



Messenger

Vol. 5, No. 10

For Employees and Friends of the Maine Central Railroad

August, 1965



ENTERING NEW CTC TERRITORY—RD-1 moves onto single track at Riverside street, Portland, the new "Falmouth" operating point, as it heads for Rumford. Moving east, the train uses the old westward main line.

AAA Sees Boost In Truck Taxes

The Maine Automobile Association, state affiliate of the American Automobile Association, is taking an active part in the current effort to assure that heavy trucks pay their rightful share of Maine's highway costs.

Representing the motorist, chief victim of the present inequitable tax situation, the Maine AAA published the following article in the summer issue of the Maine AAA News Reporter:

Who Pays For Highways?

America's current highway program is by all odds the greatest public works program ever undertaken in the history of the world. It involves many billions of dollars. The Interstate Program alone will cost more than \$40 billion. Close to \$2 billion a year is being spent on other Federal-aid projects.

A natural question is: Where is all this money coming from?

The answer is: Practically every dime is coming out of the pockets of highway users.

States generally get all their highway money from special motor vehicle taxes — mainly gasoline taxes and registration fees. Some divert varying amounts of these revenues to non-highway purposes but in most states highway users pay for the costs of building, maintaining and ad-

ministering state highways while sharing a substantial amount with counties and cities for their road program.

So, when you zoom along the fine new modern highways now rapidly abuilding, you can do so in the knowledge that you have paid your full share, and often more, for these fine facilities. The road you ride has been made possible by your special motor vehicle taxes.

Which leads to an interesting question that is of growing concern, with truck weight, height and length limits increasing to the point there seems to be no limit. Each legislative session finds more demands by trucking interests for bigger and heavier trucks, which in turn overtax the ability of run-of-the-mill roads to carry them, and require highways and bridges of more expensive design when new roads are built.

Has the time come for legislators to take a second look and start thinking about imposing new or increased truck taxes that will compensate for the extra wear and tear and expense necessitated by the ever-increasing truck limits? We think it has. We prophesy that the 103rd Maine Legislature two years hence will be devoting considerable time and thought to adjusting truck taxes to the point that heavy trucks will start paying a fair share of highway costs.

Portland-Freeport Main Line Stretch Now Converted to Operation by CTC

More than 13 miles of Maine Central Railroad main line between Portland's Riverside street and a point east of Royal Junction in Freeport—some of the busiest track in the state—was converted to centralized traffic control operation in July. The cut-over marked completion of a project that has been in progress since 1963.

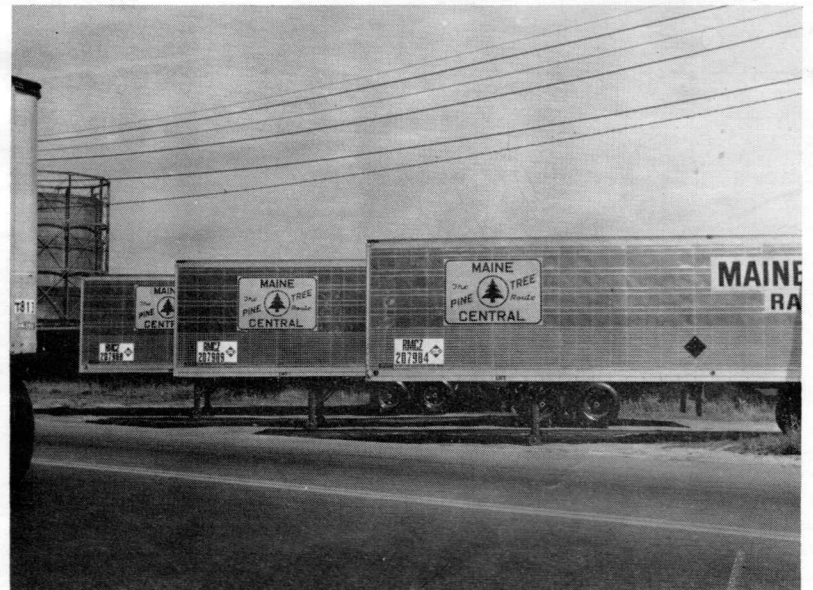
The new CTC territory runs from Riverside street, Portland, location of a new railroad operating point called Falmouth, to another new operating point called Sodom, two miles beyond Yarmouth Junction. Operation of all trains in both directions between these points will be controlled from Tower X, Portland. A lighted track diagram in the tower shows the location of all trains in the new CTC territory. All switches and signals are controlled by miniature levers on the same control panel. The Tower X operator is also in continuous radio contact with all trains in this territory, and telephone communication also is provided at each contact point and siding.

The new installation, which eliminates the old timetable and train order method of operation, is the second stretch of the Maine Central to be converted to CTC.

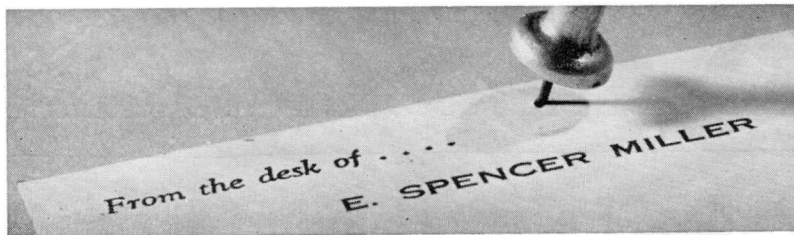
The 30 miles between Pittsfield and Tower MD, Hermon Pond, has been under CTC operation since 1957.

The Falmouth-Sodom installation will allow the single remaining track to accommodate more than 40 separate train movements daily and eliminate the necessity of maintaining about seven miles of the second main line track between these points. With accompanying savings from new interlocking at Yarmouth Junction and certain economies that may now be made in the signals themselves, the total savings of the new CTC installation are expected to exceed \$68,000 annually.

The work completed last month began in 1963 with the relocation of the end of double track from Freeport to Sodom. Operation under timetable and train orders with automatic signals continued until the following year, when the second main track east of Royal Junction was eliminated. CTC operation then began on this four and a half-mile stretch, controlled by Tower X in Portland. The final seven and a half miles into Deering Junction, Portland, was completed in July. Clean-up work is scheduled for completion in August.



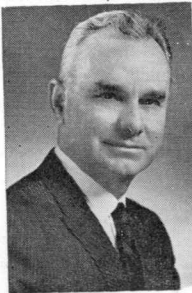
MORE NEW PIGGYBACK TRAILERS—These bright new piggyback trailers, shown just after delivery on Commercial street, Portland, are among the 56 such units now under lease to Maine Central in answer to industry's increasing demands for trailer-on-flatcar service.



TO MY FELLOW EMPLOYEES:

Northern New England Through Railroad Eyes

Officers of the company are presently undertaking seasonal inspection of main and branch lines, coupled with meetings with operators of plants which furnish the backbone of our traffic. We have recently travelled from one extremity of the system to the other, namely from Woodland, the location of the expanding St. Croix Division of Georgia-Pacific, to St. Johnsbury and the nearby and efficiently operating plant of the Gilman Paper Company. It is desired to express impressions gathered concerning the future of this territory and of the railroad upon which its prosperity depends.



First of all, our plant in general is well maintained and in good shape, although obviously there is work to be done; some rail must be replaced and some weed killer applied, particularly upon branch lines, before the end of the season. One cannot travel over this area of roughly one thousand miles without gaining the impression that industry is expanding in a sound and encouraging way. At Woodland the new 500-ton pulp plant should be in operation by the first quarter of the new year, and the new pulp mill of the Penobscot Co., in advance state of construction at Great Works, is a spectacular sight. We are engaged in expending large sums of money at the Waterville shops in revamping our older cars, of which we have several hundred, for utilization in the pulp business. The major improvement will be the widening of doors to permit efficient mechanical loading and unloading. These improvements will revitalize and bring into demand cars which otherwise were rapidly becoming obsolete. Pulp, even more than paper, is especially adapted to rail haul, and expanding manufacture of this product is most gratifying.

Looking beyond the stimulating news of the new industries in Maine and the substantial expansion of existing plants, there is another recent and most significant development. Reference is to the announcement by President Johnson that the Administration will back a \$227 Million power development at Dickey on the St. John River which will generate 794,000 kilowatts of low-cost power. By no means dead and buried is the vast Passamaquoddy project which will cost more than \$1 billion and would produce 1.4 million kilowatts of peak power for transmission to Maine points. It is easy to read in the over-all plan, governmental thinking similar to that which inspired the Tennessee Valley Authority. Whatever one may say or think of government paternalism, the facts remain that T.V.A. turned a dismally depressed area into a region of industrial expansion and prosperity. We are encouraged to believe that development of low-cost power on the St. John and an eventual harnessing of the tides at Eastport may perform a similar miracle for Maine. Certainly the Washington County area is a depressed one. The availability of low-cost power will inevitably stimulate expansion of a type which can be most beneficial to this railroad and its employees.

There are other reasons for thinking that Maine may be on the threshold of a new industrial era. Expansion in the southern states in the last twenty years has been nothing short of phenomenal. There are many reasons, including natural reasons such as we have here, but particularly low-cost non-union labor which we are pleased to think is not as dependable or as efficient as that available in Maine. Probable repeal of the Right-to-Work laws which have played a part in stimulating southern industrial growth, coupled with other disturbances in that region, may well work to the advantage of Maine. This state has a remarkable record of good relations between efficient management and hard-working labor properly represented by re-

sponsible union leadership. Our industrial climate is excellent and we are geographically nearer to the great metropolitan area stretching from Boston to Washington than are the remote regions of the deep south. Development of cheap power may be the stimulus which will bring about the industrial potentialities of northern New England.

The phrase, "The North Country," properly applies to the northern tier of counties in New Hampshire and Vermont, and in some manner brings to mind the rugged physical beauty of those regions, as well as the sterling character of the people who live there. We are pleased to think that a national manufacturer may soon locate a new plant on the Maine Central, just this side of St. Johnsbury, and we can think of no more wholesome environment for new industries, their employees and their families, than the "North Country" and the State of Maine with all of the recreational facilities and natural beauties which they possess.

The more we look at the Maine Central, the more glowing its future seems to be, and we are leaving no stone unturned to prepare ourselves to be the chief transportation servant of the new industry which we so confidently anticipate.

E. Spencer Miller

EDITORIALS

Happy Birthday

We reserve this space, usually, for pronouncements of some weight based on pressing problems or current railroad affairs. We'll forego all that this month, and urge fellow employees to join us of the Messenger in expressing birthday greetings to Mr. Charles F. Dodge of Newcastle, retired Bridge and Building crew foreman.

He'll be 100 years old August 9.



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

Frank E. Ware	Bangor
R. S. Thing	Brunswick
F. L. Carsley	Rockland
Horace Rodrigue	Augusta
G. K. Stevens	Waterville Shops
Ruth Brochu	Waterville Station
Arthur L. Doucette	Waterville Yard
Sherm Carr	Lewiston
Albert B. Wetmore	Rigby
John F. Johnson	Rigby Yard
Harold C. Clark	Retired Workers
Alice Allen	General Offices
Carol Bragdon	General Offices
Molly Fehlau	General Offices
Myrtle Neilson	General Offices
Marion Stevens	General Offices
Bill Manning	Sports

Boothbay Museum Offers Nostalgia, History For Maine Central Railfans

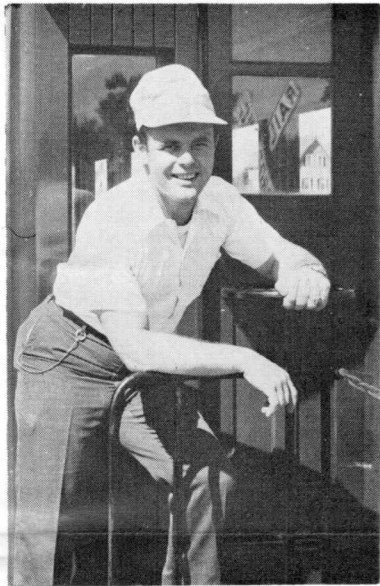
A new railroad museum—first of its kind in the State of Maine—is now in full operation on Route 27, about a mile west of Boothbay Harbor.

With a distinct Maine Central flavor, in that the main building is the former Maine Central Railroad passenger station at Freeport, and that a standard Maine Central Railroad caboose dominates the scenery with a splash of yellow, the museum is

note is a cash register. That, according to Tom Pond, McEvoy's assistant, is "sort of necessary to keep track of how many admissions are sold to the main museum." Admission is 50 cents with half-price for youngsters. The register book already shows names of visitors from Iowa, England, Nova Scotia, Connecticut, New York, Pennsylvania and other places, as well as many names from Maine.

A pot-bellied station stove greets the eye at the entrance to the main museum. A series of excellent "progress" photos showing how the station was sawed into pieces, loaded on a truck, carted to Boothbay and then re-assembled where it now stands are included in the interesting photo and poster collection. Also shown are some of the steamships which were once operated by Maine Central, including an excellent picture of the SS Moosehead Lake.

Signs which once adorned Maine Central stations at Thomaston, Poland Spring and other places abound in the wall decorations. There is an exceptionally good display of various types of lanterns and locomotive headlights. Anyone interested in railroads could spend an enjoyable and informative hour or more in the main museum. In the old Thorndike station is a further collection of historical railroad items which a railroad man or woman would quickly recognize but which, no doubt,



"Superintendent" McEvoy

the brain child of George H. McEvoy of Worcester, Mass. and Southport, Maine. It was McEvoy who purchased the Freeport Station, had it cut into nine pieces and moved it over the road to Boothbay. He also bought and moved the Belfast and Moosehead Lake Railroad Station which once served at Thorndike.

McEvoy purchased a 30-acre tract at Boothbay and has transformed it into a combination of museum, narrow gauge railroad, picnic grounds and an Iron Horse Gift Shop.

Nostalgia for Maine Central folks is strong in the first view of the museum grounds from the highway. Once inside the main museum building it is even stronger. The section once occupied by the Maine Central station agent could well convince the visitor that the agent had just stepped out to lunch. The Morse key, the ticket rack, the typewriter, the mechanism for moving the order board and other equipment used when it was the ticket office of the Maine Central's station at Freeport are all in their accustomed places. The only foreign



STEPPING INTO THE PAST—Two museum visitors find themselves surrounded by things that were familiar more than 40 years ago as they tour the Boothbay Railroad Museum.

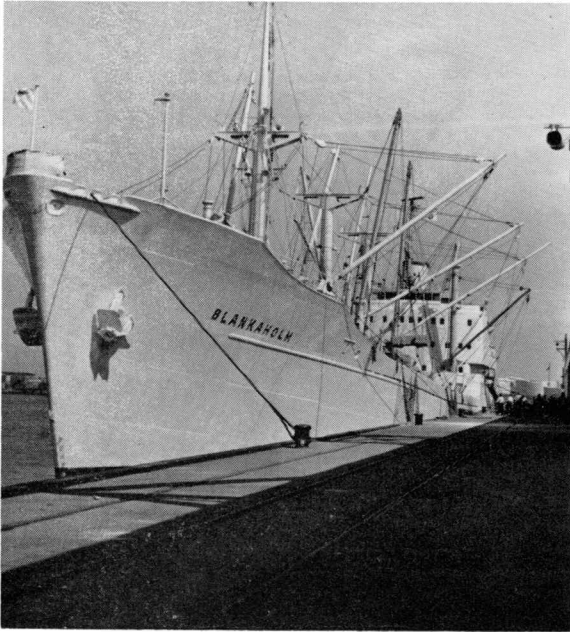


INSIDE THE STATION—Restored to its original condition, the old Freeport MeC station now houses an extensive collection of railroad lanterns, posters, pictures and other souvenirs of years gone by.

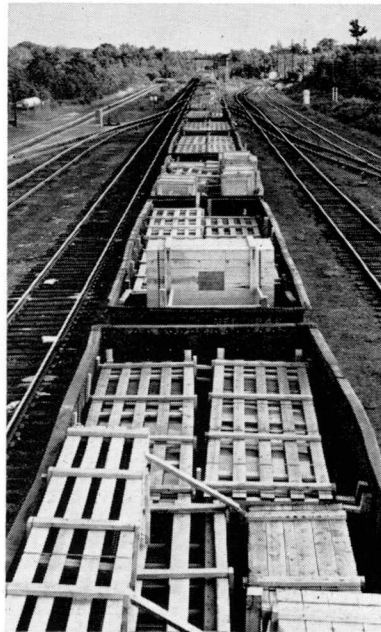
(Museum—page 8)



BACK TO 1910—This view of the Boothbay Railroad Museum shows the former Freeport MeC Station, the MeC Caboose, and between them, part of the restored B and ML station from Thorndike.



MACHINERY FOR PENOBSCOT—The Swedish freighter Blankaholm unloaded a huge dryer at State Pier for the Penobscot Corporation's expanded pulp making facilities at Great Works.



EASTWARD BOUND—The big machine, its various parts crated, rode in 31 cars of RB-1 from Rigby to Bangor, and was on the Penobscot Corp. siding next morning.



CHINA CLAY AT WHARF 1—The freighter Finse unloaded and bagged clay for storage at Wharf 1, and was later moved to Wharf 3 for unloading of bulk clay.

A Busy Afternoon On The Portland Waterfront

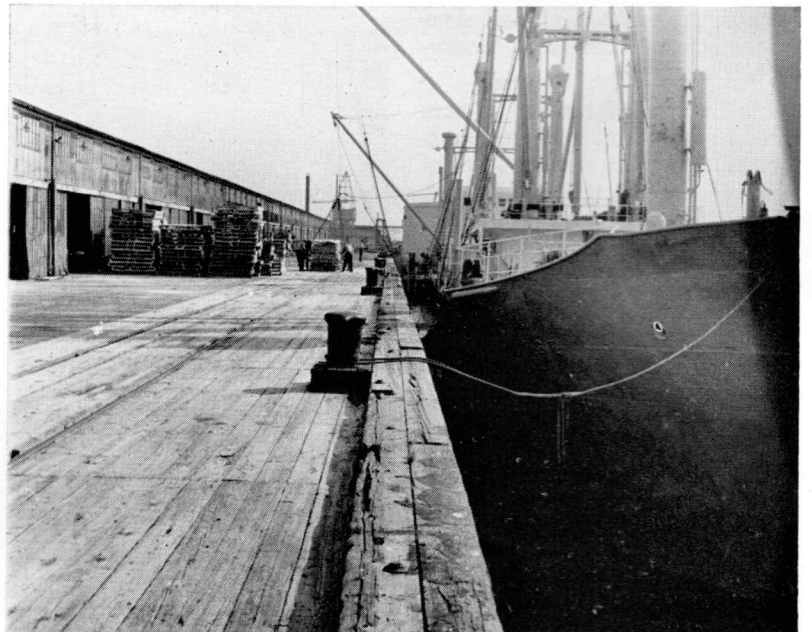
Portland people wish it would happen more often, but for several days in mid-July, thousands of tons of dry cargo was unloaded from ships in Portland. This activity, coupled with a major track maintenance job and a special rail movement of pulp-making machinery, combined to provide the Portland waterfront with one of its busiest periods in recent months.

There were five ships that unloaded a total of 83,000 tons of general cargo and 43,338 tons of bulk cargo. Applying a formula used by the Maine Port Authority to assess the economic impact of shipping on the City of Portland, we may determine that these five ships contributed about \$126,000 to the local economy, exclusive of the value of the cargoes themselves, or of the cost of storing or transporting it to its eventual destination. It was all PTCO business.

These pictures, made in one busy afternoon on the Portland waterfront, show some of the activity.



WATERFRONT IMPROVEMENT—The part of the Portland Terminal Company in continuing efforts to upgrade Portland's waterfront has been the raising of track to accommodate a new surface for Commercial street, begun last summer. The job is nearly completed.



BULK CLAY FOR THE MILLS—Another clay ship, the Noren, was berthed for unloading at PTCO. wharf 3, where the gantrys worked throughout the best part of a week unloading this vessel and the Finse.

Section Foremen Meet . . .



AT MATTAWAMKEAG—Section foremen from District 5 met with Chief Engineer Charles Prentice and other officials at Mattawamkeag last month. From left, front, Maurice Blanchard and Ken Miller. First row, Charles D. Prentice, Clint Kenney, Warren Tourtillotte, Lester Gordon, Irvin Duplisea, Robert Hafford, Fay Johnston, Robert Rustin, Dan MacDonald, John Little and Warren Coombs. Second row, Bill Maloy, rules examiner; Wesley M. Martin, division engineer; Dave Eldridge, Leonard Grass, Herbert Sanborn, Cecil Beal, Leland Potter, Merle Raye, Preston Knowlton, Walter Libby, Alden Davis, Woodrow Michaud, Stuart Robinson and Chandler Moores.



AT MACHIAS—A similar meeting was held at Machias. Attending, first row, from left, F. B. Perkins, P. E. Phelan, C. E. Bayrd, B. A. Antone, W. F. Brown, F. L. White, E. H. Dorr, E. F. Butler, A. W. Urann, B. C. Clark, C. D. Prentice. Second row, W. E. Maloy, R. A. Brooks, W. J. Randall, H. F. Wakefield, E. M. Tibbetts, G. C. Carter, R. J. Martin, A. A. Palmer, C. V. White, E. L. Sturks, N. C. Craig, F. L. Holmes, H. E. Featherston, S. F. Lunn and W. M. Martin.



By Bill Manning

After eleven weeks of golfing, Team 3 with John Bilodeau, Ivan Kelley, Ray Williams, Tony Notis, Richard Mills, Bill Knox and Ivan Perkins are still out front with 88.0 while Team 6 with Malcolm Bowie, Holly Bucklin, John McGinnis, Paul Bourque, Larry Ferguson, Bill Welch and Tug Wilson are still holding second place with 79.5.

Low Rounds are held by Joe Dimauro, 38, Malcolm Bowie, 39, John Bilodeau, 39, Richard Brown, 39 and George Ellis, 39.

Low averages are held by Joe Dimauro 41.4, John Bilodeau 42.6, Malcolm Bowie 43.2, Vinnie Morse 43.5 and George Ellis 44.2.



TOP WOMEN BOWLERS—Emerging as high scorers in women's bowling was this general office team composed of, from left, Jane Jones, Mary Donahue, Lil Asselyn and Mary Nugent. The team received trophies at an end-of-the-season banquet.

Railroad Golf Tourney Slated

The Maine Railroad Golf Tournament will be held Saturday, Sept. 11, at the Bangor Municipal Golf Course, with golfing railroaders from all over the state expected to enter.

Tournament chairman Larry Severance, Bangor Engine House, has assured prospective competitors of a warm, Indian-summer day for the event.

Ralph Gordon of Portland, who captured the E. Spencer Miller trophy last year, will be doing his best to win another leg toward permanent possession this year. Jerry Shea of Portland, last year's low gross winner, will be playing serious golf in an effort to repeat.

The tournament is open to all railroadmen in Maine. Starting times will be assigned by the chairmen, who are now accepting entries. Drop either Larry Severance, Bangor, or Jerry Shea, Portland, a note if you plan to enter.

GENERAL OFFICES

Al Chapman and wife Helen are motoring to Virginia to visit in-laws. While in the vicinity they will visit Washington and other points of interest.

Elta Benner is on her annual vacation, motoring to the summer spots around the coast, and doing some shopping at the stores in Peabody.

Paul Landry and his family are enjoying the fine summer weather at a camp at Ward's Cove on Sebago Lake.

Sympathy is extended to the family of Bill and Ann Welch on the recent death of Ann's mother.

Lillian Smyth of Data Processing has now returned to work after being out on sick leave. She wishes to express through the Messenger her sincere and heartfelt thanks for all the kindnesses extended to her by her friends, co-workers, and the Couples Bowling League.

Sympathy is extended to Lou and Marcella Davis on the death of Marcella's sister in Florida, whom they had just visited on their annual vacation.

Madeleine and Stuart Bowdoin just returned from New York City where they attended the International Convention of Kiwanis Club. While there they were entertained by Alan King, Art Linkletter, the Rockettes, etc. at Madison Square Garden. Other events included a Style Show at the New York Statler, a trip to the Worlds Fair, a visit to the Little Church Around the Corner, St. Patrick's Cathedral, and a social hour for the



WED 40 YEARS—Chief Crew Dispatcher and Mrs. Clarence Soper were guests of honor recently at a 40th Anniversary party given by their children. The event took place at the Little Sebago cottage of their daughter and husband, Mr. and Mrs. Gordon Down. A son and his wife, Mr. and Mrs. Cecil Soper, were co-hosts to the 85 guests who attended. Mr. and Mrs. Soper were married in 1925 at Auburn.

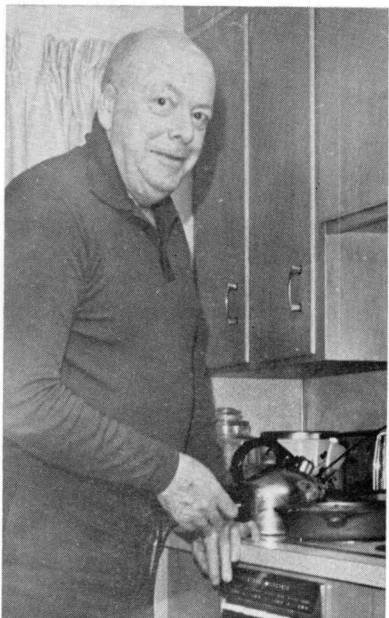
Portland delegates by the Montreal delegates at the Waldorf Astoria Hotel. The convention was held at the time of the taxicab strike and Madeleine reports they walked to all the activities with the exception of the Worlds Fair and they took the subway out and back. It was like a ghost town with no taxis and they had the city all to themselves.

Harry Blackmore's son, Robert, finished his first year at Maine Maritime Academy, with a 3.58 average. Bob is now home for a month's vacation.

On mid-summer vacations were Dee Stanley, J. F. Stanford, Larry Harding, Lin Lamson and Eddie Stewart.

Horace N. Foster, comptroller and treasurer, enjoyed beautiful weather for his two-week vacation at Wells Beach in July.

Eric Smith, Chief Statistician, recently attended the wedding of his



SCRAMBLE TWO!—Part-time chef H. L. Baldwin, public relations consultant, Maine Central, is at home at the range, as this photo by C. G. Fortune almost proves.

cousin, Judith P. Smith, at Athens, Ohio.

Russ Rackliffe spent his vacation at a cottage at West Harwich on Cape Cod and while there visited former MeC employee, Barbara Gain and her husband, Leo, who is manager of Sears at Hyannis, Mass.

Merrill Stanley and his wife and daughter, Marilyn, visited their son, Paul, who is working at the Island Inn, Monhegan, this summer and is also selling some of his paintings.

Gordon Williams and his wife and daughter visited their married daughter at Durham, Conn. and also took in the World's Fair on his vacation.

Marty Holmes finished a season of coaching a farm team of the Falmouth Little League on which his son Kendall was a player.

Erroll Libby spent a week's vacation at his camp at Watchic Lake, and took the whole family to see "Camelot" at Kennebunkport Playhouse.

Clifford Hawkes vacationed for a week at his camp at Sebago Lake.

George Lowell and his wife attended the production "Gigi" at Kennebunkport Playhouse during his July vacation.

Theresa Slattery was also a July vacationer from the Comptroller's office.

Scott Scully has returned from vacationing at a ranch in Montana where he has spent several vacations.

Stan Watson was best man at the wedding of his brother, John E. Watson, on July 24th.

Alice Allen spent a day recently with Geneva Howison, a former secretary in the Executive Department.

Shirley Wilson and her husband, Bill, have been receiving condolences on the death of her father-in-law, William H. Wilson.

RIGBY

The vacation periods are in full swing, with the coming of good summer weather. Enjoying some time off are: Albert Stiveletti, Robert Casey, Milfred Goodwin, Joseph Ashley, Francis DeGruchy, Joseph Fontaine, Martin Malia, Charles Ready, Albert McCann, Matthew Kane, Doris Boisse and Russell Hammond.

Car Department Clerk Patrick Conley has been ill.

Mrs. Janice Dudley Hannaford and family have moved to Albany, New York. Her husband Robert has just received an appointment as a Civil Engineer. He was recently graduated from Northeastern University, in that city. Janice's father, Roger Dudley, is employed by the Portland Terminal Company as a Hostler's Helper.

Former Carpenter and Mrs. Allan Pollock were honored recently at an open house on their 50th Wedding Anniversary. He retired 5 years ago from the Bridge and Building crew. There were 40 guests in attendance. Allan has about a half acre of garden land under cultivation, and supplies one of the local food stores with vegetables.

An organ and piano recital was presented by Miss Romona Garland, assisted by her sister, Miss Donna Garland, students of Virginia MacKinnon, Portland, July 11 at the First Parish Congregational Church, Freeport. Ramona has been organist for that church for the past two and a half years, as well as accompanist for the Freeport High School Chorus. She is the daughter of Mr. and Mrs.

Frank Garland, Freeport. Frank is the Chief Clerk at the Engine House.

Machinists Rosario and Sylvio DeMers, formerly employed at the engine house, now stationed at Lewiston Engine-house, and Billerica Shops on the Boston and Maine Railroad, respectively, were visitors in Portland after the sudden death of their brother Wilfred.

Dennis Wetmore, son of Electrician "Bert" Wetmore, attended the recent I.O.O.F. conclave at Augusta.

Engine Dispatchers Arthur Mills and Charles Whitten have been on vacation.

Electrician Walter Emery, Wharf No. 1 and No. 3, caught a 13 pound striped bass measuring 42 inches long and 19 inches around at Saco.

The Bridge and Building crew consisting of Jerri Woodrow, Guy Briggs, and George Beckwith, all carpenters, have installed an overhead door on the Car Department garage.

Arnold Stutevant, Freeport, who worked out of this area, as a Section Crew member, has been transferred to the Yarmouth Crew. This came about when the Yarmouth, Freeport, and Brunswick track sections had been combined. Arnold as usual has a large garden at his farm in Freeport.

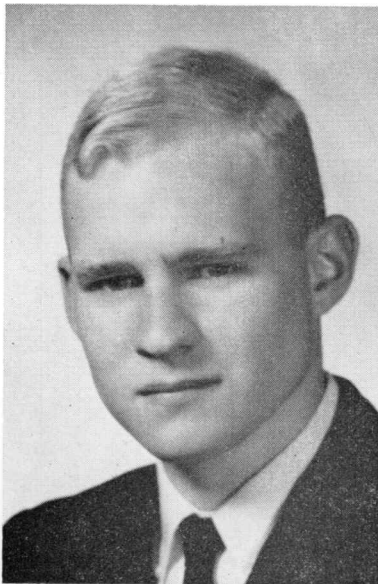
Mrs. Angie Annett, wife of former Machinist Eugene Annett, died during the month at the age of 65. A floral tribute was sent.

Laborer Asa Worcester plans to spend most of his vacation at his old home in Washington County, in the blueberry country. He is much concerned about the crop due to the lack of rain.

The usual floral tribute was sent to the funeral of the father of Electrician Frank Blair.

Carman "Al" Dunham, retired, father of Carman Edgar Dunham, underwent a serious operation recently. However he came through with flying colors, and at this date hopes to be released from the hospital soon.

Former Machinist Philip Bonang, for many years employed on the Terminal in various capacities, was a recent visitor at the shop.



IN DAD'S FOOTSTEPS—Bill Knowles, son of A. M. Knowles, General Counsel, was graduated from North Yarmouth Academy in June, and is working for the second summer as a Chainman in the Engineering Department. Bill plans to attend Hartwick College in Oneonta, N. Y., majoring in Liberal Arts and studying law.



ENGAGED—Engineer of Track and Mrs. Raymond A. Jackson of Vincent St., South Portland, are announcing the engagement of their daughter, Miss Natalie Alice Jackson to Stephen Oliver Chandler, son of Mr. and Mrs. Warner Chandler of New Gloucester.

Miss Jackson, a graduate of South Portland High School, received a B. S. degree in home economics from the University of Maine where she was a member of Delta Delta Delta Sorority. In the fall she will be enrolled as a dietetic intern at the University of Michigan.

Mr. Chandler is a graduate of New Gloucester High School. He received a B.S. degree in forestry at the University of Maine, where he was a member of Alpha Gamma Rho Fraternity. He is employed by the department of forestry in Minnesota.

WATERVILLE SHOPS

The Shops have been shut down for the annual three week vacation and maintenance period and many have taken their vacations. Some have worked part of the time in the skeleton crews on maintenance, in the machine shop and on the Rip Track.

Projects finished during this period have been a rebuilding of the gas plant by Dick Smith's crew and installation of improved acetylene generators. The Mill has had the remainder of the old wooden floor removed and a gravel sub base installed by Laurence Brown's crew. A new black top floor has been applied by an outside contractor. A fine improvement.

Supt. Alden Finnimore and family vacationed in Savannah Ga. They made the trip by car.

Freight Foreman and Mrs. Nubert Estabrook, and Walter, vacationed for a couple of weeks at Kingsbury Pond.

Laborer Louie Ambrose had the misfortune of falling from a car, fracturing bones in his foot.

The Shops employees were shocked at the sudden death of Machinist Harry Hutchins who collapsed and died in the Engine House. Ironically, he had recently passed his 65th birthday and was working his last shift, prior to vacationing and then retirement.

Laborer Leonard Stevens has recently been elected Lieutenant in the Waterville Fire Department.

Machinist Charlie Robinson retired July 9 after some 24 years with the Maine Central.



BREWER GRADUATE — Miss Elizabeth L. Breau, daughter of Engineer and Mrs. Frank J. Breau, graduated from Brewer High School in June. Miss Breau participated in many extra-curricular activities while in school, and has been employed since May 1 by the Prudential Life Insurance Company, Bangor, under the Brewer High School placement program.

WATERVILLE OFFICES

Asst. to Work Equipment Supervisor Al Henderson was on two weeks' vacation motoring to Buffalo and Niagara Falls, N. Y. and Toronto, Ontario, Canada.

Clerk Dick Fecteau, Engineering Office, spent a week at his camp and his daughter and her family was up from Massachusetts to spend their vacation with him.

Asst. Track Supervisor Wallace Pooler was on two weeks vacation. He was busy one week getting ready for his daughters wedding and due to the death of his sister-in-law, a trip was made out to Glen Falls, New York where the funeral was held.

Track Foreman Lloyd Cooley of Division Crew "A", spent his vacation at Hoquiam, Washington, visiting relatives.

Track Foremen Pete Boucher, Joe Haskell, Waterville; and Bill Varney of Clinton; Machine Operator Oral Perry, Trackmen Jimmy Cameron, Tom Barnes and Charles Proctor, Waterville all were on vacation.

Asst. Work Equipment Maintainer Les Anderson covered for Maintainer C. E. Beal, Bangor, and Maintainer Bill Bird, Portland while they were on their vacations.

Trainmaster Bud Harris is sporting a new Bel-Air Chevrolet.

Telegrapher, Tower A, John Begin is on vacation and his position is being covered by Frank Gardner.

Vacationers in the Freight Office were: Clerks Carroll Huard, Bob Esty, Arthur Grenier and Clerk-Stenographer Beverly Cook. Harry Nason and Margaret Park filled in on the various positions. Margaret and her husband Stewart have moved from their apartment on College Avenue to a single home on Park Avenue, Waterville.

A meeting of Track Foremen on District No. 4 was held at the Jefferson Hotel July 7th. Present were W. E. Maloy, Mechanical Instructor Train Rules Examinations, who showed several pictures on safety; C. D. Prentice, Chief Engineer, Port-

land; and W. M. Martin, Division Engineer, Bangor, who gave talks on safety; Track Supervisor Maurice Thorne; Asst. Track Supervisor Wallace Pooler; Track Repairman Gid Veilleux, and Machine Operator Oral Perry.

Retired Track Foreman John F. Sanborn, Burnham Jct., underwent surgery recently at the Thayer Hospital, Waterville.

Sympathy is extended to Retired Telegrapher Maurice Flynt, Waterville, on the death of his wife July 21.

Chief Clerk Denis Chamberlain, Freight Office, and Track Foreman Ed Veilleux, Pittsfield, went deep-sea fishing at Bailey's Island recently, and the way we hear it, Denis got real seasick. He says he knows other ways of getting sick and having more fun at it.

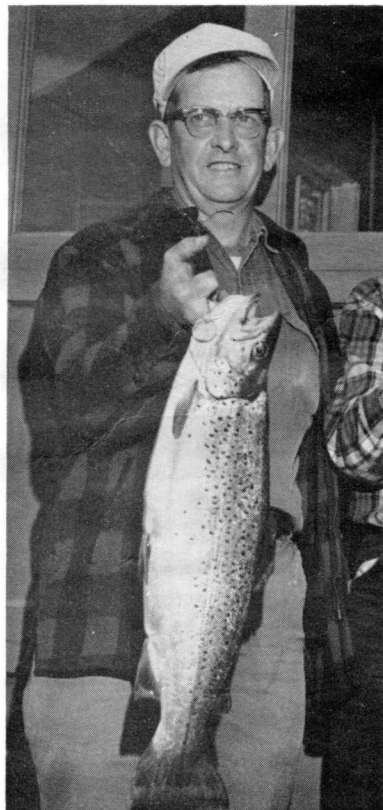
Signalmen Larry Caret and Dave King were on vacation. Lawrence Grass is filling in.

WATERVILLE YARDS

G. R. Buck and Mike Doherty are filling in as Car Inspectors on the 2nd trick for Roland Dorval and Hubert Gullifer, who are out on vacation.

We will sure miss Mr. Ralph Snow, General Foreman, Plumbing and Heating, who has taken his pension this past month. Mr. Snow often came in the new yard lobby to chat with the boys. We certainly hope he'll drop in on us if he's not too pre-occupied with his hunting and fishing.

There has been a change in the yardmaster field recently. J. E. Boudreau has bid off 2nd trick position, which was left by Roger Veilleux. Roger has gone back in the yard as conductor on Switcher No. 5.



TROPHY TROUT—Edmond Veilleux, trackman, Waterville, won top prize in the Brown Trout class of the Vassalboro Firemen's Fishing Derby with this eight-pound, four-ounce lunker from China Lake. Caught on a smelt, the big brownie gave Ed a tussle he'll remember for a long time.

B. C. Hillman, Yard Conductor, was seen limping, and for that matter has been booked off sick for the past 2 weeks with poison ivy.

Quite a few of the old timers (retired) have been seen around town, such as Claude Bills, Al Genest, Amos Lake, Ralph Berry, and quite recently John Goodale was seen at a local bank. He was in good spirits, and said he turned 71 July 4, and is having a ball.

Little Ken Ireland Jr. is having a good time this summer at Webber Pond. His dad, K. F. Ireland Sr., Swing Hostler and Fireman, is complaining about gas for the boat. Ken Sr. says the lad sure knows how to burn it.

Gerry Gagnon, Spare Brakeman, made quite a few trips with his family while on vacation. One was to Mt. Katahdin and another to New Brunswick and on his way back he admired the potato fields of northern Maine. When he reported back to work, and came to the yard office to check the progress of the spare board, he got a surprise upon returning home—a flat tire.

P. L. Messier of Relief Switcher No. 1 has just returned from his vacation with his family. He spent a few days at Paragon Park, Nantasket Beach, in Massachusetts. Upon his return he had to fix his car, and then just rested up.

C. H. Parkhurst, car cleaner and janitor, said he did nothing on his vacation but relax. "Charley" has a busy job on the 3rd trick getting cars ready for all the industries in Waterville. He does quite a bit of hustling when there is a shortage of cars, and his spare time he takes care of all the offices at the Freight House.

Tony Drabiagio has resigned from doing spare car cleaning at Waterville to do bartender's work at Hotel North in Augusta. Tony was baggage-master at Augusta Station before coming to Waterville.

J. E. Boudreau, Assistant Yardmaster, 2nd trick, did just as he predicted after the hockey season was over—showed his boys how to catch the big ones. While on vacation Joe took his boys to Canada to a friend's camp and caught 71 trout in 1½ hours. His hard luck of his trip was a flat tire on a railroad crossing, of all places. He also visited a new mill and looked up his old buddies.

Ernest White, Operator at Madison, said he bought \$3.49 worth of gas for his vacation. He took a three-day trip to St. Anne, Canada, break-in his new Volkswagon sedan, with his wife and two of his daughters. Ernest, after all these years of driving, says he never, as far as he can remember, took somebody's driveway for a street to turn to. He also said those traffic lights are high in Canada—he had quite a few difficulties while there. No wonder he was walking to town after he returned from his trip.

C. T. Clark, General Agent, Waterville, has just returned from his vacation. He and the Mrs. along with Mr. and Mrs. Don Russell spent a week at the White Mountains.

T. W. Severy, Engineer on WF-2—FW-1 is spending his vacation at his camp at North Pond. Now that he has painted it, he's going to do a lot of fishing and recuperating.

C. N. Harper, Rd. Brakeman, is visiting his relatives and friends in New York State.

D. A. Giberson, Rd. Brakeman, has just returned from his vacation, which he spent taking a tour of the

World's Fair, and working around the house.

R. H. Green, Spare Conductor and Brakeman, has been filling the vacancy of Yardmaster on the 3rd trick, which was vacated by Joe Boudreau.

R. E. McPherson, Yd. Brakeman, spent the greatest part of his vacation at home on the farm doing some haying. He said he had about 15 tons of it waiting to be picked up. He also has a garden. He did manage to get a lobster feed, and stopped at Boothbay to see the railroad museum.

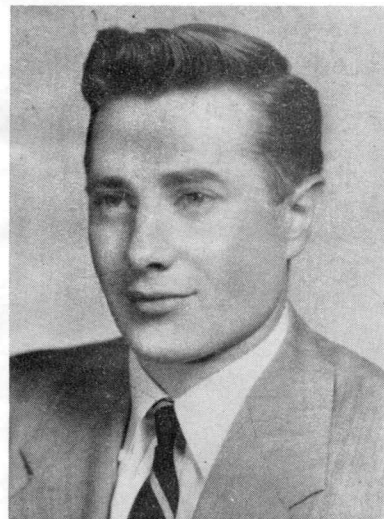
Road Conductor Arthur Herron did quite a bit of fishing in Washington County. He and the Mrs. visited their boy "Mike" in Camden, New Jersey.

C. E. Richardson, Engineer of Switcher No. 6 spent his vacation taking trips to the beach. He visited Reed State Park and worked on his boat. He says he's back to work resting.

We extend our sympathy to the family of Cliff Clark, Engineer, in the recent death of his son.

We extend our sympathy to the family of Martin G. Sullivan, former brakeman on the Skowhegan job, who died July 24.

The following have had vacations: R. J. Moffat, switch tender; N. W. Monroe, yard checker; W. T. Hanscom, yard billrack clerk; J. A. L. Lefebvre, yard conductor; V. L. LePage, yard brakeman; C. H. Parkhurst, car cleaner and janitor, 3rd trick; L. L. Lapiere, yard conductor; L. C. Joler, Sand Hill crossing tender; P. L. Messier, yard conductor; H. B. Higgins, billrack clerk; J. P. Begin, 1st trick operator, Tower A; L. E. Traynor, yard brakeman; L. P. Bouffard, yard conductor; R. G. Cook, yard brakeman; R. C. Sweet, car cleaner and janitor, 2nd trick; R. E. McPherson, yard brakeman; B. C. Hillman, yard conductor; J. N. Vigue, 1st trick yardmaster; D. A. Giberson, road conductor; A. E. Herron, road conductor; H. J. Douin, E. A. Phillips, R. M. Choate, L. J. St. Amand and C. N. Harper, road brakemen; C. E. Richardson, A. W. Higgins, H. A. Houdlette, A. C. Miles, T. W. Severy, E. P. Cook, W. F. Durant and G. D. Clark, engineers.



NEW TEACHER—Donald Thorne, son of Track Supervisor and Mrs. Maurice Thorne, Waterville, received his Master's degree recently from Massachusetts State College, Worcester, and has accepted a teaching appointment at Lunenburg, Mass.

For The History Buffs . . .



AS UNION STATION WAS BUILT—Scaffolding still stands on the new tower of Portland's Union Station in the Spring of 1888 as these horse car passengers prepare for their trip up Congress street to the city center. This picture, one of the very few in existence showing Union Station construction, is from the collection of Stanley W. Watson, office assistant to the Comptroller.

Ralph H. Snow Ends Long Service

Ralph H. Snow, Waterville, General Foreman of Plumbing and Heating, retired July 15 after 43 years of Maine Central service. More than 70 friends and fellow workers honored Mr. and Mrs. Snow at a dinner at the Fairfield Center Grange July 8.

At this time, Ralph was presented with a purse of money and an engine planter centerpiece. Denise Belanger circulated the guest book, which was green in color and was decorated with the Maine Central decal.

Ralph, a native of Portland, started with the Maine Central July 12, 1922, as Machine Helper,

Thompson's Point, in the Motive Power Department.

On October 21, 1926, he was transferred to Union Station, Portland, as a Machinist Helper. He was transferred on December 14, 1933, to the Engineering Department as Machinist, Portland Terminal.

On June 1, 1940, he was appointed General Foreman Plumbing and Heating, with the Engineering Department, Waterville, where he remained until his retirement.

Ralph and his wife, Blanche, reside at China Lake. They have two sons: Kenneth, a Clerk for the Maine Central at Waterville, and Ralph Snow, Jr., who is Assistant Vice President of the Federal Trust Company, Skowhegan.



RALPH SNOW HONORED—After 43 years of service, Ralph H. Snow, general foreman of plumbing and heating, Waterville, retired in July. Shown at a dinner honoring the veteran railroader are, from left, James O. Born, principal assistant engineer, Mrs. Snow, and the guest of honor.

DEATHS

George E. Goodwin, yard clerk, Portland, July 12.

Harry A. Hutchins, machinist, Waterville, July 5.

Museum—from page 3)

will puzzle most youngsters, who would need a guide to answer the many questions produced by the fine collection at the Boothbay Museum.

A brand new narrow gauge coach, replica of one used in the Wiscasset, Waterville and Farmington narrow gauge railroad, stands in front of the station. Built by Cecil Pierce of Southport, the coach, for the present at least, will be hauled by diesel power. McEvoy hopes to have a steam locomotive in operation later this season. About five eighths of a mile of two-foot gauge track has been laid from the main museum building out into the wooded area located at the back of the museum property. Two diesels are being used, one that once hauled pulpwood trains for the Penobscot Paper Co. at Presque Isle, and another used to ride youngsters on an open-seat vehicle.

Baggage trucks, most of them bearing the Maine Central insignia, are on the station platforms, and there is even one of the huge milk cans which, for many years, were familiar sights to everyone as they were loaded on and off passenger trains.

Although brand new, it's already a fine museum and its sponsor and proprietor expects to add more authentic items from the days when people rode railroad trains instead of automobiles and when the iron horse was king of the transportation world.

A colorful brochure states the museum is "open mid-June to early September."

RETIREMENTS

Ralph J. Donovan, trainman, Calais, June 30.

Harry Green, conductor, Portland, June 30.

Howard H. Ham, chief clerk-cashier, Lewiston, July 13.

Stanley W. Pitman, crossing tender, Portland, July 1.

Albert J. Quirion, crossing tender, Waterville, July 1.

William M. Rice, laborer, Bangor, July 31.

Charles M. Robinson, machinist, Waterville, July 9.

Harry L. Russell, trackman, Rumford, July 7.

Lloyd E. Smith, laborer, Bangor, July 8.

Frank E. Watts, valuation assistant engineer, Portland, June 30.

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

Return Requested

Bulk Rate
U. S. POSTAGE
PAID
Portland, Me.
Permit No. 16

S. L. Thompson
38 Bonny Bank Terrace
South Portland, Maine

R-3

7996520