



Messenger

Vol. 1, No. 6

For Employees and Friends of the Maine Central Railroad

April, 1961



SOLD TO BANGOR INTERESTS—Bangor's Union Station—sold to three local businessmen in March—is slated to become a shopping center. The sale included, besides the station itself, about five acres of land, the train shed and former express building.

Bangor's Union Station Sold for Use as Shopping Center

The Maine Central announced the sale of Bangor Union Station and approximately five acres of land and buildings in March. The new owners said they intend to develop the area as a shopping center and for warehousing.

Purchasers are Millard F. Coffin, president and treasurer, Coffin and Wimple, Inc., Henry I. Bacon, president of the Bacon Printing Company of Bangor; and Laurence K. Paine, local real estate broker and developer.

John P. Scully, Maine Central executive assistant and head of the railroad's real estate department, said "several people were interested in purchasing the Union Station property. The Maine Central wanted to make sure that it went into the hands of someone who will develop it for the benefit of Bangor's future. We decided, therefore, to sell it to Messrs. Coffin, Bacon and Paine, who told us they plan to develop it as a shopping center and also for industrial use." Bacon's printing establishment is one of the oldest firms in Bangor, and Paine recently acquired Ken-

duskeag Home Gardens, a 100-house residential development here.

The area sold extends from a point between the old Brewer Bridge and the railroad bridge to Kenduskeag Stream, and from Washington street to the main line tracks to the Maine Central. Buildings sold include the Union Station, which has been vacant since September of last year, when all passenger service was discontinued by Maine Central; the covered train shed; the building formerly used for handling railway express and baggage; and a structure containing a heating plant.

A railroad spokesman said all tracks, except the main lines and sidings to serve the former Railway Express building and the train shed, will be removed.

MeC To Carry 1350 Campers

The Maine Central Railroad will operate four passenger trains over its lines in June and July, taking more than 1,350 youngsters to summer camps all over the state.

Another 1,300 will arrive in Portland by rail and travel to nearby summer camps by highway. The 1961 total of campers coming to Maine by rail—approaching 3,000—is expected to be slightly larger than last year.

They will be the first passengers to be carried by the Maine Central since Sept. 6, 1960, when regularly scheduled passenger service was discontinued. The railroad had assured the Maine Public Utilities Commission, however, that it would continue certain special passenger operations.

Harold J. Foster, Maine Central executive representative, said tentative arrangements have been made to handle about 48 coaches and sleeping cars through Portland to points on the Maine Central system. Another 55 cars will terminate at Portland.

Foster said plans for the movements were made by representatives of the Pennsylvania, New Haven, Boston and Maine, Maine Central and the Pullman Company at a recent meeting in New York City. He said the totals may increase as the camping season approaches.

Here's the tentative schedule:

A six sleeping car train will arrive in Portland June 15 with 150 youngsters and attendants from the Bancroft Training School at Haddonfield, N. J., bound for summer headquarters near Rockland.

A similar train will arrive in Portland on June 20 with 250 Devereaux School students bound from Devon, Pa., to North Anson.

An 18-car, all-Pullman train will arrive in Portland June 30 with a total of 450 boys and girls bound for Camp Fernwood, Danville Jct.; Camp Somerset, Waterville; Camp Lown, Waterville; Camp Belgrade, Belgrade; and Camp Tripp Lake, Danville Jct.

(Campers—Page 8)

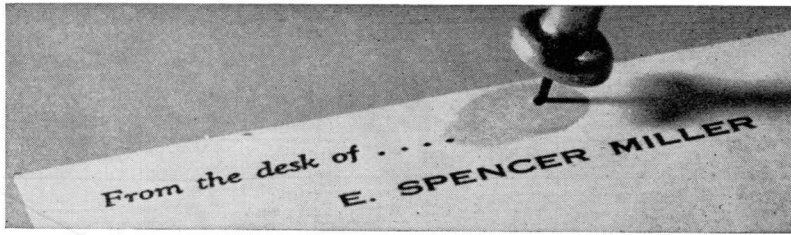
761 Entries Railroad Awards To Be Made on TV

Practically every high school in the state is represented among the 761 young ladies and gentlemen who are in active competition for the \$4,000 college fund prizes which are being given by the Maine Central Railroad and the Bangor & Aroostook Railroad.

Entries, which closed on March 15, showed about an equal number of female and male entrants.

Eight of the more than 750 juniors and seniors in Maine's public and parochial high schools and academies will win the awards. The first prize is \$2,000 towards an education in any accredited New England college or university. Second place will bring \$1,000, third \$600 and 4th \$400. Four other winners will be named as alternates with the privilege of moving up into the prize category if any of the winners fail to enter college, as prescribed in the rules of the contest.

Governor John H. Reed will award the prizes to the eight winners in a half-hour television show May 23, to be carried simultaneously by stations WCSH-TV, Portland; WLBZ-TV, Bangor; and WAGM-TV, Presque Isle.



Earlier this year the very solvency of our company was threatened by the necessity of paying on July 1 \$9,350,000 of Portland Terminal debt which Maine Central agreed to pay and which fell due on that date.



We were finally successful in marketing a new issue of 25-year Portland Terminal bonds but at a stiff financial sacrifice. The bulk of the old bonds paid interest at the rate of 4% and the best interest rate which we could obtain on the new was 6¼% which will cost Maine Central alone more than \$100,000 more each year. In addition some \$600,000 in discounts and costs was drained from the treasuries of the two companies.

The day after sale of these bonds we went about the job of financing new equipment to help us do a better job for our shippers. The January Messenger reported on car acquisitions and reconstructions and hinted at an ambitious car buying program. This program was said to depend upon reform of the Maine excise tax on railroads, and so it does. With faith that justice will be done by this legislature we have taken the first step through authorization by our Directors of the purchase of 200 new box cars, with roller bearings, high capacity draft gears and wide aluminum doors. In addition the company has ordered 50 all-steel sideless bulkhead pulpwood rack cars of the most modern type. The total cost of these 250 units is estimated at \$2-¾ millions. Other special purpose cars such as tanks will be bought with cash.

Dependent upon tax reform is a progression of this program involving purchase of an equal quantity of modern box cars for each of the next 3 or 4 years. If this objective becomes possible we will be provided with a modern and efficient fleet improving car supply, per diem costs, damage-free carriage, shipper satisfaction and the economic marketing of Maine products. The new cars will carry the handsome green and gold Maine Central colors and the Pine Tree emblem known across the continent as our "flag." A little thrill has run along my spine when I have seen one of the old "greenies," as some of our people call them, on a lighter in New York's East River, on the side track of a North Chicago junk yard and on a Western Pacific siding at Oakland.

One of our directors, Mr. Sweeny, wrote last winter to say that if we were worried over the whereabouts of box car No. 9165 it was on a siding six miles north of Mexico City. So you see, the "flag" is flown in some pretty far places! Let us all do our parts on the home property to make these roving ambassadors carry to other railroadmen, shippers, and people everywhere the impression that they are receiving the representative of one of America's most efficient and cooperative freight carriers.

EDITORIALS

How to Become Famous

There's a fine opportunity coming up for someone from Earth to make himself a hero on some nearby under-developed planet. He'll be able to go there, within a few years, and wind up with his picture on the postage stamps.

He won't be particularly famous on Earth, because by that time, interplanetary travel will be commonplace, but his name will be on every lip on the planet where he lands.

He may find a civilization, of sorts, with a lot of the same problems we've had here on Earth. He may find agriculture and industry not only wrestling with the problems of how to grow and make things, but how to transport them from one part of the planet to another. He may find individual farmers crowding the roads with their wagons, locked in tight traffic jams with the trucks of the manufacturers. He may find most private citizens in financial straits after paying high taxes to support construction of bigger and better highways.

But our hero will solve these problems for them in the least expensive, most efficient manner possible. He'll invent railroads.

A Word for Waterville

The Messenger is six months old now, and having reached full estate, may rise with editorial dignity and congratulate members of the Waterville team on their recent Maine Central Bowling Tournament victory.

It's good to know that all the sharp eyes and sure arms aren't concentrated in Rigby or the General Offices, despite the general impression of the past few years.



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First Teenager on The Moon May Be Employee's Daughter

If there was ever any doubt that Patricia F. Morelli, 15-year-old daughter of Crossing Tender and Mrs. Francis A. Morelli of the Portland Terminal Company, plans to make modern science and space study her career, the doubt's been exploded.

Patricia is definitely, these days, thinking about . . . well perhaps not actually being the first teen-ager to hit the moon, but at least how she can exceed her efforts of this year in the school science project at Cathedral High School, Portland. It will have to be something almost as spectacular as a moon shot to beat her this year's effort.

Way back in August of 1960 Patricia started working on her Missile, Rocket and Conquest of Space project, a part of her school work. Patricia didn't do things the easy way. She really went into it. In eight months of letter writing, she accumulated more than a ton and a half of literature, phamplets, photographs, hardware and models.

But it was her letter to the Sperry Gyroscope Company which really "paid off." A few days before the Science Fair at Cathedral High, Patricia asked her parents "what is all this excitement, I was in the Fair last year and I'll be in it again next year. What gives?"

Patricia didn't know that the principal of Cathedral High, Sister M. Flavia, and also Patricia's parents had been informed that on the day of the Fair, the Sperry people would deliver to Patricia the same 34-foot Polaris Missile that thousands had seen in the Inaugural Parade in Washington.

BRT Auxiliary Plans Dinner Party

Evangeline Lodge No. 146, Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, is making plans for its anniversary dinner party, on Saturday, May 6, at the Venetian Room of the Columbia Hotel.

Arrangements are being made by Mrs. Esther Larsen, Mrs. Florence Hayes and Mrs. Euphrasia Kilmartin, who are working very hard to make this affair a success. It is hoped that members will turn out with their guests in good numbers.

It was a very excited girl who was ushered out of school to face a battery of newspaper and TV cameras and to not only get the missile for her exhibit at the school fair, but to be made an honorary Navy recruiter, given a Wave's hat, and presented with a wrist watch from the Navy. She also received telegrams of congratulations from Senator Muskie, Vice Admiral W. F. Raborn, and Vice Admiral W. R. Smedberg, as well as from President C. A. Frische of Sperry Gyroscope. Patricia also was named Miss Missile of 1961 and her picture with the missile has been in national magazines and newspapers all over the country, as well as abroad.

Patricia isn't saying what she's planning for the 1962 Science Fair at Cathedral, but from her accomplishment this year, it could be a trip to the moon.

THE Feminine SIDE

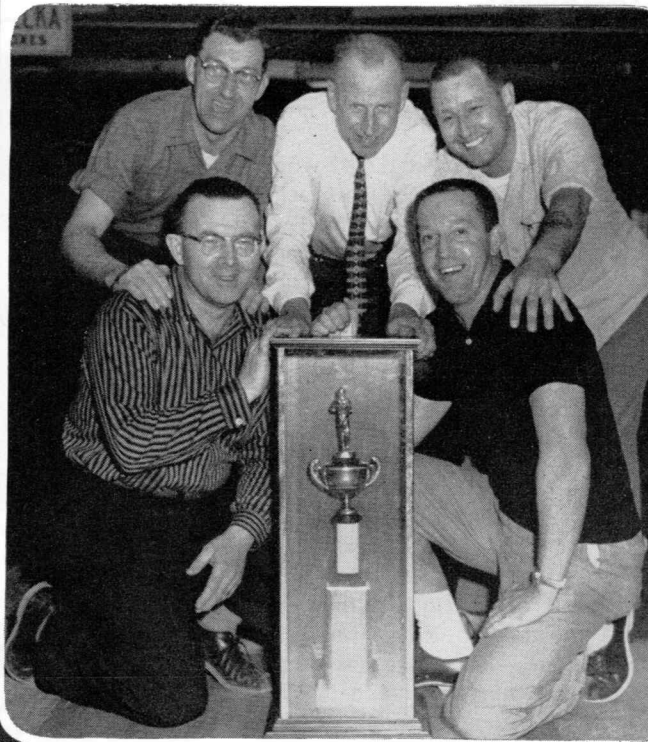


There can be six feet of snow and below-zero temperatures, but if there's the slightest hint of spring in the air, golfers will detect it. One such is this month's Feminine Sider, Mrs. Mary Mingo, Freight Traffic Dept. stenographer, who plans to start her fifth golfing season as soon as the fairways dry. She's shown with Clayt Sweeney, Riverside Pro, inspecting a new club. Mary will get a head start on most Maine golfers anyway, because she's a regular at the Old Orchard Country Club, one of the earliest-opening layouts in the state. How's her game? "Pretty good," she says . . . for me."



A BIG DAY FOR "MISS MISSILE"—It will take a trip to the moon, at least, to beat the excitement mark set last month when the Polaris "model" missile, expected by Patricia Morelli in response to her request to the Sperry Gyroscope Co., turned out to be the real thing. The presentation took place on the steps of Cathedral high school, Portland. Patricia is shown in top inset. Her folks, Crossing Tender and Mrs. Francis A. Morelli, are shown below.

As Waterville Won



Maine Central bowlers from all over the system.

It was Waterville's third win in the 13-year history of the Maine Central Tournament. The Elm City squad won the first meet in 1948 and followed up with another victory in 1949, but they've logged consistent defeats until last month.

Don Priest was the victorious captain, backed to the last frame by Bernard Ladd, Ted Jewett, Clif St. Pierre and Ken Reed. They rolled a five-tring total of 2,382, followed by Rigby (A) 2,348; General Office (A) 2,330; Bangor (A), 2,328; and Bangor (B), 2,314.

Five railroad bowlers broke the 500-mark, with Al York of Bangor winning honors for his high total of 526. Other 500 bowlers were B. Ladd, Waterville, 518; Larry Warren, Bangor, 506; John Broderick, Rigby, 504; and L. Stevens, Waterville, an even 500.

Top individual strings were rolled by J. Broderick, 128; Joe Weingarden, Rigby, 123; A. York, Bangor, 119; John Conroy, Portland, 117; Larry Warren, Bangor, 115; and B. Ladd, Waterville, 115.

A total of 65 Maine Central railroaders participated.

Plans already are in the making for next year's Maine Central Tournament, with the General office bowlers to be hosts at Portland.

Service Awards for 37 Workers

Twenty-Five Year service pins were awarded to 37 Maine Central-Portland Terminal Co. employees in April.

The following received the service awards:

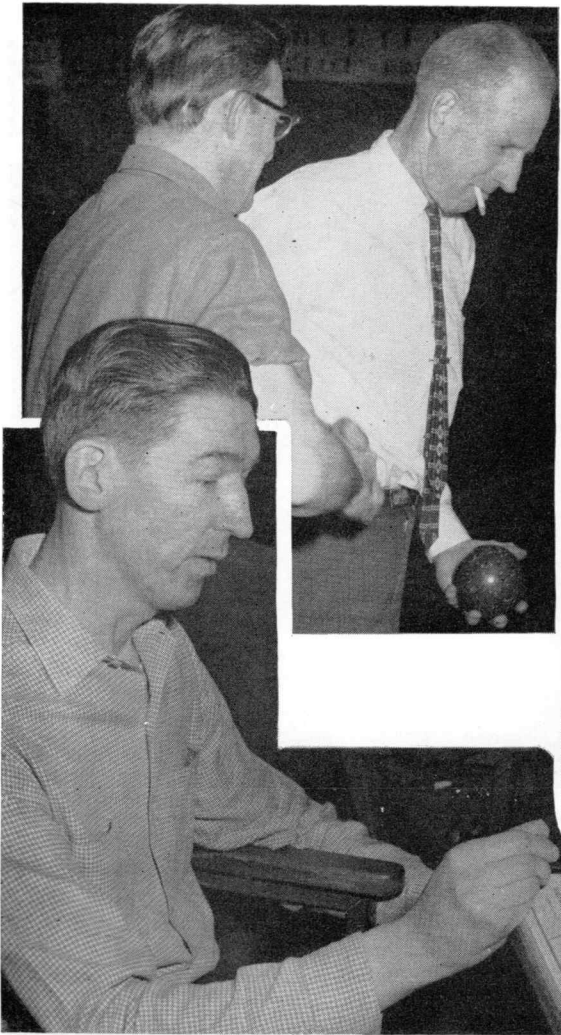
Enoch Gilpatrick, trackman, Bowdoinham; William M. Grace, leading plumber, Portland; Telephone Bonsaint, trackman, Brunswick; Maurice A. Foss, trackman, Machias; Harold C. Finnimore, plumber, Waterville; Arthur A. Rumery, cook, Hampden Highlands; Leo J. Godin, trackman, Portland; Leo J. Fecteau, trackman, Portland; Charles O. Bean, clerk, Waterville; William M. Leeman, clerk, Waterville; Rocco C. Risbara, clerk, Portland; Vernal Hersom, clerk, Fairfield; Everett N. Haley, clerk, Portland; Donald M. Cust, conductor, Brewer; John K. McIver, conductor, Bangor; Clancy Crandemire, conductor, Vanceboro; Raymond C. Bond, conductor, Milford; James C. Coughlin, yardmaster, Brewer.

Roy B. Garland, conductor, South Portland; Leo J. Gilbert, conductor, South Portland; Vernon R. Pipes, conductor, Topsham; Kenneth E. Sampson, conductor, Portland; Robert M. Seymour, conductor, Portland; Frederick G. Benson, yard clerk, Lewiston; Denis G. Chamberlain, clerk-cashier, Waterville; Arthur E. Ladd, stenographer-clerk, Waterville; Leland A. Thing, machinist, Waterville; Lawrence M. Cote, boilermaker, Waterville; Harold E. Boucher, blacksmith, Fairfield; Raymond J. Simpson, sheet metal worker, Waterville; Dana Sturtevant, sheet metal worker, Oakland; M. Vernon Belyea, carman, Waterville; Earl M. Burgess, carman, Fairfield; Lawrence A. Folsom, carman, Oakland Randall Tuttle, carman, Waterville; P. H. Landry, clerk, Portland; Martha E. True, mechanical device operator, Portland.

JOHN OBERG RESIGNS

John E. Oberg, trainmaster at Waterville since September, has resigned his post on the advice of his physician. Oberg was injured in a fall at Waterville in February.

A Bangor native, Oberg entered railroad service as a telegraph operator for the Bangor and Aroostook in 1942, and became an operator-dispatcher for the Maine Central at Bangor in 1948. He was named a chief dispatcher at Portland in 1955.



Top left: Clif St. Pierre congratulates Ken Reed after Reed made a strike for the Waterville cause.

Top right: The winners—left to right, front, Don Priest, captain, and Ted Jewett; back, Clif St. Pierre, Ken Reed and Bernard Ladd.

Second left, John Conroy, General Offices, checks his 117 string.

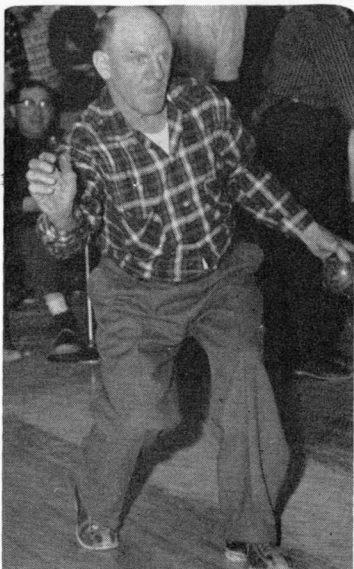
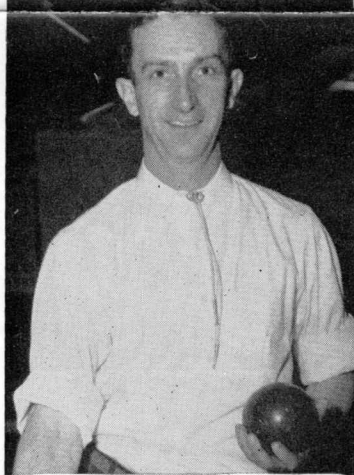
Third left, John Broderick, Rigby, who won high single honors with his 128.

Fourth left, Leslie Snyder, Bangor, applies body English.

Elm City Team Wins Tournament

A determined Waterville team built up a 34-pin lead in the 13th Annual Maine Central Bowling Tournament to win their first victory in 11 years.

The defending Rigby (A) squad was in second place as the final ball rolled down the Metro Alleys at Waterville, ending another competitive season for



Vanceboro Railroaders Turn Trappers; Catch 36 Beavers

Next fall, three or four well-heeled ladies will wear beaver coats made possible by the spare-time trapping activities of two Maine Central Railroaders at Vanceboro.

A long succession of dealers, processors and furriers also will have contributed to the finished products, but it's a safe bet that these particular coats—and their particular owners—would not be receiving compliments next fall unless Owen Clendenning and "Jake" Hanson had spent their off-time hiking miles of Vanceboro-area wilderness on snowshoes and tending their traplines this winter.

The two railroaders caught 36 beaver in all this past season, selling the skins to a Houlton dealer for between 18 and 21 dol-

lars each . . . if they measured at least 65 square inches to qualify for premium "blanket" prices.

The coats, depending on style and quality, bring anywhere from \$500 to \$1,000 at retail, and include from eight to 16 skins.

So . . . a quick guesstimate might indicate that from a strict dollar-return point of view, Clendenning and Hanson stand at the wrong end of the production line, but for a part-time hobby-type activity, they didn't do too badly.

Retired Railroader's Investment Pays Off

We've just heard of a railroad employee who received \$27,113.20 on an investment of \$5.60.

He didn't win it playing the horses, either. Here's how it happened:

The Railroad Retirement act became effective in January, 1937, and the employee contributed his \$5.60 to the Retirement Tax fund for that month. Soon afterward, he applied for and was granted a disability annuity under the new Railroad Retirement Act.

He was 62 then, and had 33 years of railroad service behind him.

He died a month ago at the age of 86, after collecting a total of \$27,113.20—all on his original investment of \$5.60.

Oakland Plant Work Resumes

The arrival of spring at Oakland has meant a resumption of construction work at the site of the Androscoggin Corporation woodchip plant, newest industry on the Maine Central and largest mill of its type in the East.

Robert L. Kirchner, general manager, said about three weeks work remains before production of wood chips for the Oxford Paper Co. can begin. The new plant will supply about 56,000 tons annually which will be shipped to Rumford by rail.

Some 40 carloads of debarked slabs—raw materials for new plant—have been delivered at the site this winter. The slabs have come by rail from mills at Winn and Whitneyville.

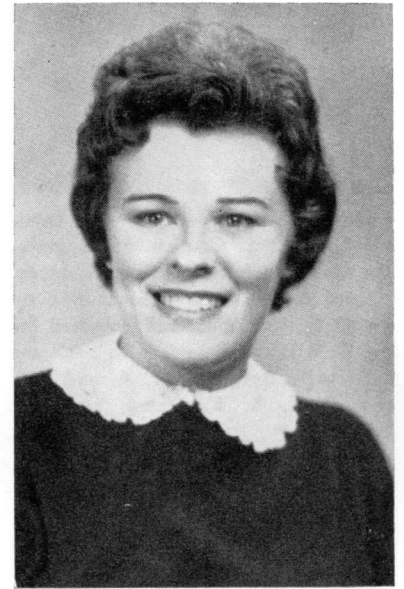
And . . . they might have done even better if luck had been with them instead of with an otter whose tracks led directly across one of their traps. His skin would have been worth \$35 to Clendenning and Hanson, but worth much more to the otter . . . and he's still got it.

Workers' Daughter Wins Scholarship

Miss Barbara Ann Stevens, daughter of Tractor Driver and Mrs. Stoddard Stevens of the Waterville Shops, has been awarded a scholarship by the Altrusa Club of Bangor.

Miss Stevens is a second-year student in the Business Education department of Husson College, Bangor. One of 12 children, Miss Stevens was graduated from Oakland high school in 1959 as top business course student in her class.

Miss Stevens' Altrusa Club scholarship provides \$200 toward her college expenses.



Miss Stevens



GENERAL OFFICES

Congratulations to Superintendent Ansel Tupper and Mrs. Tupper on the birth of a daughter, Margaret Ellen, March 11. The four Tupper boys are just looking forward to the day when Margaret is old enough to help with the household chores.

Best wishes also are in order for Mr. and Mrs. Gerard Deschenes on the birth of their third child, Jeanne Claire, February 28. Mrs. Deschenes is a machine operator in Data Processing.

Mrs. Barbara Gain has returned to work after minor surgery. Barbara and her husband, Leo, took a trip to Baltimore, Md., during the first week of April to visit her family. They also visited New York and Philadelphia.

Mrs. Virginia Lee is recuperating after surgery at the Mercy Hospital.

Mrs. Jennie Joyce, her husband and friends spent April 15 week-end in Boston, seeing "My Fair Lady."

Robert Engelhardt is the proud possessor of 1960 Chevrolet, two-tone blue, four-door sedan.

Gordon Williams, cashier, is back at work after another short stay in the hospital to have the pins removed from his injured leg.

Mrs. Alice Eliason entertained the Maine Central Women's Bowling League at a "Coffee Klatsch" at her home on March 22 after bowling. The gals report they had a fine time, and the refreshments were delicious.

Eleanor Frates, payroll deductions, had one week's vacation early in April.

Mrs. Mary Tabbut, stenographer in Car Accounting and Statistics, was a patient at the Osteopathic Hospital.

A fine party was held at the Lafayette Hotel by the Maine Central "girls" in honor of Veatrice (Molly)

Therriault, before her marriage to Martin W. Fehlau. Molly received a gift of silver to add to her set, also an orchid corsage, and a bride's garter. Arrangements for the party were made by Mrs. Kathryn McMulkin, assisted by Mrs. Ruth Christianson and Mrs. Amy Westcott. Molly was married in Lewiston on March 18. The bridegroom's brother performed the ceremony.

Claire Webster of South Portland, former stenographer, Executive Department, became the bride of Vaughn Heffren of Fairfield in March. The bridegroom is employed by the Waterville Sentinel. They will make their home in East Vassalboro.

RIGBY

Some of our retired workers are getting around these days, especially Former Machinist William Tatarczuk and Helper Fred Bustin, who visited the farm of Machinist Maurice Weeks, at Cumberland, and inspected his fine herd of registered Hereford cattle. He now has 23 head, and the spring calving should bring the number up to at least 35. Maurice has just received his report back from Augusta, and they gave his cattle a clean "bill of health".

The flu has hit several of the boys with varying affects, but all have survived and are feeling tip-top again.

Former Stores Department employee, Edwin Flynn, father of Storekeeper Hugh Flynn, died in February after a long illness. A floral tribute was given. Also of the same department, the mother of Loyd Parker, of the same department, also died in February. Flowers were sent.

Several of the boys recently attended a bean supper at the West Scarboro Methodist church, under the auspices of the Young People's club.

Fireman and Mrs. Ray Forbus are in Venice, Fla., at this date. They will be gone about a month, and while there will inspect a piece of property they purchased some time ago.

Hostler Ephiram Brodie is also in the sunny south, visiting his sister at West Palm Beach, Fla.

Carman Alfred O. Emery died in February. He had been ailing for some time.

Laborer Fred Cole is quite ill. Former carpenter Samuel Austin of the Bridge and Building crew also is on the sick list.

Former Foreman James Brice, Senior, died in Feb. He is the father of James Brice, Jr., a machinist at the engine house. Flowers were sent.

Laborer Albert Stiveltti was the winner of an all-expense paid trip for two to the New England Basketball tournament in Boston. He won by making a guess as to the total number of points scored in the local tournament, and hit it on the nose. Laborer Robert Casey was his guest.

Machinist Theodore Cote was a grand-dad for the 18th time when a daughter was born to his son Raymond's wife.

The Garland Harmonica Group, which is winning fame all over this section of the state, performed for the Royalty No. 1 organization recently.

Retired Machinist Helper Walter Anderson is confined to the Maine Medical Center.

The nephew of Machinist Ralph McKelvey, Francis Parent, was fatally injured recently in a paper mill accident.

Stationary Fireman Arnold Cheney recently fell and broke his ankle.

Al Wetmore recently was the guest of his son, Albert Wetmore, Jr., for supper, bowling and a general good time at the Woodfords Club.



CORNISH MEC FAMILY—Bill Burdwood, agent at Cornish, has a growing group. In front are Greg, 2, Mark, 3, and Kevin, 6, who looks like he forgot to duck, but really blacked his eye in a fall on the ice. In back are Bill's wife Beverly, Pat, 4, and Bill, son of O. R. Burdwood, agent at Bartlett.

TRAIN CREWS

Track Inspector "Johnny" Lee of Bangor spends his leisure time and money on an array of model trains. He has quite a layout and after the day's work is done he settles back with a big cigar and works out problems with his miniatures. Maybe one day he might come up with a solution to problems in Bangor Yard.

Workmen are at Burnham Junction demolishing the old station and rebuilding the old boiler room into a more compact one. Maybe Agent Chipman can keep warm next winter?

Holding regular jobs on the road after many years of spare work and switchers are engineers Jack MacWilliams, who now holds one of the five ring crews, and "Pitt" Moores and "Dobey" White who hold RW9 and W12.

Conductor and Mrs. Robert Seymour recently attended the New England Basketball tournament at Boston. This has become an annual event with them and they enjoy it very much.

The wife of Trainman Donald Peterson has been admitted to a Lewiston hospital for an operation after a serious fall on the icy steps of their home.

Conductor David Dudley has traded his boat toward a much larger one. It is reported that he is getting a cruiser type to sleep four, and will use the craft on one of the larger New Hampshire lakes.

Conductor Homer Greenwood is a deputy sheriff in his home county in Bartlett. He looks very well in his new uniform and makes one think of a well known T.V. actor who plays the part of a sheriff on a regular program.

Trainman Kenneth Nutting has taken his annual vacation in Florida to look in over the ball clubs to get the dope on the outlook for the coming season. He and the Mrs. have been going to Florida for quite some time now and enjoy it very much.

Also taking off to Florida a while ago was Conductor Maurice Wilson who went to visit his parents who have been wintering in Florida for the past several seasons.

Trainman Allen Edwards injured his hand seriously recently when he was trying to extract his small foreign car from a snowbank. He is not expected to return to work for some time.

Telegraph operator Vern Hutchinson has returned to his job at Waterville after a lengthy illness which required surgery.

Also returning to work after a long illness was Yardmaster Carl Proctor of the first trick at Waterville Yard.

Yard Brakeman A. Voisine of Waterville, who also doubles as Chief of Police at Vassalboro, had all of his gasoline stolen from his automobile while it was parked in the company lot by the yard office.

Conductor Herbie Howard has taken the running on RB3 and BR4 displacing Roy Garland who took the rear. He has found out that it is very essential to have a good working radio on these jobs and goes all-out to see that he has one.



CHECKING THE SCORES—Five Members of the General Offices' Women's Bowling league check a scoresheet at the close of a recent session at Mill Creek. Left to right, Jenny Joyce, Jeannette Calder, Bea Crawford, Myrtle Neilson and Alice Eliason.

AUGUSTA

Mrs. Athleen (Athie) Bryant, spare clerk, has bid in permanent position vacated by the accidental death of E. E. Walker.

F. Clyde Cooper, formerly of the Gardiner Freight Office, is pinching for Susie O. Comeau, who is expected to return soon.

Herbert J. Thing, general agent who is on sick leave, was a recent visitor at this office and seems very much improved.

Acting General Agent Ralph Tracy and Horace Rodrigue are catching more fish now in the office than will be caught in the ponds and streams later.

Workmen have started to tear down the passenger station which was purchased by the Augusta Parking District. The area is to be used for a parking area.

BRUNSWICK

The operators at Brunswick are pretty well settled in the new building across the tracks from the old station. The new office boasts the modern conveniences of an automatic oil furnace, inlaid linoleum and aluminum double windows.

Cashier Lew Stark, Brunswick Freight office, took a weeks vacation recently and is relieved by spare clerk Betty Varney.

General Agent Ray Bishop traded automobiles this winter and showed up with one almost identical to the MeC company cars. It is surprising how everyone keeps an eye on that car.

Here is an unusual but true story: This reporter once sold an airplane to a farmer over east. The farmer learned to fly and used the plane flying from his own farm. After a short while he tired of flying and the plane just sat idle in his field. The license of the plane expired, the farmer's pilots license expired and the gasoline in the plane evaporated. One Sunday afternoon some time later the farmer decided to take a ride in his plane. He started it up, without checking it over, he took off down wind (bad practice) and then made a down wind turn (more bad practice) and at that time the plane ran out of gasoline (very bad practice). He crash-landed the plane into the roof of his house, fell out of the plane and through an open attic hatch into his own bedroom. He landed on his own bed with no ill effects. This story was to make Ripley's "Believe it or not" column in the Sunday paper a few weeks later.



From Gilbert J. Fournier, a retired MeC railroader now in Santa Barbara, California, comes word that while we were battling the cold of a 16-day sub-zero snap in January, Gil was sitting on his lawn with the temperature in the 80's and 90's. His thoughts, he says, were with us.

James L. Plummer of Waterville, a Maine Central conductor for 55 years and now retired, wishes to be remembered by his railroad friends. Jim is still active and has worked as desk clerk at the Elmwood Hotel and at the Metro Bowling Alleys.

Sympathy is extended to the family of retired Maine Central Engineman W. E. Bond, who had 61 years service in the motive power department, who died, March 7. He retired in 1956, and was a member of the Maine Association of Railroad Veterans.

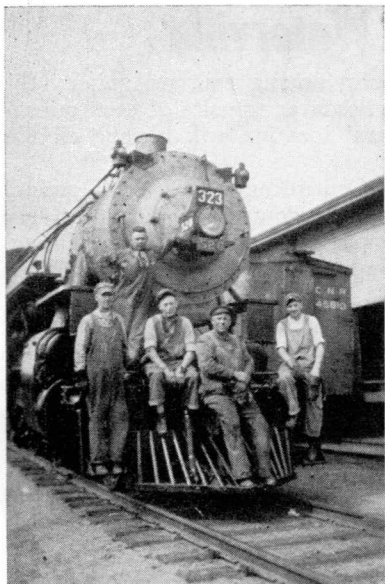
Sympathy is extended to the family of Henry P. Stanton, former employee of the Portland Terminal, who died March 12.

Engineman "Ben" Berry has taken the pension after many years in the motive power department.

Robert Cram, B&M trainman, celebrated his 80th birthday recently, and we wish him many more.



T'WAS A GREAT DAY FOR MALONEY—Canadian Pacific District Freight Agent Tom Maloney was pleasantly surprised, on St. Patrick's Day, to find his office and desk duly decorated, and a certain emerald tint in evidence just about everywhere he looked. Stenographer Diane Gagne, who assisted the leprechauns in putting up the decorations, takes dictation (in Gaelic) from her amused boss.



1920 AT WINSLOW—Conductor John Meader snapped this picture 41 years ago, catching, left to right, fireman Charles Sherman, head brakeman Andy Caldwell, Engineer Sewell Williams, rear brakeman Learned King, and leaning on the headlight, Dick Crawford, middle brakeman, now of Belfast, who sent this shot along for the Veterans' column.

The April meeting of the Maine Association of Railroad Veterans will be held in Fairfield on Sunday, April 23. Attendance is expected to be state-wide for this popular annual affair.

Emil Morin—back in high gear after a session with pneumonia—reports that the May meeting will be held on the 28th at Theodore's Lobster House, Commercial street, Portland, with a double-feature program. There'll be a film on commercial fishing operations, Emil says, and a talk by Hudson Tanner, new public relations director of the Greater Portland Chamber of Commerce.

Sympathy is extended to the Family of Retired Canadian National Engineman Fred Probert, who died in Smyrna Beach, Florida, where they had a winter home. Mr. Probert, was a Past President of the Maine Association of Railroad Veterans.

Retired Railway Express Messenger "Jim" Leighton, has returned home, after a hunting trip at Chamberlain Lake. He didn't intend to stay long, but remained 131 days—not in his tent as usual, but a sporting camp.

WATERVILLE SHOPS

Knot and sawdust man Al Cunningham has recently traded his pick-up for a Ford Station Wagon.

Wes Morang, B & B carpenter, has returned to work after being hospitalized.

Blacksmith Foreman Owen Thompson has returned to work after being hospitalized with a heart condition. Clayton Johnston has been the ramrod during Thompson's absence.

Clerk Guy Wentworth has been laid up for some time with virus pneumonia but is expected to return to work shortly.

Rip track Foreman Chick Pooler and Mrs. Nettie Cowan were married in Waterville, Feb. 23, and have been honeymooning in Florida for the past 3 weeks.

Painter Don Gerald recently had his car rammed by a large truck recently on College Ave. damaging the rear fenders and gas tank considerably.

Checker Dick Delano has been ramrodding the rip track while Foreman Chick has been in Florida.

Archie Smith has been hospitalized recently with a heart attack.

Machinist Helper Reginald King died March 5th in a local hospital, from a heart condition. He was 35.

Clerk Guy Wentworth recently won a Scott paper household kit as a prize in the Belgrade Lakes Fishing Derby. Carman Helper Phil Gooch also won two yards of heavy woolen plaid material. We believe Phil will look nice in kilts.

Retired Carman James Lawrence died at his home in North Anson, March 8. He was in his early 70's and had been retired for some two years.

Retired Laborer Walter Marson died March 13 at a local hospital after a brief illness. He was 74 and had been retired for some more than a year.

Foreman and Mrs. Wallace Jewell

have recently been in New York to meet their son Libby who has recently returned from the Mediterranean on the State of Maine, the training ship of the Maine Maritime Academy.

Mrs. Pearl Johnston, wife of Foreman Abraham, has been critically ill in a local hospital.

Dick Ifill, son of Foreman and Mrs. Lou Ifill, a student at Winslow high school, won top honors in an interscholastic wrestling tournament held at Hampton, N.H. and was voted the outstanding wrestler in the meet. Two other students of Winslow High, Randall and Harvey Fredette, son of Car Inspector and Mrs. Leo Fredette, also won honors in the tourney. Randall was the 4th in the 145 lb. class and Harvey was champ in the 138 lb. class.

Machinist Eldon Fish has been a recent patient at a local hospital.

Machinist Diamond Sherrard also has been on the sick list.

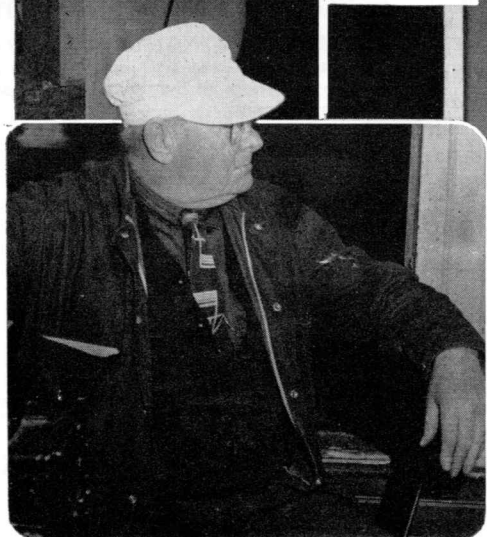
Mrs. Annie Hassan, wife of Mill Sweeper Ralph, slipped on the ice on the doorstep at home, falling and breaking an arm in two places.



Ango Oliver, heating plant engineer, Waterville



Miss Jean E. Kilpatrick, clerk, Portland



John C. Baker, engineman, Waterville



Elmer Rudell, brakeman, Portland

VANCEBORO

D. E. Carter has been covering the second trick operator's position since H. R. McNulty bid in Bucksport. Many friends of Doug remember him when he was at Vanceboro before—could it have been around 25 years ago? Tempus Fugit!

We have been noticing signs of spring around the office lately, even though it's still cold outside. Been hearing talk of camps, cottages, boats and such. General Agent W. L. Blanchard can't wait to get to his cottage at East Grand Lake to see how it stood the winter, and Operator V. E. Craig is already making plans to start another cottage to join the three he already has at Brookton for vacationers. An ideal spot on a small lake with swimming, boating and fishing facilities.

Plenty of snow around these parts, but one good thing to come of such weather is the fact that Section Foreman J. H. Little was able to hire between 12 to 18 extra men to help account of heavy ice and snow conditions.

Had a busy winter in pulpwood loading having, at times, 35 trucks hauling at one time, loading 879 cars between Nov. 1 and Feb. 28. A total of 577 were loaded during January and February.

BARTLETT, N.H.

The Winter season is nearly at an end, and although a very cold one, we had fewer plow jobs up this way than usual.

And may we say that in the Springtime an older man's fancy heavily turns to the thoughts of raking, digging, and the other Spring and Summer chores to be done.

Trainman Robert McGraw was called back a few weeks ago and he has been covering one of the extras up-country.

To Mr. and Mrs. Thomas Sweeney, Jr., a son named Michael Thomas. Dad works on the Beecher Falls section with foreman Crawford.

Sorry to learn that R. Burke, Jr., section man at South Windham, was off sick for a week or two. H. J. Nealley of Bartlett covered his job.

George Ryan has been called from the spare list and is covering the section job at St. Johnsbury. Muscles sore, George?

The new grain mill being constructed at Steep Falls is progressing well, I hear. This will give Steep Falls two such grain mills. The Purina Company went into business several years ago and now the Wirthmore people are building. Glad to have the business.

Dwight Danforth, foreman at Fabyan, says in a note that he was talking to retired engineer Chauncey Hutchinson of Lancaster, and that Chauncey is feeling fine and wants to be remembered to all the boys. He mentioned retired engineer Olie Hensen, who also is fine and together with retired Conductor Albert Parent hopes to see the boys again this summer. We surely would like to talk over old times with these boys.

Elmer O. Brill, retired section foreman at Twin Mountain, is feeling fine and having a good time for himself, we are pleased to learn.



MEC WHEELCHAIRS IN USE AT PINELAND—Two young patients at the Pineland Hospital and Training Center, Pownal, put two of the seven Maine Central wheelchairs to use, assisted by physical therapists David Harkins, left, and Robert Patterson. The wheelchairs were given to the institution in March.

Passenger Wheels Roll at Pineland

At least seven pairs of Maine Central passenger-service wheels are rolling faster than ever these days.

They're not steel wheels, but the rubber tires of seven wheelchairs that once were part of the equipment for passenger use at a like number of Maine Central stations. Used only occasionally even in the hey-day of passenger service, they're rolling full-time now at the Pineland Hospital and Training Center at Pownal.

Lou Moore, Pineland public relations director, says the seven wheelchairs have allowed several patients to "see the world" rather than remain in bed.

Collected from several system points by the Stores Department, the chairs were given to Pineland in March.

(Campers—from Page 1)

Arriving in Portland July 1 will be a 19-car sleeper train carrying 500 youngsters bound for Camp Winnebago, Readfield; Camp Vega, Readfield; Camp Hidden Valley, Winthrop; and Camp Androscoggin, Winthrop.

Terminating at Portland June 30 will be a 16-car, all-Pullman train carrying about 350 campers who will travel to southwestern Maine summer locations by highway. Nearly a thousand more youngsters will arrive in Portland the following day, July 1, aboard two sleeping car trains with a total of 39 Pullmans.

Like the previous day's Portland group, these campers will detrain in Portland.

Return movements have been scheduled for late August and early September.

350 Cub Scouts Visit Rigby Yards

If you have any idea that the youth of today isn't still interested in railroads, there are several people on the Maine Central who can prove you are wrong.

More than 350 boys, members of the Cub Scouts, ranging in age from 9 to 11 were taken on tours at Rigby during March by General Foreman Malcolm Billington of the Locomotive Department. It was Cub Scout Railroad Month, and applications for the Billington "tours" of Rigby were so numerous that almost as many had to be deferred as were allowed to visit the railroad. The 350-odd youngsters were enthusiastic listeners as Billington explained the various jobs in progress at the engine house. They asked innumerable questions, too, as they did when Assistant Superintendent Bucky O'Brien explained the workings of the Rigby Yard Office and how freight cars are handled and what's in them.

The "power" is still the high point of interest, and the youngsters were avidly interested in "what makes the wheels go round." In fact, they appear to be just as much interested in Diesels as they used to be in the steam jobs.

Golf Tourney Set At Waterville

In an effort to create more interest among railroad golfers, the Waterville Country Club has been chosen as the site of our tournament with the hope that this central location will benefit all the participants.

The tourney is open to all Maine Central and Portland Terminal employees. Just fill in the entry blank below and return to Jerry Shea, Maine Central Railroad Company, General Office Building, Portland, before May 17. Your promptness and cooperation will be greatly appreciated.

There will be six individual gross and net prizes. Club League or State handicaps will be recognized by our handicapper.

The Trophy and Banquet Committee has a raffle in circulation to obtain revenue for the trophies and could use your patronage.

Each entrant will receive more details later concerning, available meals, green fees, starting times, and other arrangements.

**Maine Central Golf Tournament
Waterville Country Club, May 27, 1961**

ENTRY BLANK

To Jerry Shea
MCRR General Offices
222 St. John St., Portland, Me.

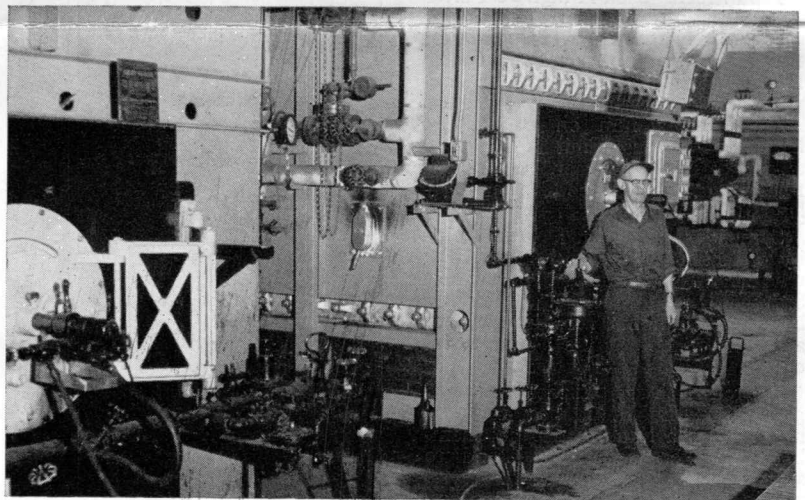
NAME

ADDRESS

TELEPHONE NO. HANDICAP

CLUB LEAGUE STATE

HAVE TRANSPORTATION YES NO



SHIPSHAPE HEATING PLANT AT WATERVILLE—Engineer Ango Oliver and fireman David Gross are justly proud of their equipment which provides heat for the buildings at the Waterville Shops. Gross is shown above in their spick-and-span domain.

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