

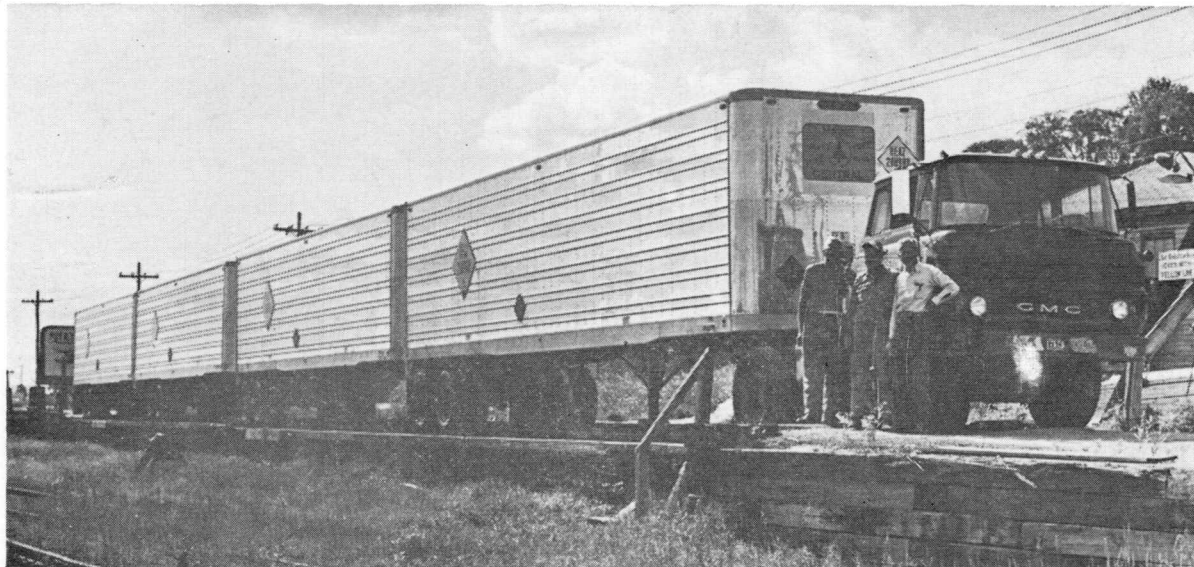


Messenger

Vol. 4, No. 10

For Employees and Friends of the Maine Central Railroad

August, 1964



NEW PIGGYBACKS FOR MAINE CENTRAL—Four brand-new, 40-foot trailers were delivered to the Maine Central early this month in Portland for use in the railroad's growing "piggyback" service. The Maine Central, which inaugurated the trailer-on-flatcar service in 1958, expects to transport more than 500 piggyback trailers this year.

MeC Piggyback Growing Rapidly; To Handle 500 Trailers This Year

Maine Central piggyback is on the move.

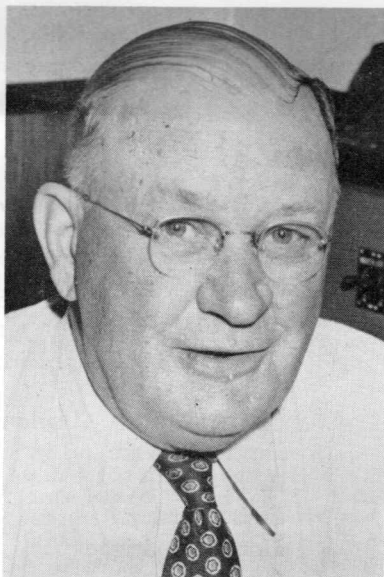
Maine Central now owns or leases 17 piggyback trailers.

Four gleaming new trailers, delivered at Portland in early August, highlight the progress of the railroad's growing piggyback service which this year is expected to handle more than 500 loaded units.

Frank W. Alger, Jr., manager of highway operations, traced growth of the trailer-on-flatcar service since its beginnings on the Maine Central in 1958. That year, he says, only eight trailers were handled, all intrastate movements. Since then the total—intrastate and interstate—has increased steadily. Alger says a total of 399 trailers were transported by rail in 1963, and 288 in the first six months of 1964. He expects the 1964 total to be well over the 500 figure.

Piggyback combines railroad dependability with the mobility of highway operations. Maine Central has provided ramps at key shipping points throughout the system to make this service available.

The railroad's piggyback service has been used for a wide range of commodities including groceries, pre-fabricated buildings, construction materials, school furniture, store fixtures, plumbing supplies and aircraft engines.



BENNETT

Frank H. Bennett Dies in 88th Year

Frank H. Bennett, 87, of East Vassalboro, former superintendent of the Maine Central Railroad Shops at Waterville, died at an Augusta hospital July 26 following a long illness.

Mr. Bennett was born in Malloway, N. H., March 17, 1876, the son of Mr. and Mrs. Henry Bennett. He came to Waterville in 1928 and at the time of his retirement in 1956 had been employed by the Maine Central Railroad for 50 years.

Surviving are his widow, Florence Moore Bennett of East Vassalboro; three sons, the Rev. Fred D. Bennett, Nantucket, Mass., Floyd Bennett also of Massachusetts, and Robert Bennett of East Vassalboro; a daughter, Mrs. Alice Austin of Mobile, Alabama; a sister, Mrs. Etta Morrison of Rumford; and a half-brother, Claude Quigley, also of Rumford.

He was a 32nd Degree Mason and a member of the Portland Commandery No. 2 and the Atlantic Lodge of Portland.

Ellis Named Vice Chairman

George H. Ellis, assistant comptroller, auditor revenues, has been named a vice chairman of the Education and Training unit of the Greater Portland United Fund. Ellis has been a UF volunteer since 1956, serving in several key positions in the annual fund-raising campaign.

Drive Increases US Bond Buying By 8 Per Cent

The Maine Central Railroad and Portland Terminal Companies have been recognized by the U.S. Savings Bonds Division of the Treasury Department for a significant increase in Payroll Savings bond purchases resulting from the recent campaign.

On behalf of MeC-PTCo. employees, who increased their bond purchases by eight per cent in the June-July drive, President E. Spencer Miller accepted a citation from the Savings Bond Division.

John F. Gerity, Assistant Comptroller, who served as Company Chairman for the recent campaign, said a final tabulation shows that 52 per cent of Maine Central and 40 per cent of Portland Terminal Co. employees are now participating in Payroll Savings bond purchases.

The eight per cent increase represents new purchases, Gerity said, and does not reflect the 157 employees who increased their payroll deductions as the result of the recent campaign.

Gerity expressed his appreciation to department chairmen and solicitors in a memorandum addressed to the individuals concerned and to their department heads.

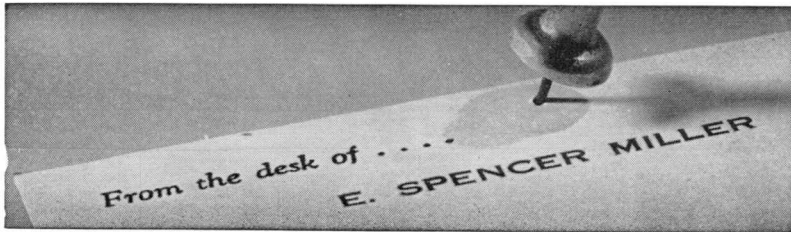
MeC To Reproduce Annual Report Cover For Expo Show Booth

If you liked the color photo on the cover of the Maine Central Annual Report for 1963, you'll like the Maine Central booth at the Maine Products Show, to be held at the Exposition Building, Portland, August 26-28.

The booth will be a reproduction of the same scene—of MeC train B-11 crossing Maranacook bridge above Winthrop—only enlarged more than 100 times. The display will be third-dimensional, and the train will move, giving show-goers the impression of reality as they stand before the booth.

(Maine Products Show—page 8)

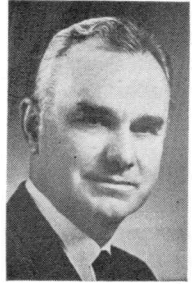
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Progress On Grain Rates

TO MY FELLOW EMPLOYEES:

In the last issue of the "Messenger", Maine Central expressed its dedication to bring the poultry industry in Maine into the most competitive and profitable posture possible. Since that writing our Traffic Department has been very hard at work and has progress, if not complete success, to report. In order to paint a clear picture some explanation is required. Your railroad transports to the poultry industry two basic kinds of feed. The first is poultry feed composed of about 60% corn, which is mixed with other ingredients such as soy bean meal, fish meal and other concentrates. The second category is corn, which moves into mixing plants on the Maine Central where it is processed.



Since the July issue of the "Messenger", our Freight Traffic Manager, Cliff Merrow, has succeeded, through cooperation with the Boston & Maine, in reducing rates on poultry feed by about 10% from New England milling points. The situation with respect to corn is more complicated.

It will be recalled that prior to drastic reductions in rates from Ohio to Delmarva, initiated by railroads serving both points, the rate on corn from Columbus to Augusta was 57-1/2 cents, about 2 cents higher than the rate to Delmarva, which, after the reduction, became 36 cents, making a 21-1/2 cents differential. Maine Central has fought long and hard to eliminate, and secondly to reduce drastically, this spread. On July 30 the Traffic Executives' Association in New York approved a rate to Augusta of 47-1/2 cents from Columbus, and 45-1/2 cents from Toledo. This leaves Maine with at best an average differential of 9 cents, or about a 7 cent per cwt differential greater than that which existed before the Delmarva reduction.

This new proposal has some very satisfactory features in addition to the reduction. It applies to a wide area of origin points. It is not limited to multiple car lots, but available to the receiver of a single carload. Of great advantage to all Maine shippers and industries the grain will move in box cars rather than in bulk grain cars. The box cars can be utilized for return movement of Maine manufactures which will tend to alleviate shortages of such equipment which have periodically occurred.

Your company is not yet satisfied and will continue its efforts to improve the Maine poultry industry's competitive position. In the meantime it seems desirable to express in figures the impact of the present differential to show that it is detrimental, but by no means deadly, to the continuance of a prosperous poultry industry in this area.

We have made numerous inquiries to determine how many pounds of corn (as distinguished from poultry feed in final form) are required to raise a 4 pound chicken, and estimates vary from 4 to 8 pounds. In the examples which follow we shall consider that 6 pounds is reasonable.

Since the differential in corn transportation costs appears to be about 9 cents per cwt, and since we assume that it takes about 6 pounds of corn to raise a 4 pound chicken, it would appear that the differential in cost of a 4 pound chicken would be about 1/2 cent, or about 1/8th of a cent per pound. Of course it is understood and made clear from the foregoing that transportation costs are only one part of the economic complex. In Maine available land, excellent climate, low labor costs and proximity to large markets are other important factors.

Taking all of these facets into account we can conclude that the Maine Central has made great progress in the direction of curing a

very bad situation, and sufficient progress to permit the Maine poultry industry to continue and to grow. Let us not forget that despite the comparative rate disadvantage, corn will be received here in Maine at a cost of about 10 cents per cwt less than obtained under what we have designated as the normal rates. We also can conclude that equity has not yet been done and that further strenuous efforts must be put forth on all levels to restore the historic rate relationship. Your company is pledged to such endeavors.

E. Spencer Miller

Painless Thrift

Congratulations to John Gerity and everyone else who worked to make the recent U.S. Savings Bond Drive a success. An eight per cent increase in employee participation is a feather in all our caps. But the real benefits go to those who started, or increased, a payroll savings program. They'll never miss it, in most cases, and some day later, when they need it most, the money will be there . . . plus 3 3/4 per cent.

Come To The Show

This year, for the first time, the Maine Products Show is scheduled for Portland. It will be staged by the Department of Economic Development and more than a hundred Maine business, service and manufacturing firms in the Exposition Building August 26-28. Drop in, spend a couple of hours, and see the wares of the industry we serve.



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

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JOSEPH H. COBB, Director of Public Relations

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Marion Stevens	General Offices
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E. L. Kennedy	Sports Editor



PRIME MOVER FOR MAINE INDUSTRY—That's the slogan being painted on the 42 high-side chip cars now being completed at the Waterville Shops for Standard Packaging Corp., service between Lincoln and Brewer. The slogan will be used on other equipment as it is re-painted at the Waterville Shops.

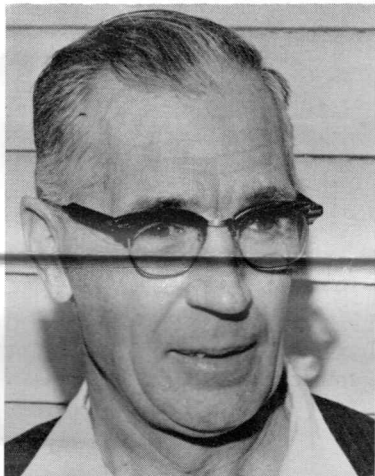
New Chip Cars Near Completion

Waterville Shopsmen had finished 30 of the 42 high-side chip cars for the Standard Packaging Corp., service between Lincoln and Brewer in late July, with completion of the series scheduled for the middle of August.

The big cars—each capable of carrying 100,000 pounds of wood chips—will be captives on the Maine Central, and will make possible the elimination of wood storage and chipping at the South Brewer mill. Standard Packaging will chip wood at Lincoln to feed the digesters at South Brewer, making the latter mill the first in the state to operate entirely on chips manufactured elsewhere. The service is scheduled to start September 1.

Another series of modifications will result in special equipment designed to serve the Georgia-Pacific's expanded operation at Woodland. Doors on 50 box cars of the 4,000 and 14,000 series will be widened to eight feet, allowing the use of these units by Georgia-Pacific for fork-lift loading of woodpulp.

Work on these units began when Shop forces returned after the three-week vacation shut-down in July.



NEW FOREMAN—J. F. Ifill, former assistant foreman, Bangor Car Department, succeeded Leo J. Hartery as general foreman.

Ifill has been succeeded as assistant foreman by Byron C. Wheelden.

C. H. Emery, 75 Dies at Burnman

Charles Henry Emery, 75, of Benton Station, a retired Maine Central machinist, died July 25 in a Burnham nursing home.

He was born July 30, 1888, in Fitchburg, Mass. He retired in 1954 after 42 years with the Maine Central Railroad. He had been a member of the Waterville I.O.O.F. for over 35 years.

He is survived by three sons, Robert of Waterville, Carroll and Ervin of Fairfield; three daughters, Thalia Harding of Portland, Wilberta Harding of Connecticut and Joyce Harding of Albion; a sister, Blanche Jason of Portland, 19 grandchildren, seven great-grandchildren, and several nieces and nephews.

Re-Refined Oil Provides Savings 'Just as Good' As Brand-New Oil

It's probable that some of the lubricating oil first used in Maine Central diesel locomotives a dozen years ago is still in use today.

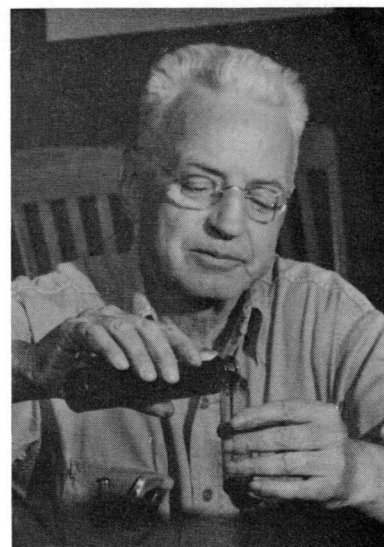
That's because, an expert says, petroleum does not wear out.

William Pursell of the John L. Ray Co., Boston, says some of the original molecules undoubtedly are still at work, lubricating the moving parts of Maine Central engines. The secret is that this oil has been re-refined several times.

And surprisingly enough, no less an authority than the National Bureau of Standards maintains that re-refined oil is superior to new oil. It provides better lubrication, more resistance to oxidation, fewer carbon and sludge deposits and costs less.

Petroleum oil, as we said, does not wear out. It gets dirty, yes, and carries small metal flakes from the inside of the engine, and is sometimes contaminated by water or fuel oil. Re-refining by heating the used oil to high temperatures gets rid of these impurities. With new additives, the result is a product equal or superior in quality to newly refined oil. It also provides savings of about 30 per cent.

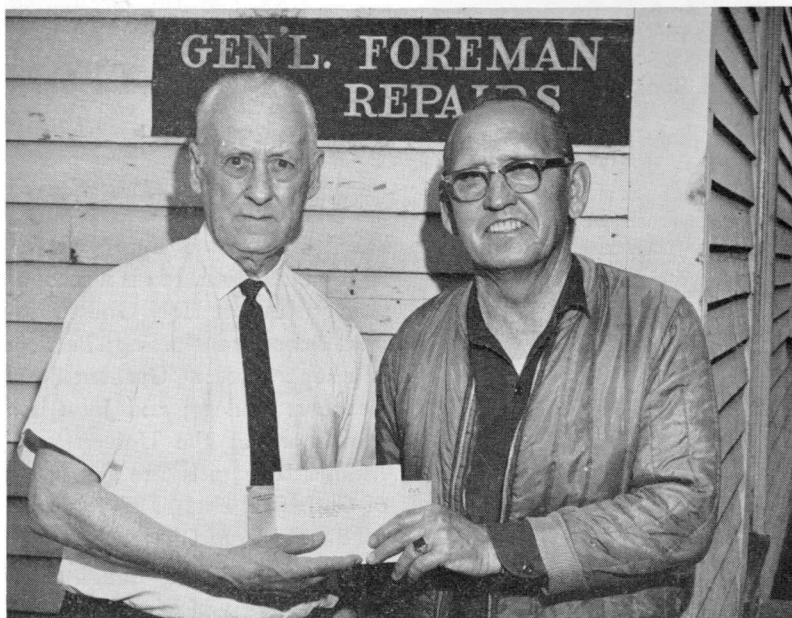
This has been used with some 137,000 gallons of new oil, and the resulting blend is checked regularly to be certain that high standards are maintained.



MACHINIST—Patrick L. Lousey, Jr., at Bangor Engine House makes a check on oil.

Harold Hook, superintendent of locomotive maintenance, says the oil in each MeC locomotive is analyzed weekly, and when it shows impurities, it is immediately drained and replaced. Pat Lousey, machinist at the Bangor engine house, does the analyses, with equipment furnished by the Mobil people.

Drained crankcase oil is collected at Waterville, and when a full tank car has been gathered, it is shipped to the Ray company at Braintree, Mass., for re-refining. It's as good as new when it comes back.

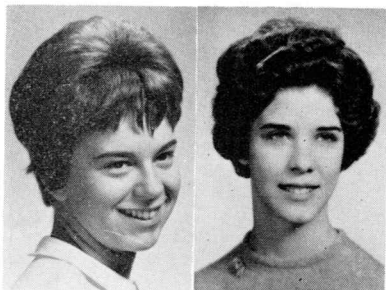


VETERAN FOREMAN RETIRES—Leo J. Hartery, right, general foreman, Bangor car department, receives retirement gifts from Chief Clerk Charles H. Loftus, representing fellow employees, as Hartery ended 42 years of Railroad Service in early July.

More Sons Daughters Headed For College Service, Jobs In Fall

We'll bet there's lots more, but here's this month's group of railroad youngsters, what they've done, and what the immediate future holds for them as they pursue their education.

Kathy J. Neilson, daughter of Mr. and Mrs. John Neilson, mother is Myrtle Neilson, secre-



Neilson Goddard

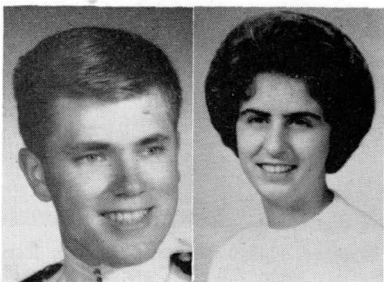
tary in the Auditor Disbursements office, will be a sophomore this fall at the Keuka College School of Nursing in Keuka Park, N.Y.

Nancy E. Goddard, daughter of Car Accounting Manager and Mrs. Everett Goddard, will attend Bates College in the fall, studying liberal arts. A Falmouth High graduate, Nancy is a waitress at the Galley Restaurant, Falmouth Foreside, this summer.



Banks Vacco

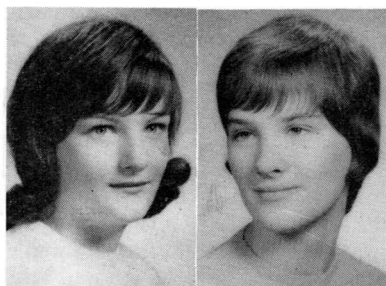
Gerald Banks, son of Mr. and Mrs. Joseph F. Banks of China, Maine, (dad is a carman at the Waterville Shops) received his Bachelor of Science degree in Education from the University of Maine in June. He's working for the MeC this summer on a signal crew in Cumberland Center, and may teach or enter dental school this fall.



Jewell Risbara

His sister, Marjeanne Banks Vacco of Brookline, Mass., received her Master of Science in Social Services from Boston University in June. A graduate of Coburn Classical Institute and Colby College, Mrs. Vacco received honors for her thesis, and will start work in August as a case worker for Associated Day Care Services, Boston.

Wallace Libby Jewell, 2nd, son of assistant foreman and Mrs. Wallace L. Jewell of Fairfield,



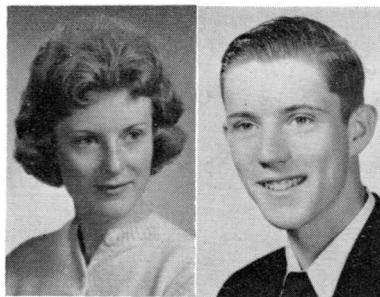
Ida R. Patricia R.

received his bachelor of science degree from the Maine Maritime Academy in June. He has shipped on the "Sue Lykes," of the Lykes Brothers Steamship Co., New Orleans, as third assistant engineer. Wallace is a graduate of Averill High School, Hinckley, Me.

Carmel Risbara, daughter of Stores Department crane operator and Mrs. Rocco Risbara of Waterville, was graduated from Cathedral High School, Portland, in June. The family are former residents of Portland.

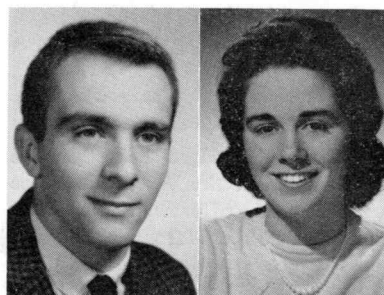
Larry Reinsborough, clerk in the Auditor Disbursements office, has three youngsters seeking higher education. Ida is a second-year student at Holy Ghost Hospital School of Nursing; Patricia is a sophomore at Gorham State Teachers College; and John is a sophomore at the University of Maine. The girls are graduates of Cathedral High, and John was graduated from Cheverus.

Mary A. Grant, daughter of Claim Agent and Mrs. Robert H. Grant, will be a sophomore this fall at Boston University School of Nursing. Paul Dennis Landry,



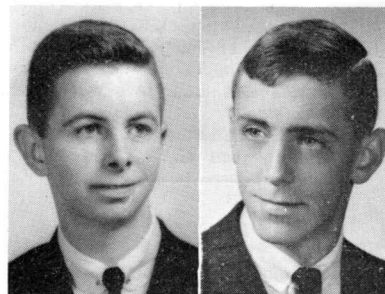
Grant John R.

son of Paul Landry, head clerk, Auditor Disbursements, was graduated from Yarmouth High school in June, and has entered Navy service.



Landry Jackson

Natalie Jackson, daughter of Division Engineer and Mrs. Raymond Jackson, will be a senior at the University of Maine this fall. She's majoring in home economics, and is working this summer as an assistant dietician at the Maine Medical Center. In July, Natalie was at Walter Reed Hospital, Washington, D.C., for a course supervised by the U.S. Army.



Ferland Flynn

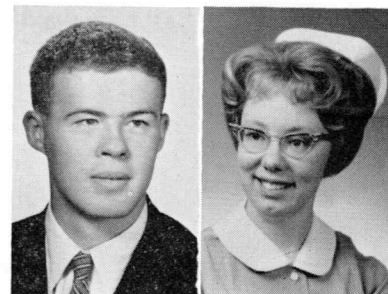
Paul Flynn, son of Hugh F. Flynn, Data Processing, will enter Gorham State Teachers' College in September after graduating from South Portland High School. He'll major in music.

Not an employee's son, but an employee himself for the summer is Keith R. Ferland, a draftsman in the engineering department. Keith will return to the University of Maine as a senior this fall, resuming his math major.

Peter F. Scanlon, son of Patrick J. Scanlon, Revenue Office, Portland, will return to St. Michael's in Winooski, Vt., this fall as a senior. A 1961 graduate of

Cheverus, Pete is working this summer at Armour's, and plans to teach or enter the advertising business after college.

Linda Atherton, daughter of Mr. and Mrs. Arthur K. Atherton and grand-daughter of John J. Keating, will return to the Uni-



Scanlon Atherton

versity of Maine for her final year of the nursing program this fall. She has been a Dean's List student at Orono for the past three years.

Elizabeth A. Ifill, daughter of James H. Ifill, general car foreman, Bangor, was graduated from Brewer High School in June with honors. She will enter the University of Maine this fall as a math major.



Ifill Hayward

Another U of M senior is Robert T. Hayward, son of Instrumentman and Mrs. Bill Hayward of Portland. Now working at Nissen's, Bob will resume his studies in international affairs at Orono in September.

YOUR MESSENGER NEEDS MORE PHOTOS

The editors of the Maine Central Messenger want PHOTOS! We need photos of children, babies, wives, vacation snapshots, in fact any sort of photo you may have.

You can send them direct to Ye Editor at 222 St. John St., Portland, or you can give them to the Assistant Editor who is responsible for getting news of Maine Central folks in YOUR section of the railroad, so those in other sections can see what you are doing these days.

Old Turntable Moved 3 Times; Now Bridge Part

A 50-ton piece of structural steel that has been "working on the railroad" 48 years was installed in its third new location in July.

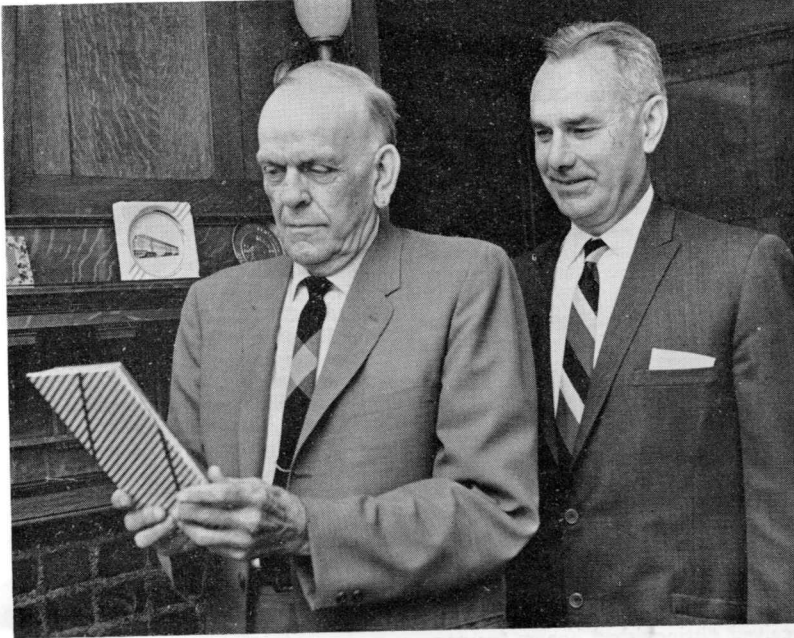
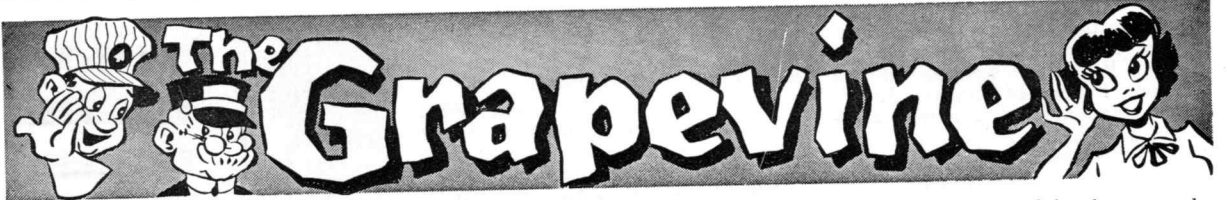
It's a turntable girder, first used at Portland in 1916, moved to Lewiston Upper in 1926, and now part of a bridge over the Little River at Perry.

The 85-foot turntable served at the old Portland Terminal engine house on West Commercial street, Portland, until a fire wrecked the structure in 1926. The turntable became surplus when new switching patterns were set up; and was installed at Lewiston Upper in the same year. Another engine house fire—this one just two years ago—made the old turntable surplus again.

So the structure was dismantled, and the main girder moved to Waterville aboard three flatcars. There it was reconditioned and painted, then moved to Ayer's Junction. Late in July it was moved the remaining eight and one-half miles to Perry, where it's now serving as the main section of a steel bridge that replaces six panels of an old pile trestle across the Little river.



NEW USE FOR OLD TURNTABLE—Not a man from Mars but Painter Helper Don (Red) McCaslin in an air conditioned hood, grit-blasting a section of a turntable, taken from the Lewiston engine house, preparatory to being painted and installed on the Eastern Division as a bridge section.



REACHES 50-YEAR MARK—Frank E. Watts, assistant engineer, valuation, started his 51st year of railroad service in July. President Miller presented the veteran engineering department employee with an inscribed billfold on the occasion.

GENERAL OFFICES

Mr. and Mrs. Frank Curran of Freight Traffic, Mr. and Mrs. Henry Sawyer and Mrs. Grace Thompson of Revenues Department, were seen at the Kennebunkport Playhouse performance of "Sound of Music." All agreed it was a delightful play.

Mr. and Mrs. Medley Watson (Ruth Watson of Data Processing) spent part of their vacation at their cottage at Little Sebago Lake, then took a trip to New Jersey and New York to visit friends. Upon their return they were surprised with a cookout by friends and co-workers.

Mrs. Marion Curry, general office matron, who has been ill, has returned to her duties. Mrs. Nina Luke, acting matron, covered her job, and Mrs. Annie Morin, spare, worked in Nina's place.

As the result of a contest, Mrs. George Lowell has won a prize of an RCA color television. George, a bookkeeper for the Portland Terminal Company, had the second week in July as vacation, and when he returned, he was sure excited at his wife's good fortune. Congratulations, "Vi"—hope you enjoy the color TV!

Hazel Wallace of freight traffic enjoyed two weeks off playing golf and doing some work around her home.

Erroll Libby, Maine Central general bookkeeper, spent his vacation building a garage and adding to his toy shop, in order to have room for all the extra merchandise he is putting in this year.

Jeannette Calder, Freight Traffic, attended her twentieth class reunion at Holiday Inn, July 11.

Clifford ("Kippy") Hawkes Jr., general accountant, used up some of

his vacation visiting his brother, Bill, at Phillips, Maine, also studying and taking exams at the University of Maine. He did get a chance to relax a bit, too, at his camp at Harmon's Beach, Sebago.

Nina Luke took a few days vacation after the Fourth of July holiday, with Annie Morin substituting in her job.

Blair Walls, supervisor employees group insurance, and Mrs. Walls, spent part of their second week's vacation touring Canada, and part at their camp at Raymond.

Mr. and Mrs. George Phillips and son and daughter took three weeks vacation, motoring to Colorado, visiting Mesa Verde National Park, then to Arizona to see the Grand Canyon, stopping on the way back at Carlsbad Caverns. George is assistant to freight traffic manager.

John Gerity, assistant comptroller, was another vacationer in July. He was unlucky enough to pick the wrong week, weather-wise.

Mrs. Dorothy Proctor, car service office, has returned to work after a few days absence due to sprained back muscles when she caught her heel in a rug.

"Bob" Nurse, car accounting department, led a fishing "safari", including Sam Ruth, Edward Westcott, and Carl Bruns, and they state they did all right with a catch of 102 mackerel.

"Cliff" Clifford of the same department is enjoying his new blue Valiant.

William Manning III has joined the Naval Reserve with a rating of Storekeeper First Class.

Fred Bither, as part of his vacation, visited his alma mater, Houlton High.

"Lennie" MacDowell, statistical clerk, enjoyed his twenty-fifth class reunion of Cheverus High at Carolyn's. His brother, "Wendy," head

clerk, overcharge claim bureau, also attended.

William W. Wilson, (husband of Shirley, employed in the assistant treasurer's office) had one of his cartoons accepted for use in the Portland Sunday Telegram.

Examiner and Mrs. Merrill Stanley observed their 25th wedding anniversary August 5 at their home on Brook road in Portland.

Mr. and Mrs. William Bragdon (Carol McDonough) are the very proud parents of a baby girl, born July 20 and named Ann Elizabeth.

She is a real Maine Central baby, since her daddy is Signal Helper in Crew No. 2, her mother, Stenographer in the Engineering Dept. and grand-daddy Bill is Watchman in the General Office building. Carol should have a Maine Central decal for her crib.

While Carol has been off, Mrs. Linwood (Olive) Ross has been taking her place as Stenographer.

Signal Engineer and Mrs. John F. Stanford, entertained their two daughters and families this month—Carol and husband Milton Davis, and their two daughters Michelle and Allyson, from Painesville, Ohio; and daughter Joan (Mrs. Robert Chase of Washington, D. C.) and her daughter Linda.

We were pleased to see Ralph Jellerson. He and his Mrs. spent the winter in Florida, and stopped at the World's Fair on the way home.

Eddie Stewart, Asst. Signal Engr, and wife Marie took their girls—Laurie, Carolyn, Debbie and Joanne on a real old-fashioned camping trip for their vacation. By old fashioned, we mean sleeping bags, tent, cook-outs, and stay-in-your bathing-suit as long as you like sort of vacation.

Mary and Vinnie Morse's brother—Steve and Eileen Morse, have bought the Westcuster Inn at Yarmouth and are doing business as usual. Many of Steve's relatives were railroad people.

Mr. and Mrs. Raymond Jackson's daughter Natalie spent a month at the Walter Reed General Hospital in Washington, D. C. as a student Dietician, and remainder of this summer will be spent at the Maine Medical Center, Portland, as Asst. Dietician. This fall she will begin her final year at U. of M. Orono, where she is majoring in Dietetics.

Lillian Smyth, data processing, gave a party Friday evening July 10, at her home. Friends and some co-workers were invited.

Mary O'Connor, mechanical department, recently returned from a tour of the Scandinavian countries.

RIGBY

Speaking of vacations . . . and who isn't? Carman Merle Cook and Donald Perkins went to Dennysville on a fishing trip. Foreman Charles Tetreault and wife spent his time relaxing in Vermont. Car Department Clerk Joseph and Mrs. Malloy went to the World's Fair in New York. Stores Clerk Matthew Kane and Laborer Charles Ready went to "Steamtown" at Bellows Falls, Vt.

Engine Dispatcher Jere Flaherty, just back from his vacation, did nothing.

ing much, as he stated, but relax. Other vacationists for July were Machinists Frederick Johnson, Joseph Ashley, Ralph McKelvey, Martin Stratton, Robert McKinney, Joseph Nalbach and Milford Goodwin; Electrician Joseph Fountaine and Boiler-maker John Geary.

At the Car Department, Carl Carter will cover as a Foreman for Robert Montgomery when Carl returns from his vacation; Carl Sylvester, Carman Inspector; Carmen Donald MacVane, P. Thompson, John Dellow, Ivan Perkins, Crane Operator, Joseph Martell, and Laborer William VanTwistern.

Henry Neal, a former Machinist Helper at the Thompson Point Shops and Rigby engine house, later with the section crew, has retired after long service.

The Safety Board reading as of August 1 is 151 days without an accident.

Hostlers Helper Roger Dudley had a bit of hard luck, when the roof of the porch of his cottage at Watchic Lake blew off during a terrific thunder storm. He has made repairs.

Irene Strout, daughter of Leading Electrician Alvin Strout, is employed at the Fairchild Semi-Conductor Corporation. I believe Joseph Majerac, a former electrician at Rigby, is supervisor of her department.

Dennis Wetmore, son of Electrician "Bert" Wetmore, and grandson of your reporter for Rigby, attended an outing at Burlington, Vermont in connection with the Odd Fellows.

Machinist Helper John Nally has just returned from Togus after treatment and is back on the job.

Visitors at the shop during the month were former General Foreman Malcolm Billington and former Boiler-maker Charles Jackson, who resides at Cornville, a suburb of Skowhegan. Charles was up this way visiting his daughter, Virginia.

Carman Clarence LaBerge's father, Melite LaBerge, died during the month. He was a retired carman. Flowers were sent from the Car Department flower fund.

Stores Department employee Edward Whalen was visited by his daughter Beverley, and granddaughter Holly within the month. Their home state is South Carolina.

Engine Dispatcher Arthur Mills says he met and talked with former

engine house Clerk Alvin Miller, retired, who is approaching 90 years of age. He's still going strong and looks the picture of health.

We have a new face in our midst, John Connors, an electrician. He is covering jobs as spare work at least for the time being.

Electrician Waverley Hammond, and Machinist James Brice are covering foreman positions during the illness of Foreman Linwood Sweatt and vacation periods of other foremen. General Foreman Gordon Sears is on vacation at this time.

Richard McCann and family, brother of Machinist—Welder Albert McCann, is visiting Albert at his home on Peaks Island. Richard is employed with the Virtol Manufacturing Company, as a technical representative in the building of helicopters.

Mrs. Marie Boisse, mother of Machinist Doris Boisse, died during the month. Flowers were sent from the shop Flower Fund.

Mrs. Frank Avery, wife of Frank Avery, former Supervisor of Signals, died on July 20, after a long illness.

Foreman Maurice Weeks has been having more or less trouble between haying and getting his new barn ready to store it in, but is now "out of the woods" in that respect.

Ramona Garland, daughter of Engine Dispatcher Frank Garland, has received distinguished honors for performances as a pianist. She and her teacher attended the Federation of Music Clubs convention, where Ramona received three successive superlative ratings as a pianist in annual festival auditions.

Machinist Fred Johnson and Machinist Helper Joseph Ashley are now working combination jobs at Rigby Engine House and Wharf No. 3.

Former Machinist Helper, retired Fred B. Bustin, visited engine house. He looks "hale and hearty."

TRAIN CREWS

Norm Massengale thanks all the fellows for the generous gifts while he was on the sick list. They were greatly appreciated by both Mrs. Massengale and Norm.

Retired Conductor Freddie Sherard recently returned from a Portland hospital and is convalescing at his home in South Portland.

Conductor Harry Mulhern spent his vacation catching all the big fish at Moosehead Lake.

Trainman Adrian Daigle is building a cottage at Peabody Pond near North Sebago and is pretty well along at this writing. They started just like the early settlers clearing the land and living in tents while construction keeps going at a rapid pace. Also building at the same pond are engineers Eddie Stevenson and Bill Coffey.

Retired conductor John Keating suffered a bad fall recently in his home and is slowly recovering.

Trainman Earl Kelly along with the Mrs. have been in little league baseball for over eight years, and have ended on top many times. It looks like he has a winning combination again this year.

Conductor Glen Morrell has got the golf bug and it is understood that he has Ken Nutting interested also. They have opportunity to play in Bangor quite a lot and are improving every day.



BRIDAL GIFTS—Carolyn Moore, Auditor Revenue office, was honored by fellow employees shortly before her marriage in July. Left to right, George H. Ellis, assistant comptroller; Joe Green, Randall Thurell and the bride-to-be, now Mrs. Charles Ethridge.

Also playing a lot of golf recently is conductor Maurice Johnson of Rockland who at last report felt he would soon enter the pro field.

Speaking of golf, recently observed on an early Sunday morning clipping off weeds on his front lawn was Trainman John Keating, trying out his new clubs.

Trainman Keith Walker has a new Chevy.

Retired trainman Howard Hall of Rockland has taken a new lease on life and bought a very smart looking car with all the fixings.

Conductor Barney Cross spent most of his vacation paying the feed bill at Scarborough Downs.

Trainman Roma Drouin spent part of his vacation building over his kitchen at his cottage at Sebago and putting in new plumbing with hot water and all.

Trainman "Hoodie" Gleason took his family to Boston on his vacation to see a ball game and get a good feed at one of the better restaurants in bean town.

Retired conductor Mel Furbush was recently presented with a 55-year pin in the Brotherhood of Railroad Trainmen. He is in very good health recently returning from Kennebago, and after a short stay at home is planning to spend some time at his cottage at Monmouth.

Two retired railroadmen met on the streets of Rockland recently and are in very good health. Conductor Wes Petrie doing a little traveling and looking over old haunts and retired engineer George Bean who is enjoying his retirement to the fullest.

Yard Conductor Bud Coffey has been discharged from Mercy Hospital after a very long stay and is recovering at his cottage at Bonny Eagle.

Retired Boston and Maine Conductor Dan Kennedy has been admitted as a patient at the Veterans Hospital, Togus.

Retired conductor Tom Lock, who makes his home at Riviera Beach, Fla., says the weather is lovely. Speaks of a Dick Libby who formerly worked at Rigby Engine House and is now working on diesels in Florida.

Conductor John O'Connor recently gave one of his famous retirement parties for Trainman Emile Morin when he made his last trip on 375. Hope Emile is catching his quota of fish this summer and wish him many years of enjoyment.



Four of our boys who enjoy riding, which they have done all their lives, recently took a trip up Moosehead Lake. They returned by way of Millinocket, Lincoln, Bucksport and Bangor, and clocked 600 miles. In the party were Retired Superintendent Harry Strout, Retired Conductor Carl Pierce, Retired Claim Adjuster Walter Bird, and Retired Engineer "Bob" Lewis.

Mrs. Corrine McGahey, widow of John McGahey, has gone to Chicago to visit her daughter and family.

H. Adelbert Wright, retired yardmaster, Waterville Yard, was a recent visitor in the general offices, Portland.

Retired trainman Forest W. Manter, a recent patient at the Maine Medical Center, Portland, is recuperating at his Cape Elizabeth home.

Sympathy is extended to the family of William J. Smearer who died recently at Bartlett, N. H., after many years of devoted service.

We have been informed of the recent death of David L. Cameron at a nursing home in New York. Mr. Cameron retired in 1954 after 54 years' service with the company.

Word has been received of the June 27 death of Wilbur Lampson, retired supervisor of bridges and buildings.

LEWISTON

General Agent R. L. "Dick" Achorn has been warming up for his annual camping trek by visiting Sebago Lake campsite and Hermit Island. This year the Achorns plan to visit New Brunswick and some of the Nova Scotia campsites of which they have had some excellent reports.

Chief Clerk Howard Ham spent one week of his vacation at the New York World's Fair and appeared to be quite impressed with what he saw. He assures us that he and Mrs. Ham will return again next summer.

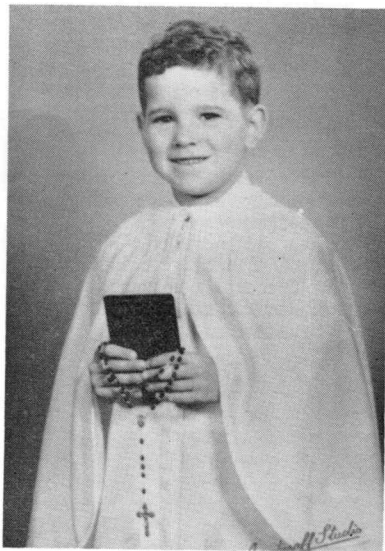
Another World's Fair visitor was Operator Charlie Richardson.

Car Clerk Fred Jumper has been trying to find time enough to go deep water fishing in the new boat he and his two sons built recently. We have not seen any actual results of Jump's fishing endeavors, but presume if and when he manages to land a fish he will bring some evidence of same to the office.

Crossing Tender Ansel Libby was a recent visitor to the CMG Hospital but is now back on the job looking better than ever.

Retired Crossing Tender Walter Fisher is seen frequently in the Lewiston Upper yard and wishes to be remembered to all his old friends.

Track Supervisor clerk Sherm Carr has been seen working like the proverbial beaver, prior to going on his vacation. Sherm hasn't said yet whether he is taking a trip, or staying home to tinker on his car. Our guess is that the seashore down Gurnet way will see quite a lot of the Carr family—good fishing, Sherm!



FIRST COMMUNION—Robert Normand, son of Mrs. Germaine Deschaines, Data Processing, Portland, as he appeared for his first Communion at Notre Dame de Lourdes, Saco, recently.



HONORED ON RETIREMENT—Arno Scott, right, Maine Central Railroad engine house foreman at Vanceboro and Calais, retired after 42 years of Maine Central service in July. Above, left to right, as Scott was presented retirement gifts at Calais, were Harold Eames, general foreman, Bangor; Harold Hook, superintendent of locomotive maintenance, Portland; John Peasley, assistant road foreman, Bangor, and Scott.

Best wishes to Trackman Vic Caron, and Section Foreman George Beaudin, both of whom are on the sick list. George has been a patient at St. Mary's Hospital.

Yard Conductor Leo Bouffard vacationed at Cape Cod, Mass. An avid fisherman, Leo expected to devote a few hours to seeing what he can hook in salt water.

Yard Conductor Leyon Traynor spent most of his vacation time getting squared away in his new home in Auburn.

Telegrapher Gene Soyчук is sporting a new Ford wagon and mighty proud he is of it. He shouldn't waste any time getting to Moosehead Lake this year!

Spare clerk Joe McMorrow is looking forward to working two weeks in Bath, pinchhitting for Mr. Valle.

Yard Brakeman Dan Myrand was kept out of mischief in July, devoting

his time and energy to the Allen Pond Associations Annual Field Day July 11. Dan is handling the concessions this year, as well as supervising his childrens entries in the various competitions being held as part of the Field Day. The two oldest Myrand children, Dave and Julie, spent the week at the World's Fair.

Yard Brakeman Charlie LaFlamme was seen passing out cigars recently. We are unable to determine the reason for this burst of generosity, but believe us, Charlie, it did not go unnoticed!

Spare Clerk Henry White filled in as Yard Clerk in Rumford, while Spare Clerk Joe McMorrow has been filling in at Lewiston, Brunswick, and Augusta.

Carman Louie Bowie spent his vacation at Cundy's Harbor and we must admit that Lou certainly grabbed the right weeks—the weather has been wonderful for him. His place was taken by Carman John DePrato and Paul Halle.

Stenographer-Claim Clerk Lillian White is dividing her vacation time between Georgetown and New Auburn. Hope you get all the good weather on the Georgetown end of it, Lil.

Retired Yard Conductor Archie Martin was seen recently in Brunswick by Spare Clerk Joe McMorrow. Arch looked younger than when he left the Lewiston Lower yard and it certainly was nice to learn he is still being kept busy down at Martin's Point where he is working for the summer.

AUGUSTA

Sporting new cars in this area are checker Burleigh Foster, signal maintainer Allerton Hutchins and cashier H. L. Rodrigue.

General Agent Ralph Tracy and operator Phillip Tracy and family have recently moved from West Gardiner to their new home in Vassalboro.

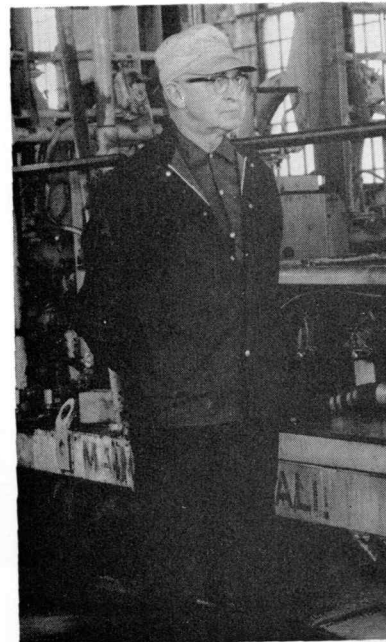
Operator Verne Hutchinson has bid in temporary position vacated by Elwood Sampson.

A recent visitor at this office was retired Railway Express Agent Horace Newhouse.

Section Foreman Millard Tracy was very busy after a severe thunder-shower caused a good size washout in Hallowell and smaller ones in this area.

A resurfacing job on the driveway was recently completed by Cianchette Bros. repairing damage caused by excavating for the Augusta Sewer District last summer. This new surface is much to the delight of Clerk Athie "Barney Oldfield" Bryant.

Operator Dick 'Sleepy' Lougee is contemplating a course in entomology. There was much discussion about the finding of a worm, and after verification from the State Entomology Lab, it was decided 'Sleepy' didn't know a worm from a butterfly.



W. D. OTIS

WATERVILLE SHOPS

The Major has been sailing close-hauled with a decided list to starb'd. He stepped on a rusty nail during vacation.

New cars in the parking lot during the past month belong to Chief Clerk Charlie Wolman, Millman Howard Low, and Painter Chester Craig.

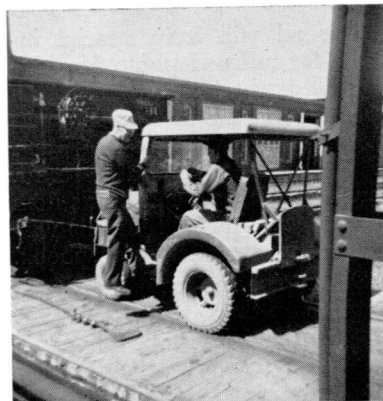
While assisting in the building of a cottage during vacation, Welder Howard Knights fell from the roof. He sustained broken bones and a multiplicity of bruises and expectations are that he will be laid up for a couple of months.

Sheetmetal worker Roy Wilcox, who has had massive surgery at the Maine Medical Center in Portland, is at home and is reported making satisfactory progress.

Laborer Fred Gurney died during the past month after a long illness. He had worked here some 23 years.

On the sick list as of this writing are Carmen Roland Dorval, Frank Gravel, Curtis Orchard, Machinists Eldon Fish, Ollie Kitchen, and Stenog Viola Prentice.

Vacationers at the Worlds Fair have been Painter Chester Craig, Carman Helper Reny Jacques and Carman Roland Giroux.



Keeping cars moving in and out of the Shop are Foreman Floyd 'Casey Case and Tractor Driver Paul Fletcher caught during a switch' on the transfer table.

Bill Otis Makes Retirement Plans

SPECIAL TO THE MESSENGER

On August 25, station WDO will cease broadcasting as a semi-official voice of a small segment of the Maine Central Shops.

WDO first went on the air August 25, 1899, as an infant broadcasting unit using a two small lung power. This was long before WTVL went on the air. Thru the formative years, WDO was on the air in the North End and Waterville High School. For a period thereafter WDO was on the air from the campus of the U. of M. at Orono.

WDO shortly became affiliated with the Waterville Shops on an extended wave length and more power and rapidly became the "voice of labor" and was actively engaged, presenting Union viewpoints.

During the early forties, WDO's power was increased by F. H. Bennett, Chairman of the Local Communications Commission, and became active, presenting management viewpoints. In the fifties, WDO's power was again increased and has continued along the same lines but with a longer wave length.

During election years WDO has been rabidly partisan in presenting political viewpoints and has always taken a militant stand against Daylight Saving Time and Golf Players. While many times we have not always agreed with WDO's programs (and in several instances have caused WDO to blow a fuse and go off the air for a short time) we have liked, respected and enjoyed many of the programs of WDO.

WDO definitely is not going off the air completely but the mobile unit will be retired to a rocking chair on Myrtle St. Extension, Waterville. All station activities will be actively and rigidly controlled on a 24 hour basis by his long time General Manager, Lillian Otis. We hope the future will give us opportunities to tune in WDO occasionally as the programs, while not too educational, are always informative and vehemently presented.

Happy retirement Bill!



IN COSTUME—Pictured above is Harry E. Nason of Newport, who was substituting as Car Clerk at Waterville during the recent Sesquicentennial celebration of Newport. The necktie and black derby were required as the official uniform for the celebration. Seated directly in back of Nason is Clerk Joe Cosgrove.



A GLANCE INTO THE PAST—Back in the 70's and 80's, Portland was served by the Eastern Railroad from Boston, and the Maine Central to the east. This was the Portland passenger station used by both railroads. It was located on Commercial street, near the foot of State street. Station employees and train crew members are shown in this old photo, loaned by Harry M. Treat.

Product Show—from page 1)

Maine Central has been an exhibitor at previous Maine Products Shows in South Portland, Augusta, Bangor and Lewiston. Freight sales representatives man the booth and meet industrial and government representatives and thousands of Maine people and summer visitors at these shows.

Frank W. Rourke Dies In Boston

Frank W. Rourke, former vice president of the Boston and Maine Railroad, and for many years general manager of the Maine Central, died August 4 in Boston at the age of 72.

He retired as operations vice president of the B&M in 1958. A Somerville native, Mr. Rourke joined the Boston and Maine in 1909 as a telegraph operator in West Medford, Mass. He became a dispatcher and rose to the post of general superintendent before appointment as general manager of both the Boston and Maine and Maine Central Railroads in 1949.

September Mobil Ad Features MeC

A large advertisement featuring the Maine Central will appear in the September issues of Modern Railroads and Railway Age.

The two-page ad, sponsored by the Mobil Oil Company, is the latest in a series dealing with the problems and accomplishments of their customer railroads. It will feature a large, dramatic photograph of Maine Central train B-12 leaving the freight yards at Bangor, and several other illustrations of new and modified special-purpose equipment.

The ad will have special interest for railroad photo fans, inasmuch as the large train picture was made in the pre-dawn blackness of a late-May morning, and in the rain as well. The result, however, is a collector's-item photograph that will find its way into many a railfan's scrapbook.

Other pictures include work in progress on the new series of chip cars at the Waterville Shops; a clothespin car at the Forster Manufacturing Company, Wilton; comparison drawings of the new jumbo pulpwood cars; and a photo of Pat Lousey, machinist at the Bangor Engine House, running an oil analysis.

Trainmen To Meet

The 1965 convention of the New England Association of the Brotherhood of Railroad Trainmen and the Ladies Auxiliary will be held in Portland at the Eastland Motor Hotel, date to be announced.

Arrangements are under the direction of Norman Massengale, South Portland, chairman; Mrs. Massengale, treasurer; Arthur Genest, Waterville, secretary; and Mrs. Genest, co-chairman. "Normie" promises a fine convention, with enjoyable and interesting entertainment.

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine.

Return Requested

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.



After ten weeks of hacking that little white pill all over the Willowdale fairways, woods, traps, marshes and on occasions in the water, team No. 3 is leading the way, but only one point ahead of second place team No. 4.

Low rounds have been turned in by Vinnie Morse with 38, Leo Gain, 38; Joe DiMauro, 38; John Bilodeau, 39, and Art Edwards just to mention a few. Joe DiMauro and George Ellis each have carded five birdies.

It's later than we thought, because the Portland Couples Bowling League has announced that the league will start Sept. 17 at 9 p.m. at the Westport alleys, Westbrook and will run through April.

The first meeting will be a "get acquainted" night to introduce new comers to the league with tokens awarded for high single, high three and high team total. Those interested in joining may contact either Larry Smyth or Bill Knox in the Gen. Office Bldg.

RETIREMENTS

Merton F. Hardy, trainman, Portland, July 31.

Leo J. Hartery, general car foreman, Bangor, July 6.

Celand T. Newell, carman, Livermore Falls, July 20.

Victor E. Ward, yard clerk, Portland, July 11.

DEATHS

Fred A. Gurney, shop laborer, Waterville, July 14.

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