



Messenger

Vol. 2, No. 11

For Employees and Friends of the Maine Central Railroad

September, 1962

Alger To Head U-Fund Campaign

The appointment of Frank W. Alger, Jr., Maine Central manager of highway operations, as company chairman for the 1962 United Fund Campaign in Portland, was announced in mid-September.

The drive will begin Oct. 1 and continue through the month.

Alger said he will announce appointments of departmental chairman and other assistants, along with specific plans for the annual campaign, as soon as possible.

Nearly \$8,500 was pledged by Portland employees of the Maine Central and Portland Terminal Companies in 1961, a new company record.

Funds pledged and contributed by railroad employees are shared by nearly 30 social and charitable agencies throughout Greater Portland.

Herman Dodge Dies In Portland

Herman F. Dodge, 72, general chairman, Brotherhood of Locomotive Engineers, and father of four Maine Central employees, died August 23 in a Portland hospital after a brief illness.

Mr. Dodge was born May 13, 1890, in Newcastle, son of Jonathan and Sarah Fields Dodge. He attended Newcastle schools and Lincoln Academy. A railroad man for more than half a century, Mr. Dodge moved to Portland 40 years ago and to North Windham two years ago.

He was a member of Corner Stone Lodge of Masons, a 32nd degree Mason, a member of Kora Shrine, Portland Shrine Club and the Trowel Club.

Surviving are his widow, the former Laura A. MacCartney; two daughters, Mrs. Alfreda Thorne, Westbrook, and Mrs. Gladys B. Cordiero, Fort Lauderdale, Fla. and six sons, Herman Jr., Raymond; Chester A., and Guy A., South Portland; Forest R., Freeport; Norman B., North Windham, and Sgt. Merle C., stationed in Germany with the U. S. Army; several grandchildren and great-grandchildren.



TO BE CENTENNIAL GUEST—Barbara Jean Orr of Portland, "Miss Maine of 1962" will be a guest of the Maine Central in Waterville Oct. 27, gracing a float in the Centennial Parade.

'Miss Maine' To Be Centennial Celebration Guest

Pretty Barbara Jean Orr of Portland, back from the "Miss America" Pageant and resuming her reign as "Miss Maine of 1962," will ride a Maine Central float in the railroad's Centennial Parade Oct. 27 at Waterville.

Also in the parade will be Miss Donna Chambers, "Miss Waterville of 1962," and a long list of other individuals, organizations, firms and marching units.

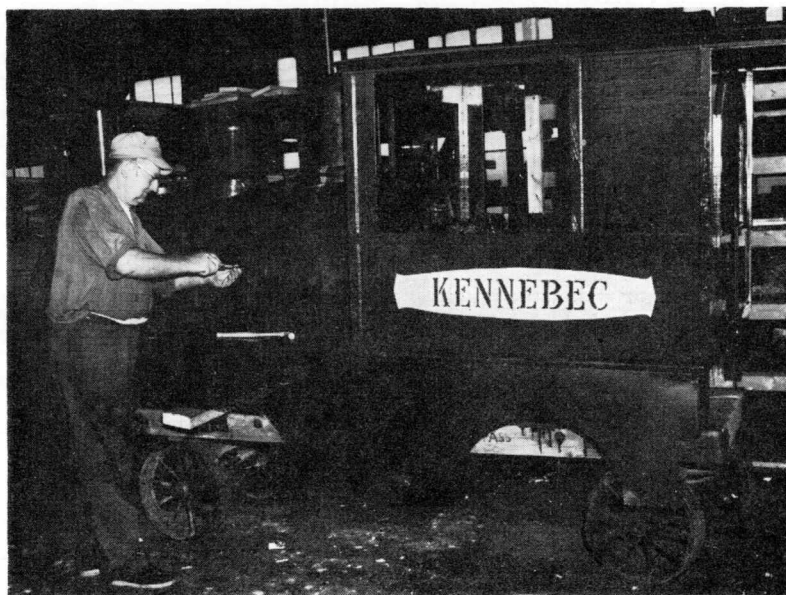
The high school bands of Waterville, Fairfield, Oakland and Winslow will provide music for the procession, which is expected to include a wide variety of floats entered by the Waterville-area firms and by local groups. A contingent of antique automobiles also is expected to be on hand.

A parade highlight will be the re-appearance of the Maine Central's miniature train, veteran of parades and celebrations all over Maine, retired in 1956 after the climax of its career at the Shrine Convention in New York City. Since then, the passenger car, the freight car and caboose have graced Waterville-area backyards as youngsters' playhouses, but were returned by their owners for the Centennial parade. Now at the shops, they've been fixed up and repainted for the event, and will carry a group of small fry—children of Shops employees—in the parade.

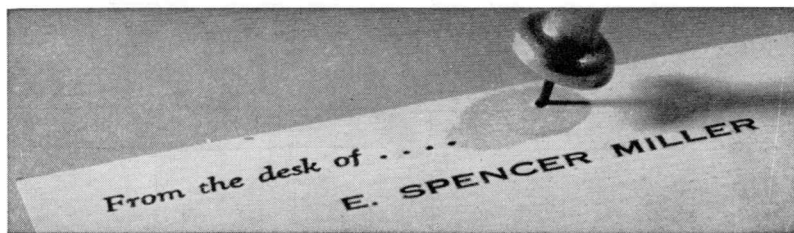
The "engine crew" will include President Miller as engineer, and Mayor Cyril M. Joly, Jr., of Waterville, as fireman.

The parade is scheduled to step off at 10 a.m. and march through the business section of Waterville, ending at the old passenger station where the "Old 470," last steam locomotive to run on the Maine Central, will be presented to the City of Waterville.

The big locomotive will eventually be moved to a new site within the College Avenue highway complex, and a bronze tablet will record the date and circumstances of the presentation.



NEW LOOK FOR AN OLD FAVORITE—Chris Carstensen of the wood shop at Waterville, makes some repairs to the locomotive of the miniature train that will appear for the first time since 1956 in the Maine Central Centennial parade Oct. 27 at Waterville. The locomotive, coach, box car and caboose have been returned to the Company for use in the parade. President Miller will serve as "engineer," and Waterville Mayor Cyril M. Joly, Jr., as "fireman" during the Centennial procession. The parade is expected to be the most colorful since the Elm City's Sesquicentennial in 1952.



TO MY FELLOW EMPLOYEES:

The New England Council's "New Englander" magazine this month published the full text of an address delivered several weeks ago before the Inland Daily Press Association by Jenkin Lloyd Jones, editor of the Tulsa, Okla., Tribune. It has been reprinted in dozens of newspapers and magazines, by editors who felt that the time and conditions in this nation were ripe for such a forceful reassessment. We have digested Mr. Jones remarks because of lack of space, but here are what we believe to be the most important parts of a most important document for Americans today:



Long before the prophet, Jeremiah, uttered his lamentations about the evil behavior of the Children of Israel the world had seen many calamity-howlers. And so today when I make some comments about the moral climate of America, I speak in a very old tradition.

The calamity howler! It is customary to dismiss such fogginess as I am about to display with a tolerant laugh. For while it was freely predicted all through the ages that the world was going to Hell, it hasn't gone to Hell yet.

But the pathway of history is littered with the bones of dead states and fallen empires. And they were not, in most cases, promptly replaced by something better.

Alaric's Goths finally poured over the walls of Rome. But it was not that the walls were low. It was that Rome, itself, was low. The gradually weakened fibre of a once self-disciplined people that reduced them at last to seeking safety in mercenaries and the payment of tribute—all these brought Rome down. She went down too early.

And so I look upon our own country and much that I see disturbs me. But we are a great people. We have a noble tradition. We have much to teach the world, and if America should go down soon it would be too early.

One thing is certain. We shall be given no centuries for a leisurely and comfortable decay. We have an enemy now—remorseless, crude, brutal and cocky. However much the leaders of the Communist conspiracy may lie to their subjects about our motives, about our conditions of prosperity, about our policies and aims, one thing they believe themselves implicitly—and that is that we are in an advanced state of moral decline.

The Russian stage is as austere as the Victorian stage. Russian literature may be corny but it is clean, and it glorifies the Russian people and exudes optimism and promise.

And what of us? We are now at the end of the third decade of the national insanity known as "progressive education." This was the education where everybody passes, where the report cards were non-committal lest the failure be faced with the fact of his failure.

With what results? We have watched juvenile delinquency climb steadily. We have produced tens of thousands of high school graduates who move their lips as they read and cannot write a coherent paragraph. While our Russian contemporaries, who were supposed to be dedicated to the mass man, have been busy constructing an elite we have been engaged in the wholesale production of mediocrity. What a switch!

Having neglected disciplines in education, it was quite logical that we should reject disciplines in art. The great painters and sculptors of the past studied anatomy so diligently that they often indulged in their own body-snatching. And today, after many centuries, we stare at the ceiling of the Sistine Chapel or at the walls of the Reichsmuseum and marvel at their works.

But this self-discipline is of little concern to the modern nonobjective painter. All he needs is pigment and press agent. He can throw colors at a canvas and the art world will discover him. He can stick bits of glass, old rags and quids of used chewing tobacco on a board and he is social critic. Talent is for squares. So our museums are filled with daubs being stared at by confused citizens who haven't the guts to admit they are confused.

But the Age of Fakery in art is a mild cross that American civilization bears. Much more serious is our collapse of moral standards and the blunting of our capacity for righteous indignation.

Our Puritan ancestors were preoccupied with sin. They were too preoccupied with it. They were hag-ridden and guilt-ridden and theirs was a repressed and neurotic society. But they had horsepower. They wrested livings from rocky land, built our earliest colleges, started our literature, caused our industrial revolution, and found time in between to fight the Indians, the French and the British. They were a tremendous people.

In recent years all this has changed in America. We have decided that sin is largely imaginary. The crime rates continue to rise along with our outlays for social services.

Can anyone deny that movies are dirtier than ever? But they don't call it dirt. They call it "realism." Why do we let them fool us? Why do we nod owlishly when they tell us that filth is merely a daring art form, that licen-

tiousness is really social comment? Isn't it time we recognized Hollywood's quest for the fast buck for what it is?

We are drowning our youngsters in violence, cynicism and sadism piped into the living room and even the nursery.

When nations cease believing in themselves, when they regard their institutions with cynicism and their traditions with flippancy, they will not long remain great nations. When they seek learning without effort and wages without work, they are beginning to stagger. Where they become hedonistic and pleasure-oriented, there's trouble ahead. Where payola becomes a way of life, expense-account cheating common, and union goonery a fiercely defended "right," that nation is in danger.

Do not let me overdraw the picture. This is still a great, powerful, vibrant, able optimistic nation. Americans—our readers—do believe in themselves and in their country.

But there is rot and there is blight and there is cutting out and filling to be done if we, as the leader of free men, are to survive the hammer blows which quite plainly are in store for us all.

We have reached the stomach-turning point. It is time we revived the idea that there is such a thing as sin—just plain old willful sin. It is time we brought self-discipline back into style.

So I suggest: Let's look to our educational institutions at the local level, and, if Johnny can't read by the time he's ready to get married, let's find out why.

Let's look at the distribution of public largesse and if, far from alleviating human misery, it is producing the sloth and irresponsibility that intensifies it, let's get it fixed.

Let's quit being bulldozed and bedazzled by self-appointed long-hairs. Let's have the guts to say that a book is dirt if that's what we think of it, or that a painting may well be a daub if you can't figure out which way to hang it. And if some beatnik welds together a collection of rusty cogwheels and old corset stays and claims it's a greater sculpture than Michelangelo's "David" let's have the courage to say that it looks like junk and probably is.

Let's blow the whistle on plays that would bring blushes to a stag party. Let's not be awed by movie characters with barnyard morals. Let us pay more attention to the decent people everywhere who are trying to do something for the good of others.

In short, let's cover up the cesspool and start planting some flowers.

I am fed up to here with the educationalists and pseudo-social scientists who have underrated our potential as a people. I am fed up to here with the medicine men who try to pass off pretense for art and prurience for literature. I am tired of seeing America debased and low-rated in the eyes of foreigners. And I am genuinely disturbed that to idealistic youth in many countries the fraud of Communism appears synonymous with morality, while we, the chief repository of real freedom, are regarded as being in the last stages of decay.

Unless I misread the signs a great number of our people are ready for a fresh breeze, a breeze of new honesty, new idealism, new integrity.



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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Portland Testimonial Marks Retirement Of Clyde H. Loveitt, Divisions Chief

Clyde H. Loveitt of South Portland marked the close of his 48-year railroad career late in August at a Portland testimonial luncheon.

The veteran railroader, who spent his entire working life in the Maine Central freight traffic department, retired as chief, divisions bureau, a post he had held for the past seven years.

A South Portland native and graduate of Gray's Business College, Portland, Loveitt began as an office boy on March 1, 1914, and rose to his position as divisions bureau chief after serving as rate clerk and chief clerk in the rate section for many years.

He is looking forward to having time for fishing, hunting, and helping Mrs. Loveitt with her antique business, and plans to travel with her this fall on buying trips in New Hampshire and Vermont. They reside at 56 Angell Avenue, South Portland. A son, Richard, lives in Gorham, and another son, Herbert, lives in Devon, Conn.

Friends and business associates made during nearly a half-century of railroad service were present at the Cumberland Club luncheon. Loveitt was presented retirement gifts by R. Clifford Merrow, Maine Central freight traffic manager, on behalf of fellow workers.



RETIREMENT GIFT—Freight Traffic Manager R. C. Merrow, left, presents a retirement gift on behalf of fellow workers to Clyde H. Loveitt, who retired August 31 after 48 years' Maine Central Service. Mrs. Loveitt and President Miller look on. The presentation took place at a testimonial luncheon in Portland.

Guests To Select Box Car Colors

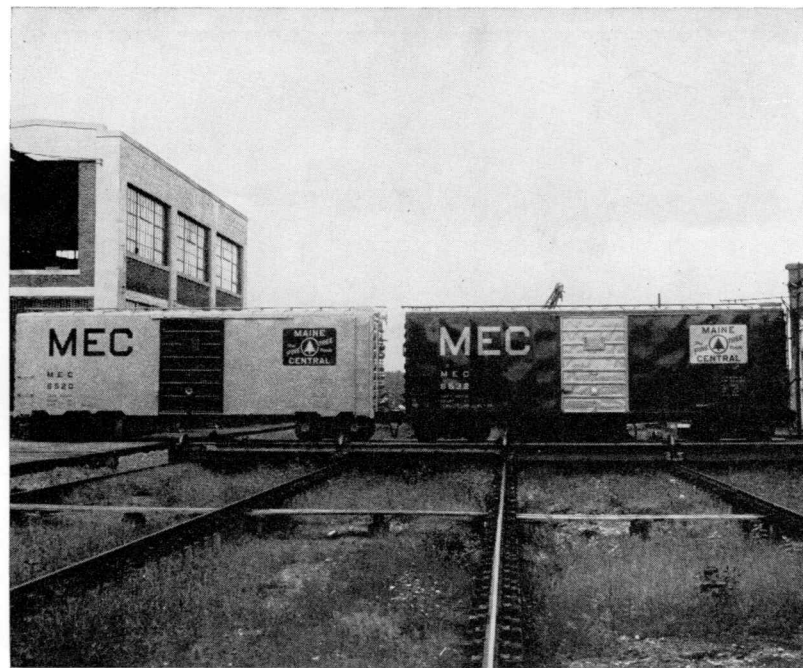
Which color scheme do you like?

That will be the question for guests at the Maine Central Centennial open house at the Waterville Shops, Oct. 27-29, and on their answer depends the new official colors for Maine Central box cars.

One is bright yellow, with green lettering, and the other just the opposite. These cars—or two just like them—will be seen on the "rip" track in Waterville during the Shops open house. There'll be ballots nearby, and open house guests will be asked to make their choice and mark their ballots accordingly.

The official count will indicate which of the two schemes is preferred by the general public, and consequently, by the Maine Central.

The new paint plans are the result of efforts to make Maine Central's cars visible—and identifiable—from a distance.



TAKE YOUR CHOICE—Both of the new Maine Central box car color combinations—green on gold, left, and gold on green—are shown as the cars came from the paint shop in Waterville early in September. Waterville Shops open house guests will vote for the new standard box car colors during the Centennial observance in October.

William J. Berry Joins Maine Central

William J. Berry of Gorham, former district traffic agent for the New Haven Railroad at Presque Isle and Manchester, N. H., joined the Maine Central in Portland Sept. 17 as assistant to the sales manager.

Born in 1919 at Lowell, Mass., Berry grew up in Gorham, later attending Northeastern Business College in Portland. In 1941, after a brief period as a bookkeeper in a Portland insurance agency, he joined the Canadian National Railways as a clerk in Portland, later transferring to Boston as a rate clerk for the same firm.

After World War Two service, Berry returned to Portland in 1946, and soon re-entered railroad service, this time with the New Haven, serving as chief clerk in the Portland district office for two years before his promotion to traffic representative. He served in this capacity in the Portland area for ten years, and was transferred to Presque Isle as district traffic agent in 1959. He has served in a similar post at Manchester, N. H. since 1960.

Berry is a past master of Harmony Lodge, AF and AM, Gorham, the Maine Traffic Club, a past King Lion of the Gorham Lions Club, a member of the Gorham Volunteer Fire Department and the Town of Gorham Budget Committee.

Mr. and Mrs. Berry, the former Priscilla Alden of Gorham, live with their two sons at 51 Flaggy Meadow road, Gorham.



William J. Berry

Pineland Youngsters Riding Own 'Train'

Youngsters at the Pineland Hospital and Training Center, Pownal, are riding a train these days, thanks to a number of organizations and individuals.

Built by Walter J. Soucy of Lewiston and many others, the cars and locomotive were presented to the youngsters at special ceremonies at the Pownal institution Monday, Sept. 10.

Executive representative John P. Scully attended the event, along with officials of the Pineland Parents and Friends, Inc., the American Legion, and local 47, Brotherhood of Carpenters and Joiners.

The Maine Central provided a bell, coach seats, ladder and lanterns for the project.

At Railroaders' Golf Tourney, Waterville



E. SPENCER MILLER TROPHY—The best all-round card was scored by William Chase, Jr., of Waterville, left, who was presented the E. Spencer Miller trophy for one year's possession by George P. Silva, Waterville Shops superintendent. Three consecutive annual victories will retire the trophy.



TOP FEMININE GOLFER—George Phillips, assistant to the freight traffic manager, Portland, presents the low net trophy in the women's division to Mrs. Grace Hutchinson, Bangor, wife of Arthur Hutchinson, Jr., who won the putting prize in the railroad tourney.



CLASS C AND CALLOWAY VICTORS—Top golfers in their respective classes were, left to right, Tom Hayes, Portland, Class C low net; A. R. Miles, Bangor, Calloway low gross; B. E. Walls, Portland, Calloway low net; and Bill Knox, Scarborough, Class C low gross.

Chase's 87 Wins President's Cup, Shea, Ellis, Share Links Honors

William Chase, Jr., George Ellis and Jerry Shea were the big names at the Waterville Country Club Sept. 15 in the listings of the Maine Central Golf Tournament.

Chase, touring his home grounds in 87 strokes, netted 65 for the best handicap card of the day, winning the E. Spencer Miller trophy. Shea bettered his out-bound card of 41 by four strokes on the second nine to take low gross honors in class A with his 78. Ellis won low net with a sparkling 72.

The tournament, open to all railroad employees in Maine, drew a field of 54, including several wives who battled it out for a women's low net trophy. Mrs. Arthur Hutchinson's 73 took low net honors.

Arthur Hutchinson of the Bangor Engine House won a putting competition, and Bill Martin, also of Bangor, hit the longest drive, a shot that burned up 280 yards of the Waterville Country Club's 505-yard 4th hole.

Here's the way it went:

W. G. Shea, Portland, 41-37-78, Low Gross, Class A.

George Ellis, Portland, 86-14-72, Low Net, Class A.

Reginald Libby, Portland, 43-43-85, Low Gross, Class B.

William Chase, Jr., Waterville, 87-22-65, Low Net, Class B.

William Knox, Portland, 49-49-98, Low Gross, Class C.

Tom Hayes, Portland, 104-32-72, Low Net, Class C.

Blair Walls, Portland, 59-59-118, Calloway Gross.

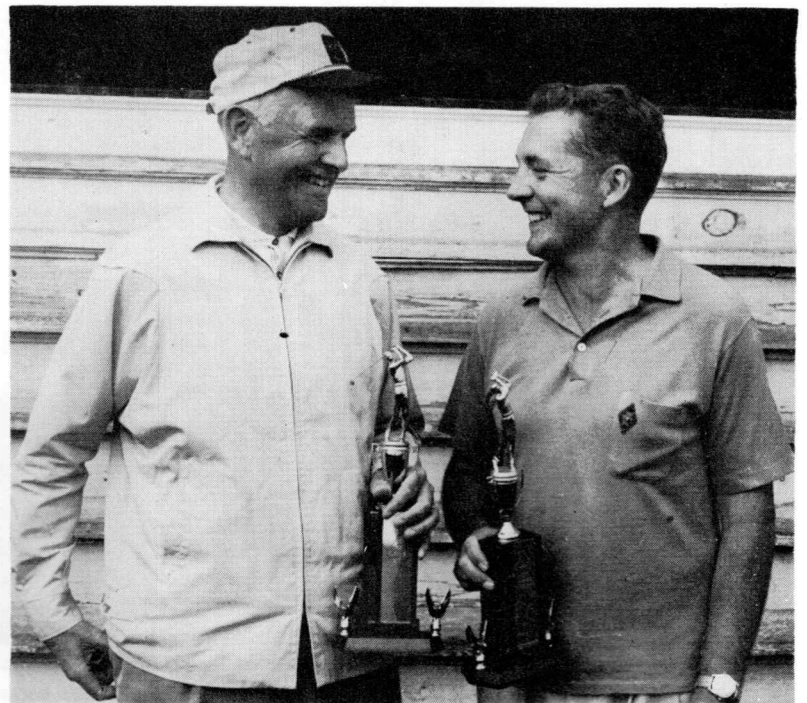
R. Milles, Bangor, 126-46-80, Calloway Net.

Mrs. Arthur Hutchinson, Bangor, 123-50-73, Low Net.

Jerry Shea, who served as chairman of the committee, said present plans call for a Second Annual Maine Railroad Golf Tournament in 1963, with a larger field, and with all Maine roads represented.

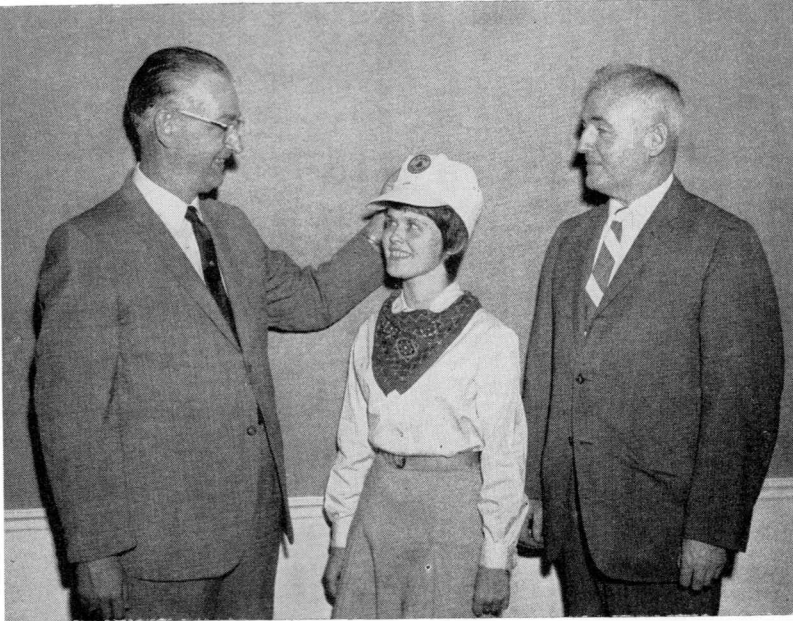
Park Assigned

Stewart P. Park, Jr., assistant mechanical engineer since he joined the Maine Central in April, has been assigned the additional duty of Mechanical Inspector, Locomotives and Cars. His office is at Portland.



LOW NET AND GROSS WINNERS—George Ellis, left, and Jerry Shea, respectively low net and low gross winners in Class A, congratulate each other after the railroaders' tournament Sept. 15 at Waterville Country Club.

A Cameraman's Look At What's New on the MeC



CENTENNIAL UNIFORM—Edward L. Atkins, chairman of the Waterville Merchants' Bureau, adjusts a MeC cap worn by pretty Donna Chambers, Miss Waterville, who models the outfit to be worn by store clerks and others who meet the public during Centennial Week at Waterville. Francis J. McCabe of the Waterville Chamber of Commerce is at right. Miss Chambers is a summer employee of the Hathaway Shirt Co.



BRT VETERANS HONORED—Long-time members of Lodge 82, Brotherhood of Railroad Trainmen, South Portland, were honored with service pins at a recent meeting. Left to right, field supervisor John Brennan, who made the presentations; Frank Wilkenson, 50-years; Harold Card, 50 years; Walter Driscoll, 45 years; and Ralph Poore, 10 years. Others honored were Ernest Biladeau, 50 years; Clifford Quigley, 25 years; and Hilding Gleason, 15 years. Driscoll, who recently retired as lodge president after 29 years' service, was presented a gift.



NEWEST CONVERSION—A Norfolk and Western open top hopper, with several modifications, emerges from the Shops in Waterville as a covered grain car to be used between St. Johnsbury, Vt., and the Ralston-Purina plant at Fairfield. The modification includes raising the sides nearly two feet, installing six gates in the bottom and a total of eight loading hatches on top.



BUSY SPOT NEAR BRUNSWICK—This temporary installation at Cook's corner, near Brunswick, has served as a receiving point for 275 carloads of stone and 62 carloads of cement used in completion of a new highway project. The stone came from Leeds Jct., and the cement from the Dragon plant at Thomaston.



CENTENNIAL TROPHIES—Two General Office railroaders, the Misses Margaret Staton, left, and Jean Gilpatrick, hold trophies and plaques to be presented to winners of the best-float and best-decorated building contests during the Maine Central Centennial at Waterville.

Rigby Engine House Foreman Retires, Ending 46 Years' Service With MeC

Malcolm D. Billington ended 46 years of railroading in August, turning over the general foreman's job at the Rigby engine house to Gordon H. Sears.

Billington, started as a clerk in 1916 at the railroad's Portland offices. He left to become a locomotive fireman Oct. 8, 1916. In 1923 he was named black smoke inspector for the Maine Central Railroad. He then successively was promoted to round house foreman, assistant air brake inspector, superintendent of locomotive performance, and became superintendent of locomotive maintenance in 1930.

In June, 1946 he was named foreman at the Portland Terminal Co.'s Rigby Shops. He was named general foreman there Aug. 6, 1954.

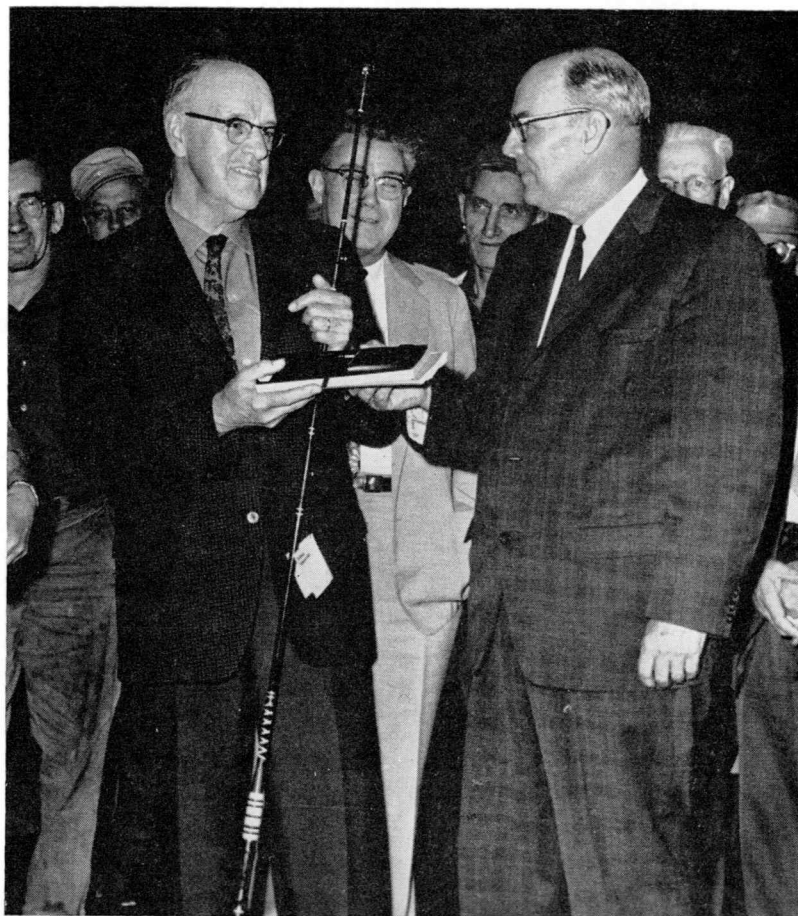
Billington broke his railroad service to spend four years, starting on Oct. 24, 1942, as a lieutenant colonel in the 702d Railroad Shops Battalion of the U. S. Army. Most of this service he spent in Persia.

Employees at Rigby gathered to mark the occasion, and on their behalf superintendent of locomotive maintenance, Harold G. Hook, presented Billington a check and also various fishing equipment.

Sears, 40, is a native of North Chelmsford, Mass. He joined the Portland Terminal Company as a laborer in 1952 and after service as an electrician was transferred to the motive power department in the general office building in 1958. Mr. and Mrs. Sears and their six youngsters live at 95 Ferry road, Saco.



TO RIGBY POST—Gordon H. Sears, chief inspector, motive power department, Portland, replaces M. D. Billington as engine house foreman, Rigby.



RETIREMENT GIFTS—Malcolm D. Billington, left, who retired in August after 46 years of railroad service, is shown as he received gifts from fellow employees presented by Harold G. Hook, superintendent of locomotive maintenance. General Manager Roy E. Baker is at center.



Retired General Supervisor Dies

Harry W. Stetson, 83, retired general supervisor, maintenance of way, Maine Central Railroad Co., died suddenly early in September at his South Portland home.

Mr. Stetson was born July 19, 1879, in Brunswick, son of Joseph E. and Ellen Snow Stetson. He attended schools there and began his employment with the Maine Central as a rodman in 1901.

Over the years he worked out of Oakland, Lewiston and Portland, retiring in 1953 after some years as general supervisor of maintenance of way.

Mr. Stetson was a member of several Masonic bodies in Lewiston, including Kora Shrine. He was a member of the First Congregational Church, South Portland.

Surviving are a daughter, Mrs. Joseph K. Milnor, Little Lane Park, N. J.; a stepson, Henry Demmons, Lewiston, and several nieces and nephews.

Interment was in Brunswick.

GENERAL OFFICES

"Eddie" Haley of the Car Service Office, and wife Margaret have moved into their new home at 18 Autumn Lane, Portland.

John McGee, night mail clerk, returned to his duties August 27 after a serious illness.

Joseph "Red" Murray is recovering after an appendectomy at Mercy Hospital.

Marion "Perkie" Perkins has been on sick leave, suffering complications from an infected foot.

Barbara Gain is also on sick leave, having spent a week at Maine Medical Center for a back injury. She is now convalescing at home.

Mr. and Mrs. Martin McDonough (Rosemary) spent a week in Cleveland, Ohio, visiting their son, John, who is stationed with the Navy there. They attended the baptism of their first grandchild, Steven Michael, born July 26.

Ruth Watson, Carmel Robichaud and Marion Adler, of Data Processing, spent a recent evening at Kennebunkport, dining at "The House on the Hill."

The gals of Data Processing are planning another get-together at the Watson Cottage on Little Sebago Lake. Steamed clams, boiled lobster and charcoal steak headline the menu, and there will be another "Sing-Along." Carmel Robichaud will attempt water-skiing again, and moving pictures of the last "swing-

ing soiree" will be shown. Planning to attend are Lillian Grenier, Mary Nugent, Carmel Robichaud, Germaine Deschenes, Jennie Joyce, Sally Peasley, Dorothy Conley, Barbara Gain, Marion Perkins, Marion Adler, Hazel Davison, with the host and hostess, Medley and Ruth Watson.

Data Processing is sorry to see Carmel Robichaud leave. The girls presented her with a gift and honored her with a luncheon at the Sportsmen's Grill.

Patricia Connary of Purchasing spent a week in Connecticut visiting her sister and her family.

Ruth Watson celebrated her birthday with several small family parties, dining at Lobster Land in Poland. The girls had cake and ice cream for her at the office.

Hazel Davison of Data Processing and Jeanette Calder of Freight Traffic, with Jean and Susan Jellison, spent a week at Quebec City, Quebec. They had a most enjoyable time, seeing all the points of interest, and found no difficulty with the language. The girls reported that they found no gentlemen to come to their rescue when they had a flat tire just before entering Quebec—they had to change their own tire!

Jan Calder spent the second week of her vacation at Stamford, Conn., visiting her sister and family recently back from Japan.

Maurice Hawkes spent his vacation at his Sebago Lake cottage. Canada seems to be quite the vaca-

tion spot this summer—"Louie" Davis of the Payroll Bureau and wife, Marcella, were there for part of their holiday. Blair Walls and Kay also visited relatives in Canada. Marion Faibisy and son, John, drove there to visit her father.

Clifford P. Hawkes Jr. used a week of his vacation working at his summer camp.

"Margie" Briggs and husband have sailed from New York for Europe on an extended vacation.

Hazel Davison and husband, Leo, have purchased a home on Sawyer Road, Cape Elizabeth, Maine.

Paula Harrison has bought a 1962 blue Falcon.

Stephen and Ernestine Miller spent a day at "Pleasure Island," Wakefield, Massachusetts, taking in the sights and seeing Don Ameche and his International Show Time in person. The "Island" is every bit as fabulous as it is pictured, and everything cannot be seen or done in less than a full day.

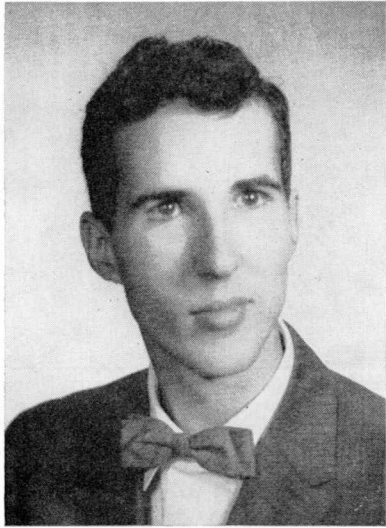
TRAIN CREWS

Sympathy is extended to the family of Herman Dodge, Sr., engineer for many years on the Maine Central Railroad. Four sons are now working in different capacities and we all join in offering our condolences.

Retired engineer Winfred "Cold Water" Colby recently passed away at a Portland residence. We offer our sympathy to his family.

Mrs. Joseph Crozier, wife of engineer Joe Crozier, is currently on a month's tour of Europe, visiting Rome and Ireland.

Mrs. James Fay, wife of engineer James, has undergone surgery at the Mercy Hospital. At this writing she is coming along nicely.



Michael Arthur Herron, son of conductor and Mrs. Arthur Herron of Fairfield, flew by jet to San Francisco, Calif. to board the "Sultan," which left for Okinawa August 3. A graduate of the U. of M., Herron has accepted a position with the U. S. Army to teach in the American secondary schools in Okinawa. His shipmates included six women teachers from Boston. Conductor Art says he was born thirty years too soon.

Conductor Hank Harradon just recently was discharged from the Mercy Hospital after being confined for nearly two months. He is now well on the way to recovery.

Conductor Del Needham is still recovering from a leg injury suffered last winter. He will be out several weeks more.

Conductor Earl Bickford of Waterville recently took his pension after many years of railroading. We hope for a lasting and enjoyable retirement.

Trainman and Mrs. Howard Kennedy have bought a group of cabins and a motel on Sebago Lake in the Casco area. The weather this past summer has not been in anyone's favor and they hope to do better in times to come.

Becoming grandfathers to baby boys are Yard Conductor Walter Allen of the Portland Terminal and Glen Morrell and Barney Cross, conductors on the thru freights. They are all looking forward to them becoming All-Americans.

Conductor Stan Cloutier has taken a running job on one of the night freights and this gives him an opportunity to do a little salt water fishing in his brother Bill's boat. They take Bobby Gibbs along for pilot.

RIGBY

There were many visitors at the shop during the month, most of them out-of-state tourists. Some made themselves known, while others just wandered around the engine house.

Stores Department clerk Arthur Mills succeeded Mr. Billington as treasurer of our Shop Welfare and Flower Association.

Four General Chairmen of Shop unions of various crafts were at the

general offices on business, and during that time visited the shop. They were Collins of the Electricians, Sullivan of the Machinists and Helpers, Bergeron of the Car Shop Union, and Hagen of the Firemen and Oilers.

Swing Foreman Joseph DeRoche's wife was involved in an auto accident, but no injuries were involved.

Electrician James Small was a grand-dad on July 22, when his daughter presented the family with a girl, Marcia Lee Stewart.

Laborer Edward Thorne's home was damaged by fire, and made considerable headway before being discovered. It damaged the upper story of the house.

Electricians Raymond Ryder and James Small and their families enjoyed an outing at Watchic Lake as the guests of Electrician Albert Wetmore, Junior.

Carman Walter Peables has taken his pension. A purse with money was presented.

Carman Arthur Geoffroy suffered a heart attack recently, and now is reported to be improving daily.

Retired Conductor Phillip O'Neil is living in Sarasota, Florida, and recently visited Rigby Car Department to see the boys.

Car Department Clerk Patrick Conley can furnish information concerning a house trailer which is for sale.

Electrician Frank Blair has purchased a home in South Portland.

We were all sorry to hear that the sister of Crane Operator Joe Martell died during the month.

Kenneth Temm, son of Machinist and Mrs. Edwin Temm, plans to attend M.V.T.I. at Fort Williams this fall.



Retired Portland Terminal Conductor William O'Neil and Mrs. O'Neil, of Sarasota Fla., visited relatives in the Portland area in August, returning to Florida after Labor Day.

Assistant General Yardmaster Fred Grimmer, Chief Dispatcher Thomas Earles and Retired Conductor Harold Card spent a few days fishing at Fred's camp at Kennebago.

Retired Conductors Harold Card and Joseph Wood made a fishing trip to Bigelow where Harold has a hunting and fishing lodge.

John Corcoran of the Engineering Department has been a patient at Mercy Hospital, for medical observation.

Retired Conductor John Jordan has finished his new driveway and front walk and has cultivated a wonderful flower garden.

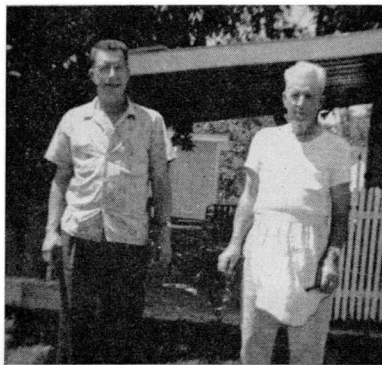
Retired Boston & Maine Engineer and Mrs. Burnham entertained Walter, and Ann Anderson from Sarasota, Florida recently. They are former residents of South Portland.

Mrs. Martin, widow of Maine Central Electrical Engineer Arthur Martin, has sold her home at Sebago Lake and is now residing at Forest Park. Mrs. Martin is the sister of the late Maine Central Engineman Irving Grant.

Four of our retired boys Harris Strout, Carl Pierce, Walter Stimpson and Albert Spencer recently motored to Kineo, on Moosehead Lake.



FLORIDA BLOOMS—C. D. Williamson, retired Maine Central conductor, exhibits his success with Easter lilies grown in the back yard of his Jacksonville, Fla., home.



BARBECUE, ANYONE?—Says retired Maine Central conductor Harry E. Gibbs—apron and all—as he broiled a steak or two for son Robert, left, and wife at his home in Clearwater, Fla.



A HOME IN THE SOUTH—Bill Stanchfield, a retired Maine Central engineer, sends this picture of his home in Pompano Beach, Fla., within car-counting distance of the Florida East Coast Railroad.

LEWISTON

Retired Rate Clerk John Rollins, now a resident of St. Petersburg, Fla., recently paid us a surprise visit. John enjoys living in Florida and looks very well. He tells us it is surprising how many people from this vicinity he has met in the "Maine Club" at St. Pete. We are not sure whether John is representing the St. Petersburg Chamber of Commerce or not.

Yard Brakeman Charlie LaFlamme is now vacationing in Montreal and, we presume, getting in some of that good fishing for which Canada is noted.

Yard Brakeman Danny Myrand spent his vacation at his Allen Pond camp and certainly looked well tanned and rested when we paid him a visit

there. Any time Dan is looking for part time employment I'm certain he'd do very nicely as a short order cook for the hot dogs and hamburgers he cooked over the outdoor grill were the "most."

Spare Clerk Monique Levesque is visiting her sister in North Carolina.

Chief Clerk Howard Ham spent his vacation fighting the weather at his Tripp Lake Camp. Like the rest of us, Howard wasn't favored with what we'd like to consider typical Maine weather. Real poor for the boating he'd been looking forward to.

Rate Clerk Johnny Myrand spent his vacation car hunting and came up with a real beauty, a station wagon that does the job for a family man.

Car Clerk Joe McMorrow took his family to Bar Harbor for a week of vacationing, plus a side trip to Boston and New Hampshire.

General Agent Dick Achorn and family have become camping enthusiasts, making several trips to camp sites including Bar Harbor and Sebago Lake this summer.

Yard Conductor Leyon Traynor devoted his vacation to visiting his daughter in Wisconsin. Yard Conductor Leo Bouffard is planning his vacation but as yet has not decided where he will go.

AUGUSTA

Stenographer Olive Comeau recently vacationed at Old Orchard Beach and in Massachusetts visiting friends and relatives.

Spare clerk F. C. Cooper worked at Augusta Freight Office covering vacations.

Clerk Athleen Bryant and son Wayne enjoyed camping out at Parker Pond during her vacation.

General Agent R. F. Tracy spent a few days fishing at Indian and Moxie Lake. No luck reported.

Recent callers at the office were retired Herbert Thing, G. A., and freight handler Leland Hopkins.

WATERVILLE SHOPS

Assistant Superintendent Alden Finnimore and Machinist Charles Whitney recently attended the State Safety Conference at the Poland Spring House.

Laborer Al Dunton, who recently suffered a second heart attack, has been advised to take a long rest.

For the second time in months, tragedy struck the family of Carman and Mrs. Walter McCaslin when their 6-year-old son Michael was killed in an automobile accident. A few months previously they lost their home, most of their personal effects and a car in a fire.

Assistant Foreman Wallace Jewell has recently traded cars and now has a Ford.

The Shops Employees are contributing to a fund for the purchase of complimentary balloons commemorating the Centennial which will be distributed to the kids during the parade and during the Shops open house. Nice Gesture!

Sympathy is extended to Carman Ralph Moxcey whose wife died recently.

Former Carman Eloi Michaud died recently at a local hospital after an extended illness. Among survivors are a brother, Carmen Ariel Michaud, and a cousin, Carman Laurier Michaud.



Ladies of the general office started their bowling season Sept. 19. They will be at the Bowl-A-Rama alleys in South Portland every Wednesday night at 7 p.m. This year they are under the direction of Mary Ann Berry, Credit Union; Theresa Slattery, comptroller's office; and Glenda Gilman, Auditor Revenue Dept.

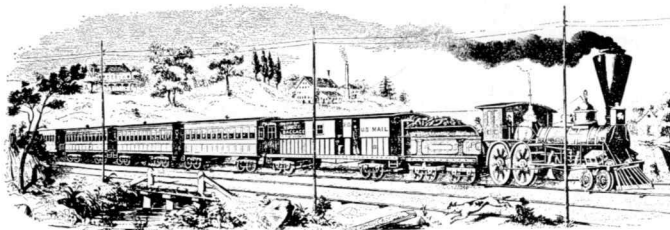
The couple's league of the general office had 26 couples sign up and only were allowed ten alleys at the Bowl-A-Rama. Therefore they had to make six couples spare until someone drops out. They will start on Sept. 27 and will be going at 9 p.m. every Thursday. Al Kennedy and Charlie Clark are in charge of this league and some of the new faces will be the Brownells, the Haleys, the Knoxes, the Blackmores, the Luces and the Burgesses.

The men's league had 53 sign up to bowl Tuesdays at 7 p.m. at the Bowl-A-Rama. They plan 10 five-man teams with three spares. They could use seven more men to help fill in the teams. Phil O'Donnell advised he could not get the North Gate alleys unless he used only six alleys. He said because of Christmas and New Year's coming on bowling nights, he is going to get started Sept. 18.

The general office Riverside golf league had their banquet at Valle's Steak House Sept. 6. Team four, which led most of the year, were presented trophies for ending up on top. Members of the team were George Ellis, Vinnie Morse, Ralph Gordon, Milt Tabbut, Clyde Luce, Tom Manning and Paul Bourque. Henry Kenny and Jerry Shea received awards for low net in Class A, and Clyde Luce and Sam Napolitano won trophies for low net in Class B. Art Edwards and Harry Blackmore were elected commissioners for next year. A standing vote of thanks was given to Ray Williams and Clyde Luce for the wonderful job they did as outgoing committee.

Ed Libby wants to try a father and son golf tournament the first of October at Larry Rowe's. This would be a scotch ball affair where you select the best drive, then alternate shots the rest of the hole. We could do it on a handicap basis, using the full handicap for the men and give the sons one stroke for every year under thirty. Anyone interested, contact Ed in Auditor Revenue Dept.

MAINE CENTRAL RAILROAD.



CENTENNIAL OBSERVANCE

1862 ——— 1962
AT WATERVILLE, MAINE

SATURDAY

October 27

- Historical Parade, with Bands, Costumes and Floats 10 A.M.
- Presentation of Locomotive 470 to the City of Waterville 11 A.M.
- Open House at Waterville Shops 1-4 P.M.

SUNDAY

October 28

- Open House at Waterville Shops 1-4 P.M.

MONDAY

October 29

- Open House at Waterville Shops 1-3 P.M. (For Teachers only-Ticket Required)
- Centennial Dinner, Colby College, 6:30 P.M. (By Invitation)

SPONSORED BY THE CITY OF WATERVILLE
AND
THE MAINE CENTRAL RAILROAD

A collector's-item poster, designed to resemble a railroad handbill of a hundred years ago, is being seen throughout Maine these days, heralding the events of the Maine Central's Centennial Celebration at Waterville.

Antique type from an 1864 Maine Central timetable was photo-reproduced for the poster, along with an old engraving of a contemporary railroad scene.

Printed on card stock in several colors, the posters are being displayed not only in Waterville stores, but in motels, restaurants and other public buildings throughout the state.

RETIREMENTS

Earl E. Bickford, conductor, No. Vassalboro, August 31.

Malcolm D. Billington, general foreman, Portland, September 1.

Raymond Brooks, boilermaker helper, Waterville, August 16.

Patrick Cleary, carman helper, Portland, August 1.

Walter M. Cressey, trackman, Leeds Jct., August 16.

John H. Finn, machinist, Portland, August 7.

Frank W. McGrath, yard clerk, Bangor, August 10.

John A. McPherson, blacksmith, So. Portland, August 6.

Herbie J. Oakes, bill clerk, Waterville, August 20.

Walter C. Peabbles, carman, Cumberland Mills, August 8.

Edward J. Robinson, conductor, Bangor, August 31.

Millard E. Southard, locomotive fireman, Bangor, August 28.

Malcolm J. Tracy, stone mason, Bangor, August 14.



ENDS LONG CAREER—John F. Mac-William, veteran Maine Central locomotive engineer, leaves his cab at Rigby after his last trip early in September. The South Portland railroader completed 57 years of Maine Central service.

Leonard C. West Accident Victim

A 29-year-old Portland Terminal Company yard conductor was drowned in late August at Standish after pulling one of his five youngsters to safety. The accident took place in the shallow waters of Otter pond.

Leonard C. West, a native of Buxton, joined the PTCO. as a trackman in July, 1951; transferred to duties as a baggage and mail handler in September and to work as a yard brakeman in November of the same year.

He is survived by his father, Chester H. West of Portland; his wife, the former Velma K. Williams of Portland; and five children: Leonard K., Richard A., Janet L., Janice L., and Jeffrey S. West, all of Portland.

Deaths

Herman F. Dodge, locomotive engineer, Portland, August 23.

Lauriston A. Oleson, blacksmith, Waterville, July 29.

Leonard C. West, yard conductor, Portland, Aug. 25.

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