

*the* MAINE *of the*  
SPIRIT  TURF

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Our Congratulations  
to Jean Emerson

2012 Inductee  
to the Harness Racing  
Communicators Hall of Fame

The Maine Standardbred Breeders and Owners Association

**THE MAINE HARNESS HORSEMEN'S ASSOCIATION**

The Maine Harness Racing Commission

The New England Harness Writers Association

A Special Issue

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# NORTHEAST HARNESS NEWS

Vol. VI No. 1 *"For Those Interested In The Standardbred Sport"* January 1986

The Maine Spirit of the Turf  
Celebrates the Life Work of  
Jean Emerson



**The Winner: T.W. Happiness, Chet Emerson Up  
Tony Aliberti Presents a Maine Sire Stakes Award to Jean Emerson  
Alan McGinnis holding T.W. Happiness**

**Thank you for Your Many Contributions!  
We congratulate Jean Emerson on her July 2012 induction into  
The Harness Racing Communicators Hall of Fame  
Publisher & Editor of the Northeast Harness News**

# From Outside The Oval Bringing Past to Present To Create the Future



I met Jean Emerson at the Standardbred auction at the Windsor Fair. My cousin, Clark Thompson, introduced me to her as we sat in the bleachers watching the proceedings. I had just started my exploration of Maine's Lost Trotting Parks. I could readily see that Jean was a person who spoke her mind. As I soon learned, Jean was also a person who lived life with great passion, commitment, and dedication to the sport of harness racing and the Standardbred horse. Before she journeyed to Florida, she let me borrow her issues of the Northeast Harness News and a box with photographs that she had collected. A number of the items scanned from Jean's collection are featured in this issue.

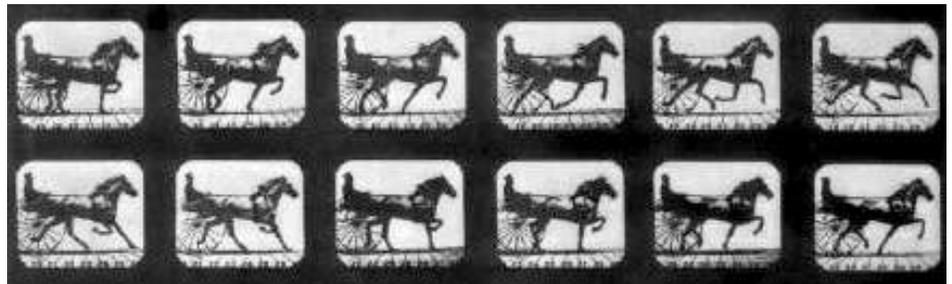
This issue of the Maine Spirit celebrates the life work of Jean Emerson.

As I have conducted my research Jean has been a wonderful resource and mentor. I congratulate Jean on her induction into the Harness Racing Museum Communicator's Hall of Fame!

*Stephen D. Thompson, Editor*

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## Ideas for Action

- ⇒ Syndicate the purchase of competitive Standardbreds that qualify for the Maine Sire Stakes Program
- ⇒ Sponsor regional and statewide song writing contests celebrating Maine Harness Racing
- ⇒ Sponsor a local classroom through a portion of winnings to help teachers purchase classroom materials
- ⇒ Form Amateur Driving Clubs at existing tracks. Start an organization for High School Driving Clubs
- ⇒ Develop and maintain blogs for individual breeders, owners, trainers, and drivers -- Make the Traditions of the Maine Horseman visible to the Maine public
- ⇒ Develop a series of educational programs that can be presented in Maine Schools
- ⇒ Include high wheel sulky and team harness racing demonstrations during harness racing programs
- ⇒ Meet with organizers of the Commonground Fair to explore workshops and demonstrations with the Standardbred horse
- ⇒ Create displays that blend the stories and the images of the past and present that can be placed at public locations throughout the State of Maine
- ⇒ Develop a series of career related multi-media presentations that features the occupations and careers related to harness racing and Maine's horse industry
- ⇒ Form a committee to explore appropriate use of social media to create a fan base for Standardbred breeders, owners, trainers and drivers
- ⇒ Explore with Maine's Community College System the development of a skills certificate program that will impart the necessary skills and knowledge for success in the harness racing industry



## Jean Emerson 2012 Inductee into The Harness Racing Communicators Hall of Fame

A sprightly senior citizen, Jean Emerson has been involved in almost all aspects of harness racing for nearly half a century. In addition to breeding, training and racing, she was also the founder of the very successful harness racing publication *Northeast Harness News*.

Born on May 9, 1930 in Lubec, Maine, Emerson actually knew very little about Standardbreds until she reached adulthood. Her exposure to the sport came when, as a junior in high school, her father took her to the Blue Hill Fair. Always a lover of horses, her interest grew after she married Chet Emerson and they moved to southern Maine. In addition to becoming actively involved in the sport, she was also raising three daughters and working as a teacher, having earned a Master's Degree in Education from the University of Maine. She retired from teaching in 1980.

The Emersons began racing their horses in the late 1960s, and by 1970 they were owners of a breeding farm in Saco. Their homebreds raced throughout the New England circuit including Bangor, Lewiston, Rockingham, Suffolk, Foxboro, Scarborough and the fairs. In 1985 they started racing at Pompano Park in Florida and continued to do so every winter.

In 1973, having become aware of horsemen's problems, Emerson became a charter member of the Maine Standardbred Breeders and Owners Association (MSBOA). She served as its secretary for the first five years during which time she

worked with others on a position paper to be presented to the Maine legislature establishing the funding for what would become a successful state breeding and stakes racing program.

In order to make horsemen more aware of possible solutions to their problems, Emerson began publishing a monthly MSBOA newsletter. Because mailing the newsletter became expensive for the association, she decided to start a newspaper with advertising to cover costs. Thus came into being the *Northeast Harness News*, which for approximately the next fifteen years would keep New England horsemen and their families up-to-date about issues important to their livelihoods.

Working with limited funds and a small volunteer staff, Emerson created a publication that was well-read, insightful and entertaining. It was circulated not only in the Northeast but also in almost every other harness racing state. She functioned as editor, publisher, staff reporter, photographer, advertising manager, layout artist and bookkeeper. Each winter the Emersons would drive to Florida and stop along the way to distribute copies of the paper at tracks and training centers. Jean decided to cease publication only when she realized that computers and the Internet were becoming the most efficient way for horsemen to obtain current and relevant news.

A member of USHWA's New England chapter from 1980 to 1995, Emerson transferred to the Florida Chapter for which she has served as secretary, vice president and president. She has taken a leading role in planning and promoting the chapter's annual awards dinner, the funds from which enable the chapter to provide scholarships to college students interested in harness racing journalism.

Emerson was also instrumental in the establishment of the chapter's Aime Choquette Sunshine Fund, which in times of need provides relief for Florida horsemen.

The Emerson's 60-year marriage ended in December of 2010 when Chet passed away after a long battle with bone cancer. Jean has continued to be active in the sport, attending qualifying races, keeping abreast of new stock, encouraging and congratulating new drivers, discussing all aspects of horsemen's issues and politics, be it racing and slots in Maine or the horsemen's contract at the Isle Pompano Park. She promotes the Florida Chapter's awards dinner by selling tickets and ads in the backstretch at Pompano Park and at other training centers in the state.

A member of the New England Harness Racing Hall of Fame, Emerson has also been honored by the Florida Chapter of USHWA with its Allen J. Finkelson Award (2004) for positive promotion of the sport, and its Delvin Miller Award (2008) for good will and integrity. Emerson was also inducted into the Florida Harness Racing Hall of Fame's Communicators' Corner in 2010.

In addition to three daughters, Emerson's family includes three grandsons. The Florida Chapter of USHWA best summarized her devotion to Standardbreds with its statement, "Jean Emerson continues to promote the sport of harness racing to everyone she meets as she celebrates the industry that has defined her life."

**Article courtesy of the Harness  
Racing Museum and Hall of Fame.**

# Jean, Congratulations from the Maine Standardbred Breeders & Owners Association

June 1, 2012

The Maine Standardbred Breeders and Owners Association would like to congratulate Jean Emerson on her induction into the Harness Racing Communicators' Hall of Fame. Jean has been involved in Harness Racing for almost fifty years after having been exposed to the sport by her dad while attending Blue Hill Fair as a junior in High School.

Jean was a charter member of the Maine Standardbred Breeders and Owners Association (1973) and served as its secretary for the first five years. During that time she worked on the position paper that was presented to the Maine legislature that established the original funding for what is now our very successful Maine Sire Stakes Program.

Jean is probably best known for her newspaper, the Northeast Harness News. For fifteen years she would keep New England horsemen up-to-date about issues related to the Standardbred industry, while serving as its editor, publisher, staff reporter, photographer, advertising manager, layout artist and bookkeeper.

Jean and her late husband Chet began racing horses in the late 1960's and had a breeding farm in Saco where they raised and raced horses throughout New England. In 1985 they started racing at Pompano Park in Florida every winter.

Jean continues to be active in the sport as a member of the New England Chapter of USHWA from 1980 - 1995. She then transferred to the Florida Chapter for which she has served as its secretary, vice-president and president. Jean was honored by the Florida Chapter with its Allen J. Finkelson Award (2004) and Delvin Miller Award (2008). IN 2010 she was inducted into the Florida Harness Racing Hall of Fame's Communicators' Corner.

## **Congratulations from the Maine Harness Racing Commission**

On behalf of the Commission we wish to extend our congratulations to Jean for her outstanding contributions to not only Maine's harness racing scene but also to others on the eastern seaboard that her life and writings have touched.

The Commission wishes to congratulate her on her achievements and her recent induction into the New England Harness Racing Communicators Hall of Fame.

*Henry W. Jackson  
Executive Director  
Maine Harness Racing Commission*

Jean, Congratulations from the  
NEW ENGLAND HARNESS RACING WRITERS' ASSOCIATION

May 27, 2012

JEAN EMERSON

The New England Harness Writers Association wishes to congratulate a “ legend from Maine,” and part of our family, for the recognition that she has received from her peers; “ The United States Harness Writers Association,” with her induction into the Communicator`s Corner on the Fourth of July Weekend, 2012, at Goshen, New York, well known as the home of The Harness Racing Museum and Hall of Fame of the trotter.

Her credentials go back over thirty years and her articulate way of communicating to the harness racing world and beyond, with her Northeast Harness News was legendary.

I can say those word, because 18 years ago, when I was President of the New England Chapter, I had the extreme pleasure of honoring our chapter with Jean Emerson`s induction into the New England Hall-of-Fame. What was unique about it, was that she was the “ first woman “ to be recognized in the Hall and I was very happy that it happened during my Presidency.

A workaholic to the nth degree. I can remember attending the National Awards Banquet in New York and putting a story together that included all thirty award winners that were presented awards that evening and Jean made sure in her 8 page newsletter that my story made it in there.

It is a treat, being President again of this wonderful chapter, to be able to recognize her accomplishment., by submitting this letter to “ THE MAINE SPIRIT OF THE TURF ” continues my connection with this lovely lady, and allows her to know that the full chapter membership is totally proud of her accomplishment.

Robert Lieberman  
N.E.H.W.A.  
President

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The Maine Harness Horsemen's Association  
congratulates JEAN EMERSON  
on her induction  
into the Communicators' Hall of Fame



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*I was just on my way to the mail box and thinking how much fun it would be to once again receive a copy of North East Harness News, The paper was a treasure of information that covered Breeding Fairs, Race tracks, and training centers through out the North East, it left no stone unturned. The Horses, Trainers owners, Drivers and Grooms were well covered.*

*Jean Emerson you and your paper are sadly missed. The articles you wrote back then are now a gem for the History books. I would like to take this opportunity of Congratulation for your many achievements. By the way Jean the nick name you branded me with along with the cartoons. Well I am still referred to as 'forty some years now!*

*Honest  
Ernest*

**Get Hammered!**

For Jean Emerson,

thank you for dedication and promotion of  
the Maine Breeders Stakes Program!

Dear Jean,

Congratulations on your induction into the USHWA Communicators' Hall of Fame. Linwood and I are so happy that you are being recognized for your commitment to harness racing and especially helping promote the Maine Breeders Stakes Program. I remember the first trotter you purchased from us because you knew the Maine Breeders Program was going to take off. You also recognized the need for a media publication at the same time.

You were on the go working tirelessly on the Northeast Harness News so pertinent the harness racing information could be read by New Englanders – long before computers and the Internet!

You documented events with so much enthusiasm. Your reporting included racing officials, trainers, owners, drivers, and the equine athlete. You favored no one. You were always on the track personally interviewing your chosen subjects and snapping pictures. How did you do this? I marveled at your energy. Maybe that came from being a physical education teacher and being in good shape – mind, body and spirit.

Anyway your love of the sport and its people has shown in all that you have done for us Maniacs.

You certainly deserve this very prestigious honor.

Wishing we could be with you!

Our best always!

Diann and Linwood Perkins

Can you identify  
this track?



YOU'LL FIND THE ANSWER IN  
the July Issue of the  
Maine Spirit of the Turf!

If you would like to write an article for The Maine Spirit,  
e-mail Stephen D. Thompson at [lifework50@gmail.com](mailto:lifework50@gmail.com).

**For Jean Emerson,  
Congratulations to a visionary with the talent and  
pragmatism to implement her vision successfully!**

**KC Johnson**

Jean Emerson is a visionary who had the talent (and the pragmatism) to implement her vision successfully. At a time when New England harness racing was flourishing, she recognized the opening for a newspaper that would provide quality coverage of racing news in Massachusetts, New Hampshire, in Maine. Jean then singlehandedly brought the *Northeast Harness News* to life, initially serving as publisher, editor, writer, marketing agent, even design specialist. The result was an excellent publication that chronicled the sport for more than a decade. She was, in the New England harness racing world, a force of nature.

Jean also served as an unofficial promoter for the sport,

seeking out—and giving a chance to—other harness racing enthusiasts who wanted to join her cause. I first met her when I was 13, and she let me write occasional articles about stakes races at various Massachusetts fairs. I wound up writing for *NEHN* for eight years, and Jean’s editorial guidance improved my writing in ways that have served me well in my career as a history professor. And anytime I needed advice or assistance during my time as Scarborough Downs announcer, Jean was there.

At a time when harness racing faces unprecedented challenges, the sport needs more people like Jean—figures not only with talent but who are willing to go above and beyond in giving of themselves—if it is to flourish.

## **Scarborough Downs Superlatives!**



**Royal Knockout gives  
a knockout performance!**



**IPO Blue Chip Demolishes  
Track Record at Scarborough Downs**



**Driver Ivan Davies Makes His Mark!**



**Wantsomeofthis -- In the Mud at Scarborough Downs**

Photos by Michael Newman

## Jean -- Congratulations!

You are part of a long tradition  
that dates back to . . .

5/31/12

Dear Jean,

I would like to take this opportunity to congratulate you publicly on your upcoming induction into the Harness Racing Communicator's Hall of Fame at Goshen, New York. You worked hard for many years to make a printed record of harness racing events in New England, and as a result, many enjoyed reading your monthly newspaper, the "Northeast Harness."

My association with you over these years brings back many good memories. In addition to contributing articles for your newspaper, I remember several "news" related road trips with you collecting photos and stories for the newspaper. A car trip to Saratoga and Goshen and a bus trip to the Meadowlands for the Hambletonian come to mind. I remember joining you in the winner's circle for a Maine Sires Stake presentation at Bangor when your husband, Chet, drove T.W. Happiness to a trotting victory in the mud. And a visit to your farm in Saco to see your colts and how you raised them up.

When I try to put this all in a bigger perspective, I think of you and other Maine based harness writers as part of a long tradition that dates back to the post Civil War years. In your own way you have followed in the footsteps of John W. Thompson, publisher of "The Maine Horse Breeders' Monthly," George H. Bailey, horse editor of the "Maine Farmer," and others who helped to make a permanent record of harness racing history in Maine and New England.

I thank you for your efforts and wish you all the best in your July trip to the Hall of Fame induction ceremony.

Take Care.

Clark P. Thompson  
Bangor, Maine



Going through the turn at the Union Fair Trotting Park

# From the Vault

## Images from the Northeast Harness News



**Arnold Miles with filly Ohio**



**Bill Dunn with Taverns Yankee**



**Ray Ireland's Brenton Hanover**



**Charlie Cannare with Precious News**



**Cyruri**



**Earl Beede**



**Ed Booth & Rex McCarty**



**Fred Spinxer**

# From the Vault

## Images from the Northeast Harness News



**Andy O'Marrow with Garrets Strike**



**Get Around**



**Gone Again Judy**



**Henry Dumont at Presque Isle**



**Howard Bussiers , Atkinson, NH**



**Hugh Stewart with In Pursuit**



**Jinx Breaker**



**Jogging at PP Grandstand**

# From the Vault

## Images from the Northeast Harness News



**Jan Lafferty, Orlando, Florida**



**JW Training Center**



**Leo Bauer, Midway, MA**



**Moliveri Wingfoot**



**Pat Burns, Haverill, MA**



**Phllis Hodgkins with Hickory Doc**



**Ruth King  
Spring Garden**



**Bob Doherty with Sparklin' Yankee**

# From the Vault

## Images from the Northeast Harness News



**Stan Kane with Dorts Wander**



**Dick Simmons' Strike Image**



**Striking Dream**



**Taylor and Walter**



**Silken Sunny, Walter Paget up**



**Warm Breeze owned by James Esper**



**Warren, Harp, Patrick Strikes**



**Rodney with Win with Honor**

# From the Vault

## Images from the Northeast Harness News

Fall Issue  
1980



A \$2,500, WHICH MISSING FOR OPENING DAY.



BOBBI BELANDS AND MARGE DE GOSSE

## A NEW ERA AT SCARBOROUGH DOWNS

AN INTERVIEW:

JOE RICCI OF SCARBOROUGH DOWNS

by Jean Emerson

Scarborough Downs opened its doors May 15 on the second year of DavRick ownership. Although novices in this area, the corporation is out to show all concerned that harness racing can be conducted "as a business and a sport".

Joe Ricci, mentor of the DavRick Enterprise, came on the scene when the industry in Maine was slumping, the economy looked dismal and inflation was on its upward spiral. Last year in the face of the energy crunch, the handle improved, horsemen were supportive and new records were set at the Downs.

During the winter Ricci worked diligently in the direction of securing more racing dates. The advisory group, appointed by the State Racing Commission to study the situation, finally decided in his favor and the momentum built up during the past summer continued.

In an interview at the Downs recently, I was impressed with Ricci's "natural force of energy". He is continuously on the move, mentally and

physically. His basic philosophy is "to please the patron by providing exciting action in a pleasant atmosphere".

The key to it all is that Ricci is, first and foremost, a shrewd business man. At thirty-three years of age, he certainly hasn't had the experience that others before him have had, but he does seem to have an instinctive ability for making decisions. He has a unique approach to horsemen. "I think of them as partners," he states, "we need each other!" He is convincing in his sincerity. Ricci also has a talent for surrounding himself with people "who can get the job done." The versatile track manager, Lloyd Johnson, can pinch hit in many areas, and veteran race secretary, Clayt Smith, is probably one of the most respected in New England.

In the past, harness racing in Maine has not broadened its base, but "it's a good bet," that more people will be going to Scarborough Downs this summer, as Joe Ricci is willing to spend dollars to promote! Each night, when the lights dim in the clubhouse and grandstand, you can believe "the show will be on the half-mile stage!"



"IT'S A WINTER" SCARBOROUGH DOWNS



PAINTFUL FANS AT SCARBOROUGH DOWNS....



RACE SEC. CLAYT SMITH "MAKES HIS ROUNDS"



ASST. RACE SECRETARY MADELINE GOSS SCARBOROUGH



"THE CLUBHOUSE CREW" SCARBOROUGH DOWNS

# From the Vault

## Images from the Northeast Harness News



### FIRE LEVELS BARN AT SCARBOROUGH DOWNS!

by  
Jean Emerson

"Get up! Get up! Barn G is on fire!" screamed Dot Armstrong over the loudspeaker from the Race Secretary's Office to those on the backstretch at Scarborough Downs at 2:45 A.M. on August 20.

Tuesday, the dark day at the Downs, is the one day of the week that horsemen can take a break and relax, and Don Thomas who was returning early Wednesday morning from Old Orchard Beach rolled into the barn area to see flames shooting from the far end of the tack room in Barn G. Realizing immediately that sixteen year old, Terry Ammann was asleep not thirty feet from the flames, he screamed awakening the dazed girl who stumbled out into the alleyway. Almost instantly flames engulfed the area where she had been sleeping moments before.

By this time the noise had awakened those in the travel trailers directly in back of Barn G. Dot Armstrong took one look and knew in an instant that she must do as she had been instructed by the Scarborough management in case of fire. She rushed immediately to the Race Secretary's Office to alert those in the area and to call the Scarborough Fire Department.

Backstretch personnel hurried to the scene at Barn G, as Dot continued to scream over and loudspeaker warning everyone of the danger.

Tom Vanidestine located nearby wasted no time getting to the twenty-three horses stabled in the burning barn. As others arrived they helped to lead them to safety.

Billy Parker and others in the nearby barns were working furiously to evacuate all their horses, as flames and sparks lighted the entire area. The heat was so intense that they couldn't open the stall doors without burning their hands.

Jim Richardson was sleeping in the tack room at the far end of Barn G about 300 feet from the outbreak. He tried to save as much as possible but in less than twenty minutes the entire barn was flattened except for a small section at the very end.

We are thankful that no lives were lost, but saddened by the fact that three horses died in the flames and smoke. Lady Lana N., Loyal Spun and Linc Hobbs perished in the fire when they ran back into their stalls, and Scot's Goose was burned so badly he may not survive. In addition, the loss of equipment and personal belongings will take days to estimate.

By 9:00 A.M. firemen were still playing hoses on the smoking remains while bulldozers removed some of the debris. For hours people had reacted to the emergency and now they were dazed and shocked by the realization of how much worse it could have been.

Manager, Lloyd Johnson and security personnel were on the scene from the beginning and Horsemen's Representatives, Bert Fernald and Dick Howard were offering financial aid to those who had been wiped out by the blaze.

However, harness racing is a demanding business and normal routine is quick to assert itself. It wasn't long before I heard someone yell across the alley, "Tom, do you have a breast plate I could borrow?" It's a mixture of carnival and theater—from the shouting of "Hey, Rebel!" to "the show must go on." We have learned to help each other—it's what makes this business unique.

### Scarborough Downs Scarborough, Maine

ADMIT ONE	ADMIT ONE
POST TIME	ADMIT ONE
7:30 Nightly	
4:30 Sat., 1:30 Sun.	
CLOMBE BUILDING	
GRANDSTAND	
* FREE * ADMISSION	
BOULEVARD Scarborough, Maine	

**trot  
on by**  
for the time  
of your life!

### RECORD BREAKING PACE CONTINUES AT SCARBOROUGH DOWNS

by  
Lloyd F. Johnson, General Manager

Scarborough Downs' 1980 harness racing season continues to roll along at a "record-breaking pace, with the attendance and mutual handles running well above the all-time marks through the first 79 - programs. With approximately 38-dates remaining on the current schedule, it appears certain that the Southern-Maine-racing center has turned the corner while establishing itself as the "premiere oval" here in the Pine Tree State.

Glancing at the latest figures, the total Mutual Handle through Sunday, August 10th reads \$9,632,952. That figure surpasses the all-time record handle of \$9,199,746, which was established during the 1979 campaign, the first season the track operated under the DavRie-Maine Corporation banner. As a comparison, the total-mutual-handle for the initial 79-programs last summer was \$8,246,944. The nightly average has risen to \$121,935, a large increase over last seasons \$104,392 average over the same period of time.

The success story continues at the Admissions booths, where 186,001 patrons have passed through to date. Last years records show 162,509 patrons during the same time period. Another increase is shown in the Per-Capita wagering which read \$50.75 last year, and is up to \$56.26 per patron this season.

The participating horsemen at the Downs have received \$796,286 in purse monies over the first 79-programs, a figure well above last years \$636,505 total over the same period. Meanwhile the tracks other major partner, the State of Maine's General Fund has received \$607,063, an increase over last summers \$537,712 mark. Those figures are based on the first 981 dashes on the current seasons, again a large increase over 869 races in 1979.

At the Downs the plant never looked better, the handles and attendance are way up, and the racing is faster than ever before, all a tribute to the members of the DavRie-Maine-Corporation members, the participating men, and the fine employees who have succeeded in changing the image of a losing operation into a brand new "record breaking" harness racing center, over a very short period of time.



All that remains of 50 stall Barn G  
at  
Scarborough Downs

# From the Vault

## Images from the Northeast Harness News



BULK RATE  
U.S. POSTAGE  
**PAID**  
LEWISTON, MAINE  
PERMIT NO. 1

# NORTHEAST HARNESS NEWS

**50¢** *For those interested in the Standardbred sport* Vol. 1 No. 9



Arthur Nason accepts the New England Harness Writers plaque honoring him as the 1981 Hall of Fame inductee at the banquet hosted by Scarborough Downs recently.

## New England Harness Writers Association Hall of Fame Inductee: **ARTHUR NASON**

NEW ENGLAND HARNESS WRITERS INDUCT NASON INTO HALL OF FAME  
by Harvey B. Robbins

Rugged, skillful, unstoppable, able to carry the workload of a dozen men, that's Arthur G. Nason. The man has long stood as a symbol of what New England racing is all about.

On September 13th "King Arthur" gained the ultimate honor in his profession. He was inducted into the New England Harness Writers Hall of Fame. It was a worthy distinction and a crown jewel in a career that has seen him breed, train and drive a host of homebreds to have gone on to gain great success in the racing world.

Nason is best known, and for good reason, as the guy who toured the United States in the early '70's with Mountain Skipper. Skipper was the horse that made Nason a household name in New England and gave him national acclaim. The son of Dale Frost scored 16 two-minute winning trips at a time when the 2:00 mile was still a special feat. He did

it five times on half-mile tracks and scored \$304, 276 in earnings. He did it all while going unsteaked as a colt. Nason now stands Skipper at Crayco Farms, N.Y., and has since become involved in Sire Stakes racing. But Skipper was a learning experience for Nason as he was not into stake racing at that point in his career. It is difficult to imagine how much his colt could have earned if he had raced the Sire Stakes route. As it was the Skipper's biggest win came in the Atlantic Seaboard Circuit Final of '73 worth \$36,500. But consistency was the trademark that accounted for over \$300,000 and the USTA's 1973 award to Mountain Skipper as the Nation's Aged Pacer of the Year.

Nason also raised Mr. Bulldog, the '73 leader with \$106,000 in two-year-old trotting honors. The ill-fated Pacealong Time was another with top potential.

In recent years Nason has developed some early blooming two-year-olds including He's A Smokin and Skipper Go Fast, a pair of 2:02 performers at an early juncture in the '81 season. Both are by Mountain Skipper.

Nason won his 1,500th race in 1979 at Foxboro. His wins have been concentrated on younger stock over recent seasons, but the method of operation has not altered. He still does all his training on the track he built at his Pacealong Farm in Effingham, N.H. Nason and his son, John (at a time the youngest driver to ever win a two-minute mile which he did at eighteen with Mountain Skipper) do all the training with hitching and jogging aid from a couple of friends. The shipping to tracks is almost a daily routine, as home base is still the destination rightly, no matter how far away the track might be.

Nason has about sixty head in his

stable. He compounds his own work load because even after all these years he still has an emotional tie with his horses and winds up keeping many a broodmare that has become too old to breed and many a horse gone past its racing form. But that's a quality to be respected and provides insight as to the man himself.

Nason has always been a straight talking, straight dealing horseman. He's out and going every time he's behind the gate. He has been kind to many others in the industry who have sought him out for help, advice and training/driving services. It can be said that Nason doesn't have a person in the business who fails to speak well of him. That is a decent claim in an industry with competitiveness at its core.

It is no wonder that the crowd assembled stood cheering as Arthur Nason accepted his trophy - no man ever deserved it more!

### Congratulations to Hall of Fame leading drivers in New England

### John Hogan and Billy Parker, Jr.

# From the Vault

## Images from the Northeast Harness News

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# NORTHEAST HARNESS NEWS

Vol. III No. 12 *For those interested in the Standard bred sport* \$1.00



"Horse of the Year" Cam Fella and driver, Pat Crowe — as depicted by the talented artist Philip Berkeley in a realistic painting

### CAM FELLA CHOSEN AS "HORSE OF THE YEAR" FOR 1983.

COLUMBUS, Ohio — Cam Fella, that finely-tuned "Pacing Machine", has been voted the Harness Horse of the Year for 1983, the second straight year that he has been awarded that honor.

Cam Fella is the first horse to repeat as Harness Horse of the Year since Niatross won back-to-back titles in 1979 and 1980. Cam becomes only the eighth horse to wear the crown in more than one season.

The four-year-old horse received 183 of the 299 votes cast in the balloting by the U.S. Trotting Association and the U.S. Harness Writers' Association. Ralph Hanover, a three-year-old colt pacer, finished second with 90 votes.

Coming off a tremendous 1982 campaign, Cam Fella was expected to dominate the aged pacing ranks this year. Questions were raised when he lost his first three starts, but Cam Fella silenced all of his critics when he rebounded to put together one of the greatest seasons in the history of harness racing.

Cam Fella won his 25th straight race on November 19 at Roosevelt Raceway, breaking the modern-day single-season record set by Bret Hanover in 1964. This win gave him a total of 26 two-minute victories this year, which is another single-season record, surpassing the mark of 25 set by Courageous Red in 1982.

Trained and driven all of his starts

the last two years by Pat Crowe, Cameron of Washington, Pennsylvania. The colt was sold at the Nov. 26 at Maywood Park, Dec. 3 at Pompano Park, and Dec. 10 at Greenwood Raceway.

Seven of Cam's victories came in \$100,000 events, including two legs of the World Cup, and the finals of the Graduate, Driscoll, and Fraser Series.

These wins have enabled the son of Most Happy Fella to become the first standardbred over three-years-old to earn greater than \$1 million in a single season. If he wins the New Jersey purchased a share of remaining starts on his schedule, Cam Fella would retire as the richest pacer of all-time, passing Rambling Willie's total of \$2,036,219. Cam Fella was bred by Wilfred farm.

### IMPORTANT DATES AND UPCOMING EVENTS

- |  |   |
|--|---|
| <p>Dec. 18 — S.O.A.N.E. Election of Officers — Foxboro</p> <p>Dec. 14 — Tufts Univ. Symposium — "Equine Reproduction" Grafton Campus.</p> <p>Dec. 14 — Maine Harness Racing Comm. meeting (Fair dates) Augusta Civic Ctr.</p> <p>Dec. 15 — New Hampshire Stallion Registration due.</p> <p>Dec. 21 — Northeast Harness News subscriptions for 1983 expire.</p> | <p>Jan. 1 — New England Salky Championship registration due.</p> <p>Jan. 11 — Maine Race Commission meets Augusta Civic Center (Breed. rules)</p> <p>Jan. 14 — Maine Harness Horsemen Banquet — Civic Center — Augusta.</p> <p>Jan. 18 — Equisomics — Standardbred Seminar — Biddeford, Maine.</p> <p>Jan. 23 — S.O.A.N.E. Banquet — Red Snapper — Foxboro, Mass.</p> |
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Flash! Clubhouse leveled by fire at Scarborough Downs .... See Page 24



# From the Vault

## Images from the Northeast Harness News



### MOST HAPPY DRILLA WINS HOLIDAY \$5,000, FACING CLASSIC AT DOWNS

Most Happy Drilla, a regally-bred son of Most Happy Fella, captured the Holiday Pacing Classic at Scarborough Downs on Saturday night, December 20th. The "Classic," the highlight of the winter harness racing season at the Downs, went for a purse of \$5,000.

As the feature race field left the Paddock, the temperature trackside had dipped to 11 degrees below zero, thus the winning time of 2:07.4 was surely a testament to the ability of the starters in this six-horse field.

The early speed in the mile was furnished by Miles End Ida, making her Maine-debut following a successful summer season along the New Jersey circuit. "Ida" took the field towards the quarter-pole, where the eventual race winner Most Happy Drilla ranged alongside, going right on by to show the way past the half-mile marker.

Just past the half, the "Yago to richie" peer Big Hugh made a "big" move along the outside, bidding to circle the leaders with driver Leigh Fitch. Flashing the brand of speed which has made him one of the New England's very finest invitational stars, "the son of Jolly Roger" moved alongside the leader, with Bucky Day and Strong Focus also mounting a strong challenge overland. But it was not to be on this evening for either challenger, as the classy Most Happy Drilla recoupled the threats, and held that lead past the three-quarter marker.

Wheeling around the final bend "Drilla" faced yet another challenge from the strong New Hampshire pacer Fair Frost and driver Charlie McIntyre. Fair Frost pacing a storm along the outside, went three-wide around the final bend, and finished boldly along the middle of the raceway just missing at the wire in this very competitive journey.

For Most Happy Drilla, the win was his sixth of the season, with the \$2,500 winners share of the purse raising his seasonal bankroll to \$29,452. His lifetime earnings now read \$60,072, with a lifetime mark of 2:00 taken at Foxboro Raceway last summer. He was reined to victory by co-owner Alan Armstrong of Windham, New Hampshire.

"Drilla" was sent away as a "luke warm" favorite at 2 to 1 on the board returning \$6.20, 4.20, 4.60 across the board. Fair Frost, the long shot in the field, paid \$16.00 and 6.20, with Miles End Ida returning \$3.60 to her Show-position backers. Completing the order of finish were Big Hugh, Strong Focus and Super Cool.

Unfortunately the "truly competitive" mile drew a very small crowd perhaps due to the "sub zero" temperatures, with a total Mutual Handle of \$20,280 being recorded.

Lloyd F. Johnson, Director of Publicity



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# From the Vault

## Images from the Northeast Harness News



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Vol. III No. 12



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Coming off a tremendous 1982 campaign, Cam Fella was expected to dominate the aged pacing ranks this year. Questions were raised when he lost his first three starts, but Cam Fella silenced all of his critics when he rebounded to put together one of the greatest seasons in the history of harness racing.

Cam Fella won his 35th straight race on November 19 at Roosevelt Raceway, breaking the modern-day single-season record set by Bred Hanover in 1964. This win gave him a total of 26 two-minute victories this year, which is another single-season record, surpassing the mark of 25 set by Courageous Red in 1982.

Trained and driven all of his starts

the last two years by Pat Crowe, Cameron of Washington, Pa. Cam Fella has outings scheduled for Nov. 26 at Maywood Park, Dec. 3 at Pompano Park, and Dec. 10 at Greenwood Raceway.

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Washington, Pa. The colt was sold at 1980 Tattersalls Yearling Sale, Lexington, Kentucky for \$19,000 to Ontario and Norman Faulkner, Stouffville, Ontario, purchased Cam Fella for more than \$100,000 after his two-year-old campaign. They were richly rewarded when the colt won two legs of the Pa Triple Crown and more than \$875,000 in 1982.

Early this year JEPS of the Standardbred Country Club of Columbia, New Jersey purchased a share of Cam Fella for \$4 million. Cam Fella would retire as the richest pacer of all-time, passing Hambling Willie's total of \$2,038,219. Cam Fella was bred by Wilfred farm,

### IMPORTANT DATES AND UPCOMING EVENTS

- |   |  |
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★ **Flash! Clubhouse leveled by fire at Scarborough Downs .... See Page 24** ★

# From the Vault

## Images from the Northeast Harness News



**NORTHEAST HARNESS NEWS**

Vol. V No. 7  
July 1985

Second Class Postage Pending  
At Biddeford, Maine

*For those interested in the Standardbred sport* **\$1.00**



The Dirigo Pace at Scarborough Downs on July 4th equaled the 1:57.3 track record. In an exciting finish Governor K.C. and Francis Mahoney also finished with Bruce Hauger aboard as Peter Blood and Broadway Premier make a rush at the rail.

### MILLION DOLLAR HOLIDAY WEEK AT SCARBOROUGH DOWNS

Super fast racing and perfect holiday weather conditions provided the ideal ingredients for yet another "Million-Dollar Week" at Scarborough Downs, where the Mutual Department continues to rewrite the "Record Books" as the halfway point of the long 1985 harness racing season approaches.

The busy Fourth of July holiday period created a total Mutual Handle of \$1,142,957, some \$246,000 over last year's \$896,914 over the same seven-program period. The high point of the week came on Saturday night, July 6th, when an overflow

gathering wagered \$226,306 on the 15-race card. The second largest handle came on Friday night, when a healthy \$172,049 was pushed over the counters on the 13-race program. The average wagered per-program reached \$163,279, far above last year's \$128,644 average over the same seven-programs.

The "Million Dollar Week" was enhanced by the sensational racing activity, which was topped by the Track Record-equaling 1:57.3 score by Governor K.C. in the Dirigo Pace on July 4th. Two other "Sub-2:00 Minute Miles" were thrown in

during the period, those being by H.R. Counsel, the first mare ever to break the "Magic Mile" barrier, with a trip in 1:59.2, and Foxy Jac, who stopped the Teletimer in 1:59.3 on Saturday night.

The seven-program period produced no less than 23-miles timed under 2:00, with Saturday nights "speed bonanza" providing seven of those 23-speed shows over the all new half mile surface. The new banked oval has now produced nine "Sub-2:00 Minute" miles this year, with the grand total of Miracle Miles (since 1979) now reading 24!

Among the Downs Drivers cold a "battle royal" has developed the top spots, right behind season-long leader Leigh Fitch is comfortably atop standings with 78 victories, Paul Battis and Kelly Case all 4 for runner-up honors with 49 each. The remainder of the current Top 10 includes Freeman Pat (46), Don Richards (37), J. Nason, Robert Sumner, and G. Bowden (all with 35 scores), W. Whittemore (25), and C. Lemieux (23).

By LLOYD JOHN

### IMPORTANT DATES AND UPCOMING EVENTS

- July 20 - Bearcat Pacing Final - \$4,000 purse - Scarborough Downs.
- July 21 - Invitational Pace \$25,000 - Foxboro Raceway "Spirit of Massachusetts."
- July 24 - Maine Breeders Stakes - 2 yr. old trot & 2 yr. old colt pace - Bangor Raceway.
- July 24 - Treasure Chest Series - Purse \$1,000 - Scarborough Downs.
- July 25 - Showplace Pacing Final - \$6,000 purse - Scarborough Downs.
- July 25 - Maine Breeders Stakes - 2 yr. old trot & 2 yr. old filly pace - Bangor Raceway.
- July 26 - Bangor State Fair Opener - Bass Park - Bangor, Maine.
- July 26 - Maine Breeders Stakes - 2 yr. old filly pace & 3 yr. old colt pace - Bangor Raceway.
- July 27 - Mass. Sire Stakes - Groton Fairgrounds 12:00 noon.
- July 28 - New Hampshire Sweepstakes "Gold Cup" \$50,000 purse - Hinsdale Raceway.
- July 28 - The Maine Event (Mo. owned or bred) \$5,000 - Scarborough Downs.
- July 28 - Treasure Chest Series - \$1,000 - Scarborough Downs.
- July 28 - New Hampshire Sire Stakes - two year olds - Hinsdale Raceway.
- July 31 - Maine Breeders Stakes - 2 yr. old trot & pace Skowhegan Raceway.

- Aug. 1 - New Hampshire Sire Stakes - three year olds - Hinsdale Raceway.
- Aug. 1 - Maine Breeders Stakes - 2 yr. old trot & 2 yr. old filly pace - Skowhegan Raceway.
- Aug. 1 - Hambletonian Oaks - 3 yr. old filly trot - \$300,000 - The Meadowlands.
- Aug. 2 - Maine Breeders Stakes - 3 yr. old filly pace & 3 yr. old colt pace Skowhegan Raceway.
- Aug. 2 - Oliver Wendell Holmes - 3 yr. old colt pace - \$300,000 - Meadowlands.
- Aug. 3 - The Hambletonian \$1 million Trot - The Meadowlands (Hinsdale simulcast complete program).
- Aug. 4 - Scarborough Downs Trot - Purse \$2,000 - Scarborough Downs.
- Aug. 4 - Topsham Fair opens - Topsham, Maine.
- Aug. 5 - Northern Maine Fair opener - Presque Isle.
- Aug. 7 - Treasure Chest Series - Final \$2,750 1 1/4 mile - Scarborough Downs.
- Aug. 8 - Maine Breeders Stakes - 2 yr. trot & 2 yr. colt and filly pace Northern Me. Fair.
- Aug. 9 - Freshman Pace - \$4,000 purse - Foxboro Raceway.
- Aug. 9 - Maine Breeders Stakes - 2 yr. old trot & pace Northern Me. Fair.
- AUG. 9 - Northeast Horse Congress - Lewiston Raceway (Fri.-Sat.-Sun.)

# From the Vault

## Images from the Northeast Harness News



### THE FAIRS

All the standardbred racing offered in North America is not transpiring at the scores of brightly lighted pari-mutuel tracks spread across the land. Harness racing is also very much alive and doing very well at the fairs.

The U.S. Trotting Association services some 400 fairs that offer harness racing, with the list including big and booming state exhibitions in Illinois, Ohio, Indiana and New York. Some three million fans witness harness racing in the hot afternoons of summer.

Few of the fairs offer mutual wagering, but almost all are rich in ferris wheels, multi-colored tents, hotdog stands, side shows, exhibition halls, produce and livestock displays and balloon vendors. Taken as a whole, fairs offer a cornucopia of sights and sounds, with harness racing — another distinct touch of Americana — adding spice to the entire production.

The nation's two most prestigious standardbred stakes for 3-year-olds — the Hambletonian for trotters and the Little Brown Jug for pacers — are hosted by fairs. The Hambletonian at the Du Quoin State Fair in Illinois has attracted national television coverage, while the Little Brown Jug at the Delaware County Fair, Ohio, has lured crowds in excess of 40,000.

Many of America's greatest drivers (and some of its finest horses, too) began their careers on the fair circuits of the United States and Canada.



**Blue Hill Fair**  
Score Card

Presiding Judge: Julian Davis  
Starter: Eg Kellee  
Race Secretary: George Stover  
Clerk of the Course: Dana Street  
Marshal: Jill Horneck on Silyse

MONDAY, SEPTEMBER 6, 1976



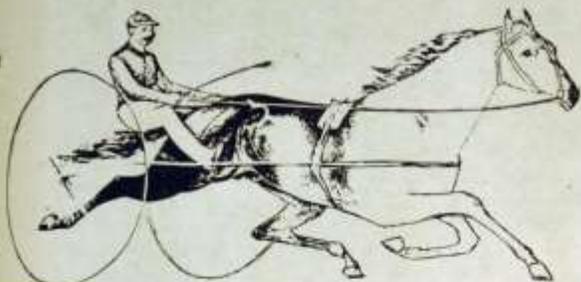
# From the Vault

## Images from the Northeast Harness News

### Official Score Card.

JULY, 1892.

Breeders' Mile Track Association,  
 OLD ORCHARD, MAINE.



**NELSON-THE NORTHERN KING**

C. H. Nelson will attempt to break the World's Stallion Record on Friday afternoon, with the famous Maine Stallion, Nelson.

Prof. Colby will make a Balloon Ascension during the Afternoon.

#### 2.24 CLASS, PACE & TROT, \$500.

- 1 Stoneridge, b s, James Carpenter, Lt Gray.
- 2 Present, b g, Appleton Webb, Hald Red.
- 3 Mountaineer, b s.
- 4 Michiel, b m, John Riley, Blue & White.
- 5 Vega, b s, T D Marsh, Red.
- 6 Allaire, b g, J M E Merrill, Black.
- 7 Fred Wilkes, b s, C H Nelson, Purple.
- 8 Cyles, ch s, C H Nelson, Purple.
- 9 Testator, b s.
- 10 Dolly H, b m, Ira Woodbury, Tan.
- 11 Little Chief, b g, H Titus, Red Gold Stripe.
- 12 Robt R, b g, C H Hanson, Blk & Blue.
- 13 Little Rocket, b g, R M Durland, Bro & Gray.
- 14 Dennison Wilkes, b g, H G Kimball, Dk Blue.
- 15 Big John, b g, B G Kimball, Dk Blue.
- 16 Lady Legans, ch m, Jerry O'Neill, Maroon.
- 17 Lady Hamilton, b m, Col Walter Cutting Bro.
- 18 Tallier, t o g, Henry Pope, Red & White.
- 19 Louis P, b g, G G Edwards, Bronze.
- 20 Ben H, b g, M J Mooney, Blk & Tan.

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#### 2.45 CLASS. \$1000 PURSE.

- |    |                                       |                 |
|----|---------------------------------------|-----------------|
| 1  | James Galvin, ch s, Silver Spray.     | Blue, Bl'k Bow  |
| 2  | T. D. Marsh, b. m., Rosewood.         | Cherry          |
| 3  | E. J. Crawford, ch. g., Naaman.       | Brown           |
| 4  | F. Kane, ch. g., Prince Wilkes.       | Red and White   |
| 5  | East Branch Farm, b. s., McKusick.    | Red             |
| 6  | F. W. Towle, b. s., Watson.           | Black           |
| 7  | F. W. Towle, b. g., J. Alma.          | Black and White |
| 8  | F. L. Clark, b. m., Kitty R.          | Red and White   |
| 9  | E. D. Wiggin, b. m., May Allen.       | Blue & Black    |
| 10 | The Colt Farm, Lady Sedwood.          | Green           |
| 11 | Geo. W. Leavitt, brn. s., Merry Bird. | Maroon          |
| 12 | Rouffler & Sanborn, b. m. Georgie H.  | Red & Blue      |
| 13 | A. Johnson, b. g. Red Line.           | Red & Black     |

SCORE

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 ORDERS SENT BY AMERICAN EXPRESS PROMPTLY FILLED.

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1892

"KITE TRACK PROGRAM" donated by:  
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# From the Vault

## Images from the Northeast Harness News



By Ken Ward

Duncan MacDonald, of Brewer, will present a trophy to the veteran driver who wins the Duncan MacDonald Trophy Pace. MacDonald, a senior sulky fancier, has been a long-time official at Bangor Raceway and still serves in a consultant capacity at the grand old age of 90.

Dunc's sporting interest was not confined to the harness track for he was a member and commissioner of the Maine State Boxing commission for some 36 years and an avid baseball fan.

For many years he was employed as a mechanical superintendent at the Eastern Manufacturing Company in South Brewer where he had close ties with a baseball team sponsored by the Eastern and was a member of the original Eastern Maine League.

As boxing commissioner he ruled supreme, but with fairness, giving up and coming fighters their chance, and banging heads with the greats and near-greats. He always attempted to keep the sport clean and on one occasion slapped heavyweight world champion Rocky Marciano with a citation for trying to run in a ringer in the form of his kid brother Peter in an exhibition bout in Bangor. Dunc, narrowly escaped bodily injury in Fort Kent one time with Johnny Chaisson and Bobby Campbell fleeing through a hotel window and down a fire escape after Campbell pummelled the town's potential champ in the second round.

The late Owen Osborne, sports editor for the Bangor Daily News, once described Dunc's continual on-the-move energy as endless. He served every capacity on the Bangor State Fair and harness board, no matter how menial or challenging with the same enthusiasm. His day started at 6 a.m. at the track and Dunc was the last one to leave, making the night deposit at the bank at 1 a.m. He has been affiliated with the Maine Association of Agricultural Fairs for over 33 years from grounds superintendent to general manager and knows the fair operation from all prospectives. Old MacDonald's Farm,

a livestock feature at Bangor Fair is named after Dunc.

This nonagenarian credits to sports in Maine are longer than your arm, but his cronies will best remember when they played cards with Dunc at the old gun club. Dunc never smoked or drank, so when his card-playing buddies lit up their cigars and tipped their toddies, Dunc would open his box of peanut brittle and noisily chomp his contemporaries into distraction at the gaming table.

A devoted family man and father to his seven children and his late wife, Nellie, the MacDonald household in Hampden was the gathering place for their children in their formative years for Dunc and Nellie always made them feel at home.

Bod Louvitt, executive sports director of the Bangor Daily News, in a recent feature on Dunc referred to Duncan MacDonald as a genuine piece of color.

When the festivities honoring MacDonald begin tonight, Dunc in the gruffness that characterizes his manner will ask, "What the hell is all the fuss about?" But this man who has been a part of the Maine sports scene for so many years will once again be part of the action and enjoying every minute of it.



"DUNC" MACDONALD sizes up the field from BOX 33 his favorite spot during the racing season.

# From the Vault

## Images from the Northeast Harness News

### BANGOR RACEWAY



Bangor Raceway  
ED HUGHES MEMORIAL TROPHY

<p><b>7</b> PROMPT SR.120-4.2.894</p>	<p>6 m. 9, by Pansy-Sharon Kay Revell by Beall David Richardson, Belfast, Maine Driver JOHN MOLLISON, SR. 7-2-41-1-LT. DR. BLUE WHITE Bang2:07.7 Umey2:12.4</p>	<p><b>8</b> BRICK'S DANCER SR.915-4.7.95</p>
<p><b>4</b> AGGIE'S PRIDE 330.934-10.7.027(1)</p>	<p>6 m. 5, by Meadow Brick-Mary Dancer by Dancer Hanover John S. Nelson, Freedom, New Hampshire Driver JOHN NASON, 2-13-56-BLUE RED Scar2:06.7 Scar2:05</p>	<p>6, g. 13, by Malador-Dark Splendor by Adam Werry Vincent B. Davis, Jr., Farmington, Maine Driver RODERICK L. CUSHING, 4-25-44-RED-GOLD Bang2:08.7 Farm2:09.1</p>

**"WITH THE BEST STABLING FACILITIES IN NEW ENGLAND"  
IN MEMORY OF:**



**4 CHINBRO ROSA**  
S.I. 7, by Tom Cook-Sharon Kay by Adam Werry  
and G. Campbell, Hiram, Maine

"SADLY MISSED IN THE '80 BREEDERS STAKES" those colts & fillies owned by Chinbro Farm that were lost in the fire last spring at Lewiston Raceway.

UPDATE FROM BANGOR RACEWAY  
by  
Gardner Patterson

Bangor Raceway concluded its forty-one day summer light harness meet at the close of the Bangor State Fair, August 2. There were thirty-five nights of racing under the lights and six afternoons of trotting and pacing at historic Bass Park one of the cradles of the harness racing sport in New England.

The scenic Raceway along the Penobscot River is one of the unique tracks in the United States, as it is operated as a non-profit organization by the City of Bangor for the harness fans of that locality and Eastern Maine. It is noted for its fine stable facilities.

Top events on this season's program at Bass Park were the Championship County stake Series and the Maine Standardbred Breeders' Stakes. The "big story" was The Andover Story who swept his series with Donald Richards in the sulky. Lollypaloosa, Roosevelt Susi's Pittsfield record holder at Bangor 2:01.4, made a come back in the County Series and reverted back to his old form with young Walter Case, Jr. as the reinsman. Another plus for the Raceway this season was the influx of Canadian horsemen with their stables from the Maritime Provinces who added a touch to the Maine racing scene.

Clayton White, Lewiston, won the Universal Driving Rating and Walter Case, Jr. also from Lewiston was the Leading Dash Award winner. Warren Strout won the Bradstreet Achievement Trophy.

Bangor Raceway will be following a new re-organization plan next season but it will continue its policy of having racing facilities for the individual horseman who races for the sport of racing. One harness writer in the State has sounded the "gloom and doom" theory for light harness racing in Maine unless we follow in the footsteps of the metropolitan tracks and make racing a big business. However, the harness fans of Eastern Maine can be assured that Bass Park will be a leader in Maine harness racing for years to come.

# From the Vault

## Images from the Northeast Harness News

### Maine's **SCARBOROUGH DOWNS** "SHOWPLACE OF HARNESS RACING"

NEW ENGLAND MR. 1000 DRIVING CHAMPIONSHIP AT SCARBOROUGH



BILLY PARKER JR., CAPTURES THE TITLE WITH "MIGHTY EFFORT"  
PRESIDENTS PACE, PURSE OF \$10,000



MY BILL FORWARD shown with Donald Dancer will attempt to break the track record.



SCARBOROUGH DOWNS TRACK RECORD  
2:00  
PACE - CHEVLOT

## Exploring A Slice of Maine History: Family Day Trips on Maine's Trotting Horse Heritage Trail

Throughout Maine you will find an occasional display related to the "Age When the Horse was King." This age could be defined by when Lady Suffolk broke the 2.30 mile in 1845 and 1925 when the automobile began to outnumber the horse and carriage.

To understand the significance that the horse played in our agrarian society, we need to remember that the horse was our mode of personal transportation (on saddle and by carriage), our worker in the field, our mover of the economy, our warrior in the battlefield, and our entertainment on the streets and on the trotting tracks. In this age, Mainers loved their horse and they loved a fast horse. The newspapers and specialized periodicals of the day gave front page coverage and columns called the Horse Department to satisfy their readers' desire for information about horses throughout Maine and the United States. As the focus moved away from our fascination with the horse, front page coverage moved to the specialized horse columns, and eventually to an occasional article. The age of the automobile had replaced our dependence upon and fascination with the horse. Throughout the 1930's Maine farmers still tended their fields from planting to harvest with horses as they transitioned from horse pulled equipment to gasoline run tractors and trucks.

To appreciate our agricultural heritage and the historical value of the horse, a family day trip on Maine's Heritage Trail with the guide written by Clark P. Thompson will provide you with historically accurate information as you travel on your chosen route. Inscribed granite markers have been placed at each historical site. Prior to your day trip, you can

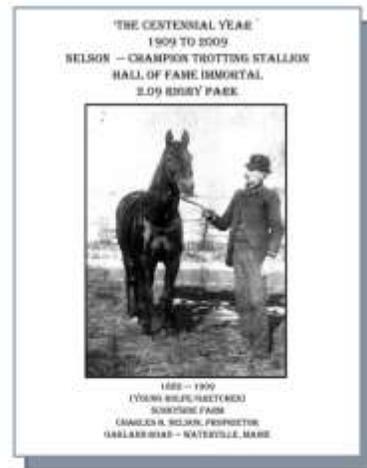
review each destination. When you arrive at a location and find the marker, let your imagination take you back to days when the horse was king. What would you see at this location? If you were sitting on the side of the road, what would you see as people on their day's business passed by on the road? Would you see a single rider on a horse or a couple sitting in a horse-pulled carriage? Would a team of horses be pulling a wagon on the way to market? If on the way to market, what would they be hauling?

The Trotting Horse Heritage Trail covers the period of 1819 to 1893. Quoting the Trail's founder, "the "Trail" consists of various granite markers located about the State from Old Orchard Beach to Dover-Foxcroft. The "Trail" is meant to be representative only, as it does not include many noted horses, persons and places that also played an important part in Maine's trotting horse history." The following chart groups the "Trail's" destination into three day trips.

\* The granite monument for the 1890 Champion Trotting Stallion Nelson is located at the Sterling Street Playground. The land from Carver Street to Nelson Street was once Sunnyside Stock Farm, a seventy acre farm owned

by C.H. Nelson.

In future issues of *The Maine Spirit of the Turf*, a list of restaurants and overnight accommodations will be provided for each day trip. You can purchase a copy of the book, *Maine's Trotting Horse Heritage Trail* for \$26.00 including sales tax, shipping and handling. Mail your order and check for \$26.00 to the Lost Trotting Parks Heritage Center, P.O. Box 263, Hallowell, Maine 04347. Proceeds from the sale of this book help fund the annual educational scholarship sponsored by the Maine Standardbred Breeders and Owners Association. To learn more about Maine's Trotting Horse Heritage Trail visit <http://losttrottingparks.blogspot.com> and enter the words Heritage Trail into the keyword search.



### Day Trips – Exploring A Slice of Maine's History

#### Day Trip 1

Old Orchard Beach  
South Portland  
Portland  
West Cumberland  
Hiram  
Auburn

#### Day Trip 2

Canton  
Livermore Falls  
Winthrop  
Augusta (Togus)  
North Vassalboro  
Waterville\*

#### Day Trip 3

Dixmont  
Stetson  
Levant  
Bangor  
Dover-Foxcroft

On the Web Visit – <http://themainepirit.blogspot.com> – <http://losttrottingparks.blogspot.com> – <http://maineharnesshorsemen.blogspot.com>

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Commissioned artwork by Christopher Cart -  
Fathers & Sons at Berry Mountain Lake in the middle of the Gaspé Peninsula



Christopher Cart is a painter, printmaker and sculptor focusing mostly on figurative work. In 2008 Cart, a native Maine, completed a 8 x 32 foot mural for the Brunswick Trinidad Sister City Association. The mural on the wall at 11 Pleasant St in Brunswick, entitled "A Dance of Two Cultures", is a celebration of the cultural exchange between Brunswick, Maine and Trinidad, Cuba.

Another recent major work is a 40 by 6 foot mural, a composition of color and movement with 22 almost life-sized dance figures showing strength in human form. Throughout his career he has painted other murals, countless watercolors and oils, portraits in both oils and watercolors and illustrations for many books and periodicals.

Christopher Cart studied art and art history at the University of Washington, Seattle and Coker College, South Carolina. After leaving school he began selling his paintings and sculptures at several galleries in the Seattle area. Now he is represented by galleries in his native New England region.

Currier & Ives prints available for sale can be viewed online at the Lost Trotting Parks Heritage Center.

To explore commissioning a painting by Chris Cart call 207-621-0817.

Visualize your painting -- On the farm, In the stable, At the track!

# From the JUDGES' Stand

## Mike Hall on the Education and Recruitment of Racing Officials



### Education and Recruitment

I've been around racing now for the past 35 years and have been a racing official since 1990. I began grooming horses at the old New Gloucester Fair grounds in 1973. I graduated from high school in 1977 and attended The Ohio State University, graduating with an associate degree in 1979. After graduation I was involved in racing horses until 1990 when I was chosen to participate in an internship program sponsored by the USTA and the North American Judges and Stewards Association. Upon completion of the internship I was hired as an associate judge at Northfield Park, and have been a racing official in several jurisdictions. I am currently employed by the Pennsylvania Harness Racing Commission at Harrah's Chester Racetrack.

I have worked as a full time

harness racing judge for the past 22 years and believe that there are several factors which go into the making of a successful judge.

### **Prior experience in harness racing:**

I've known a few judges who had no previous background in racing and it seemed to take much longer for them to be able to understand all aspects of both racing and officiating.

### **Education:**

Learning to do something right the 1<sup>st</sup> time goes a long way towards making a successful racing judge. Once you learn correct methods use them until something better comes along. I've often heard people say ...we can't do that...because we've never done it that way before. Be open to change and never

ever say no because you've never done something that way before. If it seems sensible and might actually be better than the old method... give it a try....it just might work. One of the ways I've learned how to be a successful racing official is by watching other experienced judges do the job. Whenever I travel any where near a racetrack I always make it a point to stop in and visit with the judges. I observe how they operate and have picked up many new and better ideas. Don't be shy and ask questions...I've found that almost every other racing judge wants to be helpful and will gladly explain their methods and procedures. Over the years I've attended many continuing education seminars and believe that they are the best way to stay current, learn, and develop contacts throughout the racing world. If you don't keep trying to improve the way you do your job then some-

one else who IS progressive and wants to learn will be replacing you.

Just a few things I've learned over the years that help to make an effective racing official:

- ♦ **Act professional** –  
All of the time
- ♦ **Avoid the appearance** of any conflict of interest
- ♦ **Serious consideration** of all decisions
- ♦ **Be accountable** for every decision
- ♦ **Don't become sloppy** in your duties
- ♦ **Work as a group**...3 minds are better than 1
- ♦ **Be progressive**
- ♦ **USE COMMON SENSE**

## R E C R U I T M E N T

I'm not real versed on the judging ranks in Maine but if its like most places there will be a need for a new generation of racing officials in the future. In the past the USTA has hosted an internship program which provided training for new officials. This program was a success and produced several professionally trained officials who serve at tracks around the country. As far as training for new officials in Maine, perhaps a program could be developed using USTA officials and existing Maine racing officials. I would personally host any interested people at Chester.



The Club House and Grandstands at Scarborough Downs, circa 1955

Along with TC Lane of the USTA I am willing to set up an internship type program that could possibly lead to obtaining an officials license.

If anyone has any interest in becoming a racing official in Maine or any place else and needs training please feel free to contact:

**Michael Hall**  
**Presiding Judge- PAHRC**  
**Harrah's Chester**  
**610-619-3210 X 4**

OR

**TC Lane**  
**Director of Officials**  
**USTA**  
**877-800-8782 x 3203**

**Mike Hall is married with four sons ranging in ages from 12 to 21. Currently, he lives in Felton, Delaware. He jogged his first horse at the New Gloucester Fairgrounds in 1973. He attended Ohio State University from 1977 to 1979 and trained horses from 1979 to 1990. Since 1990 Mike has worked as a harness racing judge at tracks in Ohio, Pennsylvania, Maryland, Delaware, Florida and the Canadian Maritime Provinces. Mike is an avid sports fans/ He plays golf and loves to watch youth hockey. He aspires to return to the State of Maine and work in an official capacity in the harness racing indus-**

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Queen Charlotte and her foal eleven hours old sired by Donato Hanover. This foal was born at 2:30 a.m. June 7th 2012 on the Dillon Horse Farm in Anson, Maine.

Photograph by Stephen D. Thompson

## Fanning joins Emerson as 2012 Inductee into the Communicators' Hall of Fame

Reprinted courtesy of  
The Harness Racing  
Museum and Hall of Fame,  
Goshen, New York

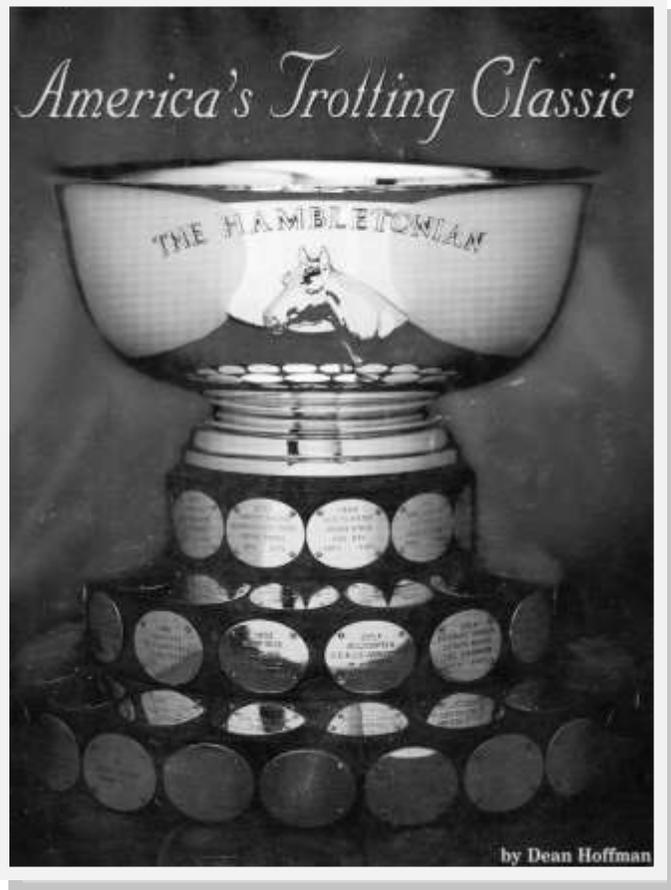


A former caretaker for racing stables from Pennsylvania to California, and now a key figure in the presentation of the world-renowned Hambletonian and Breeders Crown Classics, Moira Fanning has been the strong right arm of Hambletonian Society president and CEO Tom Charters for 25 years, as well as a major executive in the sport in her own right. Fanning currently serves as director of operations and publicity for the Hambletonian Society, owner of the Hambletonian Stake, Hambletonian Oaks, Breeders Crown, and the administrator of nearly 130 other stakes.

Fanning is originally from Valley Forge, Pennsylvania, where her life revolved around animals, especially riding horses. In 1974 she took a job at a local Standardbred farm to help earn money for college, but her first visit to Liberty Bell Racetrack (and a winning \$2 bet on Herve Filion) hooked her on the world of harness racing as a replacement for higher education.

She met her future husband, Tom, on the backstretch of the Meadowlands Racetrack, where they shared the dual goal of having their own stable. That quest took them on a trail that wound through California, the Midwest and parts unknown, where the competition was slightly less tough than at the Big M.

Several years and a few cheap claimers



later, the misfortune of a car accident in which Fanning sustained serious injuries forced a switch from the backstretch to the frontside. When Marv Bachrad offered her a job at Brandywine Raceway for \$30 a day, she accepted and moved in with her brother Tim, who lived in Phoenixville, a short drive from the track. Brandywine was a Valhalla for any racing devotee, and Bachrad a willing mentor, who got Fanning a position at Garden State Park working for pressman Bill Fidati when the Brandywine season closed.

It was at Garden State that Fanning met Tom Charters, when the track hosted the 1986 Breeders Crown. He was the executive director for the Crown series, and offered her a job as his assistant, which she accepted. The Hambletonian Society offered opportunity, support and dazzling association with the top horses and people in the sport.

Fanning became heavily involved with the United States Harness Writers' Association and ascended to the rank of president, the first woman to be elected to that office. She was also the first female appointee to the Hall of Fame screening committee. Fanning continues to be extremely active in USHWA and currently serves as president of the New Jersey Chapter. Over the years Fanning has received many industry awards including USHWA's of the Year (twice), the Golden Pen Award, and the Monticello-Goshen Chapter's Phil Pines Award, a John Hervey writing award, and an HTA Dan Patch media award. In 2009 she was presented with the Harness Tracks of America's Distinguished Service Award.

Moira and Tom Fanning live in Jackson, NJ and have two daughters, Veronica, 19 and Caroline, 17.

## 2012 MAINE FAIR DATES

## 2012 MAINE HARNESS RACING COMMISSION PARI-MUTUEL RACE DATES

### June:

2nd & 3rd  
Maine Fiber Frolic -- Waldoboro

### July:

4th - 8th  
Houlton Fair -- Houlton

12th - 15th  
Ossipee Valley Fair -- South Hiram

20th - 22nd  
Waterford World's Fair --  
North Waterford

26th - 29th  
Pittston Fair -- Pittston

27th - August 5th  
Bangor State Fair -- Bangor

27th - August 4th  
Northern Maine Fair -- Presque Isle

### August

1st - 4th  
Monmouth Fair -- Monmouth

7th - 12th  
Topsham Fair -- Topsham

9th - 18th  
Skowhegan State Fair -- Skowhegan

18th - 25th  
Union Fair -- Union

23rd - 26th  
Piscataquis Valley Fair --  
Dover-Foxcroft

23rd - 26th  
Acton Fair -- Acton

30th - September 3rd  
Blue Hill Fair -- Blue Hill

31st - September 3rd  
Springfield Fair -- Springfield

### August

31st - September 3rd  
Harmony Fair - Harmony

### September

6th - 9th  
Clinton Lions' Fair -- Clinton

7th - 9th  
Litchfield Fair -- Litchfield

12th - 15th  
Oxford County Fair -- Oxford

14th - 16th  
New Portland Lion's Fair  
North New Portland

16th - 22nd  
Farmington Fair -- Farmington

21st - 23rd  
Common Ground Fair -- Unity

23rd - 29th  
Cumberland Fair --  
Cumberland Center

30th - October 9th  
Fryeburg Fair -- Fryeburg

**Non-Licensed Fairs**

September 15th  
Cornish Horseman's Day -- Cornish

### 2012

### Harness Racing Dates

**Cumberland Fair:**  
September -- 23,24,25,26,27,28,29,30  
**Fryeburg Fair**  
October -- 2,3,4,5,6,7

### Total 2012 Race Days

222

### Scarborough Downs:

March -- 31  
April -- 1,7,8,14,15,20,21,22,27,28,29  
May -- 4,5,6,11,12,13,18,19,20,25,26,27  
June -- 1,2,3,7,8,9,10,14,15,16,17,21,22,  
26,27,28,29  
July -- 1,5,6,7,8,12,13,14,15,19,20,21,  
22,23,24,28,29,30  
August -- 2,3,4,5,9,10,11,12,16,17,18,  
19,23,24,25,26,30  
September -- 1,2,6,8,9  
October -- 12,13,14,19,20,21,26,27,28  
November -- 2,3,4,9,10,11,16,17,18,23,  
24,25,30  
December -- 1,2,8,9,15,16,22,23  
*Total Days at Scarborough: 111*

### Bangor Historic Track:

May -- 7,8,11,14,15,18,21,22,25,28,29  
June -- 1,4,5,8,11,12,15,18,19,22,25,  
26,29  
July -- 3,4,6,9,10,13,14,16,17,20,21  
September -- 5,7,10,11  
October -- 8,9,12,15,16,19,22,23,26,  
29,30  
November -- 2,5,6,9  
*Total Days at Bangor: 54*

### Northern Maine Fair

July -- 29,30,31  
August -- 1,2,3  
**Topsham Fair**  
August -- 5,6,7,8,11 (9&10 Rain Dates)  
**Skowhegan State Fair**  
August -- 12,13,14,15,16,17,18  
**Union Fair**  
August -- 19,21,22,24,25  
**Windsor Fair**  
August -- 26,27,28,29,30,31  
September -- 1,2,3  
**Oxford County Fair**  
September 12,13,14,15  
**Farmington Fair**  
September -- 16,17,18,19,20,21,22

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AUGUST 1908

# The Horseshoers' Journal.

Published by the Master Horseshoers' National Protective Association of America.

VOL. XXXIII.—ASS'N SERIES.

DETROIT, AUGUST, 1908.

No. 8.

## The Horseshoers' Journal.

A MONTHLY JOURNAL PUBLISHED IN THE  
INTEREST OF THE TRADE.

Admitted to the Detroit Postoffice as Second-Class Mail Matter.

J. C. BUCKLEY, - - - Managing Editor  
EDWD. BUTLER, JR., } - - Assistant Editors  
C. J. MCGINNESS, }

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## A Matter of Business

"As a matter of business, if nothing else, each master horseshoer should have an apprentice."

As a matter of business, the apprentice at the horseshoer's trade is not considered profitable by some of the master horseshoers. Perhaps this is the reason why there are not more boys employed to learn the trade than there are, but the horseshoer from whose letter the above has been excerpted probably goes over the entire period of time while the apprentice is learning his trade, in figuring out the business end of the proposition, and if this is so, there is no doubt whatever as to the correctness of his conclusions. Sentiment and business are two things that don't jibe with most people. The two are separate, and it is well that they are, otherwise, profits would not accrue in the same relative degree to the business. Thus, we presume the majority have figured and concluded that the apprentice is not a good asset to his business. It is rather a cold-blooded way to look at this important question, to figure on getting profits out of a boy's labor from the time he starts work in the shop. Cold-blooded, yes,

that is exactly the term to apply, and none who thinks, reasons better than he who is a father of one or more sons.

The laws of the National Association in regard to apprentices, considered over and over again as they have been in the national meetings, are so framed as to make it impossible for a master horseshoer to treat a boy who would become his apprentice in any but the right way, providing justice is done to either and respect is paid to the laws referred to.

At the age of sixteen when a boy (under our laws) may be employed to learn the trade, maturity has not been reached in the sense that a lad may be thrown into the hardships attending the work of shoeing the horse, and only a severe master would attempt to use the young blood and sinew of youth in a way that would either injure him in the future or, what is more likely, would discourage him entirely from continuing the practice of the trade. The man who has gone through life as a horseshoer, and who will recall the feelings which filled his breast as he was subject to the crucial test put upon his young strength while still a novice, and while yet a stripling, is in a better position to judge how much harm a master horseshoer may do to himself and the trade by turning the minds of the youths of the present day against the adoption of the profession for a livelihood. But the considerate master horseshoer, and they are in the vast majority, will not attempt to hazard the strength of the lad by enforcing the heavy labor incidental to the trade upon him while he yet feels unable because of his lack of strength, to perform it. To move the boy slowly up to the point where he can take up the foot of a horse, and after removing the shoe in a masterly way, then proceeds to really the hardest part of the floor work, dressing the foot, allowing him good time to do his work, and at the same time to teach why he does certain things which bear direct relations to that work, he is the man who is going to make an apprentice love the trade, and who is destined to turn out a finished mechanic, and a thoroughly good man in so far as his practical experience and physical powers are concerned.

An apprenticeship of four years is a long period to a boy when he is put to do work of a kind which exceeds his physical powers, but the niceties of the trade when properly described to him and the different intricacies of it taught the boy encourages him in his task, and by doing this the master horseshoer accomplishes at one stroke all that is necessary for him to do to convince his apprentice that there is in horseshoeing a great deal to strive for. The material rewards which goes to the finished mechanic; a little business education, or training, and above all, perhaps, a good clean example set by the master for the benefit of the apprentice, such considerations as these it is that enables the youth to go through his term in a manner creditable to his master, profitable to himself, and incidentally, highly complimentary to the trade which he has decided to embellish.

As a business proposition, the apprentice may, if taken after the manner here suggested, become a good one for all concerned, but the first and great necessity of the case is a due respect on the part of the master toward the boy and a working unity between both, so that at the end of the apprenticeship term two souls may be found beating as one in regard to the respect which each may hold for the other and for the trade.

## In and Out of Organization

Making organization real useful before the social line is taken up for consideration is the first duty of its members. There can be little of true sociability and less of real satisfaction among the members of an association unless the benefits to be derived through their comingling meet reasonable anticipations. The great mistake made by all too many organizations is in reaching at much too early a stage of their unified history for the material ends which are supposed to be hanging within easy grasp of those who unite to gather them in. How many local associations of master horseshoers have floundered because of this mistake having been made is common history, for instead of the newly united being satisfied to get together and study one another's ways of thinking before deciding to reduce the wide space which for years may have separated them from the unprofitable in business, they take it for granted that the mere semblance of unity in their midst is all that is needed to produce the conditions which they have for long stood for. With wiser, clearer and more experienced judgment called into play in such cases the decision would undoubtedly have been to go slow and by easy stages reach the goal whence unity properly directed is surely destined to reach.

From \$1.60 to \$2.00 for a new set of shoes is a good stiff jump, and those who are most affected by it rebel at the change. It is businesslike for them to get away from it if they can, and in most cases it is unbusinesslike for master horseshoers to attempt the success of such a change. Figure it out like this with this increase, that one horse shod monthly with new shoes, the difference to the owner is \$4.80 per year. For a man with a stable of 25 horses it means \$120 per year. There are a good many men with that number of horses in the smaller cities. Now cut the difference in two, making it \$1.80 or \$2.00 with 10 per cent off, and you get \$2.40 difference in a year for one horse, or \$60 per year for a stable of 25 horses—a fair increase for 25 horses, don't you think.

A good and easy way to put a 20-cent raise in price before the people is to make it 5 cents a shoe. There is a distinction without a difference. It means the same as a raise from \$1.60 to \$1.80 per set of new shoes, but by putting it after the way suggested shows the horse owner how very slight is the increase asked. Notwithstanding that during nearly a full year a sort of a panic has covered the country, wages and material such as horseshoers use have increased in cost rather than decreased, so that the work in behalf of a fair price for labor and skill should be continued, but the success of any effort in this direction depends wholly on good judgment being used by those who are directly concerned. Remove this good judgment from consideration and failure and disgust must follow, disgust of organization and of those who may innocently or otherwise be held responsible for such failure.

In leading up to the work with which unity is directly connected the word protection should come in for consideration first of all, and in this connection an association of master horseshoers may be formed, if for no other purpose than that which would protect them from misrepresentation at the hands of designing persons, likewise from loss which is brought to all too many by the delinquent customer. Securing general protection in this regard will keep the members of an embryo association busy getting plans perfected for some time after unity has been inaugurated, and indeed it should for one particular reason satisfy for the continued existence of any organization, if no other purposes are held in view, in the great and smaller cities of the country whatever methods are practiced by local associations to protect their members from the onslaughts of the delinquent customer.

In the cities where lien laws provide the necessary protection comparatively little of thought is given to this line of unity's work, but even in those the best of results can be brought to the individual member by the secretary of the local keeping all informed as to who should not be given credit in shop books because of their standing with some other member of the association. In the absence of an, lien law the force which is behind unity can be made quite as remunerative to the horseshoers if it is only put into working effect. Indeed, organizations of horseshoers can well get along without lien laws provided the members would put into working force the means which are at their disposal to protect one another.

### BULLETIN.

Albert Thomas	To John Smith & Co.	\$21.00
Richard Jones		12.00
To J. B. Stuart.		
C. A. Apper		\$25.00
Jos. Snell		7.60
To John Foley.		
Thos. Milligan		\$8.00
Fred Gross		6.00

This is the form in which a certain well known local association imparts information to its members relative to the standing of some horse-owners with their members. Those names following the word "to" in each instance are the members of the local; the individuals after whose names amounts are seen are the customers indebted to them. This form is sent out to members monthly, and not until the delinquent customer pays his bill to his creditor is his name taken from the list of delinquents. It will readily be seen how extremely valuable the issuing of such a list is and also how vastly important it is that the members be kept informed as to the standing of some particular customer who is looking for an excuse to have his horse shod in some other shop than the one where he has been having his work done.

It is suggested for the use of all local associations. Notices may be printed or gotten out in typewritten form, but the secretary should see to it that they are sent monthly with his notices of meeting, and in this way the interest in local associations may be added to and the charm in unity greatly enhanced.

### THAT SOLICITING CUSTOM.

Last month's Journal contained a reference to the practice of some local association in soliciting material aid from manufacturers with which to pay expenses for outings, conventions, etc. It is very evident, judging from the letters received by The Journal, that the reference met with favor from the manufacturers.

"If we showed the number of calls that we receive during the year from different organizations of Horseshoers, it would surprise even those who indulge in the practice which you condemn." is the excerpt taken from one communication received. Another correspondent writes, "The Horseshoers' Journal should be supported in the stand it has taken by not only the horseshoers themselves, but by the manufacturers who have a good heart for them, the horseshoers, and we hope that as a result of calling their attention to the practice they will see that it is to their detriment rather than to their profit to keep the practice up." And still another writes, and it will be noted that the vein is inclined toward a little bitterness, "If The Horseshoers' Journal would show the horseshoers that they are not organized for the purpose of depending on others to help them, but rather to be independent of others, relying entirely on themselves to work out the benefits which they hope to derive from being organized, they would put a stop to the custom wherever it is used."

Our brothers throughout the country will realize after reading these several references how the solicitations in question are viewed, and it might here be repeated that unity is best conserved by the members determining on seeing themselves through any undertaking which they may advance, whether it be a state convention, an outing, or anything else, for by taking such a view of organization, the members are brought face to face with the fact that in unity they have all strength, a strength which can be relied upon to pilot them safely through any undertaking advanced for their purpose without any outside aid whatever.

We hope the time will come when the practice referred to will grow less and less until it is completely obliterated, and shall have become a thing to be recalled only with regret for having been indulged in.

### GROWING INTEREST.

How can I become a member of your association? I would like to join it, but there is no local here.  
C. M. BRANCH, Mason City, Ill.

Individuals situated distant from places where local associations exist continue to seek information relative to individual membership in the National Association. The benefits to be derived from individuals taking such membership has become most important, especially to those in that belt of the country where adjustable calks are used during the winter months, because their connection with the National Association, even as individuals, bring them in close touch with its affairs where they bear relation to protection of the individual horseshoer against loss from any violation of the calk agreement that may be practiced by agents. Information relative to individual membership will gladly be furnished by those interested addressing The Journal.

## MAKING A PERFECT SHOE OF RUBBER AND STEEL

### A STORY OF INTEREST AND PROFIT.

What the trade of horseshoeing owes to invention and enterprise is not half known. One must move about in order to be informed. There are some people of contracted minds, however, or perhaps it would be more fitting to describe them as inexperienced and consequently uninformed, who feel quite confident that the horse was far better off when he was shod in the good days of old and by the grand old representatives of the trade who certainly knew one thing and knew it well, and that was to shoe the horse as he should be shod; at least as the custom led him in those days, which the memory of the older line of the trade now goes back to with a reverence. Then there are other people who feel quite sure that it is glaring cruelty to shoe the horse at all. In fact, it is not so long ago when we were informed by some wiseacre that the horseshoer was responsible for more ills of the animal than the most acute figuring of the statistician could enumerate.

There was one particular individual, however, who would never give horseshoers credit for anything good in so far as practice of their profession went. We do not like to refer to him too often, but lest some other of his kind now living might make bold to imitate, we feel impelled to mention the name of Robert Bonner in this connection. Mr. Bonner at a social gathering of horseshoers ten or twelve years ago at a place which may be situated on the outskirts of New York City, made the statement in effect that he would not trust a horseshoer to shoe his horse without him, Bonner, overseeing the job—a pure lack of confidence and perhaps a large slice of misinformation relative to the gifts which the shoer possesses and which he, on any occasion when demand comes to him, displays the advantage of himself and the benefit of those whom he is serving.

But we were talking about the progress made in shoeing horses. Has there been any of late years? Just stop and consider. It is not so long ago, and even those of middle age can recall when the machine-made horseshoe was a thing to be taken up with a great deal of doubt. As to its adoption, well, the slow progress made by manufacturers of horseshoes in the early days provides the sequel to the feeling which existed at the time. Comparatively few men now living, or at least few now working at the trade, ever made their own nails. Ten or more years ago it was quite common to meet an old-time nail maker, or at least one who, owing to the incompleteness of the article or the dearth of it altogether, burnt the candle clear into the socket pointing out his nails for use during the following day.

Leaving the nails and machine shoes out of the question, we come to the methods practiced by shoers in curing the various faults in the travel of the horse. The great growth in the use of the harness horse put upon the shoer a demand such as could not otherwise have been put upon him to provide some means that would establish an equilibrium or true balance in the action of many a steady-going or speedy one. Progress, wasn't it?

The shoes, the nail, and the methods of practice, what next? The rubber pad may be considered the next and possibly the greatest revolution that has ever come upon the face of the trade of horseshoeing.

Passing that over with a mere mention we come down to the twin article of the rubber pad—the combination of steel and rubber in a horseshoe. The place which this article is destined to take in the field of horseshoeing appears to us to be one of vast promise. Of course the decision of the people, those who are called on to decide anything, is rendered according to the merit of the subject that is under treatment. So it is with an article. If it is good it goes. It has a long and prosperous history, prosperous for the owner of the article, and incidentally prosperous as an adjunct to those with whom it goes.

Thomas C. Octigan.

We are speaking of the combination steel and rubber horseshoe and this illustration describes the particular shoe to which we have reference. It is the manufacture of the T. C. Octigan Co. of 11 E. Twenty-sixth street, Chicago, Ill. The same T. C. Octigan whose name has for years back been in the limelight as a manufacturer of horseshoe pads, is a horseshoer of 35 years practical experience. He has associated with him in the manufacture of this

newest in the field of horseshoes as a combination of steel and rubber, the following: L. Wilking, president; P. H. O'Leary, vice-president; T. P. Octigan, secretary-treasurer; Mr. T. C. Octigan being general manager. All are horseshoers and residents of Chicago.

But it was in the brain of Mr. Octigan that the design of this superior idea in horseshoeing emanated. He has been at work on it for the past three years, but not until his skilled eye and mechanical training assured him that the shoe was ready for the most critical scrutiny of the most trained and practical mind did Mr. Octigan decide to introduce it, and now the shoe is before you. Let us describe it, for it is well worth while to know something about what you are using.

#### The Rubber Formation.

First we will refer to the rubber, which forms in point of weight one-third of the bulk of the entire article. The rubber in this Octigan shoe is like that which goes into all of the best rubber pads now on the market, but its basis is of the best Para rubber. Thus the company makes assurance doubly sure of the quality of material which they are offering to the trade. The making of a rubber pad, or rather the mixing of the material which enters into it, is an interesting subject and some day it may form the basis of a good story in these columns, let it suffice now to say that the compounding of the substance which the horseshoer recognizes as rubber is done after that skillful manner as to provide for the severest test which the hardest wearing horse may put upon it, and the experience of Mr. Octigan in connection with the making of rubber pads has taught him a valuable lesson in this regard. He knows a good thing when he sees it and the compounder of his material is well aware of the fact.

As stated, the quantity of the compounded material entering into the combined article of steel and rubber is one-third that of the steel, and it may here be stated that the greater bulk of this rubber is placed in that part of the shoe where wear comes, the assembling of the whole being along the lines of clear cut practicability.

#### See the Hoof-Like Shape of Shoe.

It will be seen by glancing at the cut of the shoe presented in the illustration on following page that in its shape it is as perfect as the hand of man can make it. Indeed, it is formed after what is generally accepted to be the average perfect shaped hoof. The formation of the rubber heel, the quarter and the toe leaves nothing to be desired by the most critical.

#### The Steel is Unbreakable.

Passing from the subject of rubber to the steel make-up of the shoe, there is a deal of interest to be related. The material out of which the frame is forged is of a fine grade of soft steel, a grade that is pronounced unbreakable. The steel comes to the factory in round bars of different sizes, the largest being 1 3/16 inches and the smallest 13/16 of an inch. The large stock makes up to a No. 7 shoe, while the smallest, 13/16, is used for the dropping out of the two smallest sizes. The first process in the making is, of course, the cutting off of the bars to the desired length of shoe to be forged. These bars after being heated are drawn down in a Bradley Cushion Hammer with a speed sufficient to strike 365 blows every minute. Under this hammer there are blocked out 1,000 pieces of steel for as many shoes in a space of nine hours. In the forging of the bar, the center is left almost its entire original thickness, this being for the purpose of forming the toe calk and clip.

#### The Forming Process.

The next process is to give the straight mold a bend bringing it gradually to the shape of the shoe to be dropped out, and from the shaping machine the mold goes to the trip hammer, where it receives from five to seven blows, according to the size of the shoe to be made. What the shoe frame looks like when it comes from the hammer is seen in illustration.

#### The Loss is Considerable.

The sixth act of the workmen is to send the dropped mold to the trimming press, which with one blow removes all excess from it and leaves the perfect framework just as it is to be used as a connection of a horseshoe.

Right here the observer is reminded of the fact that a manufacturer's output is not all cream, for before the eye there is seen an immense heap of material, the trimmings of all the shoes that go under the hammers, that must be thrown into the scrap pile and sold to the junk dealer for what it will bring. A trimming die in the Octigan Company's plant is capable of reducing to proper form 3,000 shoes per day; or in other words, that

number will pass through the trimming process when all the other machines are working. One can easily imagine the immense weight of stock which must necessarily go into the scrap pile as a result.

**Shaping for the Nail Holes.**

In the drop forging the nail holes merely take a form, the completed job being in the seventh process to which the steel framework of shoe is subjected. The countersunk die and then the hole punching are passed over quickly in the press, which brings the shoe up to the final mechanical process which the framework passes through in manufacture, and this is the cutting out of the slot at the heels of the frame for the purpose of introducing the body of rubber, the slot providing a means of holding the rubber firmly in its place. As will be noted by the crude framework illustrated herewith, the slot is of oblong formation, the rubber in its process of introduction to the

depth to that of the heel hole, which is shallower by an amount of space equal to the relative thickness of the hole at toe and heel.

Perhaps the reader will ask himself how in the case of an oblong foot the shoe can be made to accommodate itself to the wide foot. The answer is very easy because Mr. Octigan has perfected a device which at the mere cost or manufacture goes to the horseshoer, and almost in the twinkling of an eye and with the least of work the shoe can be either widened or narrowed, the latter process being, of course, easily accomplished by placing the shoe edgewise on the anvil and giving it a blow with the hammer, and thus this objection has been completely cleared away.

The Octigan is unlike any other that has ever come upon the surface of horseshoe manufacture, inasmuch as the entire heel or bar is of the rubber composition referred to previously, its texture being just hard enough to pro-



THE PROCESS OF MAKING THE FRAME AND THE PERFECT SHOE.

No. 1 is the finished shoe. No. 2 the mold after passing through the die; note the groove for the rubber. No. 3 is the trimming (scrap) taken from the mold No. 2. No. 4 is

the hoof side of frame in its completed form and ready for the rubber. The depth of the holes and well-formed concave is shown in this figure.

steel frame being poured into this oblong space, and as will readily be seen, it furnishes a powerful means of holding the body of rubber securely in the shoe. The last act before passing the finished piece of hardware over to the rubber manufacturer is to cover it with a coating of shellac, this being done for the purpose of preventing rusting.

Such is the method adopted by this young and extremely enterprising concern in its making of the framework of what promises to be one of the most attractive adjuncts of the horseshoeing trade. The story has been quickly told, for after all the interest of the shoer does not center round this part of the subject to the same extent as it does to the net result of those various processes, i. e., the complete shoe itself.

**Those Perfect Nail Holes.**

As a practical man the reader will please cast his eye again over the finished article, and observe its general make-up. The shape, the position of the holes, both in regard to their easy-to-be-reached by the hammer position, and to their location in the running length of the shoe from toe to heel. Observe the clear cut countersunk formation of each hole, and then the shoe itself—turn it over and see how the lines of hoof experience have been followed by the designer in regard to the depth of each individual hole. You will note that as becoming to the oblique character of the hoof, the toe hole sets in relative

vide good frog pressure and soft enough to form a cushion under the foot. Besides this the framework contains a body of rubber which comes clear to the surface from the edge of the toe calk back to the heels, the whole being a genuinely happy combination of security and endurance and a good cushion-like structure.

As stated previously, the amount of rubber which goes into the shoe is one-third in weight of that of the steel framework, it will therefore be seen that generosity in a strong sense has guided the inventor in his use of the amount of rubber, and right here it should be again stated that the texture of the rubber used is of the kind that provides for a maximum of wear as well as of yielding power. Indeed, the whole combination is to the trained mind of a mechanic a happy one and the Octigan Company are to be congratulated on the originality and practicability of the new shoe.

During the past few months the new shoe has been in use somewhat in Chicago, and the demand has been much greater than the supply, which means that its introduction to the trade of the country at large will be a most flattering reception. The price of the shoe is to be fixed about the same as that charged for other shoes of the combined rubber and steel formation, and the firm are now just about prepared to say to the American trade at large "Here is out latest and best. Your judgment is asked and we await your reply with full confidence as to its character."

## NEPLAINS POSTCARD AND COLLECTIBLES VINTAGE QUALITY PRICED RIGHT

The screenshot shows the NEPLAINS website interface. At the top, the logo "NEPLAINS" is displayed in large, bold, white letters on a dark background, with the tagline "Postcards and Collectibles" underneath. Below the logo is a dark navigation bar with white text for "Home", "About Us", "Contact Us", "My Account", and "View Cart/Checkout". A "Shop by Category" sidebar is on the left, listing various items like "Arcade Cards", "Books", "Breweriana", "Harness Racing", "Books", "Catalogs", "Miscellaneous (HR)", "Periodicals", "Photos", "Postcards", "Programs", and "Trade Cards". The main content area shows a breadcrumb trail: "Home > Harness Racing > Periodicals". Below this, the word "Periodicals" is centered. A grid of four periodical covers is displayed: "American Field", "American Horse Breeder", "American Trotter", and "Chicago Horseman". Each cover features a horse and rider illustration.

Cheryl and Michael Hendricksen, owners of NEPLAINS, have been highly supportive of the Lost Trotting Parks Initiative. They have donated scanned images of a few of their 19th century photographs and articles from periodicals that help to tell the stories of the age when the horse was king and the history of harness racing in the State of Maine. Their support and advice have been greatly appreciated.

If you have an interest in old postcards, vintage photos, and periodicals of the 19th and early 20th centuries, check out the Hendricksen's web site:

<http://neplains.com>

# Understanding the Harness Racing Program

## By Darci Dickison

4		SCARBOROUGH DOWNS										WINNERS OF 3 BUT NOT MORE THAN 5										EXACTA & TRIFECTA														
1 MILE TROT		PARI-MUTUEL RACES LIFETIME										(MARES ALLOWED 1 PARI-MUTUEL RACE LIFETIME)																								
PURSE \$4,000																																				
Sunday, April 15, 2012																																				
Please Ask For Horse By Program Number																																				
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1																																				
<b>1</b> <b>MICHAEL CUSHING</b> (431) a red-go (8-0-1-2-153) <b>Tr-CHARLENE CUSHING</b> (8-0-0-3-111) b k g 4 by Dream Vacation-Eagle Muscles-Muscles Yankee Marc J Reynolds, Hermon, ME, Michael L Cushing, Farmington, ME Life 29 4 6 4 \$14,245 3, 1:50 3/8ths ft																																				
<b>JUST DREAMIN ALONG</b> (L) LAST 5 STARTS-\$1,536 4-8 1/2 35car 4000 ft 46 L W3-SPMLTCD 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>4</sup> 203 <sup>2</sup> 1 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 31 204 <sup>1</sup> 7.20 MCushing CHCushing IndonF/Mysican,JustDreaM-A 4-1 1/2 45car 4000 ft 47 L W3-SPMLTCD 29 <sup>9</sup> 100 <sup>2</sup> 132 204 <sup>1</sup> 1 4 <sup>2</sup> 4 <sup>2</sup> 3 <sup>1</sup> 3 <sup>1</sup> 31 204 <sup>1</sup> 18.70 MCushing CHCushing McJammiE/DremD,JustDreaM-A 3-21 1/2 15car 11 64 QUA 31 <sup>1</sup> 103 <sup>2</sup> 133 <sup>4</sup> 204 <sup>3</sup> 3 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 31 205 <sup>1</sup> NB MCushing CHCushing AphEreF/rikyymr,JustDreaM-A 12-2 1/2 105car 4000 ft 43 A W3-SPMLT 29 <sup>9</sup> 59 <sup>1</sup> 129 <sup>9</sup> 201 <sup>1</sup> 7 4 <sup>5</sup> 4 <sup>5</sup> 8 <sup>1</sup> 8 <sup>1</sup> 81 <sup>4</sup> 82 <sup>3</sup> 344 206 <sup>1</sup> 27.70 MCushing CHCushing IndonF/Mysican,ThcAble-A 11-15 1/2 49car 1800 ft 66 B NW750CD 29 <sup>9</sup> 100 <sup>2</sup> 131 201 <sup>1</sup> 3 3 <sup>1</sup> 4 <sup>2</sup> 3 <sup>1</sup> 3 <sup>1</sup> 31 203 <sup>1</sup> *150 Jahardy PhASowers PacFctvK/tenhsc,JustDreaM-A 11-8 1/2 18ang 4500 ft 60 LB NW SPML 29 <sup>9</sup> 101 <sup>1</sup> 131 201 <sup>1</sup> 2 3 <sup>1</sup> 3 <sup>1</sup> 4 <sup>2</sup> 4 <sup>2</sup> 41 31 <sup>2</sup> 203 <sup>2</sup> 19.00 ShTrayer PhASowers EarH/NayK/pee,IndonF-A 11-5 1/2 38ang 3000 ft 41 LB NW SPML 29 <sup>9</sup> 100 <sup>1</sup> 130 <sup>1</sup> 202 4 5 <sup>1</sup> 5 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 7 <sup>1</sup> 62 <sup>1</sup> 321 204 <sup>1</sup> 3.60 ShTrayer PhASowers FrDzshuBq/ZhuoP/ovrly-7																																				
<b>2</b> <b>W. DREW CAMPBELL</b> (451) *a br-bk-wh (2-2-4-3-3-303) <b>Tr-JON CHENARD</b> (8-0-0-3-1-241) g r 5 by Cts Ambrosio-Duality-Well Directed Jon H Chenard, Saco, ME Life 59 5 5 10 \$11,225 5, 2:02 Scar ft																																				
<b>2</b> <b>WHACK A MOLE</b> (L) LAST 5 STARTS-\$1,360 4-8 1/2 35car 4000 ft 46 LB W3-SPMLTCD 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>4</sup> 203 <sup>2</sup> 3 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 62 <sup>1</sup> 354 207 <sup>1</sup> 3.50 WDCampbel JoChenard IndonF/Mysican,JustDreaM-A 4-1 1/2 45car 4000 ft 47 LB W3-SPMLTCD 29 <sup>9</sup> 100 <sup>2</sup> 132 204 <sup>1</sup> 6 5 <sup>1</sup> 5 <sup>1</sup> 4 <sup>2</sup> 4 <sup>2</sup> 5 <sup>1</sup> 33 205 <sup>1</sup> 3.70 WDCampbel JoChenard McJammiE/DremD,JustDreaM-A 3-21 1/2 55car 11 64 LB QUA 30 <sup>1</sup> 100 <sup>1</sup> 131 <sup>1</sup> 203 <sup>4</sup> 8 7 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 44 52 <sup>1</sup> 32 204 <sup>1</sup> NB WDCampbel JoChenard E/DremD,JustDreaM,FrDzshu-A 12-16 1/2 95car 4000 ft 47 L W3-SPMLT 29 <sup>9</sup> 58 <sup>4</sup> 129 <sup>9</sup> 201 4 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 24 31 <sup>1</sup> 33 <sup>2</sup> 203 <sup>1</sup> 16.00 WDCampbel JoChenard GrBandS/Lunns,ThcAble-A 12-9 1/2 65car 4000 ft 41 L W3-SPMLT 30 100 <sup>4</sup> 131 <sup>1</sup> 201 <sup>1</sup> x1x 8 <sup>1</sup> 8 <sup>1</sup> 8 <sup>1</sup> 7 <sup>1</sup> 5 <sup>1</sup> 51 <sup>1</sup> 31 203 <sup>2</sup> 4.50 WDCampbel JoChenard GrBandIndonF/Mysican-A 12-2 1/2 105car 4000 ft 43 L W3-SPMLT 29 <sup>9</sup> 59 <sup>1</sup> 129 <sup>9</sup> 201 <sup>1</sup> 3 3 <sup>1</sup> 3 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 31 <sup>1</sup> 32 <sup>1</sup> 202 <sup>2</sup> 1.80 WDCampbel JoChenard IndonF/Mysican,ThcAble-A 11-25 1/2 115car 4000 gd49-1 L W3-SPMLT 30 <sup>1</sup> 102 132 <sup>2</sup> 203 <sup>2</sup> 1 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 21 304 203 <sup>3</sup> 1.80 WDCampbel JoChenard NayK/pee,ThcAble,JustDreaM-A																																				
<b>3</b> <b>ONIL BIBEAU</b> (71) 2D *a red-wh (2-0-0-0-0-000) <b>Tr-ONIL BIBEAU</b> (8-0-0-0-0-000) b g 7 by Wonder Dancer-Brown Wrapper-B's Mac Onil A Bibeau, Lewiston, ME Life 68 3 5 8 \$21,314 4, 2:01 1/2 Mac's gd																																				
<b>3</b> <b>GINOBILI</b> (M) LAST 5 STARTS-\$520 4-8 1/2 35car 4000 ft 46 B W3-SPMLTCD 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>4</sup> 203 <sup>2</sup> 2 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 5 <sup>1</sup> 32 <sup>1</sup> 205 <sup>1</sup> 37.10 OnBibeau OnBibeau IndonF/Mysican,JustDreaM-A 3-24 1/2 35car 11 44 B QUA 30 101 <sup>4</sup> 133 <sup>1</sup> 204 <sup>1</sup> 3 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 4 <sup>1</sup> 32 206 NB OnBibeau OnBibeau IndonF/M,JaAystToughToch-7 11-4 1/2 85car 4000 ft 47 B W3-SPMLT 29 <sup>9</sup> 100 <sup>4</sup> 131 <sup>1</sup> 204 <sup>1</sup> 8 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 730 344 208 <sup>1</sup> 30.60 OnBibeau OnBibeau LuckF/ProeM/Mysican,IndonF-A 10-21 1/2 105car 4000 ft 59 B W3-SPMLT 29 <sup>9</sup> 100 <sup>2</sup> 130 <sup>1</sup> 201 <sup>1</sup> 7 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 82 <sup>3</sup> 341 2064 00.20 OnBibeau OnBibeau LuckF/ProeMysican,JustDreaM-A 10-14 1/2 105car 4000 my67-3 A B W3-SPMLT 30 100 <sup>4</sup> 132 <sup>1</sup> 203 3 4 <sup>1</sup> 4 <sup>1</sup> 4 <sup>1</sup> 4 <sup>1</sup> 41 <sup>1</sup> 351 203 <sup>2</sup> 6.10 OnBibeau OnBibeau LuckF/ProeM/Mysican,IndonF-A 9-19 1/2 5fAm 2200 ft 66 B NW500S 30 100 <sup>2</sup> 132 <sup>1</sup> 203 7 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 321 2071 11.70 OnBibeau OnBibeau WhitF/P/AmDonov,WhcAble-A 9-5 1/2 3WInd 2400 ft 77 B NW500S 30 <sup>1</sup> 102 131 <sup>4</sup> 203 7 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 62 <sup>1</sup> 321 205 <sup>2</sup> 17.90 OnBibeau OnBibeau CalM/vc/GracE/ps/lovng/fin-A																																				
<b>4</b> <b>RYAN HALL</b> (71) 2D *a red-wh (7-0-0-0-238) <b>Tr-RYAN HALL</b> (7-0-0-0-238) b g 5 by Cantab Hall-Mystral Oaks-Donnal Ryan A Hall, South Gardier, ME Life 54 4 7 6 \$33,800 3, 2:01 1/8ths ft																																				
<b>4</b> <b>MYSTICAN</b> (T) (L) LAST 5 STARTS-\$1,120 4-8 1/2 35car 4000 ft 46 L W3-SPMLTCD 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>4</sup> 203 <sup>2</sup> 5 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 2 <sup>1</sup> 31 203 <sup>4</sup> 15.10 RyHall RyHall IndonF/Mysican,JustDreaM-A 4-1 1/2 45car 4000 ft 47 L W3-SPMLTCD 29 <sup>9</sup> 100 <sup>2</sup> 132 204 <sup>1</sup> 7 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 4 <sup>2</sup> 4 <sup>2</sup> 32 <sup>1</sup> 205 21.80 RyHall RyHall McJammiE/DremD,JustDreaM-A 3-21 1/2 55car 11 64 L QUA 30 <sup>1</sup> 100 <sup>1</sup> 131 <sup>1</sup> 203 <sup>4</sup> 3 6 <sup>1</sup> 7 <sup>1</sup> 8 <sup>1</sup> 8 <sup>1</sup> 7 <sup>1</sup> 32 204 <sup>7</sup> NB RyHall RyHall E/DremD,JustDreaM,FrDzshu-A 12-16 1/2 95car 4000 ft 47 L W3-SPMLT 29 <sup>9</sup> 58 <sup>4</sup> 129 <sup>9</sup> 201 6 5 <sup>1</sup> 5 <sup>1</sup> 5 <sup>1</sup> 5 <sup>1</sup> 4 <sup>1</sup> 33 204 27.00 RyHall RyHall GrBandS/Lunns,ThcAble-A 12-9 1/2 65car 4000 ft 41 L W3-SPMLT 30 100 <sup>4</sup> 131 <sup>1</sup> 201 4 3 <sup>1</sup> 3 <sup>1</sup> 2 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 31 203 <sup>2</sup> 14.80 RyHall RyHall GrBandIndonF/Mysican-A 12-2 1/2 105car 4000 ft 43 L W3-SPMLT 29 <sup>9</sup> 59 <sup>1</sup> 129 <sup>9</sup> 201 4 1 2 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 2 <sup>1</sup> 321 202 <sup>2</sup> 31.10 RyHall RyHall IndonF/Mysican,ThcAble-A 11-18 1/2 85car 4000 ft 43 L W3-SPMLT 30 102 <sup>2</sup> 132 <sup>1</sup> 203 2 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 32 <sup>1</sup> 204 <sup>1</sup> 8.40 RyHall RyHall NayK/pee,GrBandMysican-7																																				
<b>5</b> <b>KEVIN SWITZER JR</b> (241) a br-bk-wh (37-8-5-6-345) <b>Tr-RICHARD BARTLETT</b> (8-0-0-0-0-000) b m 6 by Cr Commando-Imperial Hanover-Lindy Lane Ronald E Ralph, Wellsboro, ME Life 42 8 3 3 \$25,054 5, 2:01 Bang ft																																				
<b>5</b> <b>NANNY MCPÉE</b> (T) (L) LAST 5 STARTS-\$1,280 4-7 1/2 15car 11 49 T L QUA 30 <sup>2</sup> 102 <sup>1</sup> 133 <sup>1</sup> 202 <sup>1</sup> 2 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 31 <sup>1</sup> 205 <sup>1</sup> NB JohAsher RBartlett VicryTan/NayMcpEe,CurtDreaM-A 12-18 1/2 75car 5000 20 T L W6-SPMLTCD 29 <sup>9</sup> 101 131 202 <sup>1</sup> 1 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 31 <sup>1</sup> 202 <sup>2</sup> 9.60 KeSwitzerJr SoBartlett NgcABdy/EarH/NayMcpEe-4 12-11 1/2 75car 5000 10 35 T L W6-SPMLTCD 29 <sup>9</sup> 100 <sup>4</sup> 132 202 <sup>1</sup> 5 3 <sup>1</sup> 4 <sup>2</sup> 6 <sup>1</sup> 6 <sup>1</sup> 41 <sup>1</sup> 324 205 <sup>1</sup> 11.40 LeFitch SoBartlett NgcABdy/EarH/NayMcpEe-4 12-4 1/2 85car 5000 ft 47 A L W6-SPMLTCD 29 <sup>9</sup> 100 130 <sup>1</sup> 202 <sup>1</sup> 1 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 3 <sup>1</sup> 5 <sup>1</sup> 321 202 <sup>4</sup> 7.70 KeSwitzerJr SoBartlett EarH/NayMcpEe,IndonF-A 11-25 1/2 115car 4000 gd49-1 L W3-SPMLT 30 <sup>1</sup> 102 132 <sup>2</sup> 203 5 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 304 203 <sup>2</sup> *120 KeSwitzerJr SoBartlett NayK/pee,ThcAble,JustDreaM-A 11-18 1/2 85car 4000 ft 43 T L W3-SPMLT 30 102 <sup>2</sup> 132 203 4 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 31 203 <sup>1</sup> *230 KeSwitzerJr SoBartlett NayK/pee,GrBandMysican-7 11-8 1/2 18ang 4500 ft 60 T L NW SPML 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>1</sup> 201 <sup>1</sup> 3 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 304 204 12.30 HeCampbel RBartlett EarH/NayMcpEe,IndonF-7																																				
<b>6</b> <b>JOHN NASON</b> (50) 10-year (8-0-0-0-0-000) <b>Tr-RICHARD ROBERTSON JR</b> (13-0-0-1-1-088) ch g 5 by Rockawaynom-My Striking Line-Striking Sabra Gerie B Tucker, Montreal, QC, CA Life 52 4 14 9 \$19,054 4, 2:02 1/8ths gd																																				
<b>6</b> <b>TOUGH TOUCH</b> (T) LAST 5 STARTS-\$235 4-5 1/2 45car 11 42 T L QUA T-P 30 101 131 <sup>1</sup> 202 <sup>1</sup> 5 8 <sup>1</sup> 8 <sup>1</sup> 8 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 31 <sup>1</sup> 205 <sup>1</sup> NB JohAsher RRobertsonJR Rayheng/DremD,JustDreaM-A 4-1 1/2 45car 4000 ft 47 T W3-SPMLTCD 29 <sup>9</sup> 100 <sup>2</sup> 132 204 <sup>1</sup> 3 x8 <sup>1</sup> 8 <sup>1</sup> 8 <sup>1</sup> 8 <sup>1</sup> 8 <sup>1</sup> 211 13.00 GalAsher RRobertsonJR McJammiE/DremD,JustDreaM-A 3-24 1/2 35car 11 44 T L QUA 30 101 <sup>4</sup> 133 <sup>1</sup> 204 <sup>1</sup> 5 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 4 <sup>1</sup> 3 <sup>1</sup> 31 <sup>1</sup> 206 NB JohAsher RRobertsonJR IndonF/M,JaAystToughToch-7 3-21 1/2 15car 11 64 T L QUA 31 <sup>1</sup> 103 <sup>2</sup> 133 <sup>4</sup> 204 <sup>3</sup> x5x 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> NB JohAsher RRobertsonJR AphEreF/rikyymr,JustDreaM-A 11-27 1/2 8fAm 4560 sy41-2 T 6000CLM 29 <sup>9</sup> 100 <sup>2</sup> 130 <sup>1</sup> 203 5 x9 <sup>2</sup> 9 <sup>2</sup> 9 <sup>2</sup> 9 <sup>2</sup> 9 <sup>2</sup> 334 209 11.35 RoShepherd JoAgostino ChapE/Br/FateFmr,MerionF-7 11-19 1/2 5fAm 4656 ft 51 T 6000CLM 29 <sup>9</sup> 100 <sup>2</sup> 130 <sup>1</sup> 201 2 3 <sup>1</sup> x8 <sup>2</sup> 8 <sup>2</sup> 8 <sup>2</sup> 8 <sup>2</sup> 615 RCoaugher JoAgostino MerionF,TjmaTag/FateFmr-A 11-11 1/2 8fAm 4704 ft 39 T 6000CLM 29 <sup>9</sup> 100 130 201 2 4 <sup>1</sup> 3 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 314 2014 8.15 AnHaughton JoAgostino WelShrTj/ChpE/Br/FateFmr-A																																				
<b>7</b> <b>RUEL GOODBLOOD JR</b> (50) whl br-bk (20-3-2-4-272) <b>Tr-RONALD ALEXANDER</b> (4-1-0-1-333) b g 5 by Ezevise-Win With Val-Overcomer William A Shattuck, Ipswich, MA Life 70 10 11 18 \$30,580 4, 2:01 1/8ths Scar ft																																				
<b>7</b> <b>INDIANCREEK FRED</b> (T) (L) LAST 5 STARTS-\$5,520 4-8 1/2 35car 4000 ft 46 T L W3-SPMLTCD 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>4</sup> 203 <sup>2</sup> 6 4 <sup>1</sup> 5 <sup>1</sup> 4 <sup>1</sup> 2 <sup>1</sup> 1 <sup>1</sup> 304 203 <sup>1</sup> *80 RGoodbldR RoAlexander IndonF/Mysican,JustDreaM-A 3-24 1/2 35car 11 44 T L QUA 30 101 <sup>4</sup> 133 <sup>1</sup> 204 <sup>1</sup> 1 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 304 204 <sup>1</sup> NB RGoodbldR RoAlexander IndonF/M,JaAystToughToch-7 12-16 1/2 95car 4000 ft 47 T L W3-SPMLT 29 <sup>9</sup> 58 <sup>4</sup> 129 <sup>9</sup> 201 2 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 4 <sup>1</sup> 5 <sup>1</sup> 334 204 <sup>2</sup> 11.10 RGoodbldR RoAlexander GrBandS/Lunns,ThcAble-A 12-9 1/2 65car 4000 ft 41 T L W3-SPMLT 30 100 <sup>4</sup> 131 <sup>1</sup> 201 <sup>1</sup> 3 2 <sup>1</sup> 2 <sup>1</sup> 3 <sup>1</sup> 4 <sup>1</sup> 2 <sup>1</sup> 31 203 <sup>2</sup> *80 RGoodbldR RoAlexander GrBandIndonF/Mysican-A 12-2 1/2 105car 4000 ft 43 T L W3-SPMLT 29 <sup>9</sup> 59 <sup>1</sup> 129 <sup>9</sup> 201 2 1 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 1 <sup>1</sup> 32 201 <sup>4</sup> *140 RGoodbldR RoAlexander IndonF/Mysican,ThcAble-A 11-25 1/2 115car 4000 gd49-1 T L W3-SPMLT 30 <sup>1</sup> 102 132 <sup>2</sup> 203 7 5 <sup>1</sup> 5 <sup>1</sup> 4 <sup>1</sup> 3 <sup>1</sup> 4 <sup>1</sup> 324 206 5.30 RGoodbldR RoAlexander NayK/pee,ThcAble,JustDreaM-A 11-8 1/2 18ang 4500 ft 60 T L NW SPML 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>1</sup> 201 <sup>1</sup> 5 2 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 302 201 <sup>4</sup> *150 RGoodbldR RoAlexander EarH/NayMcpEe,IndonF-7																																				
<b>8</b> <b>STEVEN NASON</b> (211) r bk-a-red (26-2-0-2-103) <b>Tr-ROBERT GRAY</b> (13-2-0-0-154) b g 4 by See Lunar Eclipse-Striking Edith-Striking Sabra Bill Neepmeyer, Birmingham, MI Life 38 9 5 8 \$34,935 2, 0:11 HoP's ft																																				
<b>8</b> <b>SJ LUNARSTRIKEONE</b> (L) LAST 5 STARTS-\$1,640 4-8 1/2 35car 4000 ft 46 L W3-SPMLTCD 29 <sup>9</sup> 101 <sup>1</sup> 131 <sup>4</sup> 203 <sup>2</sup> 4 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 4 <sup>1</sup> 31 <sup>1</sup> 204 <sup>1</sup> 5.80 SNaason RoGray IndonF/Mysican,JustDreaM-A 4-1 1/2 45car 4000 ft 47 L W3-SPMLTCD 29 <sup>9</sup> 100 <sup>2</sup> 132 204 <sup>1</sup> 8 7 <sup>1</sup> 7 <sup>1</sup> 7 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 33 205 <sup>1</sup> 21.80 SNaason RoGray McJammiE/DremD,JustDreaM-A 3-21 1/2 35car 11 64 L QUA 31 <sup>1</sup> 103 <sup>2</sup> 134 <sup>1</sup> 204 <sup>3</sup> 3 5 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 6 <sup>1</sup> 31 206 <sup>1</sup> NB RoGray RoGray LuckC/Boy/Vect/H/Larco-7 1-9 1/2 2M 3800 ft 34 L W3-SPMLT 28 <sup>2</sup> 59 <sup>1</sup> 129 <sup>9</sup> 201 <sup>1</sup> 1 5 <sup>1</sup> 5 <sup>1</sup> x7 <sup>1</sup> 7 <sup>1</sup> 732 72 <sup>1</sup> 74 <sup>1</sup> 700 GElmerton RoGray SrSicMysican,JustDreaM-A 12-16 1/2 95car 4000 ft 47 L W3-SPMLT 29 <sup>9</sup> 58 <sup>4</sup> 129 <sup>9</sup> 201 1 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 3 <sup>1</sup> 2 <sup>1</sup> 321 203 <sup>1</sup> 14.70 ShGray RoGray GrBandS/Lunns,ThcAble-A 12-9 1/2 65car 4000 ft 41 A L W3-SPMLT 30 100 <sup>4</sup> 131 <sup>1</sup> 201 <sup>1</sup> 5 4 <sup>1</sup> 4 <sup>1</sup> 4 <sup>1</sup> 5 <sup>1</sup> 6 <sup>1</sup> 4 <sup>1</sup> 31 203 <sup>2</sup> 2.70 ShGray RoGray GrBandIndonF/Mysican-A 11-25 1/2 45car 3000 gd49-1 L W3SPMLTCD 31 <sup>1</sup> 102 132 <sup>4</sup> 204 <sup>1</sup> 5 1 <sup>1</sup> 2 <sup>1</sup> 2 <sup>1</sup> 1 <sup>1</sup> 1 <sup>1</sup> 311 204 <sup>1</sup> *40 ShGray RoGray SunnirE/Br/VorMysicBooBer-7																																				

TRACKMAN SELECTIONS: 7-4-1-5  
 CHECK YOUR TICKETS AT TIME OF PURCHASE SCARBOROUGH DOWNS CANNOT BE RESPONSIBLE FOR ERRORS DISCOVERED AFTER YOU LEAVE THE WINDOW



know is that Just Dreamin Along was in the same condition last week as he is in this week. The next four numbers are how fast the race went at certain points: quarter, half, three-quarters, and finish. After that is how the horse did at these points. The big number is what position they are in at that point and the little number is how far the horse is from the lead horse. So for Dreamin, at the halfway point he was in the second position and 1.25 lengths from the leader. A length is not an actual measurement like a yard or a foot. It is a horse and driver space. So Dreamin was a horse and driver

and little bit more away from surpassing the lead horse.

So for this horse race I would pick the one horse to win. If I wanted to bet on the top three, or the trifecta, it would be the number one horse, the number seven horse and the number four horse. I picked the seven because it won last time and the four because it got second last time and in its' previous starts always seems to be second or third.

Overall just remember that gambling on horses may seem like a science, but that horses have personalities. Even though on paper a horse looks

like it should win you never know what that horse is feeling like on that day. He could be sore, maybe a bit sick or maybe the driver is having a bad day. But, hey, that is why they call it gambling! No matter what, go out and have some fun. Cheer for your horse and support not only the horsemen and women but the hay farmers, the blacksmiths, the vets, and all those other behind the scenes people that make harness racing happen!



September 11th, 2011

Thomas R. Dillon

LIFETIME MARK

**Current Crisis**

Purse \$57,338

ME STANDARDBRED BREEDERS STAKES FINAL

1 Mile Trot 2:03:4

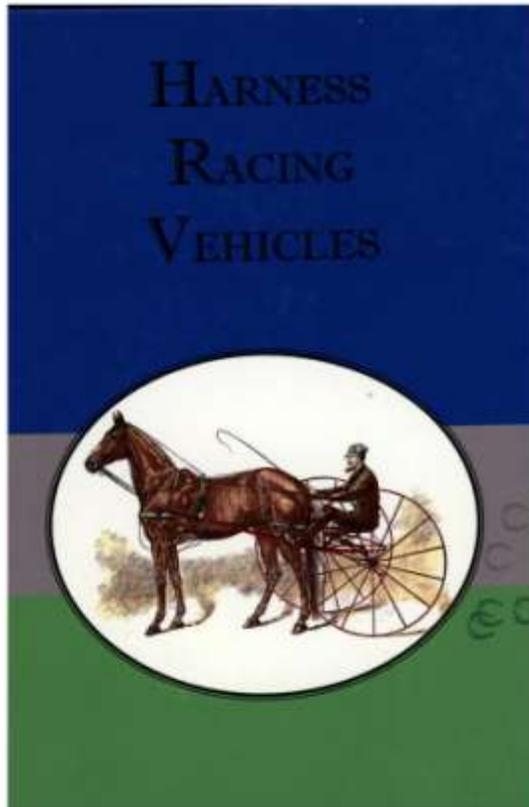
Donald Richards Trainer  
Mark Athearn Driver



St Croix Boy 2nd  
Bank Bailout 3rd

[dedphotography.com](http://dedphotography.com)

Image Courtesy of Dodie Dillon



Presented by the Lost Trotting Parks Heritage Center

Limited copies of this book can be purchased.  
E-mail Stephen Thompson — [lifework50@gmail.com](mailto:lifework50@gmail.com) if  
you would like to purchase a copy.

HARNESS RACING VEHICLES  
BY  
D'AMATO, ESQ. & SUSAN GREEN

HARNESS  
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VEHICLES

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455 Coal Mountain Road  
Orwigsburg, Pennsylvania 17961

2008

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ISBN 978-0-9797013-0-6

### FOR SALE

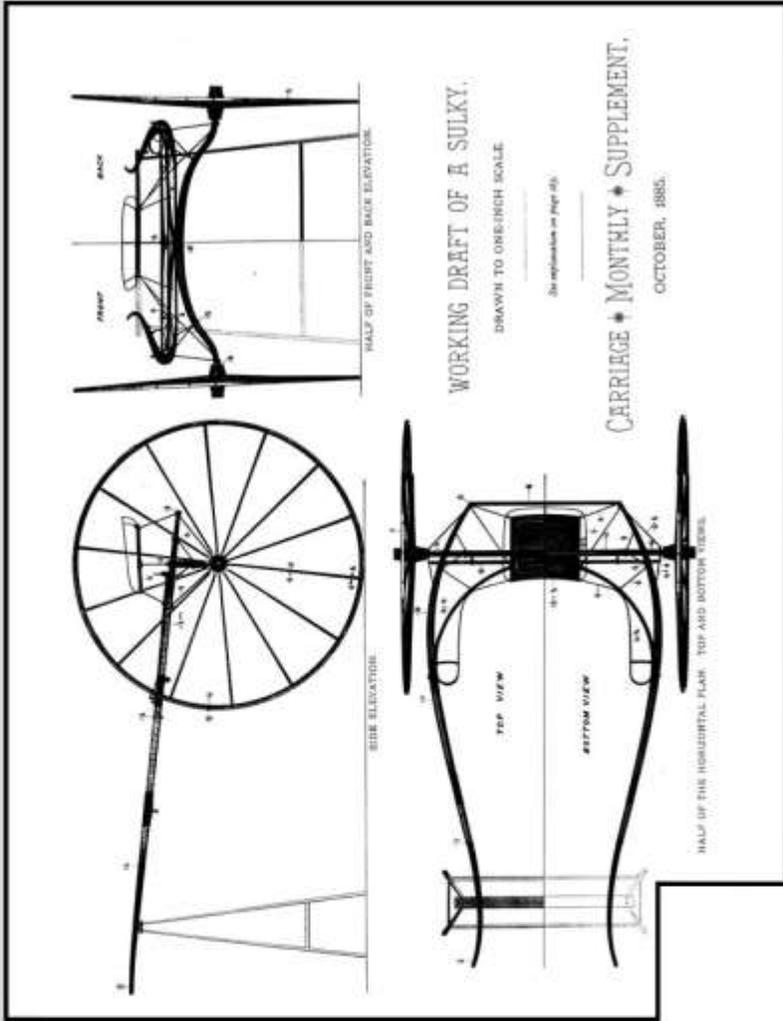
Harness Racing Vehicles is a must book for those who enjoy the history of harness racing. This carefully designed book provides you with vintage images of harness racing and harness racing vehicles. Many images include the patent designs for 19th century racing sulkies.

Limited copies are available through the Lost Trotting Parks Heritage Center  
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# WORK DRAFT OF A SULKY

1885



## Explanation of Supplement. SIDE ELEVATION, HALF OF FRONT AND HALF OF BACK ELEVATION, ALSO HALF OF HORIZONTAL PLAN, TOP AND BOTTOM VIEWS, OF A SULKY—1-INCH SCALE.

*Carrriage Monthly* October 1885 page 185.

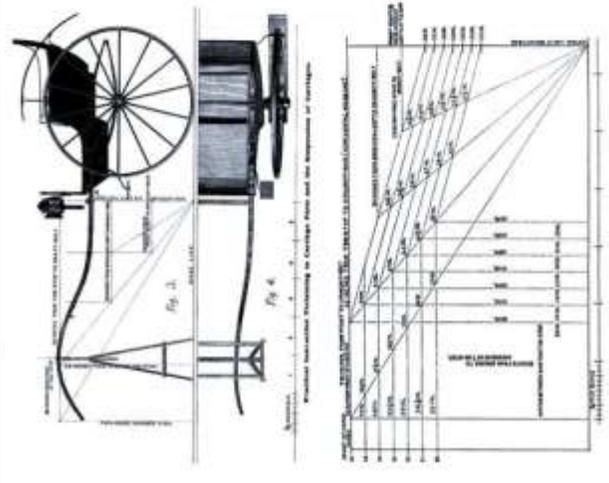
A working draft of a sulky, showing the different views and drawn to scale correctly, having never been published in an American trade journal, we give one in the illustrations on the supplement accompanying this number, which is correctly represented, and in addition all the measurements are expressed in 1/8 inches, to enable those desiring to build them to easily determine the weight and height suitable for the horse.

The weight of this sulky is 59 pounds, and it is built for a horse 15 hands high; if it is desired to build it lighter, the measurements must be reduced to suit the weight, and in a future number we will publish one of the lightest sulkies as now made, from which comparisons can be made in the measurements. The diameter of the wheels must be increased or decreased to suit the various heights of horses. The length of shafts from tip to back end is 7 feet 11 inches, and from front tip to center of axle 6 feet 1/2 inch. The axle, which is let in the axle-bed flush at the bottom, is shown by dotted lines on the front and back view. All the stays are 1/4-inch round steel, with the exception of the two stays starting from the axle behind the hubs each side and foot rests, which are 1/4 inch thick by 3/4 inch deep, and have a sharp oval shape. The rail around the seat is also 1/4-inch round steel, including the three stays, which are silver plated.

### CALCULATING THE PROPORTIONATE LENGTHS THE SHAFTS AND THE CONNECTIONS FOR THE VARIOUS SIZES OF HORSES.

*Carrriage Monthly*, December 1885

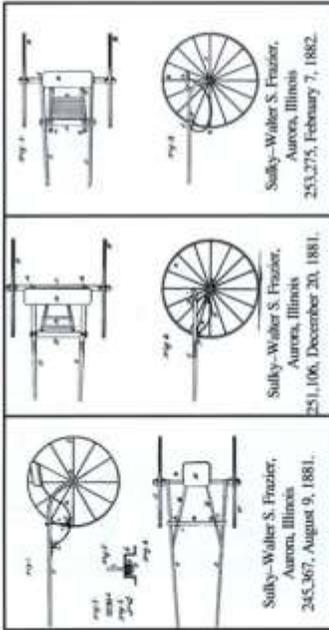
Comparing the various dimensions of harness-hauls, we find that the proportionate lengths of the shafts and the connections for the various sizes of horses, are as follows: For a horse 14 hands high, the length of the shafts will be 7 feet 11 inches from the front tip to the center of axle, and 6 feet 1/2 inch from the front tip to the axle-bed. For a horse 15 hands high, the length of the shafts will be 8 feet 11 inches from the front tip to the center of axle, and 7 feet 1/2 inch from the front tip to the axle-bed. For a horse 16 hands high, the length of the shafts will be 9 feet 11 inches from the front tip to the center of axle, and 8 feet 1/2 inch from the front tip to the axle-bed. For a horse 17 hands high, the length of the shafts will be 10 feet 11 inches from the front tip to the center of axle, and 9 feet 1/2 inch from the front tip to the axle-bed. For a horse 18 hands high, the length of the shafts will be 11 feet 11 inches from the front tip to the center of axle, and 10 feet 1/2 inch from the front tip to the axle-bed. For a horse 19 hands high, the length of the shafts will be 12 feet 11 inches from the front tip to the center of axle, and 11 feet 1/2 inch from the front tip to the axle-bed. For a horse 20 hands high, the length of the shafts will be 13 feet 11 inches from the front tip to the center of axle, and 12 feet 1/2 inch from the front tip to the axle-bed.



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# THE FRAZIER TRACK SULKY — W.S. FRAZIER & CO., AURORA, ILLINOIS

W. S. FRAZIER & CO., AURORA, ILLINOIS



Sulky—Walter S. Frazier, Aurora, Illinois 245,367, August 9, 1881.

Sulky—Walter S. Frazier, Aurora, Illinois 251,106, December 20, 1881.

Sulky—Walter S. Frazier, Aurora, Illinois 253,275, February 7, 1882.



W. S. FRAZIER & CO., AURORA, ILLINOIS

*Carriage Monthly* June 1900 page 123.

W. S. Frazier & Co., Aurora, Illinois, claim to be the pioneers and leaders in the manufacture of vehicles embodying ball-bearings and wire or steel spoke wheels. They have been turning out such work since 1893. Naturally they think this extensive experience enables them to furnish a superior article. They make their own wheels and ball-bearing axles and a fifth wheel which embodies many durable features not known elsewhere. Their wheels contain an unusual number of spokes, and are believed to be proportionately stronger for that reason.

The Frazier patent ball-bearing [6482,896 Sept. 20, 1892] is so constructed that the bearing parts are all independent of the axle arm. The great advantage of this is that the bearings can be adjusted before shipment, thereby saving the dealer any annoyance or expense in that direction. Their wheels are built with either double tube pneumatic, or solid rubber tires, and have given great satisfaction. The Frazier fifth-wheel [6655,361 Sept. 25, 1900] itself is a novel and simple arrangement which does away with the necessity for rub irons, as the wheels cannot touch the body, no matter how short the vehicle is turned. Consequently there is no danger of overturning, and that a vehicle with this wheel is safer for ladies' use seems to be clearly demonstrated. This fifth wheel is also particularly well arranged to resist the leverage of high-arched axles.

The firm have a salesroom at No. 371 Wabash avenue, Chicago, but the main office and factory are at Aurora.

W. S. FRAZIER & CO., AURORA, ILLINOIS



No. 3 1/2 Pneumatic Training Cart  
1911 W. S. Frazier & Co., catalog

The most marked difference between the Frazier construction and that of all other sulky builders, is in the position of the axle arch with relation to the seat, and there is no doubt our form is much superior to the old style.

...We refer to the relation of the seat to the axle arch. On all other sulkies the seat overhangs the axle arch and the weight is carried on the rear part of the shafts, back of the axle. This part of the shaft is not stiff and cannot be made so. Therefore the seat is constantly springing under the driver's weight, laming his back, and tending to throw the horse off his stride and chop his gait. In the case of the Frazier sulky the rigid axle arch supports the rear of the seat, thus eliminating the springing so objectionable in other sulkies, and ensuring a better riding hitch, a better drawing one for the horse, and a faster one than it is possible for anyone to produce using the old style construction.

Another great advantage found in the Frazier relates to the design of the arch. In placing the arch at the rear of the seat we are able to retain its full depth, as it is so far back that a horse cannot possibly strike it with its hocks. The strength of any truss is in direct proportion to its depth, as is well known by mechanics, engineers and architects, and we are able to and do turn out sulkies which, at even weights, are much stiffer in the arch than any others, the axles of which are made shallow in the center under the seat where the arch is naturally the weakest. ...The Braces of the Frazier are shorter and consequently stronger than the corresponding ones of any other sulky made.

All other sulky builders depend entirely upon a single nut to keep the wheel in position. Our spindles are screwed through the fork so that we have a positive safeguard against the loosening of a wheel from its position, therefore, the Frazier is much safer to ride. From the 1911 catalog of W. S. Frazier & Co.



Frazier Track Sulky  
1911 W. S. Frazier & Co., catalog

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# From the Harness Racing Communications Newsletter Ellen Harvey & Ken Weingartner The United States Trotting Association

### GOLDEN RECEIVER STAYS ON TOP

Golden Receiver remained on top of the Hambletonian Society/Breeders Crown Top 10 poll, but Foiled Again surged from fifth to No. 2 thanks to his win in the Molson Pace.

Foiled Again, who also won the Molson in 2011, received seven first-place votes. Golden Receiver was idle.

No newcomers joined the top 10. Arch Madness, who finished second in the Elitlopp in Sweden, and Winning Mister, who won the Earl Rowe Memorial Trot in Canada, both moved up a spot in the poll.

Upper Canada Cup winner Michael's Power gained 28 points from Week 1 and landed just outside the top 10.

#### Hambletonian/Breeders Crown Standardbred Poll: Week 2 – 5/29/2012

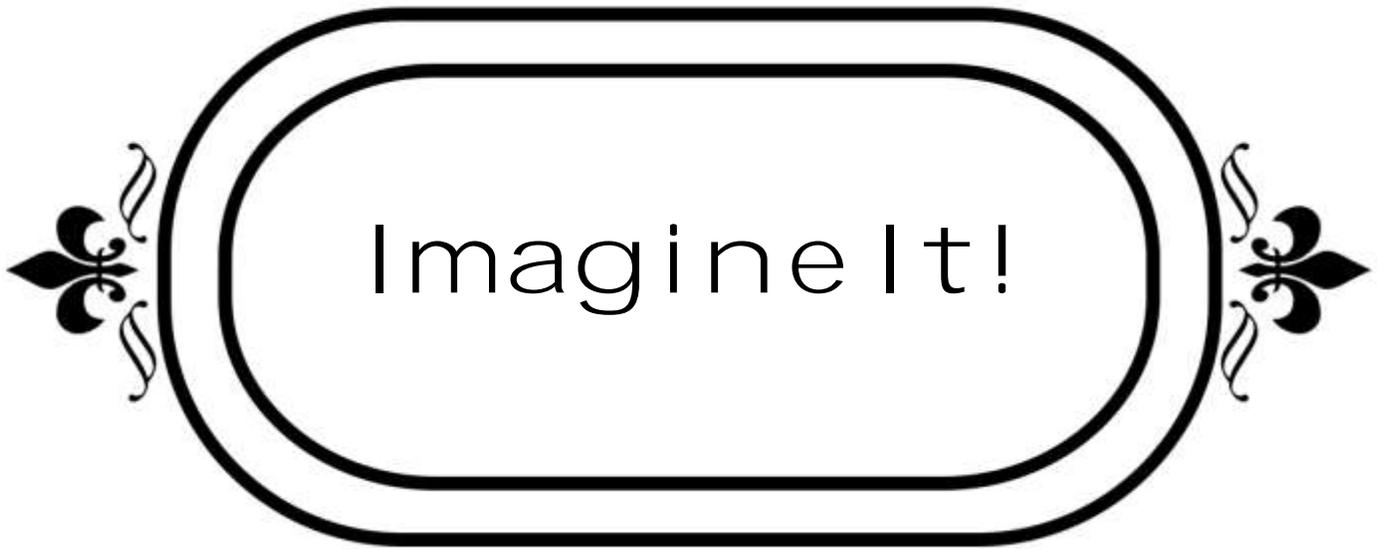
Ran k	Name (First Place Votes)	Age/Gait/ Sex	Record	Earnings	Point s	Pvs
1	Golden Receiver (18)	7pg	11-9-1-1	\$349,475	317	1
2	Foiled Again (7)	8pg	9-4-3-2	\$379,250	255	5
3	Mister Herbie	4tg	6-4-1-0	\$231,125	212	2
4	Sweet Lou (7)	3pc	1-1-0-0	\$53,056	211	3
5	Arch Madness (1)	8tg	7-3-2-2	\$309,883	168	6
6	Winning Mister (1)	6th	14-11-2-0	\$249,926	150	7
7	Atochia	7pg	9-4-1-0	\$337,080	126	4
8	San Pail	8tg	4-2-2-0	\$99,188	68	8
9	A Rocknroll Dance (1)	3pc	1-1-0-0	\$8,500	58	10
10	Rocklamation	4pm	10-5-2-1	\$265,710	50	9

Also: Michael's Power (30), Googoo Gaagaa (27), Special T Rocks (24), Anndrovette (22), Check Me Out, Dapper Dude (19), Solvato (11), Easy Again, Market Share, Put On A Show (9), Major Look, Not Afraid (8), Betterthancheddar, Pirouette Hanover, Rockincam, Thinking Out Loud (7), Economy Terror, Heston Blue Chip, Maven, River Shark (6), American Jewel, Frenchfrysnvinegar, Long Live Rock, Royal Cee Cee N (5), Archangel, Hurrikane Kingcole, I Fought Dalaw, Mel Mara, Piston Broke (4), Clic K, I'm On Cloud Nine, Real Nice, Yagonnakissmeornot (3), Cocktail Attire (2), Big Chocolate, Breakin The Law, Coraggioso, Il Mago, Marty Party, Nob Hill High, Sarandon Blue Chip, We Will See, Windshield (1).

**CALL TO CALL:** A racing fan who has always longed to grab the mike and call a race will get that chance at the upcoming Grand Circuit meet to be held at [Goshen Historic Track](#), June 29-July 2. Track announcer Dave Little, who is also a New York Daily News staffer and handicapper, will exchange a donation of at least \$100 for Goshen Historic Track for lessons from Little and a chance to call a race at the meet on either June 29 (Friday) or July 2 (Monday).

Fans must be at least 14 years old, but no previous experience is required. The first person to pledge and make a donation to Goshen Historic no later than June 15 for either the June 29 or July 2 racing day will get the chance to call a race. Contact Ellen Harvey at [ellen.harvey@ustrotting.com](mailto:ellen.harvey@ustrotting.com) for more information or to make the pledge.

From Outside the Oval



**The Maine Spirit Songwriters' Showcase  
Sponsored by**

**The Maine Agricultural Association and the Maine Harness Racing Promotion Board**

Here's an idea to think about -- Implement a songwriting contest that is co-sponsored by the fair association, the harness racing industry, the Maine Music Teachers Association, and Maine-based song writers associations. Create three divisions: public school division, amateur songwriters' division, and professional songwriters' division. Announce the songwriting contest in October of 2012 and sponsor workshops and events throughout the 2012-2013 school year.

Songwriting will occur between October and March 2012/13. Lyrics and music must be original. The themes for these songs must focus on current and historical aspects of Maine's agricultural heritage, the age when the horse was king, the Standardbred horse, and Maine harness racing. Lyrics with guitar chords would be e-mailed to the contest organizers. Songs would be posted to either You Tube or Vimeo for initial review. Entries would be linked through Facebook to the You Tube/Vimeo song address. From these postings songs would be chosen for each division. During the fair season, the selected songwriters would perform their songs at selected fairs and harness racing events. Voting at each event and on the Internet would identify the top three songs in each division.

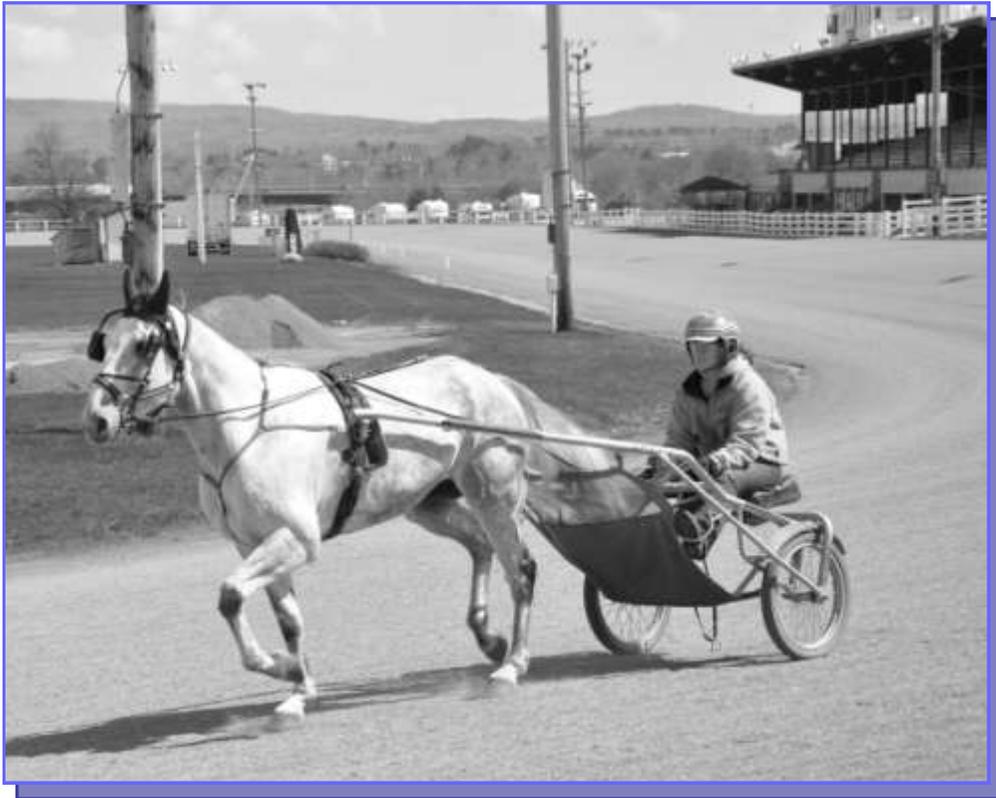
Through the use of social media and traditional advertising, this collaborative approach would bring greater visibility to Maine's agricultural fairs and harness racing. Funds for prizes can be raised through business sponsors. The Maine Spirit organizer would find a collaborating recording studio to create a CD with the top fifteen songs.

**If you would like to work on this idea, contact Stephen Thompson:  
E-Mail -- [lifework50@gmail.com](mailto:lifework50@gmail.com) or call 207-623-3076**

# Snapshots of Hollywood Slots & Raceway Historic Bass Park Home of the Bangor State Fair



## More Views of the Stables and Track Hollywood Slots & Raceway -- Bangor, Maine



## At the Stables -- Hollywood Slots & Raceway -- Bangor, Maine --



**Kevin Oliver shoeing La Vita Buona**

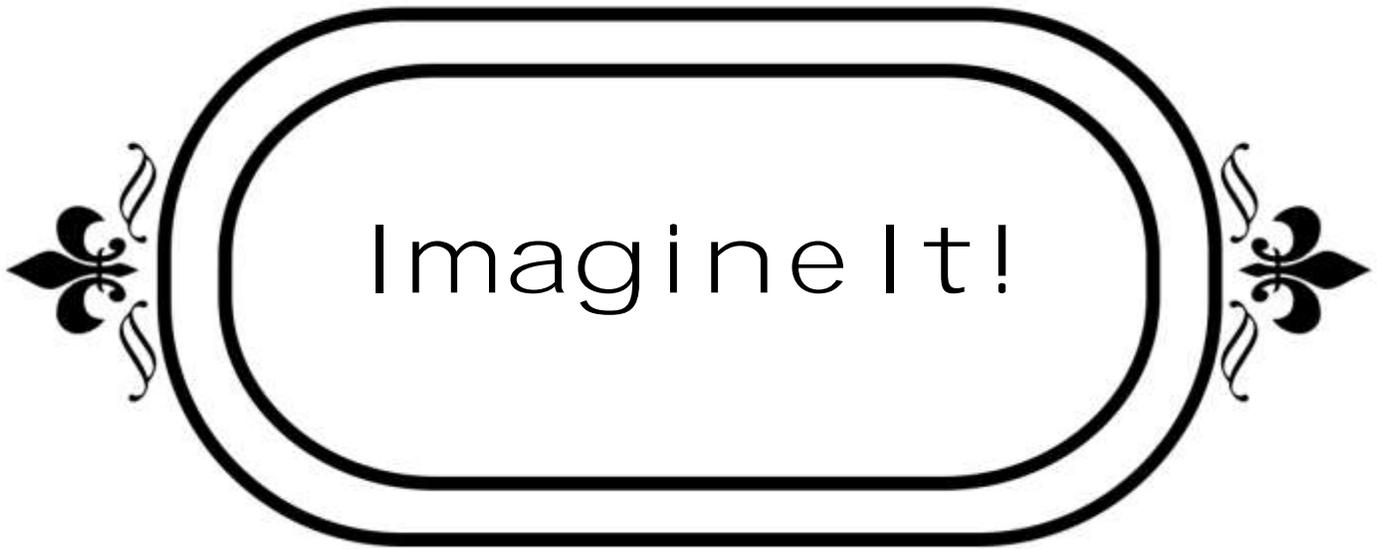


**Jesse Coty**



**La Vita Buona with owner/driver Trish Coyle**

From Outside the Oval



### **Standardbred Syndications**

Horse syndications are not new. They have existed for years. The basic idea is to work with Maine breeders, trainers, and stable owners, and identify several promising horses that could be placed in syndication for purchase by several persons. I have posed the idea of syndicating horses that are in the bloodline of Maine's 1890 world champion trotting stallion, Nelson 4209, foaled in Winslow, Maine in 1882. To make a syndicated horse attractive bloodlines need to be excellent.

This idea is currently being promoted by the 2012 Committee on the Future of Harness Racing in the State of Maine. The committee work was headed by Mike Andrew, past president of the Maine Standardbred Breeders and Owners Association.

**If you would like to work on this idea, contact Stephen Thompson:  
E-Mail -- [lifework50@gmail.com](mailto:lifework50@gmail.com) or call 207-623-3076**



-- C.H. Nelson driving Nelson 4209 during a time trial, circa 1890 --

## CREDITS

Articles in this issue of The Maine Spirit of the Turf by the following individuals or organizations:

Articles on Jean Emerson and Moira Fanning courtesy of the Harness Racing Museum, Goshen, NY

Letters and Statements of congratulations by Doug Hutchins, Henry Jackson, Clark Thompson, Ernest Lowell, Wendy Ireland, Diann Perkins, KC Johnson, and Robert Lieberman

From Outside the Oval -- Stephen Thompson

Excerpts from the Harness Racing Communications Newsletter written by Ellen Harvey & Ken Weingartner, The United States Trotting Association

Images related to Harness Racing Vehicles courtesy of the authors, D'Amato and Green

### **Photographs and Images:**

From the Vault of the Northeast Harness News -- photographs with captions and NEHN pages courtesy of Jean Emerson

Photographs at Bangor Raceway taken by Stephen D. Thompson

Image of Current Crisis courtesy of Dodie Dillon

Other images from Stephen Thompson's memorabilia collection.

Photographs of Scarborough Downs by Michael Newman. Permission for use granted by Scarborough Downs.

Cover Photo of Jean Emerson by Susan Higgins

### **Artwork:**

Banner and Design for Outside the Oval by Chris Cart, Cart Studios, Hallowell, Maine

Appreciation is extended to the Harness Racing Museum and the Hall of Fame for their assistance in the development and the distribution of the Maine Spirit of the Turf.