanor Frates, machine operator, General Offices, who has retired. Myrtle Neilson planned the affair, which included presentation of gifts.

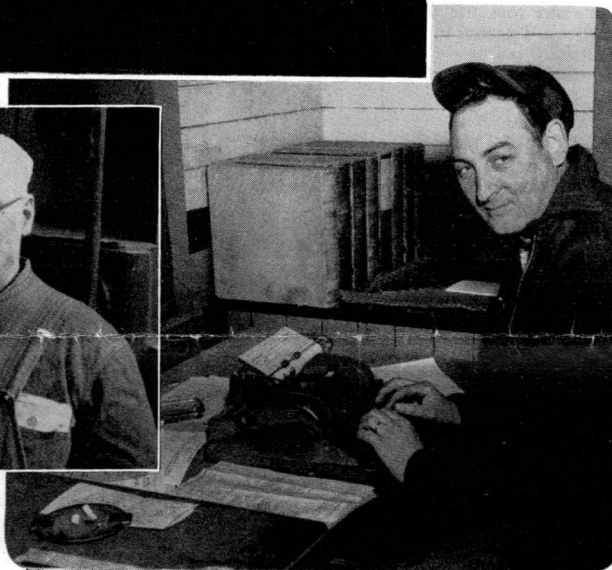
## On the job... ALONG THE LINE!



L. Vede Bellows and Frank L. Bragg, Waterville carmen. Bragg retired in May.



Joe Crozier, engineman, RD1-DR2.



Robert E. MacDonald, agt., Bingham

### RETIREMENTS

Frank L. Bragg, carman, Waterville, May 25.

George A. Colford, carman, Waterville, May 17.

Algernon S. Dodge, track supervisor, Bartlett, May 10.

Eleanor H. Frates, machine operator, Portland, June 1.

Kathryn C. McMulkin, director of personnel, Portland, May 14.

Raymond S. Pooler, janitor, Portland, May 15.

Herbert W. Thompson, section foreman, Winthrop, May 31.

H. Newhall Tukey, freight claim agent, Portland, June 1.

Parker J. Watts, red cap, Portland, May 23.

### DEATHS

Edward C. Cahill, locomotive engineer, Bangor, May 6.

Roland D. McPherson, blacksmith, Rigby, May 15.

Peter H. McTigue, machinist helper, Bangor, May 11.

Aaron R. Tucker, Jr., agent, Wiscasset, June 2.

## F. T. Grant, 87, Dies in Boston

Frederick T. Grant, 87, retired Boston and Maine and Maine Central general passenger agent and initiator of the snow trains that did much to develop interest in skiing and other winter sports in New England, died June 3 at a Boston hospital.

A native of Somerville, Mr. Grant lived in Melrose and Malden during his half century of railroad service. He retired in 1945.

He leaves his wife, Olive Dyer Grant, 266 Summer street, Malden.

### A. S. Dodge Retires; Schloth Appointed

Algernon S. Dodge, Mountain Division Track Supervisor since 1949 and veteran of 46 year's railroad service, retired in June.

A resident of North Conway since his assignment to the Portland-St. Johnsbury route, Dodge joined the Maine Central in April, 1916 as a rod man in the Engineering Department. He served in road survey crews as a rod man or transit man until his assignment as assistant foreman at Waterville in 1934. He was named assistant track supervisor in Waterville in 1937, district 1 track supervisor in 1943 and track supervisor at Bartlett in 1949.

Dodge has been succeeded at Bartlett by Wilhelm G. Schloth, who has been acting track supervisor there since December 27. Schloth joined the Maine Central as assistant track supervisor at Brunswick in September, 1958.

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