

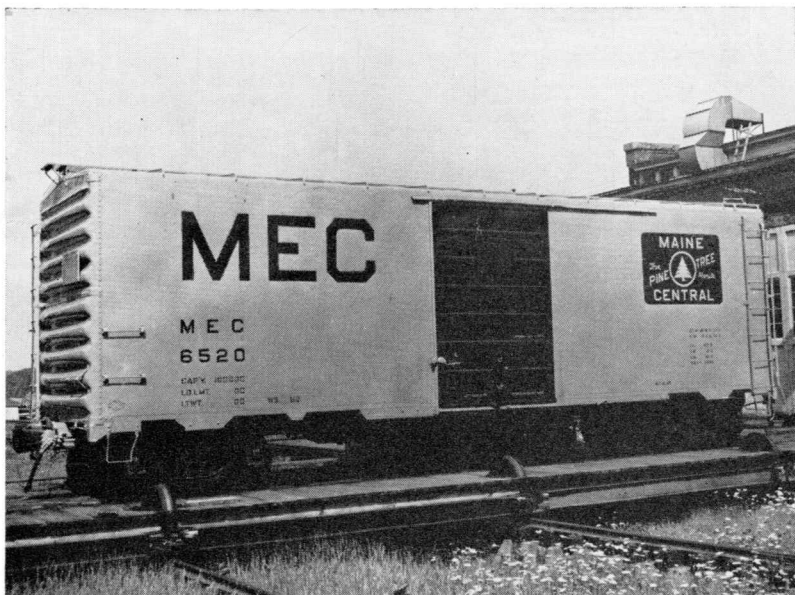


Messenger

Vol. 2, No. 10

For Employees and Friends of the Maine Central Railroad

August, 1962



TRIAL RUN FOR NEW COLOR SCHEME—Black and white doesn't do it justice, but a new color scheme, tentatively applied to box car 6520, has been causing a lot of comment. The main color is bright yellow, the lettering, green. Another car will be painted in the opposite scheme . . . green as the main color, with yellow lettering, before a final choice is made.

Maine Central Centennial Plans Now Complete; Oct. 27-29 Schedule Listed

Complete plans for the three-day Centennial Celebration of the Maine Central Railroad in Waterville have been announced by Mayor Cyril M. Joly, Jr., and his general committee, the Waterville Shops committee and officials of the railroad.

The program is as follows:

Saturday,

October 27, 1962—10 a. m. Historical parade, under auspices of Waterville Junior Chamber of Commerce.

10:45 a. m. Presentation of "Old 470", last steam-propelled locomotive used on the Maine Central, to the City of Waterville. Presentation at former passenger station grounds following disbanding of parade.

1-5 p. m. Open House at Maine Central Railroad shops (for employees and their families).

Sunday,

October 28, 1962—1-5 p. m. Open House at Maine Central Shops for general public.

Monday,

October 29, 1962—1-3 p. m. Open House at Maine Central Shops for those attending Maine Teachers Convention (admittance by ticket only).

6:30 p. m. Centennial Dinner at Roberts Union, Colby College.

SPEAKERS—President Robert L. Strider of Colby College

Mayor Cyril M. Joly, Jr.

Hon. John H. Reed, Governor of Maine

David M. Stevens, Commissioner, Maine State Highway Dept.

Mrs. Jean Gannett Arnzen, President and Publisher Guy Gannett Publishing Company, Portland, Me.

E. Spencer Miller, President, Maine Central Railroad Company and Portland Terminal Company.

The Rev. James Sullivan, Waterville, Invocation.

President Miller Urges MeC Employees To Support U.S. Savings Bond Campaign

President E. Spencer Miller urged Maine Central and Portland Terminal employees to "join with millions of other Americans in buying United States Savings Bonds" in a special message that coincided with the opening of a 15-day drive within the two companies.

A "good" reaction to the drive has been reported in several departments, with others holding up final reports until all employees have been contacted. The drive ran from the 1st to the 15th of August.

"United States Savings Bonds," Mr. Miller said, "are Bonds of Freedom. When you buy them regularly, you build not only your own and your family's security but our country's economic and military strength as well. You help to keep freedom in our future while putting your money in the soundest possible investment.

"In this time of national danger, when our freedom and the peace are threatened by forces more powerful, more resourceful and more destructive than at any time in our history, we are glad to join with other companies across the country in an effort to insure a high level of cooperation among our employees."

The MeC/PTco campaign was

headed by John F. Gerity, assistant comptroller, who said about 36 per cent of the railroad workers already were enrolled in payroll savings bond programs. He said departmental solicitors had literature and enrollment cards, and contacted fellow workers during the August drive.

Thousands See Railroad Booth At Bangor Show

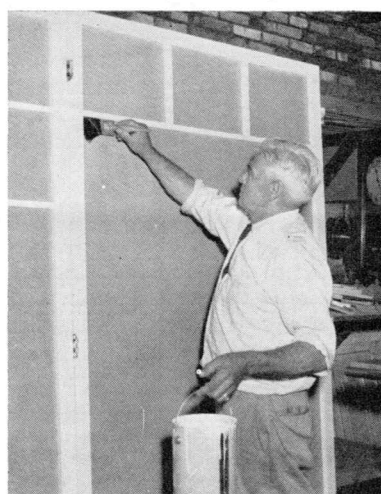
The Maine Central greeted old friends and made new ones at the Second Annual Maine Products Show, "Showcase for Maine Industry," at Bangor.

Joining more than 150 other Maine service and manufacturing companies, the Maine Central had an attractive booth dominated by a full-size railroad crossing signal, its red, flashing lights visible from anywhere in the huge Bangor Municipal Auditorium. Large framed pictures of Maine Central scenes and new special equipment made up the booth proper, with a continuous presentation of full-color views showing the railroad at work at points throughout the system.

The color pictures, projected

from a hidden device, appeared on a screen that was part of the display booth itself.

Greeting the show guests at the Maine Central booth were freight sales representatives Frank Curran of Portland and Donald Looby of Bangor.

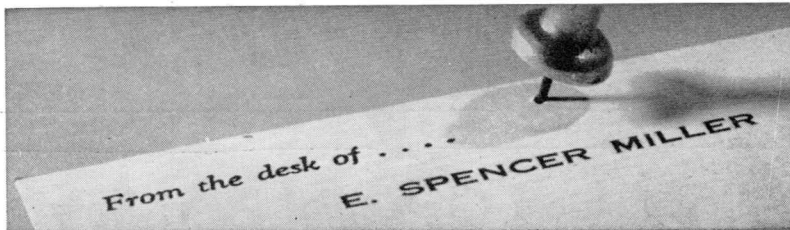


FINISHING TOUCH—Carpenter Milton Poore finishes up the painting on a screen built for the Maine Central booth at the Maine Products Show this month in Bangor.

They joined, as exhibitors, a full cross-section of Maine industry representatives and a long list of federal agencies including the Armed Services and the National Aeronautics and Space Administration. The latter agency displayed a full-scale replica of the Mercury space capsule, complete with a dummy astronaut. A working model of TELSTAR, the new communications satellite, and a miniature of its tracking station at Andover, Maine, also was on exhibit.

Show visitors, who greatly exceeded the 40,000 who trooped through the Augusta Armory for last year's show, included foreign trade representatives, writers from national and foreign publications and purchasing officials. Bulk of the crowd, however, were ordinary people from right here in Maine, keenly interested in what is being produced in their own home state, and what is being done to promote national and international markets.

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TO MY FELLOW EMPLOYEES:

Managing a railroad can be a pretty grim assignment these days, and it was with pleasure that I heard a few days ago that Maine Central's "little train," which won friends for the railroad throughout Maine and even in New York City, can be restored. This has come as good news not only to me, but to the men at the Waterville Shops, some of whom were involved in its original construction ten years ago.

The miniature train—designed, built and painted to resemble a Maine Central train at the time of the railroad's founding a century ago—will be restored to its original condition and featured in the Maine Central Centennial parade Oct. 27 at Waterville.



Originally built in 1952 as Maine Central's entry in the Waterville Sesqui-Centennial parade, the train was a product of every department in the Waterville Shops. Most closely identified with the original design, construction and painting were the late F. H. Bennett, then shops superintendent; Alden Finnemore, now assistant shops superintendent; Larry Sparrow, now of the mechanical engineer's office, Portland; and G. K. Stevens, paint and mill foreman.

In addition to operation in the 1952 Waterville parade, but also in a historical pageant nightly during the sesqui-centennial program, the little train was a featured performer in fairs, expositions and local celebrations for the next four years. It appeared at the Rockland Lobster Festival three times; at the Broiler Festival in Belfast; at Skowhegan Fair; in Lancaster, N. H.; in Bangor, Bar Harbor, Portland, Lewiston and many other locations, always to enthusiastic crowds. The highlight of its career came in 1955, when it was taken to New York City for an international convention of the Order of the Mystic Shrine. During a week in Manhattan, the train was seen by hundreds of thousands in a 5th avenue parade, and by millions when the train and its "crew" were guests on Dave Garroway's network television show "Today."

In all, and not counting its television debut, the train was on exhibit at more than 40 public events, and during the approximately four years it was used, provided rides for more than 50,000 children by actual count.

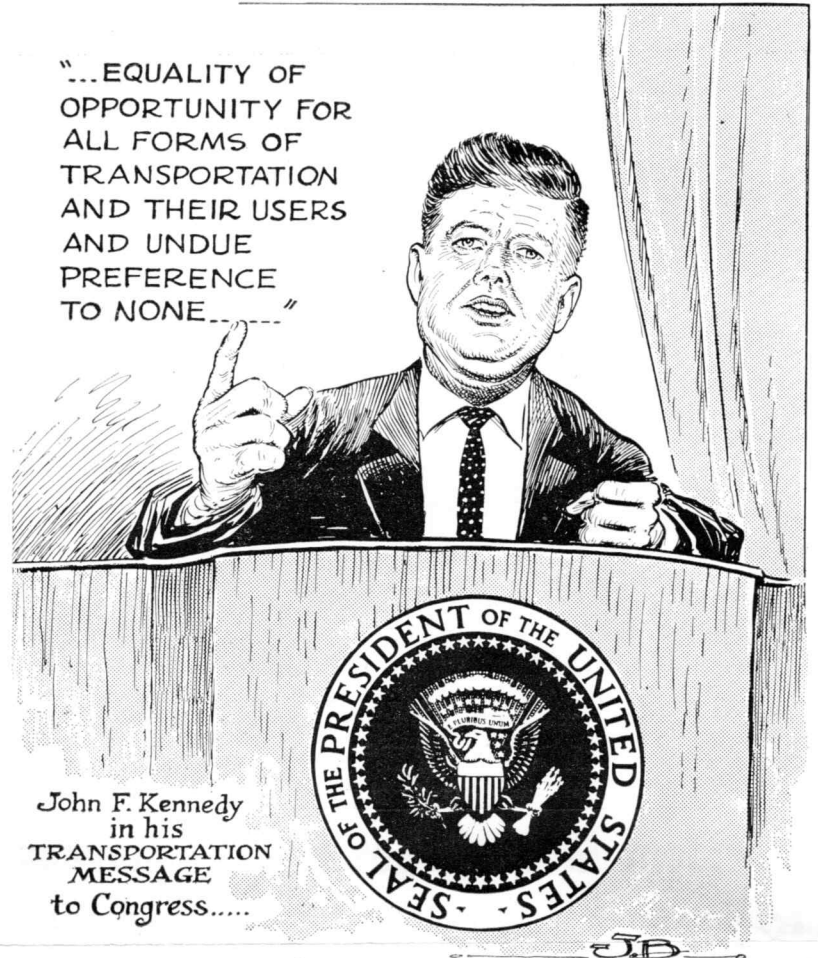
With such exposure, it was felt, in 1956, that the exhibition train had outworn its usefulness. Rather than store it, the decision was to turn it over to four Waterville-area employees who would use the various units for their youngsters. The locomotive and tender went to Merle Otis, a painter at the shops who lives in Benton; the passenger car to the late Hector Michaud of Fairfield, a shops laborer at the time; the box car to Warren Underwood of Fairfield, also a shops painter; and the caboose first to Alden Finnemore and then to Ray Coulombre, supervisor of work equipment, engineering department, Waterville. The units were "sold" to each for a dollar, with the understanding that they would be kept in reasonably good condition or destroyed rather than re-sold.

Last month, when the planners were faced with the question of a Maine Central entry in a parade that would be part of its own centennial, the train was considered, then rejected. The units, after all, were no longer the property of the Maine Central, and no one knew, for sure, whether they existed, or if so, the amount of work and material required to restore them. But Waterville Shops Superintendent George Silva and Alden Finnemore decided to check, and discovered that the units did, indeed, exist, and that the owners would be happy to lend them back to the railroad. They have now been returned to the Shops for minor repairs and a new paint job, and will appear as a Maine Central entry in the Centennial parade.

The foregoing was pleasant news to me, and has been received as a measure of the enthusiasm with which plans for the Centennial have been greeted by Maine Central employees and their families, and may be taken as a certain indication that the Centennial program at Waterville in October will be an outstanding success.

A CALL FOR ACTION

"...EQUALITY OF OPPORTUNITY FOR ALL FORMS OF TRANSPORTATION AND THEIR USERS AND UNDUE PREFERENCE TO NONE..."



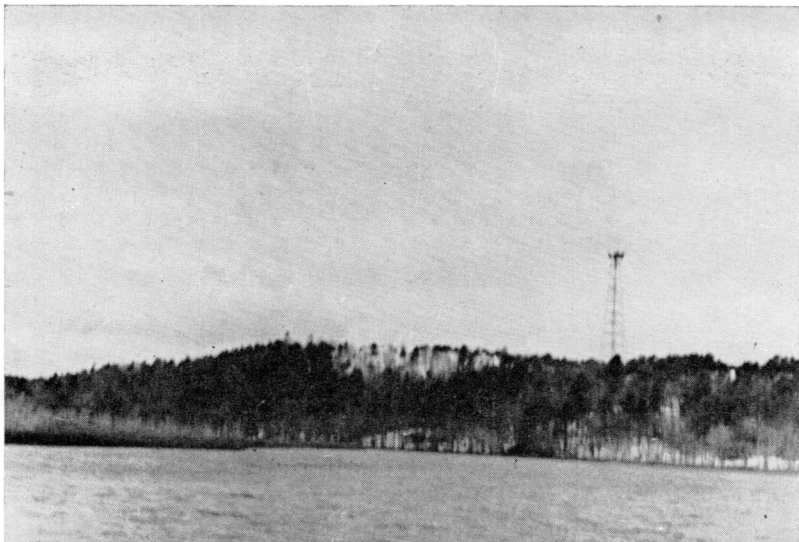
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

Editor

JOSEPH H. COBB, Director of Public Relations

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Marion Adler	General Offices
E. L. Kennedy	General Offices
Jerry Shea	General Offices



MAINE'S NEWEST SKI AREA—Bradley Mountain, Topsham, where locomotive engineer Hilmer "Bunny" Utecht and three others are developing a summer and winter recreation area. Bradley pond, in the foreground, is the source of the Cathance river.

PTCo. Employee Busy With Plans For Developing Topsham Ski Area

Plans for a year-round recreational development at Bradley Mountain, Topsham, have been announced, and a young Portland Terminal Company locomotive engineer is right in the thick of it.

He's Hilmar E. "Bunny" Utecht of Topsham, who with a neighbor and two other men owns 100 acres over which crews are working to ready a lift line and ski trails for the coming winter season. Bunny hopes for the patronage of skiers from southwestern Maine in the snow season, and campers from all over the East in warm weather.

Immediate plans call for installation of a 700-foot Hall T-Bar, clearing an open slope, cutting four or five trails, erection of an expandable lodge, snack bar and ski shop.

"Sky-Hy, Inc.," which Utecht and his partners call their development, is located about six miles from Brunswick, sharing the top of Bradley Mountain with a Telephone Company microwave relay tower. For skiers it offers runs of about 900 feet with a vertical drop of 200 feet. Not unique, but unusual, as ski areas go in New England, is the fact that when completed, the Sky-Hy ski development will be "upside down."

The lodge and parking lot will be at the top of the mountain, and customers will ski down to the base, then take the lift back to the top. It's the opposite procedure at most areas, where access roads lead to the base lodge,

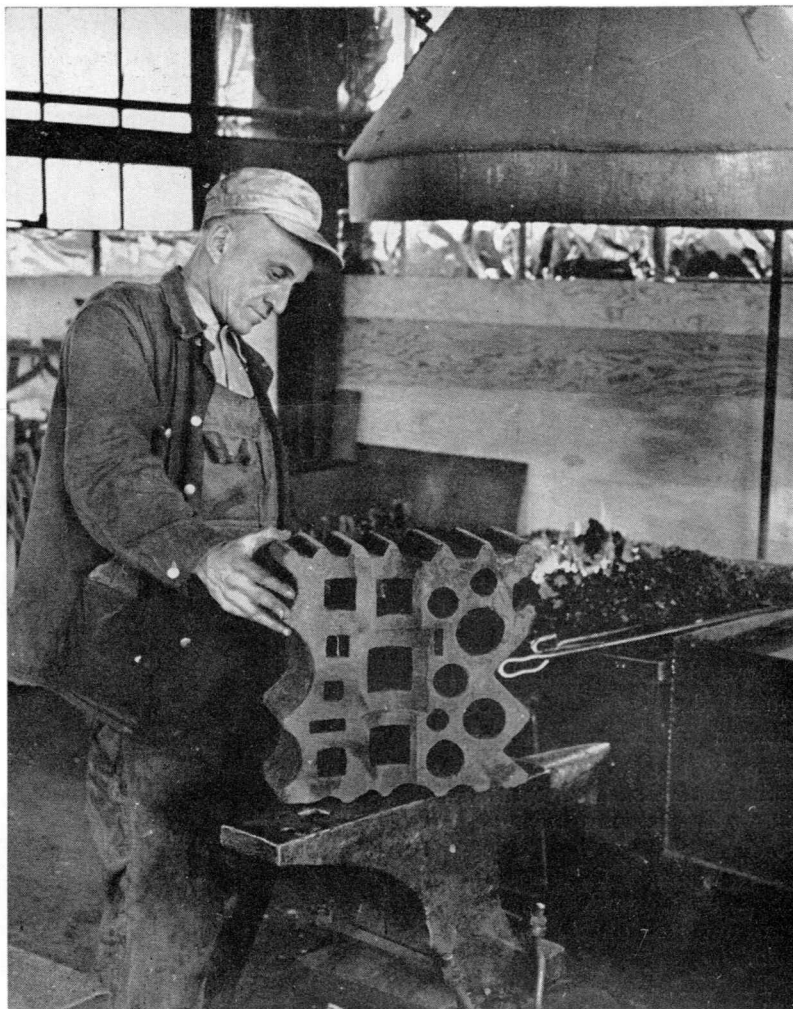


BUSY RAILROADER — "Bunny" Utecht may be found, at 3 p.m. of any work day, aboard the switcher on Commercial street, Portland. At other times, he's working on the trails, slopes and the new lift at Bradley Mountain.

and lifts take off up the mountains from there.

Utecht and his partners, Howard Babbidge of Topsham, Forest Babbidge of Falmouth and Wilbur Purington of Brunswick, are planning on an opening in December or January, depending, in the cooperation of Old Man Winter. Another year, their dependence on the weather may not be as complete, with artificial snow-making equipment being considered.

Anyway, they say there'll be skiing at Sky-Hy this winter, which should be good news to the snow set from the coastal area.



ANTIQUE TOOL UNEARTHED—Blacksmith Bronick Tartarczuk, Rigby, shows an old "sow" used by his colleagues of many years ago to shape metal. A similar tool is still used occasionally at the Waterville Shops.

'Old Sows,' Antique Tools, Still Found At Waterville Shops, Rigby

A century ago—and sometimes since — Maine Central blacksmiths used a "sow" to help them make forgings of various shapes. Two of these tools, so named because of their weight and bulk, rather than their productivity, have turned up in the railroad's shops at Waterville and Rigby.

Cast of solid steel, the "sows" probably weigh 200 pounds a piece, and have round and square holes of various sizes, plus assorted curves and angles. In the old days, stock was heated in the forge, then shaped by pounding on one or more parts of the "sow."

Now, of course, the job is speeded up by the use of machines—drop hammers or presses—and dies that form the stock into the desired shapes. But once in a while, especially at Waterville, there's a special job for which the old "sow" turns out to be useful again.

So this old-time tool with the strange name goes back to work.

Lewiston Tank Unit's Equipment Returns by Rail

A trainload of military equipment that left Lewiston nearly a year ago returned this month, augmented by 16 M-48 tanks that weigh some 93,000 pounds a piece.

The tanks, trucks, tools and armament are the equipment of Lewiston's Second Medium Tank Battalion, Maine National Guard, returning from a year of active duty at Fort Campbell, Kentucky. Personnel returned to their home town—and civilian life—at about the same time by private automobiles.

The 44-car equipment train—for which clearances had to be checked carefully by each participating railroad—was delivered to the Maine Central at St. Johnsbury.

Time Quotes MeC Vet On Retirement

A retired Maine Central Engineman made Time magazine early in August, along with John F. Kennedy, Marilyn Monroe and Billie Sol Estes.

He's Arnold Baker, Bangor, now enjoying his retirement at St. Petersburg, where Time researchers went recently for a story on how our elder citizens are getting along. And—if we may take Arnold Baker's word for it—they're getting along just fine. Here's the paragraph from Time:

"Anold Baker, a 75-year-old former engineer on the Maine Central Railroad, watched the square dancing at the Senior Citizens' Center and winked at some of the women who were acting kittenish. 'You can have a lot of fun in this town if you don't just sit down and die,' he said. 'You got to keep on the move. I play cards a lot, take a girl out to dinner now and then.'"

The Messenger joins Time in saying "amen" to that.

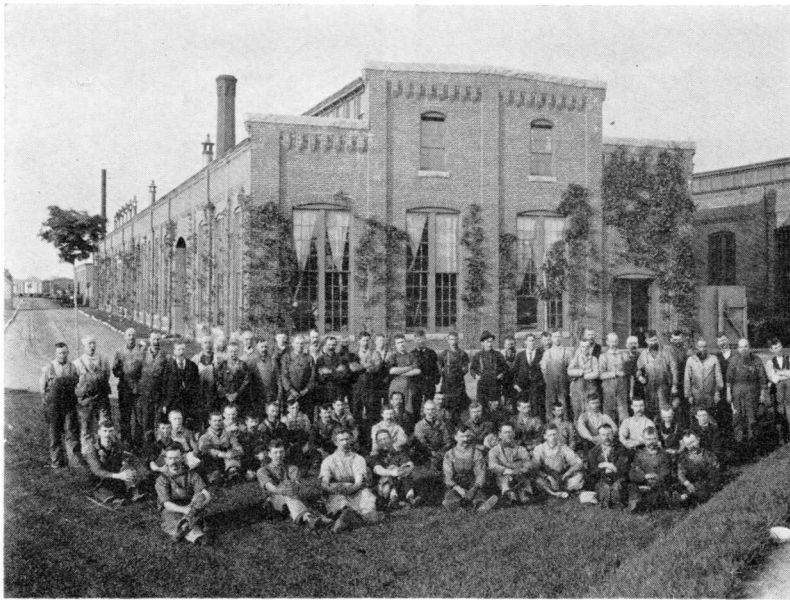
Campers Homeward Bound August 24

A 26-car Pullman train bearing youngsters who have spent the summer in Maine camps will return to New York City August 24.

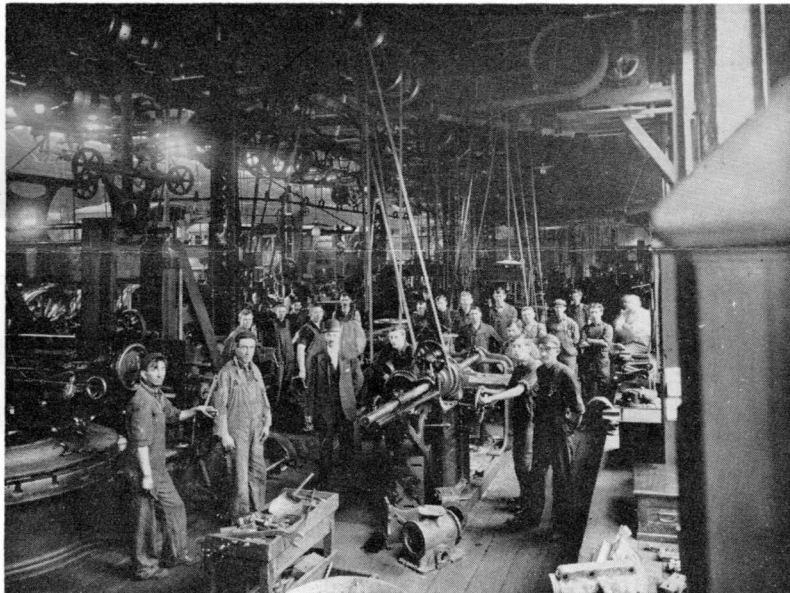
The schedule calls for leaving Readfield 2:45 EST, Winthrop, 4:10; Danville Junction, 5:20; and arriving in Portland at 6 p.m. The train will arrive at Grand Central Terminal, New York City, at 6:40 next morning, and at Pennsylvania Station 20 minutes later.



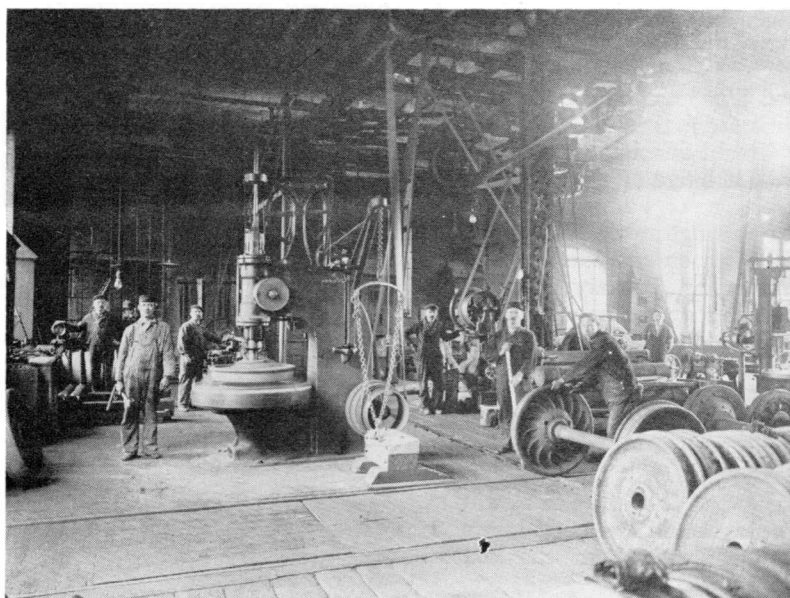
At Waterville Shops -- 50 Years Ago



Machine Shop



Wheel Room



Fecteau Unearths Timeley Old Views

With preparations for October's Centennial Open House in full swing at the Waterville Shops, what better time for Frederick W. Fecteau, Engineering department clerk at Waterville, to come up with these pictures.

They show the main building and two of the shops themselves, the machine and wheel rooms, with the shopmen of that particular era in full representation.

Fred took the pictures to four retired Waterville Shops machinists for possible identification of the people. Howard Larracey, Charles Derocher, Russell Lightbody and Earl Hancock labored long over the three old prints, and came up with the following:

The outside shot, which they agree must have been made about 1900, shows George Edgington, Bill Vigue, Buster Woodman, Henry Vaughn, Joe Prince, Charlie McCoombs and many others whose names they couldn't recall.

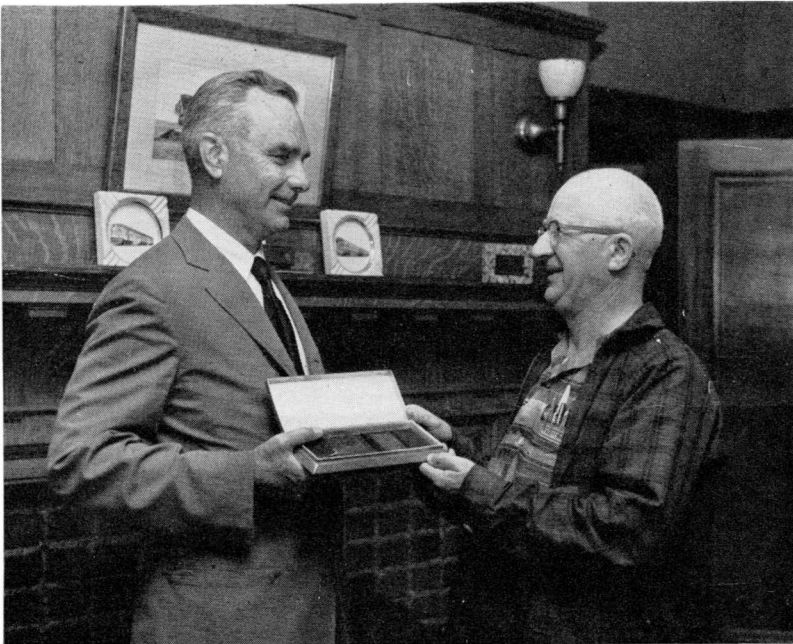
The machine shop picture, dated 1910, offered more familiar faces: Arthur Pollard, Herbert Finnemore, Arthur Donaldson, Charles Caldwell, Fred Rasmdell, master mechanic; Frank Hutchinson, Carl Lightbody, Bert Proudman, machine shop foreman; Chester Hussey, Henry Vaughn, Russell Lightbody, Charles McCoombs, James Foster, Walter Jackson, Floyd Fletcher, George Hayhurst, Archie Bolduc, Fred Merrill, Arthur Wilson, Charles Cornish, Roscoe Downing and Merle Fletcher.

The wheel room picture, made about the same time, includes Albert Vigue, David Thompson, Paul Pooler, Charles Vigue and James Colford.

Wins Scholarship

Miss Nancy Libby, daughter of assistant traffic engineer and Mrs. Ralph W. Libby, South Portland, has been selected as one of two recipients of grant-in-aid scholarships offered by Beta Chapter of Delta Kappa Gamma, international honor society for women in education.

Miss Libby, valedictorian of the South Portland High School class of 1962, plans to enter the University of Maine in Portland this fall.



REACHES 50-YEAR MARK—James E. Millett, right, veteran clerk at yard 8, Portland, received a gift from President E. Spencer Miller as he completed 50 years of railroad service in July. Jim, who joined the Portland Terminal Company when he was 17, has worked in all Portland-area yards, and also served as assistant stationmaster at Union Station for ten years prior to World War Two.



WATERVILLE WOODCARVER—Manley Dixon, Waterville Shops carman, displays a few of the life-like birds and other articles he carves from pine, paints realistically, and mounts on apple tree limbs.

'Little Train' to be Restored for Centennial



TO APPEAR IN WATERVILLE PARADE—Maine Central's famous miniature train—retired from service in 1956 after appearances throughout Maine—will be restored for the railroad's Centennial Parade at Waterville Oct. 27. The train, built in 1952 for the Waterville Sesqui-Centennial, is shown above on 5th Avenue, New York City, in a parade during a convention of the Order of the Mystic Shrine. President Miller served as "engineer."

Carman Carves Realistic Birds

Well-seasoned pine and a high degree of artistic talent combine to make Manley Dixon of Waterville a year-round birdwatcher.

A carman at the Waterville shops, Dixon carves the life-like jays, robins, bluebirds and woodpeckers, and after a close check on Audubon's bird colorings, paints them so faithfully that you expect them to chirp.

Dixon mounts his finished feathered friends on limbs of apple wood, adding even more realism to his displays.

The Waterville carman attended a cabinetmaking school in 1940, and picked up his interest in woodcarving at that time. With a sharp jackknife and other hand tools, he has fashioned a large assortment of carved articles since then, among which is a full-length logging chain, complete with hook, carved entirely from a single piece of pine.

CLOSE SHAVES..



"OFTEN LEAD TO SERIOUS ACCIDENTS"

Husband, Wife Enter Railroad Golf Tournament

A husband and wife team from Waterville, Mr. and Mrs. William A. Chase, Jr., are among early entries for the Maine Railroad Workers' Golf Tournament, Sept. 15 at the Waterville Country Club.

The Shops machinist and Mrs. Chase joined George E. Phillips, assistant to the freight traffic manager, Portland, as the first to sign up for the Waterville tournament. Jerry Shea, tourney director, says more and more names are being added to the list daily.

He adds, however, that Mrs. Chase is the only feminine golfer to enter so far, and urged that others file their entries as soon as possible so that plans for the distaff side of the competition may be completed.

He stressed that the tournament is not restricted to Maine Central employees, but open to any and all railroad workers in the state.

Jerry says green fees will be \$3 with another dollar to be earmarked for prizes and trophies. No raffles, this year, he says, and the total expense will thus be just the same as usual.

To the men's medalist will go the E. Spencer Miller trophy for at least a year's possession. Three consecutive annual victories will be required for permanent possession, Jerry says. (Check Scorecard for further details).



The railroaders of Larry Rowe's Golf League held their Banquet Sat. July 21 at the Sunset Park Recreation Center.

First Place trophies were awarded to John Biladeau, Russ Rackliffe, John Currier, Jim Baribault, and Lindy Burgess. Second place trophies were presented to Al Kennedy, Horace Foster, Tony Notis, Charlie Hagar and Carl Baldwin. Dick Esty won a trophy for the best round for players averaging under 50 and Dick Luce won the

award for those averaging over 50. The most-birdies trophy was won by John Biladeau, and the most pars for golfers averaging over 50 went to Larry Smyth. Your correspondent thanks John Currier for supplying information on this league.

The Riverside General Office League will finish on August 21, after fourteen weeks of team matches. Team No. 4 with George Ellis, Vinnie Morse, Ralph Gordon, Milt Tabbut, Clyde Luce, Tom Manning, and Paul Bourque are firmly entrenched in first place, 15 points ahead of the rest of the league. Team No. 1 is one point ahead of No. 2, and three points ahead of team No. 3. Second place team is headed by Jerry Shea, and includes L. Di-Phillippo, Art Edwards, Sam Napolitano, Ed Haly, Red MacDonald and Blair Walls.

George Colton is leading the 'A' Class (0-8 handicap) with a 39-8=31 for low net, with John Biladeau, second low net, with 32. Sam Napolitano is leading the 'B' Class (9-18 handicap) with a 44-10=34; and Clyde Luce is second with a 48-13=35. Honors for most pars and birdies go to Jerry Shea with 67, and L. John Jerity with 60.

Bowling teams will be all lined up by the next edition of the Messenger, so if you want to bowl on one of the Railroad teams around the Portland area, please get in touch with one of the following leagues. Rigby Yard league will bowl on Fridays

at 7 p.m. at the Monument Square alleys on Elm street. In the past they have had a eight four-man teams. Ed Montgomery and Brownie Tatarczuk are in charge of the Rigby gang and will post notices on the Bulletin boards shortly. The Girls of the General Office will have a league again this season, bowling at 9 p. m. on Wednesdays a Mill Creek Bowl-A-Rama. They are slated to start the last week of September.

The men of the General Offices are headed by Phil O'Donnell this season and he is trying to get the North Gate Alleys. When final plans are set, we'll give you all the details. The Waterville Shops League, the Maine Central Candlepin champs, will be going again this year under the able direction of Ted Jewett and will be looking for their third leg and permanent possession of the Directors' Trophy.

The General Office Couple's League will be bigger and better this year under Charles Clark, Data Processing and Al Ken-

nedy, Engineering Dept. Let Al Kennedy know as soon as possible if you'd like to bowl with the Couple's League. In addition to the E. Spencer Miller trophy, we will also have prizes for the longest drive on the 9th and 18th holes at Waterville, Sept. 15. Players will use the back tees on both nines. Lunch will be available in the beautiful snack bar at reasonable prices. We will have to get started earlier than last year so that we will not get in the way of the members that play at noon. George Silva will be on hand to help me get you started and I hope someone will volunteer to post the scores while I am playing.

We will try to divide the entries into equal classes, but this will be up to your Handicap Committee: Steve Conley, Herbie Whitmore, John Currier, and George Ellis. I'll urge you once again, please get those entry Blanks in as soon as possible. Don't include any money, we'll pick that up the day you play.

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

To Jerry Shea

MCRR General Offices
222 St. John Street
Portland, Maine

Name

Address

Phone No. Handicap

Club League State



GENERAL OFFICES

Some people were just born lucky—Martha True of the Auditor Revenues office recently won a combination stereo and radio merely by signing her name on a card and mailing it to a local radio station. Last year she won a radio from a Boston station.

Doris Thomas, former secretary in the Freight Claims Department, has retired and is enjoying her home at Old Orchard.

Welcome to Margaret Stanton, new member of the Auditor Revenues office family.

Summer theatre goes include several of the employees of Data Processing: Marion Adler and Ruth Watson enjoyed a performance at Deertrees in Harrison; Barbara Gain and husband, Leo, attended the Kennebunkport Theatre; and Jennie Joyce

and husband, John, went to the Brunswick Summer Theatre.

Carmel Robichaud motored to Chestnut Hill, Mass., July 21, to attend the wedding of her cousin, Robert Gaudreau. A reception was held at Chestnut Hill Country Club.

Raymond W. Lunt of the Merchant Marine is spending some vacation with his sister, Dorothy Conley.

Guy Creighton O'Connell, third son of Marie and Robert O'Connell, was born on July 16 at Maine Medical Center.

Ruth Watson held a beach party, August 8 at her cottage at Little Sebago. Attending were Mary Nugent, Lillian Grenier, Carmel Robichaud, Barbara Gain, Hazel Davison, Dorothy Conley, Jennie Joyce, Germaine Deschenes, Marion "Perkie" Perkins, and Marion Adler. Some of the gals tried water skiing, others were content with a swim and a "Sing Along."

John Murray, building superintendent, had an enjoyable two weeks

in St. Louis, Mo., during July. What's the attraction out there, Johnny?

Sympathy is extended Mrs. Jean Jellison of Portland on the accidental drowning of her ten-year old daughter. Mrs. Jellison is one of the top bowlers in the Maine Central Women's League.

Incidentally, it won't be long before the bowling season will be starting again—where did the summer go? In charge of the Women's League this coming season are Mary Berry, commissioner; "Gee-Gee" Gilman, treasurer; and Theresa Slattery, statistician.

Stephen and Ernestine Miller attended the Bicentennial Anniversary Celebration at Hallowell the weekend of July 27, 1962. Quite a "Whing-Ding," with fireworks, parades, street dances, firemen's muster, barbecues, tours of the old homes, visit to a small Coast Guard Cutter, all sorts of things to keep a person busy every minute of the week-end.

Theresa Slattery took a week's vacation late in July.

RIGBY

In spite of the inclement weather in mid-July, the process of haying was finally accomplished by our farmers at the engine house.

Electrician Edgar Allaire reported back to work after a long lay-off due to sickness. After working for a short period of time he applied for his pension on disability.

Retired Fireman "Ray" Forbus and Mrs. Forbus returned to their cottage at Brandy Pond, Casco, after a winter sojourn in Venice, Florida, where they also have a home. Later in the month they were accompanied by your reporter, and Mrs. Wetmore to a lawn party, and cook-out in connection with the West Scarborough Methodist Church at Dunstan.

Electrician Alvin Strout reported back to work after a long lay-off due to a compound fracture of the ankle and foot.

Machinist Russell Hammond's step father, Elbridge Knight, of Portsmouth, N. H., a retired Boston & Maine engineman, died in July. A floral tribute was sent.

Laborer Arthur Thompson has taken his pension, and is now a retired country gentleman.

Machinist Fred Emery also has retired after many years of service, and will devote his spare time to his two thoroughbred race horses.

Laborer Guy Densmore is still on the sick list, as well as Laborer Fred Cole, who has been out for some time.

Machinist and Mrs. Joseph Nalbach and family recently visited 3rd Class Petty Officer Joseph Nalbach, Jr., a regular Navy man, at Norfolk, Va. He had just returned from duty in European waters.

Laborer Joseph Cribby died in July after a long illness. A floral tribute was sent.

Foreman Roy Hanes received a serious set-back in his health while on vacation.

Machinist Joseph Ashley has a new Ford "Galaxie."

Retired Machinist Helper, Fred Bustin visited the shop recently after he returned from a trip to Canada.

Machinist Joseph DeRoche served as acting foreman during the illness of Roy Hanes, and Maurice Weeks covered vacations for foremen.

A former Machinist, Phillip Bonang, is now employed at the Saint Johnsbury and LaMoille County repair shops and engine house, at Saint Johnsbury, Vt.

Stores Department Clerk, "Frank" and Mrs. Kane, accompanied by Laborer Charles Ready, recently enjoyed a pleasant day and cook-out at Reid State Park. The only event to mar their day was the obvious intent of some sea-gulls to steal the steaks from the grill. Frank's timely act of agility, however, saved the day and the dinner.

Carmen Thomas Coughlin and Ernest Coates were confined to the hospital for treatment. They are both doing fine at this date.

Machinist Henry "Hank" Johnson is now residing at the Ambassador Apartments.

Former Boiler-maker William Pettipaw and "Mike" Wallace, both retired 18 years, are enjoying life, and are great chums and "Bill" drives his own car. They visited the shops together recently. Both of them are over 80 years old.



WED IN GIBRALTAR—A2C Shelly Stevens was married July 6 to A2C A. S. Mobley of Terre Haute, Indiana. The ceremony took place in Gibraltar. Mrs. Mobley, on three weeks leave, flew to Paris and thence to Sidi Slimane AFB, Morocco, where Mr. Mobley is stationed. She is currently stationed at Westover AFB, Massachusetts, and has applied for transfer to Morocco. She graduated from Lawrence High, Fairfield, in 1960, and has been in the Air Force nearly two years. Both are in the Air Force Medics. She is the daughter of Waterville Shops Paint Foreman and Mrs. G. K. Stevens.



Robert E. Lewis, son of Retired Engineman Robert R. Lewis of 24 Payson st., was appointed a member of the standing committee on pensions for the 174th United Presbyterian General Assembly. The assembly was recently held in Denver, Colo., Mr. Lewis now lives in Union, N. J.

Sympathy is extended to the family of retired conductor Fred R. Lombard who died June 25.

Mrs. Emile Morin, wife of Trainman Morin, was a recent patient at the Maine Medical Center, for surgery. Roland Gilbert, son of Conductor Leo Gilbert, also was a patient there.

Sympathy is extended to the family of retired conductor James S. Sullivan, who died July 8. He served for many years on the Mountain Division.

Sympathy is extended to the Family of Joseph W Cribby who died July 10. He was employed for many years in the Motive Department of the Maine Central Railroad.

Sympathy is extended to the Family of Arthur E. Hawkes, who died July 11. He was a veteran of World War I, employed for 20 years by the Maine Central Railroad.

Engineman James Fay has returned to work, after being off for a long time, on account of the injury to Mrs. Fay.

Retired Boston Maine Conductor, Warren Bly, 28 Gilman Street, would like to hear from his many friends, by post cards or letter, and he can answer the telephone, 3-9536. He

had both legs amputated, so drop a line.

Retired Portland Terminal Conductor, William O'Neil and Mrs. O'Neil of Sarasota, Florida, are visiting Mrs. O'Neil's sister in Portland.

Charles H. Leard, Bangor, former chief clerk, motive power department, accompanied by Mrs. Leard and Mr. and Mrs. W. L. Nickerson, also of Bangor, spent the weekend of August 4 with the Leards' son-in-law and daughter, Mr. and Mrs. John Elliott, at their new home in Exeter, N. H.

Nickerson is MeC storekeeper at Bangor, and Elliott, a former MeC employee, is now with Armour & Co., Portsmouth, N. H.

Charlie asks if we've heard this one:

A farmer told the court as he tried for a judgment against the railroad for the death of a pig: "I saw the train coming, heard the whistle blow, and saw my pig coming out of the apple orchard. Heard the whistle blow again, and saw the apples coming out of my pig."

TRAIN CREWS

Engineer Arthur Hawkes died at the Veterans Hospital in Togus July 11 after a long illness. We offer our sympathy to his family.

Retired conductor Jim Sullivan of the Mountain Division died in Portland after a lengthy illness. He made his home with his daughter and we wish to convey our condolences to his family.

Retired Engineer Jim Gould of Rumford passed away in July after a long illness. Our condolences are offered to his family.

Conductor Hank Harradon spent his vacation in the Mercy Hospital and after two major operations is still confined there at this writing. Hope to see you out and around when this is published, Boss.

Also undergoing major surgery at the Mercy Hospital at the same time



BECOMES BRIDE—Pfc Betty Boucher, daughter of Millman and Mrs. Dick Boucher and a member of the Women's Army Corps, was recently married to Corporal Daniel Cerone of Colorado at Ft. Bragg, N. C. where they are stationed in the Army Medical Corps. Mrs. Cerone enlisted in November 1961, and received Basic training at Ft. McClellan, Alabama, and Ft. Sam Houston, Texas. She was graduated from Waterville High School in 1961.

was Conductor Ken Sampson. At this writing he is home and is expected to return at a later date for more.

Former Trainman George Laberee, now making his home in Florida, has been visiting his parents, Conductor and Mrs. Allison Laberee.

Retired Conductor and Mrs. Fred Sherrard celebrated their 50th wedding anniversary recently at a dinner party at their home. Here's hoping for many more, Freddy.

Trainman John Keniston spent his vacation in the hospital having surgery performed. He is now back to work and feeling much better.

Conductor Harry Philbrick took his pension the last part of July. Maybe he will be able to put on a little weight now that he can eat regular meals again. Hope you have many years of happiness in your retirement. The same goes to recently retired conductors Walter Driscoll, Andy Caldwell, Walter Duniher, Trainman Ernest "Whimpy" Everett and the many others that seem to be going so fast that it is hard to keep track of them.

Conductor Henry Kelley of Waterville made his last trip July 31 after many years around the railroad. Might get back in politics again, he says.

Conductor Al Laberee has taken up golf along with several others including Johnny Keating. Al says that Keating is pretty good and has showed his secrets of the game to him to get him started.

Trainman Harry Mulhern and his two brothers spent two weeks of their vacation constructing an A-frame camp on a private island at Moosehead.

Conductor Donald Peterson has returned to work after being off sick for several weeks.

Engineer Harry Hanson has been off now for several weeks due to an accident to his hand from a power lawn mower. His job has been bid in by Claude Quigley.

Ask Fireman Gerry to show his imported Mongoose from India. That's the little furry fellow that attacks snakes several times its size and usually wins out every time.

That little boy living in that isolated farm home at Readfield sends his thanks for the things the boys on the train throw off to him. His name is Jimmy Rogers. He's related to Section Foreman Rogers at Winthrop.

Former conductor Arnold Barter made several visits with former co-workers this past month. He is now an inspector for the I.C.C. and makes his headquarters in El Paso, Texas.

Conductor Elmer Rudell has been off duty due to an injury while working.

WATERVILLE SHOPS

The 'Girl Friend' brought two tickets in the fishing derby at Lake Sebasticook, Newport, and gave one of them to the 'Boy Friend.' The Boy Friend won a 14 ft. aluminum boat! He is Machinist Wade Richardson.

Laborer Paul Fletcher fell off a load of hay during vacation and now has his leg in a cast. Expensive cow he's keeping.

Blacksmith Lauriston Oleson died in a local hospital July 29 after a brief illness. He was 54 and had worked here some 25 years. Shop employees acting as bearers were Foreman Floyd Case, Machinist Vernon Hamlin and Clerk Norman Thyng.

Laborer Tom Hassan has recently been set up as Blacksmith Helper.

Harmonica Kids To Appear On Ted Mack Show

The talented Harmonica Kids, children of Engine Crew Dispatcher Frank Garland, Rigby, will appear as contestants on the Ted Mack Amateur Hour August 26 from New York.

The youngsters, ranging in age from four to 14, became local television regulars more than a year ago, featured on "Youth Cavalcade," by WCSH-TV, and on similar presentations by WGAN-TV. They are also veterans of many appearances before civic, church and fraternal organizations.

Coached by their father, they include Ramona, 14, Donna, 12, Frank Jr., 10, David, 8, and Larry, 4.

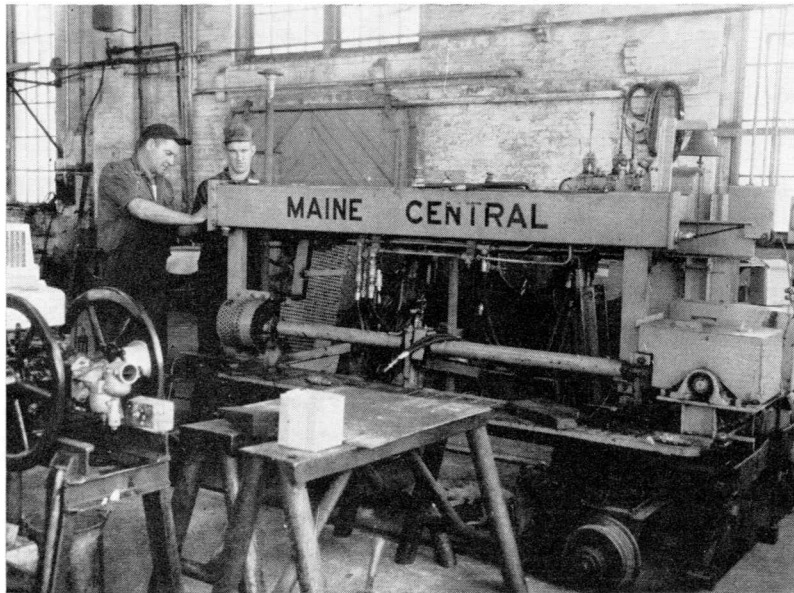
The August 26 Ted Mack show will be carried coast-to-coast on the CBS Television Network, and will be seen on channel 13 in the Portland area, channel 5 in Bangor.

Thomas Retires

Machinist Leon Thomas of Rumford retired from active railroad service August 4, completing 43 years with the Maine Central. His retirement date was exactly a year later than that of his wife, Thelma, who retired on August 4, 1961, as a cashier at the Freight Office in Rumford.



At Waterville Shops



John McKeil, machinist, and Ronald Wood, apprentice.



Charles Lowry, veteran member of the paint shop crew.



Donald Russell, machine shop and engine house foreman.

Deaths

Floyd B. Aldrich, general yardmaster, Portland, June 16.

Harry M. Card, yard brakeman, Portland, July 15.

Joseph W. Cribby, laborer, Portland, July 10.

Arthur E. Hawkes, locomotive fireman, Portland, July 11.

Doris M. Knowles, clerk-typist, Bangor, July 18.

Aime W. Laliberty, blacksmith, Waterville, July 20.

Harry C. Philbrick, conductor, Portland, July 27.

Karl M. Spencer, agent-telegrapher, Portland, July 30.

RETIREMENTS

Clarence E. Blaisdell, trackman, Eaton, July 10.

William H. Coombs, signal maintainer, Portland, June 29.

John T. Curran, Jr., loader-caller, Portland, July 16.

Philip L. Gardner, locomotive fireman, Portland, July 31.

Mary A. Geary, ticket clerk, Portland, August 1.

Henry J. Kelly, conductor, Waterville, July 31.

Waterville Area Citizens Search For Old Costumes

Several persons already have entered the competition for the best historical costume in the Maine Central Centennial Parade at Waterville Oct. 27, including at least one whose attire goes right back to Oct. 28, 1862, founding date of the Maine Central.

Jerome Audet, president of the Waterville Junior Chamber of Commerce, sponsors of the Centennial Parade, said local attics are being searched for bonnets and hoopskirts, stovepipe hats and gaiters by local residents intent on competing for the "best costume" prizes. Cash awards of \$35 and \$20 will go to the individual whose costume is judged best and second best in the parade.

Paul Maroon, chairman of the Jaycee's parade committee, has announced that prizes of \$50 and \$25 will be offered for the best float to be entered by a local organization or company, and that cups will be presented for the best decorated buildings.

Edwin L. Atkins, chairman of the Waterville Merchants' Bureau, says his membership already is making plans for store window displays dealing with the Maine Central Centennial. The railroad itself will provide three such displays.

The parade will march through the business section, starting at 10 a.m. Oct. 27, ending at the former passenger station of the Maine Central on College avenue. A brief ceremony will follow, during which "Old 470," Maine Central's monument to the age of steam railroading, will be presented to the City of Waterville.

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