



## Railroad Aided Students Earn High U of M Marks

Four students studying at the University of Maine with financial aid from the Maine Central and Bangor and Aroostook Railroads have compiled excellent freshman records. One was named "outstanding college girl in New England."

The latter, Miss Sanna Faye Crossley, daughter of Mr. and Mrs. Robert Crossley of Millinocket, won the New England regional contest, according to the wire services, on the basis of her scholastic accomplishments and her leadership in campus activities. Her academic average in the U of M College of Arts and Sciences was 2.9—just a tenth of a point short of Dean's List rank.



Miss Crossley

Highest ranking railroad scholarship student was Eugene A. Walker of Pittsfield, enrolled in the U of M College of Technology. His freshman average was 3.5.

Linda Atherton, South Portland, compiled a 2.7 average in the School of Nursing; and Richard Allen, Freeport, a 2.4 average in his Freshman year in the College of Arts and Sciences at the Portland Campus of the University.



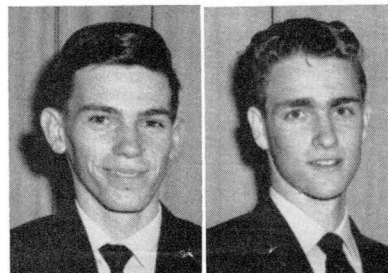
Miss Atherton

The four were winners in a college fund essay contest sponsored by the Maine Central and



**NEW CEMENT FACILITY AT VEAZIE**—Maine Central's new cement unloading installation at Veazie is now in full operation. Resembling an artillery battery or a missile site, the new set-up consists of three portable conveyors, one of which is shown in use loading a Maine Cement Products Co. truck from a covered hopper. It is the only machine cement unloading facility of its type furnished by the railroads in Maine.

the Bangor and Aroostook Railroads a year ago. Their combined college expense credits totalled \$4,000 last September when they entered the University.



Walker

Allen

## Gerity Announces MeC Bond Drive

A drive to boost payroll savings plan purchases of U.S. Savings bonds will open August 1 on the Maine Central, with a goal of signing up at least half of the employees.

John F. Gerity, assistant comp-  
**Bond Drive**—page 3)

## MeC Centennial Highlight

### Waterville Parade To Feature Bands, Floats, Old Costumes

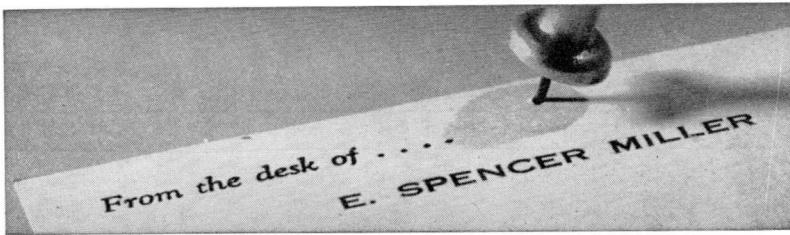
A colorful Saturday parade—one of the biggest and best in Waterville's history and a highlight of the autumn season in Maine—will be part of the Maine Central's Centennial observance in the Elm City October 26-27.

Appropriately, the parade's motif will be historical, and will feature entries by organizations and individuals competing for prizes to be awarded for the best floats and costumes.

Other events of the Centennial observance will include a three-day open house at the Waterville Shops, a Centennial dinner, and the presentation of the Locomotive 470—last steam engine to serve on the Maine Central—to the City of Waterville, geographic center of the railroad and site of its founding on Oct. 28, 1862.

Plans for the parade were outlined in mid-July at a meeting in Waterville. Mayor Cyril M. Joly, Jr., who heads the Waterville area General Maine Central Centennial Committee, composed of community leaders in Waterville, Winslow, Fairfield and Oakland, heard reports from the parade subcommittee, directed by Jerome Audet, president of the Waterville Junior Chamber of Commerce.

Paul Maroon of Waterville, chairman of the centennial parade committee for the Junior Chamber, said the parade will start at 10:00 A.M., Saturday, Oct. 27, and proceed over a route including Main Street and College Avenue. It will disband at the former Maine Central Passenger Station Grounds where  
**(MeC Centennial—page 8)**



TO MY FELLOW EMPLOYEES:

The nation has had time, now, for a long, hard look at President Kennedy's recommendations on transportation. Delivered in April, the President's message called for a series of changes required by what he called "a chaotic patchwork of inconsistent and often obsolete legislation and regulation x x x."

To the Maine Central and other railroads across the Nation, the Kennedy Transport message brought a ray of hope. The recommendations, while necessarily broad to cover the entire transportation industry, nevertheless parallel the objectives of the Railroad "Magna Carta" in its four-pronged attack on the principal ills of the railroad industry. The Magna Carta of the Railroads, calling for elimination of discriminatory taxation and regulation, elimination of subsidies to competing modes, and freedom for railroads to diversify their services, has not caused much of a stir on Capitol Hill.



But the Kennedy Transport message, with the full prestige of the Administration behind it, has attracted considerable attention and favorable comment, and is expected to result in a series of bills to effect the President's recommendations. It is not, however, without its critics, who undoubtedly will become opponents as legislation reaches the floors of the House and Senate.

They will be opposing not only the bills based on the President's recommendations, but also a general and long-needed return to free enterprise in the transportation industry. They will be opposing the annual savings of millions of dollars now wasted because the nation's annual bill for transportation is so much higher than it should be. They will fight any move toward less transport regulation with the familiar cry that "small" truck and waterway operators will be forced out of business by new, hard-dealing railroad monopolies.

This, of course, is ridiculous. The truth is that the United States is in more danger of a highway trucking monopoly right now than ever before, thanks to the "chaotic patchwork of inconsistent and often obsolete legislation and regulation" to which President Kennedy referred.

In 1960, for example, the Transportation Association of America's cost estimate for intercity highway freight transportation was 18.5 billions, compared with 8.5 billions charged by the railroads. But the railroads accounted for 573 billion ton miles and the trucks only 285 billion ton miles. **In other words, the truck costs were 2 1/4 times as much as the railroads for handling less than half the volume.**

These figures are eloquent with respect to the basic economic necessity of preservation of an increasingly prosperous railroad system. The need for preservation of a myriad of basically uneconomic highway carriers is insignificant by comparison.

The railroads are not alone in their support of the Kennedy recommendations. Praise for the message, and hearty agreement with the Administration's aims, has come from industrial leaders, the general public and the nation's press.

The Denver Post said: "President Kennedy has finally—with firmness—called for action in something people for years have been saying 'ought to be done'."

The New York Times: "The President has made a thoughtful contribution to the solution of an urgent national problem. Congress must do the rest."

I agree wholeheartedly, because continued protection of highway and waterway carriers—if indeed it was valid years ago—certainly is no longer justified. Not only it it a monstrous injustice against the railroads, but it picks the public's pocket by denying Americans the benefits of free and vigorous competition in the transportation industry which would result in millions of dollars of savings to individuals and industries each year.

FREEDOM BOND DRIVE



The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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JOSEPH H. COBB, Director of Public Relations

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## New Color Scheme May Brighten Up MeC Box Cars

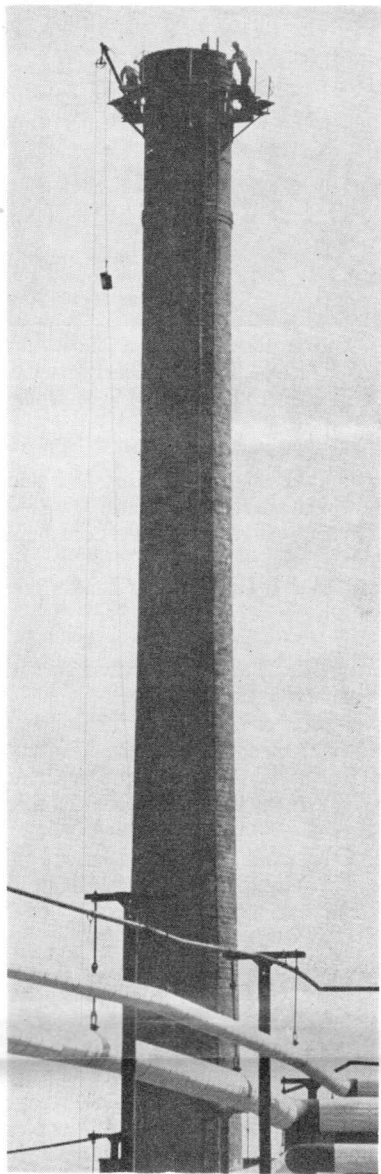
The possibility that the standard color scheme of Maine Central's box cars may change heads a list of recent developments at the Waterville Shops.

General Manager Roy E. Baker said one box car—number 6520—is now in the shop, and when finished will sport an experimental paint job . . . all gold, with green doors and stenciling. A feature of the change may be the letters "MEC" four feet high on the sides of the car, together with the familiar herald.

The idea is to make the Maine Central's cars more easily recognized throughout the nation.

General Manager Baker also reported that about half of the 107 box cars leased by the Maine Central from the Rutland Railroad have been delivered. Inspection reports indicate they are in "very good" mechanical condition, and will be suitable for high-grade loads. They will continue to bear the insignia of the Rutland, but will be boarded for return to the Maine Central.

Eight more hoppers are being modified for woodchip service at the Shops, with steel plates being installed to bring the tops some 16 feet above the rails. These will soon join the 24 now in service between the Oakland plant of the Androscoggin Corporation and the Oxford Paper Company at Rumford.



**UP IN THE WORLD**—A contractor's employees, on a staging nearly 115 feet above the ground, rebuilt the top and re-pointed bricks in the stack of the heating plant at Rigby in June. The project was part of the general overhaul of the heating system.



**HOME AGAIN AT LANCASTER**—This is the 1962 family of raccoons spending the summer at the home of Mrs. Arthur White of Lancaster, N. H., step-mother of Engineer Richard T. White. For the past ten years, Mrs. White says, the furry freeloaders have been showing up on schedule each spring and staying until fall, then disappearing into the woods. We're not quite sure, but we expect the two 'coons on the left are the parents, showing off their new family of four in Mrs. White's kitchen.



**AIRLINE HEAD NAMED TO REA EXPRESS BOARD**—Maine Central President E. Spencer Miller joined other REA Express directors as they welcomed C. E. Woolman, right, president and general manager of Delta Airlines, to board membership in New York. Left to right, William B. Johnson, REA president; Mr. Miller; Wayne A. Johnston, president of the Illinois Central; and Woolman, who is the first non-railroad official to serve on the REA Express board.

### Bond Drive—(from page 1)

troller and chairman of the campaign, said about 36 per cent of the Maine Central's employees already are participating in the payroll deduction program at the present time. He said the drive to enroll new participants will extend through August 15.

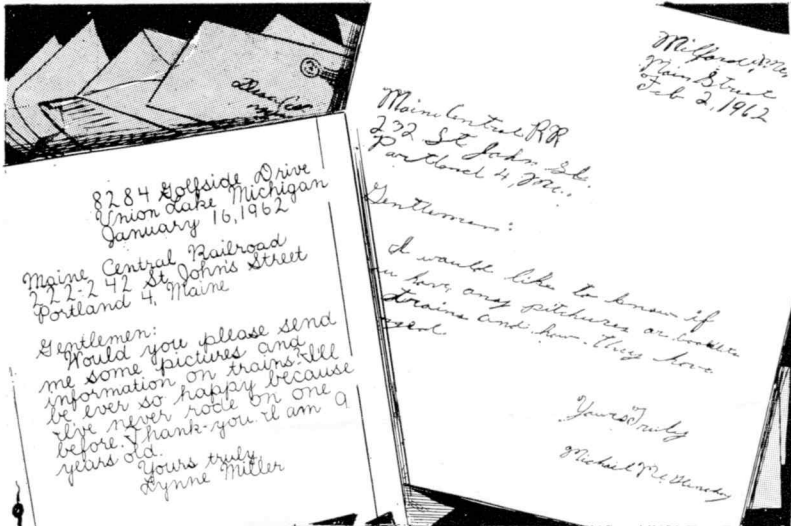
Gerity pointed out that most of us are agreed that personal savings for the future are important. "But," he said, "it's pretty difficult to consider your

own future without giving some thought to the future of the Nation.

"The money you invest in Savings bonds is one of the best ways you can help Uncle Sam today. We need a strong national defense, backed by a strong economy, to keep freedom in our future. All of us share in the job of preserving that freedom with the dollars we put into savings bonds."



**50 YEARS OF RAILROADING**—J. Edmond Bouchard, assistant superintendent, Bangor, presented a 50-year service gift to Walter E. Dunifer, right, veteran conductor in the mail-merchandise train service, in Bangor late last month. Mr. Dunifer entered MeC service at Old Town, May 12, 1912, as a battery man in the Signal Department.



That's how the letter started . . . much like nearly a thousand others received annually in the Maine Central Public Relations department, each asking for "pichures and informashun."

And the young writers, whose bright enthusiasm shines through the misspellings, get what they ask for, usually.

"Whould you give me some stickers?" asked one, adding, "If you don't have any I don't need them. Here is a Diesel I made."

And there it was . . . a crayon drawing of an engine, complete with a red, white and blue flagman in front.

"Even if I don't know you," the lad closed his letter, "I like you anyway."

He got his stickers.

A nine-year-old Michigan girl, writing in a carefully-drawn script, spelled and punctuated her request correctly, as follows:

"Would you please send me some pictures and information on trains. I'll be ever so happy because I've never rode on one before."

A lad from Tennessee who wished us "good railroading," wanted the material because "I'm going to be an engineer on the Maine Central."

Another, who signed himself "Mr. O'Connor," wrote: "In school we are studing transportation and I would like to know if you happen to have any information of railroading."

It just happened that we did.

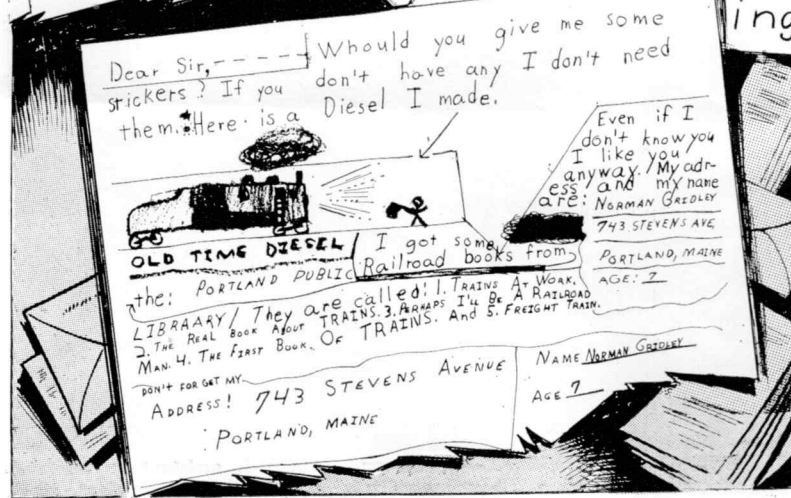
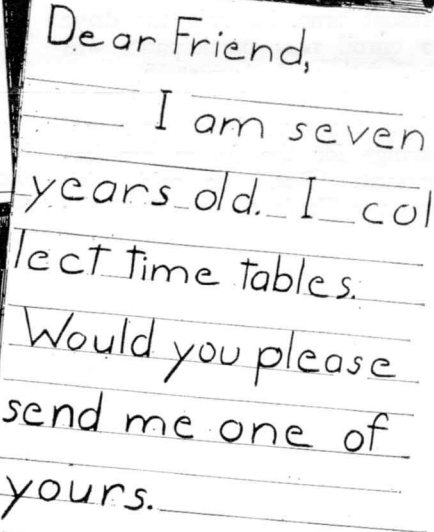
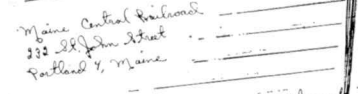
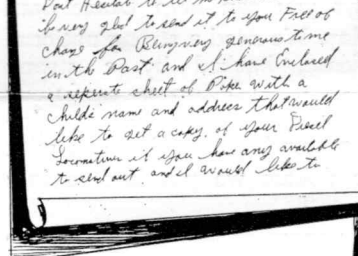
But the one we liked best came from a boy in Bellows Falls, Vermont. It was the second time we'd heard from him.

"Enclosed," he wrote, "you will find a picture of all the past presidents of the U. S. and 2 colorful post cards of the Monadnock, Steamtown and Northern Railroad and they are yours free of charge for sending me all the picture of the Maine Central Railroad steam and Diesel locomotives. If you would like any additional copies Please Don't Hesitate to let me know and I will be very glad to send it to you Free of Charge."

A request followed for the same Maine Central pictures to be sent to two of his pals.

All the writers aren't as easily satisfied.

"Mr. Prasedent," wrote one: "Please send me the Maine Central Railroad."



RAILROAD ENTHUSIASTS ALL—R. E. Baker, left, general manager of the Maine Central, is presented a membership card in the Portland Division, Railroad Enthusiasts, Inc., at the annual meeting in June. J. E. Lancaster, center, national President, Railroad Enthusiasts, Inc., looks on while Robert Baker, chairman-elect of the Portland Division, makes the presentation. R. E. Baker was the speaker at the annual meeting.

# Railroad Golf Tourney Slated September 15

The 1962 Maine Central Golf Tournament—open to all Maine railroad employees—will be held Sept. 15 at the Waterville Country Club.

Railroad workers in all sections of the state may enter without traveling too great a distance. The tournament is open to all Maine Central, Portland Terminal, BAR, B&M, NH, CP and CN employees. A women's tourney, open to all female employees, wives or daughters of employees of one of the above railroads, also will be held.

For the men there will be seven individual gross and net prizes. Club, league or state handicaps will be recognized by the handicap committee. A putting, driving and nearest hole contest will be held, a small prize in each event.



Bill Martin, the current MeC golf champ, a laborer at Bangor Engine House, made a hole in one on No. 4 hole at Penobscot Valley Country Club June 3. Bill used a No. 7 iron on the 155 yard hole and had a total 76 for his round.

L. J. Hartery, Jr., electrician at Bangor Engine House, boated a 6 lb. 2 oz. lake trout at Craig Pond, Bucksport, June 10, while competing in a fishing derby. He won second prize.

On June 7, Fred L. Tardiff, laborer at Bangor Engine House, coaxed aboard a 3½ lb. brook trout (a real beauty) while fishing Sunkhaze Stream, Milford.

John Bilodeau, Portland, has had the most birdies and tied Dick Esty for the lowest round in the Larry Rowe Golf League. Bilodeau, captain of B Team, has been helped by Russ Rackliffe, John Currier, John Bari-bault and Lindy Burgess. At the end of June they were 12 points ahead of Al Kennedy's team. The others in team E are Horace Foster, Tony Notis, Charlie Hagar and Carl Baldwin. There is only a five point spread between second place team and the fifth. Third place is held by team A led by Reggie Libby, George Stanley, Tom Hayes, Tug Wilson and Dick Luce.



**WATERVILLE'S OWN STRADIVARIUS**—Cecil L. Niles shows the two fine violins he has completed, carving the pieces from select woods found in old buildings.

# Shops Craftsman Uses Spare Time To Make Violins

After working all day as a cabinet maker in the Waterville Shops, Cecil L. Niles relaxes with the exacting craftsmanship required by his hobby—the making of violins.

Unlike most youngsters who take music lessons, Cecil developed a real interest in the instrument itself many years ago, especially in the fact that the violin's tonal qualities may be improved by use of select, close-grained woods in its construction.

Using bone-dry spruce and maple—much of it taken from old buildings through which he searches for wood of just the right grain, Cecil has made two fine violins and is now working on a third. The painstaking job—all done by hand—includes cutting, forming and glueing, in addition to the carving of tail piece, fingerboard and pegs from ebony.

When complete, the veteran cabinet maker's violins are indeed masterpieces of craftsmanship, products of a talent that, in its own way, is as great as that of a concert artist.

## MAINE RAILROAD WORKERS' GOLF TOURNAMENT Waterville Country Club, September 15, 1962 ENTRY BLANK

To Jerry Shea

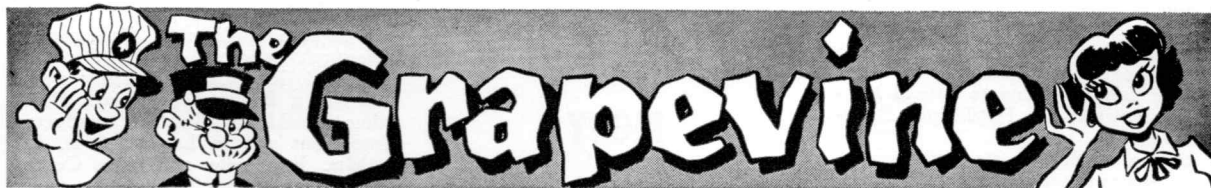
MCRH General Offices  
222 St. John Street  
Portland, Maine

Name .....

Address .....

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Club ..... League ..... State .....



## GENERAL OFFICES

Mr. and Mrs. Frank A. Watts attended Frank's 50th reunion of the Class of 1912 at the University of Vermont at Burlington on June 9 and 10.

Ed Stewart and family spent a weekend in Shortsville, N. Y., visiting relatives.

Phil Lentz has a new Ford Fairlane.

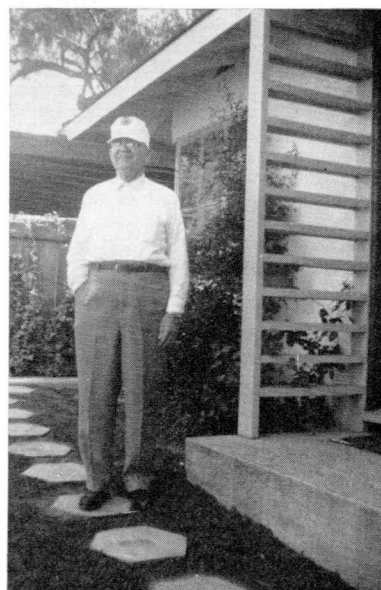
Ray Jackson took a week's vacation water skiing and making extended tours in his new Oldsmobile.

Harry Blackmore is the new signal clerk in the Engineering Dept.

Ken Brann took a week's vacation and reported the fishing is good.

Tom Hayes of Purchasing Department, and two of his sons are spending vacation in New York, taking in several ball games.

"Kenny" Brann and "Lin" Lamson of Engineering Department are attending a Photographers' Convention in Massachusetts July 6-7-8.



**"Gil" Fournier, veteran MeC rail-roader, relaxes in Santa Barbara, California. Note the Maine Central cap.**

Martha Williams, eight-year old daughter of Cashier Gordon Williams, recently was rushed to the Osteopathic Hospital of Maine for an emergency appendectomy, performed during one of the worst of the season's thunder showers.

Mrs. Shirley Wilson, stenographer in the assistant treasurer's office, is taking a course in real estate selling—so, if anyone is interested in buying or selling, Shirley is the gal to see.

Gordon Wilson, assistant to systems manager, spent two weeks with the National Guard at Camp Drum, Watertown, New York.

Storekeeper Maurice Allaire and wife, Thelma, left on June 28 for a vacation trip to Niagara Falls. Lucky people!

Paul Mahany, clerk payroll deductions, had one week's vacation the first part of July, which he spent on day trips, going to the lake, to the beach, and to Benson's Animal Farm in New Hampshire.



**CLYDE GARY HONORED**—Fellow workers gathered to congratulate Clyde F. Gary, engine and crew dispatcher at Portland for 20 years, on his final day of work in June. Left to right, Mary O'Connor, Gordon Sears, Molly Fehlau, Joe Rourke, Amy Westcott, Gary, John Hamilton, Harold Hook, who presented a gift, Sewall Boynton and Larry Sparrow.

Eugene Trueworthy, assistant to manager Data Processing, and scoutmaster of Troop 20, reports that his scouts won second place overall at the Casco Bay District Camporee, June 8, 9, and 10, and but one patrol of the troop won first in the camp lay-out contest.

Mary Mingo, freight traffic department, and husband, Wesley, motored to Lake St. Claire, Michigan, to visit her brother-in-law and family. On their return trip they spent a few days at Niagara Falls.

Christopher Gordon, son of Ralph H. Gordon, auditor Data Processing, graduated June 13 from South Portland high school, having taken the college technical course. "Chris" was the youngest graduate of his class. In the fall he plans to attend Carnegie Institute at Pittsburgh, Pennsylvania.

Donna O'Bryan, stenographer in the assistant superintendent's office, has purchased a brown and white ranch-style home on Juniper Drive, Portland. Donna and her parents plan to move by the end of July. Her mother, Mrs. O'Bryan, is improving after hospitalization for a broken hip.

Mr. and Mrs. Robert Engelhardt are receiving congratulations on the birth of their first child, Robert George Engelhardt, Jr., born June 20 at Mercy Hospital. Bob is employed in Data Processing.

Ruth Watson and husband, Medley, really got around on their vacation, spending part of it at Rockwood on Moosehead Lake, Maine, with a motor trip through New York, Pennsylvania and New Jersey.

Mary Nugent, key punch operator, has a new 1962 four-door hard-top convertible, Chevrolet Impala, black with red interior.

Lillian Grenier of Data Processing is announcing the engagement of her daughter, Carol, to Thomas Wells, a member of the United States Air Force, stationed in Washington State. No date has been set.

Jeannette Calder of Freight Traffic, Dorothy Conley, Hazel Davison, Lillian Grenier, Mary Nugent, and Carmel Robichaud, all of Data Processing, are planning a big evening July 25, when they have dinner

reservations at "Narraganset-by-the-Sea," and then will attend the Kennebunkport Playhouse, where they will see Henry Morgan in "Reclining Figure."

Martin Holmes, assistant to the comptroller, had one week's vacation June 18 to June 23—not too good weather, but a few nice days, at least.

New Faces Department — Don Colello and George Proctor, clerk-messengers in the Revenues Department. George is the son of Mrs. Dorothy Proctor of Car Service Department. Welcome to both fellows!

General Accountant Clifford Hawkes, Jr., has moved his family to their camp for the summer months.

## RIGBY

Garden fresh green peas by the 4th of July was the slogan of the Rigby farmers, and it certainly looked as if most would meet the deadline. However, the present concern is haying, especially with Machinist Maurice "Johnnie" Weeks and his herd of 37 pure-blooded Herefords. In order to meet this emergency he has purchased a new hay baler of the latest design and improvements. The demands of a herd of this number is approximately 60 tons of hay. Maurice cuts most of it, but still has to buy some to finish out the winter. He also has six acres of oats planted.

Mr. and Mrs. William Palmer visited Mr. and Mrs. Carlton Howard of Charlotte, North Carolina recently. They are both daughters of Machinist and Mrs. Theodore Cote.

Laborer and Turn Table Operator Fred Cole is ill.

B. and B Crew, Carpenter "Dude" Babbidge has recently purchased the Sebago Lake House.

Boiler-maker John Geary has purchased a new Ford "Falcon." This is John's first car after not driving for 30 years. He passed the drivers' test with honors on the first attempt.

Mrs. Henry Johnson, wife of retired machinist Henry Johnson, died

recently after a long illness. A floral tribute was sent to the services.

Machinist Kenneth Gillis is now living in Yarmouth, having purchased a house there after disposing of property in Portland.

Kenneth Temm, son of Machinist and Mrs. Edwin Temm, graduated from Windham high school. His brother, although only a freshman, has won his variety letter in baseball.

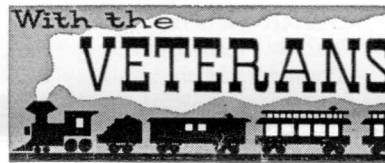
Machinist Russell Hammond recently started by auto for Utah to visit his brother, but turned back because of the heat.

Carman Carl Carter has completed the moving of the buildings he purchased from the Portland Terminal Company, a garage and store-house.

Former Boiler-maker Clair Libby visited the shop recently to talk over old times with some of the boys. He has won his varsity letter in baseball.

Retired employee, Machinist Fred Bustin visited friends and relatives in Nova Scotia.

Laborer "Roy" Saint Peter recently attempted to give his car a quick one coat paint job, on the inside. Here's how it happened. Roy was carrying a gallon glass jar of paint on the floor in the rear of the car, and an empty ginger-ale bottle on the back seat. He made a quick stop, and the soda bottle rolled off the seat and landed on the paint jar, smashing it to bits and liberally splashing the contents over the interior of the car. The paint was green. Roy's warning is, "always carry paint in a metal container."



Sympathy is extended to the family of Mrs. Theo. C. Knowlton, who died recently. She was the widow of the late Maine Central Conductor.

Sympathy is extended to the family of late William P. Gallagher, a telegraph operator on the Canadian National Railroad for many years. He was a Brother of Edward Gallagher, a Maine Central conductor. Interment was in Lancaster, N. H.

Mrs. Fay, wife of Maine Central Engineman James Fay, was a recent patient at Mercy Hospital.

Sympathy is extended to Mrs. Eaton on the death of her husband, Frank A. Eaton, who passed away June 21. He was a member of the Brotherhood of Railroad Engineers, and a brother of retired Conductor Frederick Eaton.

Retired Engineman Guy Sawtelle, and Mrs. Sawtelle are proud grandparents of their son Elvin's baby daughter Jenifer.

Retired Railway Express Messenger Jim Leighton has returned from a winter in the north woods, fishing, hunting and cutting logs. He will return this November for another winter.

## TRAIN CREWS

Sympathy is extended to Trainman Eddie Gallagher and Engineer Jim Gallagher on the death of their brother Bill. Bill was agent at Troutdale on the old Somerset many years and owned his own log cabin home, built when he worked there. He made his home in late years with Eddie.

Leading Carman Linwood Jordan of Rumford, along with his wife and two grandchildren, have taken a trip to the World's Fair in Seattle and

are planning to go down the Pacific Coast and back home again. They expect to be gone for six weeks.

Sympathy is extended to the family of retired General Yardmaster Floyd Aldrich who passed away after a long illness in June.

Trainman Jimmie Allen has retired from railroad service and has entered other fields of endeavor.

J. J. Keating, Jr., has promised a long time friend that if he can get a baby sitter next winter, he might take a trip to Florida for a week or so if he can get away. Someone is all lined up if he is willing to go.

Mrs. Harry Gibbs, wife of retired conductor Harry and mother of trainman Robert Gibbs, passed away in Florida in May where they made their home since his retirement. Our deepest sympathy is extended to them.

Sympathy is extended to the family of Aaron Tucker who passed away suddenly after a short sickness. He worked at Wiscasset for many years before he passed his wire examination and became a spare operator working at various stations on the system.

Conductor Roy Garland has been on a business trip to Miami Beach, Florida.

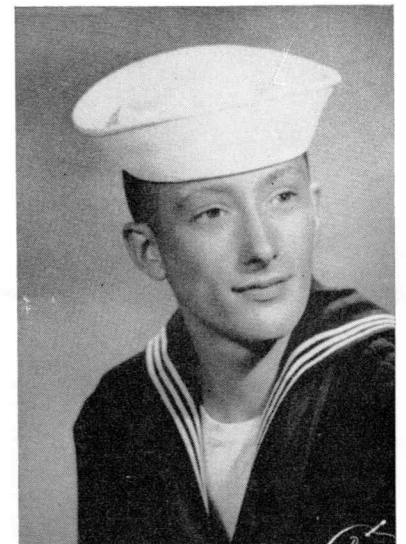
The freight stations of Hallowell and Bartlett have closed their doors. Bartlett was the hub of railroading on the mountain for many years, and now the trains stop there only on rare occasions.

Trainman Abe Hall and his family spent their vacation touring the middle west visiting friends.

Conductor Bob Seymour has bought himself a 16-foot canoe and he and his wife spend their spare time exploring the streams around the countryside.

Engineer Leon Philbrook lost all his personal belongings when the engine house at Lewiston burned down recently. His brand new Chevy suffered minor damage before it could be moved out of the way. Amie Roy, truck driver at Lewiston lost his new Buick in the fire just a couple of days before he was to start his vacation. I hear that his car was replaced before the fire was out which certainly was quick service on the part of his insurance company.

## LEWISTON



Roger St. Pierre, son of Yard Brakeman Pat St. Pierre, has completed "boot training" at Great Lakes and is now stationed at Newport, R. I. and attending Machinists Mates school there. He will no doubt find that R. I. has some of the finest



**PLAN WATERVILLE SHOPS OPEN HOUSE**—Members of the committee making plans for an open house observance at the Waterville Shops—part of the three-day Maine Central Centennial—are shown above. Left to right, front row: A. H. Adams, Electrician's Committeeman; W. Jewell, Freight Shop Foreman; F. R. Chase, Freight Shop Foreman; C. W. Johnston, Blacksmith Leader; E. W. Pooler, Rip Track Foreman; L. I. Ifill, Diesel Shop Foreman; H. Moreau, Yard Foreman; J. E. Larracey, Chairman Federated Crafts and Machinists Committeeman.

Second row: J. L. Blethen, Storekeeper; A. L. Johnson, Freight Shop Foreman; A. E. Smith, Laborer's Committeeman; W. A. Chase, Air Brake and Wheel Room Foreman; G. P. Silva, Shop Superintendent; C. E. Wolman, Chief Clerk-Shop Superintendent; E. A. Rancourt, Traveling Storekeeper; A. R. Giroux, Carmen's Committeeman; W. E. Brown, Sheet Metal Workers Committeeman; J. L. Bucknam, Blacksmith Committeeman.

Third row: G. K. Stevens, Paint Shop and Mill Room Foreman; N. B. Estabrook, Freight Shop Foreman; A. H. Finnimore, Assistant Shop Superintendent; W. D. Otis, Work Equipment and Passenger Shop Foreman; R. E. Patterson, Electric Shop Foreman; D. K. Russell, Machine Shop and Engine House Foreman; K. Philbrick, Stores Laborer's Committeeman; and L. M. Cote, Boilermaker's Committeeman.

beaches in New England. Good luck, Roger, and smooth sailing.

Chief Clerk Howard Ham is spending the first week of his vacation painting his house. Rate Clerk Johnny Myrand is filling in as Chief Clerk.

Peggy McMorrow, daughter of Car Clerk Joe McMorrow, is spending the summer working at Red Gables, New London, N. H.

Operator Charlie Richardson has returned from his vacation after visiting New York City, Washington, D. C., Norfolk, Va., and Richmond, Va. That's quite a tan your sporting, Charlie! You wear it well.

Allen Bullock, trackman, is taking his pension this month. We imagine Allen has a few projects lined up to occupy his time. Good luck to you and don't forget to drop in for a visit.

Retired Conductor Archie Martin is still "railroading" at Simpsons Animal Farm in Brunswick. We understand Archie is involved in daily "train holdups". A pretty hazardous occupation we'd say, but Arch seems to thrive on it.

Rate Clerk Johnny Myrand and Waybill Machine Operator Rita Croning took their vacations in early July. Johnny spent a great deal of time at his camp on Allen Pond in Greene, while Rita devoted her travel to day trips and a run to Boston.

Section Foreman Hector Jones has not told us yet what his vacation plans are, but we did wonder if he is planning a return trip to Hyanisport to visit with the Kennedys.

## WATERVILLE SHOPS

Carman George Colford has applied for the pension for disability reasons. He has more than 20 years service.

Carman Roy Lank has reached retirement and has applied for the pension. Lank had nearly 40 years service with the company.

Among those furloughed recently are Machinist Helper Onie Pellerin, Machinist Ronald Wood, Carman Ken Richardson, Carman Chester Knights and Laborers Freeman Rollins and Albert Dudley.

Carman Albert Crosby has returned to work after convalescing from a broken shoulder.

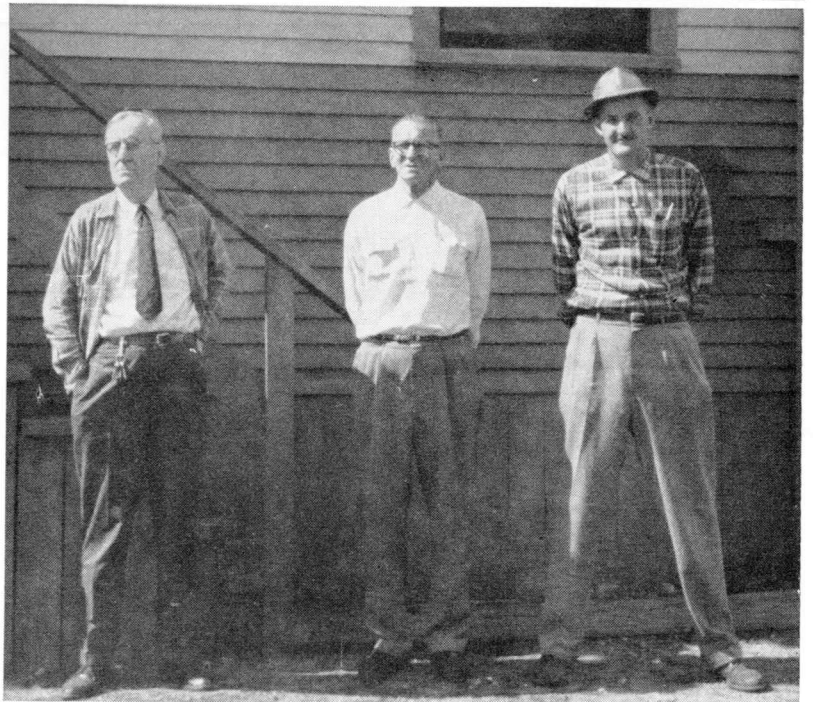
Supt. and Mrs. G. P. Silva have recently taken their daughter Marilyn to Hartford Conn. where she will intern in a hospital for a year as dietitian. Miss Silva is a June graduate of the U. of M.

June 22 was a memorable day in the lives of Carman and Mrs. Chester Knights when they met the bus at the Waterville Grayhound Terminal. Arriving was their daughter, Mrs. John T. Meehan and her three children from Seattle Wash. The Knights had not seen their daughter for over 20 years and had never seen the grandchildren, Thomas, Patrick and Carol Meehan.

Carman Eddie King has returned to work after a tough bout with ulcers and complications.

Machinist Bob Young has a new Comet, with which he is very happy and says, 'no more big cars for me.'

Carman Roland Boulette doffed the overalls and donned the uniform for two week's training at Camp Drum with the Waterville Guard Unit. Boulette is a 'Loot'nant'.



**CHANGES AT BARTLETT**—Two veteran Maine Central employees, O. R. Burdwood, left, and A. S. Dodge, center, retired in June. Burdwood has been agent at Bartlett, and Dodge has been track supervisor for the Mountain Division. Wilhelm G. Schloth, right, who has been assistant track supervisor at Brunswick and acting track supervisor at Bartlett, succeeds Dodge.

We hear through the grapevine that our cab carpenter recently won a case of "oh be joyful" through a donation to a worthy cause hereabouts, but being a farsighted gentleman, decided he would have too many friends if he accepted, so took a substitute prize instead.

Who comes here? None other than Carman Buster Tuttle who on June 25 received the third degree in F. M. & A. M. Among those assisting him over the rough spots were Painter Earl McCaslin and Electrician Fred Gaunce.

Painter Earl McCaslin and family plan to take an extended trip to the west coast and possibly take in the World's Fair in Seattle.

## AUGUSTA

Sympathy is extended to clerk Olive Comeau on the recent passing of her mother, Mrs. Sanford Comeau.

Freight Checker Burleigh Foster has traded for a new red Buick.

Retired General Agent Herbert Thing called on us recently and was sporting a new Chrysler.

Cashier Horace L. Rodrigue was relieved by F. C. Cooper while on vacation for one week.

Freight Handler Wilbrod Audet is vacationing at his cottage in Belgrade.

Baggage and Mail Handler Harvey Wilder vacationed in Orono, where he makes his home and operates a trailer park.

Graduating with the class of 1962 at Colby's 141st commencement last month was Miss Charlene A. Crimmins, daughter of Signal Maintainer and Mrs. Charles Crimmins of this station.

Miss Crimmins was a psychology major and her activities included membership in the Powder and Wig and the Newman Club. She also was secretary of the Runnals Union Committee, dorm social chairman and on the staff of the Echo, Colby's undergraduate newspaper.

Miss Crimmins has accepted employment with the State of Maine Health and Welfare Dept.

**Centennial**—from page 1)

E. Spencer Miller, president of the railroad, will formally present "Old 470," last steam locomotive used on the Maine Central, to the City of Waterville.

The Junior Chamber's Maine Central Centennial Parade Committee plans to offer first and second prize trophies for the best floats entered. Cash awards of \$50 for first prize and \$25 for second prize will be presented to the best two marching groups in the historical parade, with a \$35 first prize and a \$20 second prize for best individual historical costumes among marchers or those manning floats.

High school bands in Waterville, Fairfield, Oakland and Winslow will be asked to join the parade, with their members eligible to compete for either the group or individual costume prizes, if the bands decide to wear other than their usual uniforms for the historical parade.

**B.R.T. Honors Retiring President W. Driscoll**

At the June meeting of B. of R. T. Lodge, No. 82, members honored retiring President Walter Driscoll who has served in that office for more than 29 years. Walter, who retires from railroad service the end of June was presented an engraved bill-fold and a matching pen and pencil set from the members in appreciation for his long term of office.

Field Supervisor John Brennan of the Grand Lodge made the presentation and he also presented a 50-year pin to retired conductor Ernest Biladeau, a 25-year pin to retired Safety Director Clifford Quigley and a 15-year pin to Hilding (Red) Gleason.

Refreshments were served after the meeting. Among the old timers who attended were Harry Jewell, J. Hurley Pooler, Bill Monahan, Leonard King, George Larsen, George Marston, Al Spencer, Leon Poupert, Boston and Maine retired conductor V. Cotton of Rochester, N. H., Ernest Biladeau and Cliff Quigley.

**RETIREMENTS**

Earl E. Brill, signal man, Lewiston, June 12.

Allen C. Bullock, trackman, Lewiston, June 16.

Otho R. Burdwood, agent, Bartlett, N. H., July 1.

Andrew W. Caldwell, conductor, Portland, June 30.

Laurence H. Campbell, foreman, Waterville, June 27.

THE *Feminine* SIDE



Queening it up—and why shouldn't she, as the only girl in a family of seven youngsters—is ten-year old Carol Trueworthy, daughter of Mr. and Mrs. Eugene Trueworthy. The evening dress, the flowered hat and the high-heeled shoes came from the attic, but the appreciative glances are from Carol's six brothers, Michael, James, Paul, William, Mark and Daniel. Dad is the assistant to the Auditor, Data Processing, Portland.

Roland H. Crone, conductor, Bangor, June 30.

Forest W. Dennett, trackman, Bartlett, N. H., June 6.

Clifford L. DeRocher, crossing tender, Waterville, June 11.

Walter F. Driscoll, conductor, Portland, June 30.

Walter E. Dunifer, conductor, Carmel, June 30.

Fred L. Emery, machinist, Portland, June 15.

Ernest W. Everett, Jr., trainman, Portland, June 14.

Clyde F. Gary, Supervisor, locomotive crews, Portland, June 13.

Orlon V. Grant, section foreman, Cherryfield, June 22.

William N. Healy, conductor, Bangor, June 30.

LeRoy R. Lank, carman, Waterville, June 15.

Charles R. Matson, conductor, Bangor, June 30.

Doris M. Thomas, secretary, Portland, June 18.

Arthur F. Thompson, laborer, Portland, June 25.

**Note of Thanks**

"I wish to express my deep appreciation for all the expressions of good will and for the cards and gifts, from my R. R. friends and associates, regarding my retirement. I have enjoyed being a member of the Maine Central R. R. family. Mrs. Gary joins me in wishing you all the best of everything.

Sincerely,

Clyde F. Gary

**'Perfect Shipping' Slogans Offered By Two Workers**

Two Maine Central employees have entered the national freight loss and damage prevention slogan contest, the aim of which is to reduce—through promoting awareness—the tremendous cost freight damage represents to the railroads.

Ervin R. Carter, a locomotive fireman, Portland, submitted the following:

"Handle all our freight just like TNT,  
Satisfied Shippers mean jobs for you and me."

Carter submitted another entry that goes like this:

"Freight—our baby.  
Let's give it tender, loving care."

Philip E. Farley, Westbrook, a rodman for the Maine Central, submitted seven slogans, and here's some samples:

Keep Freight in Condition  
And be Sure of Your Position!

Take Care of Freight  
And it will Take Care of You.

The Safest Distance Between Two Points.  
Is a Freight Line.

Handle with Care:  
The Freight You Save May Be Your Own.

**John W. Smith Dies in Bay State**

John W. Smith, 82, a former vice president and general manager of the Maine Central and Boston and Maine Railroads, died July 1 in Ipswich, Mass.

A native of Bridgeburg, Ontario, he began his railroad career at the age of 19 as a clerk with the Indiana Harbor Belt Railroad. He joined the Boston and Maine - Maine Central in 1927 and served both roads until his retirement in 1950.

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