Wintry Weather, Warm Crowds For Centennial

The efforts of hundreds—including railroad employees, civic groups and individual citizens—were responsible for the success of the Maine Central's three-day Centennial celebration late last month in Waterville.

The observance, which included a colorful parade, the presentation of Locomotive 470 to the City, open house at the Waterville Shops and a Centennial Dinner, will long be remembered in the community where the Maine Central was founded on Oct. 28, 1862. It was one of the most successful events of its type ever held in the Elm City and certainly a fitting observance of the Maine Central's century of service to the State of Maine.

The Maine Central Messenger, which starts its third year of publication with this issue, notes the occasion with a Centennial Edition, presenting the photographic record of the Centennial events as they occurred in Waterville.

Miller Elected To AAR Post

E. Spencer Miller, president of the Maine Central, has been elected to the board of directors of the Association of American Railroads.

The Maine Central chief executive was the nominee of the Eastern Railroad Presidents' Conference as New England representative on the AAR board. He is a member of the executive committee and the committee on labor relations of the E.R.P.C.

President of the Maine Central since 1952, Mr. Miller is a director of the First National Bank of Boston, the Great Northern Paper Company, the Keys Fibre Company, the First National Bank of Portland, Bancroft-Martin Rolling Mills, Inc., the Railway Express, Inc., and the Maine Development Credit Corporation. He is also a vice president of the Maine State Chamber of Commerce.
TO MY FELLOW EMPLOYEES:

Despite unseasonable cold and a snow storm that left more than seven inches on the ground, the Centennial observance at Waterville was a railroad success. We made many new friends, re-cemented some old friendships, and convinced a lot of people of the truth that the railroad continues to be the vital and dynamic force in the transportation economy of Maine.

We were especially pleased with the local enthusiasm that greeted the entire project, particularly the parade on Saturday morning. Thanks to the efforts of the Waterville street department, the entire route had been salted and plowed long before the marchers were scheduled to step off, with the result that the surface along the two-and-one-half miles of route was clear. It was a tribute to the interest and enthusiasm of the hundreds of parade participants that only one band cancelled its plans to attend because of the weather. The other bands, floats and marching units were at their assigned forming areas promptly and the parade started down Waterville’s Main street on time.

We of the Maine Central would be remiss if we failed to express our appreciation to the students and directors of the high school bands, to the organizations that provided floats, and to the hundreds of Waterville-area people—of all ages—who participated as members of marching units. Our special thanks also go to members of the Waterville Junior Chamber of Commerce, who not only organized the parade but were there to direct it, and to the Waterville Sentinel and radio station WTIV for news, editorial support and comment. Particular appreciation is tendered to President Strider and Dean Marriner of Colby, who respectively participated in welcoming the banquet guests and introducing the presentation ceremonies so hospitably and graciously.

The parade, the presentation of locomotive 470 to the City, and the Centennial dinner at Colby were all bright events, but to me—and to all Maine Central people—the brightest event of all was the open house at the Waterville Shops.

The fact that this latter program attracted nearly 4,000 guests from all over the state allows us to classify the open house as a thoroughly successful, but it is not this fact alone that pleases most. The most gratifying phase of the Shops open house was the interest, enthusiasm and pride in work well done and in the Maine Central Railroad shown by the employees themselves during the weeks of preparation for the open house, and especially during the event itself.

All Shops employees were involved to a greater or lesser degree in these preparations, and many volunteered to serve as guides, as attendants at displays, as demonstrators at various machines, as parking lot attendants, as transfer table operators and as members of the crew of the miniature train. Many of these same people were also responsible for the advance work that included arranging the displays, decorating, and the big job of rendering safe and attractive the Shops for the open house guests.

It was especially gratifying to note that not only the workers themselves, but members of their families were willing to volunteer help to make the Shops open house an event to be remembered. Several wives served as hostesses, another as a first-aid nurse, and at least two sons were on hand to help where needed.

To all these people—our thanks for a job well done! It takes a team to run a railroad, and it’s good to know that we have a team of exemplary ability and devotion at the Waterville Shops.

E. Spencer Miller

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Editorial Opinion

(From “The Enterprise,” Lisbon Falls, Me.)

At regular intervals the Association of American Railroad analyzes editorials appearing in American newspapers on railroad topics and problems. The last analysis covers 1,635 of these editorials printed during a recent three month period. The opinions thus given are typical of past surveys. Here are some of the editorial conclusions:

154 said railroads are essential to the nation’s economy and/or security, with none dissenting.

108 said railroads must remain under private ownership and operation, with none dissenting.

565 said railroads are over-regulated or regulations outmoded, with none dissenting.

313 said railroads should have greater freedom to make competitive rates, with only 7 dissenting and 3 neutral.

422 said railroads are hurt by union “featherbedding” or outmoded work rules, with none dissenting and 5 neutral.

209 said the report of the Presidential Commission which studied the outmoded work rules problem is in the public interest and should be adopted, with none dissenting and 1 neutral.

509 said President Kennedy’s transportation message to Congress (which recommends greater reliance on competition and less on regulation) is on the right track, with only 4 dissenting and 19 neutral.
The Centennial in Pictures

Second prize went to the Sons of Union Veterans for their float, one of 16 in McC Centennial parade.

Above, President Miller was in the engineer's seat, while Waterville's Mayor Cyril M. Joly, Jr., rode the tender.

Below, the first prize winner, the float of the Railroad Workers' Credit Union. Aboard are the "Harmonica Kids," children of Frank Garland, Rigby crew dispatcher.
Veteran employees from the system were guests at the dinner. Above, behind table number, Conductor and Mrs. T. H. Allen of Calais.

Two of the ten tables at the Centennial Dinner.

Above, Horatio T. Clark, left, 91 years old, who represented the Veterans, and Fred Jordan, with long Accounting Dept. service, were introduced. Below, the parade highlight, the MeC miniature train.

Left, the parking lot at the Shops, jammed with cars for the open house.

Right, a few of the hundreds of guests in the mill at the Shops.

Painter Charles Lowry works, supervised by Mark DeRose, grandson of John Larracey.
Despite a six-inch snowfall, the Waterville Street Department had Main Street bare. Crowds braved a biting wind to watch the marchers.

Right, the float entered by Waterville’s Central PTA.

Here they come! Winter clothing and warm expressions were the rule.

This old time fire engine and horses from Fairfield were parade favorites.
Before and after . . . "Old 470" had been gift-wrapped for its presentation to the City of Waterville, and was revealed in its mantle of new snow when pretty Barbara Jean Orr, "Miss Maine," unveiled it. It was the world's biggest gift package.

Above, the speakers' stand, from left, "Miss Maine," Mayor Joly, President Miller, Dean Ernest C. Marriner, who served as master of ceremonies.

Above, Governor Reed hands "Railroad Week" proclamation to MEC's J. H. Cobb, as Mayor Joly looks on.

Voting for standard box car color scheme.

The Waterville Sentinel office staff in Centennial caps and kerchiefs. Store clerks all over the Waterville area also wore the caps and kerchiefs.
**WATERVILLE SHOPS**

The Major, bless his curly gray head, has recently purchased a new electronic organ as a relaxant and tranquilizer. In his youth he showed exceptional talent in the musical line and played first fivet hammer in several key combinations and the sledge in the Anvil Chorus. He also composed that hauntingly sad railroadmen’s lament, “Ode to the Credit Union.”

Carman Jimmy Steeves is a patient at a local hospital for observation and possible surgery.

Report to be the coming thing for Shop men as Foreman Don Russell, Blacksmith “Little Pete” Gagnon, Machinist Bob Young and Electrician Dan Giroux have recently purchased Comets.

Miss Shirley Noel RN and Edward L. Gurski of Waterville are planning a January wedding. Gurski is the son of Laborer and Miss Edward A. Gurski.

Supt. George Silva has recently invented another electronic diguget for his car’s dashboard and calls it the “VSP” (Waterville Special Plug). As we recall his explanation of the monster, he regaled it as an integrating and errorless device. It is made up with a multicolored bussador and hooked it to 2 neon lights on the dash and connected a switch to turn on the flashing and firing action of all the spark plugs in the car’s engine. And I hope it’s as clear to you as it is to the writer. (Anyway, it worked)

We wish to be on record as among those offering congratulations to Carman Sid Biglow. Mrs. Biglow, who is a whiz on statistics and figures, and has a phenomenal memory for shop orders, rules, time cards and payrolls, can forget to buy gasoline for his car?

Electrician Roy Keyes, who retired in November at his home in Fairfield recently.

James Colford, a machinist here for many years, in retirement for a long period of 18 years.

A2C Shelley C. Mobley, USAF, left Charleston AFB, S.C., Oct. 25 on a MATS plane for Sidi Slimane, Morocco where she will be stationed with her husband A2C A. S. Mobley. They are in the Air Force Base Hospital. Miss Letha is the daughter of Paint Foreman and Mrs. G. K. Stevens.

Pfc. Betty Ceron, WAC, has received her discharge and is living at Ft. Bragg N.C. with her husband Pfc. Daniel Ceron. She is the daughter of Mr. and Mrs. Dick Boucher.

Machinist Percy Butler collapsed recently at work and is confined to the hospital.

General Agent Basil Higgins, well known at the Shops, has been a recipient of a surgical patient in a local hospital.

Miss Betty Craig, daughter of painter and Mrs. Chester C. Craig, has been appointed Assistant Administrator for the United States Dietician at the Veterans Administration, Togus.

Carman Jimmy Walker has been a resident in the hospital recently for a long time.

Eddy Reny, young son of Laborer and Mrs. Ray Reny was hit by a car recently near his home in Winslow. After a short stay in the hospital he was discharged. No serious injuries.
The refreshment table at the Shops was manned by volunteers including feminine employees and wives of Shops workers.

Above, a Shops tour group rides the transfer table. Below a Bethel family inspects a Diesel locomotive.

An antique item of railroad equipment gets a smile from a young Shops visitor.

Centennial Brochure Available

A few copies of the Maine Central Centennial brochure, a collection of pictures and historical sketches prepared for the Centennial observance in Waterville, are still available. If you're interested, drop a card to the editor at 222 St. John Street, Portland, and one will be sent to you as long as the supply lasts.

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