

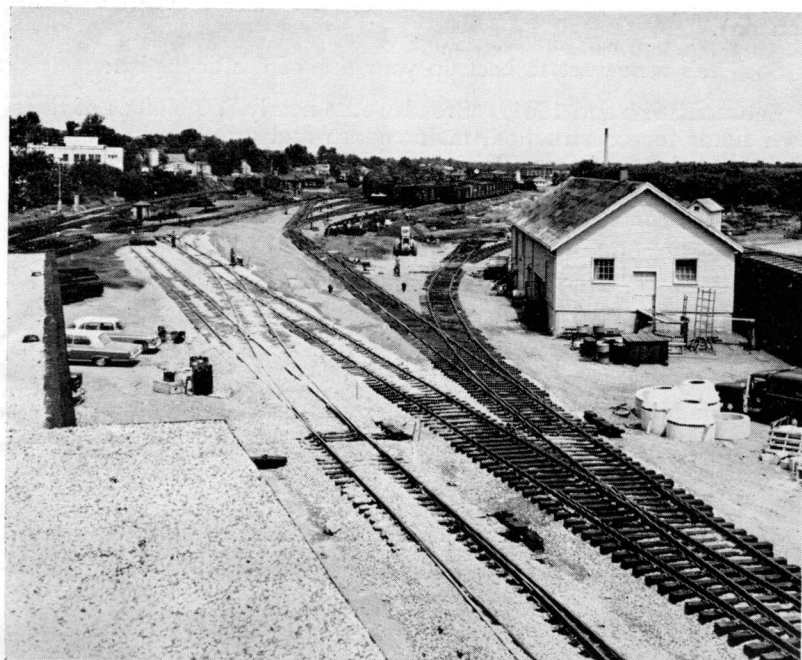


Messenger

Vol. 3, No. 10

For Employees and Friends of the Maine Central Railroad

August, 1963



200 New Box Cars To Be Bright Yellow MeC Ambassadors To Nation

Easily holding the title of the best "ambassadors" the Maine Central Railroad has sent about the country in years are the leased fleet of golden yellow box cars which have been in service since early this Summer.

From all parts of the country have come reports of "Gee, how those yellow cars do stand out in a freight train." Or—"they sure do call attention to the Maine Central name."

Gardner Roberts, chief photographer for the Gannett newspapers who does a lot of aerial photography over Maine Central territory said "From the air, those yellow cars stick out like the proverbial sore thumb. There's no mistaking, so far as your yellow cars are concerned, how many Maine Central box cars there are in a train, for all others pale in comparison with them."

From scores of other places—Chicago, New York, St. Louis, New Orleans, for instance—shippers have taken the trouble to applaud the color scheme of a golden yellow background with green lettering. "They really are different looking" said one. Another said "A sure attention-getter anywhere they are sent."

Because of the practically universal approval of the yellow, President Miller has directed that when the new 50-foot box cars which are now being built by the Magor Car Corporation of Clifton, N. J. are delivered they will be in the golden yellow motif.

Incidentally, the first of the new cars will not be delivered until sometime in November. Labor difficulties at the builders pushed the delivery date forward from the original September delivery schedule.

NEWEST TRACK ON THE MeC—The new main lines in the vicinity of College avenue, Waterville, are shown in the two views above. **RIGHT PHOTO** shows the new main line from Brunswick and Augusta following the Kennebec, and the new main from Lewiston entering from the right. **LEFT PHOTO** shows the same tracks as they enter the Waterville Yard. The re-located maintenance-of-way structure is at right.

Campers' Return Trains Scheduled

Two of the never-failing signs that Summer is definitely on the wane and that the frost will soon be on the pumpkin have arrived. Goldenrod is nodding beside the tracks along our lines and now comes the schedule notice for the return trips of the 2,000 boys and girls who came into Maine late in June and early in July. They populated Maine organized summer camps in various parts of the state.

Thirty seven Pullman sleeping cars will roll over Maine Central lines carrying the tanned youngsters out of Maine on Friday, August 23 and Saturday, August 24. Maine Central special trains will carry about 1100 of the youngsters from Winthrop, Readfield, Waterville and Danville Junction to Portland where they will go out over the Boston and Maine to both Grand Central and Pennsylvania stations in New York City. These girls and boys will be joined at Portland with about 1000 others who will come via bus and automobile from summer camps nearer the Portland area.

Clatter of Telegraph Ending on MeC; Operators Switching to Microphones

A romantic remnant of the past—a sound as closely identified with old-time railroading as the chuffing of steam locomotives—will be heard only rarely on the Maine Central after September 1.

On that date, after more than a century of constant and vital use, Morse telegraph will all but disappear. The clicking of the sounders, which has provided staccato background music for Maine Central operations since the days of the wood-burners, will then be heard only on the Lewiston main line, the Rumford and Bingham branches. Voice communications, either by radio or telephone, will take over elsewhere.

Maine Central Engineering Department officials say voice will increase efficiency, improve service for shippers, and do the communications job better and cheaper.

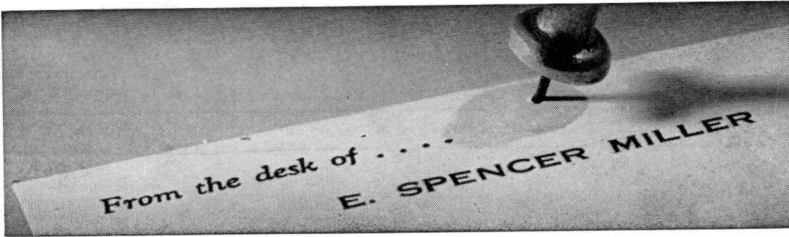
The job of conversion from

Morse to voice communications began last fall, when circuits from Portland to St. Johnsbury, Groveton and Beecher Falls were leased from the New England Telephone Company. Telegraph communications on the Mountain division ended soon afterward. Since then, with other leases negotiated, more and more of the Maine Central system has seen the conversion.

By September 1, said James W. Wiggins, vice president, engineering and transportation, "we anticipate all communications on the Maine Central will be voice, except for one telegraph circuit used for dispatching purposes on the Lewiston road, the Rumford and Bingham branches."

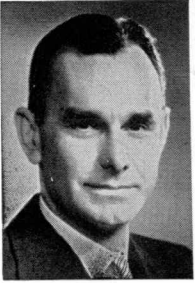
Vice President Wiggins said facilities will be predominantly furnished by the telephone company, but that the railroad will continue to use its own voice dispatching circuits from Bangor to Vanceboro and on the Rockland branch.

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TO MY FELLOW EMPLOYEES:

A fond dream of the 20's and 30's, nourished then neglected by succeeding administrations, has returned to focus and brought new hope to Washington County and the entire State of Maine. The time has come, says Secretary of the Interior Stewart Udall, to harness the tremendous tides of Passamaquoddy Bay.



On the strength of a new study of 'Quoddy's physical potential and the availability of new power-producing machinery, the Secretary has issued a summary report calling for expenditure of more than a billion dollars to build the dams and locks at 'Quoddy and a dam at Dickey, on the St. John river, for an installed capacity production of 1,750,000 kilowatts of electricity.

The companion projects would require 14,116 man-years of employment for local labor and provide \$80,360,000 in wages and salaries. The result—after 15 years, according to the Udall report, would be power produced at 4 mills per kilowatt hour, contrasted with the 1961 average for all New England power plants of 6.36 mills per kilowatt hour.

Aside from the complexities of politics and engineering, and aside from marketing problems which cannot be neglected in a complete assessment of 'Quoddy's feasibility, the huge project would be welcomed by Maine Central. It would be good for Washington County, good for Maine, and good for all New England.

It could come, if we of the Maine Central may look at it from a selfish point of view, in the nick of time. It would save the life of our Eastport branch, now carrying the final remnants of what has been a brisk commerce in cat food and other canned fish. A main source of these products, the Quaker Oats Company plant in Lubec, has closed its doors. Many retail stores are dark, jobs are scarce, much of the population has moved to greener pastures, and real estate prices have tumbled to new lows. Right or wrong, the hopes of Eastern Washington County have been pinned on 'Quoddy for 30 years, and now—at the very nadir of the area's economy—these hopes are rising again.

The hopes of the Maine Central, so far as the Eastport branch is concerned, are rising with them. Construction of locks, dams, power generating stations and other necessary facilities would require thousands of tons of materials; new economic activity in the Eastern Washington County area would require a wide variety of food and other consumer goods; and 15 years hence, when the project is completed, low-cost power may attract new, heavy industry to areas from which Maine Central would gain continued benefit.

We have only to look back to 1935, when construction of 'Quoddy actually was begun under a \$7,000,000 allotment by the U. S. Federal Emergency Administration. Maine Central freight revenue, largely attributed to initial construction at 'Quoddy, amounted to an increase of \$403,761, or 4.52 per cent over the year before. Lumber alone meant \$50,000 more to the Maine Central in 1935 than in 1934, and much of this remains today in the buildings of 'Quoddy Village, erected in that year as a residential community for construction workers and their families.

The work begun in 1935 was halted in 1936, however, when further appropriations were denied. The spark faded then, to be re-kindled from time to time, but never until now has it glowed brightly, recommended by the Department of the Interior, endorsed heartily by the administration, and backed by an influential bloc of Senators and Representatives of both parties.

There are those in Maine—even some in Eastport and Lubec—who are sitting back and waiting, skeptically, perhaps, to see what will happen. We are among them. But if 'Quoddy becomes reality, it will be good for us all.

Aid For An Argument

Statistics, someone said, are figures looking for an argument. However you feel about them, they're handy if you ever discuss the railroad-truck problem with your neighbor or your wife (and we hope you do).

So here's a new set to beef up your side of the discussion:

Between 1921 and 1961, railroads spent nearly \$50 billions of their own funds for construction, maintenance and government taxes on their own rights of way. This was equal to about 20 per cent of the railroads' annual gross revenues.

Over the same period, Federal state and local governments spent public money—tax dollars as follows:

\$160 billions for highways
\$ 6.5 billions for airports
\$ 2.8 billions for airways
\$ 2.9 billions for inland waterways

If you add them up, you find that government has spent more than three times the right-of-way investment of the railroads to finance the rights of way of rail competitors.

A Well-Remembered World

We suspect the Messenger means more to Maine Central people who have retired than to many of us who remain on the active scene. It keeps them in touch, they tell us, with a well-remembered world of men and machines, of smoke, sound, steel and excitement.

Two of these who seemed to appreciate our little publication a great deal will not read this issue. The Messenger notes the passing of two old friends, Gilbert J. Fournier and Charles H. Gibson, respectively a former conductor and a chief electrician who, like many other veterans, remained Maine Central Railroadmen long after their retirement.



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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ON THE JOB AT LEWISTON—General Agent Richard L. Achorn looks over two trailers which arrived with freight for a local industry late in July as part of a busier-than-usual day's work in the Lewiston yards.

Meet The Agents

Lewiston Shippers, Family Camping Keep Richard L. Achorn On The Move

As you read this, it's more than probable that one of Maine Central's busiest agents is sitting in a lawn chair in front of a tent in Acadia National Park, soaking up sunshine and salt air, at least 20 miles from the nearest Diesel locomotive.

And for two weeks—but not much longer—that's okay with Richard L. Achorn, for the past six years general agent at Lewiston. It's been a long and busy year for Dick, who like the rest of us manages to leave it all behind for a few days of relaxation every summer.

The Achorn family — Dick, Betty, Anne, Edward and Mary Ellen—have joined the increasing army of tenters, and this month have pegged down their canvas in one of the state's oldest and most scenic camping areas. It's their second sojourn in Acadia National Park after similar trips to Sebago, Butler's Point and Hermit Island — all training jaunts, Dick says, for the long trek to the Gaspe, maybe next summer.

But between camping trips—and there's a long time in between—Dick is on the job at Lewiston, watching out for welfare of the Maine Central and the dozens of shippers in the busy Lewiston-Auburn area. He's been there since 1957, when he arrived as the youngest general agent in the history of McC operations in Lewiston. At 32, Dick had a record of part and full-time railroad

service that went back to his days in Rockland High School, when he worked summers as a car cleaner and baggage handler at the Rockland station.

He came by his interest in railroading naturally. Dick's foster father is George W. Beam, Rockland, a retired Maine Central engineer.

Out of Rockland High at the height of World War Two, Dick joined the Navy, which promptly sent him to College in the V-12 program at Bowdoin and Bates, and finally to the Pacific aboard a destroyer. After the war, he returned to Bowdoin as a regular student, and spent summers in the telegraph office of the Maine Central at Rockland. In 1949, however, the railroad won out, and Dick became a student telegrapher under the GI Bill, supervised by the late Earl Walker, agent at Thomaston.

Later, he served as a ticket clerk and spare operator at Waterville, Clinton, and Brunswick, and became agent at Hallowell in 1954, returning to the hometown area of his wife, the former Betty Huff, who until their wedding in 1950, had worked as a clerk-typist in the Augusta Freight office of the Maine Central.

Now in his sixth year at Lewiston, Dick has been busy with his railroad duties and with a wide range of civic activities. He's a member and past director of the Lewiston-Auburn Rotary club, a member of the

Chamber of Commerce industrial committee; a leader and division chairman in the local Community Chest and United Fund organizations; a finance committee member for the Abnaki District, Boy Scouts of America; a Mason, and Trustee of Lewiston's United Baptist church.

With frequent 12-hour days for the Maine Central (six piggybacks landed at Lewiston on the same day last month) and with this strenuous civic schedule, it's easy to understand why Dick, right now, is more than satisfied just to sit in the sun for a spell at Bar Harbor.

Charles H. Gibson Dies At Fairfield

Charles H. Gibson, 84, who spent a half century as chief electrician and electrical engineer at the Waterville Shops, died July 29 at a Fairfield nursing home.

Mr. Gibson, whose retirement avocation was painting Maine landscapes on cards and sending them to shut-ins throughout the country, was the subject of a Messenger article in April this year.

He was a member of the Masonic and Odd Fellows bodies, the Maine Association of Railroad Veterans and the First Baptist church, Fairfield.

He leaves his widow, the former Alice May Shorey, to whom he had been married for 51 years; a daughter, Mrs. Granville Edwards of Madison; and a son, Ralph E. Gibson, Van Nuys, Calif.



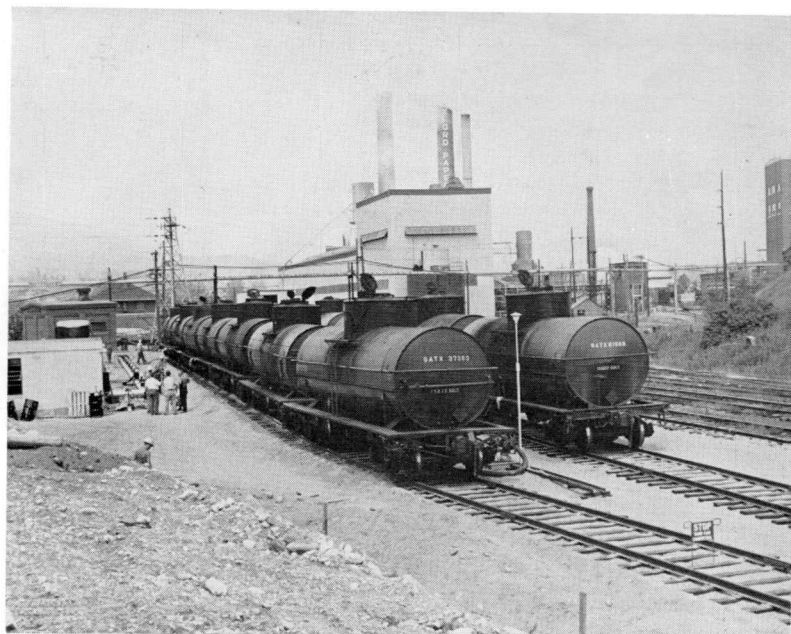
C. T. Clark Named Elm City Agent

Calvin T. Clark, trainmaster for the Maine Central at Waterville for the past two years, has been named general agent at Waterville.

He succeeds H. B. Higgins, who has resigned.

A native of Bangor, Clark joined the Maine Central there in August, 1947, after World War II service with the U. S. Air Force in the European Theatre. He first served as a brakeman in the Bangor freight yards, then as a switchman. He was promoted to the trainmaster's post at Waterville in April, 1961.

Clark and his wife, the former Lura Crane of Whiting, and their son Kerry, live at 101 Clinton avenue, Winslow.



FIRST OIL FOR OXFORD—A total of 70 tank cars, each bearing close to ten thousand gallons of Bunker C fuel oil, were taken to the Oxford Paper Company mill at Rumford from South Portland during the week of July 22 to fill a new tank and to mark the conversion of the big mill from coal to oil. Use of oil, Oxford officials said, would eliminate a troublesome air pollution problem in Rumford.

Maine Central Railroaders Afloat, Enjoying A Fine



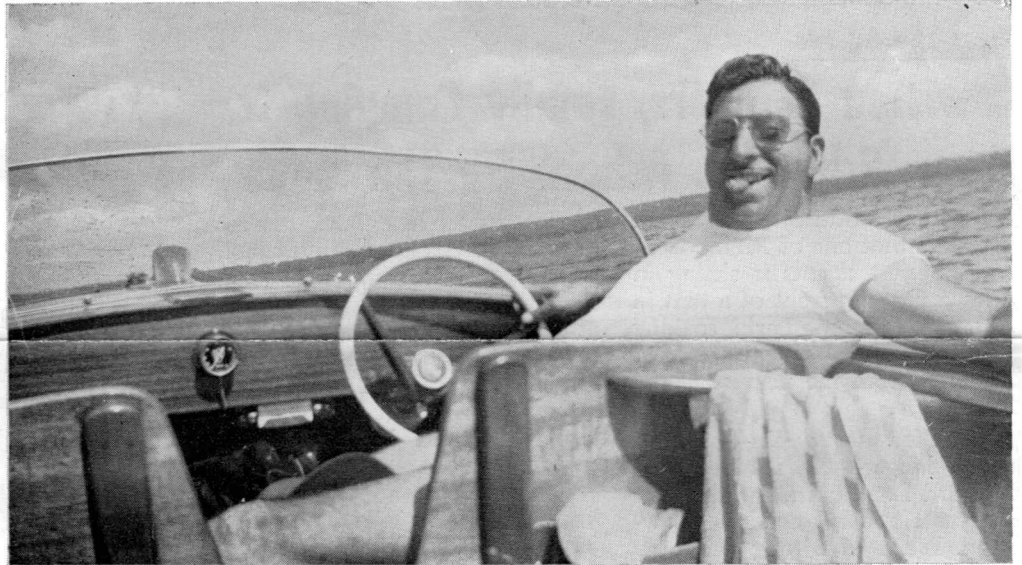
Robert Graham, Rigby Car Department, prepares to leave on a cruise from his berth at a Portland wharf.



Guy Mason, senior rate clerk, Freight Traffic department, heads for a nearby lake with his 18-footer.



John Hamilton, supervisor of schedules, aboard his outboard cruiser "Elaine," at Sebago.



Yard Conductor "Mike" Mitchell, Rockland, enjoying a day off at China Lake.

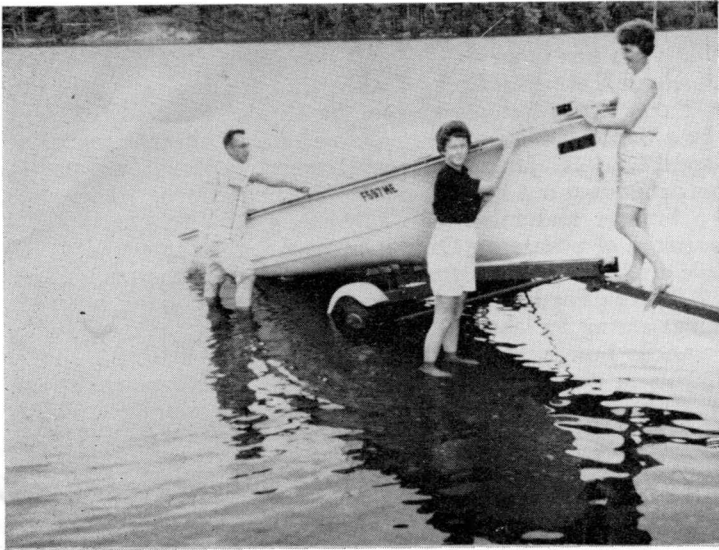


George Stanley, head clerk, Auditor Revenue Department, aboard his 14-foot fibreglass runabout.



Thomas F. McDonough, son of Mrs. Rosemary McDonough, Data Processing, puts "Jivin' Jennie" through her paces at Little Sebago.

Boating Summer In Maine



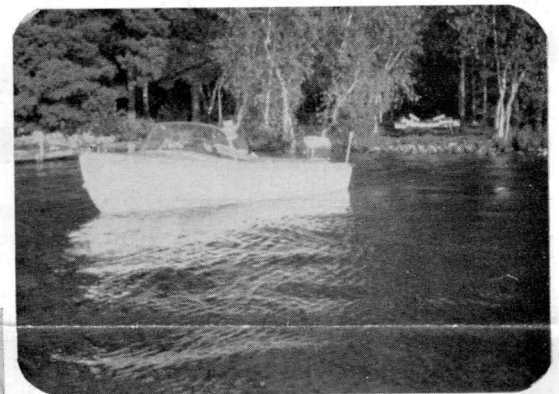
Leading Signalman Bob King, Lewiston, gets a hand from Mrs. King and daughter Sonya as he launches his 15-footer at Lake Auburn.



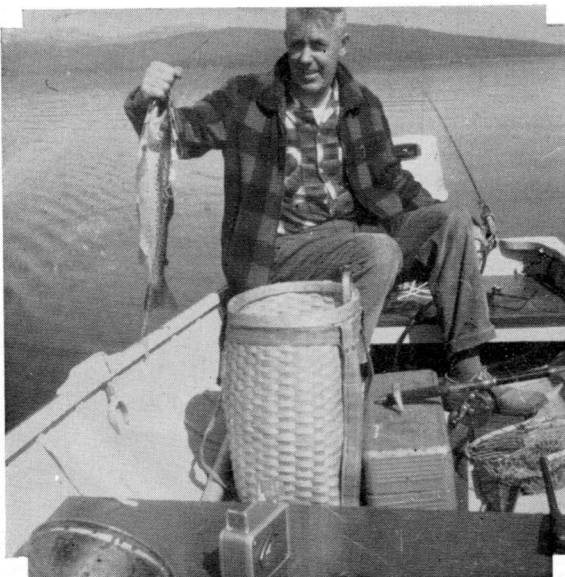
Maurice Hawkes, assistant auditor, data processing, takes "Trixie" for a leisurely cruise on Sebago.



Yard Brakeman Charlie Laflamme, Lewiston, shows off a string of bass at Tacoma Lake, Litchfield.



Medley Watson, husband of Ruth Watson, Data Processing, in his aluminum runabout at Little Sebago.



Earl F. Bennett, chief clerk, freight claims, with a more-than-satisfactory salmon on Mooselookmeguntic Lake, Rangeley Region.



General Superintendent Ansel N. Tupper and son Christopher, captain and mate of the "Sea Urchin", Portland Harbor.



ARCHIE'S STILL RAILROADING—Archie Martin, veteran yard conductor at Brunswick, is the one-man crew of a miniature steam train at Simpson's animal park in Brunswick. He's shown aboard his tiny steam locomotive approaching the station with a family of summer visitors aboard.

Archie Martin Still Railroading On Extra-Narrow Gauge Steam Line

Leon Thomas Dies

The death of Leon Thomas, Mexico, occurred at his summer cottage at Oquossoc July 1. The 66 year old former Maine Central employee had resided in Mexico for 44 years.

Mr. Thomas was born in Roxbury on November 20, 1896, the son of Loamma A. and Mary Johnson Thomas.

He was employed as a machinist for the Maine Central Railroad. He retired in 1962 after 43 years service with the Company.

His widow, Thelma Anderson Thomas, served as cashier at the Rumford freight office, and retired in August, 1961.

Turnpike Accident Kills Robert Nichols

Robert L. Nichols, 37, of North Yarmouth, Yard Conductor, East Yard, Rigby, was killed when struck by a bus near the Saco exit of the Maine Turnpike Sunday, July 28.

He had been employed by the Portland Terminal Company for 15 years and was a member of the Brotherhood of Railway Trainmen.

Mr. Nichols leaves his widow, Mrs. C. Anita Nichols; one son, Linus; and two daughters, Linda and Kimberly. His mother, Mrs. Linus V. P. Nichols of Yarmouth, also survives.

Yard Conductor Archie Martin of Brunswick retired from the Maine Central in 1960, but he's been railroading ever since.

Not year-round, exactly, but during the warm months, when he serves as engineer, fireman, conductor, trainman and brakeman of a real steam train at Simpson's Animal Park in Brunswick.

He does it, he says, because it keeps him busy, and because after 47 years on the Maine Central, he still likes railroading.

Archie is the one-man crew of the miniature steam train that is one of the park's most popular attractions. His pint-size locomotive pulls a half-dozen cars away from the station, through a tunnel, down one hill, up another, around a long curve and back to the platform whenever there's somebody to ride, and that's most of the time.

Archie Martin joined the Maine Central as a trainman at Waterville in 1913. He was sent to Brunswick the following year, and served in Brunswick and Lewiston for his entire 47-year railroad career.

Most of Archie's passengers are youngsters these days, but Archie finds that few parents can resist the temptation to ride again behind a steam locomotive—even a miniature one.

PT Co Yard Conductor Is Referee For North Windham Pheasant Flock

"Anything you lose money at," said a Portland Terminal Company yard conductor last week, "has to be a hobby."

The speaker was James C. Clark, now rounding out his first year as a breeder and raiser of several varieties of pheasants. On the middle trick at Yard 7, the 22-year PTCO railroader spends his mornings caring for about 85 birds of various breeds, ages and temperaments in pens behind his home at Pettingill Pond, North Windham.

It all started last spring, he says, when he read an advertisement in a magazine, and the proposition looked like fun and a little extra pin money. He's had fun, he agrees, but the pin money has yet to appear. Breeding stock is expensive, and Clark expects it will be some time before his sales balance his original investment.

But he enjoys it, and is learning more and more about the complicated personality of the pheasant as time goes on.

Clark says the birds are hard to raise—not because of Maine's stern climate, but because pheasants are naturally quarrelsome, if

not downright anti-social. Two cocks in the same pen will fight to the death, especially if hens are on hand to cheer, Clark says, and several hens will frequently stop fighting among themselves long enough to give a cock a permanent going-over.

So raising pheasants, Clark says, amounts to acting not only as keeper, feeder and mid-wife, but referee as well.

But there are compensations. This spring, for example, his birds laid more than a hundred eggs. Clark's incubator has a capacity of only 70, which left 30-odd for the Clark family to eat.

"Makes you feel a little prosperous," he says, "to eat eggs that could cost 20 cents each if you bought them from a hatchery."

Then there was the success of daughter Linda's science project. The girl, an eighth grader at the Field Allen school last year, hatched a pheasant egg in a box heated by a 100-watt bulb. She not only got a good grade for her science project, but a feathered friend as well. Pheasants are not pets, really, but the one incu-

(Pheasants—page 8)



PET PHEASANT—James C. Clark, yard conductor, Rigby, holds the pheasant his daughter Linda hatched with a lightbulb as a school science project. The bird is one of 85 that the North Windham resident has at present.



P. H. Coombs

GENERAL OFFICES

Sam Spire, former head clerk in A.D. Office, now retired, sailed for England May 24th on the Empress of England. He reports he had a wonderful voyage over with calm seas, good companions and delicious cuisine. He has been to Worcester, Dover and Torquay in Devon, England—Ostend, Brussels and Liege, Belgium, Achen, Colonge, Hannover, Lunenburg, Hamburg, Germany and into Holland, taking the boat back from Hook of Holland to Harwick then to London by train. He has seen the Royal Family four times and also the King and Queen of Greece and the President of India. He plans to leave England around the 17th of October and will sail home on the Empress of England.

Paul Landry visited Quebec and adjoining points of interest on his annual vacation.

Bob Rounds was one of the umpires at the playoff of the Little League held in Kittery, Maine recently.

Dick Green spent his vacation moving into his new home located in Scarborough.

Walter Provencher just returned from a two weeks sojourn at Camp Drum, New York, at National Guard camp.

Theresa Slattery enjoyed beautiful summer weather on her recent vacation. She visited the Brunswick Summer Playhouse, and got a good tan swimming at the beach and Sebago Lake Park.

Paul Crawford spent a week of his vacation at a cottage at Sebago Lake. Happened to be one of those hot weeks and the family enjoyed many cooling swims.

Joe Gallant spent his vacation trying out his new car—visiting the beaches and lakes and doing all those odd jobs around the house that never seem to get done.

Elta Benner enjoyed her annual vacation shopping at Peabody, Mass., motoring to New Hampshire, exploring new places to eat, and a good rest in general.

Sid Foster enjoyed a vacation at home, having cook-outs, visiting relatives at camp at Little Ossipee Lake, and tending his garden.

Coombs Appointed PT Co. Trainmaster

The appointment of P. H. "Joe" Coombs, Portland, as Trainmaster, Portland Terminal Company, was announced August 1 by R. W. Williams, superintendent of the Maine Central subsidiary.

Coombs has served as track supervisor for the Portland Terminal Company since 1955.

Born in Boothbay Harbor, the new trainmaster joined the Maine Central in 1948 after graduating from the University of Maine with a degree in civil engineering. Working first as a student supervisor in the railroad's track department in Bangor, he was transferred to the Mountain track district, then to the Lewiston track district in the same capacity before assignment to the Portland Terminal Company as assistant track supervisor in 1952.

Coombs and his wife, the former Mary Blake of Boothbay Harbor, have three daughters, Elizabeth, 15, Connie, 13, and Cathy, 5; and a son, Jimmie, 11. They live at 34 Hastings street, Portland.

Lin Lamson and Al Kennedy recently spent a weekend in Amherst, Mass., attending the New England Camera Club Council where, by the number of pictures taken of lovely beauty contestants, they must have had an enjoyable time.

Congratulations are extended to "Joe" Coombs on his recent promotion as Trainmaster. We'll all miss you Joe!

The "Country Gal," Betty Jane MacDonald, formerly of North Windham, recently moved to the city and is now living on Roberts street, Portland.

Wendell Quimby spent a portion of his vacation in New York.

Mary Morse attended the golf tournament in Bangor, the 200th Year observance in Ellsworth, and the remainder of the week visiting her brother at his new cottage.

C. D. Prentice has been seen sporting a '61 Pontiac Catalina.

Emmons Lancaster recently spent one week touring the South in his station wagon seeing and photographing steam locomotives in action. He spent another week at Port Cartier and Sept Isles, Quebec, touring the countryside with his family and visiting J. T. Robertson, former Asst. Superintendent of Maine Central Railroad at Bangor.

Two new cars are being seen among Data Processing employees: Mrs. Marie O'Connell has a green, two-door, Rambler American; Bob Engelhardt is beaming over a Corvair Monza convertible, black with red interior.

Mrs. Hazel Davison was hostess

at a surprise bridal shower at her home in Cape Elizabeth, in honor of Miss Susan Jellison. Susan is the daughter of Mrs. Jean Jellison, one of the bowling team captains of the women's league.

Frank Curran of Freight Traffic became a grandfather for the first time on July 30, when his daughter gave birth to a son, James Michael Riley.

Stephen and Ernestine Miller were the winners of an all-expense excursion to Boston, including round trip tickets via bus, free box lunch en route, and grandstand tickets to see the Red-Sox play Los Angeles. Even though the home team lost, everyone had a most enjoyable trip.

"Dot" Proctor and husband, George, were guests of friends at a performance of "Romanoff and Juliet" at Ogunquit. They reported that the play was excellent.

A near-calamity struck the insurance and payroll deductions office, when about five square feet of plaster from the ceiling gave way, crashing to the desks and floor. Luckily, it was at night, when all day employees had gone home. However, the debris did barely miss one of the cleaners, as she entered the door. The new acoustical tile ceiling in this office and in the office of the general accountant are just "fantabulous" and so nearly soundproof that it is amazing.

Blair Walls, supervisor employees group insurance, took a week's scheduled vacation while the new ceiling was being installed, so he missed all the confusion and fun (??) during that time, such as ringing 'phones which couldn't be located under the drop cloths, low stagings to be crawled under and around, and files inaccessible for information!

RIGBY

We are now enjoying the best days of summer. With it we enjoy the vacation which we all look forward to so we can hope to do the things we thought about during the long winter days.

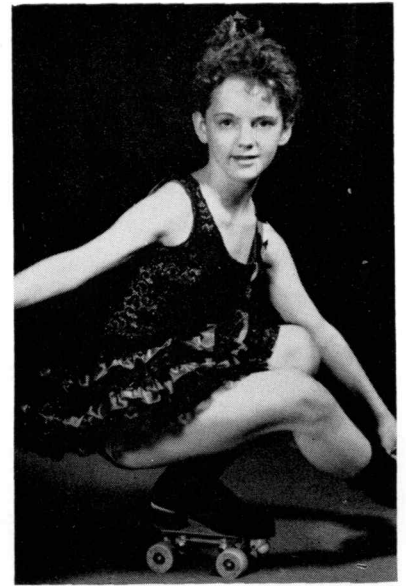
The frequent thunder showers which have occurred lately especially near the lake regions, caused considerable excitement as well as anxiety at the farm of Machinist Weeks, when lightning struck an elm tree at the front of his house. No damage, other than to strip the bark off of one side of the tree.

Storeskeeper Hugh Flynn as chairman of the city council has been chosen by the city of South Portland to represent that city at the convention of the American Municipal Association Congress, held in Houston, Texas.

The Safety board reading at this date is 83 days without an accident. In keeping with the slogan "Safety First". Inspector William Malloy has introduced a new type goggle to be used for "oxy-acetylene" welding and cutting which is versatile in its use as being more easily adjusted to fit the face so that stray sparks or particles of hot metal cannot reach the eyes. It is now being tried out for its effectiveness.

We had three visitors who were former workers: Former Machinists Phillip Bonang, and his brother Fred of Brunswick. Also William Pettipaw, a Boiler-maker. Electrician Chester Freeman also called in to see us. This does not include people from out of the state in the tourist category.

Carmen Robert Mulherne, and Donald Perkins did some surf fishing at Camp Ellis, and were rewarded with a sizeable catch.



SKATING CHAMP — Susan Roach, daughter of Baggage and Mail Handler William Roach, holds the juvenile ladies' single free-style roller skate championship of Maine and New Hampshire. She appeared in an exhibition at Vacation Fair in Yarmouth this month and won rounds of applause. Because of her amateur status she was unable to take part in the competition at the Fair. Susan has been roller skating for four years.

week or ten days in late July. Frederick Junior lives near Philadelphia.

Foreman Frederick Lombard was visited by his son and family for a

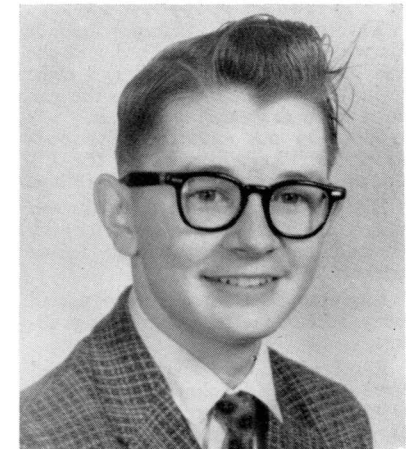
Former Clerk at the engine house, Alvin Miller visited the shop. He is 87 years old, mows lawns, and attends a number of public functions.

Machinist Maurice Weeks covered the general foreman's job while Gordon Sears was on vacation for two weeks.

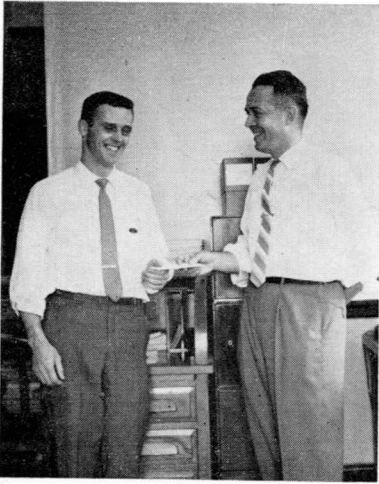
Machinist Doris Boisse visited his son and family in Washington, D.C.

Carman "Bob" Graham attended a picnic at Panther Pond, put on by Pleasantdale Grange, South Portland.

David John Castle, is a new arrival in the Stratton family group. The second grand-child was born to Machinist Martin Stratton's daughter.



HONOR STUDENT—Chester R. Freeman, grandson of retired electrician and Mrs. Chester Freeman, was granted a scholarship at Jackson Laboratory, Bar Harbor, where he is studying this summer. He will be a senior at Morse High School, Bath, in the fall and is a member of the National Honor Society. He attended Boys' State at Orono this year. Chester is the son of Mr. and Mrs. Donald Freeman of Bath.



KEN BRANN HONORED — Fellow workers presented Ken Brann, left, Engineering Department Clerk, Portland, with a farewell gift as he left the company to join an insurance firm in late July. Making the presentation is Dick Aylward, chief clerk. (Photo by Mary Morse)

TRAIN CREWS

Michael Herron, son of conductor and Mrs. Arthur Herron, arrived home for the summer recently from Okinawa, where he has been teaching for the past year. His itinerary included Tokyo, Japan, Anchorage, Alaska, New York and Boston. He will return in August as director of the school's drama dept.

Several well-liked and well-known former employees passed away recently. Retired conductor Albert Bouchard died the first part of July after a long illness. Retired engine house foreman Leon Thomas suffered a heart attack at his summer cottage near Haines Landing and died suddenly. We wish to convey to their families our deepest sympathy.

Retired conductor Gilbert Fournier who has been living in California since his retirement suffered a heart attack and died there. His son Roland attended and he was buried out there.

Sympathy is extended to the family of yard conductor Bob Nichols who was killed recently when struck by a bus on the Maine Turnpike.

Trainman Charlie Harper bought his wife Maxine a new Ford and she has been putting the mileage right to it. Wants to break it in so she can do a little drag racing with it.

We offer our condolences to conductor Phillip Whitmore of the PT Co. on the recent death of his father.

Retired engineer Arthur Brown passed away recently after a lengthy illness. The sympathy of his fellow workers is expressed.

Engineer K. C. Brown also passed away recently after a lingering illness.

Received a nice letter from retired conductor David Johnson now living in California. He recently received a sixty-year continuous membership award in the Trainmen and he has been ill recently but is now in good health and sends his regards to all his fellow associates.

Retired conductor Bill Coulthard recently passed away after a long illness. He had been making his home with his daughter in Auburn after selling his home in So. Portland.

Conductor Richard Green spent his vacation with his family at their cottage at Kennebago. Caught a few

fish but nothing like it used to be when the trains were running in there, according to Dick.

Trainman Harry Mulhern and his family spent their vacation at Moosehead where they have a family a-frame built on an island.

Read in the papers recently that retired conductor Carl Johnson passed away at his home in North New Portland. We offer our sympathy to his family.

Retired engineer Ray Sprague recently passed away at his home in Waldoboro.

Conductor Boy Seymour is still off sick and is in hopes of returning to work as soon as the doctor gives the word.

New golfing fans are conductor Glen Morrell, Abe Hall and Adrian Daigle. Also George Sullivan has given it a whirl. Trainman George DiMauro is seen at 7 am. every morning that he is home heading for Willowdale for his early morning game.

Recently trading for bigger and better boats are PT Co. Conductors Dudo Conley and Chet Lesneskey. Dudo is at Peaks Island in Casco Bay and Chet commutes to his camp site on Fries Island in Sebago.

Pheasants—(from page 6)

bated by Linda and the Central Maine Power Company comes pretty close to it, allowing himself to be picked up and held, at least.

Clark has the familiar Ring-necks, which he sells for table use, and three ornamental breeds: the lordly Silver, the exotic Golden, and the Mutant, sold to people with large yards, gardens, and no dogs or cats. Ringneck breeding stock was available in Maine, he says, but the ornamentals had to come from Kansas.

The PTCO yard conductor doesn't list the availability of pheasants for his own family's use as one of the benefits of his hobby. "We tried one last fall," he said, "but after feeding him and worrying about him all summer, it just didn't seem right."

WATERVILLE YARDS

Sympathy is extended to the relatives of former Conductor Gilbert J. Fournier, who passed away July 1 at his home in Santa Barbara, Calif.

Yard Conductor and Mrs. Roland Cook's vacation came to an abrupt ending when Roland fractured his hip while water skiing at their camp on Unity Pond. Mrs. Cook is Clerk-Stenographer at the Waterville Freight Office.

Congratulations go to Yard Conductor and Mrs. Romeo Roy on the birth of a son. The youngster weighed in at 9½ pounds. Romey says he is comparatively a light-weight as the other six all tipped the scales at approximately 13 pounds at birth.

H. B. Higgins who resigned as General Agent as Waterville, will return to first trick Bill Rack Clerk at the Yard Office after a much-needed vacation.

Calvin Clark has been named to succeed Basil as General Agent. Cal was formerly Trainmaster in the Waterville area.

Bob Esty has bid off the clerk's relief assignment at the engine house. Merle Swett has returned to second trick Bill Rack at the Yard Office.

Yard Conductor Ken Fitton took his wife and daughter Nancy on a tenting expedition recently. They travelled through New Hampshire and concluded their trip by taking in a ball game in Boston.

Yard Conductor Al Thiboutot is convalescing at the VA Hospital, Togus.

Trackman Charlie Proctor received a letter of commendation recently from Chief Engineer C. D. Prentice. While working as Track Inspector, Charlie noticed a brake rigging dragging from a car on Train B-12 as it rolled by Tower A. He promptly called the Yard Office and his message was relayed to B-12 by radio. Keep up the good work, Proc.

Among the new car owners at Waterville is Assistant Yard Master J. Norman Vigue, who has a beautiful new Dodge, and Assistant Yard Master Ralph Laliberte, who has traded for a Ford.

Jerry Peaslee says his wife forbids him to transport any livestock in the back seat of his new Chevy.

Assistant Yard Master Arthur Miller had quite a time getting qualified on the coffee pot at the Yard Office. After several spills, too much salt, not enough water, Arthur is now able to brew the best cup of coffee we ever tasted. Art is thinking of going into business for himself when he retires. When we asked him his secret, he answered, "It's a work of Art."

RETIREMENTS

Fred W. Cole, laborer, Portland, July 22.

Colon I. Farnsworth, section foreman, Machias, June 30.

Eldridge N. Gerry, switchman, Bangor, July 6.

Samuel F. Haskell, Jr., agent-telegrapher, Portland, July 3.

Walter M. Hooper, trackman, Franklin, July 23.

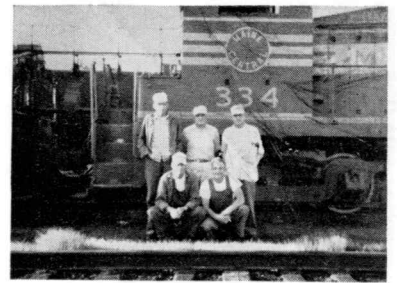
Abraham L. Johnson, Jr., carman, Waterville, August 9.

Linwood E. Jordan, leading carman, Rumford, July 17.

George E. Pearson, switchman, Waterville, July 31.

Charles E. Pettie, locomotive engineer, Bangor, July 15.

Claude I. Quigley, locomotive engineer, Rumford, August 1.



CREW OF TRAIN NO. 334—Taken at Vanceboro just prior to departure on August 1. Front Row; P. C. Giles, Brakeman; J. A. Stanhope, Flagman. Back Row, G. Tenney, Fireman; F. C. Corbett, Conductor; H. King, Engineer.

WATERVILLE SHOPS

Reginald Ellis has returned to work after a long time at home and is driving a tractor.

Former Electrical Foreman Charles Gipson died July 27 at a nursing home in Madison. He had some 50 years service and had been retired about 18 years.

Foreman Floyd Case has recently traded and now has a compact car, a Corvair. The Cases promptly christened the car with a trip thru the White Mountains and toured in New York during vacation.

Professor Kenneth Wentworth and family of New York City have been visiting his parents, Clerk and Mrs. Guy Wentworth.

Lieut. Roland Boulette, a Freight Shop carman has recently returned from the annual army maneuvers at Camp Drum, N. Y.

Paint Helper Don McCaslin recently became 'Grampy' for the first time.

Machinist Wade Richardson recently received the new Galaxy he had on order for some time. He also has a new wife on order as Mr. and Mrs. Burns Adams of Newport announce the engagement of their daughter Geraldine, to Wade.

DEATHS

Kenneth C. Brown, locomotive engineer, Portland, July 12.

Robert L. Nichols, yard conductor, Portland, July 28.

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