



Messenger

Vol. 3, No. 8

For Employees and Friends of the Maine Central Railroad

June, 1963



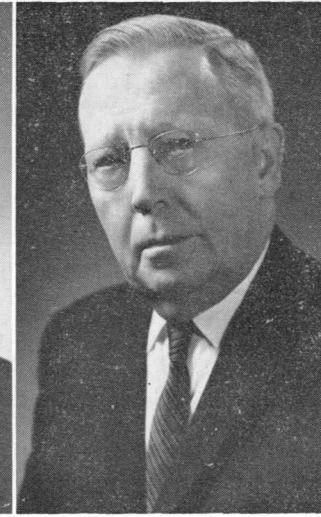
Baker



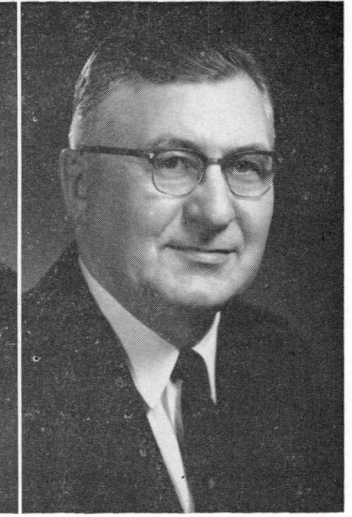
Pierce



Prentice



Rainie



Wiggins

Tiny Train Makes Final Appearances

Maine Central's miniature train took its last bows in two colorful home-town parades in May and June and stepped into final retirement after a decade of applause and genuine public affection.

The tiny train, which returned to view last fall for the Maine Central Centennial, will now be returned to its owners—employees to whom the little coach, box car, caboose, engine and tender were sold in 1956. They had loaned the equipment back for its final appearances—the Centennial parade in October, 1962; the 75th Anniversary of

Waterville's City charter in May, 1963; and the 150th Anniversary of Colby College, this month.

A replica of one of the Maine Central's earliest, the little train was retired at the peak of its popularity, with a dozen requests for its appearance in parades in Maine and Massachusetts this summer necessarily declined.

2,000 To Ride Maine Camp Trains

Nearly 2,000 youngsters—all heading for summer camps in Maine—will be carried by the Maine Central and the Boston and Maine Railroads in special passenger movements.

About half will leave the trains in Portland and board buses for camps in the southwestern Maine area. The remainder will ride their pullman cars to Danville Junction, Winthrop, Readfield and Waterville.

The first special movement was delivered to the Maine Central at 3:20 a.m. June 17, and consisted of five coaches and two baggage cars with the students and luggage of the Devereaux School, North Anson.

Pullman trains will be handled by the Maine Central on Saturday, June 29, Sunday, June 30, and Monday, July 1.

Pullmans with youngsters de-training in Portland will be handled by the Portland Terminal Company, on the same days.

The number of youngsters heading for summer camp by train is about the same as last year.

Top-Level Changes Involve Five

Appointment of two vice presidents, retirement of the dean of New England railroad purchasing executives and promotion of two veteran officials was announced following the May meeting of the Maine Central Railroad Company board of directors.

President E. Spencer Miller said James W. Wiggins, Portland, will become Vice President, Engineering and Transportation; Roy E. Baker, Cape Elizabeth, will become Vice President, Purchases, Stores and Mechanical; Willard E. Pierce, Portland, will be General Manager; and Charles D. Prentice, Cape Elizabeth, will be Chief Engineer.

Miller also announced that Harrison M. Rainie, Portland, now Vice President, Purchases and Stores, will become a consultant to the railroad's Purchases and Stores Department on July 1, effective date of all the appointments, and will retire from active railroad service in September.

Wiggins, a native of Houlton, has served as Maine Central's chief engineer since October 1, 1953. He began his railroad career as a draftsman on the Erie Railroad in 1930, soon after his graduation from the University of Maine. He joined the Bangor and Aroostook Railroad engineering department in 1933, and later served in engineering capacities on the Boston and Maine and Maine Central. He became Maintenance of Way Engineer for the Maine Central in 1949, and was made Chief Engineer four years later. Mr. and Mrs. Wiggins live at 63 Woodmont street, Portland.

Baker, a 1923 graduate of Pennsylvania State College and a veteran of 38 years' railroad service, has been General Manager of the Maine Central since 1955. He began his railroad career with the Boston and Maine in 1925, and served in several mechanical and operating capacities until he was named Superintendent of Car Maintenance for both the Boston and Maine and Maine Central Railroads in 1945. He was promoted to the post of Assistant General Manager of both roads in 1948, and in 1955 became General Manager, Maine Central. Mr. and Mrs. Baker reside at 46 Forest road, Cape Elizabeth.

Rainie, a Concord, N. H., native, joined the Maine Central in 1955 after 46 years of Boston and Maine Railroad service, most of it in the purchasing field. He held the post of Vice President, Purchases and Stores, for both the Maine Central and the Boston and Maine under the period of joint management, and has held the title for the Maine Central exclusively since 1955. He has served as President of the New England Railroad Club, as chairman of the Purchasing and Stores Division of the Association of American Railroads, and as a director of the New England Purchasing Agents' Association. Mr. and Mrs. Rainie live at 3 Bramhall street, Portland.

Prentice, who will become Chief Engineer for the Maine Central, has served as Engineer of Track since 1953. A graduate

Are You Getting Your Messenger?

You are, obviously, unless the copy you're reading is borrowed.

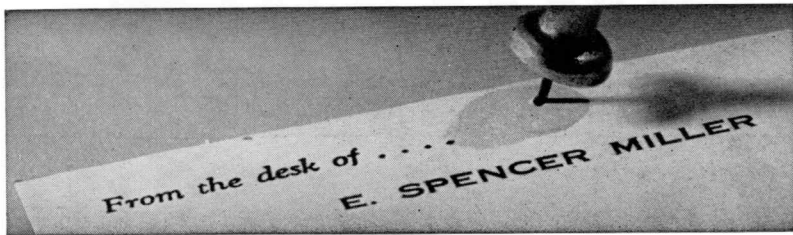
But you should be getting your own every month at your home, unless you've moved and somehow neglected to let us know.

If this is the case, or if you're missing the Messenger somehow for any reason, just drop us a note, and we'll get things squared around.

A card will do . . . with your name, old address and new address. Send it to the Editor, Maine Central Messenger, 222 St. John Street, Portland, Maine.

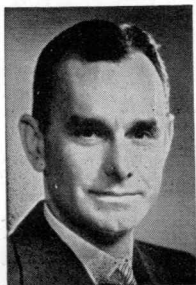
(Appointments—page 8)

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TO MY FELLOW EMPLOYEES:

Two myths remain as the result of Maine Central's most significant victories of the past five years. They remain—certainly not with people close to the active Maine business scene—but with those who view the passing parade of business and industry only casually, if at all. The first, of course, is that with the end of passenger service, the importance of the Maine Central to the industrial scheme of things in Maine is on a downhill slide; and the second is that the railroads have been freed of all tax obligations to the state.



We have heard both with irritating frequency in the past few months, despite the fact that Maine Central moved more than 7,000,000 tons of freight in each of the three years that have passed since passenger service ended, and despite the fact that the railroad's direct and annual contribution to the General Fund of the State of Maine is more than \$600,000. It is fair to say, using only these two facts as proof, and discounting other considerable contributions to the general welfare such as railroad payrolls and purchases, that industrial Maine could not exist without the Maine Central railroad. And we may add that its chances of economic improvement would be nil without the services and tax dollars Maine Central provides.

Last month, considerable space in the Messenger was devoted to documented proof of our view that the railroads' principal competitors, the heavy, freight-hauling truckers, fail to approach payment of their fair share of highway construction and maintenance expense. We backed our position with facts from the carefully researched Smith report, the 1960 Maine highway user tax study. There have been few significant changes in the highway tax structure of our state in the past three years, and the gross inequities to which this report pointed in 1960 are still with us.

In view of this, it is appropriate to view the contrast between taxes paid to the state of Maine by the railroads and the trucks in a different light . . . in terms of the purposes to which their respective tax dollars are devoted . . . what these respective tax dollars do for the people of Maine.

Except for sales taxes, the trucking industry's contributions to state financing are almost exclusively earmarked for highway expense. Theoretically, at least, nearly every dollar that a trucking company pays the state in the form of highway use taxes comes back to it in the form of smoother, wider and safer roads. Each trucker's tax dollar, therefore, is an investment made to increase his efficiency and his profits.

Maine's railroads, on the other hand, pay state taxes that are earmarked for the General Fund, and used for the support of all Maine government services. It is significant to us, therefore, that while heavy truck taxes—whose payments fall far short of the amount they should pay—are used in direct put-and-take manner, providing rights of way completely necessary to a trucker's operations, railroad tax dollars build schools and hospitals, attract industry, improve and promote the state's recreational advantages, and help to finance all functions of government.

We of the railroad industry do not begrudge these contributions. We expect, as Maine citizens, to pay our share of the cost of state operations. For the Maine Central, this amounts currently to about \$600,000 annually.

But the freight-hauling trucks, except for the small amount of their local property taxes and sales levies that find their way into the state treasury, pay only to the highway fund.

In The Public Interest

(Reprinted from the Portland Evening Express)

A fight between special interest groups seldom benefits the public. Usually, the public interest is caught between the contending forces and ground under in the struggle. The current legislature offers an exception, however, in the fight that has been waged by the railroads against a bill to increase truck weight limits. Without the lobbying done by the railroads against the bill, the Senate probably would not have been so evenly split that a compromise was necessary. Two years ago, when the railroads "laid off," all trucking legislation slid through the legislature like a three-year-old on a greased playground slide.

This year's battle held up the process long enough for Sen. William R. Cole, R-Liberty, chairman of the Legislative Highways Committee, to make his point that the truck weight bill would violate the federal highway act and jeopardize Maine's interstate highway funds. While the bill called for increasing the weight limit for five-axle trucks from 70,550 to 73,280 pounds, the federal limit, most discussion overlooked the fact that Maine has a 2,000-pound tolerance. Thus, the bill would have, in effect, permitted loads up to 75,280 pounds. The compromise worked out by railroads and truckers now sets an absolute limit of 73,280 for the biggest trucks; it also removes sizable increases for three and four-axle trucks from the bill.

Publicity induced the truckers themselves to kill another bill that would have permitted drivers to redistribute loads in violation of axle weight limits without penalty. But there is so little organized effort in the public interest, that, without the pressure applied by the railroads, the weight limit bill undoubtedly would have gone through without change.

Help Yourself—And Help Your Country

Take an active part in building your country's strength—and your personal security. You do both when you join the Payroll Savings Plan for U. S. Savings Bonds.

The money you put into Savings Bonds helps to bolster America's military might. And it does more, too. It grows while it backs America so that you get the things you're saving for that much sooner.

Your dreams and the freedom to see them come true—that's the bargain Uncle Sam offers you with U. S. Savings Bonds.

Say "Yes" when your department Savings Bond volunteer comes around.



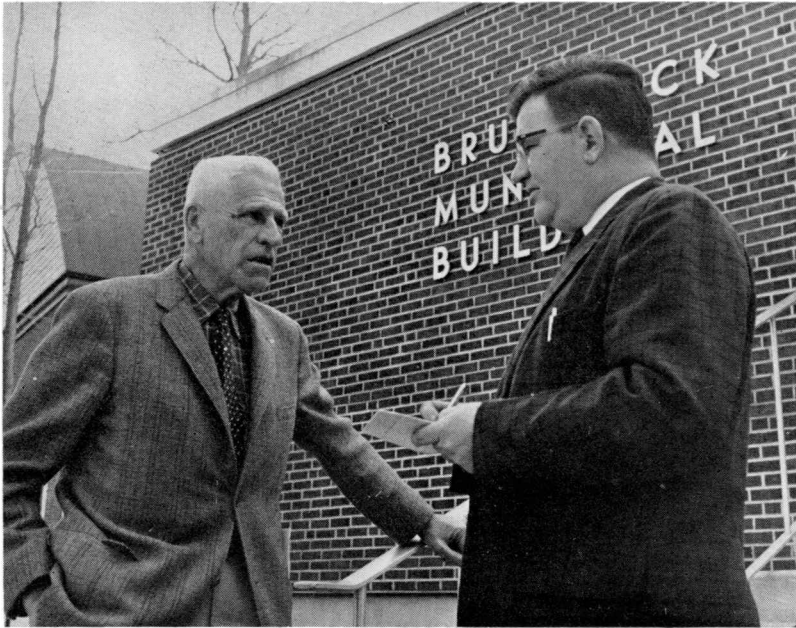
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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BRUNSWICK AGENT AT WORK—Bob Thing, right, general agent for the Maine Central at Brunswick, takes time off from railroading to participate actively in civic affairs. He is shown chatting with Edgar R. Comee, vice president, Pejepsco Paper Company and fellow member of the Brunswick Planning Board, just before a weekly meeting.

Meet the Agents

Job, Civic Affairs, Hobbies Fill

Robert Thing's Day at Brunswick

Idle moments are scarce items to General Agent Robert S. Thing, "Mr. Maine Central" in Brunswick.

Bob Thing covers a big and busy coastal Maine area for the railroad, but finds time in off-hours to be a private pilot, skipper of an original Friendship sloop, amateur radio operator, hi-fi buff, photographer, and even finds time to be an active civic and church worker.

He lives on the edge of the Brunswick Country Club, but doesn't play golf. "Have to draw the line somewhere," he says.

So Bob Thing draws the line on golf, tennis, skiing and a number of other hobbies that time just doesn't permit, and spends his time railroading, mostly, and with the things he likes that he's able to squeeze into his day's schedule.

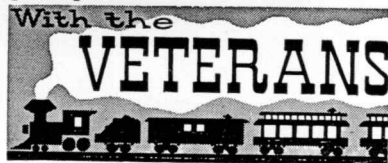
He's a member of the Brunswick Planning Board, and chairman of the Brunswick Building Inspector's Advisory Board; a vice president of the Brunswick Lions' Club, and Communications Officer, Brunswick Squadron, Civil Air Patrol. He's active in the First Parish Congregational Church, and secretary of the Fellowship Club.

Born in South Portland, Bob Thing joined the Maine Central in 1943 after World War Two Navy service, not as an employee, but as a student in a railroad telegraphy school conducted by R. A. Williams, now superintendent,

Portland Terminal Co. On completion of the course, he became an operator and tower man in the Terminal. He was sent to Newport Junction in October, 1944, and to Tower MD, Hermon, in 1956. His initial assignment to Brunswick came in 1957, and he was made permanent general agent in 1961.

His wife is the former Gilda Ward of North Conway, N. H., granddaughter of the late Frank Ward, Mountain Division Signal Foreman, and niece of Bill Smearer, Bartlett, N. H. carman.

Mr. and Mrs. Thing are the parents of a daughter, Mrs. James Libby of Brunswick, and two sons, Steven, 16, and Christopher, 13, both students in the Brunswick schools. And, not long ago, Bob and Mrs. Thing became grandparents.



Sympathy is extended to Engineman James Fay on the death of his wife May 4.

Sympathy is extended to Mrs. Lawrence O'Brien, on the death of her husband May 5. He was employed by the Canadian National Railroad as a Special Agent.

The Maine Association of Railroad Veterans met at Howard Johnsons, Thornton Heights, May 26.

Since World War II

Flagpole and Flower Bed Special Project for Railroadmen at Rigby

Every day is Flag Day at Rigby, South Portland meeting place of the Maine Central and Boston and Maine railroads, and site of largest freight classification yard in the northern New England states.

For the past 17 years, Rigby workers have raised the Stars and Stripes when the first shift began at 7 a.m. and lowered it at the close of the working day. The railroaders reckon they've set a flag-flying record among Maine business concerns.

The American Flag has flown over Rigby since the close of World War Two, when Major Malcolm D. Billington returned from the service to resume his duties as foreman of the Rigby engine house. The pole was made and placed by the workers, and the flag raised for the first time in a ceremony conducted by the South Portland Veterans of Foreign Wars.

Later years saw the addition of a petunia bed, with seedlings every spring from Billington's garden, and when they bloomed, the flagpole and its flower bed became an oasis of color in the cindery drabness of the busy railroad yard.

Billington retired from active railroad service last September, and the full responsibility for the flag and the flowers fell to Laborer Charles Ready. The latter began his first full summer season as Rigby's flag chairman and gardener by planting this year's petunias in mid-May.

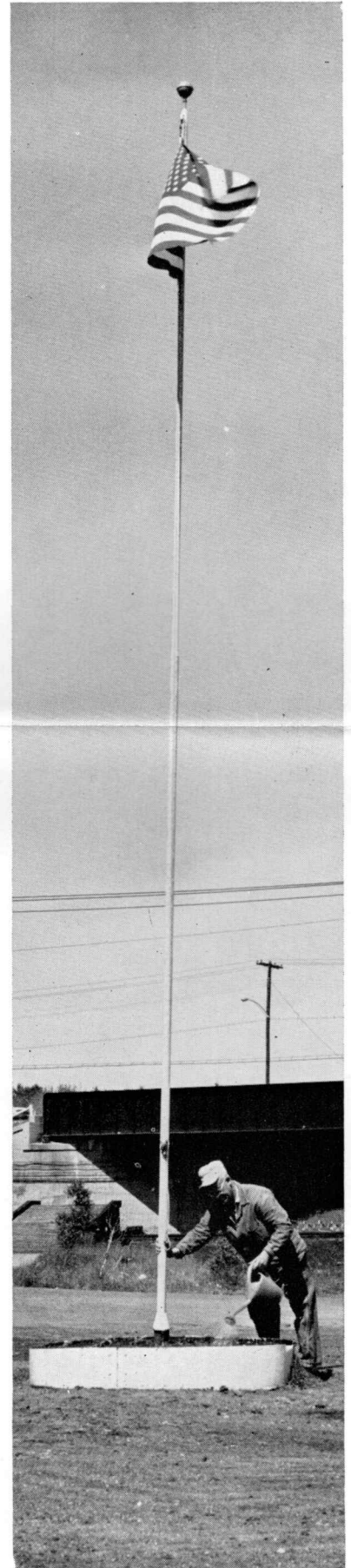
Trowel Club Elects

Officers of the Trowel Club, a railroad Masonic group, for the coming year were elected Thursday evening June 6, at Casco Lodge Hall, Yarmouth.

Elected were: President, Royden M. Cote; Vice-Presidents, Clarence W. Beckwith, Walter O. Emery, J. Emmons Lancaster; Secretary-Treasurer, Don Sinclair.

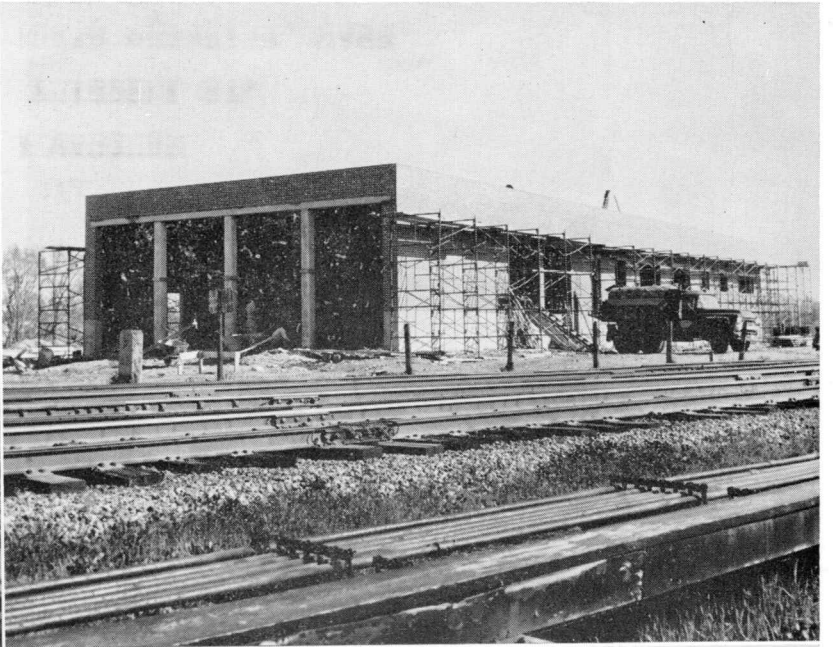
Finance Committee, Gerald S. Black, Chester F. Freeman, Fred F. Lombard.

Board of Directors, E. Spencer Miller, Alvin W. Strout, Archie M. Knowles, Horace M. Budd, Albert E. Christie, Gordon L. Wilson, Robert A. Woodill, Milton Poore, Charles E. Anderson, Charles E. Chamberlain, Jr., and George H. Ellis.



Ready, flagpole and flowers

There's A Lot Going On At Waterville . . .



WATERVILLE—particularly in the College avenue area—is one of the state's busiest spots these days, and the Maine Central is playing a large part in the changes taking place. TOP LEFT photo shows demolition under way in the waiting room of the old station, while a new railroad building, shown at TOP RIGHT, rises just a few hundred feet away. CENTER LEFT shows the

new main line under construction between the Old Colby campus and the riverbank. CENTER RIGHT is an exterior view of the east end of the old station building, where wrecking is in progress. LOWER LEFT shows the excavation for the College avenue underpass, directly in front of the old station, and LOWER RIGHT shows the same general area looking west.



HISTORIC WEATHERVANE—David K. Andrew, above, Portland, antique authority, recently found this woodburner weathervane in Connecticut, where it is said to have been mounted years ago on the roof of the old NHRR station at New Haven. The old station was replaced by the present structure during World War One. Hand-made entirely of copper and decorated in black and gold, the model is 61 inches long. The fulcrum on which it turned to point into the wind is visible below the front driver.



NEW INDUSTRY AT CROWLEY'S—New headquarters for the newest industry on the Maine Central system will be ready for occupancy in July. This cement block structure will house the operations of the Polar Chemical Company, which formerly occupied quarters on Howe Street in Lewiston.



by Al Kennedy

After the first four weeks of the Larry Rowe's Golf League, Team "A" with Capt. John Bilodeau, Paul Bourque, Horace Foster, Pat Scanlon, Tug Wilson, Lindy Burgess and Ben Braasch, are in first place with 33½ points but only one point ahead of second place Team "B". Some of the low averages are: George Ellis 39, John Bilodeau 40.7, Jim Baribault 42, George Phillips 42.5 and Paul Bourque 43.2. Jim Baribault had a low round of 37.

Westbrook High School track star Bob Blackmore, son of Harry Blackmore, Engineering Dept., did real well in the high jump, having captured first, winning first place in four meets.

Plans are now in the making for a Maine Central—Boston and Maine golf match to be held in September at Riverside in Portland.

General Office Bowling will be held next season on Thursday nights at 7:30 p.m. in the new alleys just over the Westbrook-Portland line on Brighton Ave.

All those wishing to participate are asked to notify Bill Manning, Car Accounting and Statistics, General Office Building, Portland, as soon as possible.

Railfans Schedule Autumn Journey Down Scenic Mountain Division

A railfan foliage trip this fall over the lines of the Maine Central and Grand Trunk will see passenger on the Mountain Division for the first time since 1958.

Sponsored and arranged by the Portland Division, Railroad Enthusiasts, Inc., the trip is expected to attract several hundred one-time riders who will spend the day traveling from Portland to Lancaster, N. H., and return.

Tentatively scheduled for Sunday, October 6, the trip should

come at the height of the fall foliage coloration, and is expected to attract railfans from all over the eastern United States.

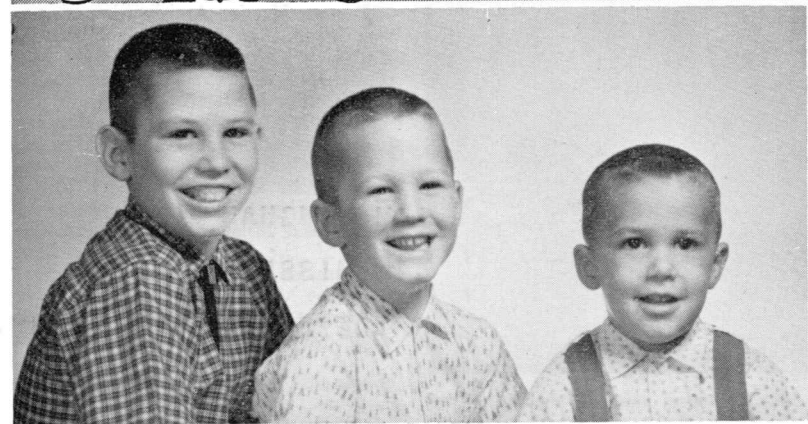
The schedule as proposed calls for leaving Portland at 7:30 a.m., leaving Lancaster at 1:30 p.m., and arriving back in Portland at 6:30 p.m. Stops for picture-taking are planned at Bryant's Pond, on the Grand Trunk, and at Fabyans, top of Crawford Notch, on the Maine Central.

J. E. Lancaster, MeC bridge and building engineer and chairman of the Railroad Enthusiasts,

Inc., committee planning the event, says final and complete plans—including fares and other details—will be announced as soon as possible.

Awarded Degree

Miss Betsey C. Foster, daughter of Treasurer and Mrs. Horace N. Foster, was awarded the degree of Associate in Arts, Cum Laude, by Dean Junior College, Franklin, Mass., this month. A 1961 Cape Elizabeth High School graduate, Miss Foster completed the executive secretarial course at Dean and will be employed by a Portland law firm.



THE YOUNGER KEATINGS—Robert, 10, Thomas, 6, and Steven, 3, are the sons of Conductor and Mrs. Donald Keating, and grandsons of retired Conductor and Mrs. John J. Keating, all of South Portland.

GENERAL OFFICES

Michael Trueworthy, oldest son of Mr. and Mrs. Eugene Trueworthy, (Data Processing) graduated from King Junior High School this month and will enter Portland High School in September. Incidentally, "Gene" has several sons playing in local dance bands.

"Jack" Coyne, clerk in the assistant comptroller's office, finally went and did it—he bought a very nice-looking 1962 white Galaxie Ford.

George W. Proctor III, clerk-messenger in the Auditor Revenues Office last summer, graduated in June from Burdett College, where he has been head of his class in Public Speaking and Personnel Management. Dorothy E. Proctor also graduated from North Yarmouth Academy,



TO ENTER B. U.—Dorothy E. Proctor, daughter of Mrs. Dorothy Proctor, Car Service office, who will enter Boston University this fall.

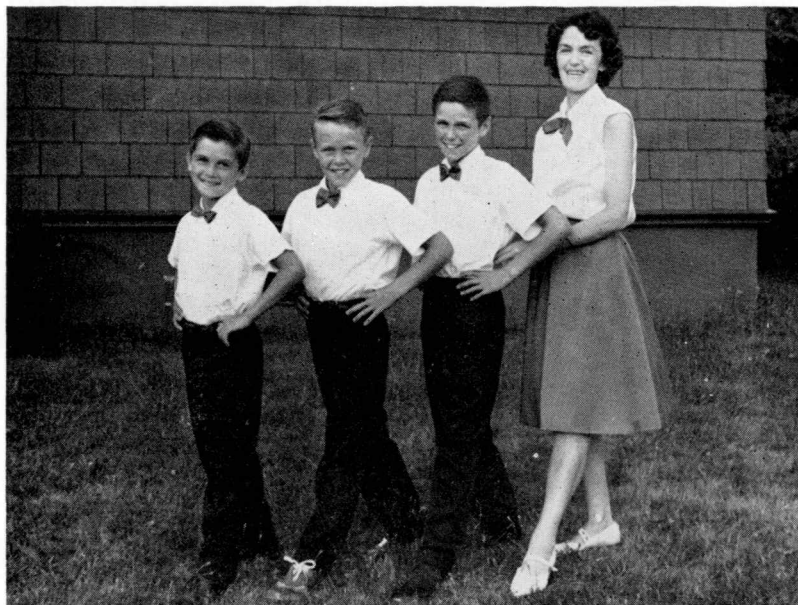
where she has been an honor student and editor of the "Forum", the school newspaper. She has been accepted at Boston University, and later plans to go into Social Service Work. Both these students are children of Mrs. Dorothy Proctor, of the superintendent car service office.

Blair Walls, supervisor employees group insurance, and his wife, Cay, took a June vacation, spending part of the week in Canada and the rest of it at their camp in Raymond.

Ray Briggs, car accounting and statistics, has a pale blue 1963 Chevrolet Biscayne; Arthur Edwards, data processing, just traded for a 1956 black and white Chevrolet; and Bob Lewis, auditor revenue office, purchased a 1963 burgundy Fairlane wagon.

Christopher Gordon, son of Auditor, data processing and Mrs. Ralph Gordon has completed his first year at Carnegie Tech in Pittsburgh and has returned home for the summer.

Mrs. Veatrice ("Molly") Fehlau has returned to her duties in the general manager's office after maternity leave.



THE DANCING McCANNS—A novelty dancing team, sons of Machinist and Mrs. Albert McCann of Peaks Island, were featured in the presentation "Voices of Spring" put on by the Departments of Art and Music of the Eastern District of the Portland schools. Left to right are Peter, Terry, William and Mrs. Albert McCann, their mother and instructor.

Walter Provencher, Asst. Auditor Disbursements, recently was elected vice president of the Parent Teachers Association of Portland High School.

John Snell, clerk in A.D. office, has his "glad" garden all planted and on Memorial Day was seen planting his vegetable garden—squash, cucumbers, beans, etc.

"Bill" Welch's daughter Joanie presented him with a third granddaughter this past month. Ann and Bill spent their spring vacation at Joanie's home in Norwell, Mass., admiring the new addition and brought the two younger girls home for a visit with them. I understand they kept their grandparents on the run for a few days. Billy Welch will graduate from Portland High School this June and will go on to Springfield College in the fall. Been a busy time for the Welch's—keeps them young.

Elta Benner in the A.D. Office was a recipient of an attendance award at the recent Home Show in South Portland. She received a lovely sewing machine.



FIRST GRAND-CHILD — Steven McDonough, son of Mr. and Mrs. John McDonough, and grandson of Mrs. Rosemary McDonough of Data Processing, Portland.

Madeleine Bowdoin is an active member of the Osteopathic Hospital Auxiliary and reports their recent annual Bazaar held on the lawn of the Osteopathic Hospital on Brighton Avenue was a sell-out.

Dick Greene recently underwent a tonsilectomy at the Maine Medical Center.

"Bill" Woods took advantage of the recent holiday to open his camp at China Lake, Maine.

Those seen marching and playing in the bands in the Memorial Day parade were Stan Watson, Charlie Anderson, Ralph Jellerson and Bob Rounds.

Larry Reinsborough's daughter Patricia, graduates from Cathedral High School this June and will go on to Gorham State Teacher's College in the fall. Another daughter, Ida, will enter Holy Ghost Hospital in Boston in September.

If you think you see Yul Brunner around the General Office Building you are wrong—it's really Lennie Sanborn with a new GI haircut.

"Red" Murray had a wonderful trip to California in May as a delegate to the Brotherhood's convention. He saw only one movie star, Don Defore, although he was at the corner of Hollywood and Vine every day. He only stopped at Las Vegas for a few minutes, although he intended to stay a couple of days, as they were having El Dorado Day and all the hotels and motels were filled to capacity. He will find it hard to settle down to business after a glamorous trip like that.

Asst. B. & B. Supervisor, J. Emmons Lancaster, has joined the many other happy Engineering Dept. boys by becoming a Volkswagen owner.

We extend a hearty welcome to Millard Hayden who has come to us from the University of Maine, Orono, and will be working with the Signal Department as a Draftsman for the summer until he returns to college.

Miss Bertena Bodge, Engineering Dept., vacationed one week this past month and visited her nephew and his family in Andover, Mass., and then motored to Farmington, N. H.

Maurice Hawkes, Data Processing, kept his record intact in May by attending the Spring Camporee of the Casco Bay District, Boy Scouts of America, in North Yarmouth. The veteran Scout leader, heading up Portland's Troop 61, hasn't missed a camporee since 1939.

RIGBY

The gardens are all planted and growing like mad, and we understand that green peas have been enjoyed by many home gardeners already.

Machinist Lawrence Lanciault has purchased another car of recent date, a 1958 "Caddie."

Hostler Guy Densmore has a new Oldsmobile, in which he made a trip to visit his son.

Foreman Linwood Sweatt purchased a new Chevrolet the latter part of last month.

Electrician Holman Danforth has returned to work after his hospitalization, and is now fit as a fiddle.

Foreman and Mrs. Lombard visited their son in Philadelphia for a week.

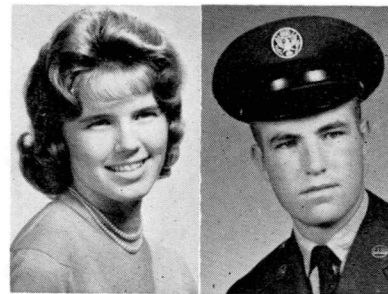
A group of 20 pupils from the Pond Cove School, Cape Elizabeth, and 5 adults visited the shop in early May.

Former Hostler Archibald Carignan was injured in an auto accident at Rangeley Lake region. He was hospitalized briefly, and allowed to return to Portland.

The "McCanns", a novelty dancing team, sons of Machinist and Mrs. Albert McCann of Peaks Island were featured in the presentation "Voices of Spring" put on by the Departments of Art and Music of the Eastern District of the Portland schools. Mrs. McCann is their dancing teacher.

Ernest Maxwell, one of our former Machinist Helpers, died suddenly while working around his home.

The Rev. Vincent Tatarczuk, cousin of Blacksmith Bronick Tatarczuk and son of one of our former Machinists, William Tatarczuk, was elevated recently to Monsignor, and is secretary in the Chancery of the Diocese of Portland.



RECENTLY WED—Bonita Ann Campbell, daughter of Mr. and Mrs. Alwyn L. Campbell of South Portland, recently became the bride of A/3C Arnold R. Perkins, U.S. Air Force, son of Carman and Mrs. Ivan Perkins, in the Church of The Nazarene at South Portland. Airman Perkins and his bride will make their home at Sewart Air Base, Tennessee.

Electrician John Malia was presented with a new son by his wife on May 24. Named Peter John, the baby weighed 13 pounds, 3 ounces.

Laborer Robert Casey recently purchased a power boat formerly owned by Carpenter Robert Graham of the Car Department.

Laborer Albert Stiveletti reported that the top of his 1960 Chevrolet convertible was slashed recently.

Laborer Asa Worcester is doing considerable remodeling in his home.

Machinist Edwin Temm has been kept quite busy attending base-ball games. His youngest son, Kenneth, is a member of the Windham high school team, and is reported to be a better-than-average player.

Dennis Wetmore, son of Electrician Albert Wetmore, Jr., has been chosen as one of two boys in this area to represent the Forest City Rod and Gun Club to attend Conservation camp at Ellsworth.

Foreman Joseph DeRoche attended the diesel school at LaGrange, Ill. for two weeks. Maurice Weeks is covering his job in the interim.

TRAIN CREWS

Conductor and Mrs. Elmer Rudell have a new addition to their family. A 6½ lb. daughter was born to them in May.

Sympathy is extended to Trainman Harry Green whose sister died recently.

Trainman John O'Connor has traded for another new Chevy.

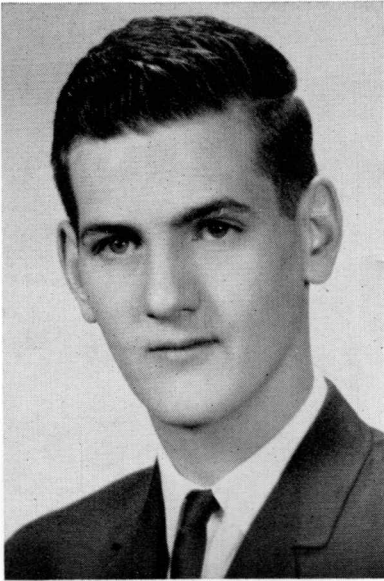
Sympathy is extended to yard Conductor Lewis Donahue on the death of his mother. She was the widow of George Donahue, who was a Conductor in Rumford yard for many years.

Conductor "Bob" Seymour who has been off several weeks due to illness, is improving and hopes to get up to the Allagash for a few days before returning to work.

Sympathy is extended to Yard Brakeman Lewie Ladd and his family on the death of his father Cleve. Cleve was foreman of the spare crew for many years and worked in Rumford yard before retirement.

Conductor Frank MacNally and trainman Johnny Keating and Arthur Roy bid off RA1—AR2 when it recently returned to the one-crew assignment.

Conductor Jim Hayes has returned to RD1—RD2. He recently moved from his home in South Portland and



SALUTATORIAN—Michael Shannon, son of Signalman and Mrs. Paul M. Shannon, Bangor, has been named Salutatorian of his class of 1963 at John Bapst High School. Active in a variety of athletic and scholastic groups, Michael will enter Holy Cross at Worcester, Mass., this fall. His grandfather was the late Clarence Shannon, former MeC agent at Greenbush, Olamon and Wytopitlock.

has taken a small apartment on State street, Portland.

Retired conductor Archie Butler wants to be remembered to the boys. He is in good health, and is still making his home in Farmington.

Retired Superintendent Harry Strout wishes to be remembered to all his friends. He is still at the family home at Sebago.

Recently trading for new cars are

Burton A. Brackett Sends Good Wishes

Burton A. Brackett, now 91, the man who sold the first ticket on a Maine Central train at Bangor Union Station, passes along a greeting to other MeC employees—active and retired—through Frank Ware, the Messenger's right arm in the Queen City.

Brackett, who retired in 1947 after 58 years' continuous Maine Central service, now lives with a daughter, Mrs. Howard Annis, on Norway road, Bangor. At the time of his retirement he held the company record for the longest continuous railroad service.

Frank Ware, who recently visited the veteran ticket agent, says he's in fine health, and manages to get down town often to enjoy an afternoon with the boys at the Shrine Club.

Brackett's long railroad career began 73 years ago this month in Freeport when, as a youth of 18, he walked down to the station to see No. 25 come in. He was offered a two-week job as a spare gateman and took it. The "two-week" job expanded into 58 years.

Carman Mitchell and Newall of Canton with a new Chevy and Ford, Trainman Carl Lowe with a new Pontiac and Norman Massengale with a Chrysler.

Sympathy is extended to the family of Yard Conductor Tommy Barrett on the recent death of his father.

Yard Conductor John Mulhern of the PTCO. lost his cottage at Sebago when a freak storm blew down several large pines and demolished it.

Retired Conductor Dave Johnson received a 60-year continuous membership pin in the BRT. recently. He is now living in California.

AUGUSTA

General Agent Ralph Tracy has traded an old Plymouth for a more modern Plymouth station wagon.

Freight Handler Wibrod Audet underwent surgery recently at the Sisters Hospital, Waterville. We all wish him a speedy recovery.

P. G. Lawrence, signal crew, is busy relocating poles and wires because of a new interceptor sewer line being installed by the Augusta Sewer District along the railroad right of way.

Carpenter crew foreman Wes Morang and crew are busy erecting a piggy-back ramp just east of the Augusta Freight Office.

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

Mike Spencer, track foreman, has just completed tamping and lining east and westbounds in the Augusta area.

Signal Crew Cook Timon Nilsen has given us proof of his ability by bringing samples of his cooking to the freight office.

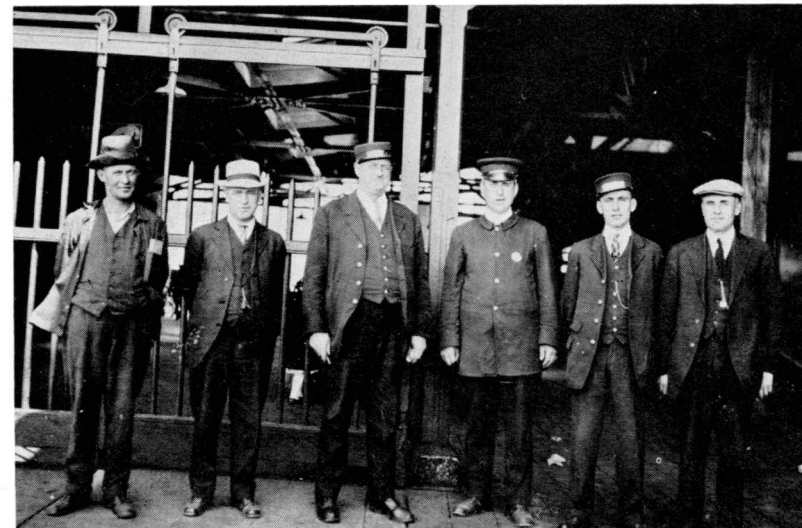
Conductor Marshall Pratt spent his vacation fishing at his camp in Osborne.

Operator Everett Anderson expects to return to work early in June after a long period of convalescing from an automobile accident.

BRUNSWICK

Who's Who and What's What at Brunswick:

John M. Callan is now Cashier at Brunswick. John and his wife Betty make their home in Bath and have a 20 months old daughter, Paula.



HALF A CENTURY AGO IN BANGOR—Burton A. Brackett, veteran Bangor ticket agent, was among those present when this photo was made at Bangor 50 years ago. Left to right, John Murphy, yard conductor; Brackett; H. R. Barnaby, station agent; Frank Golden, Bangor Police Department; Dave Rowe, gateman; and P. C. Smith, general foreman, car department.

Harold Fletcher is now permanent Billing Clerk at Brunswick after several years of spare work. Harold makes his home at Danville Jct.

Henry Preble is First Trick Clerk Telegrapher at Brunswick. Henry and his wife Mary make their home at Bath. Henry still pursues his hobby of collecting railroad photographs and other railroad relics. Last year he took some excursions on special steam trains and came back with some very fine color photographs of the Iron Horse.

Nelson Soule, formerly Agent at Freeport, has bid in Second trick Clerk-Telegraph at Brunswick. Nelson tells us he spends his weekends boating and camping out of South Freeport.

L. A. Valley, Cashier at Bath, has recently purchased an aluminum boat and with his 7 H.P. outboard is really going after the fish this summer.

Again, I ask if anyone in the Brunswick-Bath area has any items I could use in this column, please let me know.

Summer is starting off with some very fine weather so we hope everyone will get out and enjoy it.

WATERVILLE SHOPS

It could only happen here. One afternoon recently, cars driven by Sam Silver and Supt. George Silva, both of Waterville, collided on Silver street.

Adjutor Audette, 80, died recently after a short illness. He had been employed at the Shops for 40 years and had been retired some dozen years.

Recent retirees during May include Laborer Arthur 'Peanut' Loubier after 33 years of service and Carman Verne Belyea after 26 years of service.

Many employees are away from work for various health reasons.

Sympathy is extended to Foreman and Mrs. Llewellyn Ifill whose eldest son died recently.

Mike Snowman, four-year-old grandson of Foreman and Mrs. Floyd Case, recently fell from a second story window in his home and was severely injured.

And, there's the employee in the Pipe Crew who dialed a number and asked "Where is the locomotive that needs fixing?" A voice answered, "This is the Waterville Police Department and all we check on are automobiles!"



TERRY ANN IS 12—Terry Ann Underwood, daughter of Paint Helper and Mrs. Warren Underwood, Fairfield, observed her 12th birthday May 19 with a party and this cake, made by her mother.

Electrician Fred Gaunce learned the expensive way that a power lawn mower won't run on anti-freeze.

One of our more articulate foremen was griping about his house which is adjacent to a grove. When asked what the trouble was he replied "The squirrels don't bother me." Painter Earl McCaslin quipped, "You can't blame the squirrels, they know a nut when they see one."

Carman Ervin Emery has recently been installed Commander of the American Legion Post in Fairfield.

Laborer Eddie Madson has bid the Bolt Room job vacated by Peanut Loubier, retired.

BANGOR

John Mincher, Chief Clerk in the Engineering Department at Bangor, has returned to work after undergoing surgery at the Maine Medical Center, Portland. Welcome back, John.

Helmar Karlsson, a retired machinist, made us a visit the other day at the Bangor Engine House. "Pal," as he is commonly known, is now living in Florida, but spends the biggest part of the summer in the good old State of Maine.

Word was received in Bangor recently of the death of retired Engineer Frederick J. (Skinny) Gray of Calais. Gray entered railroad service in June, 1899, and retired in December, 1956. He came to the Maine Central when the Washington County Railroad became part of the MeC.

Appointments—from page 1)

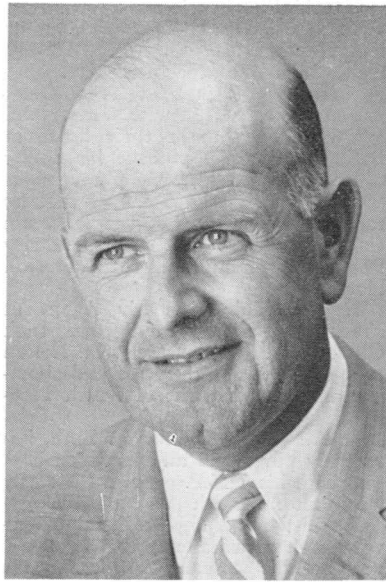
of Yale, he worked in several engineering capacities on the New Haven Railroad for 30 years, and was Division Engineer of the New Haven—New York City division when he came to the Maine Central ten years ago. Mr. and Mrs. Prentice live at 80 Oakhurst road, Cape Elizabeth.

Pierce, to be the Maine Central's new General Manager, with jurisdiction over transportation and labor relations, is a native of West Minot, Maine, who joined the railroad in July, 1917, as a station assistant while still a student at Winn High School. He became a telegrapher on the Maine Central's Eastern Sub-Division, served as rules examiner for the system; trainmaster at Waterville and Portland; Assistant Superintendent for the Portland Division and the Portland Terminal Company; Superintendent for the system, and in 1955, Assistant General Manager for the system and the Portland Terminal Company. Mr. and Mrs. Pierce live at 50 Carleton street, Portland.

Marilyn Silva Wed In Waterville

Marilyn R. Silva, daughter of Waterville Shops Superintendent and Mrs. George P. Silva, became the bride of William O. Chase, son of Mr. and Mrs. Kenneth L. Chase, also of Waterville, at the First Baptist Church, Waterville, May 18.

Mrs. Chase, a graduate of the University of Maine, is employed as a food service supervisor for Government Services, Inc., Wash-



NEW KING LION—George H. Ellis, assistant comptroller, auditor revenue, Portland, was installed as President of the Portland Lions Club in May. He has occupied key posts in the Greater Portland United Fund campaigns in recent years, and was a member of a Lions' Club delegation that toured the mid-west last month in a "Boost-Maine" effort.

ington, D.C. Mr. Chase, also a University of Maine graduate, is employed by the Department of Defense.

The couple resides in East Riverdale, Maryland.

Re-elected Chairman

Col. William B. Skelton, Lewiston, veteran Maine Central director, was re-elected chairman of the board of directors of the Central Maine Power Company at the annual meeting early in May.

H. Newhall Tukey Dies In Portland

H. Newhall Tukey of Portland, retired freight claim agent, died May 21 in a local hospital following a brief illness.

He died on his 66th birthday.

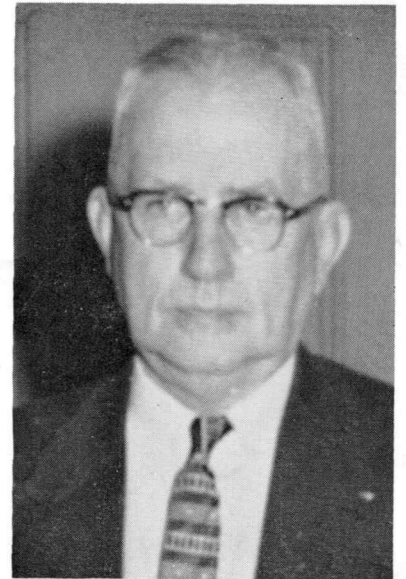
A World War I Navy veteran, Mr. Tukey first joined MeC in 1920 as a clerk in the office of the auditor of passenger accounts. He was promoted eight years later and transferred to the freight claim bureau of the railroad, where he became assistant to the freight agent in 1946 and freight agent three years later. He retired last year after 42 years of railroad service.

Mr. Tukey was born May 21, 1897, in Andover, son of Henry H. and Eva A. Newhall Tukey.

He was a member of the Wiliston Congregational Church and the Cumberland Club.

Active in Masonry, he was a member of Portland Lodge, AF & AM; St. Albans Commandery, Knights Templar; Greenleaf Chapter, Royal Arch Masons; the Kora Temple of Lewiston; the Kora Shrine Club of Portland, and the Royal Order of Jes- ters.

He leaves his widow, Mrs. Marion LeGrow Tukey, principal of the Oakdale School here; a son, Henry N. Tukey, Jr. of Auburn; a daughter, Mrs. Elizabeth T. Noe of Brunswick; a sister, Miss Marion M. Tukey of Portland, three grandsons and three granddaughters.



H. Newhall Tukey

RETIREMENTS

Maurier V. Belyea, carman, Waterville, May 31.

Norman A. Fisher, boilermaker helper, Waterville, May 21.

Walter L. Grant, machinist, Portland, May 9.

Charles M. Kemp, trackman, Monmouth, May 31.

Lewis H. Strout, section laborer, Steep Falls, May 7.

Rinaldo D. Stubbs, laborer, Bangor, May 22.

Bartley L. Tracy, yardmaster, Portland, May 31.

Wins High Honors

Marilyn Stanley, daughter of Examiner and Mrs. Merrill B. Stanley, received several honors upon graduating from Westbrook Junior College this month. She received the Faculty Cup award, WJC's highest honor, and a silver Honor Key for high average achievement. Marilyn was also made a member of Sigma Alpha Phi, national honor society of dental hygienists, as a high ranking student in the first class of dental hygienists to be graduated at Westbrook Junior College.

DEATHS

Edith W. MacGibbon, stenographer, Portland, May 18.

Ernest L. Maxwell, yard conductor, Portland, May 13.



FAREWELL TO PHIL—Co-workers in the Engineering Department, Portland, presented Philip Lentz, Signal Department draftsman, a drawing board and a purse of money in early June as he left the Maine Central to become chief engineer of a Portland Radio station. Left to right are Ed Stewart, Lentz, Wendell Quimby and Harry Blackmore. (Ken Brann Photo)

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