12 New Diesel Locomotives To Boost MeC Power Late in '66

Freight-moving power of the Maine Central Railroad will be increased late this year with delivery of 12 new diesel locomotives.

An order carrying a price tag of approximately $2,000,000 was placed July 6 with the Electro-Motive Division of General Motors. It calls for the dozen 2,000 horsepower diesels to be delivered to Maine Central in November and December of 1966.

President E. Spencer Miller said the equipment purchase is another step in his company's continuing plan for freight service improvement. "This program," he said, "is designed to provide Maine's growing industries with the latest and best in equipment, to insure that Maine Central's locomotive fleet keeps pace with demands for increased movement of freight, and to make possible faster schedules than can be maintained with present locomotives."

The new units will replace an equal number of 1,500 horsepower engines purchased between 1947 and 1949. The new units will be delivered at St. Johnsbury, Vermont, and will be used in regular train service between that point and Bangor. Greater horsepower and weight, the railroad said, will permit train tonnages to be increased between 20 and 25 per cent, or speed to be increased with present train tonnages.

Use of the new locomotives could reduce by as much as an hour the transit time of present train tonnages on main line runs.

The new Maine Central locomotives will be EMD GP-38's, with four-wheel trucks and a total weight of 260,000 pounds. They'll bear the gold and Dartmouth green colors of the Maine Central—gold overall, with lettering and trim in green.

Equipped with multiple unit control, the new engines can be used in combination with other Maine Central locomotives to provide additional power as required.

The locomotive order is the result of a year-long study of Maine Central power requirements, the proposals of several builders, observation of other railroads and demonstrations of the new units on the Maine Central itself.

The $2,000,000 locomotive expenditure is part of an authorization by the Maine Central board of directors for some $5,000,000 worth of new equipment. An order for 200 new cushion-underframe boxcars was placed in April for delivery early in 1967.

First Shipment Of British Tar Reaches Portland

New tonnage for the Port of Portland began to arrive July 17 when the SS Landbreeze docked at Portland Terminal Wharf No. 3 from England with a million and a half gallons of crude liquid coal tar for Koppers Company, Inc.

The bitumen road material is the first liquid cargo ever received at the Portland Terminal docks.

H. W. Thistlethwaite, local manager for the Tar and Chemical Division of Koppers Company, Inc., said the first tar shipment is hoped to be the start of a regular schedule that will bring some 4-5 million gallons of the liquid road material through the Port of Portland each year. Most of it is moved by railroad tank cars to Maine cities and towns, Thistlethwaite said, but some of it is shipped to Vermont and New Brunswick.

To handle the new cargoes, a new pipeline was built which runs from the docks under Commercial street to the storage tanks of Koppers on Beach street where 3 million gallons can be stored at one time. The pipeline is some 2,000 feet in length and has two berth inlets on the Portland Terminal Company docks.

NEW FOR THE PORT OF PORTLAND—H. W. Thistlethwaite, Portland Koppers manager, John P. Scully, MeC executive assistant, and William J. Berry, assistant to the MeC sales manager, stand aboard the Norwegian tanker Landbreeze at Portland Terminal Wharf No. 3 as the ship discharges the first local cargo of English crude coal tar. The road-building material passes through an eight-inch pipe 2,000 feet long to the Koppers plant on Beach street, from which it will be shipped by rail.

Bond Campaign Set This Month

The annual campaign to increase participation by Maine Central and Portland Terminal Company workers in the payroll deduction plan for the purchase of U. S. Savings Bonds will be in progress for the entire month of August.

Vice President Roy E. Baker, 1966 chairman for the drive, has announced that all employees of (Bonds—Page 8)
TO MY FELLOW EMPLOYEES:

Early summer always means garden peas, the season’s first really warm days, record crowds at the beaches, and recently, the annual convention of the Maine Truck Owners Association. And like the Fourth of July fireworks that brighten the sky of one of these early summer evenings, the MTOA convention usually goes off with a bang.

Not so, however, this year. The big gun of the convention went off with a puny sputter. We’ve learned to expect a real blast from the MTOA convention, and were disappointed to read only an uninspired recital of railroad grade-crossing accident statistics, delivered in such terms that the railroads, which have worked for years to promote crossing safety, were cast in the role of parties-at-fault.

C. G. Zwingle, President of the American Trucking Association, journeyed all the way from Oakland, California, to eat a good Maine lobster or two, hopefully to enjoy a few days’ rest in our state, and to make the convention’s principal speech. We heartily agree with his choice of seafood and his taste in vacation spots, but we don’t understand his brand of logic.

Mr. Zwingle told his fellow truckers and their guests that “an 11.3 per cent increase in grade crossing accidents and an 18.3 per cent rise in connected fatalities were the main reasons for the poor overall railroad safety record.”

He neglected an obvious truth—obvious to every thinking person—that every accident involving a train and a highway vehicle involves the violation of a basic safety rule on the part of the vehicle. In order for the train to hit the vehicle, or for the vehicle to hit the train, the vehicle must be on the tracks. No train—as we of the railroad industry have been saying for years—ever has chased a car up a street.

So, much of Mr. Zwingle’s speech was lost on us, and, we expect, lost on all other disinterested Maine people who have come to expect a little more from transportation industry speakers. It did, however, suggest an intriguing research project involving our own accident records.

We found that there have been 324 grade crossing accidents on the Maine Central since August, 1961—five years ago. Fortunately, however, no train was involved and there were no personal injuries in 165 of these accidents. Damaged highway vehicles are negligently driven on to the crossing; (2) that almost invariably the involved highway vehicle is negligently driven on to the crossing; (3) that not once in the past five years has a defective Maine Central crossing protective device or negligent crossing tender been responsible for a crossing accident; (4) that trucks which according to the MTOA are only 16 per cent of the highway vehicle users in Maine were involved in 66 per cent of the collisions with crossing protective devices where the type of vehicle could be ascertained; and (5) that while railroads generally pay for all or a large part of grade crossing protection, undertaking 100 per cent of the expense and responsibility for care, maintenance and proper function, hundreds of highway vehicles use each busy crossing for every train that passes.

Come to think of it, why should the railroad pay for the protection of crossings to an extent greater than its use?

EDITORIAL

For Our Own Security

Security, these days, is measured by most of us in terms of money that we have available. It’s unfortunate, in a way, but that’s how we feel . . . if there’s a dollar or two put away somewhere, the rainy days will take care of themselves.

But it’s difficult to save. There’s always something to take care of the extra money, the cash that’s left over after the necessities are paid for. Some things are just hard to do, and saving money is one of them.

There’s one way, however, that it can be done, simply and painlessly, with surprising results. You can save easily through the purchase of U. S. Savings Bonds on the payroll savings plan. It’s done automatically . . . in small payday installments you’ll never miss.

You won’t even see the money . . . until you need it.

And it’s so easy you can do it with one hand (plus a pen, 90 seconds of your time, and a payroll savings application form.)

But don’t take our word for it . . . find out for yourself when your departmental solicitor comes around this month.

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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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 not 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 reassembled 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 headlamps. Anyone interested in railroads could spend an enjoyable and informative hour or more in the main museum. In the old Thorndiike 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 Thorndiike.

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

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

BACK TO 1910—This view of the Boothbay Railroad Museum shows the former Freeport McC Station, the McC Caboose, and between them, part of the restored B and ML station from Thorndiike.
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.
Section Foremen Meet...


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 railroaders in Maine. Starting times will be assigned by the chairman, 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 kindness and encouragement 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 Lindbergh, 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

SCORECARD

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.
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 World's 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 midsummer vacations were Dee Stanley, J. F. Stanford, Larry Harding, Lin Lanson and Eddie Stewart.

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

Edwin Smith, Chief Statistician, recently attended the wedding of his 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 M&O 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 also sold 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 Farmington Little League on which his son Kendall was a player.

Errol Libby spent a week's vacation at his cottage in Brookfield 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 at Geneva's "Gigi" Kennebunk Playhouse during his July vacation.

The 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 seven 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 George and his wife at Camp Streamside, 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. Engaging some time off are: Albert Stiveletti, Robert Casey, Millfred Goodwin, Joseph Ashley, Francis DeChruy, Jerry Smith, Martin Malia, Charles Ready, Albert McCann, Matthew Kane, Doris Boise and Russell Hammond.

Car Department, Clerk Patrick Conley has been ill.

Mrs. Janice Dudley Hamford 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 Hodler's Helper.

Former Carpenter and Mrs. Allan Pollock were honored recently at an anniversary celebration.

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 Chairman in the Engineering Department. Will 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 Massachusetts.

Mr. Chandler is a graduate of 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. Mill Hill has been remaindered of the old wooden floor removed and a gravel sub base installed by Lawrence 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. Nabert Estabrook, and Walter, have been vacationing 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 sad event of the death of Machinist Harry Hutchins who collapsed and died in the Engine House. Ironically, he had recently passed his 60th birthday and was working his last shift, prior to vacationing and then retirement.

Signalman 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.
First trick Yardmaster Joe Vigue is sporting a new Chevy Impala hard-top.

Track Foreman Alfred Gowen, Skowhegan, has returned to work after being ill since January 1, and Bob Bennett has bunted the Assistant Foreman's position in Waterville Yard held by Bill Williams. Bill is filling in as foreman at Oakland while Ed Veilleux is working at Hartford on the Extra Crew taking up track Hartford to Harmony.

We hear Assistant Work Equipment Maintainer Les Anderson's wife "Betty", received a nice card for their wedding anniversary. It was a sympathy card!

Ronnie Hartford has bid off the track foreman's position at Corinna.

Work Equipment Supervisor Ray Coulombe went to St. Albans, Vt., recently to look over some work equipment.

Track repairman Gid Veilleux is ill and underwent surgery recently. He is now feeling better and is resting at his camp. Chester Haskell is filling his position.

Assistant Work Equipment Maintainer Les Anderson was at Bangor for three weeks while Work Equipment Maintainer Cecil Beal was on vacation in Colorado.

Warren Russell's Stone Crew has been on District No. 4 at Winslow, Barnham, Pittsfield and Dexter on culvert repairs.

Best wishes are extended to Clerk Wilfrid Binette Waterville Shops, who retired June 8. "Beanie" has been the

Clerks' Secretary-Treasurer of Lodge 32 for 35 years. The position is now held by Clerk Arthur Grenier, Freight Office. A notice has been posted at the gates here at Tower "A", that all traffic is to use Allen Street entrance to the Shops except when the red flasher is on at the Tower.

Work has been progressing on the removal of track Hartland to Harmony. The turntable at Hartland has been taken up and there are two bridges to be taken up by the B&B Department.

The track has been removed from the Hartland Yard and work now is on the main line Harmony to Hartland. Wes Smithwick is the crane operator on this job. We are also using the Speed Swings from Bangor, with machine operators Arthur Has- kell and Ivan Pelotte.

Other projects going on are the track changes at Scott Paper Company Yard due to the renewal of the Canal Bridge.

New track is being built at Fairfield for a Holmes-Swift warehouse.

The weed spraying program has been done Oakland to Bingham. The Sperry Rail Detector Car was on District No. 4, July 9.

Clerk Dick Fecteau was on another week's vacation camp and having the grandchildren from Mass. and they all went down to the coast one day for a lobster feed.

Joe McKeon, Plumber's Helper, was on a week's vacation, and John Begin, Telegrapher, Tower A, is on a month's vacation.

Assistant to Supervisor Work Equipment Al Henderson was on a week's vacation in New Brunswick and bringing back the grandchildren to stay a few weeks. Ai was in the Portland Terminal a week working with Work Equipment Maintainer Al Wor- cester.

Track foreman Ronnie Hartford, Corinna, is sporting a new 1966 Dodge Corntet.

Those on vacation in the Freight Office were: Chief Clerk Denis Cham- berlain; Clerks Bob Esty and Carroll Huard, with Harry Nason and Pris- cilla Averill filing in.

Trackman Louis Paradis is off on account of sickness.

Those on vacation in the Yard Office were: second trick bill rack clerk Bill Hanson, and first trick bill rack clerk Basil Higgins.

There's a new boat service, we hear, on Main Stream, Harmony Branch, called the "SS Left Behind". B&B crewman Larry Brown and Ernie Henry were left on the other side of the bridge after helping with the removal of the last girders, and found they had a little problem getting back across, so they made a raft with ties and made a successful trip.

On vacation in the track department were the following: Track Fore- man Pete Boucher, "Joe" Haskell, Leon Lawrence, Ed Tenan, Lloyd Cooley, W. L. Haskell, Ronnie Hart- ford, Elliot Vintinner, Lin Decker and Warren Bessey. Trackmen Walter Baker, Charles Proctor, Nelson Chamberlain, Min Willie, Harry Covene, Wallace Blot Atwood, Carroll rural and John Sunborn.

Clerk-Stenographer Bev and hus- band, brakeman Bob, have sold their home in Clinton and are staying at their camp at Unity for the summer. Meanwhile, they are having a new home built on Second Avenue, Winslow, which they hope to occupy before school starts this fall.

Bridge and Building Foreman Dick Smith was on two weeks vacation with Everett Flannery filing in.

WATERTVILLE YARDS

O. J. Bouchard, Head Brakeman, Switcher No. 7, says four weeks vacation at one stretch is for the birds . . . you get used to hanging around and don't want to come back to work. He had a great time though, playing cards, cribbage, etc. while at the camp he hired. He says that while on vaca- tion he missed Ralph Moffat, his idol.

Steve Roy, Conductor, Switcher No. 1, says he's going to take his vacation when Gond Laniere comes back, because the east end of the yard would never be the same if they were both off at the same time.

Ken Fitton, Head Brakeman, Switcher No. 2, had a little misfor- tune recently. Seems Gerry Gagnon, Sp. Brakeman, was giving him a hand at house building—well, now it was simple advice or professional coaching—but anyway, Ken does not trust him too highly in staging building, but he is grateful for his help.

W. A. Currier Enginenman from Portland, got a one-day call to work Switcher No. 5. Good to see the old familiar faces once in a while.

Dick Goldrup, Spare Engineer, Waterville Yard, was helping Roger

RETIRES — Clerk Wilfrid Binette, left, of Waterville, who after 47 years with the Company retired July 6. He was presented with a substan- tial purse from fellow diesel stores employees. The gentleman on the right is Storekeeper T. F. Roche.

Ouellette, Spare Brakeman, fix his car. Dick asked Roger just what he was going to do with all the extra parts. Roger, scratching his head and pausing for a moment, finally said "We can always go into the parts business."

The 3-X's have put their X's on the dotted line, and got the same job (Incidentally X stands for former Assistant Yardmasters). They are as follows: Roger Veilleux, Cond., Joe Boudreau, R. Brakeman, Phil Merig- gis, H. Brakeman, The Job.

Switcher No. 5.


Car Cleaner and Janitors, C. H. Parkhurst, R. Knight and R. Sweet.

Road, M. M. Pratt, J. H. Cormier, A. D. Hunt, J. E. Gallant and A. E. Herron.


DICK'S GRANDCHILDREN — Pictured above are the grandchildren of Clerk Dick Fecteau, Engineering Office, Waterville. Left to right, Susan, 4; Stephen, 3; and Scott, 2.
From The History File

Walter Stimson was warmly greeted at our last meeting after having been in the Maine Medical Center for several weeks.

Herbert Wells of Chelsea, Mass., former Treasurer of the United Association of R. R. Veterans, is much improved after a serious illness and with Mrs. Wells plans on attending the 37th Annual Convention in Burlington, Vt., Sept. 22-25.

Mr. and Mrs. Charles W. Goodwin of Lawrence, Mass., are planning to spend their annual vacation at Old Orchard Beach during August. Charles (Chuck) Card of Amarillo, Texas, who is connected with the Air Base of that City, is expected by his father Mr. Harold M. Card (retired Maine Central passenger Conductor) to spend his vacation early in August. They plan a mackerel fishing trip while he is in Maine.

The following were guests at the June meeting: Mr. and Mrs. Thomas H. Porter of Auburn, Mass. Mr. Porter is President this year of the United Association of R. R. Veterans; Mr. Walter Thompson and Mrs. Gladys Wansky, Somerville, Mass.

Mr. and Mrs. Norman Masenagle are spending the summer at their cottage on Sebago Lake.

Publishes Book

Richard F. Dole, Jr., son of Chief Mechanical Officer and Mrs. R. F. Dole, South Portland, has published "Territorial Trademark Rights and Antitrust Laws" in connection with his doctoral studies at the University of Michigan Law School. The Waterville High school, Bates and Cornell graduate is a member of the faculty at the University of Iowa Law School.

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