



October 1 Set As Cut-Over Date for New Facilities At Waterville

New railroad facilities—Maine Central's portion of the \$2,500,000 College Avenue Grade Crossing Elimination project in Waterville—will be in operation October 1.

James W. Wiggins, vice president, Engineering and Transportation, said all railroad work on the huge project will be completed by the end of the year. This includes the new Maine Central building, new main lines and a railroad bridge over the new road.

Wiggins described the new building as "pretty well along," with workmen now installing lights and plumbing, and with others wiring signal control equipment in the new tower at the west end of the structure. This portion of the new railroad facilities, he said, will replace the old Tower A in the Waterville yard.

The new building also will house offices for engineering department personnel and the trainmaster, a trainmen's bunkroom and space for U.S. Mail and REA Express. The trainmaster and engineering department people will move to their new offices by September 1, but mail and express facilities in the new building will not be used until the cut-over date from the old track to the new on October 1.

The new river-bank main line is nearly complete, and is in use for temporary car storage, and work on the new yard entrance tracks is progressing. Steel is in place for the new Lewiston main line overpass bridge, and section crews have laid track almost to the new bridge from the east.

About half the old Maine Central passenger station has been torn down, with the remainder scheduled for demolition after October 1.

Soon after the cut-over, Wiggins said, work will be completed on automatic protection at the Chaplin and Main street crossings.

What has been a fire road leading from College avenue in the vicinity of the Jefferson Hotel to the Waterville shops area, will have crossing protection gates normally in a down position. They may be raised when the occasion demands by the operator in the new tower nearby.

The principal entrance to the Shops area will be Allen street, about three-quarters of a mile north on College avenue.

The entire project, eliminating grade crossings at Upper College avenue, Lower College avenue and Front street, providing a modern traffic layout, a railroad overpass and a highway bridge, is scheduled for completion in the fall of 1964.



ARCHES FOR ST. PATRICK'S—Portland Terminal Company crews spotted these cars loaded with carefully-wrapped wooden laminated arches in early July. They'll be used in construction of the new St. Patrick's church on outer Congress street in Portland.



FAREWELL TRIP OF THE TINY TRAIN—Three-year-old Billy Knotts, grandson of Welder and Mrs. Harold Varney of the Waterville Shops, was among the last passengers of the Maine Central miniature train when it made its final appearance in June in a parade that was a feature of the Colby College Commencement program. Shown with Billy, checking the time on his out-size watch, is "conductor" Remy Jacques.

German Salt Cake Shipment Arrives

A trial import shipment of salt cake, the sodium sulphate used in large quantities by the Maine paper industry, arrived in Bucksport early in July for storage and subsequent rail movement to Maine mills.

R. C. Merrow, Maine Central freight traffic manager, said this material has been railed to Maine from Western Canada for the past several years. Maine mills, he said, use about 27 cars monthly.

The trial shipment consisted of about 3,000 tons of the material from West Germany, aboard the S. S. Orland, a Norwegian vessel. This salt cake is a by-product of a chemical firm there, rather than mined in its natural state as it is in Canada.

The Orland's cargo is the equivalent of about 60 carloads. Unloaded July 10, the material was stored in a silo for later shipment to the Maine mills.

Maine Central assisted the Sobin Chemical Co. of Boston in the trial shipment by locating facilities for storage, and by furnishing top-grade covered hopper cars for rail delivery to users in Maine.

Maine paper manufacturers burn salt cake, or sodium sulphate, with the residual "black liquor" to produce sodium sulphide, which is used in the pulp-cooking phase of paper production. This, they say, is far less expensive than purchasing the necessary sodium sulphide on the market.

Maine Products Show Slated At Lewiston; MeC To Have Booth

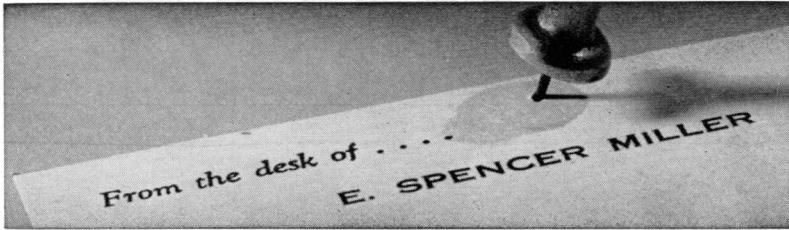
For the fourth consecutive year, Maine Central will join other Maine industries as an exhibitor at the Maine Products Show, the state's prime summer effort to attract new customers for its services and manufacturers.

The railroad is one of the big show's pioneer participants, having been represented in previous exhibitions at South Portland, Augusta and Bangor.

More than 14,000 persons—residents, summer visitors, purchasing officials and government representatives—attended last year's show in Bangor, and even more are expected for this 1963 edition at Lewiston.

The show, sponsored by the Maine Department of Economic Development, will be held August 15-17 at the Youth Center.

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TO MY FELLOW EMPLOYEES:



I have a personal prejudice against newspaper and radio commentators. I like facts—the truth, the whole truth and nothing but the truth served up without sliders or curves. The lady who is my closest and dearest relative disagrees. She listens to four or five radio commentators a day and reads all the columnists carried in the big-city daily to which she subscribes. Her opinions are fashioned by them and she feels that such is proper and the safest road to truth. Thus opinions differ.

Let us cite certain facts without comment or interpretation and then let us hear from America's most liberal commentator.

1. Eleven years ago the Canadian Pacific Railway moved to eliminate firemen from freight trains and switching locomotives.
 2. Canada appointed a Royal Commission to study the matter.
 3. The Commission, after months of receiving evidence, including observation of European railroad operations, concluded that firemen were not necessary in the operations described.
 4. Five years ago firemen were eliminated in such operations in Canada with protection for those having a substantial service record.
 5. Canadian railroad operations have proceeded on this basis ever since.
 6. In 1960 President Eisenhower appointed a Presidential Committee to investigate a similar proposal for American railroad operations.
 7. It found firemen to be non-essential in freight and switching service.
 8. A similar finding was made by President Kennedy's Emergency Fact-Finding Committee appointed pursuant to the provisions of the Railway Labor Act.
 9. Railroads including yours agreed to arbitrate the question.
 10. Railroads agreed to accept the suggestion of Secretary of Labor Wirtz that Management-Union teams for a period of two years would study work rules with outside members to be added if necessary to make binding agreements.
 11. President Kennedy proposed that Supreme Court Justice Goldberg arbitrate the issues. The railroads accepted.
 12. On July 10 our President proposed that a new panel composed of management, labor and public members review the issues and report by July 22. Both management and labor agreed to hold the status quo for this period.
- These are facts.

Drew Pearson in a column printed July 9 in the Portland Evening Express said the following:

"The railroads of the nation soon face the prospect of firing all of their firemen except those on passenger trains. These are the highest type of labor, faithful to the railroad industry, and the rail executives are not anxious to fire them.

"The rail chiefs have been extremely patient in meeting every government proposal for postponement and adjustment of the dispute, have agreed to accept the recommendation of the Rifkin panel to pay four years salary to every discharged older fireman and six months to every fireman with the railroad twelve months. This will cost the railroads millions.

"Real fact is that the railroads, operating without subsidies, have been caught in the competitive squeeze by other industries which hire very successful lobbies and are able to get very remunerative subsidies.

"The two chief competitors are the airlines, which got their start from subsidies; and the trucking industry, which

operates entirely on subsidized highways. If the truckers had to pay for highways in the same way the railroads have had to pay for their roadbeds, tracks, and right-of-way, there wouldn't be any trucking industry. But thanks to the highway subsidy, trucks have taken a good slice of the railroads' freight business away.

"And thanks to subsidies to the airlines, the airplanes have cut a tremendous hole in railroad passenger traffic.

"Yet in case of war, emergency, or bad weather, the public falls back on the railroads. The threat of a strike tomorrow illustrates the absolute essentiality of railroads. The nation cannot function without them. No railroad is asking for subsidies. But when federal subsidies are voted for highways, airlines, or nuclear power lines—the latter cutting down the coal and oil the railroads carry—it will eventually bring the day when the railroads will have to have subsidies or else combine or go out of business."

The welfare of the men and women who will work for the roads in the future and the very existence of railroads which furnish job opportunities are at stake. We need, therefore, to hope and pray that the elected and appointed public officials who are now destined to determine the outcome will be endowed with the wisdom of Solomon and help both parties to reach a settlement in their over-all best interests. We further hope that such a result will usher in a new era of progress, harmony, serenity and labor happiness.

Eclipse Warning

The National Society for the Prevention of Blindness warns us that there's no really safe way to view the July 20 total eclipse directly.

Even heavily smoked glass or over-exposed photographic film should be avoided, they say, to prevent possible burns on the retina caused when the eye focuses the infra-red rays of the sun. The effect is much like burning a hole in a piece of paper with a magnifying glass.

So, on July 20, when the total eclipse may be viewed in Central Maine from 5:42 to 5:44 p.m. Eastern Daylight Time, watch it indirectly as it approaches and passes totality. An easy way is to punch a small round hole in a piece of cardboard, then watch the rays as they're projected through the hole onto another piece of cardboard.

When the eclipse is total, the National Society says, it's perfectly safe to view the glowing corona with the naked eye.



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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Two Diving Rigby Carmen Get New Slant on Sebago's Scenery

Two Portland Terminal Co. railroaders are getting a new slant on Sebago's scenery—from below the surface.

They're Rigby Carmen John Murphy and Chester Potter, who have taken to scuba tanks and face masks to explore the depths of the famous lake and make photographs with a specially designed camera. The results are scenes of Sebago that most tourists and summer residents never see.



Here's John Murphy, togged out in his diving suit, ready to don mask and flippers and take to Sebago's depths on a picture-making dive.



Not a man from Mars, but Chester Potter, in a photo taken by Murphy about 30 feet below Sebago's surface. Scuba divers find the big lake ideal for the sport because the water is clear as crystal.



Not salmon, but a school of yellow perch, pose for Murphy's water-tight camera about 35 feet down. The boys are trying for a portrait or two of some of the big salmon we keep hearing about at Sebago.

Fall Fan Trip Plans Complete

Response has been enthusiastic, planners say, to early notices regarding a "round - the - mountain" foliage excursion train scheduled over lines of the Grand Trunk, Maine Central and Boston and Maine railroads in October.

R. L. MacDonald, trip chairman for the sponsoring Portland Division, Railroad Enthusiasts, Inc., urges railfans, foliage fanciers, camera bugs and others to make reservations as soon as possible.

Scheduled to leave Portland's Grand Trunk station at 7:30 a.m. Sunday, Oct. 6, the train will head for Berlin and Groveton, N. H., over the B&M to Coos Junction, then onto to Maine Central rails. Stops are planned at Lancaster and Fabyans, and slow orders will be in effect on the trip down through the notch for the benefit of those who will photograph some of the most spectacular scenery in the East.

The return to Portland is scheduled for 6:30 p.m. after a trip of some 240 miles.

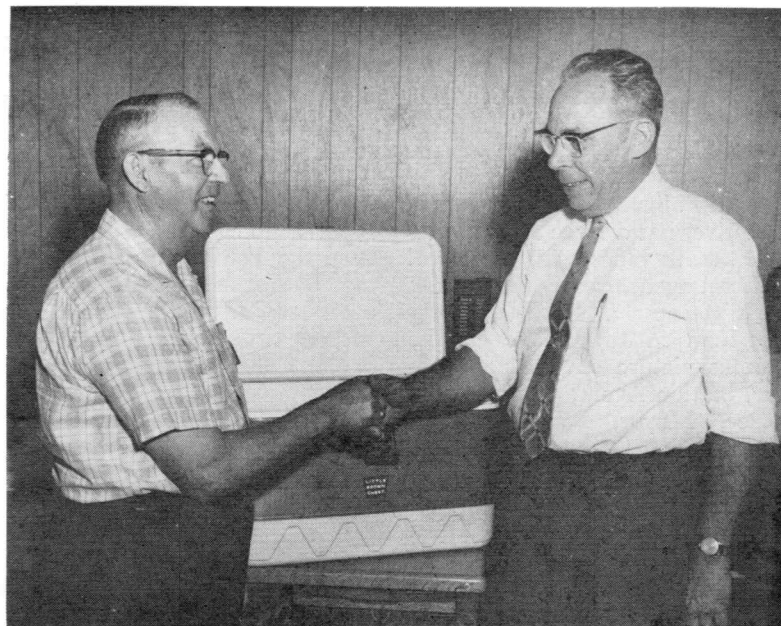
Fares, the sponsoring organization says, will be \$11.00 for adults and \$5.50 for youngsters, if the reservations are made before September 1. The cost will go up half a dollar for adults and a quarter for children after that date.

Rancourt, Robie Get U-Fund Posts

Two well-known Portland railroaders will resume responsible positions with the Greater Portland United Fund for this fall's campaign.

Louis J. Rancourt, chief clerk, REA Express, Inc., Portland, and Chesley E. Robie, head clerk, Auditor Revenue Department, Maine Central, will be vice chairmen of the Service and Utilities Unit of the United Fund organization.

Both have been active in the annual fund-raising campaign for the past several years.



HONORED BY FELLOW WORKERS—Abraham L. Johnson, left, assistant foreman of the freight shop at Waterville, is congratulated by Shops Superintendent George P. Silva as Johnson retired in June. Fellow workers presented the veteran Shops worker with a camp refrigerator. Johnson's service dates from April, 1919.

4 Veteran PTCO. Workers Honored

Four retired employes of Portland Terminal Co. were honored recently by the Brotherhood of Railroad Trainmen for their many years in the union.

P. J. McNamara, Boston, a vice president of the Grand Lodge, presented service pins to John H. Finney, 39 Morton St., Westbrook, who has been a union member for 65 years; Ambrose McMillan, 15 Thirlmere Ave., South Portland, for 60 years; and Frank Platt, 35 Payson St., and Willie Ryder, 11 Douglass St., for 55 years each. The ceremony was held at the lodge hall on Robinson st., South Portland.

Reception Held for 50-Year Couple

Mr. and Mrs. Everett Burnham of Norway were given a reception by their children recently in observance of their 50th wedding anniversary.

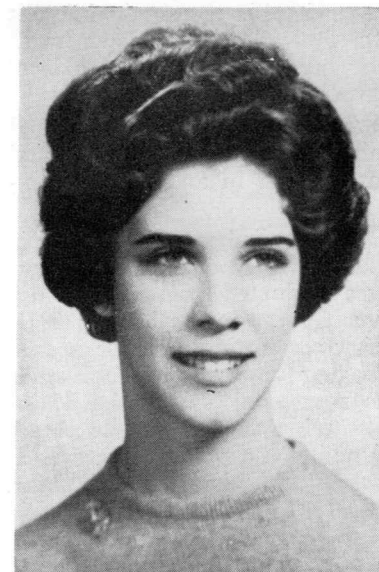
Mr. Burnham retired from the Maine Central in 1953 after 33 years service. They are now residing at Norway Lake where they have purchased a cottage.

The Burnhams have a son, Raymond, of Bryant Pond, and a daughter, Mrs. Carl Durgan of Oxford, and eight grandchildren.

Mr. and Mrs. Burnham are members of the Bryant Pond Baptist Church.

Back From Alaska

Daughter Judith and two grandchildren of Electrician Carl Gilmore recently arrived from Kodiak, Alaska, for a visit with her parents at their Portland home. They had spent three years in Alaska, where her husband, RM1 Albert M. Blakeney, U. S. Coast Guard, has been stationed. He has been transferred to a new station in Virginia, and will join his family here for a brief visit enroute.



TO ENTER BATES—Nancy Goddard, daughter of Car Accounting Manager and Mrs. Everett K. Goddard, will enter Bates College, Lewiston, in September at Falmouth High School. A Member of the National Honor Society, Nancy was presented the American Legion Award for Leadership, Scholarship and Service at her June graduation, which followed an outstanding four years at Falmouth High.

Meet the Agents

Veteran Railroader Vic Brown MeC's Ambassador in Eastport

John P. Scully, executive representative, has a large framed picture on his office wall of a local railroad agent, clearly the busiest, most versatile and hardest-working man in town. This is the famous picture of J. Pluto Bolivar, Station Agent, Justice of the Peace, Mayor, Bank Director, Telegraph Operator, School Board President, Express Agent, President for the Creamery Association and Leader of the Town Band.

Victor R. Brown, veteran agent for the Maine Central at Eastport, is many of these things, and has been for a decade. He's been agent that long, and served as clerk-operator in the Nation's easternmost city for 20 years before that. He's been around Eastport, in other words, long enough to know everybody and long enough for everybody to know him.

Vic is not, however, a resident of the city, and is therefore disqualified to hold office there, but he's made up for this deficiency in his home town of Perry, nearby. He's been first selectman and a member of the board for two six-year terms and chairman of the school board for another term. He's been Justice of the Peace for 15 years, and while not exactly leader of the town band, he's been the organist in a local church since 1957.

And in between, he's logged millions of tons of tinsplate and canned fish in and out of Eastport.

Born in Lubec and educated in Lubec and Woodland, Vic Brown was graduated from Shaw's Business College in Portland in 1918, after completing a course in railroading under John Snell, then as now employed by the Maine Central. Assigned first to Ayer's Junction, he worked there until he entered the Army in May, 1918.

Assigned and trained in an infantry division, Vic was at dockside, ready to sail for France, when the Army's administrative machinery took over, removed his name from the shipping list, and assigned him as an interpreter in an infantry unit made up entirely of Polish-speaking soldiers. Seems Vic had worked many years before in a Polish grocery store at Woodland.

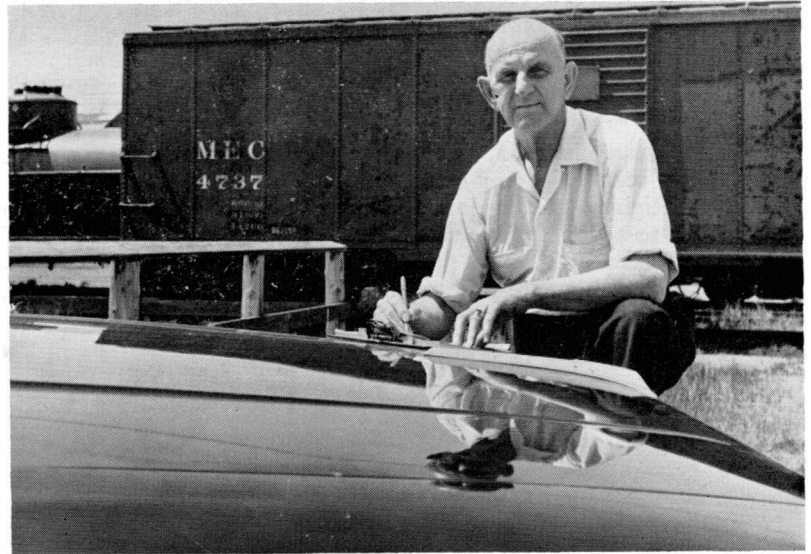
But with his grocery store Polish improving daily, Vic

managed to keep his new unit's reports going forward, and to keep the Polish company in contact with the rest of the Army until late in 1919, when he returned to civilian life and the Maine Central at Ayer's Junction.

It was about this time that Vic, who had played the piano for the silent movies at the Woodland theatre several years before, became organist and choir director at the Woodland Methodist Church. It was also about this time that Miss Gladys Mae Gorwood, daughter of the minister, joined the choir. Miss Gorwood, a native of London, England, became Mrs. Brown, the mother of their son Alcide, and grandmother of Alcide's three boys.

Seven years ago, long after he had retired from church music responsibilities, a serious illness hospitalized Vic for ten weeks. Outside of his immediate family, his most consistent hospital visitor was the Rev. Roland Chaffee, pastor of Knight Memorial Methodist church, Eastport. He came to Vic's room daily, just to look in, maybe, or to sit down for a chat, and a few months later, when Mr. Chaffee's church suddenly found itself without a musical director, Vic volunteered.

Vic feels one good turn deserves another, and he's been on the job ever since.



ON THE JOB AT EASTPORT—Victor R. Brown, veteran general agent at Eastport, found the hood of his car to be a convenient desk as he checked bills on a warm day in late June.

MeC Traffic Analysis Program Continues With Three Meetings

Maine Central's system-wide program of freight traffic analysis continued in June with meetings of sales personnel and local agents in Portland, Waterville and Orono.

R. C. Merrow, freight traffic manager, conducted the sessions, with the assistance of H. E. Buchheim, sales manager. Both said the meetings produced several new and significant leads for new business and termed the sessions completely successful.

Attending one or more of the meetings were M. C. Olsen, assistant sales manager; W. J. Berry, assistant to the sales manager; J.

M. Shaw, general freight agent; G. E. Phillips, assistant to the freight traffic manager; J. V. Parker, traffic engineer; R. T. Foley, J. R. DiMauro, F. E. Curran, R. L. Spaulding and D. P. Looby, commercial agents; F. W. Alger, manager of highway operations; G. H. Ellis, Assistant Comptroller—Auditor Revenue.

Also attending were R. E. Baker, vice president, Purchases, Stores and Mechanical; J. W. Wiggins, vice president, Operations and Engineering; and John P. Scully, executive assistant.

Agents attending the Portland meeting included F. L. Carsley, Waterville; M. R. Graham, Warren; D. W. Smith, Waldoboro; I. C. Varney, Wiscasset; R. S. Thing, Brunswick-Bath; R. J. Jalbert, Lisbon Falls; R. L. Achorn, Lewiston; M. V. Farren, Danville Junction; W. C. Carlin, South Windham; and M. H. Bowie, Steep Falls.

Attending the Waterville meeting were the following agents: H. B. Higgins, Waterville; I. L. Sirois, Skowhegan; L. K. Chipman, Burnham Junction; R. C. Cascadden, Pittsfield; P. J. Witham, Newport Junction; P. J. Tracy, Oakland; A. Marshall, Hartland; G. A. Sears, Dover-Foxcroft; F. J. Ronco, Dexter; J. N. Horton, Corinna; A. V. Gavett, Madison; and R. E. MacDonald, Bingham.

Attending the Orono meeting were R. G. Wheeler, Bangor; L. R. Bligh, Bucksport; D. D. Smith, Franklin; L. F. Blanchette, Ellsworth; L. A. Campagna, Old Town; D. J. Shay, Enfield; A. B. Neal, Lincoln; and W. E. Grass, Mattawamkeag.



BOOKS OFF FOR LAST TIME—Louis D. Proctor, right, a Maine Central engineman for half a century and a railroad employee since 1907, booked off for the last time after the arrival of No. 8 from Bangor June 30. At right is Frank Garland, engine crew dispatcher, Rigby.



LILACS AT LINDHOME—Mrs. Cora Lyden shows some of her prize lilacs in full bloom at her North Monmouth Gardens.

'Lindhome' Known Throughout East for Prize Lilacs, Flowering Shrubs

For ten days each Spring, the grounds of "Lindhome," a century-old house in North Monmouth, are bright and fragrant with the blooms of 12 hundred lilac bushes, and a thousand visitors a year confirm an expert's opinion that "Lindhome" stands next to Boston's Arnold Arboretum as the finest collection of flowering shrubs and trees in the East.

Mistress of "Lindhome" is Mrs. Cora Lyden, wife of former Maine Central Assistant Superintendent John J. Lyden, who retired in 1956 after some 47 years of railroad service.

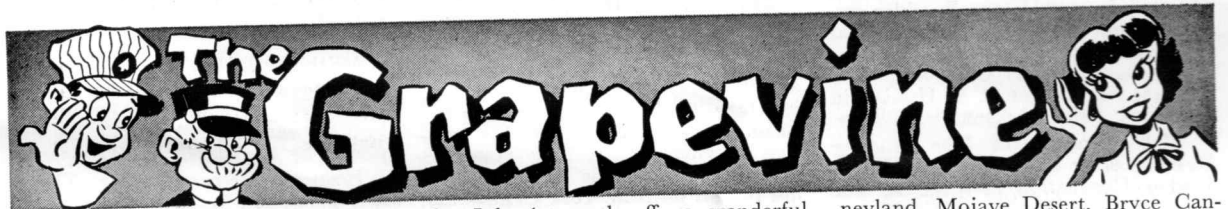
Mrs. Lyden, with John's help, has made Lindhome the lilac capital of Maine. The hilltop gardens boast 238 varieties of lilacs alone, including some rarities from Hungary, China, Persia and France, and at least five varieties developed by Mrs. Lyden herself.

The entire lilac blooming season is three weeks, but the hundreds of bushes at Lindhome maintain their colorful height only for about ten days early in June. It is then that the garden aisles are walled almost solidly with foot-long clumps of blossoms ranging from white through pink to deep purple.

And when they fade, other shrubs come into bloom to maintain the high colors of the gardens at Lindhome. Mrs. Lyden's Flame Azalea is probably the most spectacular of all her plants, despite the fact that she was told by

experts years ago that raising that type of Azalea in Maine was impossible.

Mrs. Lyden's green thumb has proved with this type of Azalea, and with many other rare plants and shrubs, the impossible not only becomes possible, but highly successful at "Lindhome."



GENERAL OFFICES

The annual ladies night meeting of Data Processing Management Association was held June 7 at Portland Country Club. Among those attending the meeting from Data Processing were Mr. and Mrs. Ralph H. Gordon, Mr. and Mrs. Eugene P. Trueworthy, Mr. and Mrs. Gordon L. Wilson, and Mr. Maurice Hawkes. Election of officers was held for the ensuing year, with Mr. Gordon being re-elected to position of International Director, and Mr. Trueworthy, secretary for the Pine Tree Chapter.

"Jan" Calder of Freight Traffic was out on sick leave during June, and Mary Mingo of the same department was on vacation during the same month. Mrs. Margaret Minott substituted in these jobs.

Mrs. Grace Høglund of the Executive Department vacationed the week of June 10, and Mrs. Ruth Christiansen of the General Manager's Office took the week of June 17 as part of her vacation. Mrs. Alice I. Allen filled in on these positions.

"Bea" Setlin of Purchasing Department was lucky enough to have

MeC-PT Savings Bond Drive Nets 212 New Subscribers To Program

Preliminary reports indicate success of the 1963 Maine Central-Portland Terminal Co. U.S. Savings Bonds campaign, company chairman John F. Gerity announced early in July.

Gerity, assistant comptroller, said a total of 212 new subscribers to payroll savings were recorded, plus a total of 106 employees who increased payroll deductions for Savings Bonds.

The new subscribers brought the level of participation among Maine Central employees to 47 per cent. Portland Terminal Company's participation at the close of the campaign was 34 per cent.

Departments leading the list, with at least 50 percent of their employees enrolled in Payroll savings, were Executive, Accounting, Engineering and Purchases and Stores.

Assisting Gerity with the annual bond drive solicitations were R. M. Aylward, Engineering; J. H. Cobb, Executive; S. J. Conley, Jr., Accounting; J. E. Hamilton, Transportation; M. F. O'Brien, Portland Terminal Co.; S. P. Park, Jr., Mechanical; E. R. Russell, Purchases and Stores; and F. C. Ryder, Freight Traffic.

Frank P. Boudreau Dies In Bangor

The death of Frank P. Boudreau, 69, of 15 Nason Avenue, Bangor, occurred June 24 at the Veterans Hospital in Togus.

He was born in Bangor the son of John J. and Mary (Murphy) Boudreau. He was employed by the Maine Central Railroad for 48 years. A veteran of World War I he was a member of the 14th Engineers Veterans Association and the James W. Williams Post, American Legion. He was a member of St. Andrews Lodge, F and AM, the Tuscan Chapter, O.E.S., and the Bangor Trowel Club. He was a member of Grace Methodist Church.

He is survived by: his wife, Stella M. Boudreau, Bangor; two daughters, Mrs. (Francis) Shepley Allen, Bangor, and Mrs. Alex Dorothy Gnavi, Collinsville, Ill.; a sister, Mrs. Annie Gillis, Bangor; seven grandchildren, several nieces and nephews.

the July 1st week off—a wonderful week to be away from the office because of the heat. Mrs. Setlin spent a portion of this time at Crystal Lake, Dry Mills, Maine, and visiting friends and relatives in the Boston area.

Ruth and Medley Watson spent June 14 through the 17th at Moosehead Lake fishing and water skiing. Mr. and Mrs. Robert Snell and their two sons went with them—(Mr. Snell is grandson of John E. Snell of Auditor Disbursements Office) The story is that they caught many good-sized fish!

Mr. and Mrs. Clyde Luce Jr., (supervisor, data processing) attended Mr. Luce's fifteen class reunion on June 15 at Williams High School in Oakland.

Gordon "Tug" Wilson spent his usual two weeks this summer at National Guard Camp, at Fort Devens, Ayer, Mass.

Marion Perkins has returned to her duties after her motor trip to California. Some of the highlights of the trip were Carlsbad Caverns; White Sands, New Mexico; Petrified Forest; Painted Desert; Grand Canyon; Dis-

neyland, Mojave Desert, Bryce Canyon, Zion National Park, Badlands, South Dakota, and Yellowstone National Park. That gal sure gets around!

Bob Nurse, car accounting and statistics, had a fine time fishing at Chibougamau, Province of Quebec, and states that he caught 23 fine salmon, but was too excited to even take pictures of them! "Percy" Campbell of the same department spent his vacation going "nowhere," and "Bill" Manning took a trip to Boston.

Lillian Grenier of Data Processing is "camping out" for two weeks, starting July 15, in a cottage at Highland Lake.

Clyde Luce and Arthur Edwards were challenged to a golf match at Riverside Golf Course by John Currier of Freight Traffic and Jim Baribeau of Canadian Pacific. Clyde and Art (both of Data Processing) won, and a return match is being played at Larry Rowe's later in July.

"Ray" Williams of the New Haven Office was another July vacationist.



BRIDE-TO-BE-HONORED—Co-workers in the general office, Portland, honored Connie Irving, stenographer in the Car Accounting office, prior to her June 15 marriage to Raymond Davis. Left to right are Jerry Shea, George Campbell, Ray Briggs, Connie, Cliff Clifford, Fred Bither, Bill Manning and Len McDowell.

Ruth and Medley Watson spent a few days at their cottage on Little Sebago, and took a trip to Canada, visiting Quebec and Montreal.

Paul Mahany, payroll deductions clerk, spent a week painting his new home and going to nearby beaches.

Roy Taylor, Auditor Revenue office, was recently elected President of the Dyer School P.T.A. This is an active organization with a large membership.

New cars seen going to and from the general office building: Lou Davis in a gold tone Chevrolet; Paul Landry in a maroon Oldsmobile sedan; Pat Connary in a gold tone Rambler station wagon; Joe Gallant in a blue and white Chevrolet Impala; John Cochran in a green Chevrolet; and General Accountant C. P. Hawkes in his black Falcon wagon.

"Bob" Rounds of The Auditor Revenue office attended the American Legion Convention in June at Bar Harbor.

"Bob" Clarke is spending two weeks at reserve camp at Fort Dix, N. J.

Sorry to hear Margie Sterling of the A.D. office is ill.

Madeleine Bowdoin attended a Kiwanis convention in Atlantic City, New Jersey, while on vacation.

"Bill" Woods is on his annual vacation enjoying the fine summer weather at his camp at China Lake.

"Mert" Neilson spent the Fourth of July weekend tenting at Sebago Lake Park.

John Michaels, Auditor Disbursements, is sporting a brand new paint job on his house. Put his vacation to good use and did it himself.

"Al" Chapman was a recent visitor in Boston—where the summer days were hot.

Dottie and Marguerite Hollywood spent a week's vacation at Ogunquit. Stayed at one of the summer hotels there and had the best vacation weather possible.

Peter Grover Thurrell, weighing in at 7 lbs. 12 $\frac{3}{4}$ oz., son of David L. and Margaret G. Thurrell, was born Sunday, June 30. Proud grandparents are Randall J. Thurrell, Reaudit Examiner in the Revenues Office, and

Mrs. Thurrell, and Theodore E. Grover, formerly of Freight Traffic, and Mrs. Grover.

Alice Eliason became a grandmother for the second time June 17 with the birth of Cheryl, daughter of Mr. and Mrs. Philip Eliason.

A warm welcome is extended to Dana Bean who graduated from the University of Maine with a B.S. Degree. Dana is working in the Signal Department. Robert Lessard, a junior at the University, is working in the Drafting Dept. as a Rodman.

Enjoying vacations in the Engineering Dept. were Edna Crimmins, who motored to Reading, Pa.; Mary Morse, who traveled to New York; and Ray Jackson, who spent most of his time at his camp at Highland Lake. Larry Harding spent his vacation moving into a new home on Ocean Avenue. Eddie Stewart visited old friends on New York Central and General Railway Signals while vacationing in N. Y. Cora Hoy spent her vacation at home.



GIVES BRIDE AWAY—Carman Clayton Mitchel, Lewiston, and his daughter Patricia are shown as they arrived at St. John's Church, Rumford, for her recent wedding.

Ken Brann has left his position on the Railroad to assume a position with the Aetna Life Insurance Company. Currently Ken is in Hartford, Conn., where he is undertaking a brief course at the company's home office.

RIGBY

The summer weather we have wished for is here at last, and at this date seems like one of our old fashioned summers, hot, dry, and dusty. The gardens are doing very well with occasional showers in the later part of the day.

Recent visitors at the shop from Newport News, Va., naval base were Electrician "Bill" Danforth's daughter, and her husband Thomas Armstrong, 3rd Class Sonar Operator, stationed on the submarine Thomas Jefferson, and their daughter Cynthia. Armstrong is on a short leave of absence while the sub is being overhauled and checked.

Relief Foreman Joseph DeRoche, and Stewart Parks, Junior, attended the deisel school at LaGrange, Ill. for two weeks. While away, Joe's daughter Ann was graduated from South Portland high school, and his son James, an Air Force man and his family, were transferred from the West Coast to the East Coast.

Members of the Railroad Workers' Relief Association met recently.

The Safety Board reading is now 52 days without a lost time accident.

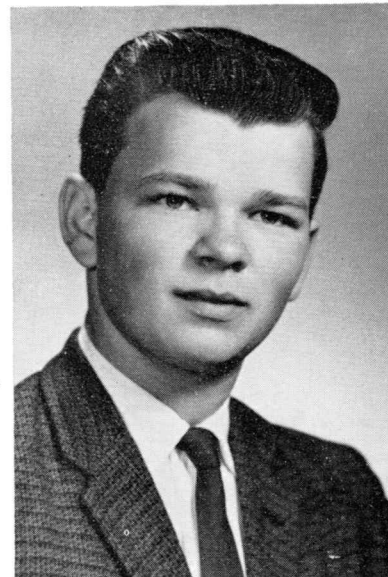
Mrs. Patrick Theriault widow of retired Machinist Theriault, has been hospitalized.

Carol Ann, daughter of Store Keeper Hugh Flynn, was graduated from South Portland High School with honors in June, having attained an average rank of 90. She won a scholarship at Gorham State Teachers' College. Paul Flynn, a son of Hugh's, was named "outstanding musician of the high school band."

Machinist Edwin Temm's son Kenneth graduated from M.V.T.I. at Fort Preble. His course was oil burner and heating servicing. He will be employed by the Harris Oil Company.

Hostler's Helper Arthur Thorne has purchased a 1961 Comet, and also a riding type lawn mower.

Three birthdays occurred in the month of June. Laborer Alfred Cross,



JUNE GRADUATE—Dick LeCompte, son of Brakeman Romeo LeCompte, Lewiston, was an outstanding hockey and tennis star before his June graduation from St. Dom's High School. Dick plans on a year of prep school before college.

age 66 years on the 24th; Machinist Maurice "John" Weeks, age 57, on the 23rd; and your reporter, Albert Wetmore, age 65, on the 27th.

Engineman Louis Proctor, father of Stores Department Employee Russell Proctor, retired in June after a long period of service, 55 years and 8 months. He is enjoying himself along with Mrs. Proctor at his cottage on Pequawket Lake.

Machinist Maurice Weeks and Edwin Temm got their chore of haying behind them during their vacations.

Several other employees are on vacation and are doing the things they like best during that period of relaxation.

The turn-table at the engine house is under-going repairs where needed: bearings, motor overhaul, and a paint job.

LEWISTON

Telegrapher Gene Soychak vacationed at Moosehead Lake. After catching his quota of large ones that didn't get away, Gene headed for Rockland and some deep-sea fish.

Yard brakeman Charlie LaFlamme was a proud father, and rightfully so, the night his son Ronnie graduated from Lewiston High. In the fall Ronnie plans to enter the Air Force.

Yard clerk Joe McMorrow felt rather proud seeing son Greg and daughter Mary graduate the same night. Greg will enter the Marine Corps in August and Mary will attend Gorham State Teachers College.

Rate clerk Johnny Myrand is back from three weeks vacation looking fit, tanned, and mighty healthy. We understand Johnny did a little research on flowers, plants, etc. during his vacation.

General Agent Dick Achorn vacationed for one week on the coast. Dick is an avid camping enthusiast and we feel he has the right idea; nothing like tenting for a real vacation, particularly along the salt water.

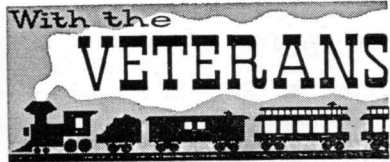
Track Supervisors clerk Sherm Carr is doing some extensive farming this summer and we are all looking for-

ward to sharing of the fruits of his work. Too bad the alleged friend of his that promised to rototill his garden never showed up! Well, Sherm needed the exercise—I think!

Spare Clerk Lillian Ayres of Rumford filled in at Lewiston for Rate Clerk Johnny Myrand and made a host of friends here. Hope to see you back soon, Lill!

No word from any of our retired workers lately, but we're waiting for a letter from retired Chief Clerk George Briery, now living in Florida but still rooting for the Boston Red Sox.

Chief Clerk Howard Ham is now settled in summer quarters at Tripp Lake, commuting daily to work.



Forest C. Hoar of South Portland, who retired last December as a freight checker, reports that he is enjoying his retirement. He does part-time catering at Carolyn's. He recently went on a fishing trip with a friend at Chamberlain Lake. He and Mrs. Hoar visited with friends at Machias, and are enjoying their camp at Panther Pond this summer.

Arthur Peach, crossing tender at Lewiston, was due to retire July 1, after completing 40 years of service for the Maine Central.

Sympathy is extended to the family of Frank Forest who died June 19.

Retired yard Conductor at Brunswick, Archie Martin, is now General Manager, Engineman, and Conductor of the steam railroad at Simpson's Animal Farm on the old Bath road.



Pamela Ann Simpson, daughter of Sheet Metal Worker and Mrs. Raymond N. Simpson, Waterville Shops, was graduated from the University of Maine in June. She majored in Physical Education and the Biological Sciences, and received her B.S. degree in Education. She was the recipient of the University of Maine Seal, the highest award conferred by the Women's Athletic Association.

Miss Simpson is working this summer as recreational director of the P. A. L. Girls' Sports Program in Fairfield. In the fall, she will assume duties as Physical Education teacher at Poughkeepsie High School, New York. She anticipates working toward her Master's degree while in New York.



TO ENTER WSTC—Miss Sylvia Vandez, grand daughter of Earle F. Sanborn, retired Telegrapher, Costigan, was graduated from Old Town High School in June and will enter Washington State Teachers' College, Machias, in September. Her grandfather was a 43-year employee of the Maine Central.

He promises free rides to holders of Fifty Year passes.

Retired Station Agent John McGee has been a patient at Sanford Hospital.

Conductor Frank McNally's, Niece, Claudia Burnham Stoddard, was married June 10, at St. Peter's church, Portland.

Operator E. S. "Andy" Anderson has resigned and taken a position at Augusta Post Office.

Retired Conductor Walter Stimpson is painting his house at North Windham.

Sympathy is extended to Retired Engineman Guy Sawtelle on the recent death of his sister, Mrs. Hazel Irene Bragdon of Oakland.

Sympathy is extended to Retired Conductor Thomas Locke on the death of his sister in Lewiston.

Walter Bennett was introduced as a new member at the May meeting of Maine Association of Railroad Veterans. Mr. Bennett is a Retired Maine Central Conductor.

Retired Boston and Maine Crew Dispatcher Herbert Wells was elected delegate from the Maine Association of Railroad Veterans to the United Association of Railroad Veterans last month in New York.

Congratulations to Trainman and Mrs. Paul Harmon on the birth of a son.

Retired Engineman William Kezar has moved to the Sun Rest Nursing Home, 837 Brighton Avenue, Portland.

Retired Boston and Maine Conductor Gus Hitchcock, has sold his home at North Berwick and is to live with his son at Danvers, Mass.

Retired Engineman Ray Sprague of Winslow's Mills had a visitor at his home recently, Warren Bly, a Boston and Maine conductor.

Norman Burns, a retired switchman, is a patient at the Veterans' Hospital, Togus.

Retired Conductor Yancey Neilson, who with Mrs. Neilson operates a Boston Terrier kennel in Brunswick, was a recent visitor at the freight office. He tells us that one of his dogs recently won an international prize.

BANGOR

Engineer John McKay of the Eastern Division is recuperating at his home following treatment at the Eastern Maine General Hospital.

The St. Croix Lodge of Masons, Calais, presented forty year service pins to the following active and retired Railroad men. Retired Engineer Charles H. Eye of Brewer, Ret. Eng. Fred J. Gray, now deceased. Fireman, Henry Lello of Houlton; Frank Getchell and Charles Boynton, retired Car Inspectors at Calais; and John McKay and Harry B. Kenison Engineers on the Woodland Jobs.

Local Union No. 1714, I. B. E. W. of the Bangor Engine House elected the following Officers in the General Grant Room at the Bangor House on June 22nd: President, Paul P. Vance; Vice President, Maxwell R. Dorr; Recording Secretary, Herbert N. Clark; Finance Secretary and Treasurer, Frank E. Ware; Executive Board members, John J. Sullivan and Francis J. McManus. All will serve for two years.

Frank P. Boudreau, Retired Assistant General Foreman of the Bangor Car Department, died Monday, June 24. He had been an employee of the Maine Central for 48 years at the time of his retirement. We wish to extend our sympathy to his family.

Our sympathy also to the family of Sewall C. Boynton, Road Foreman of Engines for the Eastern Division who died Friday, June 28 at a local hospital.

Yard Conductor Marc E. Michaud and Fireman Richard Goldrup are doing real well at water skiing. Both are now trying to go it on one ski. Good Luck fellers.

Section Foreman Joe Haskell finished up a track repair job in the yard recently and was wondering what to do with some excess gravel. Yard Conductor O. J. "Butch" Bouchard happened along and suggested that he "dig an hole and bury it."



RECENT BRIDE—Marilyn R. Silva, daughter of Superintendent and Mrs. George P. Silva of the Waterville Shops, became the bride of William O. Chase, son of Mr. and Mrs. Kenneth L. Chase, recently in Waterville.

WATERVILLE YARDS

Sympathy is extended to the family of Fred Jacobs, who died recently after a long illness. Fred was a former Assistant Yard Master at Waterville and later was billing clerk at the Waterville Freight Office.

Clerk Ken Snow has bunted back onto the second trick at the yard as checker after having worked at Waterville Shops in the Stores Department for several years.

Yard Conductor E. J. Laliberte travelled with his family to Quebec City and St. Anne's while on vacation recently.

Yard Conductor Lucien Lefebvre took his family on a weekend motor trip recently to Benson's Animal Farm in Hudson, New Hampshire. Lucien said that the trip was very enjoyable but that he was insulted by the zoo's large gorilla.

Assistant Yard Master Arthur Miller reports that he is on a self-imposed diet. Art says he is now down to two twelve, is shooting for two hundred and that the reduction in tonnage is necessary so that he might fit better behind the wheel of his new Dodge Dart.

Engineman Thurl Severy also is the proud owner of a new Dodge and plans to break it in while on vacation.

Yard Conductor O. J. Bouchard and Yard Brakeman G. E. Gagnon attended the recent V. F. W. convention at Skowhegan. Bouchard was appointed to the office of State Hospital Chairman.

A recent visitor in the Waterville area was former road conductor Clyde G. Caswell. Clyde is enjoying his retirement. He is now living in South Paris and spends much of his time fishing.

WATERVILLE SHOPS

Albert Waning died recently in Fairfield. He had been on sick leave for some time and had been a Boiler maker helper for many years. Among the survivors is a son, Bernard, a boilermaker at the Shops.

General Foreman N. B. Estabrook has recently traded for a newer station wagon.

Laborer Carl Dow and Miss Nancy McKinney of Gardiner were married in Clinton, June 29.

Painter Leroy Jackson is visiting relatives in California.

Supt. and Mrs. George Silva are spending some vacation time in the Sebago Lake area camping and golfing.

Freight Foreman A. L. Johnston and Miss Ruby Stevens of Waterville were married June 15. They will reside in Waterville. As of July 1 Johnston has retired.

Chief Clerk C. E. Wolman and family plan to spend some vacation time visiting relatives in Houston, Texas.

Melissa, weighing in at 7 lbs. 10 oz. was born to Machinist and Mrs. Diamond Sherrard at the Thayer Hospital, June 16th.

A2C Shelley Mobley and A2C A. S. Mobley were discharged at Charleston, S. C., July 5th from the Air Force Base there. Mr. and Mrs. Mobley have been stationed near Casablanca, Morocco, for the past year. They will make their home in Terre Haut, Indiana. Mrs. Mobley is the daughter of Paint and Mill Foreman and Mrs. G. K. Stevens.

ICC Report Shows Drivers At Fault

Principal cause of accidents at highway-rail crossings is failure of motor vehicle drivers to stop or to exercise caution, or to observe and comply with safety laws and regulations, according to Henry J. Vinskey, an examiner for the Interstate Commerce Commission.

The statement was made in a recent report summarizing hearings on a Commission investigation of highway-rail crossing accidents in which 1,300 persons are killed and 3,600 injured in about 3,400 accidents each year. During 20 days of public hearings, which were concluded in 1962, the Commission heard testimony by 79 witnesses representing numerous rail and motor carriers, rail unions, public safety officials and other interested parties.

Mr. Vinskey reported that not only was the principal cause of crossing accidents the motor vehicle driver, but that weather and train speed were not significant factors in such accidents. Most of the accidents studied occurred in clear weather during daylight hours, the report stated.

Among the conclusions of the report is the necessity for more intensive and cooperative effort by state and local authorities in enforcing all grade crossing laws and regulations.



NEW WELDING RIG—Al Wetmore, Sr., electrician at the Rigby engine house, displays the welding machine recently acquired for the Shops there.

DEATHS

Sewall C. Boynton, assistant road foreman, Bangor, June 28.

Guy E. Rolfe, trackman, North Anson, June 24.



YEARS AGO AT RUMFORD—Looking back a dozen years to a sunny day at the Rumford engine house when these Maine Central railroaders posed for a picture: Left to right are Clyde Caswell, retired conductor; F. Dodge, flagman; L. Donahue, yard conductor; L. Camden, engineer; H. Hanson, engineer.

RETIREMENTS

Harold J. Allard, track inspector, Brunswick, June 14.

Wilfred J. Bellefontaine, trackman, Portland, June 5.

Archie W. Black, locomotive engineer, Portland, June 28.

Cecil D. Bragdon, track foreman, Eaton, June 25.

Harry M. Burnham, trackman, Livermore Falls, June 4.

Alphee J. Caron, crossing tender, Auburn, June 17.

Arnold B. Cheney, stationary engineer, Portland, June 12.

Harold W. Curtis, signal maintainer, Royal Junction, June 7.

Louis P. Dubay, baggage and mail, Portland, June 12.

Harold P. Duplisea, freight handler, Eastport, June 19.

James M. Farley, trackman, Calais, May 31.

Hilburn D. Haskell, clerk, Lincoln, July 1.

Arthur E. Loubier, laborer, Waterville, May 31.

Ruth Mangum, secretary, Portland, June 28.

Peter H. Moore, baggage and mail, Portland, June 26.

Arthur W. Peach, crossing tender, Lewiston, July 1.

Louis D. Proctor, locomotive engineer, Portland, June 29.

Walter J. Rancourt, boiler-maker helper, Waterville, July 1.

Herbert N. Tenan, trackman, Cherryfield, May 31.

Ray R. Wells, agent-telegrapher, Lancaster, N. H., June 5.

Charles J. Wilson, yardmaster, Bangor, June 28.

Assistant Road Foreman Dies

Sewall C. Boynton, 53, assistant road foreman of engines, died June 28 at a Bangor hospital after a brief illness.

Born in Passadumkeag February 5, 1910 the son of Harold and Ivey (Fletcher) Boynton, he attended Hartland schools and graduated from the high school there. He was a member of St. Andrew's Lodge, A.F. and A.M.

Boynton was first employed by the Maine Central as a driver on the former Maine Central Bus Lines. He became a locomotive fireman in January 1944 and was promoted to engineer September 24, 1950. He served as local chairman at Bangor for the firemen in the Brotherhood of Locomotive Firemen and Enginemen from 1955 until he was elected General Chairman in October of last year.



Boynton

Surviving are his wife, Mrs. Marguerite (Coombs) Boynton of Bangor; a son, Ronald of Damariscotta; a daughter, Miss Linda Boynton of Bangor; a sister, Mrs. Mabel Donley of New York City; three brothers, Ernest and Charles of New York City and Llewellyn of West Enfield; and several nieces and nephews.

Fred H. Jacobs Dies In Waterville

Fred H. Jacobs, 66, died at his home, 19 Union Street, Waterville, June 25 after a long illness. He was born in Clinton, Sept. 22, 1896, the son of John and Blanche (Berdeen) Jacobs.

He had been employed by the Maine Central Railroad 42 years, retiring in 1961. He was a member of the Brotherhood of Railway Clerks and Bourque-Lanigan Post, American Legion.

Survivors include his widow, Mrs. Effie (Vigue) Jacobs of this city; three sons, Fred G. Jacobs, Waterville, Arthur Jacobs, West Palm Beach, Fla., and Carleton L. Jacobs, Somerville, Mass.; three stepdaughters, Mrs. Evelyn Donahue, Mrs. Dorothy Donahue and Mrs. Audrey Tarlowski, all of Somerville; a stepson, Paul MacArthur, Waterville; a halfbrother, Arthur Gowen of Brooklyn, N.Y., 16 grandchildren and nine great-grandchildren.

Local 525 Officers

Local 525, International Association of Machinists, Rigby, has elected the following officers for 1963: President, Laurence Lanciault; Vice President, George Weeks; Recording Secretary, Martin Stratton; Treasurer, Lucien Carignan; and Financial Secretary, Albert B. Wetmore, Sr.

Heading the Stationary Firemen and Oilers and Laborers for the new year will be John Sullivan, President; Ray Holmes, Recording Secretary; and Martin Malia, Secretary-Treasurer.

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