

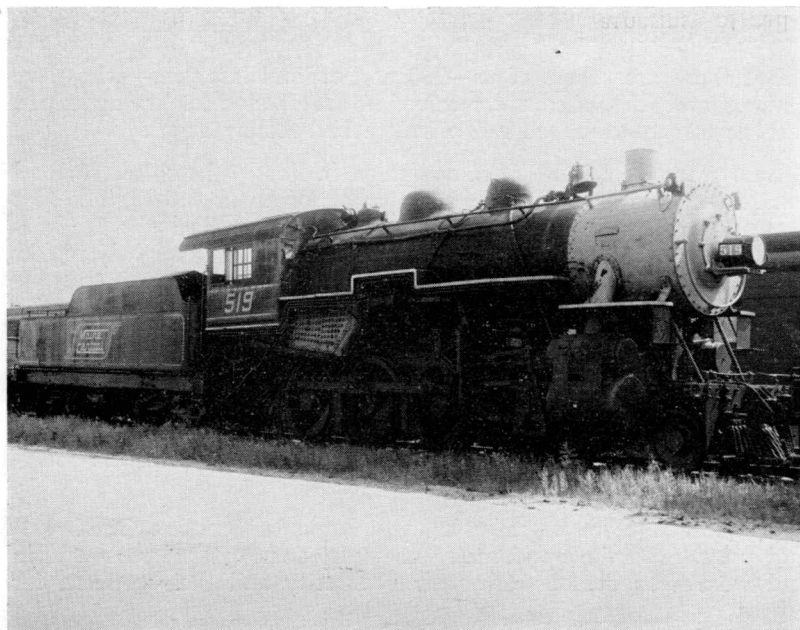


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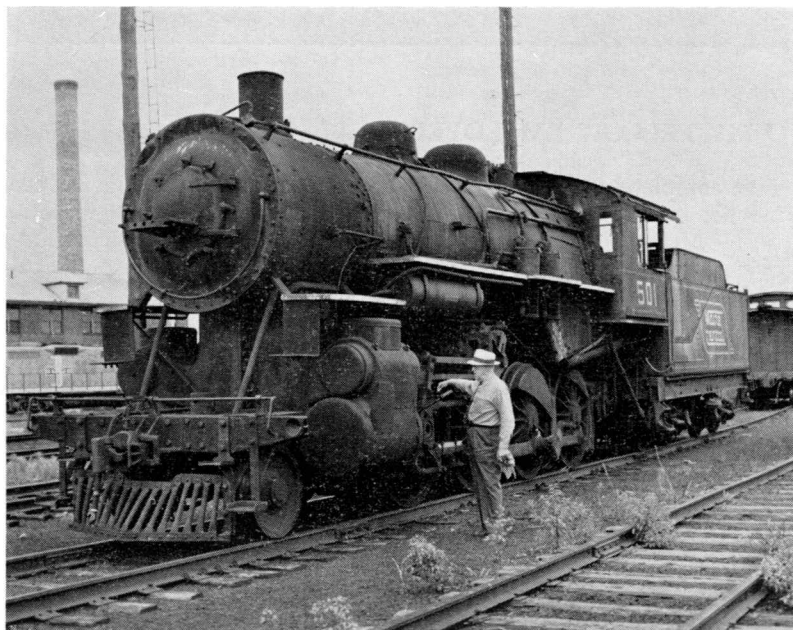
Vol. 3, No. 11

For Employees and Friends of the Maine Central Railroad

September, 1963



HEADED FOR "STEAMTOWN"—Maine Central's last two steam locomotives, the 519, left, and the 501, both unused and in retirement for a decade, will soon be pulled to Bellows Falls, Vermont, to become part of the Monadnock,



Steamtown and Northern Railroad equipment. The 519 is at Waterville, and the 501 is at Rigby, where the picture was taken just before the retirement of Engine House Foreman Malcolm Billington a year ago.

MeC 1962 Report Wins High Award

Maine Central's 1962 Annual Report to the stockholders has won second prize for railroads in the United States with revenue under 60 million dollars, sponsors of the annual contest announced this month.

The railroad will receive its "Oscar of Industry" Oct. 30 in New York City at the Annual Awards Banquet of Financial World, the nation's oldest business and financial weekly.

The 1962 Maine Central Annual Report, representing a departure from the company's customary publication in size, content and general appearance, was entered in the Financial World contest shortly after publication last April. Along with thousands of others, it was judged by a panel of business educators, graphic arts specialists and security analysts.

First prize in the Maine Central's class went to the Pittsburgh and West Virginia Railway, and third to the Pittsburgh and Lake Erie.

First prize in the over-\$250,000,000 revenue railroad class went to the Canadian Pacific, second to the Pennsylvania and third to the Chesapeake and Ohio.

First in the \$60 to \$250 million class went to the Denver and Rio Grande, second to the Chicago, Milwaukee and St. Paul, and third to the Chicago and Northwestern.

175 Associates Honor VP Rainie At Testimonial

Vice President Harrison M. Rainie of the Maine Central Railroad, dean of active railroad executives in New England, was honored by more than 175 of his friends and business associates at Portland, Sept. 11.

A dinner at Valle's marked joint observance of Rainie's retirement after more than 54 years service with the Boston and Maine and Maine Central Railroads, and his 71st birthday which occurred the following day. Attending were friends from such distant points as Chicago, Philadelphia, Alexandria, Va. and Cleveland. The occasion was one of the largest gatherings of railroad and supply trade executives ever held in Maine.

Governor John H. Reed of Maine sent a telegram of congratulations from Miami. Congratulatory remarks came from
(Rainie—Page 8)

Railroad's Last Two Iron Horses Destined For Service at Steamtown

Maine Central's last two steam locomotives—idle for more than a decade—will go back to work next month at Bellows Falls, Vermont.

The two 50-year-old steamers will join the Monadnock, Steamtown and Northern, a tourist-attraction railroad headed by F. Nelson Blount, operator of the world-renowned Edaville Railroad on Cape Cod, and probably New England's leading railroad hobbyist.

The two engines—the 519 at Waterville and the 501 at Rigby—will be pulled to Bellows Falls by a diesel locomotive within a few days.

Except for a brief period three years ago, the 519 has stood in silent retirement at the Maine Central's Waterville Shops since 1950. A veteran of nearly 40 years of hard labor on the Maine Central, the 519 was spruced up in June of 1960 for several scenes in "Sunrise at Campobello," filmed at Eastport. After her brief turn before the cameras, the old locomotive was returned to storage at Waterville.

Her sister steamer, the 501, has been in similar retirement at

Rigby, the South Portland classification yards of the Portland Terminal Company.

Both steamers were members of Maine Central's famous "W Class," and are recalled by old-time railroadmen as dependable, economical performers. They were better known for these virtues, the old-timers say, than for any great speed, strength or quirks of personality.

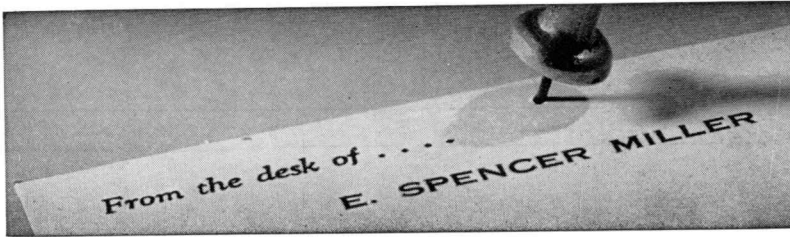
The 501 and the 519, along with 26 others of the same type, pulled trains over the entire Maine Central system from 1910 to 1953, alone or in harness with a steamer of the "600" class.

Former chief dispatcher Harry M. Treat of South Portland, now retired, has high praise for the 501, 519, and their sisters of the W Class: "We'd fuel 'em up at Bangor," Harry said, "run to Portland, and all they'd need was a lunch of coal and a drink of water before they'd be on their way back again."

Treat was seconded by another veteran chief dispatcher, Thomas J. Earls of Portland. "The Class W's," said Earls, "made the Maine Central famous."

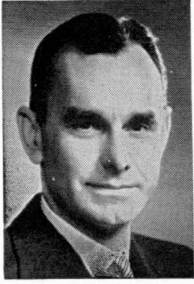
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TO MY FELLOW EMPLOYEES:

Five completely unrelated events on the Maine Central this fall are symbolic, if we may use the elaborate term, of broad changes that, little by little, are making our railroad as modern as tomorrow; improving our economic strength; and increasing our value to the industries of our state.



Taken separately, some of these events are almost inconsequential, but in combination, they present the picture of a vital, dynamic organization, dedicated to continuing modernization.

This fall we have disposed of our last remaining museum-piece steam locomotives, which have stood, in complete disuse, for a decade. They have gone, and except for a nostalgic sigh or two when we saw them leave, our feelings are that we're far better off without them. They are remnants of a colorful but inefficient past and we have no place for them. The Maine Central, in order to grow and improve, must have no place for anything whose value to operations and to service is even questionable. Nostalgia, in this time of stern competition, is a luxury we cannot afford.

Another seemingly minor development, but again symbolic of the Maine Central's changing mood, was the announcement, just a few days ago, that our last annual report had been judged high among the best of those published by railroads of our size. Our report, awarded second place in the annual judging by the Financial World, has become a modern document, representing a great departure in content and style from the reports of previous years.

A third development, more directly related to Maine Central's modernization program, is the imminent arrival of 200 new box cars, ordered last spring at a cost of some \$2.5 millions. Scheduled for delivery in November, these new cars will bring to 450 the total of new units purchased by the railroad in the past three years, and with re-built cars now under lease, provide a fleet that will be of immeasurable service to the industries that already depend on us, and to others who will return their shipments to our rails, attracted by top-notch, up-to-the-minute service and equipment.

Another major change—long overdue and another symptom of the general movement away from the merely traditional—was the replacement, last month, of Morse communications with voice, either by radio or telephone. Railroad messages now require no interpreter, and the results of this change are greater efficiency and sure, direct communications among dispatchers, agents, and train crews.

Still another change, and one that at first glance might seem negative, but only at first glance, was the decision to discontinue the experimental mail-merchandise trains and to move the mail by truck. Using major railroad mail-handling facilities and taking full advantage of our mail-handling experience will undoubtedly result in further improvement of mail deliveries in Maine. The new truck service, operating over the entire system, will be augmented by trains whenever necessary in peak mail periods. The railroad-operated highway movement is the embryo of a fully coordinated, integrated Maine Central transportation service that may eventually combine the advantages of both trains and trucks—not only for mail, but other freight.

These and other changes, some accomplished, some anticipated, are altering the course, the mood and the mission of the Maine Central in its determination not only to meet, but to anticipate the continuing changes in the requirements of industry. As Maine must change and grow; as the state's economy broadens with new firms, new crops, new projects and opportunities, so does Maine Central. But staying abreast is not enough. Our efforts are to lead, outguess and to show the way.

A TIME TO HELP OTHERS

October is the month of crisp fall air, autumn foliage and the United Fund. We enjoy the first and the second, and even the third gives some of us a certain pleasure, especially when we know we've done our share.

But there are others of us—238 at Portland last year—who gave nothing, and who, of course, received no satisfaction for having helped the less fortunate, which really isn't a bad feeling at all.

Last year, the MeC-PTCo. campaign in Portland resulted in total subscriptions of \$7,809, or an average gift of about \$10.25. The fact that 238 workers refused to participate, however, brought the per-employee average down to \$8.22. This figure is only slightly higher than that of staff employees at the Maine Medical Center.

The MeC-PTCo. drive will begin October 1 and extend through the month, with a goal of \$8,500, by no means out of reach from last year's final total. The Portland drive will be headed by R. W. Williams, superintendent, Portland Terminal Company. Williams will be assisted in the General Office building by vice company chairman Kenneth W. Phillips, purchasing agent, and by departmental solicitors.

Williams says his organization will begin to function October 1, and provide all the opportunity necessary for Portland railroadmen and women to demonstrate their generosity and their concern for others.

To those who gave last year, we say thanks, and urge that pledges be increased, if possible.

To those who refused to give last year, we say this: Reconsider, please, and recall that sharing is a human responsibility.



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.

Editor

JOSEPH H. COBB, Director of Public Relations

Assistant Editors

| | |
|---------------------|--------------------|
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| Myrtle Neilson | General Offices |
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| Marion Adler | General Offices |
| Carol McDonough | General Offices |
| E. L. Kennedy | Sports Editor |



"ROUTE 66" SCENE SHOT AT PT NO. 3—Camera crew, director and actors are shown on Portland Terminal Wharf No. 3 in early August as they prepared to shoot a fight scene for the popular television drama. Three of the actors, Alex Viespi, left, Martin Milner, back to camera, and Glenn Corbett, white jacket, discussed the scene with the director before the camera rolled.

'Route 66' Actors Stage Fight Scene With Railroad Flavor at PT Wharf 3

Although Route 66, the famous highway that "winds from Chicago to L.A." comes nowhere near the State of Maine, this geographical fact was ignored thoroughly this summer when several points in and around Portland became shooting locations for "Route 66," the lusty television drama.

A one-sided fist fight between Glenn Corbett and Alex Viespi, two of the actors, took place before the "Route 66" camera on Portland Terminal Wharf No. 3, where a clay ship was being unloaded. We don't like to give away trade secrets, but Viespi, who took at least two sharp rights to the jaw and fell backwards over a pile of pallets, was unmarked and fresh as a daisy after the scene was shot. Corbett, untouched in the wharf battle, had a bright purple shiner, obviously the result of a previous encounter with Viespi. Anyway, what appeared to be an almost gentlemanly meeting on PT No. 3 that afternoon will show up on 21-inch

screens all over the land as a raw slice of life.

Several episodes of the popular TV series were made in the Portland and Poland Springs area in July and August. They'll be seen this fall and winter on CBS stations.

Maine Traffic Club Offers Scholarships

Officers of the Maine Traffic Club, an organization of industrial transportation specialists, have announced that funds are available for the assistance of transportation students in Maine.

The funds, awarded on the basis of merit and need, may be used for either college or approved correspondence school courses in transportation.

I. W. Kelley, Portland, district sales manager of the Delaware and Hudson Railroad, and president of the Maine Traffic Club, said more than a dozen Maine

students have been assisted by these funds in the past few years.

Applications for Maine Traffic Club scholarships will be received by the committee chairman, William J. Berry, assistant sales manager, Maine Central Railroad Co., 222 St. John Street, Portland, Maine.

New Box Cars' Arrival Delayed Until November

Delivery of Maine Central's 200 new box cars, ordered last spring for a total cost of more than \$2,500,000, has been set for November 27, Vice President Roy E. Baker said this month.

A manufacturer's strike and other production problems have delayed delivery until that time, Baker said.

Tailored to meet the demands of Maine's industrial shippers, the new cars will be 50-footers with a capacity of 70 tons and equipped with aluminum roofs and nine-foot doors. They will have a variety of special devices intended to provide better handling of shipments enroute and to ease loading and unloading at industrial plants in Maine and throughout the nation.

All will have high-capacity draft gears and half the total will have the latest "Ridemaster" trucks. The remainder will be equipped with standard "Ride Control" trucks and 50 of the total will have specially designed "cushion" underframes.

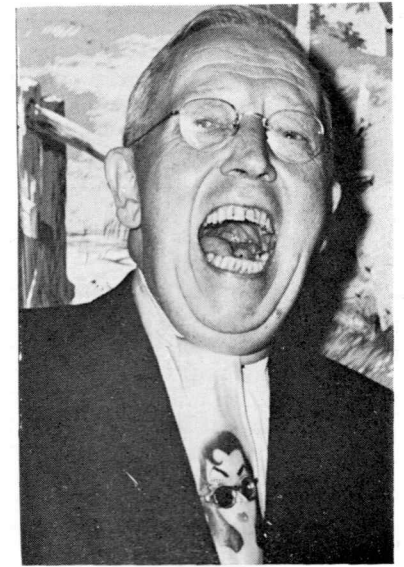
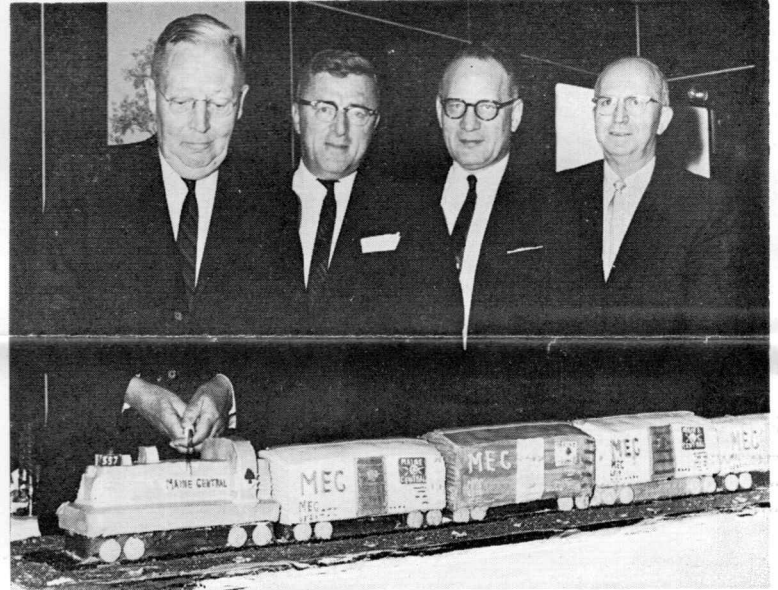
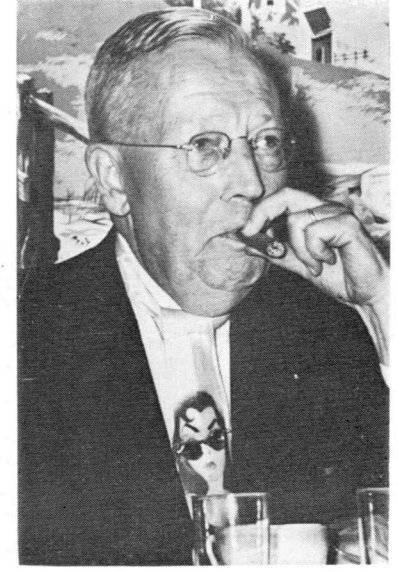
The entire 200 will have plug-type steel doors, making the door flush with the inside lining of the freight car. Further safety for freight will be provided by a special two-and-one-quarter-inch maple flooring.

The new cars will bear the bright yellow overall color, with green doors and lettering. They'll bring the total of new cars built for the Maine Central in the past three years to 450.



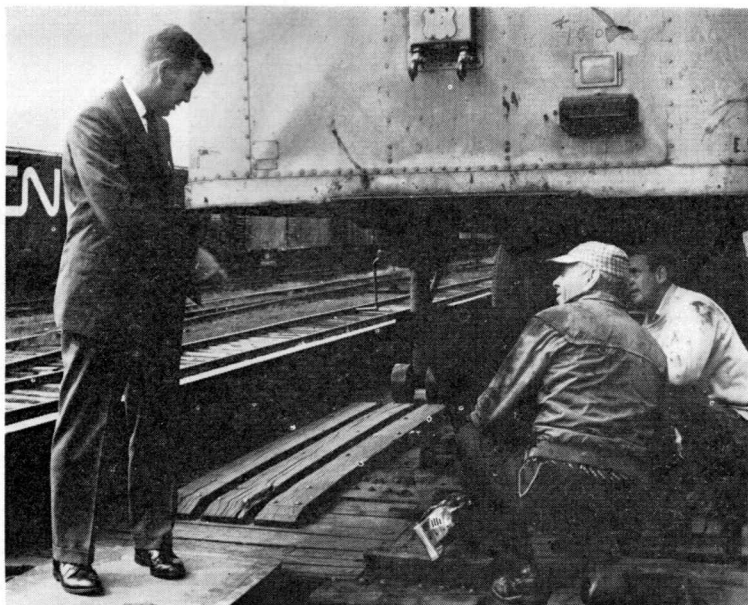
50-YEAR AWARD FOR TOM EARLS—Thomas Earls, veteran chief dispatcher, Portland, was presented a 50-year service award in late August as he completed a half century of Maine Central Service. Making the presentation in behalf of President E. Spencer Miller is James W. Wiggins, Vice President, engineering and operations.

As Friends of 54 Years Honored H. M. Rainie



More than 175 friends and associates honored retiring Vice President Harrison M. Rainie at a testimonial in Portland, September 11. These are the highlights of his final day at work, and of the evening festivities. TOP ROW, left, the guest of honor in a pensive mood. Center, he acknowledges the honors, with MeC General Counsel A. M. Knowles, toastmaster, at left, and W. Jerome Strout, president of the Bangor and Aroostook, at right. Right, Mr. Rainie's amusement is restrained, but increasing. CENTER ROW, left, Purchasing agent K. W. Phillips reveals the facts surrounding a 20-year-old

necktie mystery. Enjoying it are Assistant to the President S. S. Clark, and Mr. Rainie. Right, Mr. Rainie cuts the elaborate train cake, assisted by Clark, Knowles and Strout. LOWER ROW, left, Mr. Rainie's amusement increases still more. Center, the presentation, earlier in the day, of a gift from Purchases and Stores Department workers: from the left, F. N. Peterson, K. W. Phillips, L. D. Smyth, H. M. Rainie, T. W. Hayes, P. A. Connary, B. Setlin, E. R. Russell, A. R. St. Laurent, T. F. Roche, R. E. Baker, and M. J. Allaire. Right, Mr. Rainie's amusement is unrestrained.



PORTLAND TERMINAL AGENT—Paul V. Bourque, left, watches as two PTCO. men work to unload a piggyback trailer. Center is Steve Kilmartin, and Richard Place is at right.

Meet The Agents

At 42 Paul Bourque Is Veteran Of Most Jobs at PT Freight House

From a strictly geographic point of view, Paul V. Bourque hasn't moved very far in 21 years of work for the Portland Terminal Company. He's right where he started in 1942, fresh out of high school.

He was a PTCO. seal clerk then. . . but now he's general agent.

A native of Augusta, Paul came to Portland in the Spring of 1942, worked for the PTCO. very briefly, then entered the Air Force.

Trained as an aerial gunner, he saw action on missions over Corsica, Sardinia and Italy as a member of a B-25 bomber crew.

He returned to civilian life and Portland in 1945, then to his PTCO. job, this time as a delivery clerk. In the next 17 years, Paul handled nearly every job in the freight house, building experience that stood him in good stead when he succeeded the late Roy Matthews as general agent April 1 of last year.

Now Commercial street is his domain; the tracks and wharves, and the increasingly active piggyback bulkhead, which demands more and more of his time.

Paul and his wife, the former Mary McGrail of Augusta, live at 12 Plymouth road, South Portland. Their daughter Anne is a sophomore at South Portland High.

Three Engineering Promotions Listed

Three promotions were announced in early September by Charles D. Prentice, chief engineer.

Edward E. Davis was named General Supervisor, Maintenance of Way, Portland Terminal Co.; J. Emmons Lancaster was named Supervisor, Bridges and Buildings; and Clarence W. Beckwith was named Assistant Supervisor, Bridges and Buildings.

Davis, a native of Burnham Junction, joined the Maine Central as a Rodman in 1940, after graduating as a civil engineer from the University of Maine. He became a student track supervisor at Waterville in 1941; an inspector at Portland in 1944; assistant track supervisor at Lewiston in 1950; assistant engineer, Fore River Bridge construction, Portland, 1952; and Bridge and Building Supervisor, Portland, in 1955.

Mr. and Mrs. Davis and their two children live at 254 Stevens avenue, Portland.

A native of Groton, Mass., Lancaster joined the Maine Central while a student at the University of New Hampshire in 1954, and became a full-time

chainman in the Engineering department in the following year after his graduation. He was appointed Junior Engineer in the Bridge and Building department at Portland in 1957, and was named assistant supervisor, Bridges and Buildings, in 1961. The Lancasters and their three children live at 404 Falmouth Road, West Falmouth.

Beckwith, a native of Scarborough, joined the Portland Terminal Co. in 1943 as a carpenter. He was named Bridge Inspector in 1952, and assistant foreman, carpenter, in 1958. Mr. and Mrs. Beckwith and their youngster live at 51 Bonny Briar Road, South Portland.

Elmore E. Fickett Dies in Ellsworth

Elmore E. Fickett, 86, died Aug. 6 at an Ellsworth nursing home after a long illness.

He was born September 1, 1876, at Franklin, the son of John W. and Adelaide (Donnell) Fickett.

He had been a station agent for the Maine Central Railroad for 48 years, retiring in 1953.

Survivors are three sons, Harvey Fickett and the Rev. John Fickett of Portland and Follett J. Fickett of Manchester, N. H.

MeC-CP Veteran Conductor Dies

Andrew W. Caldwell, 69, died unexpectedly at his home at Forest Station, August 7.

He was employed for more than 40 years for the Canadian-Pacific and Maine Central Railroads. He was a retired conductor.

Mr. Caldwell was a member of the Grace Methodist Church of Bangor, Rising Virtue Masonic Lodge and the Brotherhood of Railroad Trainmen.

Maine Railroad Golf Tournament Slated Oct. 12

William A. Chase, Jr., a carman from Waterville, will be aiming for a second win of the E. Spencer Miller trophy in the Second Annual Maine Railroad Workers' Golf Tournament on Saturday, Oct. 12, at Poland Spring.

The Elm City swinger, who entered last year's tourney with a 22-handicap, finished with a 65 to take top honors a year ago. The entire field of golfing railroaders will be making it as difficult as possible for Chase to repeat and take a second leg on the trophy.

The tournament, which will introduce many new victims to Poland's nightmare 6th hole, will be open to all railroad workers in the state, and Jerry Shea, chairman, has issued a special invitation to employees of the Bangor and Aroostook, the Canadian National, Canadian Pacific and the Boston and Maine to be on hand for the competition.

He asks that all entrants complete the coupon that appears elsewhere on this page and send it in. Don't send money, he says, because he'll pick up the \$3 fee on tournament day.

Jerry says there'll be prizes for Classes A. B. C. and Calloway, and that the E. Spencer Miller trophy will go to the player with the lowest net score, irrespective of his class.

Jerry, who was last year's low gross winner, says there'll be no driving or nearest-to-the-pin contest this year because of judging problems. He hopes, however, that a putting contest can be arranged, and that there will be members of the fairer sex on hand to run the event and to participate.

In the tournament, he says, entries will be divided into equal classes, so that everyone will have a fair shot at the prizes.

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|---|----------------|
| ENTRY BLANK | |
| Maine Railroad Golf Tournament | |
| Poland Spring, October 12 | |
| Name | City |
| Railroad | Handicap |
| Send to Jerry Shea, Chairman, 232 St. John St., Portland, Me. | |

GENERAL OFFICES

Priscilla Smith, daughter of Dot and Phil Smith, has entered St. Mary's Hospital, Lewiston, for training as a registered nurse.

Mert and John Neilson took advantage of the long Labor Day weekend to drive their daughter, Kathy, to college in western New York. She will attend Keuka College located on Keuka Lake near Geneva, where she is enrolled in the School of Nursing. After getting Kathy settled, Mert and John took a side trip to Niagara Falls.

Bill Welch's son, Billy, is enrolled at Springfield College in Springfield, Mass.

Jeff Foster, son of Sid and Helen Foster, is enrolled at the University of Maine in Orono. The family has just returned from a week at Ossipee Lake.

Louise Scannell spent an enjoyable Labor Day weekend visiting friends in New York City.

Al Chapman used the three-day Labor Day weekend to move to his new home on Carlyle Road. His daughter, Merle Ann Chapman, will attend Westbrook Junior College this year.

Larry Reinsborough is taking an early fall vacation so he can be around to take his daughter, Ida, to Boston where she will be a second year nurse trainee at Holy Ghost Hospital.

Bill Woods and the Mrs. vacationed in Prince Edward Island on a motor trip.

Bob Rounds spent his recent vacation in Connecticut.

Jan Clarke, Bob's wife, was recently hospitalized for surgery, and Bob kept house. Nuff sed!

Dot and Marguerite Hollywood took day trips here and there while on their vacations.

Grace Hoglund of the President's office took an auto trip last month, visiting Howe Caverns, the Flemish settlement and other points of interest in Pennsylvania. She was accompanied by her husband, her son, a niece and other young man, so it was like a safari, she says, with everything planned and everyone assigned duties each day. Grace should be a program director, she does so well planning trips like this.

Fred Wilson and his wife recently returned from a motor trip to the Gaspé. They covered 1900 miles in one week.

Due to a reduction in forces, Paul Crawford, former disbursements statistician, "bumped" the clerk's job in the Assistant Comptroller's Office formerly held by Theresa Slattery. Theresa bid off the clerk's job in the Pension Bureau, displacing Ernestine Miller, and Ernestine took the clerk's job on Payroll deductions formerly held by Paul Mahany.

John Bilodeau, night laborer, is planning a fall wedding. We understand that John has been doing a great job of building a new home for himself and his bride-to-be.

Mrs. Rosemary McDonough (data processing) became a grandmother for the second time August 12. Her son, Thomas and his wife, are the beaming parents of a little girl, Deborah Jean. Rosemary and her husband, Martin, celebrated their twenty-fifth anniversary on July 18, by dining out with members of the family.

The rematch at Larry Rowe's golf course between Clyde Luce and Arthur Edwards of Data Processing, John Currier of Freight Traffic and Jim Barribeault of Canadian Pacific was won again by Clyde and Arthur. Those boys are getting good! A third match is in the offing.

Clyde Luce had an enjoyable vacation trip through New Hampshire and several days at Belfast.

A little bird tells us that Ray Williams of the New Haven Office is going to take bowling lessons this year!

Germaine Deschenes of Data Processing, who was in Webber Hospital, Biddeford, for a tonsillectomy, has returned to her duties. Jeannette Calder of Freight Traffic has also returned to work after sick leave.

Among mid-summer vacationists were Merton Olsen of Freight Traffic, who had two weeks at Square Pond. Gene Trueworthy used one week moving into his new cottage at Highland Lake. Arthur Edwards motored to St. John, New Brunswick, Deer Isle, Maine, and Boston, Massachusetts.

Now we know how some of the fellows relieve that work-a-day tension—Gene Miller relaxes on carnival rides, especially the kind where you stand up and whirl around and hope you don't fall out on your head!

Blair Walls and Cay left for a week's holiday in Canada and Michigan, on September 7.

The new secretary in the Legal Department is Reta Rumrill, who worked at one time for the Maine Central Transportation Company. Welcome back!

Clifford Hawkes Jr., general accountant, and his family enjoyed two full weeks vacation at his camp near Harmon's Cove.

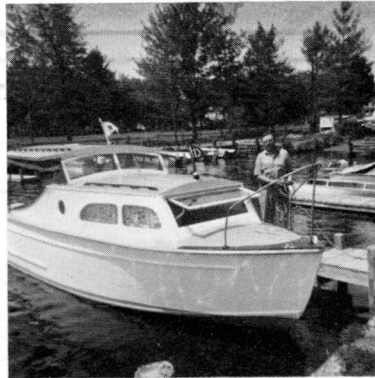
Herman Buchheim, sales manager freight traffic, submitted an anecdote for "Life in These United States" in Readers Digest, and was rewarded with a check of \$100.00. The item is in the September issue.

Martha True of the revenue office spent a few days in New York recently.

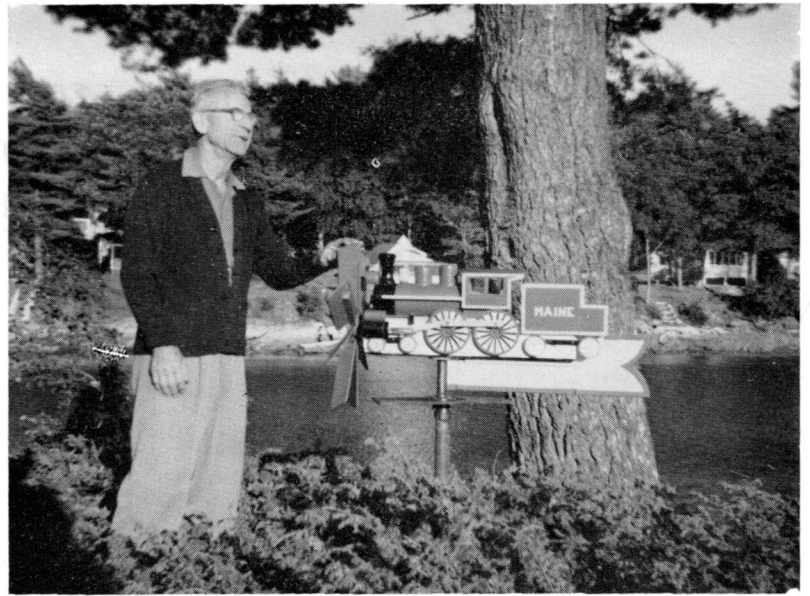
Margaret Staton of the revenue office and her mother recently spent several days in New York and Washington.

George Dibley and his wife spent their vacation in Nova Scotia with California guests.

Congratulations to Traffic Assistant Roy and Mrs. Cote on the birth of a daughter, Jenifer Joy, September 5. Machinist Theodore Cote, Rigby, is the proud grandfather.



DAVE'S CRUISER—One of the trimmest ships of the Winnepesaukee fleet is this cruiser, flying the "D" pennant of Dave A. Dudley, Mountain Division conductor and part-time yachtsman. That's Dave, making her fast.



RAILRODMAN'S WEATHERVANE—Chester F. Freeman, retired PTCO. electrician, installed this locomotive weathervane at his summer home on the New Meadows river this summer. Built by his friend, the late Charles Pettingill, a B&M engineer, the weathervane was presented to Chet by Mrs. Pettingill. When the wind blows, the drivers roll.

RIGBY

The Summer months are at an end. The first cool mornings are ushering in the Fall and Nature's display of foliage colors.

An accident occurred at the entrance to Rigby road, when Hostler's Helper Stephen Kutcher's car was hit. The automobile sustained quite a bit of damage, but the driver was not seriously hurt.

Machinist Maurice Weeks covered Foreman Joseph DeRoche's job while DeRoche was on vacation. "Joe's" son David was seriously injured in auto accident near Brunswick Naval Air Base, during that period of time. "Joe's" oldest son, James, and family visited their brother, as well as his parents.

A reunion of the class of 1919 was held at Freeport high school. It was attended by the members and their wives and husbands. Mrs. Albert Wetmore, Sr., was a member of that class. All but two members are still alive.

A pretty wedding took place at the First Lutheran Church, when Janice Dudley daughter of Hostler's Helper Roger Dudley, was married to Robert Hannaford of Gorham.

The highway death of Donald Amsden, son of Carman Elmer Amsden, occurred recently. He was a member of the Air Force, Radio Technician. Flowers were sent to the funeral.

An interesting film entitled "One Minute Past Four" was shown to the men at Rigby Engine House and Car Shop. It had to do with safety, and no doubt "struck home," as they say, by remarks circulated. Safety Inspector William Maloy officiated. Our Safety Board reading at the Engine House is now 111 days without an accident.

Former Foreman Roy Hanes died August 29 after a long illness. Flowers were sent to the funeral.

Laborer Leroy Saint Peter is a Fuller Brush salesman in his spare time and has moved to the Munjoy Hill area on Morning street.

Carman Merle Cook has purchased a 1959 Chevrolet pick-up truck, and plans to build a camper body for it.

Clerk Elmer Rounds has a Plymouth sedan of recent make.

LEWISTON

Vacations are pretty much over now with only Freight House Foreman Fred Jumper still to go.

Rate Clerk Johnny Myrand spent most of his vacation on short trips to the ocean, playing tennis, and enjoying the sort of life he'd like to get used to. He was spelled by spare clerk Lillian Ayres.

Chief Clerk Howard Ham managed to get in a little fishing at Tripp Lake as well as take a trip to Hampton Beach, N. H. We hope Howard was not inconvenienced by the high school hijinks over Labor Day.



WED 25 YEARS—Machinist and Mrs. Rosario Demers, Lewiston, were honored by friends and family recently on their 25th wedding anniversary.

Waybill machine operator Rita Cronin spent some time at Old Orchard Beach soaking up the sunshine and getting some of the good salt air.

Car Clerk Joe McMorrow spent most of his vacation babysitting while his wife Eileen presented him with a new baby daughter, to be called Kathleen.

Yard Brakeman Charlie LaFlamme and Mrs. LaFlamme visited Canada and the Gaspé area.

Yard Brakeman Danny Myrand instigated some action at Allen Pond, Greene, while on vacation and his children managed to walk away with a goodly share of the prizes at the local Field Day.

THE *Feminine* SIDE



When Grace Hoglund, stenographer, Executive Department, bought a new home in South Portland, the hydrangeas went along with it. The house, incidentally, is the former home of Mrs. Alice Allen, who has been substituting as a stenographer in several offices of the Maine Central headquarters this summer. Anyway, Grace, who has a way with plants, won two first prizes at the recent Osewantha Garden Club show, one for Alice's hydrangeas, and the other for her own tuberous begonias, one of which she shows the camera in the picture above. How does she do it? Perhaps her secret was revealed the other day when her husband came home and asked her son where Mother was. "Oh, she's out in the yard," he said, "talking to the tuberous begonias."

Clerk-stenographer Lillian White enjoyed herself at her cottage in Georgetown; another salt water enthusiast.

Maintenance of way clerk Sherm Carr, who had threatened to work up a sweat on the golf course, was simply too busy working in his garden to do as much golfing as he would like.

We were all very sorry to learn of the death of retired Chief Clerk George Briery who passed away recently in Florida and who will be buried there.

ROCKLAND

Retired Supt. Harry Strout and Retired General Claim Agent Walter Bird made us a call recently. Sure was good to see them again.

Among those on vacation are Section Foreman Earl Miller, Sectionmen A. J. Mank and R. S. Bonney, Conductor M. E. Johnson and Trainman R. L. Willey.

Retired Conductor Al Atkins has returned home after several days at the hospital.

AUGUSTA

General Agent Ralph Tracy recently enjoyed two weeks vacation fishing at Lake Moxie and also visiting at Bar Harbor.

Spare clerk Quenton Brown is working vacation in the Augusta Freight Office.

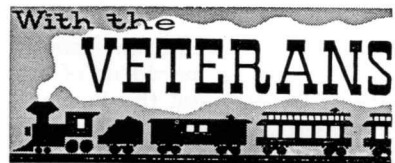
Freight Checker Burleigh Foster and Mrs. Foster motored to St. John, N. B. and Nova Scotia while on vacation.

Much work has been done by Cianchette Const. Co. laying sewer pipe in the Augusta Freight Office Yard. There was much confusion at the time but now everything is normal.

Signal Maintainer Al Hutchins vacationed for two weeks and was relieved by M. O'Toole.

Stenographer Olive Comeau returned recently from a most memo-

orable vacation: Round trip by rail to the West Coast covered scenic sights of the Grand Canyon, Yosemite Nat'l park, Disneyland, Las Vegas and San Francisco. A round-trip air flight from the West Coast to Honolulu for a six day visit left Olive on cloud Nine. Tours of the Hawaiian Islands were beautiful beyond description. Olive also was very much impressed by the wonderful climate and the leisurely way of living of the Hawaiians.



Retired telegrapher and Mrs. James Noonan of Lisbon Falls recently observed their 50th Wedding Anniversary, renewing their marriage vows at a mass in SS Peter and Paul Church, Lewiston. Mr. Noonan served as a Maine Central telegrapher for 50 years, retiring in 1961.

More than 150 attended a reception that followed the anniversary mass.

Another Golden Wedding couple in early August were Mr. and Mrs. Clifford R. Card of Portland, who were guests of honor at an anniversary party at the Portland Masonic Club. Mr. Card is a retired Maine Central locomotive engineer. He is widely known as an owner, driver and trainer of trotting horses.

Sympathy is extended to the family of retired Engineman Ray Sprague who died in August. He resided at Winslow Mills.

Robert Bly, son of retired Boston Maine Conductor, is a patient at the Brighton Marine Hospital for an ear infection. He is serving with the U.S. Coast Guard.

Sympathy is extended to the relatives of retired Conductor A. C. Winslow who died in August.

Retired Conductor Carl Pierce who resides in Salem Mass, was a recent visitor in Portland.

Sympathy is extended to Charles W. Goodwin, Lawrence, Mass., Boston & Maine Railroad yard helper, retired, on the recent death of his wife.



McC VETERANS—Old timers around the System and the Shops will recognize C. Fred Dodge, left, and Ira Thayer as long time carpenters for the Maine Central. Both have been retired many years and are hale and hearty, Dodge is 98 and active, still splitting his own fire wood. Thayer is still active at the age of 80. Dodge lives in Newcastle and Thayer in Benton and they get together often and reminisce of railroading.

WATERVILLE YARDS

Sympathy is extended to the family of Andrew W. Caldwell, who passed away recently. Andy, as he was better known, was a retired Portland Division Train Conductor.

Yard Conductor Joe Boudreau leased a few acres of land from Car Inspector Clyde Dow, Jr., for the summer and has produced some of the finest vegetables we've ever seen. They were real tasty too. Let us in on your secret, Joe.

Yard Conductor Roger Veilleux has bid off the second trick Assistant Yard Master's Job.

Car Inspector Harry Ramsey spent his spare time this summer building a garage. When we asked him how he managed to do such a good job in such a short time, Harry replied, "I started from the roof and worked down."

Laborer Bob Knight claims that Skowhegan Fair was by far the best he has ever seen.

Yard Conductor Charlie Moreau and Arthur Voisine have been voted the best singing Conductors in the yard.

WATERVILLE SHOPS

Carman Welder Arnold Giroux recently attended the National Convention of the Brotherhood of Rail was Carmen in Kansas City.

Laborer Dana Hinckley has recently traded cars and now has a new Rambler.

Mrs. Chris Whiteside of Fairfield Center recently became the mother of twin girls. The Grandfather, Painter Chester Craig, is swelled up all out of shape and now has a double-barrelled topic of conversation.

Laborer Reny Jacques recently traded cars and now has an Impala sport convertible with bucket seats and leather upholstery, no less, and in the same week purchased a new color TV.

Retired Painter Helper Henry Butler of Waterville died in a local hospital last month. He had worked many years as a Yard crane operator before coming to the Paint Shop. He had been retired some ten years and was 77.

We don't know whether or not a senior Stores Clerk was trying to put on the dog one morning recently. He had a Police Cruiser bring him to work!

Foreman Floyd Case and Carman Norman Thompson recently attended the Maine State Safety Council meeting of Poland Springs.

John Jewell, son of Foreman and Mrs. Wallace Jewell, recently suffered a severe accident.

Former Lead Man in the Mill Win Potter died in an Augusta hospital August 29 after a short illness. He was 77 and had been retired since 1954.

We are told that furloughed Painter Eddie Gurski has recently purchased heavy equipment and has contracted to clean and remove the snow from the huge parking lot of the newly opened Elm Plaza Shopping Center in Waterville.

During the first week of September all furloughed men were recalled to the Freight Shop.

Harris Named To Waterville Trainmaster Post

A Portland native who has served the Maine Central Railroad in several engineering capacities for the past 12 years has been named trainmaster at Waterville.

William L. Harris, III, Lewiston district track supervisor since 1958, assumed his new duties September 1. The appointment was announced by Ansel N. Tupper, Maine Central general superintendent.

Son of Mr. and Mrs. William L. Harris, Jr., of Portland, Harris was graduated from Deering high school in 1940, and completed a civil engineering course at the University of Maine in 1949 after service as a bomber pilot in World War Two. He joined the Maine Central in 1951 as an engineering department inspector at Portland, becoming a student track supervisor at Lewiston in 1952 and assistant track supervisor in 1954. He was appointed track supervisor at Brunswick the following year, returning to the Lewiston district as track supervisor in 1958.

A registered professional engineer, Harris is a member of the Masonic bodies, including the Scottish Rite and Kora Temple Shrine; the United Commercial Travelers and the New England Railroad Club. He is a former vestryman of St. Michael's Episcopal church, Auburn, and serves as civil engineering officer, 8314th Air Force Reserve Recovery Group headquarters, Portland.

Harris and his wife, the former Marjorie Wheeler of Portland, and their four children will reside in Waterville.



Harris

Rainie—from page 1)

those at the head table, including Vaughn L. Ladd of Derby, vice president of the New England Railroad Club; Herbert A. Hamilton of Boston, president of the New England Purchasing Agents Association; W. Jerome Strout, president of the Bangor and Aroostook Railroad; and Sumner S. Clark, assistant to the president of the Maine Central. Clark read a cablegram from E. Spencer Miller, president of the Maine Central and the Portland Terminal Company who was abroad on a business trip.

A huge birthday cake in the form of a railroad train was on the head table. A lounging chair, an oriental rug and other gifts were presented to the retiring executive, who with Mrs. Rainie will return to his former residence in Winchester, Mass.

A native of Concord, N. H., Rainie joined the Maine Central in 1955 after 46 years service with the Boston and Maine, 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 during the period the roads were under joint management. He has held the title for the Maine Central alone since 1955.

Rainie 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.

In Portland Mr. and Mrs. Rainie reside at 3 Bramhall St.

RETIREMENTS

Sebastian A. Bushey, carman, Waterville, August 30.

John P. Coffey, locomotive fireman, Portland, August 2.

Charles A. Greenwood, trackman, Portland, August 16.

Chester J. Lindsey, trackman, Portland, August 21.

John A. McKay, locomotive engineer, Bangor, August 6.

Elzear J. Pelletier, trackman, Lewiston, August 14.

Calvin L. Tracy, mason tender, Fairfield, August 13.

Henry D. Williams, crossing tender, Portland, August 7.

DEATHS

Fernand J. Doyon, trackman, Waterville, August 11.



KING SIZE GREASE JOB—Once a year, the Carleton Bridge draw gets a grease job, a task performed by the Maine Central bridge maintenance crew. High on a platform are Earl Newton and Allen Sibley, while handling the lines, foreground, are Larry Hurd and Gerald Crandlemire. The job involves coating the huge cables that raise and lower the draw with a compound that lubricates and protects the metal from the weather.

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