

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

FALL 1982-WINTER 1983

MAINE CENTRAL

MESSENGER



The "New 470" See Page 4



The Maine Central MESSENGER is published at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends throughout the nation. Printed in Maine on Maine-made paper.

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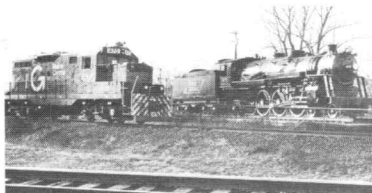
FALL 1982-WINTER 1982

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THE COVER

The "New 470" just out of Waterville Shops at year end and with the new Guilford design and color scheme. Photo by Ruth Brochu.



MAINE CENTRAL RAILROAD COMPANY

242 ST. JOHN STREET PORTLAND, MAINE 04102
TELEPHONE (207) 773-4711 TELEX 94-4422

TO ALL EMPLOYEES:

"Safety is of the First Importance in the Discharge of Duty"

Of paramount concern to me is the safety and well being of all our employees. Every effort should be made by all railroad personnel to reduce personal injuries for two primary reasons: to safeguard our employees against harm and prevent the needless waste of a valuable resource (asset) to the Company -YOU.

It is the responsibility of all employees to make safety their first concern. This responsibility must be accepted by all who enter the employ and conduct the affairs of the Company, no matter in what capacity.

Therefore, it is the policy of this Company that:

1. Accident prevention is essential to the safety of employees, the public and railroad operations.
2. Safety is more important than expediency.
3. Every reasonable attempt will be made to reduce the possibility of accidents.
4. The Company provide and maintain safe and healthful working conditions and follow operating practices which will safeguard our employees, the public and the environment.

I believe sincerely that if we earnestly practice safety each and every day and work together in this direction, we can eliminate personal injuries.

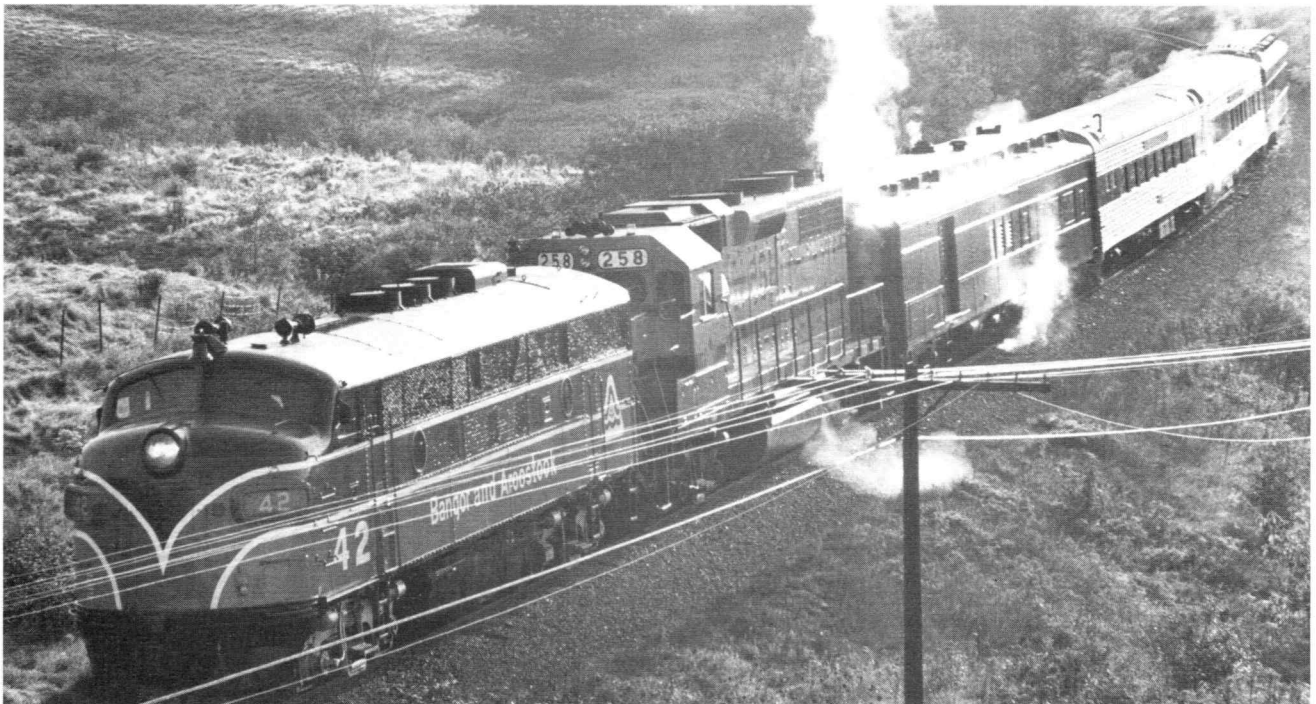
David A. Fink
President

Safety . . . First, Last and All Ways

Maine Central Caboose 614. Look at this photo carefully and then turn to the story on Page 7.



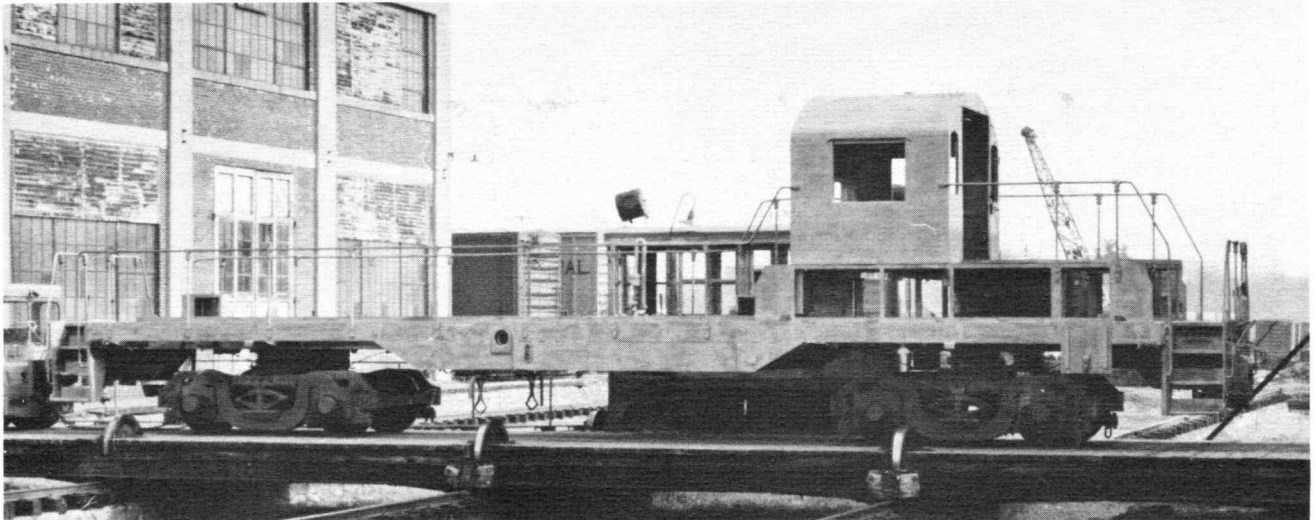
John F. Gerity, vice chairman, is at the podium in front of the "new" Union Station Clock, delivering his remarks at the dedication of the Clock in Portland's Congress Square Plaza. Photo by Joe Cobb. Story on page 8.



Lifesaver Express in the early morning hours, in Bangor, just before arriving at Northern Maine Junction to pick up passengers for a safety excursion from Bangor to Portland. Photo by Bruce Nett. Story on page 9.

“The 470 Challenge”

Photos by Ruth Brochu



Locomotive 564 on the transfer table, after stripping and gritting.

For thirty years the Old 470 served Maine Central and was the last steam locomotive to operate on the Railroad. Today it is an historic monument at a park in Waterville, adjacent to Maine Central's Yard and Shop facility. The 470 is a fitting tribute to the employees at Maine Central's Waterville Shop because it served the Railroad so well.

It is appropriate, therefore, that an innovative diesel locomotive which has been completely remanufactured at Waterville Shop has been numbered "470" and likely will be known as New 470. This unit, like the Old 470, is a tribute to the workers at the Shop, in this case a present-day working tribute.

The New 470 is described as a "consensus" locomotive because so many supervisory and craft people contributed to its design. In this case "consensus" shouldn't be translated into "compromise". The 470 is instead an amalgamation of the best ideas of all concerned into the best possible finished product.

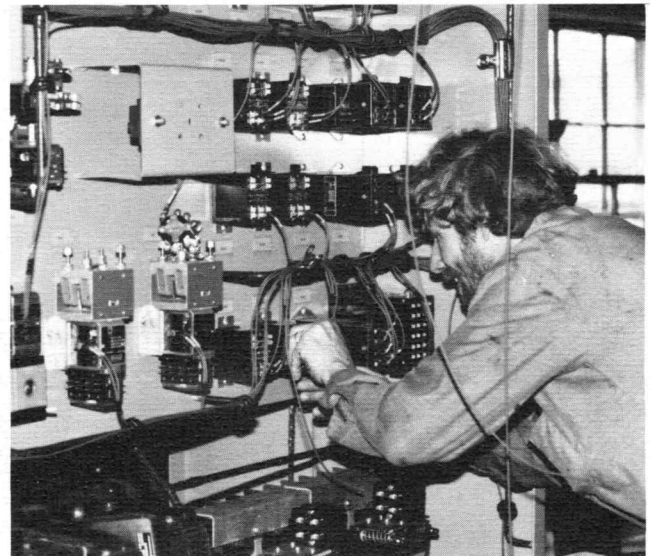
But the story of the New 470 goes back a couple of years.

Maine Central Locomotive 564 was put out to pasture in 1981, when heavy repairs were required after more than twenty-seven years and 1,750,000 miles of Maine Central service. During the life of the GP-7 locomotive, it had earned a reputation as a dependable workhorse, well designed and suited to the many varied assignments requiring the use of its 1500 horsepower.

From the beginning of its temporary inactive status, D-564 was a unit too valuable to ignore for long. Proposals for the restoration to serviceable condition included: repairs in kind, repairs with modifications, or a complete remanufacturing. Meetings were held within the Mechanical Department where ideas were openly discussed and proposals were evaluated. The age of the locomotive

was the basis of a good argument for remanufacturing, especially since the diesel engine was an older version of a basic design still in widespread use. But many of the electrical control devices were becoming obsolete, piping and electrical cabling were in need of replacement and many modifications were recommended to update and improve operating characteristics.

Stewart Park, chief mechanical officer, Jim Coffin, superintendent - motive power, Don Dickey, assistant superintendent - motive power, Dave Crovetti, manager of mechanical engineering, and other supervisory personnel from Waterville Shop, reached a decision to recommend to the Maine Central Board of Directors a complete remanufacturing specification containing the basic design changes



Electrician Robert Ayer wires up the voltage cabinet.



Machinist Rick Chamberlain turning commutator of main generator armature.



Piper Bill Brown piping to air brake modular system manifold.

and updating to achieve the desired operating and maintenance characteristics while increasing horsepower to 1750. Approval to go ahead was granted by the Board at their October 1981 meeting in Waterville.

Following approval of this challenging project, Mechanical Department personnel began the painstaking work of engineering and design development as well as compilation of material lists.

Don Dickey was appointed to head up the project. Using the participative management approach, Don held meetings with Waterville Shop supervisory and craft personnel to constructively consider the ideas of many people to obtain the highest level quality of workmanship, reduce remanufacturing costs, and effectively coordinate the work of each craft.

The first stage of remanufacture was modification of the short hood. Engineering and design work was done by Dave Crovetti. Waterville Shop Boilermakers Vince Dostie, Bill Stevens and Joe Grant constructed the new short hood which incorporates a crash impact modification and increased sandbox capacity. The boilermaker crew overhauled the frame and superstructure, restoring it to "like new" condition. New sills and floor were applied to the engine cab and a new controller was installed to operate the modern electrical and air brake equipment. The new cab is heavily insulated throughout. In addition, the boilermakers constructed a new headlight monitor and a new cabinet for electrical resistors to be cooled with air supplied by an additional blower. A sandbox of increased capacity was also installed in the rear of the locomotive.

In the Electric Shop, under the direction of Foreman Paul Getchell, Electricians "Red" Ayer and Bob Michaud designed and wired the new electrical cabinet which is equipped with all new GP 38 style controls and a self-loading feature. The cabinet is sealed and pressurized with filtered air to reduce maintenance and assure long-life component performance.

Updated traction motors replaced older motors. A new main generator was installed to provide increased electrical capacity for a higher horsepower output.

Electricians Dave Bickford, Bob Michaud, "Red" Ayer and Dave Dyer installed all new heavy cabling from the electrical cabinet to the traction motors, as well as 3½ miles of various wiring running the length of the engine in wireways designed for easy access and repair.

The Electric Shop also designed and wired a new AC cabinet, resistor cabinet, and the control cabinet in the cab. Ease of maintenance and simplicity of design are major features of this new construction.

A new VAPOR TRAIN LOG speed recorder with digital readout replaces the old mechanical speed recorders. This new system will monitor and record several engine functions simultaneously.

In addition, new strobe lights, ditch lights and internal cab lighting have been installed to increase engine crew visibility and safety. The new unit will feature the "clean cab" concept with all cab equipment either recessed or rubber padded, in order to optimize the safety environment in which the train crew must work.

George Lemoine, erecting floor foreman, super-

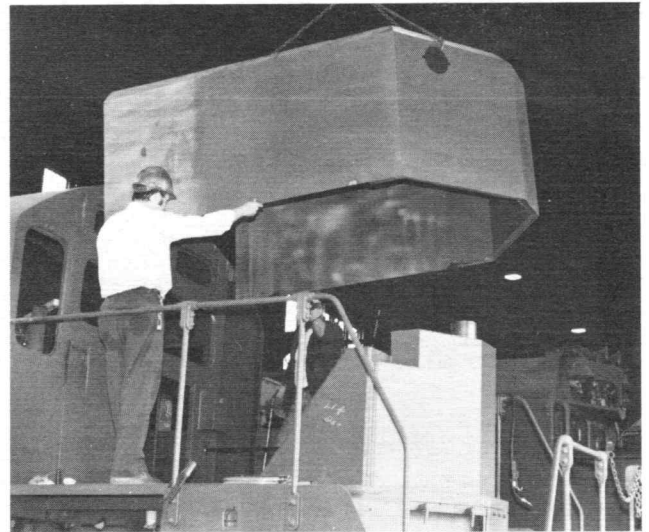
vised the upgrading of the engine block that now contains contemporary design power assemblies and features a fuel saving four-stack exhaust manifold. The new locomotive was also assembled on the erecting floor under George's direction.

Machinist Charlie Sweet, a well-known air brake expert, designed and constructed a modular air brake system equipped with a manifold to facilitate easy removal and installation of the entire air brake compartment. The module was easily installed with a forklift and can be removed in the same manner.

All air brake piping, from the modular assembly to all trainline training piping, was designed to eliminate problems caused by vibration and the elements. Before his retirement, Piper Bill Brown began the installation of the trainline air brake piping with special emphasis on ease of access and maintenance. After Bill retired, Pipers Perry Johnston and Ed Gotham applied all new fuel and water piping.

The "new" locomotive is the first Maine Central power to be painted to reflect Guilford Transportation Industries' ownership. The base color is dark gray, offset by an orange/brown band with white stenciling of the Guilford logo and the Railroad name and number. Reflective striping on the ends, as well as the markings on the sides, will enhance visibility. This color scheme is markedly different from old Maine Central colors, but it is attractive and, at the same time, utilitarian.

Don Dickey, project coordinator, remarks: "This project has been a combined effort of craft people and supervision of Waterville Shop functioning within the framework of a participative Management Program." Roland Boulette, then shop superintendent, reflects the pride he has in Shop employees when he says, "Employees at Waterville Shop have been involved with building, rebuilding



Boilermaker Vince Dostie lowering newly constructed chop nose.

and maintaining power for Maine Central since its beginning. The City of Waterville has very strong ties with the Railroad and uses a steam locomotive on its seal and has the Old 470 as a memorial to a time when steam was king. It seems only fitting that the same employees, who have maintained the Old 470 in recent years, should have a new, modern diesel bearing the same number. We at Waterville Shop are proud of the equipment we service. Most of us just love railroading."

The construction of D-470 required the cooperation, combined knowledge and effort of Mechanical Department employees at all levels. The finished product reflects the pride in quality of workmanship that has long been a tradition of Waterville Shop employees.



Masterpiece

Bet you thought that was a real caboose on page 3. You were wrong because Ralph Wendelaar of Spruce Head has done it again. He has accomplished another long-range goal in his nearly fifty years of building model caboose cars. Readers may recall the Messenger story in the fall of 1978 when Ralph walked off with most of the top awards at the National Model Railroad Association competition in Dearborn, Michigan.

At that time Ralph said he was already well on the way to one of his most ambitious tasks: Building a one-inch to the foot model of Maine Central's Caboose 614. He said it would be dedicated to his good friend, Maine Central retired conductor John Keating.

In November, Ralph completed his model of 614 after seven years of research and two and one-half years of construction. Maine Central assisted in the effort by providing plans and access for Ralph to work with the caboose itself, which is still being used by the Railroad.

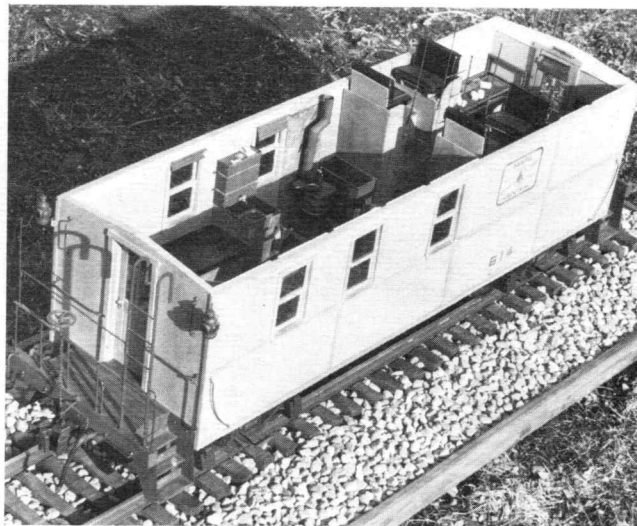
The model has 8,881 scratch-built pieces. It has a complete working K-2 brake system, a sink, leaf springs, coupler, working doors and windows, leather bunk cushions, soap in the copper sink, clothes hanging on rods in the closet, and much, much more.

The model of 614 was first painted and then "bleached" to give it an authentic weathered appearance, both outside and inside. Ralph got dirt and grime from underneath the real caboose which was then burnished into the bottom of the model to give it "real color and smell."

Floorboards were measured in the real caboose and detailed exactly in the model. The grain in the plywood is almost an exact duplication of 614.

Ralph also has prepared a complete set of drawings of Caboose 614, six drawings 38 x 28 inches.

We expect that Maine Central Caboose 614 won't be Ralph's last model caboose but, for those of us who have a particular affection for Maine Central, it will always be our favorite.



Ralph Wendelaar's masterpiece, a one-inch to the foot model of Maine Central Caboose 614.



From left to right; Walt McCann of Exide Battery; and from Maine Central's Signal Department; Charlie Chamberlain, Phil Lentz, Ron Kiesman (MDOT Inspector), Steve King, Ray Sawyer, Greg Strout and Ken Cowing.

Sun-Powered

In November, a solar-powered automatic crossing warning system quietly went into service at Fryeburg. It was a first for Maine Central using a technology which has evolved over the past decade.

Solar power made its first appearance in railroad signaling in the mid-1970's and many units have since been installed throughout the United States. Solar power is not generally cost-effective where commercial power is available but in remote locations the capital cost is justified by the high cost to run commercial power to the installation.

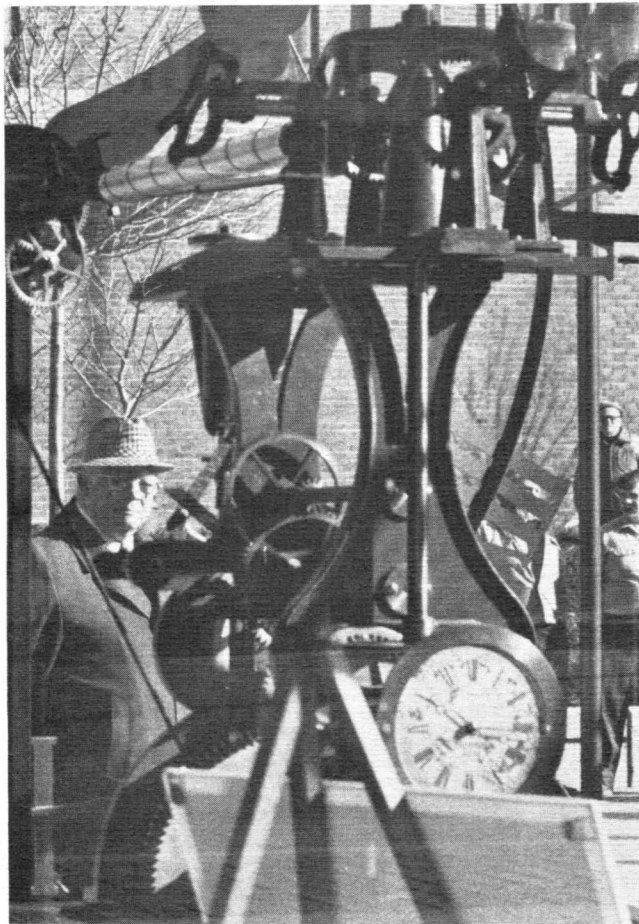
As part of a Maine Department of Transportation project, Maine Central installed solar-powered automatic crossing protection at Lovells Crossing,

a rural location in Fryeburg, which had no access to commercial power. Solar panels are used to provide the energy requirements for the flashing lights of the warning system.

The sun provides the primary power source which charges storage batteries. Although solar panels will provide some output during cloudy days, no usable output is obtained during the nighttime hours. This consideration is particularly important during winter months when daylight hours are at a minimum.

To overcome this problem, large capacity storage batteries are required; in the case of this installation, a capacity of 585 ampere-hours. An ampere-hour is a unit of electrical current consumption. It is estimated that operation of the Fryeburg signals plus minimal standby current when signals are not operating will total about 1.5 ampere-hours during a 24-hour period.

Phil Lentz, signal engineer, is quite pleased with the new crossing warning system. He said that the system is designed to provide for fail-safe operation through any conditions. He added that the new installation will be evaluated carefully and we may see more of them in the future where conditions provide economic justification.



Walter Browne, retired Portland Terminal electrician who cared for the Union Station Clock for many years, is seen through the Clock's mechanism at the recent dedication ceremony. Photo by Joe Cobb.

A Standard of Reliability

Portland Union Station Clock was revived on November 10, 1982 after over 20 years of hibernation. The clock is now an integral part of the City of Portland's new Congress Square Plaza.

In 1961, when Union Station was razed, the clock was carefully crated, oiled and stored waiting for this 1982 day when its presence could be reestablished in Portland.

Maine Central contributed the clock to the City in an effort to keep alive the traditions that were represented by Union Station and its tower clock. The remarks of Maine Central's Vice Chairman John Gerity at the ceremony told the story of the clock.

"For over seventy years this tower clock was a landmark at Portland's Union Station. During that time it established a remarkable record of reliability for citizens and visitors of Portland.

"The clock's mechanism was invented in England in 1854 by E.B. Denison, who had been appointed referee with the Astronomer Royal, his duties being to supervise construction of the Westminster clock, "Big Ben." He called his invention the double three-legged gravity escapement. The Union Station clock was powered by a 1500-pound weight that dropped 40 feet during the seven days between windings and it took 133 turns of the crank to wind the clock every Sunday. The clock's unflinching accuracy was compared to that of "Big Ben" in London.

"Walter Browne, a Railroad electrician, cared for the clock for many years, supervised its preservation and is here today having put the clock back in working order and in place in this central Portland location. The foresight of Walter Browne and others at Maine Central have made this dedication possible.

"As Maine Central moves into a new era of railroading with our horizons expanded well beyond the boundaries of this state, we are proud to be a part of the City of Portland, which has already established its place as one of the finest cities in the East. The leadership of Mayor Abramson, the City Council, City Manager Honey and his staff, and in each case their predecessors, has placed this city on the map. This dedication today is another step in this evolutionary process. We of Maine Central Railroad are pleased that the Union Station Clock has found such a prominent and appropriate home."



Lifesaver Express crossing the Augusta trestle just before arriving for the ceremony kicking off Maine Operation Lifesaver. Photo by Bruce Nett.

A Trip on the Lifesaver Express

The Operation Lifesaver concept is not new. Inaugurated in 1972 on Union Pacific Railroad, this grade crossing safety campaign is now being conducted in thirty-three states across the nation. Maine holds the distinction of being the first New England state to undertake this highly successful program of public safety awareness and education.

Earlier this year all of Maine's railroads, through the Maine Rail Association, decided to sponsor the Operation Lifesaver program in Maine. The Association sought the active support of state agencies and government officials and the cooperation of several public and private organizations. Among the groups agreeing to donate time and expertise were the Maine Highway Safety Committee, Maine Chiefs of Police Association, Maine AAA, the Independent Insurance Agents of Maine, Insurance Women of Maine, and the Maine Motor Transport Association. Rail Labor pledged support and cooperation. Ernie Oliphant, coordinator of National Operation Lifesaver for the National Safety Council, acted as advisor and provided guidance as to how to implement a successful campaign.

The response and cooperation from all groups was immediate and enthusiastic. Indeed, enthusiasm and cooperation have become the hallmarks of Maine Operation Lifesaver.

A very important factor in initiating a successful campaign is capturing public attention. What better way to accomplish this than to make use of an available vehicle—a special passenger train. Railroad trains seem to strike a nostalgic and responsive chord in most individuals, but would this train, dubbed "Lifesaver Express," capture the public's attention?

Maine Operation Lifesaver Coordinator Richard Sprague, a vice president of the Bangor and Aroostook, remarked that the trip would be conducted in the great tradition of railroad publicity giants of yesteryear. Members of the printed media from across the state were invited, as were radio and television crews from stations throughout Maine. They rode the train accompanied by representatives of the state legislature, federal and state departments of transportation and railroad officials. Representing the Maine Central were President David Fink and Vice Chairman of the Board John Gerity. Alan Dustin and Walter Travis, Presidents of the Boston & Maine and Bangor and Aroostook, respectively, officially represented their railroads.

The "Lifesaver Express" ran (on-time) from Northern Maine Junction to Portland with stops in Burnham Junction, Waterville and Brunswick, and with a special ceremony at Augusta where Governor Joseph Brennan officiated.

The train arrived in Augusta greeted by a good-size crowd and the strains of "Chattanooga Choo-Choo" performed by the Cony High School band. Governor Brennan spoke to the assembled crowd (which was adorned with red Lifesaver Express baseball caps for the occasion) from the rear platform of Maine Central's ornate 1924 Pullman "333." "Operation Lifesaver is like our new Drunk Driving Law. It's about saving lives," said Governor Brennan.

While there aren't that many accidents and fatalities in Maine, when compared with more populated states, "The tragedy is every one of those accidents is preventable," added Richard Sprague. "We know that this job will never be finished. It's an evangelistic effort."

Governor Brennan, after being named honorary conductor, boarded the train at Augusta, shouting "Board! Board!"; and then he rode Lifesaver Express to Brunswick.

The train was led by a freshly painted power duo: A Bangor and Aroostook F-3 and a Maine Central GP38. Passengers rode in Maine Central's two stainless steel coaches and reveled in the view of the beautiful October foliage and sunshine from the rear platform of Maine Central's Official Car.

The trip was an outstanding success. News coverage was extensive in all the media. But now the hard work begins with public service ads, presentations to schools and civic groups and to driver education courses. The evangelistic effort is underway with the enthusiasm that characterized the operation of Lifesaver Express. The prospects for success in reducing grade crossing incidents and accidents are good, because the railroads, the State and private organizations are "All aboard!"



Governor Joseph E. Brennan speaks from the observation platform of Maine Central's business car in Augusta, inaugurating Maine Operation Lifesaver. In the middle is Bangor and Aroostook's Richard Sprague, coordinator for Operation Lifesaver, and Maine Central's Bradley Peters is at the right. Photo by Jerry Angier.



Governor Joseph E. Brennan, second from left, talks with Maine Department of Transportation Commissioner George Campbell before boarding Lifesaver Express. In the background, left to right, are Alan Dustin, president, Boston and Maine; Dave Fink, president, Maine Central and Walt Travis, president, Bangor and Aroostook.

The Grapevine

General Office

Duke Lazette attained 25 years' service on September 27, 1982. He was presented his 25-year pin by Bob Nurse.

Bill Trefethen, program analyst, Data Processing Department, ran a 10 km. race (6.2 miles) in July in record temperatures of 90 degrees in Gorham. He received a trophy for coming in first in his class—35 to 39 age group. He has been running less than one year.

Larry Reinsborough, who retired from Disbursements Office, his daughter Susan Reinsborough, and son-in-law Pete Connolly all received trophies in the Yarmouth Clam Festival "Pat Pizza Classic" 5.2-mile race, July 17. Larry ran 8½ minute/mile. He is 71 years old.

Will, Revenue Department, and Fran, keypunch, Marchilli are expecting their first child on Mother's Day 1983.

Hoping to get a deer on her birthday, which fell on Thanksgiving Day this year, were Roberta Morin, revenue, and constant companion Bob Ridgell, carpenter shop. Need we say, "Better luck next year."



Barbara Mulkern and Peter Luce, Car Accounting, whose engagement was announced in October. Barbara is the daughter of Mr. and Mrs. Thomas Mulkern, of Peaks Island, and is employed by Bangor Drug Co. Peter is the son of Barbara and Clyde Luce, Management Services, Barbara and Peter are planning a spring wedding.



Great granddaughters of retired Conductor Erving M. Babcock. They are Lisa Gray and Laura Grace, daughters of Donnie and Shyrl Myrick of Greensboro, N.C. That makes 7 great grandchildren.



Nicole Leeanne, two weeks old, born July 24, is the daughter of Bruce and Lori Timberlake and the first grandchild of Operator Paul and Elsie Timberlake.



Charles E. Chamberlain, Jr. and his first grandchild, Melissa H. Blau, born August 12, 1982. Melissa's mother is Charlie's daughter Sharon.



Little Miss Sara Anne, born May 30, 1982, is the daughter of Mary and Greg Marston of South Portland. She is also the granddaughter of Margaret and Arthur Murdock, Employees Group Insurance, and is their eighth grandchild.



Cathy Morris, Mechanical Department, with Rigby Carman Lyle Dorr on his retirement in September. Foreman Donald Perkins looking on.

Bangor

Sympathy is extended to the family of Francis C. Corbett, yardmaster, Bangor yard, who died recently after a long illness.

Sandra J. Werkowski and Steven J. Chalmers were married September 11, 1982 at the East Orrington Congregational Church. Steve is the son of Yard Clerk James Chalmers.

A surprise silver anniversary party was held for Jim and Shirley Chalmers, September 19, 1982.

Karen Hammond and Michael Wheelden were married September 25, 1982 at Byron Wheelden's home. Mike is a trainman on the Eastern Subdivision and the son of General Car Foreman Byron C. Wheelden.

Deborah L. Burnham and Michael J. Pickering were married August 28, 1982 in Winterport. Deb is the daughter of Richard Burnham, trainmaster, Eastern Subdivision.

Summer visitors to Bangor Car Shop were Jim Ifill, John Vanidestine, Hartley Bell, Owen Spaulding, Howard Brown. All of the above are retired and enjoying the good life they worked so hard to get.

Ron Chalmers



Bill Martin, Bangor hostler, retired in June with a 30-year service record.



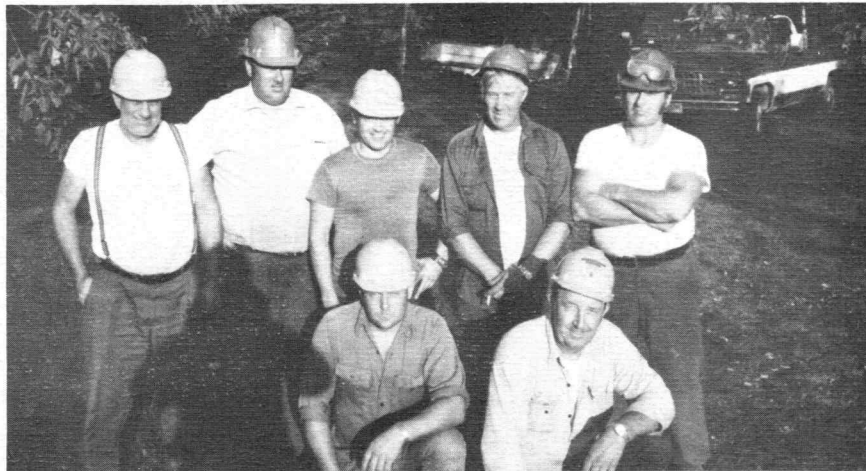
Charley Dobbins, carpenter for over 15 years with various Bridge and Building crews, retired September 8, 1982.



Percy Cartwright, a Bangor Engine House machinist for 30 years, is a July retiree.



Charles F. McInnis, machinist at Bangor Engine House, retired in November after over 40 years' railroad service with the Maine Central at Bangor.



Section crew on Calais Branch. Left to right, front, Red Beverly and Norman Bagley. Back, left to right, Ron Farnham, Dana Brown, Dick Curtiss, Grant Ross and Darold Eames.

Eastern Subdivision

Part of Flagman Roger McKenzie's vacation was spent enjoying fishing the Narraguagus in Beddington, this past summer, and the remaining time was taken this fall during bird season so that he could have the pleasure of working his Brittany, Tina.

Trackman Dana Brown was well occupied at his farm during his vacation. For a starter, nine cows and two horses require a bit of hay.

Harry Stanhope took a three-week trip to Germany to visit his daughter, Paula.

Trackman Pinky Scott not only bagged a nice deer but also a bull moose weighing around 800 lbs.

Roger and Dot Wakefield are proud new grandparents. Katie Sandra Berg was born August 13 to Rog's daughter Suzanne and husband Paul Berg at the Blue Hill Memorial Hospital.

Agent-Operator Jim Cherry and Jean Manchester of Machias were married June 26 in Machias. Jean is a teacher at a Wesley school and Jim is doing spare work from the Operators' spare board. They are making their home in Whitneyville.

With the closing of the Machias Station, Agent Roger Wakefield bunted in at Lincoln.

A short note of interest and a direct quote from an article written by Herb Cleaves for the Bangor Daily News:

"The station at Machias was built for the Washington County Railroad Co. in 1898. Before its closure, it was the last station still in use that was built for the county railroad before Maine Central acquired control of the line in the early 1900s. The facility, one of eastern Maine's longest continuously operated business establishments, was a freight agency and train order office and served as a passenger depot until Nov. 23, 1957, when the last passenger train was discontinued."

Athie Bryant



Marty Walker, Downeast visiting Athie Bryant.

Waterville Shops

The caption under the picture in our summer issue showing members of the crew on the "400" float holding the trophy omitted one name which was that of Keith Wilbur of the Stores Department, who was the last employee on the right. Sorry for the omission, Keith.

With continued success, the crew on the locomotive "400" and caboose "606" floats received an award again this year in the Egg Festival parade in Pittsfield.

Chief Clerk Gloria Finnimore vacationed at Boise, Idaho with her husband Alden. They covered quite a bit of Idaho, especially Sun Valley; also flew to San Francisco and drove to Sacramento, Napa Valley, Muir Woods (Redwood Forest), Reno and Lake Tahoe, Nevada.

Our sympathies are extended to Machinist Phil Fitzpatrick and his family on the death of his mother.

Clerk Dot Begin, Stores Department office, and her husband were recent grandparents of granddaughter Amanda Jane, born to their daughter and husband, Mr. and Mrs. Michael Desroisiers.

Machinist Don Rines and his wife Connie went on a five-week vacation to Europe, the last of August. They visited with their son who is located in Brussels, Belgium and works for the Defense Department. They took a 23-hour train ride through Belgium, France and Italy. They also visited Holland.

Congratulations to Carman Joseph Nadeau and his wife on their 25th wedding anniversary. A surprise party was given them on July 3rd by their children.

Machinist Raymond Reny and wife were given a 35th wedding anniversary party this summer. Congratulations!

Machinist Patrick "Mike" Slaney was married to Linda Mae Martin on May 22nd at Madawaska. The couple have made their home in Waterville.

Retirees to visit us recently were: Machinists John Eames and George Grenier, Blacksmith Ken Foster, Carman Roy McCommic, Electricians Lloyd Tilton and Ken Reed, and Assistant Shop Superintendent Blaine Ladd.

We extend our sympathies to the family on the death of retired Carman Inspector Edwin "Peanut" Libby who died in October.

Electrician Robert "Red" Ayer resigned from Maine Central service, October 1st, to enter business for himself under the firm name of "Ayer Electronics." We wish him the best in his new venture.

A going-away party was given to Leading Clerk Lillian Ayer in the Waterville Stores Department on October 20th. Lillian ends her railroad career with twenty and a half years of service, working at Augusta, Livermore Falls, Lewiston, Rumford, Brunswick and Waterville. She was presented with a Kodak disc camera by her fellow clerks, Stores laborers and friends at Waterville. Her husband, Conductor William Ayer, also ended his railroad career the same day with 33 years' service. Their son who worked in the shops, Electrician Robert "Red" Ayer, resigned October 1st. The combined ser-

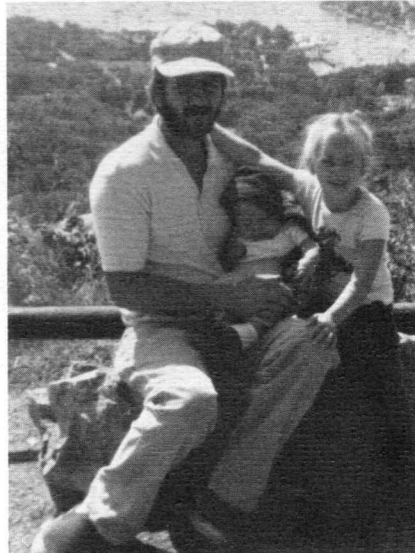
vice of these three members of the Ayer family represents 64½ years of Railroad service.

Machinist John "Ed" McAleer and his wife Blanche returned recently from a vacation in Hawaii where they watched their daughter Peggy participate in the triathlon. This consists of a 2½-mile swim, 112-mile bicycle race and a 26-mile run. There were 1000 participants and, out of 100 women, Peggy came in 44th. Her total time was 14 hours and 5 minutes. Peggy is a flight attendant with American Airlines.

Congratulations to Carman Ralph Fletcher and his wife on their 35th wedding anniversary celebrated at a party arranged by their children and families on September 18th.

Sympathies are extended to the family of retired supervisor George "Coop" Stevens, who died December 5th at the age of 75, and to the family of employee David F. LeClair, sheet metal worker, age 51, who died December 10th. Mr. LeClair had been out sick since March and had 8 years' service at the Shops.

Ruth Brochu



Trackman Don Bubar with 4-month old son, Jonathan, and 4-year old daughter, Jaime.

Waterville Station

Congratulations to Assistant Work Equipment Maintainer Bill Bird and his bride Carolyn on their June 29th wedding.

Our congratulations to Trackman Lee Poulin and his bride, the former Carol A. Donahue, on their July wedding.

Congratulations also to Trackman Raymond A. Stauble III and the former Barbara K. Johns who were married in Portland, August 28th, at St. Joseph's Church. Mrs. Stauble is employed at Maine Medical Center. They are making their home in Portland.

Sympathies are extended to the families of Trackman Ken Bureau on the death of his dad, Trackman Rick Cyr on the death of his dad, Foreman Robert J. Henry on the recent death of 25-year old brother Steven, and retired Chief Clerk Denis Chamberlain who died in September. Mr. Chamberlain retired in 1972 after working for Maine Central for 36 years.

New babies on the baby parade are: A son, named Christopher, born August 8 to Trackman Garrett Hart and wife Colette; a daughter, named Anna, to Foreman Leo Caron and wife June; a son, named Edmond, to Trackman Ken Bureau and wife Dorna; and a son, named Tyler, born August 19, to Trackman Mike Brown and his wife Cynthia.

Lucette Huard



Lead Clerk Lillian Ayer, middle, was presented a gift by the Stores Department in Waterville, when she retired. Left, Dot Begin and right, Lillian Poulin.



Celebrating 2 months without injury at Waterville Shop, on October 15th, is the Safety Committee: Left to right, Foreman Andrew Miles, Gerald Cates, Darrold Clair, Alan Cote, Lowell Swett, Gary Kitchen, Guy Patterson, William Stevens and Dave Bickford. On November 5th, the Shop celebrated 3 months without injury.

Waterville Yard

David Hillman, son of Yardmaster and Mrs. Burns Hillman, formerly of Oakland and now of South Burlington, Vermont, has passed his Professional Engineer's Board examination. A graduate of Messalonskee High School, Hillman holds an associate degree from Vermont Technical College and a BS degree from the University of Maine at Orono, both in civil engineering.

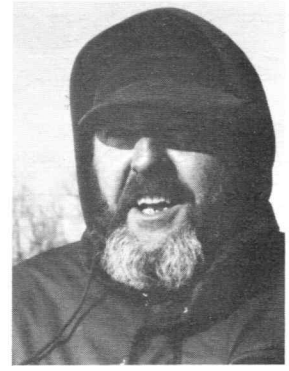
Conductor Joe Boudreau had a busy season with Red Oak Rip, his two-year old Labrador retriever. In 6 field trials, 1982, he got 2 second places in sanctioned trials, 3 fourth's and a Judges' Award of Merit in Canadian Licensed trial. And this was his first summer.

Congratulations to Yardmaster Burns Hillman for his new position as president of the R.B. Hall Band.

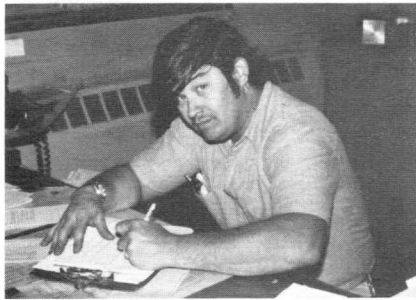
Photos by Arthur Doucette.



Yardmaster Burns Hillman with his wife Christine at his recent 40th class reunion.



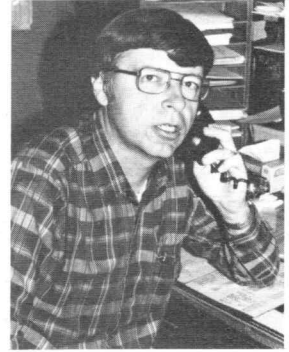
George A. Curtis, spare brakeman, trying to keep warm on a cold windy day.



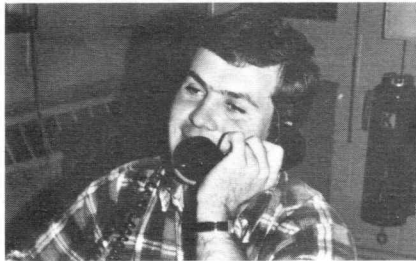
Harold "Little Beaver" Obert, spare yardmaster.



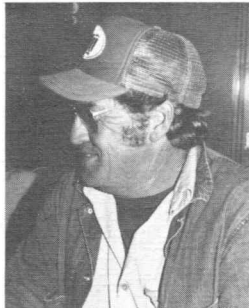
Conductor Joe Boudreau with his Labrador retriever pup.



Billrack Clerk Al Cook caught in action at Waterville Yard Office.



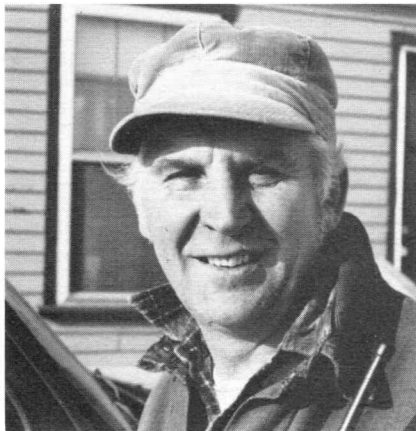
Spare Yardmaster Larry Lemieux trying his luck at the green chair.



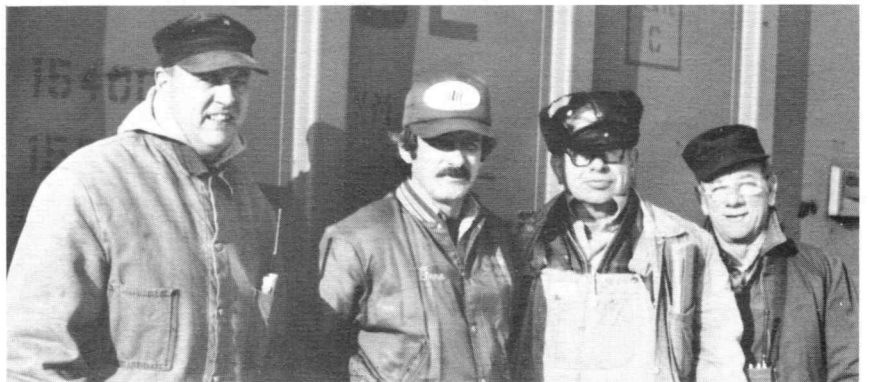
Bernard "Smiley" Faulkner, brakeman. At present he is the Fox's right-hand man.



Victor "Grumpy" Tardiff, conductor, making out his time slip for the day.



Car Inspector Maurice Laplante with a big smile.



Left to right, Brakeman E.J. Laliberte, Engineer Gene Plourde, Conductor Phil Messier and his right-hand man Flagman Leo Bujold.

Retirees'

One of the nicest, most popular bosses retired July 9th, after working 34 years with the Maine Central Railroad and Portland Terminal Companies, as a General Supervisor in the Portland Terminal Track Department. Joe Coombs was given a surprise party in his office at the Engineering Department General Office Building and many in the Terminal and General Office Building dropped in to wish him well. Joe and his wife, Mary, keep very busy sailboating, bowling, playing Bridge, and Joe belongs to the Woodford's Club where he sees many of the Railroad men who have also retired, and he also belongs to an exercise class at the U of M to keep his trim physique.

It's sad to hear of the deaths of our Railroad workers but it's one of the inevitable facts of life and, sad as we may feel, it's something we want to know. Since our last Messenger, I have learned that Elta M. Benner, Payroll Department; Martha True, stenographer; and Wilson McCray, signalman at Lewiston, have died.

Erland Libby died in June at the Seaside Nursing Home. He was employed in the Accounting Department for 53 years. Erland was 85 and the husband of Hazel Libby, who also was employed in the General Office Building.

Cathleen C. Britting died in June at a Portland hospital after a brief illness. She worked in the Engineering Department as clerk-stenographer.

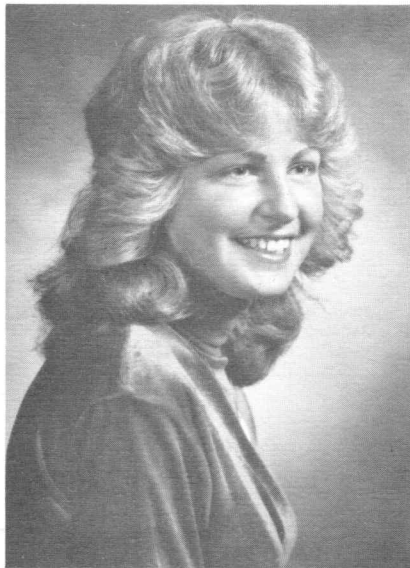
Everyone in the General Office Building knew Bill McDonough, the friendly and helpful mail clerk we saw every day. His daughter, Carol Bragdon, who formerly worked as stenographer in the Engineering Department, advises her father died in March, at home with his family.



Laborer and Mrs. Clifford St. Pierre at a recent party celebrating their 25th anniversary.



Chester Levesque, retired Yardmaster, posing with the London Guard on a recent trip to London, England to visit his son.



Cathy Hines, daughter of Engineer James F. and Shirleen Hines, graduated from Lawrence High School in Fairfield last spring. She is now attending EMVTI in Bangor and is planning on a career as an accountant.



Kara Jane Hillman, daughter of Bruce and Jane Hillman and granddaughter of Yardmaster Burns and Mrs. Hillman. You will note that she has her grandfather's dimple in her chin.



Joe Coombs and his wife Mary.

Althie Sez

Marty Walker, of the Auditor-Disbursements Office, along with railroad buff Mike Lennon were 4th of July visitors at Twp. 18. A sightseeing trip included stops at Dennysville and Ayers Jct. to take pictures and then along to Eastport, and back to Campobello, with "talk and eat" being our motto.

Visited with Frank Dowling at Marshall Health Care in Machias. He recalled an interesting tidbit about the old Washington County Railroad actually adding curves to its line in order to have the necessary 100 miles of roadbed to meet the legislative requirements. Frank enjoyed Thanksgiving in his own home in Jacksonville along with his family.

Don and Robina Gaddis, along with Aunt Evelyn Stanhope, took a Thanksgiving trip to Prince Edward Island in his new Olds.

Art Palmer has been on the sick list this past summer. Sure hope he's on the mend. Bet Art misses his visits to the Machias Station along with the rest of us.

George Stanley, sales manager, stopped by at Twp. 18. We really "railroaded" back to better times. Sure enjoyed seeing you, George.

A sure sign of winter is when you spend less time on the crossword puzzle in the outhouse!

A 35th wedding anniversary party was held on October 15 honoring Operator Phil and Nat Tracy at son John's home in Augusta. Phil is a towerman at Waterville and Nat is Activities Coordinator at the Augusta Convalescent Center. Their sons, John and Mike, live in Augusta, and daughter Betty Hanson lives in Cheyenne, Wyoming.

After a series of treatments in Bangor, Ivadell Dowling is home and able to go on occasional rides with son, Cecile. She is back writing for a local newspaper. The folks around here missed her newsy column.

Old Herk, the coon, has flown the coop since Sam landed one rainy night last summer. After running wild, close to a year, this skinny white cat with blue eyes decided he liked the menu and took on squatter's rights. Sam is anything but skinny now! Being housebroke, he runs around crosslegged on these cold nights rather than venture out in the frigid air.



Conductor "Hump" Ayer and wife Lillian, clerk, both recently took their pensions together. Here they are shown enjoying the cake provided by the office crew.

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