



Harold J. Foster

Harold J. Foster Retired Passenger Chief, Dies At 67

Harold J. Foster, who rose through the Maine Central ranks to the posts of Passenger Traffic Manager and Executive Representative in a 47-year railroad career, died November 28 in a Portland hospital. He was 67.

A High Mass of Requiem was celebrated at Sacred Heart church December 2, when a large delegation of Maine Central associates joined the scores of other friends and relatives in attendance.

Foster joined the Maine Central in 1916 as a clerk in the office of the auditor of freight accounts in Portland. Except for military service in World War One, he remained with the railroad until his retirement in September, 1962.

He served as a clerk in several offices, as a traveling inspector, as fire and safety supervisor, as traffic agent, assistant general representative, assistant general passenger agent, general passenger agent and passenger traffic manager.

Foster also directed the operations of the Maine Central's bus fleet, serving as vice president of the Maine Central Transportation Company before the subsidiary firm was sold.

He was instrumental in the organization of the Portland lodges of the Brotherhood of



READY FOR SANTA CLAUS—Decorating the tree and being extra good during these days just before Christmas are the three daughters of Mr. and Mrs. Reginald A. Roy, Redbank. The girls are Karen, 3; Janet, 5; and Debra, 6; and dad is a clerk in the Auditor Disbursements office, Portland.

Railroad Thanks Belgrade Woman For Quick Action

The thanks of the railroad have gone to a Belgrade housewife whose quick action may have averted a serious accident. Here's how it happened:

Mrs. Ralph Stevens, wife of the Belgrade section foreman, noted, one morning recently, that whenever a car passed over the Main street crossing, the automatic crossing protection signals flickered on and off.

Mr. Stevens was at work, far beyond the telephone's reach, so Mrs. Stevens immediately notified his supervisor. A check was

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(Foster—page 8)

Track Construction, Relocation Jobs In Progress At Several Industrial Sites

What amounts in total to the biggest job of track construction and re-location since the Maine Central was built is now about half-way to completion.

It's an incidental — but far from an unimportant—phase of

the current general expansion of Maine's pulp and paper industry, and will allow Maine Central to better serve the growing plants at several points along the main line.

Already completed is the relocation of more than a mile and a half of main line at Jay, where the International Paper Company is building its new \$54,000,000 mill. Further track work involving some four miles of construction is being planned to serve IP and the neighboring new plant of the Solvay Process Division of the Allied Chemical Company.

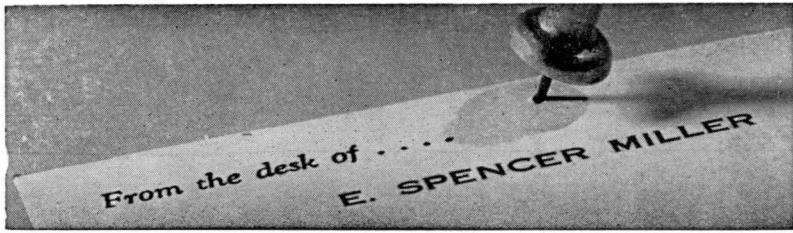
The new loop of the Maine Central's Portland - - Rumford main line passes directly between the new International mill and the site of the chemical plant now under construction. Sidings and spurs lead to the new IP wood yard.

(Construction—page 3)



'PAUL BUNYAN' CARS AT WORK—Loaded with 32 cords of softwood pulp, one of the new extra-long, three-bulkhead pulpwood cars is shown at Leeds Junction enroute to the site of the new International Paper Company mill at Jay. Section Foreman E. A. Hall, on the ladder, helps to give us an idea of just how large these new cars are.

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EDITORIALS

TO MY FELLOW EMPLOYEES:

Although the problems and successes of our Company and the entire railroad industry continue in December, it seems more appropriate at this season to defer them as editorial topics, and instead to express to all employees and friends of the Maine Central our most cordial and warmest wishes for



A Merry Christmas

and a

Happy New Year



E. Spencer Miller

Count Your Blessings

If, by some chance, Thanksgiving came and went without your giving any real thought to the advantages and opportunities that are ours as Americans, you can catch up on Christmas. Surely at no other time of the year are our blessings more apparent than at the moment the family gathers around the tree to open gifts. Expensive or not, these gifts are symbolic of a way of life that has developed under Democracy and free enterprise. Compare your Christmas, if you will, with that of a rice farmer in Viet Nam.

A Note to the Youngsters

The Dallas, Texas, chamber of commerce ran a survey a few weeks back, and it revealed that a high school education is now the minimum requirement for an overwhelming number of jobs. Also shown was that in ten years, at least a year or two of training beyond high school will be the minimum requirement for almost any job you can name.

Times have changed. There are still lots of jobs, but more and more, they require more skills. The moral: get all the education you can . . . it will be invaluable in the years ahead.



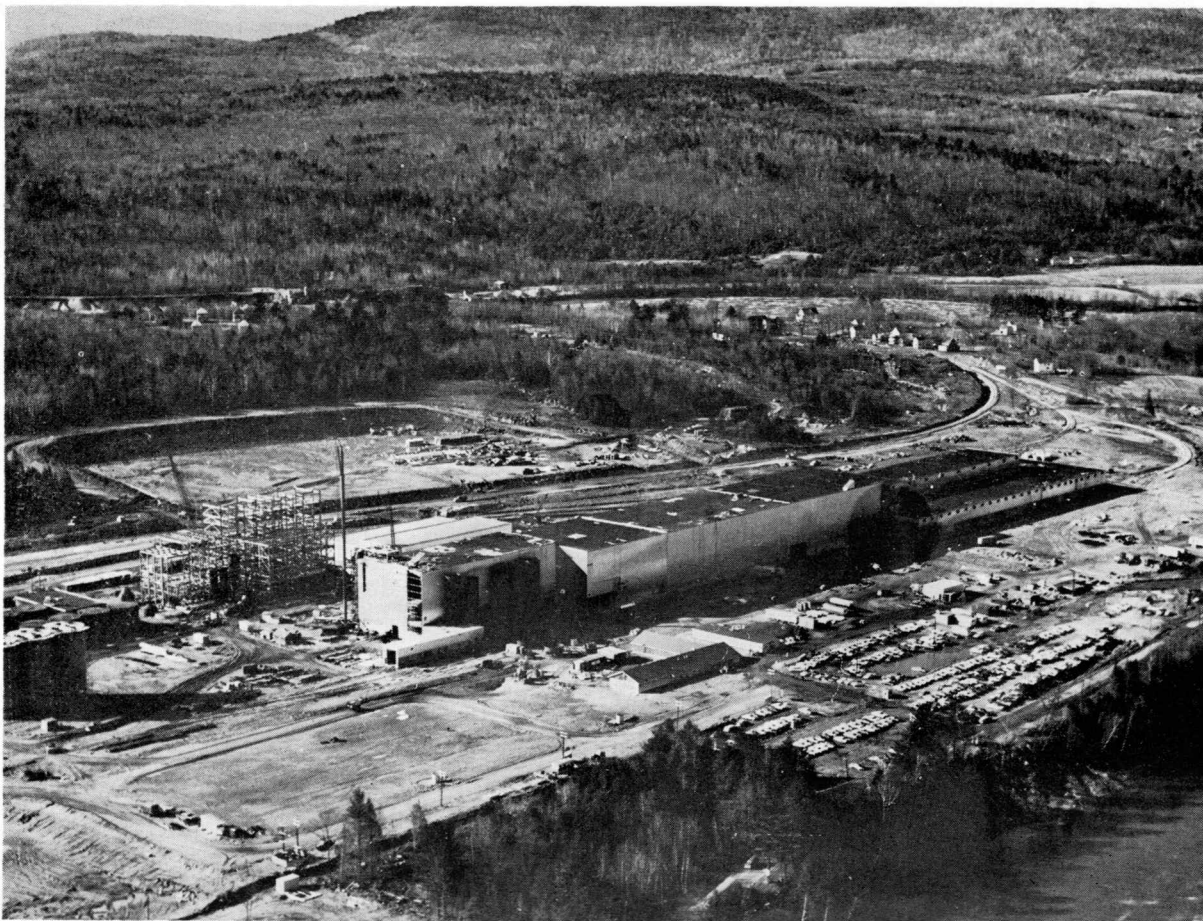
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

Editor

JOSEPH H. COBB, Director of Public Relations

Assistant Editors

- | | |
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IT'S BEGINNING TO LOOK LIKE A PAPER MILL—This aerial photo of the new paper mill under construction by the International Paper Company at Jay shows part of the extensive track re-location project completed this fall and many of the sidings still under construction. The main Portland-to-Rumford line was moved from its riverbank route to pass between the IP mill and the cleared, rectangular site near the center of the photo, where the Solvay Process Division mill of Allied Chemical Corp. will be built.

'Paul Bunyan' Pulpwood Car Size Recalls Allagash Rail Operation

When Dick Sprague, public relations director of the Bangor and Aroostook, and your editor, ditto for the Maine Central, collaborated on a story in November about the new "Paul Bunyan" pulpwood cars, they didn't count on hearing from John Gould, editor of the "Enterprise," and owner of the longest memory in the State of Maine.

But they did, in this editorial clipped from the "Enterprise."

How Big?

Dick Sprague and Joe Cobb, our railroad percussionists, have put out a little release about the new "Paul Bunyan" pulpwood cars due to go into service here in Maine. The 368 cars on order will cost over five million dollars, and their 72-foot length makes them the biggest cars of their type ever used on an American railroad — so say Joe and Dick. They will hold an easy 32 cords of pulp, about ten cords more than can be

hauled by any car now in service. We would like to send Joe and Dick scurrying to the archives, and so we ask them how these compare with the mammoth pulpwood cars used in the early days of this century by King LaCroix in his operation at Eagle Lake? We understand those cars were far oversize, and that they often tipped over on the rails. Remnants of the old Lacroix cars are still in the weeds at the Tramway, and they certainly look big. We doubt if they were 72 feet long, but they were higher than main-line cars, and somehow 32 cords seems a proper figure. Does anybody know how much pulpwood King Lacroix put on a car in those days? We hope it was less than 32 cords, else we have spoiled a fine story.

Well . . . it did send us scurrying to the archives, or more properly, to Gus Nadeau, wood products representative in the BAR's marketing department.

Without a trace of hesitation, Gus told us that the pulpwood cars used by King LaCroix on his Eagle Lake Railroad were about 30 feet long.

Then we went to Maine Central Mechanical Engineer Dick Dole, who figured that to carry 32 cords of wood, LaCroix' cars would have to have been about 21 feet tall. And if they were that tall, it's no wonder "they often tipped over on the rails," unless Paul Bunyan himself carried them in his hip pocket.

Meanwhile, back at the "Enterprise," John Gould was checking further, and hit pay dirt with a call to Leo Thibodeau of the Great Northern Paper Company. Leo told John the LaCroix cars were "nowhere near" as big as the new MeC and BAR cars, and "didn't, per each, haul very much."

Leo's information came from E. J. "Spotty" Leavitt, who worked in the area every summer that LaCroix operated. Spotty told him the sides of the LaCroix cars were much higher than standard cars of the time, but that the pulpwood was dumped in, not corded or tiered as is done today. Spotty said the LaCroix cars were 32 feet long.

Construction—from page 1)

About 1,800 feet of main line track has been re-located at Great Works in connection with the new construction by the Penobscot Corporation. Still in progress, the work includes re-arranging several yard and oil tracks to allow construction of a new machine room.

At Bucksport, Maine Central crews have completed construction of a new track for the delivery of starch and propane gas; a new 18-car storage track, and lengthening two yard tracks to provide increased car storage.

Mill expansion at the St. Croix Division of Georgia-Pacific at Woodland has necessitated construction of four new sidings, and a temporary track for the delivery of construction materials. This track project has been halted by snow and cold, but will be resumed and completed in the Spring.

Already completed is construction of a new, 1,849-foot wood loading track at Wing's, near Cherryfield, where International Paper Company will load pulpwood for rail transport to the new mill at Jay.

Also completed, and now in use at Lincoln, is a re-arrangement of yard tracks to accommodate slab and chip cars for Standard Packaging's new chip operation. Maine Central has provided a total of 42 specially designed cars for this service, moving wood chips from Lincoln to the mill at South Brewer on a regular, daily basis.

The work at Lincoln also involved expansion of track to handle increased deliveries of fuel oil, and to serve a new tissue mill now under construction.

Last Spring, extensive track changes were accomplished at the Oxford Paper Company plant at Rumford, to serve areas housing the supercalendars and the new No. 10 paper machine.

So any possible blight on the MeC and BAR public relations departments' escutcheons is eradicated, but King LaCroix, who has come to be regarded almost as big in the woods of northern Maine as Paul Bunyan himself, now looks, as John said, "a little less huge."

(We hope, with the help of John Gould, Gus Nadeau of the BAR, Leo Thibodeau of Great Northern and "Spotty" Leavitt, to put together a piece for a future issue of the Messenger about the King LaCroix railroad, which, after all, was a pretty prodigious engineering effort for its time and remote Allagash location.)

President Miller Pays Tribute To Harold J. Foster

On December second a large group of Maine Central men and women congregated in beautiful Sacred Heart church to participate in a High Mass of Requiem and to pay tribute to their long time fellow worker and friend, Harold J. Foster.

Harold started as a clerk and at one time was chairman of the local Clerk's Committee. He was a master of the rules agreement and a formidable opponent in labor negotiations but so scrupulously fair that his ability as well as his integrity earned for him management's respect.

During the period of the cooperative arrangement between

(Tribute—page 5)



WASHINGTON COUNTY PRIZES—Bill Knox, left, chief clerk, rates, Freight Traffic Department, and Lester Woodbury, traveling freight claim representative, both of Portland, spent four days hunting in the Columbia Falls area in November. These bucks were the result. Bill's weighed 165 pounds and Lester's went 180.

Two-footer Topic Of Thurlow Book

Another book of special interest to Maine railroad history fans is Clinton Thurlow's "W.W. and F. Two Footer," which adds many a fact to the fable of narrow-gauge railroading in the Pine Tree State.

Just published, the book tells the story of the Wiscasset, Waterville and Farmington Railroad, and the unrealized ambitions of its promoters for a rail line running from Wiscasset to Quebec.

Tracing development of the railroad from its original survey in 1836 until its end in 1933, the new book is based on recollections of former employees, official records and correspondence. It also deals with the railroad's role in the economic development of the communities through which it passed.

The author was head of the social studies department at Cony High School in Augusta for 21 years, and more recently has served as professor emeritus of American History at the University of Maine in Portland.

Fred E. Jordan Killed By Auto

Fred E. Jordan, 73, employed by the Maine Central for 56 years, was killed Nov. 19 by an automobile as he left work at the General Offices in Portland. He was a time clerk in the Accounting Department.

Mr. Jordan joined the Maine Central in 1908 in the Transportation Department at Rumford Falls, and became baggagemaster at Canton later in the same year. He was transferred to the Transportation Department in Portland in 1927, and to the Accounting Department in 1933.

He was active in the cause of the Townsend Plan for many years, and was instrumental in the organization of the Portland Townsend Club, which he later served as president and treasurer. He was named field director of Townsend Clubs in Maine in 1957.

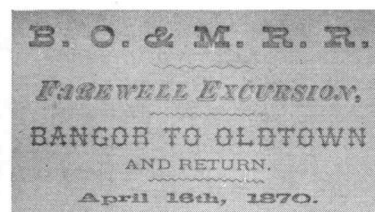
His widow, Mrs. Mabel A. Jordan of 439 Congress street, survives.

President Miller Speaks At Bowdoin

President E. Spencer Miller addressed a Bowdoin College Senior's economics seminar December 9 on the topic: "Maine Railroads: Past, Present and Future."

The Maine Central executive was one of the first Maine business leaders invited to address the group, now completing an extensive railroad study.

The event, arranged by Professor William D. Shipman, was held in Bowdoin's new Senior Center.



COLLECTOR'S ITEM — This ticket was issued as a souvenir of the final trip of Maine's first steam railroad, the Bangor, Old Town and Milford, 94 years ago.

New Waterville Feed Mill Viewed By Irish Visitor

When the Maine Central assisted officials of Frontier in locating their new milling plant in Waterville, they didn't realize they were assisting in the industrial development of County Kildare, Ireland.

But that's the way it may turn out. The automated plant at Waterville, which the railroad and the Waterville Industrial Development Corporation worked together to locate, may be the model for a similar plant in Nass, County Kildare, near Dublin.

In early December, Frontier officials, along with Russell M. Squire, president of the Waterville group, entertained Michael Doyle of Irish Poultry Industries. He was in Waterville to inspect Frontier's \$250,000 plant, with the hope that a similar mill may be built by his company back home.

Doyle foresees closer cooperation between Maine's poultry industry and that of his own country, especially in providing chicks as replacement stock. He will return to Ireland with many ideas gained from his inspection of the unique new Waterville plant, and with a Waterville Industrial Development Corp. brochure "to show the boys how communities here are selling themselves to diversified industry."

Veterans Plan Christmas Party

Members of the Railroad Veterans' Association will hold their annual Christmas party Sunday, December 20, at Howard Johnson's in South Portland.

Each is asked to bring a 50-cent gift for exchange.

There'll be music by Paul Landry and his trio, and entertainment by Patty Delaney, winner of a recent Channel 8 talent contest and daughter of Pat Delaney, former PTCO. employee at Rigby.

One of the largest Railroad Veterans' organizations in New England, the Maine Association now boasts 460 paid-up members.



ASSUMES COMMAND—Harold C. Clark, right, retired Maine Central Railroad and Portland Terminal Company yardmaster, was installed as commander of Cumberland Barrack, Veterans of World War One, at Portland in November. He is shown as he was congratulated by the outgoing commander, Albert E. Brewer.

Maine Poultry Industry Aided By Savings Under New Corn Rate

The Maine poultry industry is now benefitting by savings of as much as \$1.70 per ton on bulk corn under new rail rates effective December 1.

The Maine Central was informed in late November that the Interstate Commerce Commission had voted not to suspend a tariff that sets the rate on bulk corn at two cents per hundred-weight over the rate from the midwest to Boston. This is the tariff that should have become effective October 26, but which was blocked by the protest of a Wisconsin milling firm. This protest has been withdrawn.

The so-called two-cents-over-Boston tariff was supported by the Maine Central and other members of the Traffic Executives Association since July 15, when corn rates in the northeast went from the old zone basis to a mileage basis.

Maine poultry and dairy farmers would have been severely penalized under the mileage rates, and the proposal now in effect will provide savings of between five cents and eight and one-half cents per hundred pounds, depending on the points of origin in the midwest.

The new rate reduction is the latest success in the Maine Central's continuing efforts to reduce the cost differential between Maine growers and their competitors in Delaware, Maryland and Virginia.

Tribute—from page 4)

Maine Central and Boston and Maine, Harold went to Boston but shortly returned to Portland to enter our public relations department. Subsequently he became general passenger agent of both roads, and after the separation, passenger traffic manager of ours.

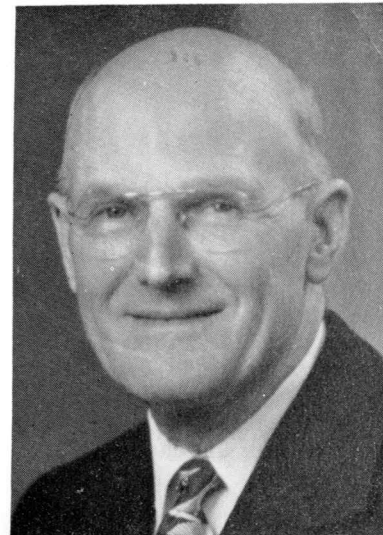
In the difficult days of labor negotiations by Maine Central Transportation Company, Harold assumed the Vice Presidency and by hard work solved the problems. Faced with management's decision to sell to Greyhound he went about the job without question or hesitation.

The war years posed their problems. The Flying Yankee had a fixed capacity and would-be passengers were often turned away but inevitably had praise for Harold and his diplomacy and no ill will towards his company. It was in the post war period that a director of one of the country's largest corporations called me to express praise for Harold's personal and courteous handling of reservations on the Bar Harbor.

In a few short years the passengers which had yesterday been too many for a train became too few to fill half a coach. When the inevitable decision to abandon was made, Harold took up the task of effecting it, and elimination of his own job, with his usual vigor and intelligence. He reached me by telephone in British Columbia to jubilantly report the Supreme Court victory which ended passenger trains—and his office.

Enough has been said above to indicate the virtues of Harold Foster which were many, for he possessed all of the leading ones, but the greatest of these is loyalty. Throughout the impressive church service our thoughts went back over the past and the friendship which this man had brought to us but as the final prayer was given we thought of Harold's selfless loyalty to the railroad, to his friends and to all to which he belonged.

Spencer Miller



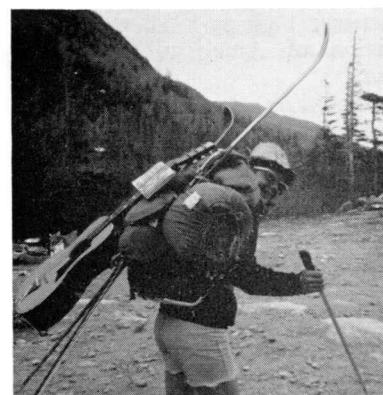
H. Adelbert Wright Dies At Waterville

H. Adelbert Wright, 86, one of the Maine Central's oldest retired employees, died at his Waterville home December 2. He had retired in 1955 after 57 years' service, much of it as yardmaster at Waterville.

He was a member of the First Baptist Church, Waterville Lodge No. 33, F. & A.M., and of the Maine Association of Railroad Veterans.

He was born in Mount Vernon, Oct. 30, 1878, the son of Mr. and Mrs. LaForest Wright.

Wright is survived by his widow, Ada (Mosher) Tracy Wright, a brother, Alphonso B. Wright of Yucaipa, Calif., and by nieces and nephews.



FOR THE YOUNG IN HEART—Among the ski enthusiasts is Karen Neilson, daughter of John and Mert Neilson, shown here toting 62 pounds of gear at Tuckerman's Ravine on a Spring Skiing trip. There is no lift at Tuckerman's. Everyone must hike up the mountain in order to ski down. Every time they go up they add to their load and at the end of the Spring Skiing everything must be toted to the bottom. This is recommended only for real ski addicts and those young in heart.

Clerks Schedule Annual Banquet

Members of Portland Lodges, Brotherhood of Railway Clerks, will hold their annual banquet and dance at Vallee's January 16.

An invitation has gone to Grand President C. L. Dennis of Cincinnati, Ohio, and committee members are hopeful that he will be able to attend.

A social hour has been planned for 5:30 to 6:30, with dinner at 6:45, and dancing from 8:30 to midnight. Guest tickets are available at \$3.

Al Chapman is chairman of the committee, assisted by Glenda Gilman. Hostesses in the Lodge 374 social room will be Margaret Staton and Lillian Smyth.

PEANUTS Charles Schulz



Nine Employees End 25th Year

Nine Maine Central Railroad employees ended their 25th year of service last month, and were awarded 25-year service pins.

Newest members of the Maine Central 25-year club are:

Earl P. Crandlemire, machinist helper, Waterville.

Hollis C. Hodgkins, Jr., laborer, Waterville.

William A. Fletcher, carman D, Albion.

Merle C. Otis, carman D, Fairfield.

Sydney J. Brown, Jr., carman C, China.

Elden E. Fish, machinist, Waterville.

Robert Young, machinist, Fairfield.

Stanley W. Martin, carman C, Waterville.

Edward Joseph, hostler, Waterville.

Thinking Safety

By W. E. Maloy
Rules Examiner

Railroads consist of large powerful rolling equipment and machinery working together in a determined effort to deliver the goods to market, operating day and night in all kinds of weather. Every minute of the hour and every hour of the day, something is in action, something on the move.

All this adds up to potential safety hazards to the careless worker, the one that isn't alert, but not to the safe worker, who keeps posted on the SAFETY RULES, STAYS ALERT and is always CAREFUL.

The SAFE WORKER contributes a great deal to the economic growth and reputation of the Railroad. They command the respect and confidence of their fellow workers and families. "DO YOUR PART TO STOP ACCIDENTS TODAY."

Third of All New Cars Now Riding Rails to Dealers

With roughly one of every three new automobiles now rolling by rail from manufacturing plants, U.S. railroads are boosting their autorack traffic to a post-war high in 1964, the Association of American Railroads says.

According to advance estimates, railroads will haul approximately 3,000,000 new motor vehicles this year, or one-third of the nation's production—their highest market share since 1947. Last year, the rail percentage was 27.7.

The AAR attributed the increase to the railroads' expanding fleet of autorack cars—now numbering more than 10,000—and to the low rates made possible by volume rail shipments.

Typical of the giant, specialized freight cars in modern railroad service, these double and triple-deck rack cars make up whole trainloads of as many as 1,800 automobiles. Triple-deck cars each can carry 12 standard-size or 15 compact autos as compared with the four once hauled in the conventional wide-door box car.

In 1959, before the multi-level

rack cars had entered service, a total of 538,000 new motor vehicles moved by rail. By 1963 the rack car fleet had grown to 7,730, and in that year motor vehicles hauled by rail soared to 2,521,000.

During this five-year period, the rail share in the auto shipment market rose from a low of 8 per cent in 1959 to 9.7 per cent in 1960, 20.5 per cent in 1961, 25.2 per cent in 1962 and 27.7 per cent in 1963.

Rail Rates Down, Goods Prices Advance

Railroad freight rates from 1958 to 1963 declined, while consumer and wholesale prices during the same period increased, according to an Interstate Commerce Commission study. The Commission said the decline in its freight-rate index was "presumably due in some measure to a change in railroad pricing policy."

1,000 Retired Maine Central Employees Receive RRB Benefits

About 1,000 retired employees whose last railroad service was with the Maine Central Railroad Company were receiving annuities from the Railroad Retirement Board at the end of 1963, the Board recently reported. Their annuities averaged \$134. Some 470 of these employees had spouses who were also receiving \$55 monthly, on the average.

During 1963, 110 former Maine Central employees were added to the Board's retirement rolls. Their annuities averaged \$147.

The Railroad Retirement Board pointed out that last year 40,100 employees of the Nation's railroads retired on annuities averaging \$147 a month. Of this number, 76 percent retired because of age and 24 percent because of disability. At the end of the year, the Board was pay-

ing an average of \$136 a month to 420,000 retired employees; 174,000 of them had wives who were receiving annuities averaging \$56 a month.

Judith E. Jackson November Bride

Judith Evelyn Jackson, daughter of Division Engineer and Mrs. Raymond A. Jackson, became the bride of John J. Castano, Jr., in a late-November ceremony at the First Congregational Church, South Portland. The bride is a graduate of South Portland High School, Bradford Junior College and Katharine Gibbs School, and is employed by a Boston law firm. Castano is employed by New England Hoisting Engineers, Boston. They will make their home in Brookline, Mass.



GENERAL OFFICES

Milt Chaplin, Clerk in Auditor of Disbursements office, was a busy father of the groom and father of the bride last month. His son, Milton, Jr. married Roberta Merrill of New Gloucester on one Saturday afternoon. The week after his daughter, Nancy, married Alfred Harmon of Standish.

Paul Landry, Head Clerk in Auditor of Disbursements office, has

purchased a new pool table for his recreation room and issues an invitation to all "pool sharks" to come out and help break it in.

William Woods, Clerk in "A.D." office, had most of his family at home Thanksgiving, in-laws, grandchildren, etc. except one daughter living in Florida and one living in Massachusetts.

Charlie Anderson recently took a late vacation to do a little hunting. The deer must know when he is on the way and hide, as he came away

empty handed, but had a good time in the outdoors.

Dottie Hollywood and her sister Marguerite are late vacationers visiting Boston and vicinity taking in the Christmas decorations in the stores.

Al Chapman is back to work after being absent because of illness.

Elta Benner recently motored to Boston to shop and see the Christmas decorations.

Paul Landry was a late vacationer so he could be at home over Thanksgiving.

The revenue office was well represented in the tagging of deer this fall. Les Woodbury, Arthur Gilbert and Earl Bennett were the lucky ones.

George Dibblee returned to work this month after an absence of several weeks.

Chet Robie recently had a streak of bad luck. His car rolled from its parking place and hit a car just passing in front of it, causing minor damage to each. The next morning he ran over a bottle and ruined a new tire.

Vinnie and Mary Morse had such a good time at the World's Fair, that they returned for a second visit. The play, "Fiddler on the Roof" was a grand success with all seats sold out, they report.

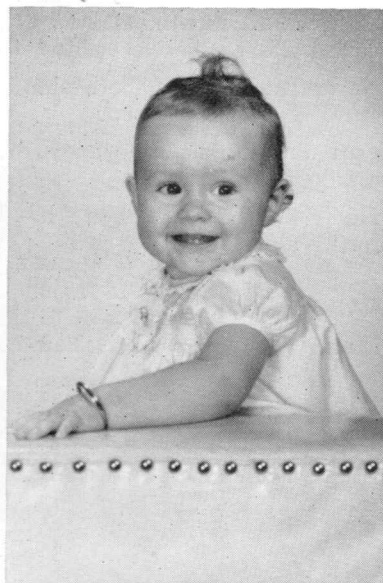
Alice Eliason also spent her vacation at the fair.

For those who haven't noticed, Marion Faibisy has been giving free rides in her bright red '63 Valiant.

Larry Harding bagged a nice 100-pound buck and has been having his fill of steak.

Edna Crimmons and Cora Hoy each took late vacations.

Ray Jackson recently became a grandfather. Ray's son, Larry, and Larry's wife and son Mark live in New Hampshire.



THE YOUNGEST SET—These young ladies are grandchildren of Mrs. Rosemary McDonough, Data Processing, Portland. At left is Susan R. Hubbard, ten months old daughter of Roberta Hubbard. The other is Debbie Jean McDonough, daughter of Thomas, aged 1 year 3 mos. There is one other grandchild, a grandson named Stephen, son of Jack McDonough.

Miss Arlyn Whitney is the new secretary in the Law Department. Arlyn comes to Maine Central from Oxford Paper Company.

Everett Goddard, Manager Car Accounting and Statistics, returned home on November 30 after spending 25 days in the Maine Medical Center as a surgical patient. He hopes to be back at work around the middle of December.

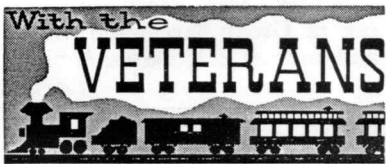
Ray Briggs' wife is hospitalized at Bridgton.

Bob Nurse returned empty handed from his hunting trip to Northern Maine.

Germaine Deschenes has resigned from the Data Processing Department to join her husband who is employed in Las Vegas, Nevada. She flew jet from Boston to Las Vegas November 27. There were several get-togethers and farewell parties in her honor, the last being a large family gathering at her home on Thanksgiving.

Sympathy is extended to the family of Merton Olsen (freight Traffic) on the death of Mr. Olsen's father.

Jack McDonough and his family spent the Thanksgiving Day holidays with his parents, Mr. and Mrs. McDonough, (Rosemary of the Data Processing office). They motored here from Cleveland, Ohio, where he is stationed.



The Maine Association of Railroad Veterans met at Howard Johnson's in So. Portland, November 22, with 67 attending.

New officers for 1965 were elected as follows: Horace F. Knowles, President; Robert R. Lewis, 1st Vice President; Ray Farley, 2nd Vice President; Clarence D. Soper 3rd Vice President; Bart Lyden, Secretary-Treasurer; and Herbert W. Fogg, Chaplain.

Mr. and Mrs. Ernest T. Biladeau were congratulated on their 52nd wedding anniversary.

Mr. and Mrs. Guy E. Sawtelle were congratulated on their 50th wedding anniversary.

Mr. Herbert W. Fogg, retired Main Line freight conductor, has just returned from a hunting trip and is celebrating his 85th birthday. Never too old to travel the woods, he says.

The Railroad Vets really have old-timers as noticed at our last meeting. Horatio Clark, 93; Mr. Thompson, Lawrence, Mass., 89; Herbert Wells, Chelsea, Mass., 88; Herbert W. Fogg, So. Portland, 85.

The annual Christmas party will be held Sunday, Dec. 20th. Each member is asked to bring a 50-cent gift for exchange at the Christmas tree.

As in past years, Horace Knowles and Norman Massengale will be in charge of distribution of gifts. A good "Floor Show" has been arranged. All members and Railroad folks are extended a cordial invitation.

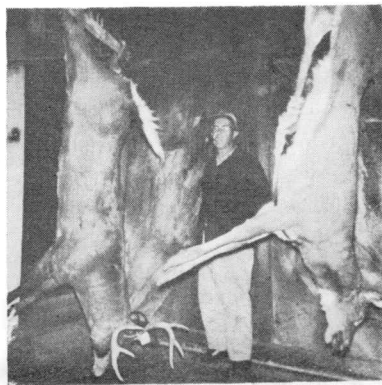
Bernard Coffin, retired engineer, is a patient at the Osteopathic Hospital. Frank McNally, retired freight and passenger conductor, is a patient at the Mercy Hospital. We wish them a speedy recovery. We feel certain that a card sent to these gentlemen will be appreciated.

RIGBY

The home of Laborer Edward Cribby was destroyed by fire. Actually there were two fires. The first one started in the basement, and was confined to that area. The second fire and disastrous one happened the following day. Mrs. Cribby, who was on the upper floor of the house putting two of the smaller children to bed was trapped for a time by the smoke and flames but succeeded in getting out with the children.

"Ed" escaped with the three older children. Their clothing and practically all possessions were a complete loss. Contractors have already started to work on the ruins for new construction of their home.

While Foreman Charles Tetreault was taking the 3rd week of his vacation, getting his deer, Machinist James Brice Jr., was acting as foreman on the first trick.



HUNTERS' LUCK — James Small, PTCO. electrician, Rigby, and his son accounted for these two bucks, one of which went 200 pounds.

Electrician Ray Ryder has a 1961 station-wagon. It was formerly owned by Carman Merle Cook, who traded for a new Chevrolet.

The Rev. Vincent Tatarczuk, Vice Chancellor of the Diocese of Portland, the son of former Machinist William Tatarczuk, retired, recently performed the marriage ceremony for his brother, Joseph R. Tatarczuk, and Joan Hefferman of Troy, New York. Another event concerning the Tatarczuk family took place when Vickie Tatarczuk, daughter of Anthony Tatarczuk, and niece of our Blacksmith Bronick Tatarczuk, performed on the Youth Cavalcade on television, giving a very good account of herself in an acrobatic stunt. Vickie is also the grand-daughter of Boilermaker Frank Tatarczuk, retired.

The various family gatherings at the Thanksgiving Day festivities were as follows: The family of Machinist Lucien Carignan met at his daughters home and enjoyed themselves. Machinist George Weeks who resides with one of his children had the pleasure of having most of the Weeks' families with him. The Wetmores had their usual get-together at the home of your reporter. There were 15 people, young and old present.

Former Laborer Arthur Thompson is recuperating after his spell of sickness, and is able to do most of the chores at his farm in Freeport.

Machinist Laurence Lanciault has finished doing over the main room of his cottage at Pettingill Pond. He has applied "blond birch" plywood. This is a part of his plan for making the cottage a year-round dwelling for future use.

Visitors at the engine house for the month included former Machinist Walter Grant who is about to sojourn to the sunny south, in Tarpon Springs, Florida; former Machinist Thurlow Poland, who is looking well and happy is tending his race horse as a hobby. Former Foreman Frederick Lombard, has just finished a summer's work at repainting his home on Whitney Avenue. He and Mrs. Lombard are looking forward to spending their Christmas holiday in Philadelphia, visiting their son, and family.

Steamfitter William "Bill" Grace and the party he was with on a hunting trip, in the Vanceboro area, had quite an experience when they were "snowed-in." They had to use a toboggan to pack their equipment out of the wilderness. Due to the heavy snow-fall they shot no game.

The deer kill as reported to me was as follows. "Dude" Babbige, and his son both got their deer. Electrician James Small and his son shot two good sized deer, 200, and a 150 pound buck.

Former Machinist Arthur Shaw was also a visitor, and is ready to head South. Former General Foreman Malcolm Billington dropped in to see the boys for awhile during the month.

Carman Fred Ward is on the sick list again, and hopes to be out and around soon.

Carman Herbert Sampson shot his deer in the Aurora region. A long haul out of the woods.

Laborer Donald Moody was a member of the board, representing candidate Kenneth Curtis in the Tupper-Curtis recount of ballots. He was a former state senatorial candidate.

Janitor at engineers quarters, Charles Ready has recently purchased a new Chevrolet.

Mrs. Russell Hammond, wife of Machinist Russell Hammond is recovering from a spinal condition.

Machinist Edwin Temm, whom I reported as being quite ill in the last issue died at age 63 years. He was a member of Local 525, for over 30 years. The lodge sent Machinists President Laurence Lanciault, and Theodore Cote to attend the funeral.

Laborer Robert Casey, and companion went on a hunting trip to the Rangeley area. They bagged a bear.

Carmen Ivan, and Donald Perkins, Gary Downs with their wives were successful in their quest for game, shooting 4 deer.

AUGUSTA

Clerk Athleen Bryant is still out on sick leave at this writing. We all wish her a speedy recovery.

Mrs. Lillian Ayer of Canton, is doing relief work at the Augusta Freight Office.

General Agent Ralph Tracy recently enjoyed two weeks vacation and was relieved by Operator Doug Carter.

Cashier Horace L. Rodrigue enjoyed a weeks vacation and was relieved by clerk Harry Nason of Newport.

Alex St. Pierre of Brunswick, relieved section foreman Millard Tracy who took the month of November to go hunting. It seems that Millard needs more and more time to get his deer.

Successful hunters in the Augusta area were Philip Tracy, Operator, and Cashier Horace L. Rodrigue.

Clerk Athleen Bryant has recently had her trailer moved from East Winthrop, to the Nickerson Hill Road, Kents Hill. This will enable her son Wayne to enter Kents Hill Prep School next fall.

WATERVILLE SHOPS

Lib Jewell, 3d engineering Officer on a Lykes Company freighter, has been a recent guest of his parents, Assistant Foreman and Mrs. Wallace Jewell. Young Jewell has recently returned from a trip to Poland and is soon sailing for Saigon, Viet Nam.

The only lucky deer hunters that we have heard of have been Painter Harvey Dusty, with a 140 lb. buck and Painter Red McCaslin with a small doe.

Sympathy is extended to Car Inspector Hubert Gullifer, whose mother died recently.

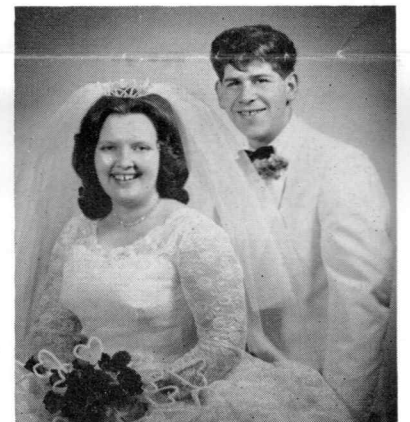
Foreman Floyd Case is at the Magor Car Plant in Clifton New Jersey inspecting the new long pulpwood cars along with an inspector from the Bangor and Aroostook. Some of the cars are beginning to appear on our lines.

Due to illness of Leroy Jackson, Painter Earl McCaslin has bid the Paint Stock Room job and Painter Don McCaslin is assigned to the Sign job.

Carman Glenn McCarrison has recently been appointed Assistant Foreman in the Freight Shop.

Carman Glendon Bumps is learning operation of the wrecking crane.

Hospitalized recently have been Laborer Archie Smith and Carman Sam Merrow.



WED AT BENTON — Miss Marie Elaine Otis, daughter of Paint Helper and Mrs. Merle Otis of the Waterville Shops, became the bride of Dale Nicholas Coates, son of Mrs. Ina L. Zibell of Farmington, Mich., recently at the Benton Falls Congregational Church. The bridegroom is employed by the Scott Paper Co., and the couple will reside in Benton Station.

Action—(from page 1)

made, and a broken rail was found at the crossing.

In a letter to Mrs. Stevens, Chief Engineer Charles D. Prentice thanked Mrs. Stevens for her prompt action, and added: "It is very commendable on your part for this action, and it reflects the interest of all of our Maine Central families in the railroad safety."

HAPPY HOLIDAYS!



PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine.
Return Requested

Foster—from page 1)

Railway and Steamship Clerks, and in 1928 served as acting general chairman, negotiating the contract agreement with Maine Central management. Years later, he represented management in conferences to negotiate changes in the same agreement.

Foster was one of the seven incorporators of the Railroad Workers' Credit Union in 1927, and lobbied for passage of the Credit Union Law by the Maine Legislature. First elected in that year, he was president of the Railroad Workers' Credit Union for 35 years, and remained active in its behalf until his death.

He had been a member of the American Legion, the Knights of Columbus, and the Portland Rotary Club, and served as a member of the board of the Maine Automobile Association since 1953.

He leaves his widow, the former Louise Tuman; a son Thomas of Miami, Florida; a daughter, Mrs. Elizabeth Pavlicek of Great Barrington, Mass.; and four grandchildren.

RETIREMENTS

Harold L. Daggett, truck driver, Bangor, November 24.

Andrew W. Gavett, agent, North Anson, November 10.

Leland O. Philbrook, locomotive engineer, Rockland, November 19.

DEATHS

Solomon J. Briggs, trackman, Bangor, November 14.

Fred E. Jordan, clerk, Portland, November 19.

Edwin C. Temm, machinist, Portland, November 16.

Bulk Rate
U. S. POSTAGE
PAID
Portland, Me.
Permit No. 16

Christmas Party Planned At Portland

Employees of the General Office and their guests will hold the annual Christmas Party at the Purpoodock Country Club in Cape Elizabeth on Friday, December 18.

Everyone is invited to come and if they like they can bring a

guest couple. There will be dancing, novelties, snack bar, and a Christmas Tree.

Mert Neilson of Auditor Disbursements Office and George Stanley of the Auditor Revenue Office are in charge. The affair promises a good time.

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.