

CHIP OPERATION BEGINS—Early arrivals at the August open house observance at the plant of the Androscoggin Corporation, Oakland, watch as one of the new high-side chip cars is filled from a conveyor. The cars, modified from conventional hoppers, will carry about 90,000 pounds of the material from Oakland to the Oxford Paper Co., at Rumford.

MeC Display Highlights New Oakland Plant Open House

Upwards of a thousand people flocked to Oakland last month to attend Maine's Fourth Annual Forestry Day, at which an exhibition of Maine Central special-design freight cars was one of the features. The event was sponsored by the Maine Forest Products Council, in cooperation with the Androscoggin Corporation, the Maine Central Railroad, the Oxford Paper Company and the Maine Forest Service.

The gathering marked formal opening of the Androscoggin Corporation's new chip plant—Maine's newest industry, where debarked slabwood and edgings from sawmills all over Maine are made into wood-chips, the latter for use in paper-making. These slabs and edgings, equivalent to millions of board feet of timber annually, have hitherto been wasted or burned. Their use in such plants at Oxford Paper Company, where the first products of the new chip plant will be used, will save the cutting of many thousands of trees each year.

of our natural resources. This step will benefit not only the Androscoggin Corporation and the Maine Central, but it will help to consolidate a new paper-making concept that will be of ultimate benefit to everyone concerned in the huge forest products industries in Maine. It will also help in the conservation of our woodlands.

“Providing specially designed cars to meet the particular needs of this industry is but one small part of the contribution which the Maine Central continues to make for the benefit of Maine's largest employers. Providing the proper equipment to move cheaply and expeditiously the raw materials for and the finished products from Maine's principal industries is a job which—industry officials agree—can be provided by no other existing

At a luncheon which he gave for a group of the Androscoggin Corporation's officials on Friday, August 18, President E. Spencer Miller sounded the keynote for the opening when he said:

“Establishment of this plant is a step toward greater efficiency and more complete use

(Chips—Continued on page 8)

'Too Busy to Retire'

William B. Skelton, MeC Director, Maine Industry Pioneer, Turns 90

William B. Skelton, a Maine industrial leader for 50 years and a director of the Maine Central, turned 90 in August with the comment that he's too busy to retire.

And he is too busy, with his work as an executive of two companies and a director of nine more, with daily work at his Lewiston law office and with the long walks that are his only form of relaxation.

With a vitality that would do credit to a man many years his junior, Mr. Skelton still serves as president of the New England Public Service Co. and the Lewiston Gas Light Co.; as a director of the Maine Central and the Boston and Maine railroads, the Union Water Power Co., the St. Maurice Power Co. in Canada, the Public Service Co. of New Hampshire and the Central Vermont Public Service Corp. He also is a director of the First Manufacturers' National Bank, the Androscoggin County Savings Bank and the Central Maine General Hospital, Lewiston, and a Bates College trustee of 53 years' standing.

A native of Bowdoin, Me., Mr. Skelton was graduated from Bates College in 1892. He taught in Lewiston's evening school program while studying law, and was admitted to the Maine bar in 1893.



W. B. Skelton

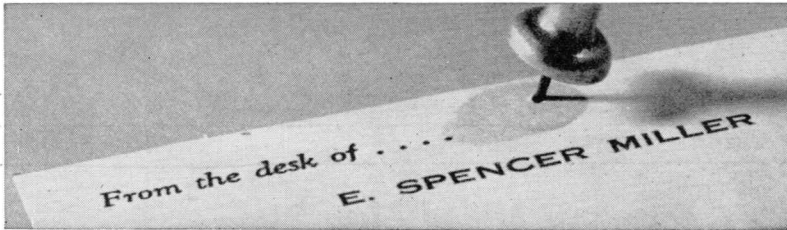
(Skelton—Continued on page 8)



READY FOR UNLOADING—The first car of chips arrives at the chip silo siding at the Oxford Paper Company's mill in Rumford. Official greeters are, left to right, Charles L. Ferguson, mill manager; Robert L. Kerschner, general manager, Androscoggin Corporation; Howard P. Waldenmyer, assistant mill manager-pulp; and Harry L. Beach, general manager, Oxford Wood Department.

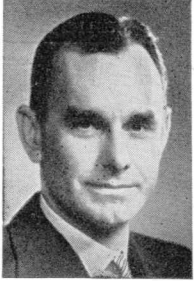
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To My Fellow Workers:

The following column, written by Westbrook Pegler, nationally-known columnist, is one which I hope every railroad man and woman will read.



Pegler has produced a concise resume of the shabby treatment which the railroad industry has received, compared with the billions poured into subsidies for other forms of transportation.

It is another indication that at least some of our governmental officials, as well as the public in general, are beginning to understand that the railroads' problems are public problems. Every railroader should see that as many people as possible have an opportunity to read this column.

Railroads Carry on Despite Harassment

By Westbrook Pegler

Notwithstanding financial troubles of Eastern lines, the American railroad system is a national asset as important as, say, money, or one might almost say, the big rivers. It is one of the greatest feats of man. I am most familiar with the Southern Pacific. It is a marvel and it has come up from a terrible state of wear and tear since the war traffic groaned to a stop in 1945 and creaked painfully into reverse to drag the men home and repair the industries and the economy.

Yet, it is a constant policy of the national government to heckle and impede the railroads with pestiferous anti-trust actions and archaic concepts of appropriate rates. They are badgered by local actions of parasite communities to make them provide standby passenger service for occasional riders when the family car is in the shop or one member is going to Douglas.

The Southern Pacific, to the credit of its management under Donald J. Russell, president, has generally told such state railroad commission to grow up, a euphemism for go to hell. In some cases, the railroads have said, "Oh, all right," and given the pests versions of the Toonerville Trolley.

However, this is now but a tiny nuisance, for the public has quit many such trains and rides the planes, private automobiles and the system buses. Greyhound carries an enormous traffic of low-fare passengers in comfort and with a conscientious responsibility markedly nicer than the rough-house, hold-your-hats attitude of 20 years ago.

In a showdown between the railroads and the highway boxcars, the railroads definitely have shown their superiority.

Trains Have the Edge

The truckers are petty by comparison. One train rolling 70 miles an hour between El Paso and Yuma, to cite a stretch that I well know, can reduce the efficiency and national importance of the biggest highway boxcar to little more than zero. Trucks can carry livestock better but only because railroads are beset by requirements to feed and water animals. But trucks are not versatile and their pay-rolls and fuel are a very inefficient competition.

Trains now carry triple tiers of new automobiles without the slightest perturbation about sway or momentum. The New York Central in a recent display ad called attention, probably for the first time to many who read the ads, to a series of new freight cars which should astound the casual reader but probably made no impression at all. They can carry assembled small houses, giraffe loads higher than any carried before they lowered their floors to give more clearance under bridges, and weights of metal and machinery which would pulverize truck highways and destroy bridges.

The railroads are a wonder of the age and if the next war in the awful series begun by Woodrow Wilson should blast among us, the railroads will be there. They can be knocked out but they almost mend themselves as Eisenhower learned in Germany and France.

Editorial

President John J. Gill of the American Trucking Association was reported by the Associated Press as having said in a recent talk: "If the railroads have their business in as bad shape as they claim, this would hardly seem to qualify them for owning and operating other modes . . . they've already made a lot of headway in getting Interstate Commerce Commission permission for selective rate-cutting that is putting a lot of trucking operators in real difficulty. They appear to ignore the fact that this would probably ruin many other transportation operators, produce even more unemployment and give the rails a practical, if not official monopoly."

This wailing from an industry which has its "right of way" provided by the public purse should hardly evoke much support from the motoring public. The family automobile owner today pays a pretty price for the privilege of moving his light vehicle over the same highways which the heavy trucks use, and according to Government studies, pay all too small a share of the cost.

Nor will it evoke much sympathy from the thousands of railroad workers whose jobs are gone because the public purse provided trucks with an opportunity to take traffic from the railroads and put it on the highway, without paying a proper price for using those highways.

Mr. Gill would do better to point out that the railroads ask no special favors. They do not even seek to gain anywhere near the help that the trucking industry has enjoyed from the public purse.

The railroads do not seek relief from having to provide their own rights of way; from maintaining them; or from paying a reasonable tax for the privilege of doing business, and having property in thousands of American communities.

Mr. Gill's charge that the railroads seek to gain a "monopoly" is a red herring. The days when the railroads had a monopoly in transportation are gone—forever. Unfortunately, however, many of the rules and regulations which were rightly placed on this monopoly still remain.

They must go. Railroads must be given an equal opportunity with other forms of transportation, to do business in a modern, practical manner. If this includes the use of trucks and airplanes—or any other form of transportation—then railroads should be allowed a free hand to offer such co-ordinated transportation.



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AT MAINE PRODUCTS SHOW—Freight Sales Representatives Richard T. Foley, left, and Frank E. Curran manned a booth at the Maine Products Show at the Augusta Armory late in August. The booth, featuring a miniature freight train in action, was sponsored jointly by the Maine Central and the Bangor and Aroostook Railroads. One of the most popular exhibits, the booth was seen by upwards of 40,000 people during the three-day show.

Maine Products Show Thronged

More than 40,000 persons have a better idea of what makes Maine industry tick after attending the August Maine Products Show at Augusta.

And most of them—after pausing at the booth sponsored by the Maine Central and the Bangor and Aroostook Railroads—have a more complete impression of the role the railroads continue to play in the industrial prosperity of the state.

The railroad booth, featuring a miniature MeC-BAR train, a full-size crossing signal with flashing red lights, and a full selection of railroad literature, proved to be one of the most popular exhibits in the show. Not only children, but many adults stopped to watch the moving train, and to talk with representatives of the two railroads who were on duty. Thousands of pieces of railroad literature were distributed.

The show—patterned after the successful Eastern States Exposition of Industrial Progress at South Portland last year—was called an unqualified success by its sponsors, Maine's Department of Economic Development. Officials of the department said more than 500 persons passed through the Augusta Armory doors every hour.

The railroad booth was manned by Kenneth Ludden, assis-

tant director of marketing, Bangor and Aroostook Railroad; Richard T. Foley and Frank E. Curran, MeC commercial representatives; and Joseph H. Cobb, MeC director of public relations.

New Posts for Olsen, Jones in MeC Freight Traffic Dept.

Appointment of Merton C. Olsen, Cape Elizabeth, as assistant sales manager of the Maine Central Railroad Company was announced in late August.

The railroad also announced the appointment of C. B. Jones, Old Orchard Beach, to the post of assistant to the sales manager.

Both are new positions in the Freight Traffic Department.

Olsen, a native of Somerville, Mass., and a graduate of the Bentley School of Accounting and Finance, has been with the Boston and Maine Railroad for the past 12 years as sales representative in Maine and as assistant to the general sales manager.

Mr. and Mrs. Olsen and their son and daughter reside at 26 Elmwood road, Cape Elizabeth.

Jones has been employed by the Maine Central since 1951 as commercial agent and assistant general freight agent, specializing in freight imports and exports through the wharf facilities



Jones

Olsen

of the Portland Terminal Company. Mr. and Mrs. Jones live on Bower Lane, Old Orchard Beach.

Topsham Bridge Mystery Solved

The mystery of just who raised the Topsham bridge after it had been wrecked in the flood of 1936 has been solved.

Last month, at the request of Harry Treat, retired MeC chief dispatcher and now a railroad history buff, the Messenger asked for information about the crews of two engines, one from Waterville and one from Rigby, that raised the wrecked bridge from the riverbed.

Maine Central enginemen John C. Baker of Waterville and L. A. Haskell of Portland were quick to come forward, providing the following information:

Baker was foreman of the 602 from Waterville. It was operated by Engineman C. E. Richardson. The conductor was E. E. (Dan) Webster, and George Green and Harry Gibbs were trainmen.

Haskell was foreman of the 601 from Rigby. Its engineman was Walter Foss, and its conductor was W. E. Petrie. Haskell could not recall the trainmen's names.

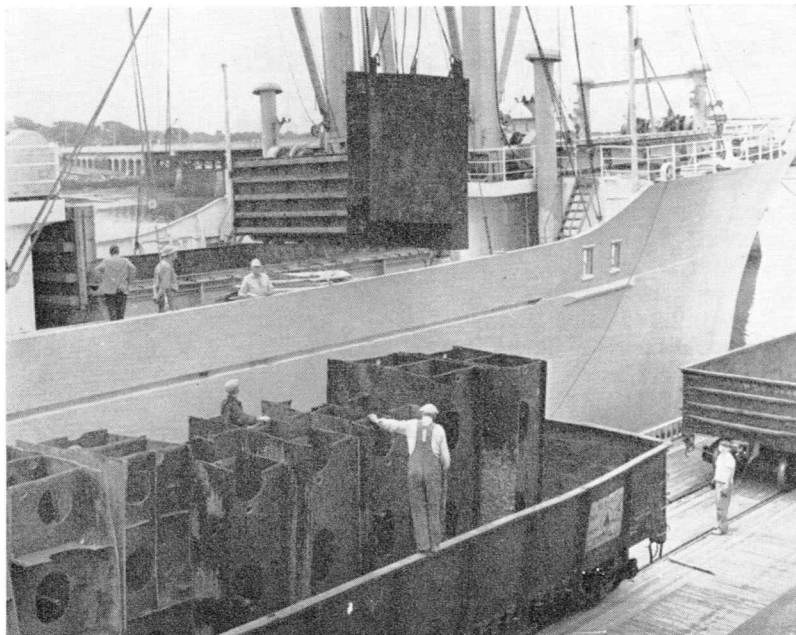
Harry says the 601 and the 602 were the first of 32 "S" type Mikado locomotives used on the Maine Central from 1914 to 1924.



That 'Pip-Pop, Wippity-Wappity, Bip-Bop', is great, but the rest of the lyrics just don't make sense, Eddie.



A LANDMARK FALLS—Historic Union Station Tower—a Portland landmark for more than three generations—crashed to the ground during demolition work in late August. This picture appeared in newspapers throughout the Nation. Construction of a huge shopping center on the site is expected to be completed in time for opening early in 1962.



LOADS AT NUMBER ONE—The Truth, a Norwegian freighter, loaded scrap with ship tackle at Portland Terminal Wharf No. 1 in August, marking the first time the berth has been used for this purpose. The bulky scrap material—product of ship-cutting operations under way in South Portland—is destined for Japan. Capt. F. X. Landrey of the Jarka Corp., expected the Truth would take about 6,000 tons.

United Fund Drive Scheduled

Plans for a month-long Maine Central-Portland Terminal Co. campaign for Greater Portland United Fund pledges are under way with the drive scheduled October 2 through November 2.

Joseph H. Cobb, director of public relations, has been named company chairman, and is organizing teams of solicitors who will contact every employee.

Last year, Portland area railroaders pledged a total of \$7,767, or an average per employee of \$6.87. The 1960 total of employees who pledged was 839, while 291 did not pledge.

Referring to the increasing needs of the more than 20 United Fund agencies in greater Portland, Cobb expects the company quota to be increased to nearly \$10,000 in the coming campaign. He pointed out that if every employee were to pledge as little as 50 cents weekly on a payroll deduction for only six months, a total of \$14,690 could be raised in the Maine Central-Portland Terminal campaign.

He urged every worker to consider a United Fund pledge on at least this basis "to insure that we, as employees of two of the city's largest firms, do not fail to do our share in this annual effort."

System Briefs

Flynn Has Surgery; To Return This Month

Hugh J. Flynn, Rigby storekeeper and Chairman of the South Portland City Council, underwent emergency surgery at the Maine Medical Center August 9, and is now convalescing at home. He expects his doctor's permission to return to an active railroad and civic work schedule in late September.

Back to Work

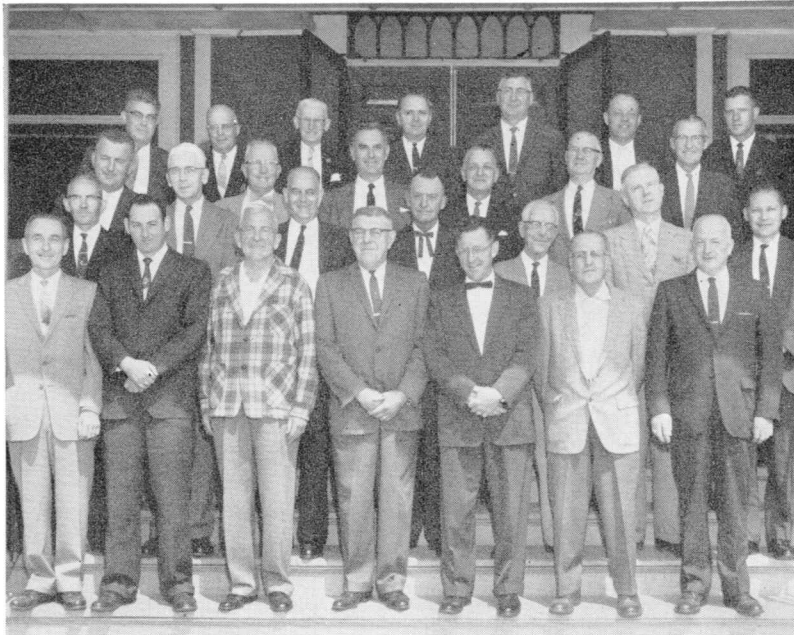
General Agent L. W. Judkins of Rumford returned to work August 31 after an illness of several months. Elroy T. Rideout, Jr., yard clerk, substituted during Judkins' illness.

Studies in France

Ronald Gallant, son of McC telephone operator Mrs. Alice Gallant, was one of 80 American teachers of French selected to attend a nine-week study-travel course in France this summer.

The group visited Paris and other French cities and spent a total of seven weeks in study at Tours.

A former clerk in the Auditor Revenue office, Gallant returns this month to his teaching post at Chelmsford, Mass.



AT WATERVILLE FREIGHT MEETING—Another in the series of freight sales meetings was held in Waterville in August. Attending were, first row, left to right, H. L. Dart, agent, North Anson; R. E. MacDonald, agent, Bingham; L. K. Chipman, agent, Burnham Jct.; P. V. Witham, agent, Newport; F. J. Ronco, agent, Dexter; I. L. Sirois, agent, Skowhegan; and John M. Shaw, general freight agent. Second row, R. C. Cascadden, agent, Pittsfield; A. V. Gavett, agent, Madison; G. A. Sears, agent, Foxcroft; H. B. Higgins, agent, Waterville; S. F. Haskell, agent, Oakland; J. H. Horton, agent, Corinna; and C. T. Clark, trainmaster, Waterville. Third row, Frank W. Alger, Jr., manager of highway operations; H. Newhall Tukey, freight claim agent; E. S. Miller, president; R. C. Merrow, freight traffic manager; W. S. Overlock, Bangor, eastern agent; and T. E. Grover, general freight agent. Fourth row, R. E. Baker, general manager; W. E. Pierce, assistant general manager; J. P. Scully, executive assistant; H. E. Buchheim, sales manager; J. W. Wiggins, chief engineer; George E. Phillips, assistant to the freight traffic manager; and R. T. Foley, commercial agent.

THE Feminine SIDE



Betty Jane MacDonald, Engineering Department stenographer, refinishes antique furniture because she likes its appearance and its low expense. It all started years ago, she says, "when we couldn't afford new furniture, and began to fix up old things." She's shown at work on an old mahogany library table that will become a leather-topped desk in her Windham Center living room. "It's hard work," she says, "but husband Ed helps."

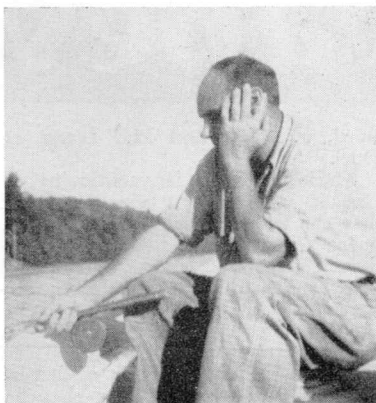
Entries to Date in Vacation Photo Contest



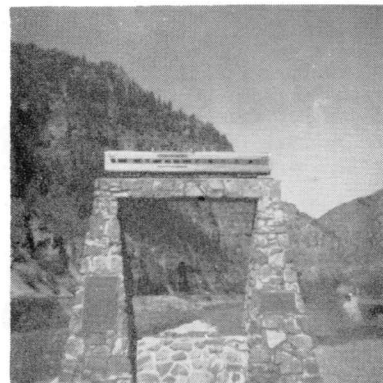
William Woods, Portland, and friend, by James Ifill, Bangor.



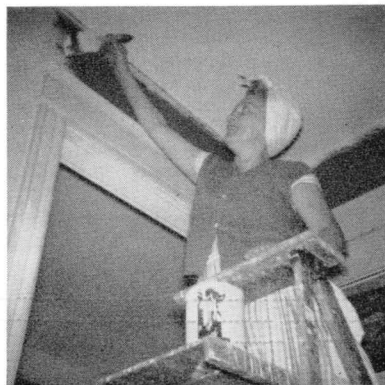
Mary Morse, Portland, and an Alp.



Clayton R. Duplisea, Portland, fishless after a full day.



Monument to the Vista-Dome, Colorado, by Bernard P. Coffin, South Portland.



Mrs. Grace Hoglund, Portland, on working vacation.



Retired painter and Mrs. Ralph Giroux, Waterville, and Moosehead catch.



Pierre Moose, Baxter Park, by Ken Philbrick, Waterville.



William H. Bear, Moosehead, by Philip Maddocks, Portland.

New Contest Deadline Oct. 1

Because many railroaders take their vacations in the late summer and fall, the Messenger will extend the deadline for its current vacation photo contest through October 1, giving many more readers an opportunity to compete for the \$10 first prize, and the three runner-up prizes of \$5 each.

Entries will be judged not only on photographic excellence, but on originality and interest, so if you have a shot you'll think may win, send it along.

These are some of the entries to date.

Dole Admitted To Maine Bar

Richard F. Dole, Jr., of South Portland, son of Maine Central Mechanical Engineer and Mrs. Richard F. Dole and top candidate in recent Maine bar exams, was admitted to practice in Maine courts in August.

He was sworn in by Supreme Court Justice Walter M. Tapley, Jr., in a brief ceremony. Attorney Edward T. Richardson, Jr., presented Dole for admission, and the oath was administered by Clerk of Courts Frederick A. Johnson. The young attorney's parents were present for the ceremony.

A graduate of Waterville high school and Bates College, Dole took his law degree at Cornell. He will return this fall for a year of graduate study toward his master's degree in comparative law under a Ford Foundation grant. After Army service, Dole hopes to practice in Portland.



R. F. Dole, Jr.



By Jerry Shea

It's just about that time again, gals! Polish up your bowling shoes and get your throwing arm in condition—the Maine Central Women's Bowling League gets underway at Mill Creek Bowl-o-Rama, South Portland, on Wednesday, Sept. 27, promptly at 7 o'clock.

We would like to see some additional faces on the teams this year, and interested wives of employees are welcome, too. So, tell the family Wednesday is your night to howl, girls, and come join the fun. You don't have to be a "world-beater,"—all you have to do is enjoy bowling and people! For further information about teams on the women's league, you may contact Mrs. Hazel Wallace (Freight Traffic Department); Mrs. Jennie Joyce, (Data Processing); or Mrs. Ernestine Miller (Payroll Deductions).

Lenny McDowell of the Car Accounting Dept. should be (Scorecard—Continued on page 8)

Campers Leave— "Short Summer"

Those perennial harbingers of Summer and Fall—the girl and boy campers who come from all over the country to find health and happiness in Maine in the Summertime—have gone again.

And, when they're gone, winter can't be far behind.

Bronzed and healthy from the lazy summer days they spent at Maine's lakes, some 1500 of them moved from Maine Central points August 25 in 24 Pullman cars. Two additional 24-car trains originated in Portland.

The Maine Central's 24 carloads of home-bound youth came from Tripp Lake and Fernwood Camps, boarding at Danville Junction; Androscoggin Jr. and Androscoggin Sr. and Hidden Valley camps boarding at Winthrop and Camps Winnebago and Vega boarding at Readfield. The contingents boarding at Portland came from various parts of the state, converging on Portland by highway.

While the camper movement by train was far smaller than in any previous year, the Maine Central carried out its promise to provide special trains for summer campers as long as they desire the service.

The Grapevine

GENERAL OFFICES

John Dresser of the Assistant Treasurer's Office spent his two weeks' vacation with his family tenting in Canada. Mrs. Shirley Wilson of the same department filled in on his job while John was gone.

Erroll Libby, Maine Central general bookkeeper, and his family spent a relaxing week at their camp on Watchic Lake.

Bill Manning of Car Accounting and Statistics has returned to his job after being out on sick leave. Bill is the proud possessor of a brand-new white Ford convertible.

Paul Mahany, formerly of Car Accounting and Statistics, whose job was recently abolished, has bid the insurance deductions job previously held by Ernestine Miller. Welcome to the "Group," Paul!

Dottie Conley, Data Processing, has purchased a home at 146 Highland Avenue, South Portland, a brown ranch-type.

Mary Nugent and her niece, Judy Flaherty, spent several days at Green Harbor, Mass., visiting friends and relatives.

Germaine Deschenes is on leave of absence from Data Processing.

Mrs. Barbara Gain has as house guests, her brother, Charles Heming, a member of the United States Air Force; her brother-in-law and sister, Mr. and Mrs. Peter Bathras, and their family.

John J. McDonough, son of Mrs. Rosemary McDonough of Data Processing, was married Saturday, August 5, in St. Dominic's Church, to Patricia Connolly, daughter of Mr. and Mrs. Patrick Connolly, High Street, Portland. After a reception at Higgins Beach, the couple left for Cleveland, Ohio, where Mr. McDonough is stationed with the United States Coast Guard. He has just returned from duty at Attu Island and Ketchikan, Alaska.

Eleanor Frates, mechanical device operator in Payroll Deductions, is recovering at home after a recent hospitalization.

Ruth Kelley, secretary in the assistant comptroller's office, had an enjoyable two weeks' vacation with relatives in North Dakota, in the early part of August.

Theresa Slattery of the same office had a July vacation spent "mostly doing nothing."

Clifford (Kippy) Hawkes, Jr., general accountant, has been spending some vacation time and most of his spare hours at his camp near Harmon Beach.

Charles Clark, Data Processing, is another of the "tenting" enthusiasts, having been at Kioka Beach for part of his vacation. Charlie tells us it is really "out of this world," with many recreational features there.

Blair Walls and wife Kay drove to Canada for the third week of their vacation.

Mrs. Hazel Wallace of Freight Traffic returned from two weeks' holiday, with a real burn, most of it accumulated while pushing the law mower at home.

There has been a lot of automobile trading in the Engineering Department. Sporting different cars are Flip Farley, a Chevrolet; Bill Hay-

ward, a Buick; and Phil Lentz, an Opel.

Marion Faibisy is vacationing in Canada and reports via post card that she is having a wonderful time.

Joe Coombs took two weeks vacation. He painted around home and spent a few days in Boothbay Harbor with his family.

Room 307 has been looking like a flower shop lately with the Green Thumbs showing off their glads and roses. How about someone showing off their vegetable garden?

John Corcoran broke his ankle and is sporting a cast.

Retired Bill Lampson and Millard Bailey dropped in for a visit and seem to be enjoying their retirement.

"Boom" Brann is sporting a welt on the side of his head after getting too close to a charge of dynamite.



In the budget is TV 'food' or 'entertainment'?

RIGBY

A personal interest story appeared in our local newspaper recently, one of our machinists, Fred Emery, and his stable of race horses.

It told of Fred or "Mike" as we call him, starting as a delivery boy for one of our local grocery stores, driving a one-horse cart, and of his desire to own a race horse. Finally he got his wish when he purchased Scottish Zephyr, a converted pacer, then Loki Ben, and finally raising his own colt from Zephyr, named Be Yankee.

All three horses are making quite a name for themselves, especially Scottish Zephyr and Loki Ben. Be Yankee is only two years old but is a comer, as they say in racing lingo. The main thing is that "Mike" is happy with his hobby.

The mother of former Laborer Estes Jenks died recently.

Machinist George Miller, who retired on account of a disability, died on July 26. Flowers were sent to the funeral.

The death of enginman Frank Hollis occurred during the month.

Electrician Holman "Bill" Danforth and Laborer Peter "Jay" Welch were involved in a head-on collision with another car while returning from the races. After spending a few days in the hospital, for examinations and patching up here and there, they were released, being declared as good as new.

Machinist Edwin Temm and family entertained his daughter and family for a month. They drove from Las Vegas, Nevada.

Machinist Lucien Carignan's daughter underwent surgery at the

Mercy Hospital and came through with flying colors.

Enginman Walter Foss, retired, died unexpectedly during the month. He was a "fifty year" pass employee.

Laborer Robert "Bob" Casey recently purchased a new home in the Morrill's Corner area, Portland. He's through saving rent receipts and having nothing to show for it.

Two new Ford "Falcons" have appeared at the Car Department. One is owned by Asa Worster and the other by Frank Ham.

The father of Inspector Carl Sylvester, Car Department, died recently. Flowers were sent to the funeral.

Carman Emil Casey has a new car.

A Stores Department employee, leading man Edward Whalen, received a visit recently from his two sons, and his daughter-in-law. They motored from California. A daughter, Pauline Whalen, a former air line stewardess, recently married a Boston man.

Carpenters Helper George Beckwith, B. and B. crew, has a new Plymouth "Valiant."

Work has begun on the demolishing of the first two section of the engine house, and the changing over of the piping of the old heating plant in preparation for the new oil burning system using a low pressure boiler. The job is expected to be completed by cold weather.

LEWISTON

Section Foreman Hector Jones and Mrs. Jones were recently visitors in Hyannis Port, Mass., summer home of President and Mrs. Kennedy. They attended mass with the President and took moving pictures of the Kennedys.

Assistant Foreman and Mrs. Jean L. St. Pierre spent their vacation visiting Canada and touring Aroostook County. One of their most pleasant stops was at St. Anne's Shrine. Their daughter, former Clerk Venice St. Pierre, was with them.

Claim Clerk Sherm Carr has just finished his two weeks' vacation. No reports yet on his activities but we presume his time was divided between golf courses and Gurnet!

Crossing Tender Ernest Malenfant, former Mayor of Lewiston, is a patient at the CMG Hospital. Best wishes for a speedy recovery.

Our best wishes, too, to Crossing Tender Jules Caron, still out and on the sick list. Hope to have you back soon, Jules.

Waybill Machine Operator Rita Cronin is a recent vacationer. Rita spent her time on day trips and entertaining out of town relatives.

Brakeman Dan Myrand is spending his three weeks at Allen Pond in Greene, finishing up his camp and enjoying life at its fullest.

Yard Conductor Leyon Traynor is spending three weeks at Sabbath Day Lake in New Gloucester.

Car Clerk Joe McMorrow is journeying to Bar Harbor to bring back his family who has spent a week there.

TRAIN CREWS

Sympathy is extended to the family of retired engineer Walter Foss who died suddenly at his home in Wayne August 10.

Condolences to the family of retired engineer Frank Hollis who passed away the last of July.

Switchman "Jim" McClay of Waterville hung up his lantern for good August 18. Plans to fool around with local politics a little later with son Jr. planning to run for Mayor of Waterville.

How about the two fellows in train service who recently went to Moosehead and had two deer pose for them for about 2 minutes? After the deer moved out of range, they discovered they had no film in their movie camera.

Fireman Frank Greslick has returned to work after a lengthy illness. Nice to see you back, Frank.

Spare Carman "Gus" Moore of Bangor was the coach of the little league Bangor West Side team which captured the state title after beating South Portland on an error.

Trainman V. Allen has bought himself a new four-door Ford hard-top.

Conductors "Herbie" Howard and Fred Poulin will retire at the end of September under the compulsory pension plan effective on that date.

Gratitude is extended to Section Foreman Stevens and crew of New Gloucester for assisting the crew of B11 recently in setting off a cripple.

General Chairman "Alex" Nicholson of the Brotherhood of Railroad Trainman has entered Thayer Hospital at Waterville for further surgery.

Sympathy is extended to the family of Engineer "Scotty" Jones of the Eastern Division who died suddenly at Calais. He hauled Conductor "Tom" Allen for nearly 25 years on the same job.

Engineer "Tom" Kennedy has a nice new boat for sporting around Casco Bay. Recently creeping along in the fog he came upon a boat piloted by none other than retired engineer "Bobby" Lewis whom he hasn't seen since he retired. Tom took out his fellow worker, engineer "Lennie" Jaynes, recently and scared him to death riding the swells.

Engineer "Cap" Campbell recently called on his old buddy "Ben" Berry at his cottage at Sebago. Ben is recovering from a recent illness.

Retired Bangor policeman "Pete" Crowell, who had the beat around the station and who used to brake years ago and was a member of the fighting 14th Engineers of World War I, says they are planning a State get-together some time in September and would like to see all the fellows there if possible.

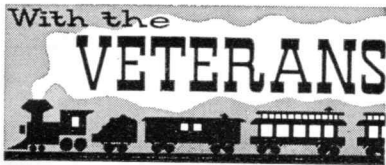
Several new employees have been hired in train and yard service. They are Paul A. Harmon, S. A. Cookson, Jr., F. A. Serunian and J. M. Watson.

Trainman Norman Sawyer's address where he was recently admitted for treatment is the National Institute of Health, Clinical Center, Nursing Unit B-3, Room 48, Bethesda, Maryland. It would be nice to drop him a line now and then. Yard Conductor "Pat" Ridge also is confined there.

The old stations at Burnham Junction and at Augusta are now completely removed.

Retired main-line Conductor Thomas Lock and yard Conductor "Bill" O'Neil along with their wives returned to Maine from Florida to spend the summer months here.

Yard Conductor and Mrs. Erving M. Babcock, Rigby, visited Lake Winnepesaukee and the White Mountains on their recent vacation, and spent a few days at New London, N. H., their former residence.



Sympathy is extended to the families of Retired Engineman Frank Hollis and Harry Warren, both of whom died in July.

Ernest Biladeau, retired Maine Central Conductor, was a recent patient at the Maine Medical Center for surgery.

Retired Conductor Carl Pierce recently spent a few days with his daughter who resides in Lynn, Mass.

Retired Superintendent Fred Wood and Mrs. Wood recently called on Mrs. Arthur Martin of Gorham. Mr. Martin died last December. For many years, he was Chief Electrician for the Maine Central Railroad.

Sympathy is extended to Edward S. Runnels, Telegraph Operator, Portland Terminal, on the death of his aunt, August 6.

Sympathy is extended to the family of retired Maine Central Engineman Walter E. Foss, who died August 10.

Clayton Williamson, who resides in Jacksonville, Fla., recently returned to Maine for a visit.

Mrs. John McGahey, widow of the late John McGahey, Portland Terminal Conductor, left late in August for a visit with her daughter, Mrs. Phil Cronin, in Chicago. Mr. and Mrs. Cronin will motor back to Mrs. McGahey's home here with two of their four children.

Retired Maine Central Conductor Leon Paupart and his wife are entertaining Leon's brother from California.

WATERVILLE SHOPS

Machinist Bryant Kent recently lost the ends of some fingers in a bout with a buzz planer at home.

Carman Gerard Gosselin retired the first of August and is planning to spend some time in California, where his son lives. The Gosselins will be accompanied on the trip by retired Millman Win Potter.

Carmen Dick Delano and Verne Belyea recently visited St. Anne's, Quebec, and returned home by way of Montreal and New York.



Now that we can afford a trip to Alaska, it's just another state!

For bravery and devotion to duty over and above the normal call, Foreman Don Russell and Lew Ifill were recently given three cheers and a tiger and were made honorary members of Camp Lown, a children's camp at Belgrade.

The China Little League Team, coached by Driver Paul Fletcher and Electrician Albert Adams, won their divisional championship this summer.

Machinist John Larracey has recently been elected Captain in the Waterville Fire Department.

Carman Jack Brown slipped and fell while operating a rotary power law mower recently. He lost several toes on one foot and a nail on the other foot. He is in a local hospital.

Millman Dick Boucher has recently traded cars and now has a Rambler Ambassador.

Miss Ivonne Hassen, daughter of Mill Laborer Ralph Hassen, and Miss Betty Boucher, daughter of Millman Dick Boucher, have recently completed tests for enlistment in the Air Force.

The car which Carman Gerald Ackley was driving recently, left the road and clipped off a power pole.

Machinist Wade Richardson was recently traded for a new Ford.

Machinist Burr Blanchard is confined to a local hospital.

Laborer Gerald Buck recently fell from a ladder at home breaking an arm.

Machinist Olie Kitchen is a surgical patient in a local hospital.

Painter Parson Lawry has recently traded for a new Chevy.

Carman Welder Dick Sturtevant has recently bid the Mill job vacated by Gerard Gosselin.

The Major, since becoming a Gentleman Farmer, has become quite expert in crop analysis and forecasts. He predicts that the growing season for 1962 will be extraordinary in such diverse places as the local Waterville area, the Gaspé peninsula and a certain area in Pennsylvania.

Blacksmith Foreman Owen Thompson has recently returned from an extended vacation in California. He retired from active service on August 25 after some 39 years with the Railroad.

Crane Operator Harold Slaney has been visiting relatives in Newfoundland.

Machinist Howard 'Pat' Larracey has retired from the Engine House, and Machinist Blaine Ladd has bid in his former job. Larracey first came with the Railroad in 1916.

Lightning hit the home of Laborer Frank Johnson in Fairfield Center recently causing some \$4000 damage.

Top Bell Ringer award goes to Carman Jimmy Steeves who became a proud father of a 6-lb. boy on Aug. 10. The lad has been named Jeffrey.

Due to an expanded scrap program, the following men have been added to the yard crew. Ted McCausland, Charlie Parkhurst, Leland McIntire, Freeman Rollins, Jimmy Carey, Bob Sweet and Joe Gilbert.

Laborer Fred Parody retired recently from the Engine House. He has worked since 1946 for the Railroad.

WATERVILLE YARDS

The new man in the Engineering Department is C. Leslie Anderson who has been appointed Asst. Work Equipment Maintainer with headquarters at Waterville. Les is a resident of Waterville and is quite an enthusiastic water skier.



RETIREES AT WATERVILLE—O. J. Thompson, blacksmith shop foreman at the Waterville Shops, is congratulated by F. H. Bennett, left, former shops superintendent, and George P. Silva, right, shops superintendent, as he worked his last day August 25. Thompson entered Maine Central service as a blacksmith 39 years ago.

Ralph, Shirley and Wayne Barton vacationed in the White Mountains and at Pemaquid.

Gloria LaLiberty was on vacation from the Freight Office.

Ruth Brochu had two weeks' vacation and was operated on during her vacation. That isn't the way to spend a vacation, Ruthie!

Jane Bureau has been filling in at the Freight Office this summer. Jane and her husband have purchased a home in Waterville and expect to move in soon.

The following from the Yard have been on vacation: Assistant Yardmaster Carl Proctor, Assistant Yardmaster Joe Vigue, Clerk Phil Davidson, Brakemen Arthur Genest, Burns Hillman, Gene Lalibertie; Crossing Tenders Bill Cunningham and L. A. Reynolds; Switchman S. M. Emerson.

Operators Vern Hutchinson, Pete Tenneson and Wally Oakes have returned from vacation.

Bill Monroe attended the New England Baseball Regionals for the American Legion held in Keene, N. H., August 16-21. Bill was the only umpire from the State of Maine there.

Dave Eldridge is sporting a 1961 Chevrolet station wagon. He and his family spent a week's vacation camping at Acadia National Park.

Ray Coulombre and his family camped at Sebago Lake for a week with their trailer.

Maurice Thorne had two weeks' vacation recently at his China Lake camp and various places.

Marge and Rolly Armstrong were again vacationing at the coast in August. Eating lobsters again, I bet!

Ken, Elaine and Davie Snow vacationed at China Lake plus a few day trips in Maine.

Track Repairman Gid Veilleux vacationed for three weeks at his camp at Webber Pond.

General Agent Basil Higgins was also on vacation recently. Played quite a bit of golf with former Chief Clerk Raymond Reny.

Mr. and Mrs. Robert Bowden of

Lynn, Mass., became the parents of a daughter in August. Mrs. Bowden is the former Juanita Fecteau, daughter of Dick and Mrs. Fecteau, who are grandparents for the first time.

Brakeman Arthur Doucette had a vacation in August and took day trips with his family.

BARTLETT, N.H.

Agent Burdwood just returned from vacation says he didn't do much of anything at all, but stayed at home most of the time and chored around the place.

A. S. Dodge, track supervisor, is presently taking a week or so off, but have no info about his plans. Think very likely he will do as the most of us, stay around home.

Albert Henn, clerk in Mr. Dodge's office, has progressed very well recently on his garage building. He is going to have a nice garage some day soon.

E. A. Hall, shovel operator, is at Colebrook pit getting out ballast for this line. Expect to use around sixty cars or so.

A. E. Garon, agent at Whitefield, starts his vacation at once. Have a good time, Albert.

We are very pleased to hear that the little son of Conductor and Mrs. Greenwood is getting along quite well after a serious illness.

Bill Schloth, assistant track supervisor at Brunswick, is covering Mr. Dodge's job here for the present.

The Teleweld Company is busy welding and building up joints and frogs here and there on this district.

T. B. Sweeney, Jr., has bid off the machine operator's job in Peters' spare crew, and S. G. Noyes has bid off the helper job with him.

Retired signalman Everett Mallett visited us from his home in Florida recently. He is looking very well and says that he enjoys living down South, especially when he reads about a howling blizzard up this way during the winter months. Always glad to see the old boys and talk over old times with them.

Chips—from page 1)

form of public transportation than the railroads."

At the formal opening, Joseph H. Cobb, Maine Central public relations director, was one of the speakers. He said: "Great distance from principal markets is a continuing economic problem for Maine manufacturers. The Maine Central is doing everything possible to overcome this problem. We are streamlining our freight service and constantly improving schedules. We are modifying cars for a wide variety of uses and we have recently spent two and a half million dollars for new freight cars of various types which are needed by Maine industry".

The Lewiston Daily Sun, in an editorial headed "MAINE CENTRAL SHOWS THE WAY" said:

"In a day when railroads countrywide are having a hard time on rough financial seas, the Maine Central not only wants new business, but is going after it. The latest example of this good old American custom is the opening of a brand new plant in Oakland, to process wood chips for the Maine paper industry.

"The Androscoggin Corporation is the first of its kind in the state. That in itself is noteworthy. Also important is that this new concern will use as its chief raw material the slabs and edgings which until now have been a useless byproduct of our saw mills. It always has seemed such a pity to see huge piles of edgings and slabs put to the torch because they were taking up valuable space. The new concern will prevent that waste.

"But most important of all is the fact that the very existence of this new company is the result of thoroughgoing cooperation between the railroad and the prospective firm. Together they picked the proper place, then arranged for transportation of raw materials and finished products.

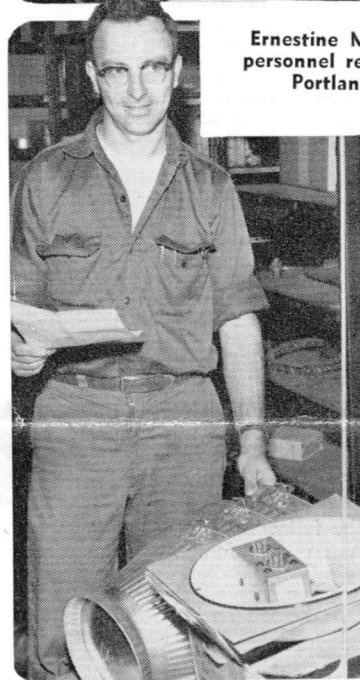
"With the type of vision which paves the way for progress and profits, the Maine Central has provided especially designed railroad cars to handle the debarked slabs and edgings, and some high-side hopper units to carry the wood chips to Rumford, where they are to be used by the Oxford Paper Company as part of a new paper-making process."



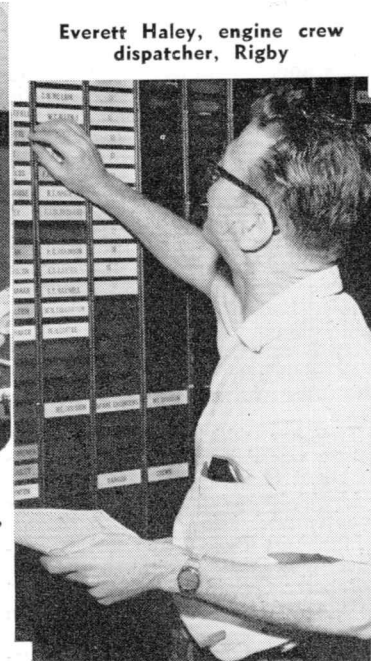
On the job... ALONG THE LINE!



Ernestine Miller,
personnel records,
Portland



Charles H. Whitten, stores
department, Rigby



Everett Haley, engine crew
dispatcher, Rigby



Royden M. Cote, senior rate clerk,
Portland

Skelton—from page 1)

He served as Androscoggin County prosecutor, was judge advocate on the staff of Governor William T. Haines, mayor of Lewiston, Maine Bank Commissioner, and one of the state's first public utilities commissioners.

Mr. Skelton was a vice president and director of the Androscoggin Electric Co. when it was absorbed by the Central Maine Power Co. in 1920. He succeeded the late William F. Wyman as president of CMP after many years as manager of the company's Lewiston Division.

He served as president from 1942 until 1947, then became chairman of the board. In the following year, the company named its new generating plant at Hollis in his honor.

No less highly regarded by the Maine Central, Mr. Skelton has

Scorecard—from page 5)

proud of his 11 year-old daughter, Marilyn, who won the City of Portland Playground Tennis Tournament for her age group, at Deering Oaks courts late in August. Marilyn took up the game last year.

Chuck Bonetti, Freight Traffic Dept., and Bob Rounds, Auditor of Disbursements Dept., were two of the umpires selected to take part in all the play-off games of the state and sectional Little League.

The General Office Riverside Golf League, held their banquet and trophy presentation at the Cascade Lodge in Scarborough, on September 15th. Bill Welch and Sam DiPhilippo co-chairmen of league passed out trophies to the first place team of Walter Towle, Herbie Whitmore, Milt Tabbut, Ralph Jellerson, Bill Welch and Ray Williams.

These six pros beat out team No 2 by three points after all the divots had settled on the golf course.

Steve Conley took low net in Class A with 32, edging out Geo. Ellis by one stroke. In Class B, no one came close to Sam DiPhilippo's fine 30, but second will have to be determined by a flip of coins between Vin Morse, Don Feeney, Henry Kenny and Clyde Luce. All ended up with 33 nets. Jerry Shea had the most pars and the lowest average over the fourteen weeks.

Jerry made a pretty good showing in the Maine Open at Riverside the last week of August. Joe DiMauro, Freight Traffic Dept., also gave a good account of himself in this tournament.

Jay Welch, Rigby Engine House, is looking for fellows to bowl at the Monument Square Alleys in Portland on Friday nights at 7 P.M. It is pretty hard to find an Alley open weeknights unless you bowl in a league, but with these four leagues, there should not be a MeC of PTCO. employee that is not taken care of if they wish to bowl.

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