

TO BE DEDICATED AT DARTMOUTH—Three new dormitories will be dedicated at Dartmouth College, Hanover, N. H., this month. They include French Hall, at left, named for Maine Central Board Chairman Edward S. French, and Hinman Hall, at right, named for Maine Central Director John H. Hinman.

Dartmouth Honors French, Hinman In Dedication of New Buildings

Dartmouth College will honor three distinguished alumni—two of them members of the Maine Central Board of Directors—when three new dormitory buildings are dedicated this month.

The structures will be named for Edward S. French of Springfield, Vt., chairman of the Maine Central Board of Directors, John H. Hinman, Pelham, N. Y., a member of the Maine Central Board, and John R. McLane of Manchester, N. H., a veteran leader of the New Hampshire legal fraternity.

The three are being honored for their outstanding achievements in their respective fields and for their service to Dartmouth over the years.

Mr. French, a native of Portland, was graduated from Dartmouth in 1906, and was a member of the Dartmouth Board of Trustees for 20 years. He joined the Boston and Maine Railroad as a trainee after graduation. He became president of the Boston and Maine in 1930, and served as chairman of the Board of Directors from 1952 to 1955. He has been Board chairman of the Maine Central since 1952.

Mr. French has served as president and Board chairman of

Jones and Lamson Machine Company, Springfield, Vt., and as a director of several other corporations. He is a trustee of the National Foundation for Infantile Paralysis, and for several years served as a trustee of the Mary Hitchcock Memorial Hospital in Hanover, N. H.

Mr. Hinman, recognized nationally for his leadership in forest conservation, is chairman emeritus of the Board of Directors of the International Paper Company. He was IP president from 1943 to 1954, and Chairman of the Board from 1954 to 1961. A native of North Stratford, N. H., Mr. Hinman has been associated with forestry, lumber and lumber operations since his graduation from Dartmouth in 1908. He received the Forest Farmer's Association annual award in 1958, and has received honorary doctorates from the Institute of Paper Chemistry, Lawrence College and Dartmouth College. He has been a director of the Maine Central Railroad since 1960.

The new Dartmouth dormitory buildings, on a bluff above the Connecticut river, will be dedicated as French Hall, Hinman Hall and McLane Hall in ceremonies January 15.

International Paper Makes First Shipment From Androscoggin Mill

The first carload shipment of paper went out from the International Paper Company's new Androscoggin pulp and paper mill at Jay Dec. 28 with officials of the company and Maine Central Railroad on hand for the occasion.

The shipment containing rolls of stock for one-time carbonizing paper will be carbon-coated for use in business forms.

Included in the official send-off party were Perry A. Harding, Mill Manager, and Morris R. Wing, Resident Manager Woodlands, International Paper Company; Sumner S. Clark, Vice President, and R. Clifford Merrow, Freight Traffic Manager, Maine Central Railroad.

In addition to the production of one-time carbonizing paper, the Androscoggin Mill, with its 500 ton-per-day pulp mill and its 200 foot high continuous digester, is designed to supply high quality kraft pulp for the company's nearby Otis Mill in Chisholm, and the Hudson River Mill in Corinth, New York.

Mr. Harding, Manager of the Androscoggin and Otis Mill complex, said the Otis Mill is receiv-

ing high grade bleached pulp from the Androscoggin plant through a pipeline which is laid along the Androscoggin River.

Start-up of the second paper machine at Androscoggin, plus initial freight shipments of dried pulp to the Hudson River Mill will follow shortly, Harding said.

The new \$54,000,000 mill was originally announced in October, 1963.

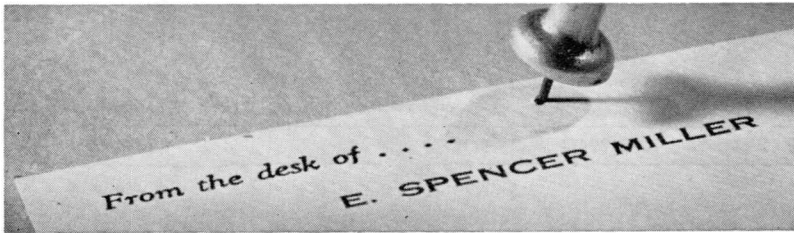
It was the largest investment of several other Maine pulp and paper company expansions announced about the same time. Soon after the announcement, workers began clearing the huge site along the Androscoggin river at Jay, and railroad crews began one of their biggest track building jobs in recent years.

It was necessary to move about a mile and a half of the Rumford Branch main line from its old path along the river to a new right of way as much as 2,500 feet to the south. Sidings and spurs since built to serve the various areas of the new mill bring the track construction total at the Androscoggin Mill to about five miles.



FIRST ROLL LOADED—International Paper Company and Maine Central officials watched as the first roll of carbonizing paper was loaded aboard a Maine Central cushion underframe car in the new shipping area of the Androscoggin mill. Left to right, Morris R. Wing, resident manager, woodlands, IP; Perry A. Harding, mill manager, IP; Sumner S. Clark, vice president, Maine Central; and R. C. Merrow, freight traffic manager, Maine Central.

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TO MY FELLOW EMPLOYEES:

Too often, when we consider the role of our railroad in the overall economy of our territory, we think in terms of paper, petroleum and potatoes. These commodities, with pulpwood, woodpulp and miscellaneous freight generated by the growing Maine pulp and paper industry, account for well over half of our total annual revenue. That we serve our largest industries well is, of course, of vital importance to them, to our Company and to ourselves.



But we are inclined to minimize the importance of the hundreds of small businessmen served by our rails. It should be obvious that if more than half of our traffic and revenue comes from the large industries, slightly less than half is provided by a multitude of relatively small shippers, and that close

attention must be paid to their transportation problems and requirements.

At this season of the year, we are busy with preparations for publication of the Annual Report, and our attention has been drawn to the fact that Maine Central built a total of 20,900 feet of new industrial sidetracks in 1965, with the lion's share for the use of an increasing number of industries whose freight requirements place them well within the "small shipper" classification.

Many of these are new industries, attracted by the promise of good rail service to sites adjoining Maine Central's main lines. They include food distribution plants, potato storage houses, sugar beet facilities, building supply firms, grain mills and even smaller establishments whose individual freight requirements are insignificant when compared with the huge annual carload volumes provided by our paper mills and farms.

Yet taken together, they are far from insignificant. The fact that rail-served sites were chosen by them indicates the importance these "smaller" shippers attach to our transportation service.

And it has proved to be good business for the Maine Central to make not only our trains and service available, but to provide special facilities that make use of the Maine Central even more advantageous to the small customer. The mechanized cement unloading point at Veazie and the conveyors for bulk grain at Auburn are prime examples, and both have succeeded in keeping this business on Maine Central rails and reducing costs of our patrons.

Some of the new industrial siding construction last year took place at clearings in the forests of north central and eastern Maine where pulpwood loading areas were either built from scratch or improved. Although two of these—near Dover-Foxcroft and near Cherryfield—were developed in conjunction with one of the large paper companies, others were built for pulpwood loading by small operators, in business for themselves, and anxious to keep costs as low as possible.

It is appropriate, while discussing small railroad shippers and industrial sidings, to consider the impact and the advantages of Maine Central's many public delivery or "team" tracks. Used by retail merchants and distributors for years, these facilities make it possible for another class of small shippers to benefit from rail service.

In 1964, for example, more than 1,100 carloads of furniture and appliances, a similar quantity of canned foods and even eight carloads of plastic dinnerware were handled over public delivery tracks, along with thousands of other items, ranging from house trailers (117 of them) to tractors and other farm machinery.

"Team" tracks, small industry sidings and special handling equipment are of little interest or real value to the huge mills, where traffic managers think in terms of thousands of carloads, and where loading and handling facilities for raw materials and products are part of the plant. But low ton-mile costs of rail transportation are of equal, if not greater, advantage to the small shipper, for whom staying with the railroad has often been the key to staying in business.

So when we consider our railroad job—and how well we're doing it—let's not neglect a thought or a deed for the small shipper as well as the large. We're a service industry—serving not only the basic industries, but all levels, of the economy. Maine Central is proud that it has held on to and increased its local or short haul traffic and serves the small business man more often and better than most railroads. In 1966 we will step up our solicitation and service in this area.

E. Spencer Miller



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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| Alice Allen | General Offices |
| Carol Bragdon | General Offices |
| Molly Fehlau | General Offices |
| Myrtle Neilson | General Offices |
| Marion Stevens | General Offices |
| Bill Manning | Sports |



LABOR-MANAGEMENT MEETING AT WATERVILLE—General and Local Chairmen of the Railroad Brotherhoods joined management officials of the Maine Central and the Bangor and Aroostook Railroads for the annual Labor-Management dinner. The event was held at the Jefferson Hotel, Waterville, with Presidents E. S. Miller of the Maine Central and E. J. Strout of the Bangor and Aroostook as principal speakers. More than 75 attended the event.



By Bill Manning

Team No. 9 with Robert Lewis, Larry Ferguson, Dana Bragdon and Clinton Kane are still leading the Men's Bowling with Team No. 3, Kenneth Garner, Robert Rounds, Robert Brown and Larry Smyth, still following in second place.

High single string is still held by Robert Engelhardt with a 131; high three string total by Thomas Manning with 353; high team single by Team No. 9 with Robert Lewis, Larry Ferguson, Dana Bragdon and Clinton Kane with a 428. High team string total is still held by Team No. 5 with Kenneth Austin, Joseph Gallant, William Wilcox and Reginald Libby with 1203.

In the Couples Bowling League, first place is held by three teams. Team No. 9, with

Ann and William Welch, Irene and Charlie Jackson; Team No. 6, with Rita and Tom Caufield, Lee and Les Hamel; Team No. 13, with Lillian and Larry Smyth, Mary Nugent and John Conroy with 30 wins and 18 losses.

Women's high single and three are held by Lillian Smyth with 128 - 318. Men's high single is held by Warren Smith and Larry Smyth with 144, and men's high three is held by Russ Proctor with 366.

High Team Single is held by Team No. 13, Lillian and Larry Smyth, Mary Nugent and John Conroy with 450; high team three by Team No. 12, Vi and Jay Welch, Margaret and Jerry Shea with 1190.

The Maine Central Women's League held their annual Christmas Party with an exchange of presents.

The annual Washington Bowling Party will be held on Feb. 19 at the West-Port Lanes at 2 p.m. The price of admission is only four dollars a couple. There will

be prizes for everyone. Anyone wishing to sign up is asked to contact Connie Davis during the last two weeks in January, or Bill Manning, Room 229, Ext 386, in the General Office Building from Feb. 1.

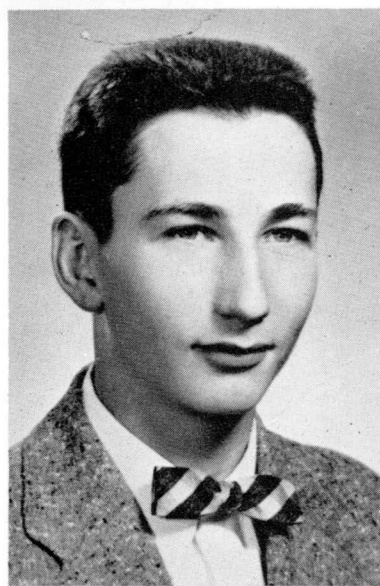
'Inherent Advantages' Of Railroads Cited

Railroaders hear considerable talk about the "inherent advantages" the industry has, but it is not too often that these advantages are spelled out.

The National Academy of Sciences - National Research Council recently came up with the following concise list of five "inherent advantages":

- Railroads create less propulsive resistance over a wider range of speeds.
- Railroads can transport large volumes and weights of bulk cargo and packaged commodities over great distances at reasonable speeds, at a cost lower than any mode with the exception of tows on natural waterways.
- Railroads are here now. They cover the entire nation with a dense network.
- In lines and in equipment, railroads have a capacity exceeding their workload.
- For the volume of cargo railroads can move, they are the most economic mode in terms of use.

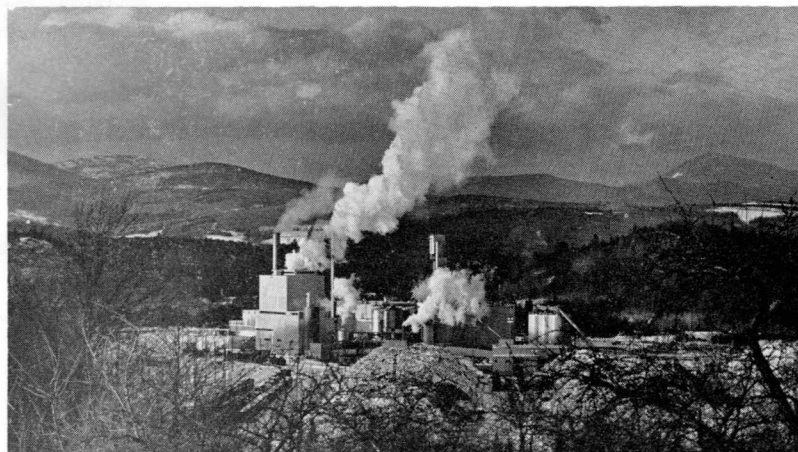
Serving In Viet Nam....



Airman First Class Robert D. Montgomery of Owl's Head, Son of Car Inspector and Mrs. Floyd A. Montgomery. He is an aircraft mechanic, located at Da Nang, Viet Nam. He has been there since May, and has been in the service since June, 1959.



Capt. William H. Niles has been serving with the Air Force at Bien Hoa Air Base in Viet Nam since August. As a member of Advisory Team 95, he has been alternating two days of flying reconnaissance planes with one day as duty controller. Capt. Niles is the son of mill man and Mrs. Cecil Niles of Waterville. His wife Faith and sons Stevens 5 and Jeffrey 2 are residing in Dover, Delaware.



NOW IN OPERATION—The new Androscoggin Mill of the International Paper Company produced and shipped its first carload of paper late in December as workmen were putting the finishing touches on the gleaming, \$54,000,000 pulp and paper plant. IP's expenditure at the Jay site is the largest of several pulp and paper mill expansions on Maine Central lines.

At Railroaders' Christmas Party . . .



GATHER TO EXCHANGE YULE GREETINGS—These are scenes at the Pride's Corner Community Hall Dec. 17 as General Office employees held their annual Christmas party. **LEFT PHOTO** shows Warren and Jo Smith and Irene and Charlie Jackson dancing to Paul Landry's music. **CENTER PHOTO**, Members of the Committee, Tom Caufield, left, and Harry Blackmore, greet Martin and Molly Fehlau, Connie and Ray Davis. **RIGHT PHOTO**, Vi and John Welch add gifts to the exchange boxes.



The Christmas party of the Maine Association of Railroad Veterans was held at Howard Johnson's restaurant December 19 in conjunction with the regular monthly meeting with 90 in attendance. Miss Patti Delaney presented several songs and also led the group in singing Christmas carols. Paul and Lydia Landry also entertained, he on the banjo and she on the "spoons" and with several solos. A Christmas tree with exchange of gifts was enjoyed. New officers for the incoming year were installed.

We were saddened to hear of the deaths of retired Yard Conductor George E. McCoy and retired Machinist Fred P. Bustin, both of the P. T. Co. Floral tributes were sent to each from the Association.

Herbert P. Wells, former rules examiner of the Boston and Maine Railroad, recently celebrated his 84th birthday. He and Mrs. Wells also attended the 35th convention of the United Association of Railroad Veterans in New York in October. We were sorry to hear of the death of Mrs. Wells' father recently.

George Bourne has returned to his home at 135 Brackett St., Portland, after surgery, and is doing well at this time.

Joseph D. Meehan, Sr., retired general foreman of baggage and mail at Union Station, Portland, is recovering from surgery at St. Agnes Hospital, Fresno, California, and would appreciate hearing from his old friends.

A Happy New Year to all the railroad veterans.

Clerks Schedule Annual Banquet

The Fifteenth Annual Banquet and Dance of Lodge 374, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station employees, will be held Saturday, January 29, at Valle's restaurant in Portland.

A social hour, starting at 5:30 p.m. will precede a roast beef dinner. Betty Gribbin will entertain, and there'll be music by Al Reali's orchestra for dancing.

Tickets and Reservations committee includes Larry Reinsborough, Al Chapman, Glenda Gilman and Marion Perkins.

Credit Union Plans Event At Portland

Members of the Railroad Workers' Credit Union will hold their annual meeting Monday evening, Jan. 24, in the Colonial Room of the Lafayette Hotel, Portland. The meeting, scheduled for 7:30 p.m., will include a talk by Alexander Ferguson of Portland, managing director of the Maine Credit Union League.

30 Attend Annual General Offices Christmas Party

Judging from comments by General Office couples attending the annual Christmas Party held at the Pride's Corner Community Hall, Friday evening, Dec. 17, was a huge success.

Over 30 couples danced to the music of Paul Landry and his talented group and the hall was decorated in blue lights and Christmas setting. All received customary gifts from chairmen Santa Clauses Tom Canfield and Harry Blackmore and Ed Montgomery won the door prize. A buffet lunch was served at midnight and dancing continued until 1 a.m.

Compliments for such a delightful evening should go to Mrs. Blackmore and Mrs. Caufield for the tasty and well prepared refreshments and to co-chairmen Myrtle Neilson, George Stanley and Ed Montgomery.

Natalie Jackson Weds New Gloucester Man

Miss Natalie Jackson, daughter of Division Engineer and Mrs. Raymond A. Jackson, recently became the bride of Stephen O. Chandler, son of Mr. and Mrs. Warner Chandler of New Gloucester.

After a trip through northern New England and Canada, the couple is residing at Littleton, N. H., where Chandler is a forester with the U.S. Forest Service.

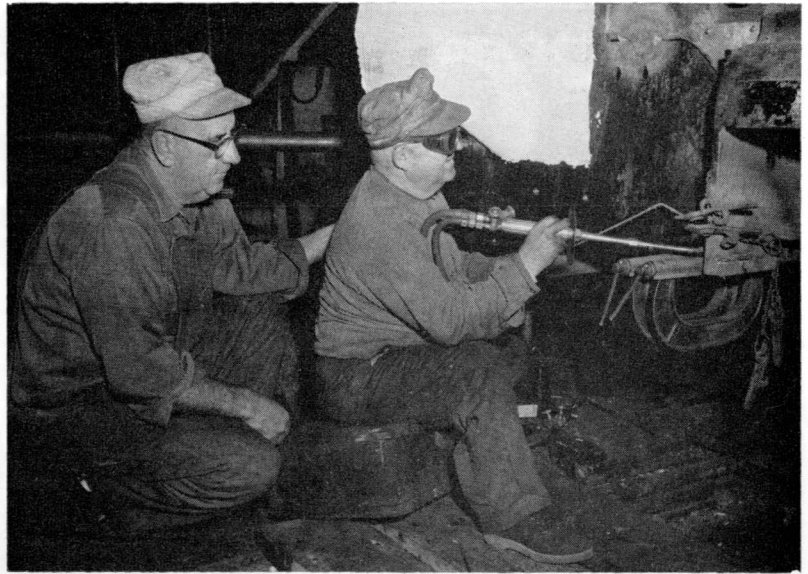


JOHN CORCORAN RETIRES—Engineering Department co-workers and other Maine Central friends joined Jan. 6 to honor John A. Corcoran, veteran instrumentman, at a retirement dinner. From left, as presentations were made, Mrs. Alice Eliason, Chief Engineer James O. Born, Principal Assistant Engineer Daniel L. Jerman and Assistant Engineer Reid S. Potter.

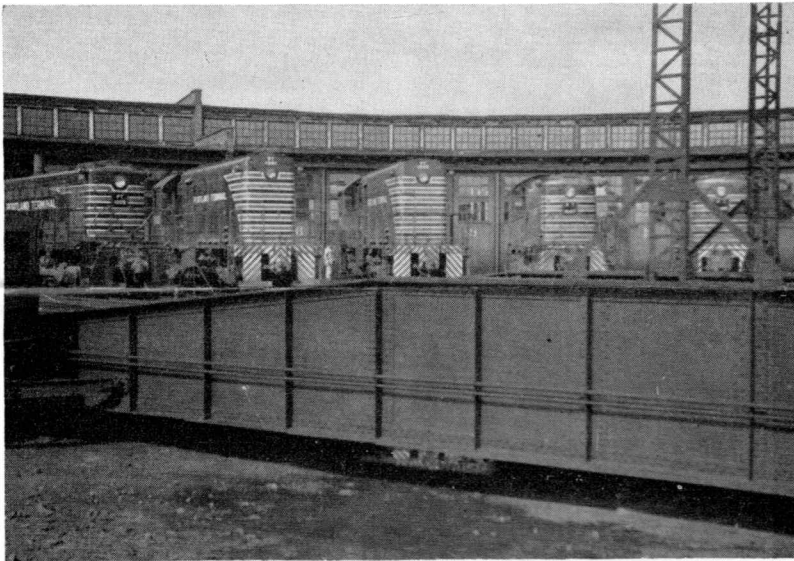
Winter Scenes On The System



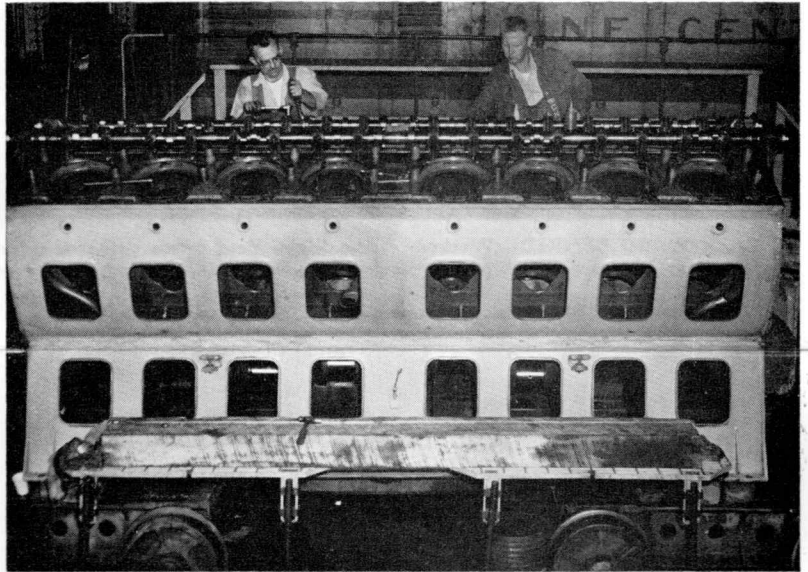
ALL ABOARD AT LISBON FALLS—Agent Roger Jalbert, Lisbon Falls, caught part of the crew of Train AR 2 in action as they prepared to leave Lisbon Falls Station for Brunswick. Entering the cab first is Brakeman George Sullivan and behind him, not showing his best side to the camera, is Flagman Jack Keating, and on the ground is Conductor Arthur Roy.



REPAIRS COMPLETED—Locomotive 574, was recently repaired at the Waterville Shops and is now back on the job. These photos were taken as the work was in progress. Above, Boilermaker Laurence M. Cote assists Machinist Welder Joseph King as they fit and weld the thick front end plate on the locomotive.



THREE O'CLOCK LINE-UP—Portland Terminal Company switching locomotives at the engine house, Rigby, ready to start their tours of duty throughout the Terminal.



CAMSHAFT ADJUSTMENT—The power plant itself was disassembled, inspected for damage and reassembled. Machinists Charles Sweet, left, and Carleton Buzzell are shown as they adjusted the camshaft.



AIR FORCE USES PIGGYBACK—Three large tanks and a small one were shipped by Piggyback last month from Dow Air Force Base, Bangor. Destination was Green Island, New York.



PORTLAND FREIGHT SHEDS DISAPPEARING—More than four and a half acres of land on Commercial street, Portland, will be available for industrial use when demolition of the old Portland freight house is complete. Portland Terminal Company freight office operations have been moved to Rigby.

The Grapevine



AS CARL WARD RETIRED—Workers at the Rigby Yard office gathered to wish Carl Ward well as he retired early in January after 50 years of railroad service. Seated, M. F. O'Brien, assistant superintendent, PTCo.; F. W. Grimmer, general yardmaster; C. J. Ward, general yardmaster. Standing, R. W. Williams, superintendent, PTCo.; R. P. Tinkham, B&M trainman; M. A. Eaton, yard clerk; R. W. Ayer, yard conductor; G. W. Strout, yard clerk; J. Legere, B&M conductor; P. J. Conley, yard conductor; Paul V. Bourque, general agent; J. F. Johnson, chief clerk; C. M. Talbot, head clerk, per diem bureau; E. J. Landry, foreman, car department; and P. H. Coombs, trainmaster.

GENERAL OFFICES

Airman 2nd Class Dennis G. Shea, son of Gerry Shea, is stationed at Clark Air Force Base in the Philippines on an 18-month's tour of duty. This base is the first stop for wounded men evacuated from Viet Nam.

Bill Manning of the Car Accounting Office is going to Key West, Florida, in January on a tour of duty with the Naval Reserve.

Blair Walls, Supervisor Employees Group Insurance, has a new Pontiac—winter white.

We are sorry to report that Lena Hodge, retired secretary of the Comptroller and Treasurer, is in Mercy Hospital recovering from an operation.

Bob Moses of the Payroll Deduction Bureau and his wife visited their families over Christmas weekend in Zealand and Black's Harbor, New Brunswick, experiencing every kind of bad weather on the trip except a heat wave.

Clifford "Kip" Hawkes is sporting a new maroon Fairlane.

Joe McMorrow of Lewiston is currently working in the office of Supt. Locomotive Maintenance G. P. Silva.

Chief Clerk and Mrs. George Marcroft spent a gala New Year's Eve and Day doing Boston town.

Crew Dispatcher A. E. Palmer is sporting a new blue Comet.

Friends of Chief Dispatcher Tom Earles will be pleased to hear that Mrs. Earles is recuperating nicely after serious surgery.

Donna O'Bryan, Stenographer in the General Supt.'s office, spent the Christmas Holidays with relatives in the beautiful hills of Vermont.

Mrs. Jeannette Calder, revenue office, has announced the engagement of her daughter Judith Ann to Robert I. Rice of Portland. A summer wedding is planned.

Transportation Assistant Cliff Ball has asked us to help him thank all his friends for the cards and flowers he received while hospitalized, and to express his special thanks to the donors enrolled in the General Offices blood bank.



A busy little man with a big job is Rocco Risbara, Crane Operator in Maintenance of Way Department, Waterville.

Harry Blackmore's son, Bob, enjoyed the Christmas holidays with his family and will leave shortly on the Castine cruise to the Panama Canal and South America.

Everyone is moving to the Cape! Ray Jackson, Wes Martin and Stan Jordan all have bought houses in Cape Elizabeth recently.

Dick Esty spent his vacation during the holidays with his family in Waterville. Also visiting parents was Dick's sister, Nancy, from Houston, Texas. Dick had not seen his sister for 2½ years.

Dan Jerman spent his Christmas vacation waiting for Santa and enjoying the holidays.

Mr. and Mrs. J. F. Stanford spent their Christmas holidays with their daughter, Carol Davis, and her family in Ohio.

Betty MacDonald spent New Year's weekend visiting her parents in New York, thanks to SANTA, who left her a round trip ticket as a Christmas gift.

Ken Austin of the Comptroller's Office became the father of a 6 lb. 9 oz. son January 6, named David Charles. This is the first little Austin for Ken and his wife Karen.

RIGBY ENGINE HOUSE

The Thanksgiving and Christmas holidays are over and we are entering the New Year with a large assortment of resolutions.

Carman Joseph Geoffrey was hospitalized for a short time recently.

Mrs. Albert McCann, wife of Welder Albert McCann, made a flying

trip by jet to California when she received word that her mother had died suddenly.

Christmas and New Year's greeting cards were sent out to all the retired people we could contact. This was accomplished by both the Shop Welfare Society and Local 525 of the shop union. A Christmas basket fund was raised in order to supply those who were out sick with a Christmas dinner. The balance of the fund not used was contributed to the Bruce Roberts Fund connected with our local newspaper.

Machinists Theodore Cote and Doris Boisse both had birthdays during the month, so enjoyed a day's vacation with pay. They were 64 and 63 years old respectively on December 8.

Many of the workers took advantage of the diabetes test which was being conducted in this area of the state.

Merlon Johnson, former Maine Central fireman, later a chain store operator at Cornish, died suddenly on New Year's Day.

The Theodore Cotes have had two of their grandchildren hospitalized during the month. One of them involved in a skating accident, and the other was ill. They are both recovering rapidly.

Electrician Walter Emery has purchased a new all-electric, 40 horse-power Evinrude out-board motor and is looking forward to the time he can use it.

Machinist James Brice is a new grand-dad. His daughter Sara Ann presented the family with a son, Edward Andrew, Dec. 20.

The death of Joseph Vincent Murphy, son of Bernadette Tatarczuk Murphy, and Grand-son of former Machinist William Tatarczuk, occurred recently. The baby was 9 months old. The parents reside on Andros Island, in the Bahama group.

Retired Machinist Helper Fred P. Bustin, 79, died recently, after a long illness. A floral tribute was provided by the Rigby Flower fund.

Two new automobiles appeared on the scene during the month, a new "Chevy" purchased by Engine Dispatcher, 1st Trick, Arthur Mills, and a new Ford sedan by your reporter Albert Wetmore, retired Welder-Machinist.

Machinist George Weeks has retired at last after many threats to do it, and he says he wonders why he delayed so long.

Philip M. Bonang, son of former Machinist Philip J. Bonang, was killed in an auto accident in Rhode Island recently.

Engine House Worker and local labor representative for the Firemen and Oilers Martin Malia, attended the annual get-together, and banquet at Waterville for all chairmen and general chairmen of the labor organizations representing the workers of various crafts employed on the Maine Central, Portland Terminal, and Bangor and Aroostook railroads.

Carman Merle Cook recently purchased a cottage at Sebago Lake, and plans to do a lot of fishing later on.

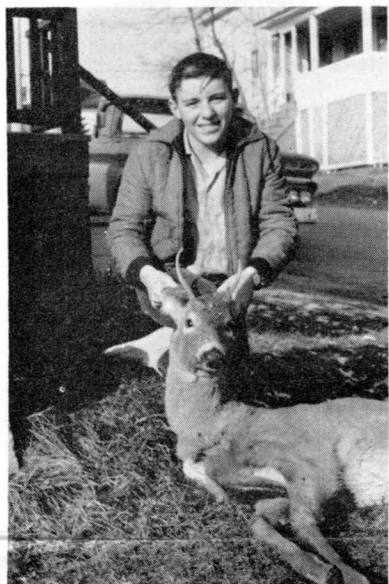
Clerk Thomas Foley, had a birthday during the month, December 16, and therefore enjoyed a holiday.

Joseph Murphy, a former engine house worker, and father of Laborer Edward Murphy, was injured recently when he tripped over a rug and fell.

The death of retired engineer John MacWilliams, 79, occurred on Dec. 14. He also was a Fireman and later General Foreman on the 3rd Trick at the time of the opening of the Rigby Plant.

The Annual Christmas Musical Concert was given by the students of the Lyman Moore Junior High School Band and Orchestra, of which many of our railroad workers' children are members. Among those in attendance were Machinist Helper Joseph Ashley, and your reporter and Mrs. Wetmore whose grand-daughters participated in the performance.

Hostlers Helper Edward Cribbey has been out sick during the month, confined to the Veterans' Hospital at Togus. Understand he is progressing very well to date.



HUNTER'S LUCK—Son of Engineman Ken Ireland, Ken Jr. is shown with his 140 lb. spiked doe. His Dad didn't do as well this year—bad season, he says.

BRUNSWICK

Cashier John M. Callan has moved back to Bath. Belated congratulations are in order on the birth of a son to John and Betty Callan. The new member John M., the second, is now three months old.

Crossingtender Rene P. Dechene has retired after 41 years of service at Brunswick and Bath. He will continue to reside in Brunswick.

Second trick Clerk Telegrapher Nelson Soule has returned from a fast trip to Florida and we think he will stay in Maine this winter.

Machine operator Chick Coulombre has returned from his vacation excursion through the mid-west. Chick visited relatives in Chicago, Youngstown Ohio, Buffalo, N. Y., and several other points.

WATERVILLE STATION

Telegrapher John Begin Tower A was on two weeks vacation with Charlie Niles, Jr., covering.

Others on vacation were: Asst.



LINING UP FOR THE NEXT MOVE—Crew of Switcher No. 1, at Waterville Shops. Left to right, Engineman Ken Ireland, Conductor R. Roy and Flagman Arthur Genest. Joe White was absent when picture was taken.

Track Supervisor Fay Johnston; Track Foreman W. L. "Joe" Haskell; Ernie Henry, B&B Dept.

Trackman Al Eldridge, Oakland, is out on account of an injury to his hand.

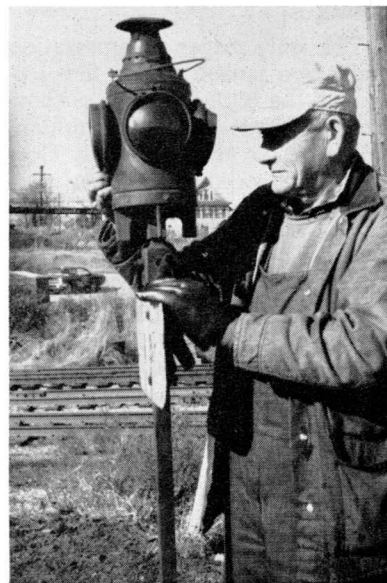
Trackman George Sanborn, Winslow is out on account of sickness.

Robert Bennett has bid off the Assistant Foreman's position in the Waterville Yard.

Clerk Bob Esty, Freight Office, had a visit from his sister and her family from Houston, Texas, while she was here for two weeks during Christmas time.

A Christmas party was held for the Clerks and their immediate Supervisors with their wives and husbands, at the American Legion Hall, Waterville, with a wonderful buffet put on by the Woman's Auxiliary. There were forty in attendance with everyone having a good time.

Work Equipment Supervisor Ray Coulombre and Work Equipment Maintainer Leo St. Pierre visited relatives in Massachusetts the weekend before Christmas.



DAILY TASK—Assistant Yardmaster Ralph Moffatt of Lewiston has been in Waterville for the past four years. Before coming to Waterville he was in Brunswick. One of his daily chores is filling and adjusting switches. It's a busy job, Ralph says, and it keeps him out of mischief.

WATERVILLE YARDS

Some accidents are unavoidable, as they happen so fast—this one in particular. As Wally Oakes was scraping the snow off his house roof, the ladder went one way and Wally the other. Wally wore a sling for a couple of days.

H. C. Houdlette, Engineman, has been a patient at the Thayer Hospital. A little surgery was performed, and everything came out O.K. He's back at work on Switcher No. 2.

Leo C. Joler, Crossing Tender at Sand Hill Crossing, Winslow, made the front page of The Waterville Morning Sentinel. One mid-afternoon Leo saw a peculiar object over the Waterville north area in the shape of a saucer. Shortly after he saw the first one, a few more appeared in various colors. These same objects were noticed by school students in Fairfield.

Charley Hersey, Engineman of Switcher No. 8 celebrated his birthday Dec. 29 with his crew. Charley is quite fond of dogs—asked what kind, he says a Schnauzer will do.

The Christmas Season has come and gone, and next is the "swap season." Ed Palmer said he had to swap a shirt. "Got to stay in season," he says.

R. O. Carrier, Spare Yard Brake-man, spent the Christmas Season at the hospital. Dick fell on a pane of glass and cut his wrist. Let's hope he'll be back soon.

Not counting the State of Maine, L. K. Powers, Spare Yard Conductor, saw ten states to see his five brothers and sister while he was on vacation this past month. He went as far as Virginia and says he enjoyed the trip immensely.

Vacations for this past month were as follows:

Yard, Romeo Roy, G. A. Dessent, R. H. Green, W. T. Hanscom, N. W. Monroe and L. K. Powers.

Road, A. E. Herron; Enginemen, N. A. Dow, S. O. Corson and C. A. Clark, and Engine House Clerk, N. L. Thing.

T. W. Severy, Engineman of FW-2, was scheduled for a four week vacation.

WATERVILLE SHOPS

Foreman Wallace Jewell and Assistant Superintendent S. P. Park recently attended the New England Railroad Club meeting in Boston.

Foreman Don Russell has a new Comet hardtop on order for early delivery.

Watchman Roland Higgins has returned to work after two major operations.

Former machinist apprentice Bob Bucknam has had a five day holiday furlough from the Army at Ft. Dix, N. J. He will attend helicopter school in Alabama and train as a pilot with eventual Warrant Officer rating.

Carman Clyde Dow, Jr., is sporting a new Dodge Polara.

Mrs. Hazel Jackson died Dec. 27 at a local hospital. She was the wife of retired Painter Leroy J. Jackson.

Mrs. Elizabeth Finimore, wife of Supt. Alden, was the recent winner of a week end for two at any Fenway Motor Motel in New England. They were attending the opening of the Fenway Motel in Waterville when her name was drawn.

Carman Earl Burgess has returned to work after surgery in a local hospital.

Employees on the sick list as this is written include Laborer Leo Marshall, Machinist Ollie Kitchen and Carmen Sam Merrow, Roland Dorval and Vernon Walker, and Laborer Tom Underwood.

Sympathy is extended to Laborer Armand Rossignol, whose brother Aurel, died recently.

Foreman Floyd Case should, by now, be driving a new F85 Oldsmobile.

Machinist Helper Earl Crandlemire has recently bought a Cadillac. One night lately he jumped in, started the motor, shifted gears and gunned the motor. He didn't go anywhere. He spent an anxious 10 minutes worrying that the transmission had gone haywire. Several of his friends watched him sweat it out, and then told him that the rear wheels were jacked off the ground.

Foreman Lew Ifill is taking orders for pre-bored ice fishing holes. He has a good supply on hand, in his deep freeze, as he has recently bought a power-driven ice auger.



Road Trainman, A. H. Edwards, Waterville, poses before leaving on his daily run to Farmington.

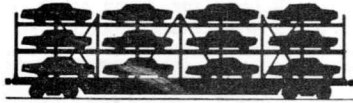
THE RAILROADS IN 1965



FREIGHT TRAFFIC VOLUME **UP 5%**



PIGGYBACKING OF TRUCK TRAILERS **UP 15%**



HAULING OF NEW MOTOR VEHICLES **UP 30%**



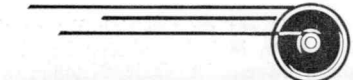
PASSENGER TRAVEL **DOWN 5%**



TOTAL OPERATING REVENUE **UP 3%**



NET INCOME **UP 12%**



IMPROVEMENT SPENDING **UP 15%**



GOOD HUNTING—Lindy Burgess, stores department, Portland, shows wife Martha one of the raccoons that resulted from a recent trip to the North Pond area, near Smithfield.

RETIREMENTS

Chester Brown, foreman carpenter, Milltown, November 30.

Edward J. Bulduc, locomotive engineer, Bangor, November 21.

Vernon L. Cunningham, machinist, Bangor, December 4.

James N. Horton, station agent, Corinna, November 30.

C. D. Kane, Sr., trackman, Portland, December 2.

J. K. McIver, conductor, Bangor, November 28.

C. L. Shepherd, machinist, Bangor, December 25.

F. A. Towle, section foreman, Monmouth, November 26.

Sylvanus R. Tracy, trackman, Washington, December 28.

V. F. Truland, locomotive engineer, Portland, November 30.

C. J. Ward, general yardmaster, Portland, December 31.

DEATHS

F. H. Colson, trackman, Mattawamkeag, October 9.

E. J. Croteau, cook, Lewiston, November 17.

M. B. Leach, crossing tender, Mattawamkeag, November 24.

On The National Scene

Railroads Set New Postwar Records In 1965, Look To Congress For Overdue Policy Changes

The nation's railroads, completing a postwar record year for freight traffic, are looking forward to 1966 both for the chance at another record and for likely Washington action on some of the industry's long-standing government policy problems.

Year-end reports by the Association of American Railroads indicate that Class I railroads handled a total of more than 690 billion ton-miles of revenue freight, making 1965 the best year for freight traffic since 1944 and the fourth consecutive year in which a 5 per cent annual increase has been recorded.

A highlight in the industry's continued comeback from the 1958-61 traffic recession was 1965's all-time high in railroad spending for new plant and equipment. This topped \$1.6 billion—15 per cent above 1964 and double the level of 1962. Other 1965 signs of the railroad renaissance were:

Total operating revenue of \$10.1 billion, up 3 per cent from 1964.

Return on net investment of 3.5 per cent, up from 3.2 per cent last year.

Net income from all sources, after deducting fixed charges, of

about \$775 million, an increase of 12 per cent.

Freight carloadings totalling 29.5 million, up about 1.5 per cent.

Installation of some 67,000 new and rebuilt freight cars by Class I railroads, raising their fleet's total carrying capacity from 87 million to 89 million tons. In addition, about 18,000 new freight cars were installed by shippers and other private car owners.

Passenger traffic continued in its long downward trend, falling 5 per cent under 1964. Nationally, all passenger categories declined, although the decrease in commuter travel was only about 1 per cent.

Lower freight charges and increasing use of such new rail services as "unit" trains, piggyback and multi-level movements of automobiles contributed to the freight traffic gains.

Piggybacking of truck trailers and containers on flatcars, perennial record-setter, ran 15 per cent above 1964 and passed the million-car mark for the first time. Rack-car movements of new autos involved more than 4.5 million vehicles—nearly half of this year's production, a 30 per cent increase over 1964 and the railroads' larg-

est share of the market in 30 years. Unit train movements of grain, ores, and coal continued to expand, cutting electric power fuel bills an estimated \$100 million a year as the result of economies in coal hauling to generating plants.

The only major transportation legislation passed in the first session of the 89th Congress authorized a three-year, \$90 million program for the Northeast Corridor high-speed ground transportation project. The session otherwise produced only a bill aimed at controlling "grey area" trucking.

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