MeC Display Highlights New Oakland Plant Open House

Upwards of a thousand people flocked to Oakland last month to attend Maine's Fourth Annual Forestry Day, at which an exhibition of Maine Central special-design freight cars was one of the features. The event was sponsored by the Maine Forest Products Council, in cooperation with the Androscoggin Corporation, the Maine Central Railroad, the Oxford Paper Company and the Maine Forest Service.

The gathering marked formal opening of the Androscoggin Corporation's new chip plant—Maine's newest industry, where debarked slabwood and edgings from sawmills all over Maine are made into wood-chips, the latter for use in paper-making. These slabs and edgings, equivalent to millions of board feet of timber annually, have hitherto been wasted or burned. Their use in such plants at Oxford Paper Company, where the first products of the new chip plant will be used, will save the cutting of many thousands of trees each year.

At a luncheon which he gave for a group of the Androscoggin Corporation's officials on Friday, August 18, President E. Spencer Miller sounded the keynote for the opening when he said:

"Establishment of this plant is a step toward greater efficiency and more complete use of our natural resources. This step will benefit not only the Androscoggin Corporation and the Maine Central, but it will help to consolidate a new paper-making concept that will be of ultimate benefit to everyone concerned in the huge forest products industries in Maine. It will also help in the conservation of our woodlands.

"Providing specially designed cars to meet the particular needs of this industry is but one small part of the contribution which the Maine Central continues to make for the benefit of Maine's largest employers. Providing the proper equipment to move cheaply and expeditiously the raw materials for and the finished products from Maine's principal industries is a job which—industry officials agree—can be provided by no other existing

(Chips—Continued on page 8)

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‘Too Busy to Retire’
William B. Skelton, MeC Director, Maine Industry Pioneer, Turns 90

William B. Skelton, a Maine industrial leader for 50 years and a director of the Maine Central, turned 90 in August with the comment that he's too busy to retire. And he is too busy, with his work as an executive of two companies and a director of nine more, with daily work at his Lewiston law office and with the long walks that are his only form of relaxation.

With a vitality that would do credit to a man many years his junior, Mr. Skelton still serves as president of the New England Public Service Co. and the Lewiston Gas Light Co.; as a director of the Maine Central and the Boston and Maine railroads, the Union Water Co., the St. Maurice Power Co. in Canada, the Public Service Co. of New Hampshire and the Central Vermont Public Service Corp. He also is a director of the First Manufacturers' National Bank, the Androscoggin County Savings Bank and the Central Maine General Hospital, Lewiston, and a Bates College trustee of 53 years' standing.

A native of Bowdoin, Me., Mr. Skelton was graduated from Bates College in 1892. He taught in Lewiston's evening school program while studying law, and was admitted to the Maine bar in 1893.

(Skelton—Continued on page 8)
Editorial

President John J. Gill of the American Trucking Association was reported by the Associated Press as having said in a recent talk: “If the railroads have their business in as bad shape as they claim, this would hardly seem to qualify them for owning and operating other modes...they’ve already made a lot of headway in getting Interstate Commerce Commission permission for selective rate-cutting that is putting a lot of trucking operators in real difficulty. They appear to ignore the fact that this would probably ruin many other transportation operators, produce even more unemployment and give the rails a practical, if not official monopoly.”

This wailing from an industry which has its “right of way” provided by the public purse should hardly evoke much support from the motoring public. The family automobile owner today pays a pretty price for the privilege of moving his light vehicle over the same highways which the heavy trucks use, and according to Government studies, pay all too small a share of the cost.

Nor will it evoke much sympathy from the thousands of railroad workers whose jobs are gone because the public purse provided trucks with an opportunity to take traffic from the railroads and put it on the highway, without paying a proper price for using those highways.

Mr. Gill would do better to point out that the railroads ask no special favors. They do not even seek to gain anywhere near the help that the trucking industry has enjoyed from the public purse.

The railroads do not seek relief from having to provide their own rights of way; from maintaining them; or from paying a reasonable tax for the privilege of doing business, and having property in thousands of American communities.

Mr. Gill charges that the railroads seek to gain a “monopoly” is a red herring. The days when the railroads had a monopoly in transportation are gone—forever. Unfortunately, however, many of the rules and regulations which were rightly placed on this monopoly still remain.

They must go. Railroads must be given an equal opportunity with other forms of transportation, to do business in a modern, practical manner. If this includes the use of trucks and airplanes—or any other form of transportation—then railroads should be allowed a free hand to offer such coordinated transportation.

For Employees and Friends of the Maine Central Railroad

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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Lewiston
Train Crews
Retired Employees
Portland Freight Office
General Offices
General Offices
General Offices
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General Offices
General Offices
General Offices
New Posts for Olsen, Jones in MeC Freight Traffic Dept.

Appointment of Merton C. Olsen, Cape Elizabeth, as assistant sales manager of the Maine Central Railroad Company was announced in late August.

The railroad also announced the appointment of C. B. Jones, Old Orchard Beach, to the post of assistant to the sales manager.

Both are new positions in the Freight Traffic Department.

Olsen, a native of Somerville, Mass., and a graduate of the Bentley School of Accounting and Finance, has been with the Boston and Maine Railroad for the past 12 years as sales representative in Maine and as assistant to the general sales manager.

Mr. and Mrs. Olsen and their son and daughter reside at 26 Elmwood road, Cape Elizabeth.

Jones has been employed by the Maine Central since 1951 as commercial agent and assistant general freight agent, specializing in freight imports and exports through the wharf facilities of the Portland Terminal Company. Mr. and Mrs. Jones live on Bower Lane, Old Orchard Beach.

Topsham Bridge Mystery Solved

The mystery of just who raised the Topsham bridge after it had been wrecked in the flood of 1936 has been solved.

Last month, at the request of Harry Treat, retired MeC chief dispatcher and now a railroad history buff, the Messenger asked for information about the crews of two engines, one from Waterville and one from Rigby, that raised the wrecked bridge from the riverbed.

Maine Central engineers John C. Baker of Waterville and L. A. Haskell of Portland were quick to come forward, providing the following information:

Baker was foreman of the 602 from Waterville. It was operated by Engineerman C. E. Richardson. The conductor was E. E. (Dan) Webster, and George Green and Harry Gibbs were trainmen.

Haskell was foreman of the 601 from Rigby. Its engineer was Walter Foss, and its conductor was W. E. Petrie. Haskell could not recall the trainmen's names.

Harry says the 601 and the 602 were the first of 32 "S" type Mikado locomotives used on the Maine Central from 1914 to 1924.

That 'Pip-Pop, Wippity-Wappity, Bip-Bop', is great, but the rest of the lyrics just don't make sense, Eddie.

Maine Products Show Thronged

More than 40,000 persons have a better idea of what makes Maine industry tick after attending the August Maine Products Show at Augusta.

And most of them—after pausing at the booth sponsored by the Maine Central and the Bangor and Aroostook Railroads—have a more complete impression of the role the railroads continue to play in the industrial prosperity of the state.

The railroad booth, featuring a miniature MeC-BAR train, a full-size crossing signal with flashing red lights, and a full selection of railroad literature, proved to be one of the most popular exhibits in the show. Not only children, but many adults stopped to watch the moving train, and to talk with representatives of the two railroads who were on duty. Thousands of pieces of railroad literature were distributed.

The show—patterned after the successful Eastern States Exposition of Industrial Progress at South Portland last year—was called an unqualified success by its sponsors, Maine's Department of Economic Development. Officials of the department said more than 500 persons passed through the Augusta Armory doors every hour.

The railroad booth was manned by Kenneth Ludden, assistant director of marketing, Bangor and Aroostook Railroad; Richard T. Foley and Frank E. Curran, MeC commercial representatives; and Joseph H. Cobb, MeC director of public relations.
LOADS AT NUMBER ONE—The Truth, a Norwegian freighter, loaded scrap with ship tackle at Portland Terminal Wharf No. 1 in August, marking the first time the berth has been used for this purpose. The bulky scrap material—product of ship-cutting operations under way in South Portland—is destined for Japan. Capt. F. K. Landrey of the Jarka Corp., expected the Truth would take about 6,000 tons.

United Fund Drive Scheduled

Plans for a month-long Maine Central-Pondal Terminal Co. campaign for Greater Portland United Fund pledges are under way with the drive scheduled October 2 through November 2.

Joseph H. Cobb, director of public relations, has been named company chairman, and is organizing teams of solicitors who will contact every employee.

Last year, Portland area railroaders pledged a total of $7,767, or an average per employee of $6.87. The 1960 total of employees who pledged was 839, while 291 did not pledge.

Referring to the increasing needs of the more than 20 United Fund agencies in greater Portland, Cobb expects the company quota to be increased to nearly $10,000 in the coming campaign. He pointed out that if every employee were to pledge as little as 50 cents weekly on a payroll deduction for only six months, a total of $14,690 could be raised in the Maine Central-Pondal Terminal campaign.

He urged every worker to consider a United Fund pledge on at least this basis “to insure that we, as employees of two of the city’s largest firms, do not fail to do our share in this annual effort.”

System Briefs

Flynn Has Surgery; To Return This Month

Hugh J. Flynn, Rigby storekeeper and Chairman of the South Portland City Council, underwent emergency surgery at the Maine Medical Center August 9, and is now convalescing at home. He expects his doctor’s permission to return to an active railroad and civic work schedule in late September.

Back to Work

General Agent L. W. Judkins of Rumford returned to work August 31 after an illness of several months. Elroy T. Rideout, Jr., yard clerk, substituted during Judkins’ illness.

Studies in France

Ronald Gallant, son of McC telephone operator Mrs. Alice Gallant, was one of 80 American teachers of French selected to attend a nine-week study-travel course in France this summer.

The group visited Paris and other French cities and spent a total of seven weeks in study at Tours.

A former clerk in the Auditor Revenue office, Gallant returns this month to his teaching post at Chelmsford, Mass.

AT WATERTOWN FREIGHT MEETING—Another in the series of freight sales meetings was held in Waterville in August. Attending were, first row, left to right, H. L. Dart, agent, “North Anson”; R. E. MacDonald, agent, Bangor; L. K. Chipman, agent, Burnham Jct.; P. V. Witham, agent, Newport; F. J. Ronco, agent, Dexter; I. L. Sirois, agent, Skowhegan; and John M. Shaw, general freight agent. Second row, R. C. Cascadden, agent, Pittsfield; A. V. Cavanaugh, agent, Madison; C. A. Sears, agent, Foxcroft; H. B. Higgins, agent, Waterville; S. F. Haskell, agent, Oakland; J. H. Horton, agent, Corinna; and C. T. Clark, trainmaster, Waterville, Third row, Frank W. Alger, Jr., manager of highway operations; H. Newhall Tukey, freight claim agent; E. S. Miller, president; R. C. Merrow, freight traffic manager; W. S. Overlock, Bangor, eastern agent; and T. E. Goover, general freight agent. Fourth row, R. E. Baker, general manager; W. E. Pierce, assistant general manager; J. P. Scully, executive assistant; H. E. Buchheim, sales manager; J. W. Wiggins, chief engineer; George E. Phillips, assistant to the freight traffic manager; and R. T. Foley, commercial agent.

THE Feminine SIDE

Betty Jane MacDonald, Engineering Department stenographer, refinishes antique furniture because she likes its appearance and its low expense. It all started years ago, she says, “when we couldn’t afford new furniture, and began to fix up old things." She’s shown at work on an old mahogany library table that will become a leather-topped desk in her Windham Center living room. “It’s hard work," she says, "but husband Ed helps.”
Entries to Date in Vacation Photo Contest


Clayton R. Duplisea, Portland, fishless after a full day.

Mary Morse, Portland, and an Alp.

Monument to the Vista-Dome, Colorado, by Bernard P. Coffin, South Portland.

Mrs. Grace Hoglund, Portland, on working vacation.

Retired painter and Mrs. Ralph Giroux, Waterville, and Moosehead catch.

Pierre Moose, Baxter Park, by Ken Philbrick, Waterville.

Dole Admitted To Maine Bar

Richard F. Dole, Jr., of South Portland, son of Maine Central Mechanical Engineer and Mrs. Richard F. Dole and top candidate in recent Maine bar exams, was admitted to practice in Maine courts in August.

He was sworn in by Supreme Court Justice Walter M. Tapley, Jr., in a brief ceremony. Attorney Edward T. Richardson, Jr., presented Dole for admission, and the oath was administered by Clerk of Courts Frederick A. Johnson. The young attorney’s parents were present for the ceremony.

A graduate of Waterville high school and Bates College, Dole took his law degree at Cornell. He will return this fall for a year of graduate study toward his master’s degree in comparative law under a Ford Foundation grant. After Army service, Dole hopes to practice in Portland.

New Contest
Deadline Oct. 1

Because many railroaders take their vacations in the late summer and fall, the Messenger will extend the deadline for its recent vacation photo contest through October 1, giving many more readers an opportunity to compete for the $10 first prize, and the three runner-up prizes of $5 each.

Entries will be judged not only on photographic excellence, but on originality and interest, so if you have a shot you’ll think may win, send it along.

These are some of the entries to date.

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Campers Leave—"Short Summer"

By Jerry Shea

Those perennial harbingers of Summer and Fall—the girl and boy campers who come from all over the country to find health and happiness in Maine in the summertime—have gone again.

And, when they’re gone, winter can’t be far behind.

Bronzed and healthy from the lazy summer days they spent at Maine’s lakes, some 1500 of them moved from Maine Central points August 23 in 24 Pullman cars. Two additional trains originated in Portland.

The Maine Central’s 24 carloads of home-bound youth came from Tripp Lake and Fernwood Camps, boarding at Danville Junction; Androscoggin Jr. and Androscoggin Sr. and Hidden Valley camps boarding at Winthrop and Camps Winnegago and Vega boarding at Readfield. The contingents boarding at Portland came from various parts of the state, converging on Portland by highway.

While the camper movement by train was far smaller than in any previous year, the Maine Central carried out its promise to provide special trains for summer campers as long as they desire the service.
GENERAL OFFICES

John Dresser of the Assistant Treasurer's Office spent two weeks' vacation with his family tenting in Canada. Wilson of the same department filled in on his job while John was gone.

David Lively, a general bookkeeper, and his family spent a relaxing week at their camp on Watchic Lake.

Paul Mahany, formerly of Car Accounting and Statistics, whose job was recently abolished, has bid the insurance deductions job previously held by Ernestine Miller. Welcome to the "Group," Paul!

Dottie Conley, Data Processing, has purchased a house at 146 Highland Avenue, South Portland, a brown ranch-type.

Mary Nugent and her niece, Judy Fiala, spent several weeks in Green Harbor, Mass., visiting friends and relatives.

Germaine Deschenes is on leave of absence from Data Processing.

Mrs. Barbara Gain has as house guests, her brother, Charles Hening, a member of the United States Air Force; her brother-in-law and sister, Mr. and Mrs. Peter Bathras, and their family.

John J. McDonough, son of Mrs. Rosemary McDonough of Data Processing, was married Saturday, August 5, in St. Dominic's Church, to Patricia Connolly, daughter of Mr. and Mrs. Patrick Connolly, High Street, Portland. After a reception at Higgins Beach, the couple left for Cleveland, Ohio, where Mr. McDonough is stationed with the United States Coast Guard. He has just returned from duty at Attu Island and Ketchikan, Alaska.

Eleanor Frates, mechanical device operator in Payroll Deductions, is recovering at home after a recent hospitalization.

Ruth Kelley, secretary in the assistant comptroller's office, had an enjoyable two weeks' vacation with relatives in North Dakota, in the early part of August.

Theresa Slater of the same office had a July vacation spent "mostly doing nothing." Clifford (Kippy) Hawkes, Jr., general accountant, has been spending some vacation time and most of his spare hours at his camp near Harmon Beach.

Charles Clark, Data Processing, is another of the "tenting" enthusiasts, having been at Kioka Beach for part of his vacation. Charlie tells us it is recovering fairly well and has many recreational features there.

Blair Walls and wife Kaye drove to South Carolina for the third week of their vacation.

Mrs. Hazel Wallace of Freight Traffic returned from two weeks' vacation with the family. While out of town it accumulated while pushing the law mower at home.

A personal interest story appeared in our local newspaper recently, one of our machinists, Fred Emery, and his stable of race horses.

Aunt Liza is only two years old but is a comer, as they say in racing lingo. The main thing is that "Mike" is happy with his hobby.

The mother of former laborer Estes Jenks died recently.

Mechanic George Miller, who retired on account of disability, died on July 26. Flowers were sent to the funeral.

The death of engineman Frank Hollis occurred during the month.

Electrician Holman "Bill" Danforth and Laborer Peter "Joy" Welch were involved in a head-on collision with another car while returning to Canada for the Fourth of July. They were both injured, but are expected to make a full recovery.

Machinist Edwin Tremain and family entertained his daughter and granddaughter for a month they drove from Las Vegas, Nevada.

Machinist Lucien Garigan's daughter underwent surgery at the Mercy Hospital and came through with flying colors.

Engineer Walter Foss, retired, died unexpectedly during the month. I have learned that "North Forty year" pass employee.

Lorabor Robert "Bob" Casey recently purchased a new home in the Morrill Corner area, Portland. "The dollars turned a receipt and having nothing to show it for.

Two new Ford "Falcon" have appeared in the Car Department. One is owned by Asa Worster and the other by Frank Ham.

The father of Inspector Carl Syl- vester, Car Department, died recently.

Flowers were sent to the funeral.

Carman Emil Casey has a new car.

A Stores Department employee, leading man Edward Whalen, received a visit recently from his two sons, and his daughter-in-law. They motored from California. A daughter, Pauline Whalen, a former Unc line street vendor, recently married a Boston man.

Machinists Helper George Beckett, B. and B. crew, has a new Plymouth "Valiant."

Work has begun on the demolishing/ rearranging of the section engine house, and the changing over of the piping of the old heating plant in preparations, her brakes and oil system using a low pressure boiler. The job is expected to be completed by cold weather.

Section Foreman Hector Jones and Mrs. Jones were recently visitors in Hayannis Port, Mass., summer home of President and Mrs. Kennedy. They spent a week and took moving pictures of the Kennedys.

Assistant Foreman and Mrs. Jean L. and Pierre directed their attention on visiting Canada and touring Aroostok County. One of their most memorable experiences was at St. Anne's Shrine. Their daughter, former clerk Venice St. Pierre, was with them.

Chalm Clerk Sherr Cunn has just finished his two weeks' vacation. No reports yet on his activities but we presume his time was divided between golf courses and Gurnet!

Crossing Tender Ernest Malanfant, former Mayor of Lewiston, is a patient at the CMG Hospital. Best wishes for a speedy recovery.

Our best wishes, too, to Crossing Tender Jules Caron, still out and on the sick list. Hope you have a quick recovery.

Waybill Machine Operator Rita Cronin is a recent vacationer. Rita spent her time on day trips and entertaining out of town relatives.

Brakeman Dan Myrand is spending his three weeks at Allen Pond in Augusta. He spent his 5 days in the hospital, for examination and patching up here and there, they were released, being declared as good as new.

Yard Conductor Leyon Traylor is spending three weeks at Sabbath Day Lake. He is expected to have a full recovery.

Car Clerk Joe McCormory is jour- neying to Bar Harbor to bring back his family who has spent a week there.

TRAIN CREWS

Sympathy is extended to the family of retired engineer Walter Foss who died suddenly at his home in Wayne August 10.

Condolences to the family of re- tired engineer John Williams who passed away the last of July.

Switchman "Jim" McCoy of Waterville hung up his lantern for good August 15. He announced to local politics a little later with son Jr. planning to run for Mayor of Waterville.

How about the two fellows in train service who recently went to Moosehead and had two deer pose for their picture about 2 minutes? After the deer moved out of range, they discovered they had no film in their move camera.

Fireman Frank Greglick has returned to work after a lengthy illness. Nice to see you back, Frank.

Several of the "Gus" Moore of Bangor was the coach of the little league Bangor West Side team which captured the state title after beating South Portland July 27.

Trainman V. Allen has bought himself a new four-door Ford hardtop.

Conductors "Herbie" Howard and Fred Poulin will retire at the end of September under the compulsory pension plan that now operates.

Gratitude is extended to Section Foreman Stevens and crew of New Gloucester for assisting the crew of 811 recently and setting off a cripple.

General Chairman "Alex" Nicholson of the Brotherhood of Railroad Trainmen has entered Thayer Hospital at Waterville for further surgery.

Sympathy is extended to the family of Engineer "Scotty" Jones of the Eastern Division who died suddenly at Calais. He hauled Conduct- or "Tom" Allen for nearly 25 years on the job.

Engineer "Tom" Kennedy has a nice new boat for sporting around Casco Bay. Recently creeping along in the fog he came upon a boat piloted by none other than retired engineer "Bobby" Lewis with hank-stings and yawl. Tom took out his fellow worker, engineer "Lennie" Jaynes, recently and swapped him the latest news.

Engineer "Cap" Campbell recently called on his old buddy "Ben" Berry at his cottage at Sebasco. Ben is re- covering from a recent illness.

Retired Bangor policeman "Pete" Crowell, who had the beat around the station area, is said to be broke years ago and was a member of the fighting 14th Engineers of World War I, says they are planning a State get-together September 25th, and would like to see all the fellows there if possible.

Several new employees have been hired in train and yard service. They are Paul A. Harmon, S. A. Cook- son, Jr., F. A. Serunian and J. M. Watson.

Trainman Norman Sawyer's ad- dress where he was recently admit- ted for treatment is the National In- stitutional Rehabilitation Hospital, Nursing Unit B-3, Room 48, Re- theda, Maryland. It would be nice to see his face and the Yard Conductor "Pat" Ridge also is confined there.

The old stations at Burnham, Maine, have been completely removed.
For bravery and devotion to duty over and above the normal call, Foreman Don Russell and Lew Gill were recently given three cheers and a tiger and were made honorary members of Camp Lown, a children’s camp at Belgrade.

The China Little League Team, coached by Driver Paul Fletcher and Electrician Albert Adams, won their divisional championship this summer.

Machinist John Larracey has recently been elected Captain in the Waterville Fire Department.

Carman John Brown slipped and fell while operating a rotary power law mower recently. He lost several toes on one foot and a nail on the other foot. He is in a local hospital.

Millman Dick Boucher has recently traded cars and now has a Rambler Ambassador.

Miss Ivonne Hasen, daughter of Mill Laborer Ralph Hasen, and Betty Boucher, daughter of Millman Dick Boucher, have recently completed tests for enlistment in the Air Force.

The car which Carman Gerald Askey was driving recently, left the road and clipped off a power pole.

Machinist Wade Richardson has recently traded for a new Ford.

Machinist Burr Blanchard is confined to a local hospital.

Laborer Gerald Buck recently fell from a ladder at home breaking an arm.

Machinist Olie Kitchen is a surgical patient in a local hospital.

Painter Parsner Lawry has recently traded for a new Chevy.

Carman Welder Dick Stuart has recently bid the Mill job vacated by Gerard Gosselin.

The Major, since becoming a Gentleman Farmer, has become quite expert in crop analysis and forecasts. He predicts that the growing season for 1962 will be extraordinary in such diverse places as the local Waterville area, the Gaspe peninsula and a certain area in Pennsylvania.

Blacksmith Foreman Owen Thompson has recently returned from an extended vacation in California.

He returned from active service on August 25 after some 39 years with the Railroad.

Carman Harold Slaney has been visiting relatives in Newfoundland.

Machinist Howard ‘Pat’ Larracey has retired from the Engine House, and Machinist Blaine Laed has bid his farewell to the job. Both have come with the Railroad in 1916.

Lightning hit the home of Leonard Frank at Highway Center recently causing some $4000 damage.

The Bell Ringer award goes to Carman Jimmy Steeves who became a proud father of a 6,lb. boy on August 12. The lad has been named Jeffrey.

Due to an expanded scrap program, the following men have been added to the work crew: Ed McCausland, Charlie Parkhurst, Leland McIntyre, Freeman Rollins, Jimmy Carey, Bob Sweet and Joe Gilbert.

Laborer Fred Parody retired recently from the Engine House. He has worked since 1946 for the Railroad.

Ralph, Shirley and Wayne Barton vacationed in the White Mountains and at Femaquid.

Gloria LaLiberty was on vacation from the Freight Office.

Ruth Brochu had two weeks’ vacation and was operated on during her vacation. That isn’t the way to spend a vacation, Ruthie!

Jane Buren has been filling in at the Freight Office this summer. Jane and her husband have purchased a home in Waterville and expect to move in soon.

The following from the Yard have been on vacation: Assistant Yardmaster Carl Proctor, Assistant Yardmaster Joe Vague, Clerk Phil Davidson, Brakemen Arthur Genet, Burns Hillman, Gene Lalibertie; Crossing Tender Anthony Paul and A. Reynolds; Switchman S. M. Emerson.

Operators Vern Hutchin, Pete Tennon and Wally Oakes have returned from vacation.

Bill Monroe attended the New England Baseball Championships for the American Legion held in Keene, N. H., August 16-21. Bill was the only umpire from the State of Maine there.

Dave Eldridge is sporting a 1961 Chevrolet station wagon. He and his family spent a week’s vacation camping at Acadia National Park.

Ray Coulombe and his family camped at Sebago Lake for a week with their trailer.

Maurice Thorne had two weeks’ vacation recently at his China Lake camp and various places.

Margie and Rolly Armstrong were again vacationing at the coast in August. Eating lobsters again, I bet!

Ken, Elaine and Davie Snow vacationed at China Lake plus a few day trips in Maine.

Track Repairman Gid Veilleux vacationed for three weeks at his camp at Webberson.

General Agent Basil Higgins was also on vacation recently. Played quite a bit of golf with former Chief Clerk Raymond Reny.

Mr. and Mrs. Robert Bowden of Lynn, Mass., became the parents of a daughter in August. Mrs. Bowden is the former Lillian Pecotte, daughter of Dick and Mrs. Pecotte, who are grandparents for the first time.

Bill Schloth, assistant track supervisor at Brunswick, is covering Mr. Dodge’s job here for the present.

The Teleweld Company is busy welding and building up joints and frogs here and there on this district.

T. B. Sweeney, Jr., has bid the main office in Petersburg, a farewell, and S. G. Noyes has bid off the helper job with him.

Retired Signalman Everett Mallett visited us from his home in Florida recently. He is looking very well and says that he enjoys living down South, especially when he reads about a howling blizzard up this way during the winter months. Always glad to see the old boys and talk over old times with them.

RETIRES AT WATERTVILLE—O. J. Thompson, blacksmith shop foreman at the Waterville Shops, is congratulated by F. H. Bennett, loft, former shops superintendent, and George P. Silva, right, shop’s superintendent, as he worked his last day August 25. Thompson entered Maine Central service as a blacksmith 39 years ago.

BARTLETT, N. H.

Agent Burdwood just returned from vacation says he didn’t do much of anything at all, but stayed at home most of the time and chored around the place.

A. S. Dodge, track supervisor, is presently taking a week or so off, but have no idea about his plans. Think very likely he will do the most of us, stay around home.

Albert Henn, clerk in Mr. Dodge’s office, has progressed very well recently on his garage building. He is going to have a nice garage some day soon.

E. A. Hall, shovel operator, is at Colebrook pit getting out ballast for this line. Expect to use around sixty cars or so.

A. E. Girvin, agent at Whitefield, starts his vacation at once. Have a good time, Albert.

We are very pleased to hear that the little son of Conductor and Mrs. Greenwood is getting along quite well after a serious illness.

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Chips—from page 1)

form of public transportation than the railroads."

At the formal opening, Joseph H. Cobb, Maine Central public relations director, was one of the speakers. He said: "Great distance from principal markets is a continuing economic problem for Maine manufacturers. The Maine Central is doing everything possible to overcome this problem. We are streamlining our freight service and constantly improving schedules. We are modifying cars for a wide variety of uses and we have recently spent two and a half million dollars for new freight cars of various types which are needed by Maine industry".

The Lewiston Daily Sun, in an editorial headed "MAINE CENTRAL SHOWS THE WAY" said:

"In a day when railroads countrywide are having a hard time on rough financial seas, the Maine Central not only wants new business, but is going after it. The latest example of this good old American custom is the opening of a brand new plant in Oakland, to process wood chips for the Maine paper industry.

"The Androscoggin Corporation is the first of its kind in the state. That in itself is noteworthy. Also important is that this new concern will use as its chief raw material the slabs and edgings which until now have been a useless byproduct of our saw mills. It always has seemed such a pity to see huge piles of edging slabs and edgings put to the torch because they were taking up valuable space. The new concern will prevent that waste.

"But most important of all is the fact that the very existence of this new company is the result of thoroughgoing cooperation between the railroad and the prospective firm. Together they picked the proper place, then arranged for transportation of raw materials and finished products.

"With the type of vision which paves the way for progress and profits, the Maine Central has provided especially designed railroad cars to handle the debarked slabs and edgings, and some high-side hopper units to carry the wood chips to Rumford, where they are to be used by the Oxford Paper Company as part of a new paper-making process."

Scorecard—from page 5)

proud of his 11 year-old daughter, Marilyn, who won the City of Portland Playground Tennis Tournament for her age group, at Deering Oaks courts late in August. Marilyn took up the game last year.

Chuck Bonetti, Freight Traffic Dept., and Bob Rounds, Auditor of Disbursements Dept., were two of the umpires selected to take part in all the play-off games of the state and sectional Little League.

The General Office Riverside Golf League, held their banquet and trophy presentation at the Cascade Lodge in Scarborough, on September 15th. Bill Welch and Sam DiPhilippe co-chairmen of league passed out trophies to the first place team of Walter Towle, Herbie Whitmore, Milt Tabb, Ralph Jefferson, Bill Welch and Ray Williams.

These six pros beat out team No. 2 by three points after all the divots had settled on the golf course.

Steve Conley took low net in Class A with 32, edging out Geo. Ellis by one stroke. In Class B, no one came close to Sam DiPhilippe’s fine 30, but second will have to be determined by a flip of coins between Vin Morse, Don Feeney, Henry Kenny and Clyde Luce. All ended up with 33 nets. Jerry Shea had the most pars and the lowest average over the fourteen weeks.

Jerry made a pretty good showing in the Maine Open at Riverside the last week of August. Joe DiMauro, Freight Traffic Dept., also gave a good account of himself in this tournament.

Jay Welch, Rigby Engine House, is looking for fellows to bowl at the Monument Square Alleys in Portland on Friday nights at 7 P.M. It is pretty hard to find an Alley open weekdays unless you bowl in a league, but with these four leagues, there should not be a MeC of PTCo. employees that is not taken care of if they wish to bowl.

Skelton—from page 1)

He served as Androscoggin County prosecutor, was judge advocate on the staff of Governor William T. Haines, mayor of Lewiston, Maine Bank Commissioner, and one of the state’s first public utilities commissioners.

Mr. Skelton was a vice president and director of the Androscoggin Electric Co, when it was absorbed by the Central Maine Power Co. in 1920. He succeeded the late William F. Wyman as president of CMP after many years as manager of the company’s Lewiston Division.

He served as president from 1942 until 1947, then became chairman of the board. In the following year, the company named its new generating plant at Hollis in his honor.

No less highly regarded by the Maine Central, Mr. Skelton has served as a director since 1936.

In a 90th birthday tribute, President Miller said: "We value his counsel highly, based as it is on his long and varied experience, and look forward to many more years of association with this man, who, perhaps more than anyone else, is truly a Maine industrial pioneer."

Charles H. Whitten, stores department, Rigby

Everett Haley, engine crew dispatcher, Rigby

Ernestine Miller, personnel records, Portland

Royden M. Cote, senior rate clerk, Portland