



# Messenger

Vol. 7, No. 3

For Employees and Friends of the Maine Central Railroad

January, 1967



**HONORED BY REA EXPRESS**—Wayne A. Johnston, right, chairman of Illinois Central Industries and Illinois Central Railroad, was honored last month for 18 years of continuous service on the REA Express board of directors. Presenting a silver tray, at left, is Maine Central President E. Spencer Miller, who now becomes the senior REA director in terms of service. Mr. Miller was elected to the REA board in January, 1954.

## AN EDITORIAL

It's a good bet that back in 1965, when the 102nd Maine Legislature increased permissible weights of highway trucks to 73,280 pounds, the Representatives and Senators thought they had reached the limit. Some said "the trucking lobby won't dare to ask for more."

But the lawmakers under-estimated the aspirations of the Maine Truck Owners Association. Now, with permission to operate some of the longest and heaviest tractor-trailer rigs in New England, the truckers are asking for more. Their executive vice president has told the press that the coming Legislature will be asked to approve operation of "double bottoms." That's a deliberately confusing term which the freight-carrying truckers operating their private businesses on public highways use in describing highway freight trains consisting of a tractor and two trailers moving as a 65-foot-long single unit.

The announcement said the Maine Truck Owners Association will ask the Maine Legislature to legalize these highway freight trains not only on the Maine Turnpike and the Interstate Highway, but also on city and town roads and streets within two miles of the interchanges.

In seeking permission to operate these highway freight trains, Maine truckers state it is a trend in the East which, they say, "Maine must go along with."

The "trend" is manufactured, and is a device which freight-trucking interests have used successfully in the fair name of reciprocity and in the fond hope that Maine lawmakers will feel their state is somehow under-privileged. Immediate steps to correct the situation

(Double Trailers—page 2)

## Modifications Of Specialized Cars Keep Shops Humming At Waterville

These are busy days at Maine Central's Waterville Shops, where a number of modification projects are under way, providing specialized equipment to meet specific transportation requirements.

All the new units are expected to be in service by mid-winter.

Shopmen are re-building six all-steel box cars to add to the fleet used by the Keyes Fibre Company for transportation of crumb pulp from Shawmut to the plant at Fairfield. These cars will have steel floor plates, better suited to the present mechanical unloading method, and better resistance to the corrosive effects of chemicals. These cars serve not only as transportation vehicles, but as rolling bleaching tanks for the big Fairfield company.

A fourth covered hopper is being modified for use by the Forster Manufacturing Company of Wilton for the transportation of clothespins woods from its mill at Mattawamkeag to the assembly plant and company headquarters at Wilton. The design of these units permits pneumatic loading and unloading of the hardwood splints. The latest unit will have two long hatches in the roof for loading the material, rather than round hatches, with which the three previous units are equipped.

Another project at the Shops is the conversion of five gondolas to pulpwood cars. These units will be lengthened six feet to increase their capacity to 25 cords. They'll be in general service.

Under way for St. Regis Paper Company is a prototype pulpwood car modified from box car 9049. The conversion will provide 50 feet of load space, double doors and a reinforced underframe. A total of 24 more units of this type may be built at Waterville for service between Beecher Falls, Vt., and Carthage, N. Y.

Also, on the Shops schedule this winter are 50 more modified box cars for Georgia-Pacific. A hundred of these units already are in service, carrying lap wood-pulp. They have 8-foot doors and other special features.

Shopmen have just completed 18 "super" chip cars, each capable of carrying 60 tons of wood chips, the equivalent of about 30 cords of pulpwood. They'll see service between Cullerton, N. B., and the Old Town mills of the Penobscot Company. These are the third specialized type of chip cars to be developed by Maine Central since transportation of wood chips began to increase in Maine about six years ago.

The "super" chip cars, modified from steel box cars 50 feet long, are 16 feet, three inches in height and have a capacity of 6,189 cubic feet—1,717 cubic feet larger than standard chip cars previously in use on the Maine Central. The new cars are the largest chip-carrying units in New England.

## U.S. Rails Set All-Time Records

All-time records in freight volume and capital improvement spending highlighted 1966 operations of the nation's railroads as the lines rang up their fifth straight year of business gains.

Called "Year 5" of a new rail growth era by industry leaders, 1966 saw railroads handle 7 per cent more freight volume than in 1965 and a whopping 32 per cent more than in 1961, the last of four difficult low traffic years.

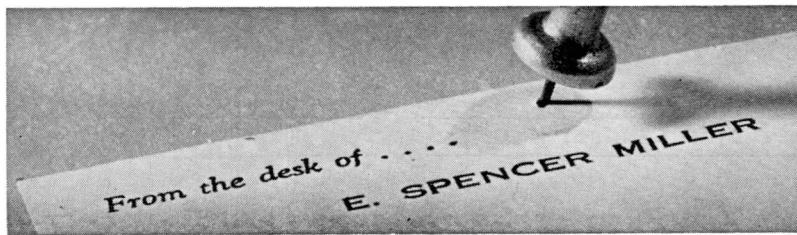
Railroad gross revenues and net earnings also rose this past year, with the result that the in-

(Rails—page 8)

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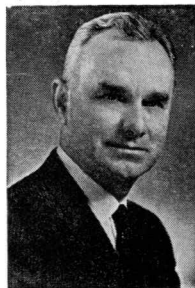
MeC Messenger  
222 St. John Street  
Portland, Maine 04102



TO MY FELLOW EMPLOYEES:

The Immediate Past And The Immediate Future

As we go to press it appears that the net income of Maine Central will exceed \$1 Million for the year 1966, which is approximately double the company's income in 1965. This comparison is less gratifying than might at first appear, since 1965 as pointed out previously was a year of several unusual and unexpected misfortunes.



There was a steady, although unspectacular, growth in ton miles and in dollar receipts during 1966 which more than offset increased costs of operations. To maintain and enhance our earnings potential we embarked upon an ambitious program of equipment acquisitions by purchase and by manufacture in our own shops. Details as to the rolling stock acquired, and contracted for, have already been set forth and we take pleasure in pointing out further that the Waterville shops are working to capacity on special projects, including additions to our fleet of chip handling cars tailored to meet the needs of different industries, conversion of gondolas into open side pulp racks, construction of new crumb pulp cars for Keyes Fibre, and a number of other specialized projects. It would appear that the shops at Waterville will be very busy on these throughout at least the first half of the new year.

The management of our railroad is optimistic about the continued expansion of industrial activity in this area and expects a further growth in tonnage and revenues in 1967. If the national economy remains strong, peaks above the 1966 level will most certainly be reached. Any forecast of net earnings, however, must be tempered with more caution than we expressed a year ago. There is every reason to believe that inflationary forces will continue strong in the national economy and we are certain that wage and material costs will be escalated in 1967 to much higher levels than obtained in 1966. If this proves to be the case, and I am sure that it will, management will be taxed to the utmost to produce offsetting efficiencies and problems will be created both for it and its employees.

It is also probable that competition from highway carriers will increase in intensity with the steady improvement of the interstate highway system subsidized by the taxpayer, and this railroad, together with all others, will have to continue to exercise ingenuity in providing types of equipment best suited to meet the demands of shippers, and service and tariffs calculated to retain and increase freight tonnages on our line. Additional attention must be paid to mechanization wherever possible with the economies and improvements in production which the tools of technology can provide. Endeavors along this line, as well as the ambitious program to upgrade and augment our equipment, will limit profits since some of this expense will inevitably be charged to operating. Utilization of available cash must be handled with extreme care.

In conclusion, all employees and friends of Maine Central should be mildly gratified at the results achieved in 1966, mildly pleased with the prospects of further industrial and railroad growth in 1967, and positively aware of the very severe problems facing our company which must be solved if our railroad is to remain efficient and dynamic, and continue to demonstrate an earning power which will support the credit necessary to keep us successfully competitive.

E. Spencer Miller

Double Trailers—from page 1)

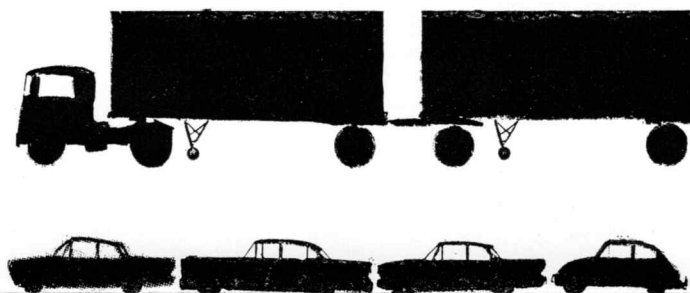
are thus indicated, and in the past, anyway, soon taken. Veteran legislators at Augusta term it "whipsawing," and they've seen a lot of it from Maine's freight-trucking interests.

This technique was used with excellent results in 1965 when a potent truck lobby gained "for Maine"—and for themselves—new limits on weight and length that are as high as those in two other New England states, and higher than those in the remaining three.

Now come highway freight trains, or "double bottoms" as the Maine Truck Owners prefer to call them, which—if they are approved—will give motorists in Maine the doubtful pleasure of competing with monsters 65 feet long that can jack-knife in not just one, but in at least two different directions.

The Maine Truck Owners announcement said they will seek to legalize two 27-foot trailers behind an eight-foot tractor. Counting the spaces in between, the highway freight trains would have the linear equivalent of a Pontiac, a Chevrolet, a Ford and a Volkswagen, bumper to bumper. Passing such a train of vehicles on the Turnpike would be quite a feat, so far as safety is concerned, but the MTOA wants to legalize highway freight trains to operate through the streets of Brunswick, Augusta, Bangor, Portland—or any Maine city or town within two miles from the interchanges of the Turnpike or the Interstate.

(Double Trailers—page 3)



LONGER THAN FOUR AUTOMOBILES—The highway freight trains which the MTOA seeks to legalize for use on Maine highways would be two 27-foot trailers, hauled by an 8 foot cab. With the space between, the total length of these monsters would be 65 feet. This is as long as a Pontiac, a Ford, a Chevrolet and a Volkswagen, bumper-to-bumper.



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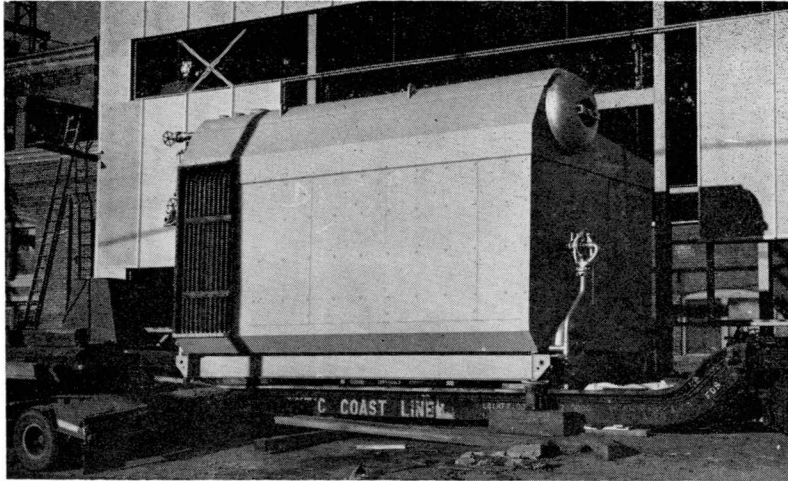


## Purchasing Department Completes Winter Shopping List

Did you ever think, as you were putting on storm windows and maybe adding weatherstrip to the back door, what preparations for winter mean to Maine Central?

There are many operations, of course, that could be classed as winter preparations on the railroad. But here's just one aspect of the big annual task. It's the 1966 getting - ready - for - winter shipping list of the Purchases and Stores Department:

3,600 feet of four-foot snow fencing  
1,200 track brooms with ice chisels  
180 steel posts  
50 snow scoops  
600 snow shovels  
1,500 gallons of anti-freeze  
600 gallons of snow-melting oil  
95,506 pounds of propane gas  
52,975 wooden track shims



**NEW BOILER FOR KEYES**—This 40-ton boiler, necessary to compliment increased production facilities at the big Keyes Fibre Company plant at Fairfield, arrived by Maine Central in November. Size and weight of the burden required special routing.

3,630 wooden track braces  
Tons and tons and tons of rock salt  
The Purchasing and Stores Department didn't order snow, but we'll get it anyway.

### Double Trailers—(from page 2)

The proposal for two 27-foot trailers pulled by an eight-foot tractor comes with its own built-in "whipsaw" features. New York and Massachusetts, with which Maine would soon be compared unfavorably, already allow much larger vehicles in tandem. New York now limits double trailers to 45 feet, or a total length of 99 feet for the highway freight trains, while Massachusetts Turnpike motorists contend with freight rigs only a foot shorter. In the light of past performances, it seems reasonable to expect Maine's freight trucking interests to go after similar sizes soon after they had burst the dam with "double bottoms" or seemingly less hazardous proportions.

Railroad opposition to the granting of this permission to the freight-trucking interests will surely bring the usual cry that "the railroads are attacking the trucks." If continuing to insist that the freight-carrying trucks be made to pay their own way, instead of continuing to be subsidized by the taxpayers is "attacking the trucks" the railroads should plead guilty. But this is not the fact. All the railroads want is equality—fair competition with an un-subsidized transport medium.

Certainly some 3500 women and men who are employed on the railroads operating in Maine and their families totaling about 14,000 Maine residents who live in communities from Kittery to Fort Kent and Rumford to Eastport are very much interested. They have already seen special privileges for freight-carrying trucks reduce their employment because they work for an industry which pays its operating expenses and is not partially subsidized by taxpayers.

They are also interested in the fact that Maine's motorists, already paying three and a half times as much as the freight-carrying truck for their proportionate use of Maine's highways, are quite likely to be asked in the coming session to pay still more through an increase in the tax on gasoline.

Railroad men and women must let their legislators hear from them about this latest attempt to give more special privileges to the 22 highway freight carriers who in 1965 reported to Maine's Public Utilities Commission that they had a total of 2,808 employees in Maine and operated 1,748 vehicles.

Railroads seek no special privileges. They build and maintain their own rights of way; they plow their own snow; they provide their own signal systems and build their own bridges. And Maine industry couldn't exist without them.

## C.S. Robinson Dies In Florida

Chauncey S. Robinson, retired Assistant Chief Engineer of the Maine Central Railroad, died December 28. Mr. Robinson had been living in Clearwater, Fla. He was 79.

Mr. Robinson started his career with the Maine Central as a rodman in 1909. He progressed through various offices, and was appointed an engineer in 1912; general supervisor of right of way in 1918 and assistant chief engineer in 1937. He was named assistant chief engineer of the Maine Central and the Boston and Maine in 1941 and retired in July, 1952.

## MeC Aids Delivery Of Big Machine To Warren Mill Rooftop By Helicopter

The Maine Central Railroad ran into a transportation problem it couldn't solve last month: getting 10,000 pounds of machinery from Portland to the roof-top of a building at the S. D. Warren Company, Cumberland Mills.

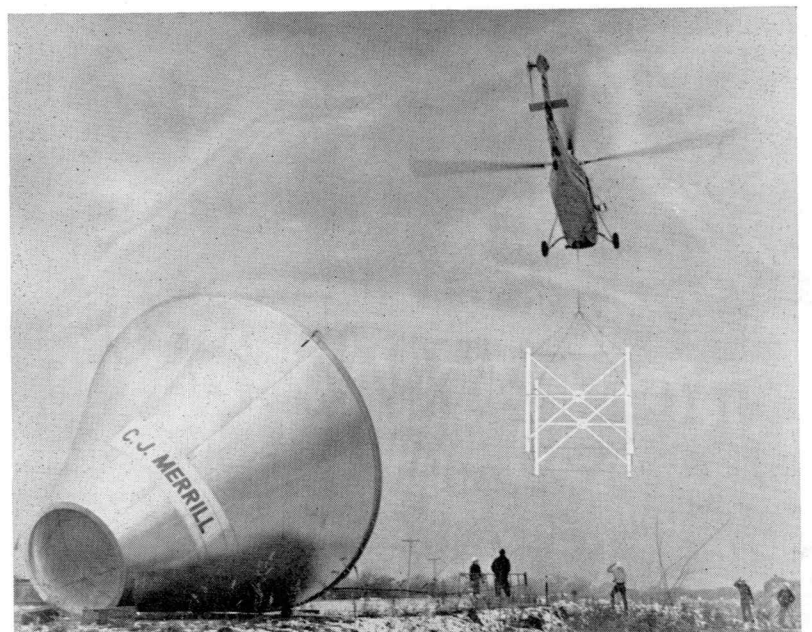
So the job was done by helicopter, but the railroad helped, anyway.

A section of the rail yard near St. John Street was offered by the railroad and accepted by the C. J. Merrill Company for use as a helicopter launching pad.

Components of the big machine were collected there and moved —one at a time— to the S. D. Warren roof-top.

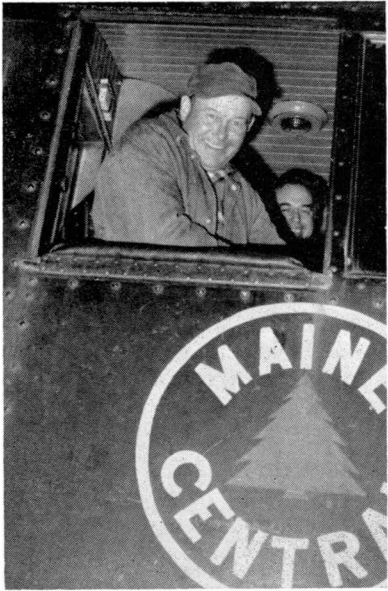
The five-ton cyclone paper trim collector was moved in five sections, one of which weighed 3,100 pounds. The sections were assembled on the Warren roof-top as they arrived.

The machine, designed by Warren and built by C. J. Merrill to collect waste paper for re-processing, was installed in a spot that couldn't be reached by crane.



**LIFT-OFF**—This big helicopter made five trips from the Portland Terminal Company yards near St. John Street last month to move components of a machine built by the C. J. Merrill Company of Portland to the roof of a building at the S. D. Warren Company, Westbrook.

## The Men On The Trains...Seen By The Messenger Camera



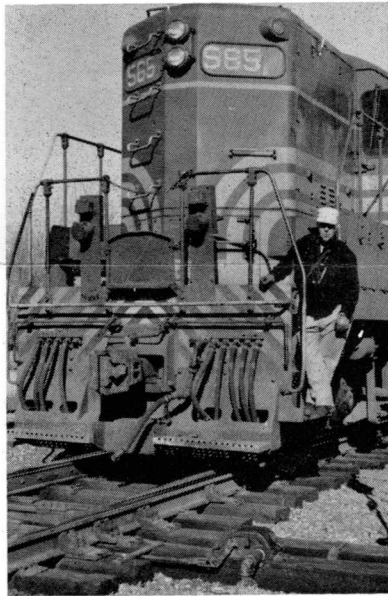
Engineman Mackie Miles and in the background Head Brakeman Vic LePage of Relief Switcher No. 1, Waterville.



Conductor Phil Mercier, Relief Switcher No. 1, relaxing in his caboose before leaving for Scott Paper Co., Winslow.



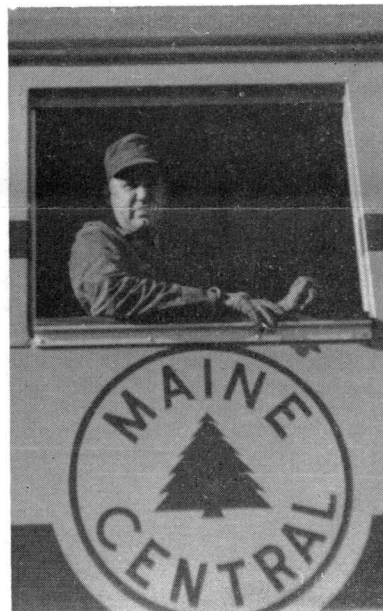
R. W. Poore of RB-1 catching his orders on the hoop at Waterville Yard Office.



Head-Brakeman Harry Searway, getting a lift on No. 565.



Ed Stevens on the look-out for signals in the yard at Waterville.



FIRST TRIP—Al Leighton, engineman, B-11, on his first trip with one of the new GP 38's at Burnham Junction.

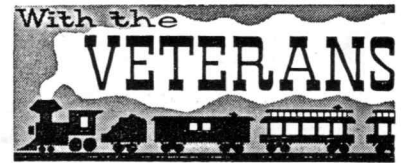


Leo Bujold, rear brakeman, Switcher No. 1, snapped in the buggy.

### A Hunter's Question

I would like to ask some questions and I know I'm not alone, I have listened to the hunters and they use an angry tone. And now at last the time has come to talk of many things, Like seasons long and seasons short and phantom deer with wings. They say the herd is very large, its food it really lacks, If this is true then they must fly, because they leave no tracks. I've traveled over ridges, I've walked along the bog, I've stood beneath the apple trees, I've sat upon a log I've hid beside old game trails as I have in years gone by, I kept my eyes upon the ground, I should have watched the sky. Yet some will say, how thick the deer; My, how their tongues will wag But in the last two years I've hunted hard; and never saw a flag. To the men who write our game laws, your pardon I would beg, But it seems your trying hard to kill the goose that lays the egg. The hunters from our other states will stay at home I fear, For I'm sure they will not visit Maine, when they find we have no deer. I think we need a change of plans, before it is too late, Or white-tail deer will disappear to zero in our State.

LOUIS R. GRASSE,  
Engineman, Bangor



The December meeting of the Maine Association of Railroad Veterans was held December 18 at Howard Johnson's Restaurant, Thornton Heights.

It was the Christmas meeting with a floor show, Christmas Tree and distribution of gifts.

Mrs. John Keating (Helen) is a patient in the Maine Medical Center, with injuries sustained by a fall in her home. She is in room 327 and would enjoy a call or cards. We all hope her stay will be short and she will be home for Christmas.

We were all saddened by the death of Ernest T. Biladeau, a 50-year retired Maine Central Passenger Conductor and long time member of the Railroad Veterans Association. He will be greatly missed. A Floral Tribute was sent by the association.

It is now possible to become a member of the Me. Association of Railroad Veterans after ten years or more of railroad service. The officers are looking forward to welcoming many new members into this excellent social organization which has over 500 members at the present time. Meetings are held the 4th Sunday of each month at Howard Johnson's Restaurant, Thornton Heights, at noon with a dinner, and business meeting following at 1:30 p.m.

### Capt. Ware Hurt In Viet Combat

Capt. Russell L. Ware, former Yard Brakeman and Conductor at Bangor Yard, and son of Electrician and Mrs. Frank E. Ware of Castine, was seriously wounded on November 19 in Viet Nam, while on combat operations.

Capt. Ware's name has been removed from the danger list and at the last report was improving in the 18th Surgical Hospital in Viet Nam.

His father, Frank, recently was elected Captain of District 1, U. S. Coast Guard Auxiliary. His district includes coastal waters from the Damariscotta River to the St. Croix.



**AT PURPOODOCK PARTY**—Enjoying the holiday festivities were these couples, along with many more: From left, Arthur and Nancy Gilbert, Leo and Hazel Davidson and Stan and Toni Watson.

## Christmas Party Holiday Feature At Purpoodock C.C.

The Annual Office Christmas Party was held recently at the Purpoodock Club in Cape Elizabeth with a capacity crowd.

Paul Landry and his group helped to make the evening very enjoyable and although Lydia Landry was the soloist, quite a few of the office gang joined her at the mike for some old-time numbers.

An exchange of gifts was held at intermission followed by a delightful buffet lunch. Lil Smyth and Harry Blackmore, who made the arrangements, were commended for their efforts to make this Christmas party a very happy and successful event.

## Men's Bowling

The Men's Bowling League climaxed the end of the first half of its season with a Christmas Party following the bowling. At this time the first place team is No. 9 comprised of T. Manning, M. Parent, P. J. Welch and H. Kenny. There is a tie for second place between Team No. 6, L. Ross, P. Nixon, M. Stratton, R. Rounds, and Team No. 12, J. Weingartner, L. Parker, H. Berrick, and T. Blaisdell. Dick Greene won the bowling balls and carrying case and Charlie Trufant the Christmas cheer.

Al Ferguson is Commissioner this year and he is doing a fine job.

## GENERAL OFFICES

Wayne R. Libby, son of Reginald (Pierre) Libby of A. D. Office has enlisted in the U. S. Marines and expects to leave Portland for Parris Island, So. Carolina, around January 30th.

Harry and Gladys Blackmore were recently pleasantly surprised with a party attended by friends, relatives, neighbors and office associates in observance of their 25th wedding anniversary.

Charlie Anderson had the usual luck on his annual hunting trip—no deer. But his companion got a nice doe, and his son, Greg, had the opportunity to shoot at "one that got away." Better luck next year, Charlie.

Among the college students expected home for the holidays were: James and Michael Provencher, sons of Walter Provencher, assistant auditor disbursements, from Dartmouth College and U. S. Naval Academy; Jeff Foster, son of Sid Foster, assistant to auditor disbursements, from the University of Maine; Frank Cameron, Jr., son of Francis Cameron, clerk in A. D. office, from Murray State University, Murray, Kentucky; Barry Wilson, son of "Tug" Wilson, joint facility examiner, from Bowdoin College; John Faibisy, son of Marion Faibisy of the Engineering Department, from University of Massachusetts; Bob Blackmore, son of Harry Blackmore, track clerk, Engineering Department, from Maine Maritime Academy; and Kathy Neilson, daughter of Myrtle Neilson, A. D. office, from Keuka College.

Madeleine Bowdoin and Dottie Hollywood took a week's vacation in early December to get caught up on Christmas shopping. Paul Landry also took a late vacation, but had to stay around home because one of the children had chicken pox. It gave Paul a chance to get caught up on all those chores around the house.

Mrs. Alice Gallant, telephone operator, General Offices, has asked us to help her express her thanks to all fellow employees for their generosity at the time of her recent retirement.

Helen and Al Chapman, clerk in A. D. Office proudly announce they are first time grandparents. Their daughter Merle Ann (Mrs. Gary Bellmare of Wellesley, Mass.) gave birth on December 8th to an 8½ pound son, Christopher Arthur. Both are fine, and the Bellmares spent Christmas with the Chapmans showing off the new grandson.

Seeing as Christmas is a time for visiting family or having family visit you, a check around the Auditor Disbursements office disclosed that Bob Rounds and his mother spent Christmas with his sister in Westbrook; Fred Wilson and wife travelled to South Dartmouth, Mass. to visit son Philip and family; Reg and Jean Roy and the four girls travelled to Waterville for Christmas; Elta Benner was with her sister, Myra, and family; and Bill and Ann Welch were with daughter and family (Carol Ann) in Westbrook having spent Thanksgiving with daughter Joan at Plymouth, Mass.

Having gatherings at home were Louie Davis, Joe Gallant, Dottie and Marguerite Hollywood, Dick Greene,

Bob Clarke, Tug Wilson, John Michaels, Larry Reinsborough, Red Murray and Milt Chaplin.

Gordon Williams, Cashier, had all his family home for Christmas with his son arriving from Cleveland and his daughter and family from Connecticut to join with his wife and younger daughter at home.

George Lowell is back at his desk in the Comptroller's office after a short stay in the hospital. Daughter Barbara was home for the Christmas holiday from her nursing duties at Mary Hitchcock Hospital in New Hampshire.

Wendall Quimby became a father for the third time on November 9. It's a girl, Tamar Leah.

Alice Eliason recently spent the last week of her vacation visiting with her sister and brother-in-law in Sun City Center, Florida.

Larry Harding recently purchased a 1966 black Chevy Biscayne.

From all reports, Betty MacDonald's 4 month old grandson, Rob, is quite the little fellow. Rob is the son of Bob and Ann Gorton of Melrose, Mass.

Mr. and Mrs. J. F. Stanford spent their vacation in Alameda, Calif. with their son, David, and family.

William J. Henry, former Chief Clerk in the Engineering Department, was here on a recent visit and called at the office.

Billy and Carol Bragdon recently purchased a color television set.

Sympathy is being extended to Marion Faibisy, Engineering Dept., on the recent death of her father in Nova Scotia.



**A GOOD TIME**—Lindy and Martha Burgess were among the dancers who crowded the clubrooms.

## RIGBY ENGINE HOUSE

Carman and Carpenter Merle Cook shot a deer, Electrician James Small, Cornish, and his son Philip each had deer hunting luck, along with Carpenter George Beckwith. Carman Donald Perkins shot an albino deer.



**WAS HAD BY ALL**—Bill and Ann Welch were greeted on their arrival by two members of the committee for the event, Lillian Smyth and Harry Blackmore.



**TROPHY OF THE SEASON**—George Beckwith of the Rigby Engine House returned from a hunting trip in the Norway area with this fine buck. Maybe there's a reason, but it seemed that hunting success wasn't quite as general this year.

Machinist Ernest MacVane was hospitalized during the month for surgery, and is coming along very well.

Electrician Walter Emery was called recently to serve on a jury.

Two family reunions took place during the Thanksgiving holidays, that of Machinist William Brume at his home on Lambert Street, and Albert Wetmore at Westbrook. There were 15 members at each occasion, families of their sons and daughters and close relatives.

Mrs. Russell Proctor, wife of Stores Department employee Russell Proctor, underwent surgery during the early part of the month and is now on the road to recovery. Russell says the old homestead of his grandfather, in Freeport, where his father, retired engineman Louis Proctor spent most of his boy-hood days, was sold to out-of-state people, probably to be used as a summer home.

Electrician "Bert" Wetmore and his crew mate Ray Rider had some tough luck when the most of their tools were stolen from the Terminal truck. Police were notified, but the items have not been recovered.

Retired Machinist George Weeks spent a few days in the hospital for diagnostic recently, but made it home for Thanksgiving.

Another of the old timers, Machinist Russell Hammond, joined the ranks of the retired employees November 30.

Laborer Albert Hansen was injured recently and was confined to his home for four or five weeks.

William "Billie" McCann, son of Welder Albert McCann, was injured in an auto accident on Commercial Street while on his way to meet the Peaks Island ferry. Multiple lacerations and bruises were received, and a companion was hospitalized.

Retired Carman Almon Dunham was confined to the hospital for treatment but is now home and on the road to recovery.

Pearle Sedgley, a retired baggage-master who many of our railroad people will remember as having worked along the pike at most of the stations from Bowdoinham to Portland when he was working spare, died recently in a Brunswick hospital. He was noted as a semi-pro

baseball player, in the days when Frank Woodbury was pitching for various teams. He was given a try-out with "Connie" Mack's, Philadelphia "Athletics" of by-gone fame.

"The Christmas Express," a skit featuring the family of "dancing McCanns" accompanied by their mother, Mrs. Albert McCann, was presented recently for the benefit of the Christmas Coffee of the Saint Christopher Council of Catholic Women of Peaks Island. Mrs. McCann is the wife of Welder Albert McCann.

Alic Blair, 14, son of Electrician Frank Blair, recently became an Eagle Scout. He is a member of Troop 28, of which Frank is Scoutmaster.

Seaman Donald Worcester, nephew of engine house employee, Asa Worcester, lost his life when the steamship John L. Morrel was wrecked recently on Lake Huron. His home was at Columbia Falls.

Carman Raymond Palmer shot a crotchhorn deer during the recent season.

Henry Beckwith, an employee at the engine house who was injured in a fall from a tank car, has been retired on full disability.

The Bridge and Building crew is doing some renovating work at the Rigby Terminal office building.

"An Evening of Music," was presented by the orchestra members of the Moore Junior High School, November 18. Several children of railroad employees were performers.

Donna Garland, daughter of Chief Clerk Frank Garland gave a piano and organ recital in company with a talented Freeport boy David Marsteller, at the Friends' Meeting House, Nov. 27. These youngsters are pupils of Virginia MacKinnon, Portland.

## RIGBY YARDS

General Agent P. V. Bourque has enjoyed a few days vacation.

Alice McLaughlin is also enjoying a few days vacation traveling to the sunny South.

L. W. Matthews, General Yardmaster, Rigby, has returned to work after illness, his position being covered by R. G. Presnell.

Mrs. Elinor Flaherty is on the sick list, her position covered by Walter Pettengill.

H. C. Hamilton has returned to work after illness.

Mary Norton, cashier, Freight Office, is enjoying a few days vacation, her position covered by Henry Kenney.

Richard Jones is covering Kenney's position at Cumberland Mills.

Yard Clerk Seth Patridge is on vacation, his position covered by Fred Stack.

E. S. Runnells, first trick operator at Tower X, also is on vacation, his position covered by Spare Operator P. D. Graham.

Swing Crossing Tender R. A. MacDonald is on vacation, his position covered by Spare Crossing Tender R. E. Cooke.

Anne-Marie, daughter of General Agent and Mrs. Paul V. Bourque, and a Senior at South Portland High School, has been accepted for the Freshman class at the University of Maine at Orono starting in September, 1967.

Second Trick Call Boy Calvin Caler is a patient at Maine Medical Center, his position covered by Spare Call Boy F. A. Morelli.

Spare Yard Clerk R. E. Crockett is also on vacation.

Recent visitors at the yard office included, Winn MacDowell, retired freight inspector, and retired Yard Conductor Erving Babcock, who recently travelled to San Antonio, Texas, trying out his new car.

James E. Keegan of the freight office has returned to work after his vacation travelling to British Columbia and the Yukon.

From all of us at Rigby, A Happy New Year to all of you.

## BRUNSWICK

First Trick Operator Henry Preble has returned from a vacation trip through the White, Green and Adirondak Mountains to Buffalo N. Y. where he visited friends. He took a Steam Excursion train trip on the Arcade & Attica R. R.

Second Trick Operator Nelson Soule has returned from two weeks vacation in Florida. We think he likes Maine better.

Section Foreman Bob Albert has traded cars and has a new Dodge. His first trip was to New York on vacation.

Crossingtender Wallace Chaplin retired in December. Our best wishes to him. He was the only one in the Brunswick-Bath crowd to tag a deer this year.

"Venture" is hauled out for the winter at Yarmouth. The first mate fell overboard on the last day afloat, and her comments can not be printed here. The skipper and first mate attended the recent annual meeting of The Friendship Sloop Society at Warren's Lobster House, Kittery.

## ROCKLAND

A report from "Father" Snowman has it that the sky is pretty dark down Owls Head and Ash Point way, as car inspector F. A. "Monty" Montgomery is chopping wood so fast, while on vacation, that the chips are hiding the sun. "Monty's" job was covered by Carleton Walker.

Car cleaner Fred LaBranche finally made it. He now has a late model 1967 Chevrolet truck with flashing beacon atop the cab. Guess he is set now for all types of trucking in any kind of weather.

Yard Switcher Engineer Charlie McLain was off on vacation with his job covered by Engineer D. D. Mills.

Agent D. W. Smith, Waldoboro, was on vacation during November. His job was covered by spare Operator E. J. Cunningham, F. J. Tupper and E. G. Clark.

Former General Agent and Mrs. Carsley left for the warmer climate of St. Petersburg, Fla., early in December. They expect to return around the first of May.

Engine house foreman Joe Clough is back from deer hunting vacation. We didn't hear whether he got a deer, understand that Mrs. Clough is the huntress this year and bagged a big one. Joe and the Mrs. will have venison anyway.

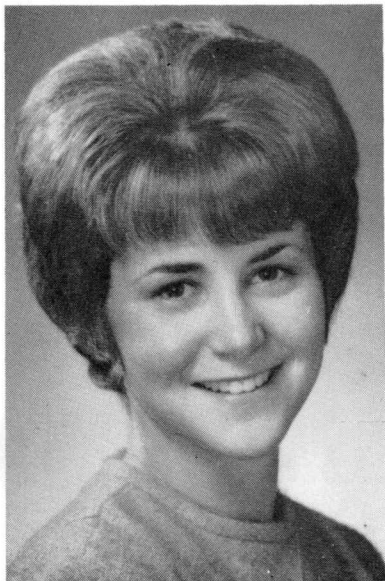
"Father" Fred Snowman is back from vacation, feeling chipper and just as full of it as ever. Understand he cruised around in that new car some 2,000 miles or so.

Agent W. B. Lewis has moved into his new address on "mortgage hill" here in Rockland and will spend the next month or so with the Mrs. trying to find out where everything is packed or went.

Yard Brakeman M. P. "Mike" Mitchell was on vacation, his job covered by G. E. Coro, Jr., from Waterville.



**A HEAVYWEIGHT FOR ROCKLAND**—This 51-ton steam boiler, consigned to Marine Colloids, Inc., Rockland, rode a depressed flatcar from Erie, Pa., to its Rockland destination last month. Tipping the beam at a total of 282,400 pounds, the heavy car and its huge load constituted one of the heaviest burdens ever hauled into Rockland by the Maine Central. (Rockland Courier-Gazette photo)



**RECENTLY WED**—Miss Cynthia Ann Sawtelle, daughter of Mr. and Mrs. Rowland Sawtelle recently became the bride of William B. Cordwell at the Second Congregational Church in Norway, Maine.

Cynthia is the granddaughter of retired Maine Central Engineer and Mrs. Guy E. Sawtelle of Portland.

The bride was graduated from Oxford Hills High School and Hartford (Conn.) Business School.

The bridegroom is a graduate of Oxford Hills High School and is employed by U. S. Motors of Milford, Conn. They will make their home in Derby, Conn.

## WATERVILLE YARDS

Ernest White, Operator and Agent at Madison, says his Volkswagen is sure easy on the gas, but he still finds his daily trip from Waterville to Madison a chore. Ernie went to Quebec again this year, and he said he spent \$3.85 for gas.

A number of Waterville area boys have qualified recently as Road Conductors: E. A. Phillips, D. A. Vigue, D. C. Barry, J. M. Watson and L. Y. Morris. Our congratulations goes to them.

Here's one for the Farmer's Almanac: Arthur Voisine cut hay on his lot in Fairfield, December 12. Can anyone top this?

Harvey McCaslin, car inspector, was seen in the new yard recently covering for Hubert Gullifer, who is convalescing from surgery in a local hospital.

It has been learned through the grapevine that yardmen Romeo Roy, Bert Therriault and "Donat" LeFebvre all have brand new daughters.

Officers were elected recently by the Brotherhood of Railroad Trainmen, Lodge No. 343. The President is Ken Fitton; Vice President, Gerry Gagnon; Secretary, Dick Carrier, and Treasurer, Gene LaLiberte. Local Chairman for Yard is Gerry Gagnon, and for Road, Henry Douin.

Ralph LaLiberte, Swing Assistant Yardmaster, recently chalked up another victory in his family. His son-in-law, John Huard, a student and football star at the University of Maine, received word that for the second consecutive year he's made "Little All-America." Ralph says this is the first time that the Univers-

ity has received such an honor twice in succession. There's no doubt in anyone's mind that Ralph is quite proud of such an honor in his family. The many applications and questionnaires that Huard has received from various professional football scouts includes one from Forty-Niners of California.

There are practical jokers, even in Albion, as L. K. Powers, Spare Yard Conductor, found recently. One bright morning in November Lloyd fired three shots at a deer, but it was a stuffed one. But a few days later he got a nice doe . . . a real one.

George R. Franks from the Waterville to Bingham turn-around was very lucky late one misty evening while heading home in his car, which was demolished when it left the Turnpike over a 30 foot bank. George made it without a scratch . . . just shattered nerves, he says.

Someone made a remark recently that Harold Stinson is just as good at piloting a plane as he is at operating a locomotive. Agent C. T. Clark says "I taught him everything he knows." A busy bill-rack clerk, Larry Ridley, replied: "Ha, ha, ha."

On vacation this month were: Yard, P. L. Messier, K. A. Fitton, J. R. B. Therriault, R. H. Green, J. E. Boudreau, G. E. Coro and G. E. Dessent.

Checker, H. Crandlemire; Road, A. H. Edwards, S. H. Karnes and M. M. Pratt.

Enginemen, E. L. Leighton, K. F. Ireland, H. C. Houdlette and A. C. Miles. Hostlers, S. O. Corson and V. L. Buck.

We don't know for sure but we, most yardmen, assume that Swing Clerk Conrad Mason's wife has put him on a diet so as to match the line of his new Oldsmobile. Incidentally, Joe Vigue, 1st trick Yardmaster, says Connie took a few days off recently to offset the royalties of his land in New Mexico.

Frank Gravel, Car Inspector, has migrated to the Shops (inside) for the winter.

Our congratulation to our newly qualified yard Conductors G. E. Coro, R. E. Cammic, and G. E. Gagnon.

Orville "Jake" Hanson, Car Inspector, formerly of Vanceboro, was awarded the Swing Car Inspector's job in Waterville replacing Hubert Gullifer, who has bid off Frank Gravel's job in the new yard.

A welcome to the ranks of railroaders is the son of Calvin Clark, Waterville Agent, Garry.

Frank Bennett, Conductor of the Northern Maine Switcher, has just bought a new Opel. Since Frank lives in China, and does quite a bit of traveling, a small car makes economic sense. Frank got a doe this year—not a very big one—but enough for a few meals.

To all railroaders in the yard: Thanks for your help and Happy New Year.

## WATERVILLE STATION

Retirees recently hospitalized included Baggage-master Ray Barriault, General Agent Hugh Travers and Yardmaster Arthur Miller.

Track Supervisor Maurice Thorne was on a week's vacation and was visited by his daughter Diane and new granddaughter.

Assistant Track Supervisor Fay Johnston was on a week's vacation hunting in his old stamping grounds

around Milford, where he got himself a nice 190 lb. buck.

Clerk-typist Ruth Brochu, Engineering Office, was on a sick leave with spare clerk Lucette Huard covering.

Track foreman Romeo Beaulieu, Winslow, underwent surgery recently and will be out for some time. We wish Romeo a quick recovery. Bob Bennett is filling in temporarily.

Machine Operator Arthur Haskell drove to California on his vacation.

Sympathy is extended to the following: retired clerk Wilfrid Binette on the death of one of his newly born twin grandsons, he was five weeks old; Brakeman Don Vigue on the death of his wife; Track repairman Gid Veilleux on the death of his brother Charles (Pete) Veilleux; Shop Electrician Don Giroux on the death of his granddaughter who was two years old; the family of retired car inspector Albert Roderick who was 75 years old. The Rodericks recently celebrated their 50th Wedding Anniversary.

Joseph G. R. Beaulieu, son of track foreman and Mrs. Romeo Beaulieu, recently became engaged to Miss Jacqueline Enlow. Beaulieu is a YN2 with the Naval Air Reserve Training Unit, stationed at Andrews Air Force Base, Washington, D. C. and is presently attending Naval Justice School at Newport, R. I.

December 10 was the Christmas Party for the clerks and supervisors, which was held at the Waterville American Legion Home, with a smorgasbord served by Women's Auxiliary. Everyone seemed to have enjoyed themselves and look forward to next year's party.

Supervisor Work Equipment Ray Coulombre and Assistant Track Supervisor Fay Johnston attended the New England Railroad Club meeting in Boston on December 13.

Track foreman W. L. "Joe" Haskell, Waterville Yard, is out on sick leave, with Earl Doody covering his job temporarily.

On vacation in the track department were track foremen W. L. "Joe" Haskell, Joe Doyon. Trackmen Dick Palmer, Lionel Roy, Stanley Wallace, John Sanborn, Track Repairman Gid Veilleux.

Track Supervisor Maurice and Mrs. Thorne are proud grandparents of a second granddaughter born Dec. 15th to their son Dave and Mrs. Thorne.

## WATERVILLE SHOPS

Laurence 'Gus' Campbell, formerly employed in the freight shop and now living in California, has been a recent visitor. He and his family flew here to spend the Thanksgiving holidays with his parents, Retired Paint Foreman and Mrs. L. H. Campbell.

Machinist Charlie Sweet, who has been ill for a long time, is probably back at work as this is read.

Machinist John Larracey was recently elected President of the newly formed Waterville branch of the National Police Union.

Bruce, 16, son of Mason and Mrs. Gene Alley, along with Larry, 18, son of Tractor driver and Mrs. Ken Philbrick, recently shot a 250 lb. bear in the Bingham area. They were deer hunting and came upon the bears den with bruin visible in it. A well placed shot put the bruin into permanent hibernation.

Word has been received here that former Paint Helper Albert Lacroix, who has been retired some ten years, died recently in California. Besides his widow there are 149 living lineal descendants.

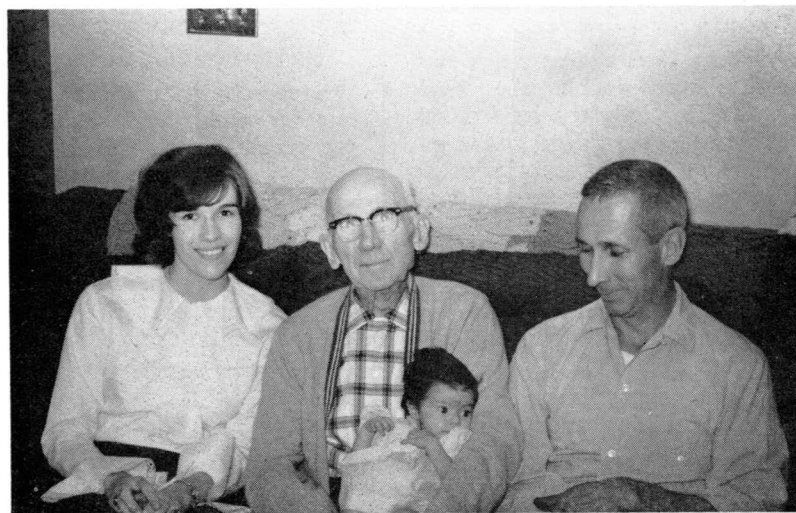
Supt. and Mrs. Alden Finnimore and Foreman and Mrs. E. Winston Pooler have recently been in Boston where the men attended the meeting of the New England Railroad Club and the women caught up on their christmas shopping.

Machinist Helper Willis Larracey has recently retired. He came to work here in 1923.

Late deer slayers have been Foreman Wade Richardson, a doe; Painter Don McCaslin, a buck, and Painter Earl McCaslin, a doe.

Machinists local 409 has recently reelected John Larracey president for the tenth consecutive year. Others elected are Laurice Varney, vice president; Eddie McAleer, recording secretary; Andy Miles, financial secretary; Don Priest, treasurer; Sid Hamlin as sentinel and Everett Pollard, trustee. Don Rines will be the silent conductor.

Glenn McCarrison is the Ramrod in the Freight Shop while Foreman Wallace Jewell is in Chicago and Earl McCaslin is Ramrod in the Paint Shop while G. K. Stevens is out.



**FOUR-GENERATION RAILROAD FAMILY**—This group includes the son, the grand-daughter and the great-grand-daughter of Percy Brown, center, retired Rip Track foreman at Waterville. At left, Nancy Brown Dessent, daughter of Bill Brown, at right, Sheetmetal worker at the Shops. Percy is holding Nancy's daughter Kimberly. The baby's father also is a railroad man, Gerry Dessent, spare yard brakeman.

**Rails**—from page 1)

dustry's rate of return on net investment was raised to a 4 per cent level for the first time in a decade.

Passenger travel continued its long-term downtrend, however, dropping 2 per cent despite a spurt during the summer's airline strike.

Looking ahead to 1967, Daniel P. Loomis, of Washington, D. C., president of the Association of American Railroads, said that "depending on the economy itself, the carriers anticipate further improvements in traffic and service, though it will be difficult to maintain earnings at the 1966 level in the face of cost inflation."

Mr. Loomis also noted these other indications of the lines' comeback:

Railroads in 1966 again reduced freight charges, dropping the average to 1¼ cents per ton-mile of freight traffic. This represents a 15 per cent reduction since 1958—in sharp contrast to the almost-equal rise in the same period of the government's Consumer Price Index.

Mr. Loomis said that if average railroad charges had risen as much since 1958 as general consumer prices instead of being reduced by 15 per cent, the nation would now be paying some \$3 billion more each year in transport charges.

"Surely, railroads have made a foremost contribution to the public's fight against high prices," he declared.

The 745 billion revenue ton-miles of freight handled by the railroads not only topped last year's total but also exceeded the all-time high of 737 billion ton-miles set in the World War II year of 1944.

Piggyback traffic rose 12 per cent over 1965 and at year's end was almost double the 1961 figure. The industry hauled 2.5 million truck trailers and containers on flatcars as piggyback loadings rose to 4 per cent of total freight carloadings.

New motor vehicles shipped by the railroads' new rack car methods totaled 4.6 million—3.5 per cent over the 1965 level and 236 per cent over 1961.

Capital expenditures reached the \$1.9 billion mark in this "Year 5" of the resurging industry—up one-sixth over 1965 and three times the \$646 million spent in 1961. This record total was channeled into new rolling stock and over-all technological improvements, enabling the industry to achieve new highs in operat-

ing efficiency. Including buying by private users, 105,000 new and rebuilt freight cars were installed.

Total operating revenues in 1966 matched the 1953 record of \$10.7 billion, and were nearly 5 per cent over last year and 16 per cent above 1961.

Rail passenger revenue, however, dropped to \$545 million, and now represents but one-twentieth of the industry's total revenues. Since 1961, rail passenger revenue has decreased 13 per cent while rail travel volume has fallen off 16 per cent.

The number of rail employees dropped about 1½ per cent from last year to an average of 631,000. Despite this result of better manpower utilization, annual wages and fringe benefits per employee rose to an all-time high of more than \$8,700, and the industry's total labor bill of \$5.5 billion amounted to more than half of rail revenues.

## Clerks to Hold Annual Banquet

Members of the Brotherhood of Railway Clerks will hold their annual installation, banquet and dance at the Eastland Motor Hotel Saturday evening, January 14.

Chairman of the event is Al Chapman, assisted by Joseph Gallant. Glenda Spires and Lillian Smyth will serve as hostesses.

A social hour is scheduled from 5:15 to 6:15, dinner at 6:30, installation at 7:30, entertainment by Roberta from the Tavern In the Town at 8, and dancing from 8:30 to midnight with music by Al Reali's orchestra.

## Other Costs Up; Rail Rates Down 14 Pct.

Average freight charges during 1965 on the railroads were 14 per cent less than in 1958. Initiative accomplished this despite the fact there was a 20 per cent rise in material prices and wages in the same period. There was also a 10 per cent increase in the Consumer Price Index.



**IN YARD 8, 78 YEARS AGO**—Men's hat fashions were changing, apparently, when this picture was made in Yard 8, Portland, back in 1899. The headgear consists of three bowlers, two caps, and of all things, three topplers. From left, Horace E. Pettingill, clerk; Walter E. Hayes, clerk; Louis Norman, brakeman; Hughie McNealus, conductor; Thomas Curran, brakeman; J. W. Gribbin, conductor; Joseph McNealus, brakeman; Howard Harmon, brakeman.

## RETIREMENTS

Thomas F. Cahill, locomotive engineer, Bangor, November 30.

Wallace F. Chaplin, crossing-tender, Bath, November 30.

Theodore J. Cote, machinist, Portland, November 30.

Russell W. Hammond, machinist, Portland, November 30.

Willis J. Larracey, machinist, Waterville, December 14.

Arthur M. Moro, carman, Rumbold, December 6.

Clyde E. Reynolds, locomotive engineer, Portland, December 2.

Alexis T. St. Pierre, trackman, Wiscasset, December 13.

Maurice A. Wiley, conductor, Bangor, November 30.

Disability retirements: Edward A. Coates, carman, Portland, December 13; Philip B. Harris, trackman, Pittsfield, November 15; Arthur J. Landry, carman, Portland, December 6; James B. Mason, trackman, North Stratford, N. H., October 21.

## Burton A. Brackett Dies In Bangor

Burton A. Brackett, 94, died in a Bangor hospital December 1. He was a resident of 45 Norway Road.

Born March 9, 1872 in Freeport, he was the son of Andrew and Etta (Bishop) Brackett. He worked as ticket agent for the Maine Central Railroad from 1913 to 1947, when he retired following 58 years of railroad work. Mr. Brackett, who at the time of his retirement held the company record for longest continuous service, sold the first ticket at Bangor Union Station.

He was a 32nd Degree Mason and was a member of Anah Temple Order of the Mystic Shrine, and the Bangor Masonic Club.

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