



FOR FINISHED PRODUCTS—These Maine Central box cars, designed for woodpulp shipments, are being placed by the switching crew for loading at the expanded mills of the Penobscot Corporation at Great Works. One of the new buildings is shown in the background.

MeC '65 Tonnage Up 400,000 Plus; Good Year Ahead, Says President

Upwards of 400,000 more tons of freight moved over the lines of the Maine Central Railroad during 1965 than in the previous year, according to figures in the road's annual report mailed to stockholders in March. Maine Central moved 1,835 more carloads of revenue freight in 1965 than in 1964.

President E. Spencer Miller sounded an optimistic note to the road's owners, pointing out that 53% of the railroad's 1965 traffic was furnished by the forest products industry which, he wrote, is now completing a \$200 million expansion and new plant pro-

gram along Maine Central lines. "Our full (traffic) potential from new and expanding major industries will not be realized until the calendar year 1967," Mr. Miller told the stockholders.

The Maine Central president termed 1965 "a significant year in the history of the Company, being the one in which the management cleared away the last obstacle to dividends on the common stock which should be possible with the promise of increased volume and revenues . . . although the years ahead will see continuing demands for improvements in the Company's car fleet and new and more efficient motive power." (The road declared a \$1 special dividend on the common stock which was paid March 15.)

Mr. Miller noted that, despite the increase in both revenue ton miles and freight transportation revenue during 1965, net income of Maine Central amounted to \$503,784, a reduction of \$246,903 from that of 1964. In explanation, Mr. Miller said, "wage and salary increases over 1964, less savings from the reduction of employment in train service were estimated at \$370,000. Unfortunate derailments at Oakland, and at Conway, N. H., the first caused by an act of sabotage, and the second by a negligently driven automobile, cost an estimated \$230,000."

There was no change during 1965, the report shows, in the

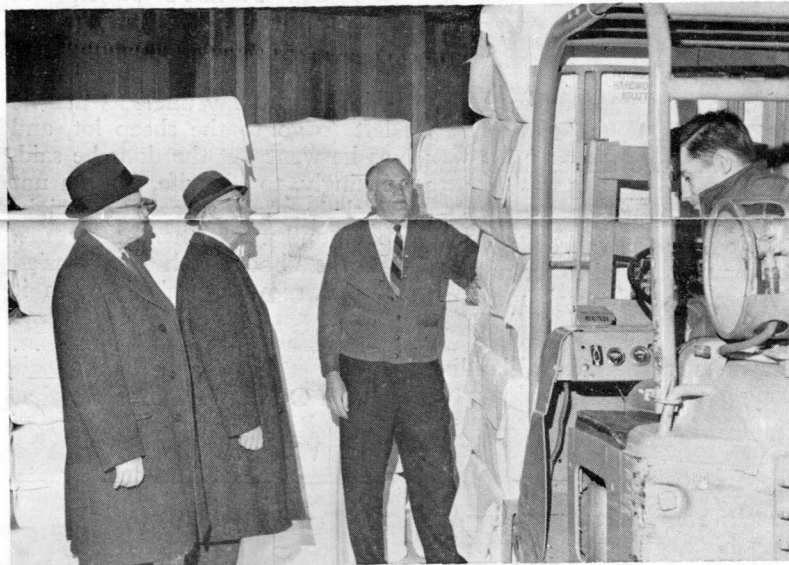
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Penobscot Ships First Kraft Pulp From New Mill

As much as wood, chemicals and clay, rail transportation is a vital ingredient of Maine-made pulp and paper, and its ready availability has been the key to past success, present expansion and future hopes of the state's largest industry.

And nowhere in Maine last month was this fact more apparent than at Great Works, where the Penobscot Corporation observed the completion of a \$15,000,000 expansion of its woodpulp manufacturing facilities. This expansion will more than double Penobscot's production, make the Old Town mill one of the most modern of its type anywhere, and dramatically increase its economic impact on a wide area of the Penobscot Valley and the entire state.

The Maine Central Railroad has been an active partner of this firm—first as Penobscot Chemical Fibre and more recently as the Penobscot Corporation — for many years. In the old days, when the river itself served as the principal means of moving the mountains of pulpwood the Great Works mill required, the Maine Central served chiefly for outbound shipments of woodpulp. With its connecting railroads to the south and west, Maine Central was responsible



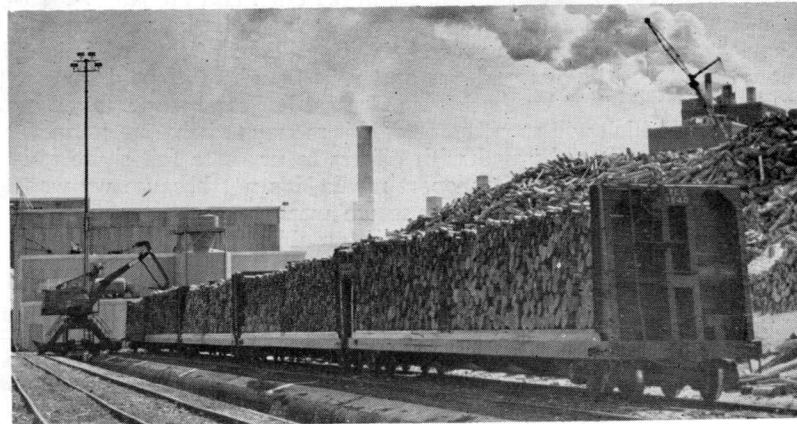
NEW PRODUCT LOADED—Two Maine Central officials, left, join Mill Manager Franck Morrison to watch as one of the first carloads of Penobscot's new product is loaded in a box car. At left are Willard Pierce, Portland, Maine Central general manager—transportation; and Edmund Bouchard, Bangor, assistant superintendent.

for moving Penobscot's products to markets all over the nation. Later, when rising costs of river drives became apparent, economics dictated the change to rail transportation of pulpwood from yards at the edge of the northern and eastern Maine forests to the piles near the mills at Great Works.

Necessary chemicals came to the mills by rail as well, and coal and then oil for the boilers. Like other major industries throughout Maine, Penobscot thus solidified a working partnership with Maine Central.

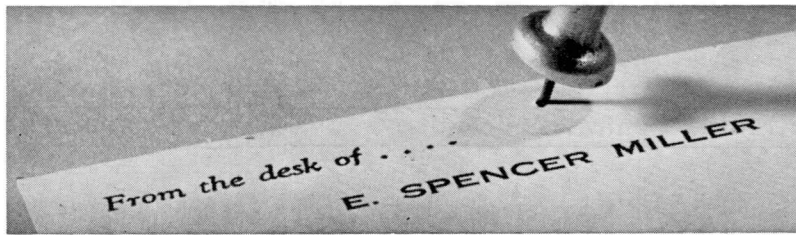
The extent of this partnership may be measured in terms of

(Penobscot—page 8)



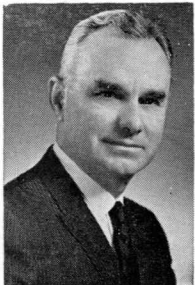
UNLOADING RAW MATERIAL AT PENOBSCOT—Five carloads of pulpwood—about half the amount the digesters will consume in a day when in full production—stand in the wood yard at the Penobscot Corporation's expanded mills in Great Works. The flume in the foreground carries the wood to the chippers.

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TO MY FELLOW EMPLOYEES:

The built-in efficiencies of trains and the inherent economies of railroad transportation have long been favorite topics of most of us in the industry. We're proud of the fact that we can move great volumes of material at less expense than any other type of land transport, and we agree readily whenever someone suggests that humanity today, if we didn't have railroads, would hail the man who invented them.



This is all true, but we're inclined to take too much comfort in the railroad industry's position as virtually the last vestige of free enterprise in the nation. We like it; we take a measure of pride in it; but it's a difficult position to be in today, working as we must against competitors who happily and eagerly accept governmental hand-outs and solicit business from manufacturers and others all too willing to use the subsidized facilities of our competition.

The awesome dimensions of this situation can best be seen in the planned spending in 1966 by government for construction, operation, and maintenance of highway, waterway and airway transport facilities—a total of \$5,800,000,000. This is an almost incomprehensible figure, and perhaps it might be more readily understood if we said that this amount is nearly 83 times the total investment in the Maine Central Railroad.

And yet this is only the Federal government's share. State and local governments will put up \$11.2 billions more in 1966, for a grand total of \$17 billions to be spent for streets and roads, airports, locks, dams, canals and navigation systems. Of course the railroads, which continue to be viewed as vital to the economy, essential to the nation's defense, and the "steel backbone of American industry," must get along on their own revenues or go broke.

From my office window, I can see airliners taking off and landing at the Portland Municipal Airport, using government-provided navigation aids, government-provided weather advice, and government-provided runways and terminal facilities to earn a private profit for private airline investors.

Below, in St. John Street, heavy trucks rumble by, traveling on government-provided pavement, heading for a government-provided weighing station at Kittery, put there by the taxpayers in a token effort to minimize the violation of their laws by the industry they're making possible through their taxes.

And from the Directors' room, I can see our main line and Mountain Junction, where our trains start for St. Johnsbury, Vermont. I can watch as long trains move literally millions of tons of freight, but on land and ballast and ties and rails bought and paid for not by the taxpayers, but by the Maine Central Railroad alone, taxed by government which will spend some of this money to help our competitors. So if we seem obsessed with efforts to promote fair-share taxation of trucks and other transport media, it's not because we want a similar subsidy . . . it is because we want to compete on equal and even terms, and because we believe public funds should not be used for private profit-making.

E. Spencer Miller

Still Shivering? Think Spring's Late? There Was No Summer at All in 1816

If you are among the many Maine Central people who have been complaining that Spring is late this year, just be glad you didn't live here 150 years ago.

In Maine in that year, the 1966 Old Farmer's Almanac says, "Elisha Clark of China, Maine often picked Baltimore orioles off the branches of orchard trees in that cold summer and brought them into the house to warm them up."

There must have been even more complaining about cold in 1816 than there has been this year, for the Almanac includes this comment:

**"Then came the summer
which was no summer:
But only a winter painted
green."**

At least one Vermont farmer, the Old Farmer's states, was frozen to death in a June snow-storm. His nephew, James Winchester, told the Almanac editor:

"I was at my uncle's when he left to go to the sheep lot, and as he went out the door he said, jokingly, to his wife, 'If I'm not back in an hour, call the neighbors and start them after me. June is a bad month to get buried in the snow, especially when it gets so near July' . . . Three days later, searchers found him . . . frozen stiff."

The Old Farmer's records that "The Rev. Thomas Robbins of East Windsor, Conn., kept a

diary of that cold June of 1816. It tells of a man in Maine freezing to death, of a foot of June snow in the Berkshires, and ice that month in other parts of Massachusetts which would bear the weight of a man.

"Hail stones beat the blossoms of all fruit trees. All through July heavy frosts—and occasional ice storms—were commonly seen. Most people took off their winter clothing, only to have to put it on again. So many young (and old) birds were frozen that only a few were around New England in the following three years.

"Caleb Emery of Lyman, N. H., visited a well in his town that was completely frozen over on the 4th of July—eight inches below the surface of the earth—and it remained that way until the 25th. Sheep froze to death their pastures.

"On Indian Hill (now Christian Hill) in the village of Ashland, N. H., there is a gravestone in memory of Reuben Whitten (1771-1847). The inscription reads: 'Son of a Revolutionary Soldier, a pioneer of this town. Cold Season of 1816 raised 40 bushels of wheat on this land, which kept his family and neighbours from starvation.'"

Now who was the Maine Central gentleman who was complaining the other day that it had been too cold to put in his early peas?



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

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Rigby Yard
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Sports



SCOUTS BREAK RECORDS AT BANGOR—We haven't counted the boys in this picture, but registrations totalled more than 250 for the opening of the fifth annual Maine Central merit badge course in railroading now under way in Bangor. That's Russ Rackliffe, examiner, Executive Department, in the foreground, giving the opening lecture on the history of railroading in Maine.

250 Scouts Sign Up For Bangor Merit Badge Course

More than 250 boys jammed the auditorium of the Garland Street Junior High School March 30 for the opening of the Maine Central Railroad's merit badge course in railroading.

The boys—representing Boy Scout Troops from throughout the Penobscot Valley District and beyond—broke records for the course now being conducted in Bangor for the first time. They'll attend three Wednesday class sessions at the Garland Street School, tour the Maine Central's yards and engine house in Bangor, take a written examination, and finally receive the coveted railroading merit badge in a special court of honor.

Prizes of U.S. Savings Bonds will go to the top scorers in the written examination.

The Bangor course is the fifth to be offered by the Maine Central in as many years. It was conducted in Portland, in 1961 and 1962; in Lewiston in 1964, and in Waterville last year. March 30 marked the fifth time the opening registration has exceeded the 200 mark.

Four Scouts from Lincoln took the honors for traveling the greatest distance for the course.

Others were present from troops in Bangor, Brewer, Old Town, Orono, Corinna, Orrington, Hampden, Veazie, Hermon, Glenburn and Palmyra.

Also on hand for the opening session were John Palmer, Bangor, district commissioner, Penobscot Valley District; and Clayton Theriault, Bangor, district scout executive.

Members of the Maine Central faculty for the opening session included Royce G. Wheeler, agent, Bangor; Russell Rackliffe, examiner, Portland; Lester Woodbury, freight claims agent, Portland; and Joseph Cobb, director of public relations, Portland.

Trainmaster W. Laird Harris joined the staff for the second class session April 6, and Division Engineer Wilhelm G. Schloth and Bridge and Building Supervisor J. Emmons Lancaster added their talents April 13.

George A. Bailey Dies in Portland

George A. Bailey, 61, of 84 Ocean House Road, Cape Elizabeth, a veteran mail clerk in the general office building, Portland, died March 12 in a Portland hospital following a lingering illness.

He was born in Portland, Sept. 9, 1904, the son of George and Sarah M. Bailey.

An ex-Marine, Mr. Bailey was a member of Hiram Lodge, the Railroad Trowel Club and The Brotherhood of Railway Clerks.

Surviving are his widow, Eleanor Bates Bailey; a sister, Florence Bailey of Burlington, Vt.; a brother, William Bolton of South Casco and Zephyr Hills, Fla.; an aunt, Mrs. Ira Fletcher of Manchester, N. H. and several nieces and nephews.

MacLearn Named MeC Trainmaster

A. N. Tupper, General Superintendent, has announced the appointment of Rodney E. MacLearn, former trainman and conductor, as Trainmaster, Maine Central and Portland Terminal Companies.

A Waterville native, MacLearn joined the Maine Central as a trainman in 1942. He was appointed to the post of Trainmaster of the Portland Division and the Portland Terminal Company in 1955, and resigned to return to work as a trainman and conductor in 1958.

MacLearn and his family live in Yarmouth.



WED 25 YEARS—Treasurer and Comptroller Horace N. Foster and Mrs. Foster observed their 25th wedding anniversary in March. They're shown above, looking at cards and the silver tray presented during a surprise party given at the home of Assistant Comptroller and Mrs. George H. Ellis.



FAREWELL TO TOM—Thomas W. Hayes, Jr., invoice clerk in the Purchasing Department, left the Company in mid-March to accept a position at the AVCo. Jobs Corps Center, Poland Spring. Fellow workers gave him a send-off and a going-away gift. From left, Bea Setlin, Lindy Burgess, Larry Smyth, Tom Hayes, Hugh Flynn, Pat Connary, Ken Phillips, Ray Pullen, Fred Peterson, Roy Baker and Arthur St. Laurent.

To Prevent Fires

Sparrow Lists 7-Point Spring Clean-up Program For Entire Railroad System

Laurence W. Sparrow, Safety and Fire prevention supervisor, has announced the following seven-point Spring clean-up program for the MeC System:

1. In the interest of Fire Prevention and Safety, get rid of rubbish and all accumulation of unnecessary materials.

Get into all corners and out-of-way places, empty all lockers, cupboards and desk drawers and put back **only** what is needed for current or near future use.

2. Send all surplus supplies, damaged tools or equipment, and scrap to the Stores Department.

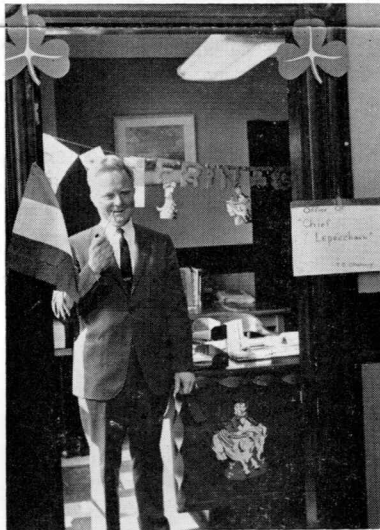
3. Get the required permission for the destruction of records no longer necessary to be kept. Keep those that must be retained properly bundled, marked and stored neatly in a place away from stoves, heaters, etc.

4. Remove all rubbish and grass growth from under and around all buildings, platforms, and incinerators.

5. Check condition of incinerators, and if not in good condition, order replacement.

6. Check condition of fire fighting equipment, if found defective, order replacement.

7. Refrain from starting outside fires unless suitable weather conditions prevail and then only after obtaining permit from proper authorities when required.



CHIEF LEPRECHAUN—T. P. Maloney's usual title of Manager, Freight Traffic, Canadian Pacific Railway, Portland, was changed on March 17—and only for that day—to "Chief Leprechaun." It was, of course, St. Patrick's Day, and Tom's office, of course, was decorated appropriately by his staff.

Careful Handling Meetings Planned

A series of Careful Car Handling and Safety meetings have been scheduled in April for crews at Rigby, with similar sessions planned for the entire system before the end of May.

The meetings will feature a color film "Million - Dollar Dream," a safety film, and actual photographs of damage caused by over-speed impacts on the Maine Central. Matters pertaining to safety also will be discussed.

The Rigby Schedule is as follows:

Tuesday, April 19, Car 2001	
West Yard	7 a.m.
	3 p.m.
	11 p.m.
Wednesday, April 20 Car 2001	
West Yard	7 a.m.
Wednesday, April 20 Car 2001	
Car Shop	3 p.m.
	4 p.m.
	11 p.m.
	11:59 p.m.
Thursday, April 21 Car 2001	
Car Shop	7 a.m.
	2:30 p.m.
	10:30 p.m.

A. N. Tupper, general superintendent, and R. W. Williams, superintendent, PTCO., have instructed all crews, including engine crews, to arrange to attend the meetings before starting work on their respective shifts. General yardmasters, yardmasters and assistant yardmasters also have been asked to attend whenever possible. Members of road crews also will be welcome.

This program has been called "vital and essential to all concerned" in view of a sharp increase in claims resulting from over-speed impacts.

Julia B. Roper Dies in Rockland

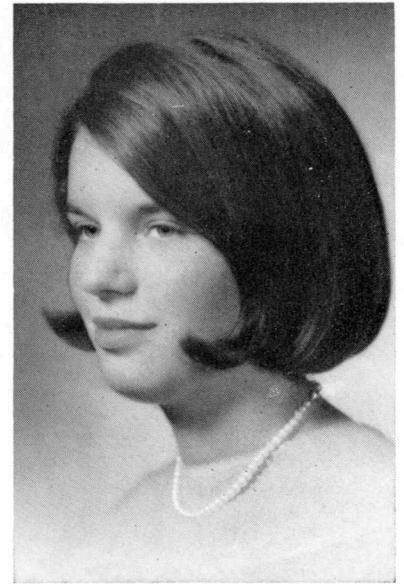
Mrs. Julia B. Roper, who retired two years ago last month, died March 16 at Rockland.

At her retirement, she had been employed by the Maine Central for nearly 45 years, and had served as supervisor of telephone operators in the General Office since 1931.

She was born in Portland June 30, 1889, daughter of Peter and Mary Gill Quincannon.

Mrs. Roper joined the Portland Terminal Company in October, 1918, as a yard clerk at Rigby, and left to become a telephone operator for the Grand Trunk Railway for about a year, re-joining the Maine Central in 1920 as a telephone operator.

Because the switchboard is away from the general office traffic, many employees never



CAPE SALUTATORIAN — Holly Jo Phillips, daughter of Mr. and Mrs. George E. Phillips, has been named Salutatorian of the Class of 1966 at Cape Elizabeth High School. Her dad is Assistant to the Freight Traffic Manager, Maine Central. Miss Phillips has been a member of the American Field Service, French Club, Nautilus staff, Footlighters dramatic club, prom committee, school chorus, and in the senior class play.

Active in field hockey, track and basketball, Miss Phillips received high awards in the National Youth Physical Fitness scoring and is a member of the Girls Athletic Association.

She will attend the University of New Hampshire.

met Julia Roper or knew her by sight, but her voice, and her willingness and ability to get calls through quickly and accurately, made her well-known throughout the Maine Central system.

Mrs. Roper is survived by one sister, Mrs. Sarah Foley of Portland; four grandchildren and four nieces.



Mrs. Julia B. Roper



WED 50 YEARS—Mr. and Mrs. Wendell MacDowell recently celebrated their 50th wedding anniversary, first with a jet trip to California to visit their son, Jack, who is a lawyer there, and then with an open house held at their home on Froswick Street, South Portland, given by their other children, Leonard (Car Accounting), Wendell (Auditor Revenue), Katherine (Mrs. R. Tirabassi) and Virginia (Mrs. J. Biskup). The highlights of their trip to California included the races at Santa Anita, Las Vegas, a day in court to see their son Jack win a case, sightseeing, and a trip to a nightclub. At the open house, attended by many railroad associates, neighbors, friends, family, they were presented gifts and congratulations. "Wen" is looking forward to the spring so that he can get his garden started as he provides enough vegetables for his family and neighbors all summer.

Retired Mountain Track Supervisor A. S. Dodge Dies

Algernon S. Dodge, 68, retired Mountain Division track supervisor, died at North Conway, N. H., April 3. He had retired in May, 1962, after 46 years of Maine Central service.

Born at South Newcastle, Maine, Dodge joined the Maine Central in April, 1916, as a rodman in the Engineering Department. He served in road survey crews as a rodman or transit man until his assignment as assistant track foreman at Waterville in 1934. He was named assistant track supervisor at Waterville in 1937, District 1 track supervisor in 1943, and track supervisor at Bartlett, N. H., in 1949.

Mr. Dodge was a vestryman at Christ Church, North Conway.

Besides his widow, Mrs. Beatrice Clisby Dodge, he leaves a son, Richard, of Pittsburgh, Pa.; two grandchildren; and a sister, Mrs. Alice Sewall of Beaufort, N. C.



TWO OF A KIND—Newest granddaughters of Engineer and Mrs. Leonard Jaynes are Jeannine Marie and Sherry Ann, identical twin daughters of their son and wife, Mr. and Mrs. Bill Jaynes of Vandenberg AFB, California.



Now out of the limelight is Bill's first daughter, Stacy Lynn, at left. The elder Jaynes have 19 grandchildren.

Grandmother is a twin, her twin sister had twins, and Bill, her son, has had twins. The grandparents live at 6 Wythburn road, So. Portland.

RETIREMENTS

Marion A. Curry, cleaner, Portland, February 3.
Basil E. Trask, section foreman, Oakland, March 14.
D. J. White, locomotive engineer, Portland, March 2.

DEATHS

George A. Bailey, clerk, Portland, March 12.
Robert N. Graham, carman, Portland, March 12.
Maurice V. Thibodeau, carman, Waterville, March 14.



The Maine Association of Railroad Veterans met March 27 at Howard Johnson's Restaurant, Thornton Heights, with 65 members in attendance. Twelve new members were accepted.

Col. Gordon L. Carter, Portland Civil Defense Director, was the speaker. He spoke briefly on conditions today and preparedness. He was ably assisted by Mr. and Mrs. William Proctor, who showed a film of the earthquake in Anchorage, Alaska, which was a terrible catastrophe.

The next meeting of the Railroad Veterans will be held April 24—at the Fairfield Center Grange Hall. Dinner will be served at 1:00 o'clock, tickets \$1.50, which are available in advance from the Officers. A business meeting and entertainment will follow. We hope for a large attendance.

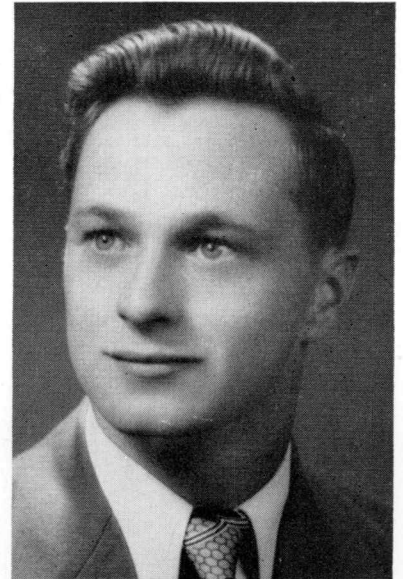
Herbert E. Jenkins, retired Boston and Maine Conductor and a 50 year Veteran, recently celebrated his 80th birthday. We hope he has many more.

Vincent F. and Anna E. Truland (retired Maine Central Engineer) and a 50 year Veteran, recently celebrated their 50th Wedding Anniversary. Congratulations to D. J. White, Maine Central Engineer, who retired February 1 after 50 years service. Hope you enjoy retirement, Dobie.

We were sorry to hear of the death of Robert Graham, Portland Terminal car inspector. A floral tribute was sent from the Association.

Herbert E. Wells has returned to his home in Chelsea, Mass., after surgery at the Mass. General Hospital. Mrs. Wells informs us he is gaining slowly.

Walter Stimpson, a patient at the Maine Medical Center for



PROMOTED—Robert U. Sawtelle of Portland has been elected assistant treasurer of the Casco Bank and Trust Co. He is the son of MeC Engineer and Mrs. Guy E. Sawtelle of Portland.

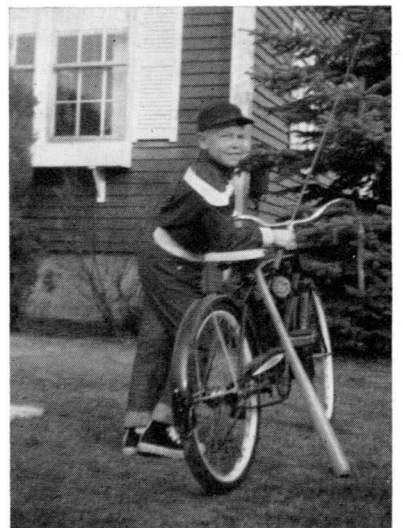
With the bank since 1959, Sawtelle has been its computer operations supervisor since last May. Previously he was assistant manager of the bank's Auburn office and before that served in several operating departments.

Sawtelle, a Portland native, was graduated from Deering High School and Clark University. He is a Maine Air National Guard and U.S. Air Force veteran. He and his wife and three daughters live at 74 Woodmont St.

some time, expects to return to his home at Windham Center soon.

We recently talked with George Bourne, retired Boston and Maine Engineer who is at his home 134 Brackett Street, Portland, after having his leg amputated. He is in very good spirits. Cards would be appreciated.

Howard Burnham, retired Boston and Maine Engineer, is still a patient at the Devonshire Manor Nursing Home. Visitors and cards would be welcomed.



READY FOR SPRING—Keith Allen, 8, son of John and Alice Allen, Cape Elizabeth, broke out his bike, his baseball bat and his fishing rod on one of our first warm days of Spring. Mother is a stenographer in the Accounting Department, Portland.



NO. 1 ON THE ROSTER—Ed Cook holds Switcher No. 7, Waterville, with 53 years of railroading under his belt. The veteran engineer started his railroad career in 1913 on the Wiscasset, Waterville and Farmington Railroad (narrow gauge). While on school summer vacation, he was all round man on the WW&F, and also did some braking and shop repair work. In 1915 he worked for the Worcester Consolidated Electric Railway, and in June, 1916, started with the Maine Central Railroad and has been with us ever since. (Messenger photo by Arthur Doucette)

Maurice V. Thibodeau Dies At Waterville

Maurice V. Thibodeau, 48, a Carman at Waterville, died suddenly March 14, after being stricken while working on the rip track at the Shops. He had been employed about 26 years by the MeC.

Long associated with Little League activities in the Waterville area, Thibodeau was accorded a tribute by Jennie C. Haines, secretary of the Fairfield Little League. It was published in the Waterville Sentinel column of Sports Editor Harland Durrell.

GENERAL OFFICES

We add our congratulations to those already received by Mr. and Mrs. Horace N. Foster on their 25th wedding anniversary observed March 16.

On March 18th Mollie and Martin Fehlau celebrated their 5th wedding anniversary. They have recently become the owners of a sporty black Corvair with red interior.

Gordon Williams' son John visited home the first weekend in April from Cleveland, Ohio, where he is attending Case Institute of Technology as a Graduate Assistant.

Shirley and Bill Wilson have joined the ranks of color television owners with a gold-colored 25-inch model.

Margaret Park is working temporarily in the Law Department. Stewart and Margaret have recently purchased a home in New Gloucester,

having transferred back from Waterville.

We are happy to welcome back Frances Foss, who is again at her desk in the Mechanical Department after maternity leave.

Dotti Proctor, daughter of Dorothy Proctor of the Car Service Department, recently spent her Spring vacation from Boston University with her parents.

Sympathy is extended to Myrtle Neilson on the loss of her mother.

Mrs. George A. Bailey, Cape Elizabeth, has asked us to express her sincere thanks to all General Office personnel and others for their tribute to her husband, mail clerk George Bailey, who died March 12.

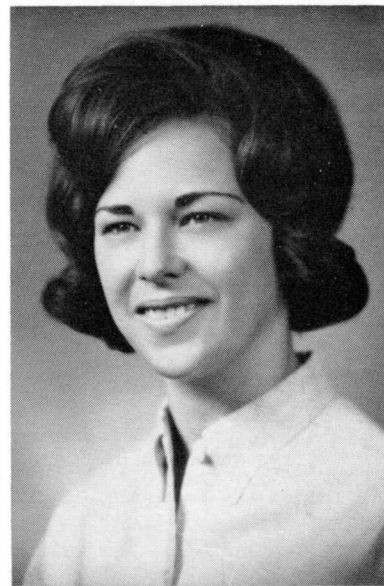
Arthur R. St. Laurent has been assigned to the position of invoice clerk in the Purchasing Department, in place of Thomas W. Hayes, who has resigned. Joseph R. McMorrow, Sabattus, has been named to the clerk's position in the department.

RIGBY ENGINE HOUSE

Your reporter, Albert Wetmore, is taking his annual trip to Florida, but hopes to be back on schedule in a month.

The so-called "flu" or cold epidemic which has been quite prevalent during the past month has stricken several of our employees in both departments at Rigby. However they are all back in circulation.

Miss Mary Foley, sister of Stores Department Clerk Thomas Foley, died March 2. She had been employed in the office of the Columbia Markets for a number of years. A Mass card was donated by the Shop Welfare fund.



ENGAGED—Sheet Metal Worker and Mrs. Harry J. Lane of High Street, Fairfield, are announcing the engagement of their daughter, Miss Raelene Lillian Lane, to Sherwood M. Bumps, son of Carman and Mrs. Glendon F. Bumps of China.

Miss Lane is a senior at Lawrence High School and is employed by Joseph's Clothing Store of Fairfield.

Mr. Bumps attended China Schools and is serving in the U. S. Army, stationed at Fort Riley, Kansas.

A June 25 wedding is planned.

Carman and Mrs. Ivan Perkins spent a few weeks in Florida on vacation.

Carman Perce Akley became ill while on his vacation and spent a day in the Osteopathic Hospital undergoing observation and tests, but there seemed to be nothing serious. Laborer Edward Murphy was off sick at the same time. Others absent due to sickness were Carmen MacDonald, Farwell, Landry and Palmer.

Mrs. William Brume, wife of Machinist William Brume, and members of the Summit Club, North Deering, attended the Annual Boston Flower Show on March 16. A chartered bus was engaged for the group.

Visitors during the month were the Bonang brothers, Phillip and Fred, two of our retired employees. They are hale and hearty and wish to be remembered to all their friends.

Machinist and Mrs. Theodore Cote had quite an eventful month, with two marriages. Wed were their son Theodore, Jr., who will reside at 92 Oak Street, Westbrook, and their granddaughter, Martha McCloud, of Reading, Mass. Their grandson, Carlton Howard, age 10 of Charlotte, N. C., was chosen to take the lead part in a play put on by the Children's Theatre.

Former Machinist Peter Bass is in the Devonshire Nursing Home, and Machinist Raymond Killinger is at the Mercy Hospital.

A financial report from the Treasurer of the Shop Welfare and Flower Fund shows that organization to be in healthy condition as of March 1, with a balance of \$1,106.70.

Electrician Frank Blair is ill, but is on the road to recovery.

We have had a clean sheet on the accidents at this point.

Engine House Worker William Bartlett, one of our new employees from the freighthouse, underwent surgery during the past month. He is recovering rapidly and should be back on the job soon.

Mrs. Walter Emery, wife of Walter Emery, Terminal Electrician, Wharf No. 1, is confined to the Westbrook Hospital for treatment, and at this date is doing well.

WATERVILLE YARDS

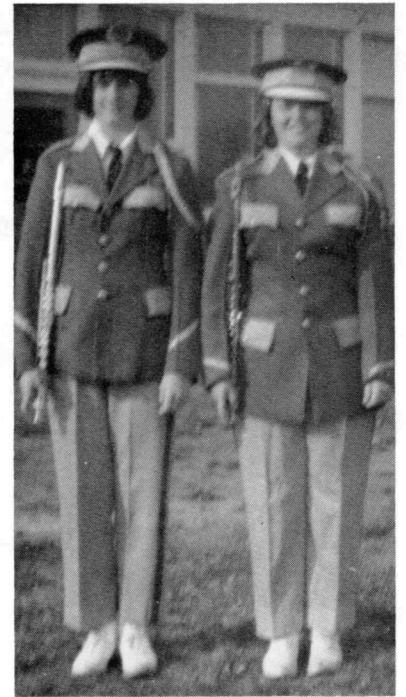
Awarded Membership Emblem by Grand Lodge President, Charles Luna, for 30 years continuous service, was Conductor Joseph LaLiberte, retired. Ten-year recipients were Leith N. Calden, Victor C. Tardiff, Gerald E. Gagnon and Leo H. Bujold.

Railroad enthusiasts will be happy to see an article in the March issue of the Railroad Model Craftsmen magazine about the Narrow Gauge of Maine Forney steam type engine, built by the Portland Co. of Portland, Maine, which was used on the Sandy River, Rangeley Lakes System, Kennebec Central Railroad, and Wiscasset, Waterville and Farmington Railroad.

Romeo Roy, Conductor, Switcher No. 1, was in for a surprise one recent evening. Having nothing special to do, his daughter invited him to attend a P.T.A. meeting, which he did, and while there, not only found himself appointed to serve on several committees, but was also made chairman of one. We need many more good citizens like Romeo.

Johnnie Gray, former Fireman, has been seen working on the Rip Track, but still prefers engine work.

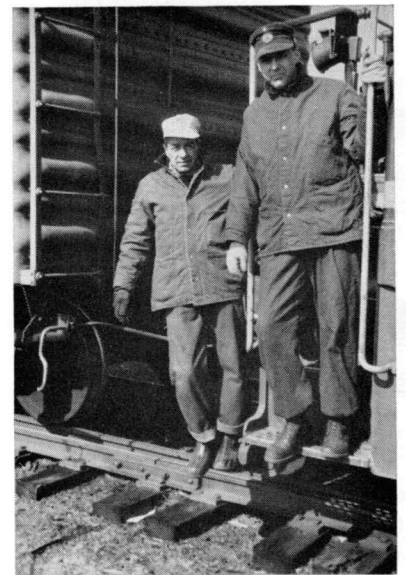
Among the yardmen sporting new automobiles this month were Ralph



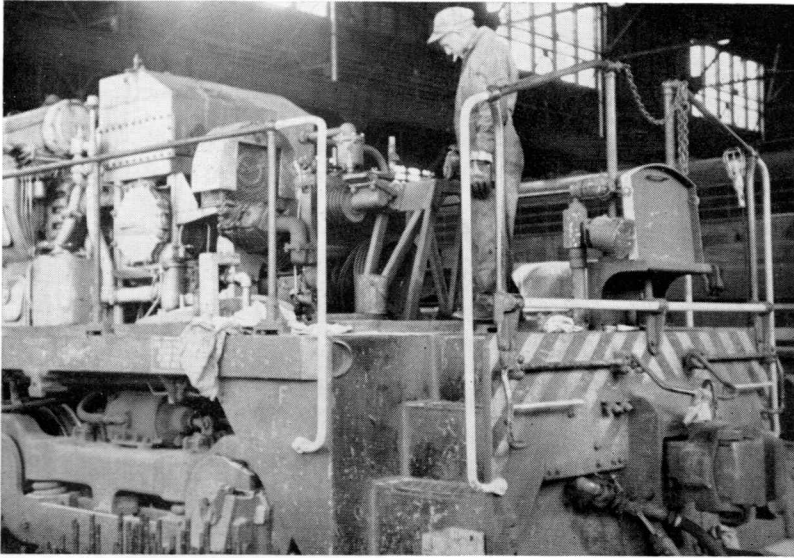
FAIRFIELD FLUTISTS—Cynthia Sherrard, left, daughter of Machine and Engine House foreman and Mrs. Diamond Sherrard, and Terry Underwood, daughter of Painter and Mrs. Warren Underwood, are members of the flute section of the Lawrence High School band, Fairfield.

Moffatt and Bob McPherson. Ralph Moffatt, Switchman, says he has to swap cars every year because he travels 114 miles per day five days a week. Ralph hasn't missed a day's work even in foul weather. During the big snowstorms we had, he used his head, and took his vacation.

We were having a chat with Joe LaLiberte, Conductor, retired, downtown one sunny afternoon, and in the space of 15 to 20 minutes, while talking with Joe, Amos Lake, and Claude Bills, all retired conductors stopped by to talk of old times. It was learned that Charlie Moreau, retired conductor, was helping a friend build a house in Winslow.



CAUGHT BY THE CAMERA—Al Thiboutot and Gene LaLiberte, Yard brakemen, Switcher No. 1, were caught by the camera in the yard last month. (Messenger photo by Arthur Doucette)



ON THE JOB AT THE SHOPS—W. A. Fletcher, Carman and Painter, preparing Engine No. 334 at Waterville Shops for its yearly check-up. (Messenger photo by Arthur Doucette)

Lee Miller, E. J. LaLiberte, and Louis Donahue are out of the hospital and back to work. After returning to work Louis Donahue, bent over to look under a car, and his trick knee gave out, and he had to go home again.

It was learned through the Waterville Morning Sentinel that Mrs. Thurl W. Severy (Daisy), wife of Engineman T. W. Severy, retired, suffered a mild heart ailment March 14, while visiting in South America, and is a patient at the British-American Clinic in Lima, Peru. There may be a few oldtimers who will remember Daisy when she worked for Bill Prescott in the Maintenance of Way Department upstairs in the old railroad station. Mr. Severy retired January 26 of this year after 49 years of railroad service with the Maine Central Railroad. From 1961-65, he was General Chairman of the Brotherhood of Locomotive Engineers for the Maine Central and Portland Terminal Co. Both Mr. and Mrs. Severy share the same hobby—they like to travel. They've toured the U.S.A., all 10 Canadian provinces, as well as Baffin land area above the Ungava, fourteen European countries and the Mediterranean area. They own a cottage in Rome (Little North Pond), where I'm sure the fish are due for a treat or vice-versa.

Ed Joseph, hostler, has gone to Florida for a two weeks vacation. Vacations for this month: G. A. Wheeler, Roadman, L. M. Miller, Yardman, Hugh Crandlemire, car cleaner and janitor. C. E. Haynes, Engineman, has donned his yard clothes for road—bid off RB-3.

WATERVILLE SHOPS

Our highly respected senior Car Department Foreman, Major Estabrook, has been a patient in a local hospital for extensive dental surgery. While there he was visited by a couple of his most solicitous co-foremen who brought him appropriate gifts of potato chips, salted peanuts and a bouquet of fresh pussy willows. Carman Hugh Gray has resigned recently to transfer to the Transportation Department. Marcellin 'Joe' Gilbert, retired Boiler Maker helper, died recently at his home in Waterville. Machinist John Larracey has been appointed Chairman for preparation for the Convention of Fire Fighters, to be held this summer in Waterville. Larracey is a Lieutenant in the Waterville department.

Carman Welder Howard Knights, one of our sterling law enforcement officers for the county, was recently hauled into court and socked \$15.00 for driving without an inspection sticker. (Of course, no one around the shops mentioned it)

Former Engine House Foreman Joseph Daugherty died recently at his home in Augusta.

Clerk Wilfred Binnette has recently traded and has a new Pontiac Tempest.

Recent visitors, all retired Car Dept. employees, have been Charlie Lowry, Bill Mingo, Cliff Bernier, Vede Bellows, Ralph Giroux and Verne Belyea, also Owen Thompson, former Blacksmith Foreman.

Air Brake Foreman and Mrs. Wade Richardson are the parents of a son, David Wade, born at the Seaton March 7, weighing 7 lbs., 14 oz.

Carman O. B. Honson has accepted a position with the Immigration service and has reported to Laredo, Texas, to assume his new duties.

Laborer Harold Slanse had a rather bad fire recently in his home in Fairfield recently.

Foreman Richard Delano has recently traded and has a new Plymouth Belvedere.

William McCaslin, son of Painter and Mrs. Don McCaslin, has recently enrolled in the Culinary Institute at Hartford, Conn., for a two year course preparing to be a chef.

Carman Howard Low had his car backed into in the parking area causing damage to the left side of the vehicle.

Carman Ken Hall reports that clams are very high priced this season at Searsport. He recently paid \$35.00 for a peck. An eagle eyed warden snagged him in a prohibited area.

Foreman Wallace Jewell is in Chicago, where he is inspecting freight cars to be leased by the Maine Central.

Laborer Armand Rossignol has recently traded for a new Galaxie. Dual controls are installed and Rosy will continue giving driver training lessons.

WATERVILLE STATION

Sympathy is extended to Track Supvr. Maurice Thorne on the death of his sister-in-law; Asst. to Supvr. Work Equipment Al Henderson on the death of his mother-in-law; and Track Foreman at Clinton Lin Decker on the death of his sister-in-law.

Bob Bennett has bid off the Track Foreman's position at Skowhegan temporarily while A. Gowen is ill.

Lin Decker has been assigned the Track Foreman's position at Clinton while Bill Varney is ill.

Gid Veilleux also is sick, and Chester Haskell is filling in as Track Repairman, and Ken Philbrook has been assigned the Track Foreman's position at Carmel while Ed Tenan is sick.

George Tibbetts is working at Pittsfield while Ken Philbrook is at Carmel, and Francis Roy is Acting Foreman at Hartland while George Tibbetts is at Pittsfield.

Asst. Work Equipment Maintainer Les Anderson is working at Brunswick while Caleb Mitchell is on four week's vacation.

Harry Clark is Acting Track Foreman at Madison while Paul Cates is out sick.

Bill Williams has bid off the Assistant Foreman's position in the Waterville Yard.

The track department has been hit hard by sickness. Now on the sick list are Foremen Paul Cates, Madison; Bob Bennett, Clinton; Harry Clark, Norridgewock; Trackmen Vic Thompson, Waterville; Louis Paradis and Stanley Wallace, Norridgewock.

We know of a certain brick mason, who's name we won't mention, who has a filling station at his home, and who recently developed car trouble. Seems he ran out of gas.

Received a card from Ralph Snow, retired Foreman, Plumbing and Heating, saying that he and his wife would be starting back to Maine from Arizona the first week of April.

Retired Trackman Bill Cowan, Clinton, was hospitalized recently.

Clerk Bob Esty, Freight Office, and his family spent a weekend in Boston recently, attending a Celtics basketball game and a Bruins hockey game. Also spending a weekend in Boston was Trainmaster Bud Harris and his wife who took in a Cinerama picture.

We are sorry to lose our spare Clerk-Stenographer Margaret Park. She has returned to Portland after her husband Stewart has been pro-

moted to headquarters there. They have bought a home in New Gloucester.

General Agent Calvin Clark, Freight Office, is sporting a new 1966 Comet hardtop.

We hear that Track Repairman Gid Veilleux made quite a haul of gifts at a recent whist card party held at Mount Merici Academy, Waterville for their building fund. Clerk Arthur Grenier, Freight Office, was a co-chairman of this event and a special prize was awarded to Mrs. Grenier.

Yard Checker Arthur Ladd was out sick with Harry Nason covering.

Track Foreman Ed Veilleux, Oakland, has done it again. He gets the big ones ice fishing as well as in the summer. He has gotten a couple of five pounders and over and also a three pounder. Guess he knows where the big ones are! They were all caught at China Lake.

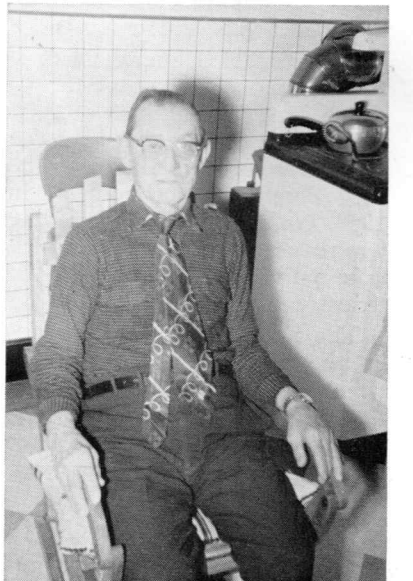
The following retirees paid us a visit recently at the Engineering Dept.: Harold Milton, Bill Otis and Ernest Toulouse.

R. A. Snell is filling in for Foreman Harry Clark, Madison, while he is ill.

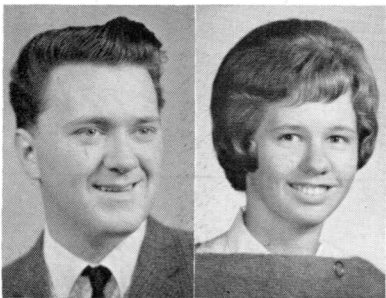
Basil Trask, Track Foreman at Section 41 Oakland, retired March 14 after 45 years of service.

Mr. Trask started working April 25, 1921 as Trackman on Sec. 39 and was promoted to Foreman Sec. 41 on June 30, 1927. He went back as trackman July 2, 1928 and was transferred again to Sec. 41 as Foreman on January 6, 1936.

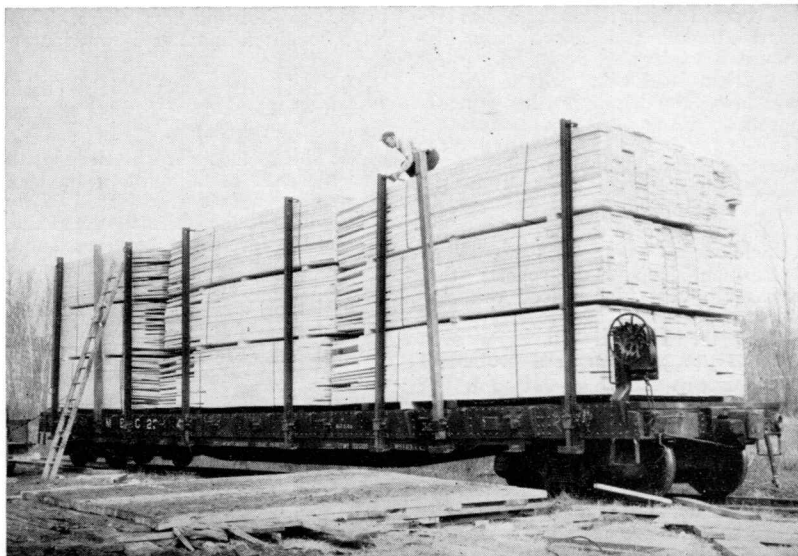
In June 1955, Sec. 41 was transferred to District No. 4 under Track Supvr. Maurice Thorne and Trask remained there until his retirement. We wish him a long and happy retirement.



GOING ON 84—and still going strong, is Mr. Charles DeRocher Sr., retired, former machinist at Waterville Shops. Believe it or not, he still owns a driver's license, and uses it occasionally. Mr. DeRocher walks an average of four to five miles per day, and goes to church every morning, when weather is good. He's quite fond of hunting and fishing. He retired in 1954 after 53 years railroad service. Superintendent Finnemore's first McC assignment was with Mr. DeRocher. (Messenger photo by Arthur Doucette)



WED IN FAIRFIELD—Miss Linda Louise Mullen, daughter of Mrs. Martin J. Mullen, Fairfield, and Bruce E. Oliver, son of Stationary Engineer and Mrs. Ango C. Oliver, Fairfield, were married April 1 at the First Baptist Church, Fairfield. Mrs. Oliver was graduated from Lawrence High School in 1964, and is a student at Central Beauty School, Augusta. Mr. Oliver is a 1963 graduate of Lawrence High School, attended Husson College, Bangor, and is employed by Dwyer Bus Lines. They will reside on Summit street, Fairfield.



KING'S ARROW PINE—This big load of lumber was loaded recently at the Dover-Foxcroft headquarters of the King's Arrow Pine Co. The load consisted of 57,908 board feet—enough for five average-size houses. It was headed for Connecticut.

Report—from page 1)

relative importance of industries which provide the six most important sources of Maine Central Railroad traffic. Gasoline, fuel and lubricating oil continued in second place to the paper industry. Petroleum products showed an increase of 9,646 carloads in 1965, amounting to 15% of the road's total carloads in the year. Potatoes with 10.5% and animal and poultry feed and associated mill products with 8.7% continued in third and fourth places in importance in the road's total traffic sources.

The number of shareholders of the Company's common stock—which in 1965 continued at 120,000 shares outstanding—showed an increase of 29 in 1965 over the 525 common stockholders in 1964. Preferred stock outstanding was reduced by 100 shares, which were purchased and held in the treasury of the road.

The road's operating statistics in the report showed average train load was up 66 tons from that of 1964, and that while gross ton miles produced in 1965 were

up 84,582,000 over the 1964 figures, there was an increase of only 9,875 in train miles operated.

Penobscot—from page 1)

annual carloads to and from Great Works. In 1965, during the active expansion period, but before any resulting increase in production, the Maine Central handled a total of 6,527 cars to and from the mills at Great Works. Of these, 4,231 were inbound, bringing pulpwood, wood chips, fuel, chemicals and construction materials. The remainder, nearly 2,500 more carloads, were filled with high-quality woodpulp, destined for mills throughout the U.S. and eventual use in finished paper and allied products.

This total number of cars, if coupled together, would make a train about 65 miles long—long enough to stretch from Bangor to Rockland, and three miles beyond.



By Bill Manning

Well it's Spring—almost—and within just a few days the golf season will begin for railroaders who are so disposed from Rigby to Vanceboro. We heard from one in Waterville last month who's happy he can play golf in the "good old USA" rather than in Japan, where there are only a few courses, and where travel distance, high fees and long lines at the tees must be discouraging. This Waterville golfer, who prefers to remain nameless, was getting an early start on the season by reading the March issue of Golf Magazine, containing a piece on golf in Japan. He urges more railroaders to get out and give it a try this season . . . right here in Maine.

The Maine Central golf league will open April 27 at Willowdale with "Sweepstakes Night," and the regular league schedule will start the following Wednesday evening, May 4.

Tee-off time will be 5:30 p.m. every Wednesday throughout the season, with about 45 golfers expected to compete.

Commissioners Tug Wilson and Russ Rackliffe say new league members will be welcome.

After 26 weeks of bowling, Team No. 8 with Joseph Capozza, Jay Welch, John McDonald and Joseph Welch, Jr., are still in the lead, with Team No. 4, Lindy Burgess, Michael Campbell, Samuel Cavallaro and Charlie Smyth, following behind. High single is held by Joseph Welch, Jr., with a 140; high three by Thomas Manning with 356; high team single by Team No. 6, Herman Berrick, Ralph Coffin, Wakefield McGorriell and Henry Kenny, 431; and high team total by team No. 8, with Joseph Ca-

pozza, Jay Welch, John McDonald and Joseph Welch, Jr., 1235.

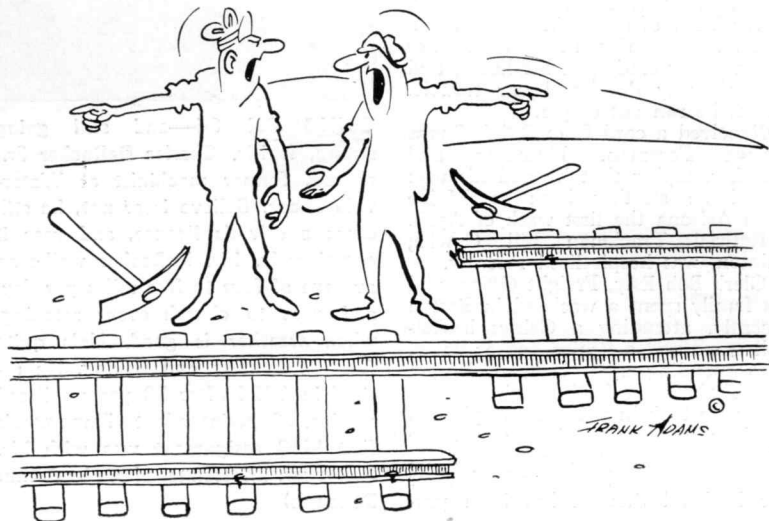
In the Women's League, the Oddballs, with Janette Breggie, Rita Foley, Kay Greene and Marge Corbeau, are still in the lead. Next are the Lobbyettes, with Jean Finley, Beverly Waterman, Carmel Robichaud and MaryAnn Berry; also the Kay Kats, with Edna O'Brion, Lil Goodwin, Edna Coffin and Kay Gallant fighting out second place. High Single is held by Mary Nugent with 121; High Three by Beverly Waterman with 311; High Team Single by the Oddballs Janette Breggie, Rita Foley, Kay Greene and Marge Corbeau with 406; High Team Total by Misfits Barbara Fleming, Nora Engelhardt, Peggy Dorsey and Kay Ramsey with 1139.

In the Couple's League, first place is held by Team No. 2, with Nel and Mel Cottle, Dave and Ruth Gardner, followed close by Team No. 13, Larry and Lillian Smyth, Mary Nugent and John Conroy. High single is still held by Warren Smith and Larry Smyth with 144; high three by Russ Proctor with 366; high team single by team No. 13, Larry and Lillian Smyth, Mary Nugent and John Conroy with 450; high team total by team No. 4, Jan and John Broderick, Grace and Donald Brown with 1202.

The Maine Central bowling league at Waterville had one more week to go at this writing, with team No. 6 leading. Ted Jewett, George Knights, Joe Vigue, Leo Fredette are members of this team. Don Priest and Bernard Ladd are battling for the lead in highest average: Priest has 105-52; Ladd 105-26.

Here's how the teams stand:

	Wins	Losses
Team 6	64	36
Team 2	55	45
Team 1	53	47
Team 3	48	52
Team 5	47	53
Team 4	36	64



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