



## A. E. Christie Retires After Long MeC Career

It's a long way from Edinburgh, Scotland, to Troy, N. Y., Trenton and Lamoine, Maine, and from there to Waterville, Bath and finally to Portland, but Chief Special Agent Albert E. Christie has covered every step of the way.

And late in January, about the time this issue of the Messenger went to press, Al Christie took another step—into retirement after 44 years of Maine Central service.

In those 44 years, Al investigated thousands of criminal cases involving railroad property, and his very presence probably prevented thousands more. He's seen the changes in railroading at close hand, and dealt with security and safety problems caused by everything from thieves to hoboes and snowmobiles.

While the hoboes are gone, left behind by the fast-starting Diesel engine, the thieves remain, and probably always will, Al says. "Some people always will be fascinated," Al says, "with the idea of getting something for nothing . . . even if they have to break the seal of a box car."

"Snowmobiles," he says, "are something else. We've just got to convince 'em somehow that a railroad right-of-way is a mighty poor place to play. I hope we can do it before somebody gets killed."

Al Christie will leave these and other railroad police problems to

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ALBERT E. CHRISTIE



**NEWEST ON-LINE INDUSTRY**—Production is expected to start within a few days in this unique mill just completed at Leeds Junction by Gustin Bros., Inc. The firm will manufacture cross-ties for the Koppers Company and the Maine Central, and will also produce hardwood dimension lumber. The mill features a huge machine that will reduce three nine-foot hardwood logs to ties, lumber and chips every minute.

### Minnesota, Too

## Truck Driver Says Double-Bottoms Unsafe

Maine and Minnesota, both of which have claimed for years to be the birthplace of Paul Bunyan, have something else in common these days.

In both states, commercial truckers are seeking authority to use double-bottom trucks—a tractor hauling two trailers—with a total length of 65 feet.

In Maine, use of double bottoms would legalize a unit ten feet longer than the present law allows. In Minnesota, it would mean units 15 feet—or 30 percent—longer than is now legal.

Because of the current interest in Maine in this question, and because of the similarity of the problem in Minnesota, we are reprinting a letter-to-the-editor which appeared this month in the St. Paul Dispatch, and two editorials from the newspapers in St. Paul.

Author of this letter is not a member of railroad or highway transport management, but a veteran driver of double-bottom freight trucks.

### Truck Length

I am writing this in the interest of highway safety. Although I am a truck driver, and have been most of my life, I am opposed to any increase in the truck length limit in Minnesota, at least at this time. I have been employed by Consolidated Freightways as a road driver for the last 11 years. During the last five years, I have had to drive what are known as double bottoms, in the western part of this country, so I feel that I am qualified to give you a first-hand, competent opinion on the safety of these units.

Even in the Western states where traffic is much lighter than here in Minnesota, they are very hazardous.

So that you may understand these units better, I should explain that they consist of a single axle short wheel base tractor and two 27-foot trailers that are connected together with a single axle dollie. This unit therefore has three joints—where the first trailer connects to the tractor, where the dollie connects to the rear of the front trailer, and where the rear trailer connects to the dollie.

Another factor that makes these units more unsafe is because each unit has only a single axle so that the weight distribution does not make for good breaking efficiency. Also, the fact that the trailers are 13 feet 6 inches high and have lighter springs make them very hazardous to drive in windy conditions.

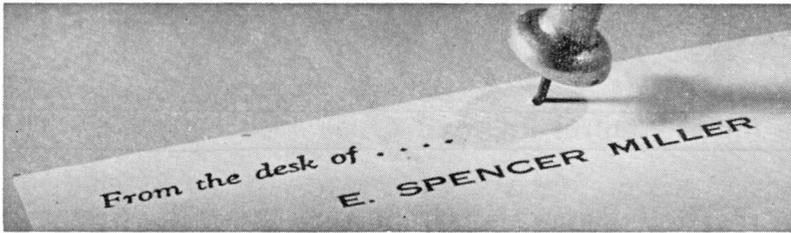
We have had dozens of trailers and even whole rigs blow off the road or tipped over on the road. We have even had trailers that were parked at the trailer lot at the state line blown over while they were standing still.

Especially during the winter months, Consolidated Freightways doubles cause a great deal of congestion on the western highways because if the hills are slippery, they are spun out and jack-knifed on almost every hill. Even in wet, rainy weather in the summer, they are dangerous and hard to control.

I can truthfully say that if the back box (or trailer) wants to follow in line, there isn't too much of a problem, but if it doesn't, the driver up in the cab has no control over this second box. I should also point out that even our most experienced over-the-road drivers find it impossible to back a set of these units more than a very few feet.

I would suggest that if you are in doubt about how many of the state police departments feel about the safety of these units, that you contact some of the state highway police in Montana, where these units have been used for several years. Recently, two members of the Montana Highway Patrol stated to me that every time they make out an accident report where these units are involved, that they recommend that they be barred off the highways of Montana.

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### TO MY FELLOW EMPLOYEES:

We have just turned the corner into 1967, which holds great promise for Maine Central due to increased production in the mills of many of our established customers and in several locations where new industries have been established. There are great opportunities immediately ahead for the railroad, but for the moment, let us deal with opportunities in the more distant future.



To illustrate the potentials, and to support my belief that railroading in the country and in Maine is on the threshold of one of its most exciting and expanding periods of usefulness to the public, I shall have to employ a few statistics. If all of the freight which is now being carried on the railroads of this country were to be transported on a highway system, condemnation of enough land for that highway system would equal a number of square miles  $2\frac{1}{2}$  times the size of the State of Maine, and of course the expense would be enormous, but it does not stop there. Mr. David H. Stevens, Chairman of the Maine Highway Commission, has furnished our Vice-President of Engineering with figures to the effect that the cost of the interstate over the 24 miles between Newport and Bangor was \$861,000 a mile. This cost today would be about \$1,000,000 but let us accept the \$861,000 figure and compare it with the cost of building a mile of railroad.

The cost of a mile of new main line track for Maine Central including land, clearing, grading, drainage, crushed rock ballast, treated oak ties, 115-lb. rail and C.T.C. signalling would be \$140,000. Thus we have the cost for a railroad of  $1/6$ th that of the highway and we have an efficiency of movement, due to the concept of trains, far greater.

My studies have indicated that Maine Central so far as plant, but not so far as rolling stock, is concerned is operating profitably at only about 17% of capacity. In other words, it could handle six times as much freight as it does. If it did, the rates could be tremendously lowered and the public benefit immense.

In common with many others who look into the future, I see a time when large sections of this country are going to have problems similar to, and only less in magnitude, than those of Japan. The highways are going to become glutted and the great attraction of moving freight over them in single vehicles, or moving passengers over them with one or two people being carried in a vehicle powered by an internal combustion engine, is going to become non-existent and may even become limited by imposition of law.

One of our freight trains carrying 80 loads would supplant 150 trucks on the highway and all of the pollution, as well as congestion, they involve. One train operating into a metropolitan area could easily accommodate 800 to 1,000 people and therefore supplant somewhere between 500 and 1,000 automobiles, eliminating all of the congestion and all of the air pollution which they cause.

We of the Maine Central believe that those things are going to happen and our state of mind is simply this; we are preparing them in the planning stage and thinking about them. It is not so near to us as it is to railroads operating between Boston and Washington, but we still think this is what the future holds and we very much believe that the population of northern New England is going to increase, along with its industrial productivity. We are very conscious of the fact that we are a public utility with everything that that implies.

The public, as can be seen, has a tremendous stake in treating the railroads fairly taxwise, treating them fairly with respect to their competition, and seeing to it that they are sound, healthy and financially able to meet this challenge to serve the public when it comes.

We went out of the passenger business pursuant to public desire as evidenced by the fact that each of our trains by 1960 was handling

less than half a bus load. We are willing and anxious to get back into that business when the pendulum swings to such an extent that it will be the desire of the people once again to have the comforts and reliability of passenger train service, in addition to the great public need to eliminate the uneconomic expense of super highways, the congestion on existing highways, and the pollution of the air which a multiplication of vehicles on them necessarily produces.

*E. Spencer Miller*

## A Letter To The Messenger

To the Editor:

On receiving my ever welcome Maine Central Messenger yesterday I was disturbed to read of the double trailer attempt by the M.T.O.A. If this passes the Legislature they will be getting away with murder unadulterated.

In Massachusetts the double trailer deal is strictly between the truckers and the Mass. Turnpike Authority. Not one inch on a free public hi-way. At the time the deal went thru the railroads protested the free marshaling yards for the storage of these trailers as being tax free and our yards are heavily taxed.

In 1966 we had numerous deadly accidents involving collisions with trailers on the Mass. Pike, the last one taking four lives. The driver of the truck is being held on manslaughter charges. There is plenty of danger.

I drive thousands of miles in Maine each year and pay gas taxes and I feel very strongly about the situation.

Sincerely,

Lester P. Maccabe  
15 Fiske Lane  
Natick, Mass. 01760



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.

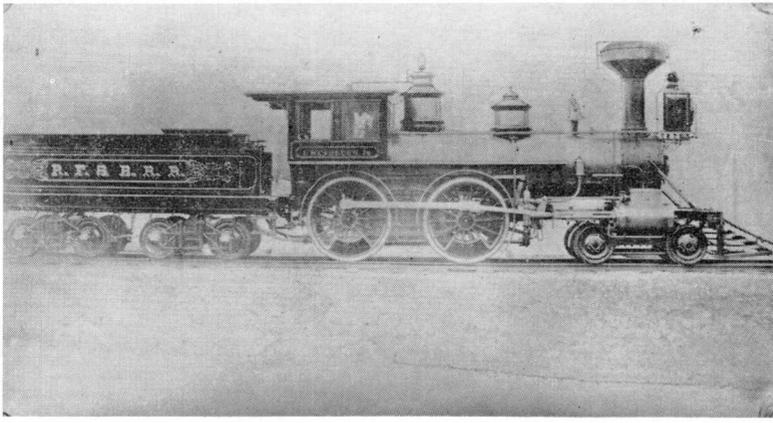
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**ALLEN'S FIRST**—The "I. Washburn, Jr.," above, one of the first locomotives to serve on the Rumford Falls and Buckfield Railroad, was fired by Wallace L. Allen when he first became a railroadman in 1888.

## Wallace Allen Turns 99; Was RF&B Fireman

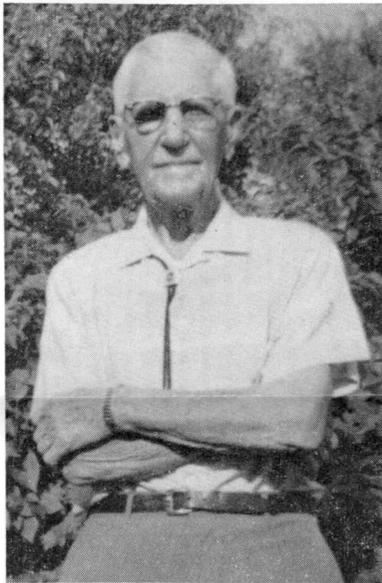
We've just heard, through Retired Chief Dispatcher Harry Treat, that Wallace L. Allen, certainly one of the oldest living former Maine Central engineers, observed his 99th birthday in November at St. Petersburg, Florida, where he's spending the winter with his niece, Mrs. Julia Tracy.

Born in 1867 in Canton, Maine, he began firing on the Rumford Falls & Buckfield R. R. in April, 1888. This little road at that time was 25 miles in length, extending between Mechanic Falls and Canton. The first engine that he fired was No. 1, the "I. Washburn Jr." There were then three locomotives: No. 2, the "S. C. Andrews;" and No. 3, the "Buckfield." Nos. 1 and 2 were built in 1878 by the Portland Co.; No. 3 was built in 1883 by Rhode Island Loco. Works.

Mr. Allen was promoted to engineman in April, 1891, and in 1893 he was covering a work train engaged in construction of main track from Mechanic Falls to Poland Spring Junction, 11½ miles, to establish connection with the Maine Central. The name of the Junction was later changed to Rumford Junction. In 1890, the Portland & Rumford Falls R. R. was incorporated, and immediately leased the R. F. & B. and began construction northward, reaching Rumford Falls in 1892, a short period of time prior to the construction southward from Mechanic Falls.

Mr. Allen covered P. & R. F. trains over all districts, also became fully qualified to operate P. & R. F. trains over the MeC. between Rumford Junction and

Lewiston, and MeC. trains between Lewiston and Farmington. He retired on May 31, 1937, after 49 years of service, mainly on passenger trains.



**WALLACE L. ALLEN**

## Trackman Murphy Victim of Fire

Trackman Mark E. Murphy, Waterville, died January 5 as the result of a fire that swept his home in Oakland. He was 52 years old.

Mr. Murphy had 24 years Maine Central service and started work for the railroad in April, 1942, and became roster rated in October of the same year. He worked as trackman on most of the sections and in the extra crew on District No. 4. He also worked as a machine operator, and recently bid off a trackman's position in the Waterville Yard. He was a VFW member.

He is survived by his wife, two sons and a daughter. His brother, E. E. "Stub" Murphy, also worked for the railroad, and died last July.

## Railroad Workers' Credit Union Members Meet, Approve Changes

Members of the Railroad Workers' Credit Union voted approval of several changes in their organization's operations at the annual meeting in January.

The event was held at the Lafayette Town House with Clark Neily, assistant general manager, Greater Portland Chamber of Commerce, as the principal speaker. Neily described benefits to the Greater Portland area of several new or expanded industries, and presented a new film used by the Chamber and the Greater Portland Area Development Council to describe the benefits of Greater Portland to industrial site seekers.

In his report to the membership, Credit Union President Hugh F. Flynn described 1966 as a year of growth and change for the organization. Share accounts increased, he said, to a new high of \$1,326,301, while loans reached \$1,019,996. In March, 1966, a record amount of \$168,050 was loaned to members.

Principal operations change for the coming year, Flynn said, will involve the elimination of Credit Union pass books. When fully operational, the new plan will provide each member with an exact copy of his account card twice a year. This card will show every transaction made during the period, and will eliminate the necessity of keeping pass books up to date.

The following officers were re-elected:

President and manager, Hugh F. Flynn; Vice President, Clifford R. Ball; Treasurer, Merrill B. Stanley; Assistant Manager, Mary Ann Berry; Clerk, Lawrence W. Reinsborough; Supervisory Committee, Fred L. Harris, Alice A. McLaughlin, George E. Spires, L. W. Reinsborough; Supernumerary, Jean E. Gilpatrick.

Directors, John F. Bevan, Bangor; Wendell D. MacDowell, Portland; J. W. McIntire, Rumford; Chester L. Shepherd, Old Town; Merrill B. Stanley, Portland; and Joseph Gallant, Portland.

## New Wonder Drug 100% Effective

There's a new wonder drug that's 100 per cent effective in all cases.

It can prevent broken bones, twisted backs, loss of sight, even death itself.

It is cheaper than aspirin, but not enough people buy it. It is non-narcotic, but is habit-forming.

It has side-effects, but they're all pleasant.

It's called SAFETYMYCIN.

### Note of Thanks

Section Foreman Warren L. Tourtillotte, Passadumkeag, who retired Dec. 30, wishes to extend his thanks, through the Messenger, to all those who donated to his retirement gift.



**AT LIONS' FATHER-DAUGHTER EVENT**—General Counsel Archibald M. Knowles and daughter Kendra, at left, and Assistant Comptroller John Gerity and daughter Linda were among some 60 father-daughter combinations who attended a special luncheon in Portland last month. It's expected to become an annual affair.

## Longer Trucks Not Needed

The State Truckers association is again planning to lobby for legislation permitting double bottom (two trailer) trucks on Minnesota's highways.

The proposal failed in the 1965 legislative session when the truckers failed to present a convincing case. And there is no indication that the truckers have come up with any facts to make double-bottoms any more desirable in 1967.

The truckers depend on two arguments. They point out the economic advantage of such a move to the carriers and the users of truck transportation. And they note that most other states permit double-bottom trucks on their roads.

These facts are undoubtedly true. But they do not change the fact that

longer trucks constitute a significant traffic safety hazard.

Trucks are an important and necessary mode of transportation. But everyone who has ever been caught behind or between two giant semis knows that they are both a nuisance and safety hazard. There is no question that longer trucks would increase both the hazard and nuisance factors.

Minnesota should not be pressured into passing this law simply because most other states have it. The decision should be based on the public interest of Minnesota residents not on the basis of the success of trucking lobbies in other states.

—St. Paul (Minn.) Dispatch  
Oct. 1, 1966

## New Truck Train Threat

Repeating a pattern that has grown familiar over the years, the trucking industry is urging the Minnesota Legislature to increase the size limits for the big freight carrying transport vehicles which ply the highways.

The drive is on again for legalization of highway "freight trains" of three vehicles hitched together—the "double bottom" system. These behemoths would be 65 feet long, an increase of 30 per cent over the present common tractor-trailer combination which is limited to 50 feet. The truckers also want the tractor-trailer size extended to 55 feet and the present 55-foot automobile transport unit extended to 60 feet.

News stories have presented the truck size controversy as merely a competitive struggle between the trucking industry and the railroads. There is a vitally interested third party to the dispute, and this is the general public. Every motorist must share the highways with the trucks. The railroads take freight off the highways and thus provide more road room for the ordinary driver. Railroads provide their own right-of-way and track. Trucks use the public thoroughfares.

Trucks and railroads both are essential to industry and commerce. It is not essential, however, that trucks should continue to increase in

size indefinitely. Linking them together into highway "trains" on Minnesota's crowded and often narrow roads would be a safety hazard and an imposition on the rights of the ordinary driver.

If double-bottoms, consisting of a tractor pulling two trailers, should be authorized now, the next step in all probability would be demands for longer trains with three, four or more trailers hitched behind a tractor. The history of trucking legislation has been one of persistent and never ceasing pressures in state legislatures for bigger and bigger vehicles on the roads. When a breakthrough is made in one state, this is used as an argument that all the neighboring states must follow suit.

Minnesota has no need for truck-trains or for more gigantic vehicles than are already on the highways. In recent years travel for the average motorist has been noticeably improved by transfer of a great deal of automobile hauling from trucks to piggyback cars on the rail lines. This is progress in the public interest. The Legislature should not reverse this trend by inviting ever bigger freight vehicles on the roads. Double-bottoms were defeated in the 1965 session, and should be rejected again this year.

—St. Paul (Minn.) Pioneer Press  
Jan. 5, 1967

## A Million Hold Railroad Securities

Nearly a million people hold railroad stocks and bonds. The industry's rate of return on net investment has averaged slightly over 3 per cent in the postwar period—half that for regulated utilities and a third of that in general manufacturing.

Today's railroad plant represents an investment value, after allowing for depreciation, of \$26.4 billion; yet it would take nearly twice this amount to replace capital facilities at present prices and three times as much to build the present rail system from scratch.

## Letters—(from page 1)

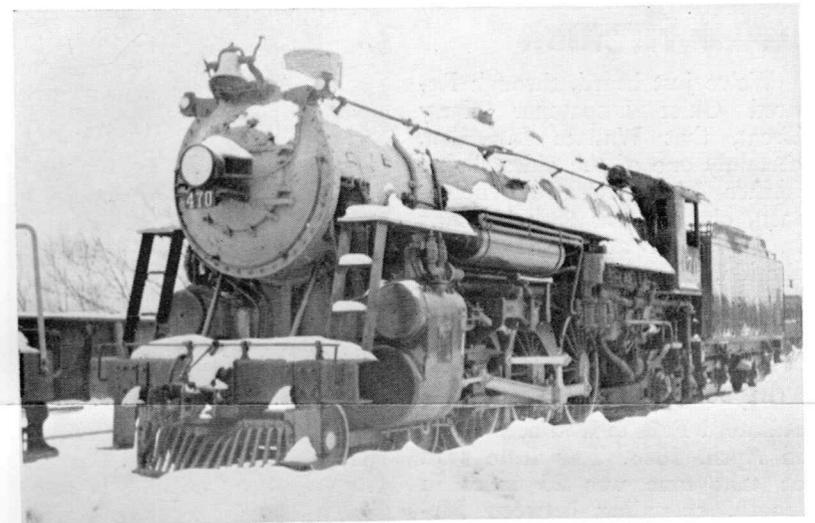
Consolidated Freightways have made the statement that increased length limits will increase employment in Minnesota. In truth and in fact it would decrease employment—because the road drivers would be moved out of Minnesota to either Chicago or Akron and Consolidated Freightways' payroll in Minnesota would be decreased by at least \$1 million dollars.

I urge that you oppose any increase in length limit in Minnesota. Minneapolis. FRED W. ZANTOW.

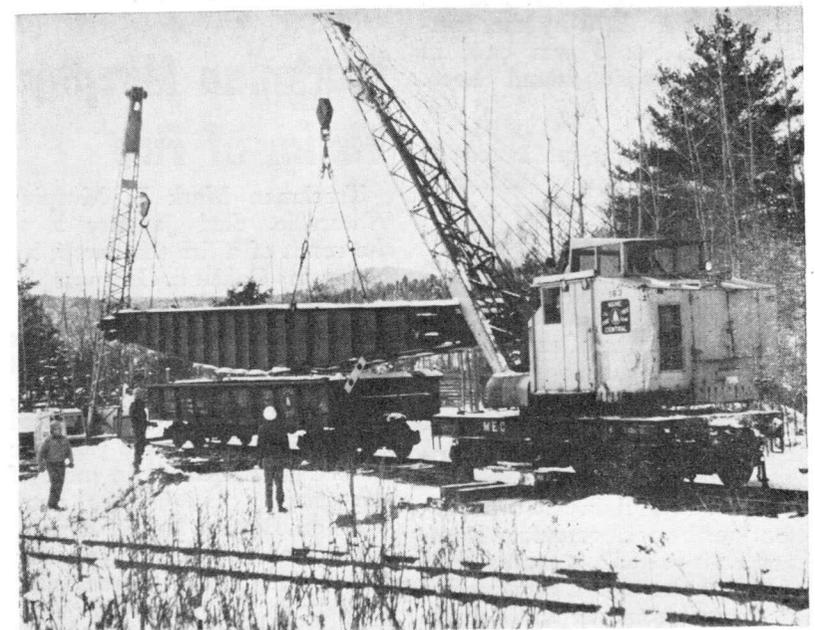
—St. Paul (Minn.) Dispatch  
Jan. 11, 1967



**WINTER SCENE AT FAIRFIELD**—The busy Ralston-Purina plant at Fairfield, destination of hundreds of cars of corn and other feed ingredients, as it appeared after a recent snow.



**IN SNOW-COVERED RETIREMENT**—Locomotive 470, awaiting permanent enshrinement by its owners, the City of Waterville, is covered with snow these days on its storage track in the Waterville Yard. The old locomotive was given to the City during the Maine Central's Centennial observance in 1962.



**NEW TURNTABLE INSTALLED**—Installed by Engineering Department forces last month to turn plows at Lovejoy's, near North Stratford, N. H., was this 85-foot turntable. It was placed on the same center base as a smaller table installed in 1891 and removed in 1937. The table, shown as it was raised by two cranes from a gondola, was in storage at Deering Junction for many years, and originally served at either Mechanic Falls or Bartlett.



**THE BOSS UNDERSTANDS**—Clifford P. Hawkes, auditor revenue, who recently completed work for his bachelor's degree in night school and who is now working on his Master's requirements, discusses the problems of part-time scholarship with Miss Donna Roderick, an employee in his department who is currently attending night classes at Gorham State College. She hopes to become a teacher.

## District No. 4 Veterans Retire

District No. 4 is losing some of its long career men in the track department through retirement.

Foreman William B. Varney, 66, of Clinton, retired Jan. 9, after 46 years of service. He worked as foreman most of his railroad career and he was the Local Chairman of the Maintenance of Way Employees. He went on sick leave in January, 1966.

Foreman Leon R. Lawrence, 65, of East Newport, retired January 6, 1967, after 44 years of service. He worked throughout the years as an assistant foreman and foreman on various sections and in the extra crew, and had been foreman at East Newport since May, 1943.

James Cameron, 64, of Waterville Yard, retired on disability after 42 years service. Jimmy had worked in the yard here since October 1944. He went on sick leave in October, 1965.

Philip Harris, 57, Pittsfield, also retired recently on disability after 33 years service. Phil worked as assistant foreman, foreman, welders helper and mason helper. He was working as a trackman at Pittsfield until he went on sick leave in February, 1966.

## Signalman King Ends Long Service

Signalman David R. King, 66, retired January 4 after 46 years of service.

King started as a signal helper at Lewiston November 8, 1920. In 1924 he was assistant signal maintainer at Bartlett, N. H., and in 1930, he was signal maintainer at Oakland until 1957, when the position was abolished.

He was awarded the position of signal maintainer at Waterville on November 7, 1957, where he remained until his retirement.

Mr. and Mrs. King reside at 318 Church Street, Oakland. Dave doesn't have any particular plans, just to take it easy.

## Lewiston Mayor Names Myrand Local CD Chief

G. Daniel "Danny" Myrand, yard brakeman at Lewiston, recently was named Civil Defense Director for the City of Lewiston by Mayor William Rocheleau, Jr.

"Danny" has been a brakeman for the Maine Central for the past 27 years.

A World War II Air Force pilot, "Danny" has been active in the Air Force Reserve and now holds the rank of Major.

## GENERAL OFFICES

Erroll Libby of the Comptroller's Office recently purchased a 1967 10-passenger Ford country squire station wagon, moss green, with Thunderbird engine. This should come in handy when Erroll attends those auctions.

Mr. and Mrs. Jerry Shea have moved to Clifton Street, Portland, where they have bought a home.

We extend sympathy to Robert Grant of the Law Department on the recent death of his mother.

We are pleased to welcome Miss Gloria McCullough into our Maine Central family. She has accepted the position of Leading Clerk-Stenographer in the Mechanical Department, position formerly held by Mrs. Frances Foss, resigned.

Dorothy Proctor, office of Superintendent, Car Service, and husband George spent the Christmas Holidays with son George III, his wife Jeanne, and their daughter Dotti at Ipswich, Mass. Friends of George III will be pleased to hear that he and his wife have purchased a new home in Scituate, Mass.

Chief Clerk George Marcroft of the Superintendent's office, and wife

Faye spent the Holidays with relatives in Skowhegan.

Donna O'Bryan, Stenographer in the Superintendent's office and her parents, spent the Christmas Holidays in Tinsmouth, Vermont visiting relatives. They enjoyed the old-fashioned kind of white Christmas—18 inches of snow and gale winds.

G. E. Robie's son Paul has enlisted in the U. S. Army and is now at Fort Dix for his basic training.

Miss Martha True has returned to work in the Revenue Office after being on sick leave for several weeks. During her absence, two former employees, Ellie Cousins and Gladys Lyden substituted, each one coming in for two weeks.

Miss Theresa Foley is a new member of the Revenue Office.

Mr. and Mrs. Clifford P. Hawkes, Jr., Mr. and Mrs. Joseph F. Green, and Mr. and Mrs. Arthur P. Gilbert attended the Governor's Inaugural Ball at Augusta.

Maine Central friends were among the many who honored Mr. and Mrs. Harry L. Blackmore, Elmwood Avenue, Westbrook, at a surprise 25th Wedding Anniversary party given by their daughter, Nancy, and Miss Linda Thurston at the home of Mr. and Mrs. Fred W. Chase, Blackstrap Road, Falmouth.

Harry, who is a clerk in the Engineering department, and Mrs. Blackmore have four children: Donald L., of Williamsburg, Mass.; Robert W., a Junior at the Maine Maritime Academy; Nancy, and Gerald A., a Freshman at Westbrook High School.

## RIGBY YARDS

G. E. Queen has bid off position 35R and R. E. Crockett has bid off position 65R. R. A. Parker has bid off first trick watchman's position at Wharf One. M. S. Grover has bid off position of second trick assistant yardmaster at Rigby East Yard.

The following have had vacations recently: Yard Clerk J. J. Joyce, M. A. Eaton, Yard Clerk E. J. Regan, First Trick Operator W. D. Graham, Third Trick Operator D. J. Wilson, E. A. Wakefield, J. E. Pouliot and C. J. Forest.



**INTO THE WILD BLUE**—Dana Bean, center, a clerk in the engineering department, Portland, left last month for a tour of duty in the Air Force. Seeing him off with cake, coffee and best wishes were, from left, Charlie McCarthy, Carol Bragdon, Larry Harding, Wendell Quimby, Dick Estes, Eddie Stewart and Mary Morse.



**HE PILOTS A PLANE, TOO**—Harold E. Stinson, Clinton, a Maine Central engineman, learned to fly this fall and when not operating a diesel locomotive, can usually be found at the controls of this trim aircraft. The problems, he finds, are somewhat different in the air than on the rails.

## RIGBY ENGINE HOUSE

Foreman and Mrs. Joseph DeRoche enjoyed the visit of their daughter Ann, and son David and family for the holidays.

Stores Department employees Matthew "Frank" Kane and Albert Hansen are both back at their jobs after a spell of sickness.

Portland Terminal Fireman George Bucklin, retired, died recently after a short illness. He was 90.

Machinist Doris Boisse has bid off the job held by Russell Hammond, who retired last month. The position covers all machine work by lathe, planer and boring mill. Doris was visited by his sons Andrew and George during the holidays.

Former Engine-house employee Walter "Bill" Lesniewski, who retired after 46 years service, 12 years ago, died recently at age 78. "Bill" was quite a farmer and furnished garden produce for the boys at the engine-house for many years.

Two visitors at the shop early in the month were former Machinist John Prater, retired, and Edward Prater, John's son, a Machinist Helper during the World War II days. "Eddie" is now working in New Jersey.

Rigby is pretty well depleted of old-timers, with the retirement of Machinists Theodore Cote, William Brume, and Russell Hammond at the engine-house and Carmen Arthur Landry and Edward Coates, Car Department.

Martin J. Conley, a former Boston and Maine Car Inspector working at the Rigby terminal yards, died recently at age 80. He has been retired for 15 years. He was the uncle of Martin Conley, a former laborer at the engine-house.

"Red" Baker and his Bridge and Building crew are doing a major repair job at the Rigby Stores Department. They are replacing the present plank floor with concrete reinforced with steel. The job will have to be done in sections as there is considerable heavy equipment to be moved.

Foreman James Brice, 3rd trick, is the nephew of the late Fred Brice, former University of Maine football coach who died in January.

They had their usual Christmas tree at the car department, set up in the bunk house. The decorations were of a most unusual type, but made a pretty scene.

Carman C. W. Audette has bid off the Inspectors job 7 am.-3 pm. under the new foreman, Earle Jones. It is the same type of job he formerly worked under Foreman Edward Landry on the second trick.

Machinist Albert Stiviletti has a new "Le Mans" Pontiac, and likes it very much.

An article appeared in the Eutectec Welding magazine, covering the building-up of wheel flanges on locomotives used within the Terminal. This innovation was first introduced by General Foreman Gordon Sears, with the welding operations being done by Albert Wetmore, Machinist-Welder, and later by the present welder Albert McCann.

Christmas food baskets were distributed to those who were out ill.

Albert Stiviletti and Martin Stratton were in charge of raising the fund around Rigby.

Machinist Helper Roland Gildard has been sick for quite awhile and is now convalescing.

Former Electrician Joseph Madjerac, is working as a supervisor at Fairchild Semi-Conductor in South Portland, and will be employed in the new section which is now in the final stages of construction. Joe wishes to be remembered to all of his friends at the engine house. He is taking an extension course at the University of Maine in Portland.

## ROCKLAND

The B and B department moved into Rockland around the first of January to commence work on extending and rebuilding the loading ramp so that there will be more room to load lime for the Aroostook County area. Two cranes, several accompanying cars and the living cars for Foreman Wes Morang and crew make up the complement of this work outfit. Yard Conductor G. E. Gagnon from Waterville is here flagging for this crew.

Engineer Ormand Lowe has bid off NJ-2/JN-1, succeeding E. A. Elliott, who took the Northern Maine Junction Switcher, which makes it much better for him to be home.

Plumber Harold Finnemore and helper were here winterizing the water pipes to keep them from freezing.

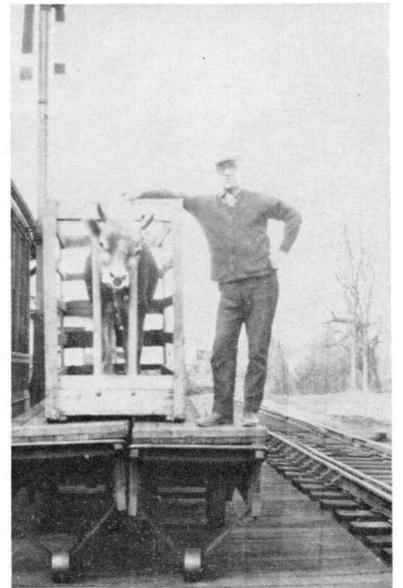
Retired sectionman Ansel Wooster paid us a visit. He is looking well and inquired for former friends and co-workers.

One day recently it looked like a company outing with about five Maine Central vehicles parked around here, all at the same time. Horaces Ames, Harold Finnemore, J. E. Lancaster, Wes Morang and Roy Cote made up quite a complement of various departments.

Malcolm Brown bid in the Section foreman's vacancy while E. I. Miller is off.



**MLP ENGINEER**—William Winship, about a year old now, is the son of Mr. and Mrs. Richard Winship of Bangor and grandson of Bangor Engine House Foreman and Mrs. Charles Wilson, Jr. Grandpop says the lad is an engineer on the Maine Lollypop Line.



**RALPH IS AT RIGHT**—Ralph Tracy, now general agent at Augusta, and friend at Vassalboro Station in 1926. S. R. Stillings of North Berwick supplied the picture (and the caption, too.)

## LEWISTON

Aime Roy, former spare crew cook and later truck driver at Lewiston, retired December 27.

Aime joined the MeC on the 15th of April 1929. During World War II he was employed at Rigby cooking for a large number of men. As a cook Aime really excelled as everyone who has tasted his cooking will testify.

Best of luck in your retirement, Aime.

Ernest Vigeant, trackman at Lewiston, retired Dec. 30. Ernest worked on the MeC for 42 years, having joined the railroad June 16, 1924.

Albert Beaudoin, track foreman at Lewiston and Auburn, was a patient recently at Ste. Mary's Hospital. We all wish him a speedy recovery.

Does anyone want to hire a combo for a hoe-down?

We have the start of a band at Lewiston with general agent Richard (Dick) Achorn on the guitar and track supervisor Don Wolfe on the banjo and mouth organ—a brand-new one he got for Christmas. Anybody else care to join? This is on a first come, first accepted basis. Who knows, this may be the start of something big.

## WATERVILLE STATION

Sympathy is extended to the family of retired Crossing-Tender Ludger J. Cyr, who died recently at 81, and to Trackman Les Tapley, Carmel, on the death of his father.

Agent Harold Dart, Oakland, is sporting a 1966 Impala hardtop. Larry Dart, son of Harold and Mrs. Dart, recently became engaged to Darlene Paradis. Larry Dart served three years in the U. S. Army with overseas duty and is now employed by C. B. Davis Company, Waterville.

Paul Shannon has bid off a signal maintainer's position at Waterville on account of Dave King retiring.

Earl Doodly has bid off foreman's job Waterville Yard temporarily while Joe Haskell is out sick.

Joe Doyon, at Burnham, has bid



**WATERVILLE-HARTLAND CREW**—Here's the crew of WP-1/PW-2, Waterville to Newport Junction, with a side-trip to Hartland and return. From left, Charles Kimball, engineman; Guy Giberson, brakeman; and Arthur Herron, conductor.

off foreman's position temporarily at Winslow while Romeo Beaulieu is out sick. Bob Bennett returned to his assistant foreman's position in the yard and Paul Campbell, who was filling Bob's job, has returned as trackman in the yard.

Charlie Green has bid off machine operators job at Waterville.

Assistant to Work Equipment Supervisor Al and Mrs. Henderson recently became grandparents of a new granddaughter, their 6th grandchild.

Kerry Clark has bid off laborers job in Waterville Yard with three days first trick and two days third trick. Kerry worked as trackman last summer on the Harmony Branch when we were taking up the Hartland to Harmony portion.

George Sanborn, Winslow, has bid off trackman's position at Burnham temporarily while John Sanborn is on leave of absence.

Sympathy is extended to the family of retired yardmaster Arthur Miller who died January 13. He was 69 years old. He had 46 years of service when he retired in 1963, and was a life member of the Brotherhood of Railroad Trainmen.

Laborer Bob Knights has swapped his car for a new Ford pickup.

Switcher No. 8; Bob Greene, brakeman, Switcher No. 6; and Reid Camic, who will be in the hospital a little while longer. Here's wishing them luck.

Sympathy is extended to the family of Arthur Miller, who died January 13. Arthur retired four years ago as Swing Yardmaster, a job he held many years.

George Frank, Road Brakeman on the Bingham Job, says he's not going to vote for a sheriff that doesn't know the difference between a bugle and a horn on a tug boat. The story is a long one, and it could never be told by anyone but George. He had Joe Meehan crying, and Larry Ridley, Arthur Voisine, Burns Hillman



**POTENTIAL RAILROADER**—If ancestry is any indication, David Wade Richardson, age ten months, will be a railroad man. His paternal great-grandfather, John, was a coach painter at the Waterville Shops around the turn of the century. His paternal grandfather was a coach painter at the Shops in the 30's, and his parents are air brake foreman and Mrs. Wade Richardson. This picture, incidentally, was made last month after his first haircut.

and Bob McPherson in stitches while telling the story.

The railroad standard clock stopped running while the crew of Switcher No. 4 was having lunch recently. The boys noticed it right away, and made a remark to Burns Hillman, Assistant Yardmaster. The reason—so he said—was to give us more time to work on BR-2 as they were running a little late.

A blue light erected on Tower A now indicates if Allen Street crossing is plugged by a train on the Main Line, making it advisable to use the Railroad Crossing next to the Tower where a gate is controlled by the tower man.

Joe Hafford from Bangor will be with us for quite a while—he bunted the rear brakeman on Switcher No. 6.

L. W. Woods from Bangor has placed himself on the Waterville Spareboard.

Sympathy is extended to the family of Mark E. Murphy, Trackman at Waterville, who died January 5 at Oakland.

Ruth Brochu, assistant editor for the station, was absent minded around the holiday. Denise tells us that Ruth made coffee at the office without coffee, which is a pretty good trick.

Ralph Snow, Sr., and Mrs. Snow have gone to the Southwest for the winter. His son Kenneth, yard checker, says they are in Arizona and will return in April.

D. E. Lucas, engineman, was here for a short while. He bunted Switcher No. 6, and took his vacation.

D. E. Peterson, Road Trainman, says he's been on bunting rights for the past four months. He held the head end of the Bingham Job.

Sympathy is extended to the family of Leon H. Tapley, 78, Engineman retired, who died Dec. 4. Old-timers will remember him as doing mostly spare work at Waterville, although he held some of the regular jobs for short times. He retired at the age of 62.

It was learned that our buddy, Ike Stowell, now holds the Lewiston Lower job, RA-1—AR-2.

Burns Hillman and Thurl Severy, retired engineman, were seen at a local bank talking over old times.

Foreman R. A. Beauliere is recuperating from an operation, and last was seen walking to the Freight Office on College Avenue. He says he's anxious to come back to work.

Jim McClay, retired Switchman, and Mrs. McClay recently celebrated their 50th wedding anniversary. Among those attending the anniversary party given for the McClays by their children were Romeo Roy, Brakeman, Switcher No. 7, and Mrs. Roy.

On vacation this month were M. P. Mitchell, G. A. Dessent, W. T. Hanscom, L. L. LaPierre, R. B. Williams and J. J. Peaslee, all from the Yard; A. E. Herron, road; C. G. Kimball, C. A. Clark and D. E. Lucas, enginemen; N. A. Dow and S. O. Corson, hostlers.



**RALPH ON DUTY**—Swing Assistant Yardmaster, Waterville, Ralph LaLiberte, shown at work, keeping crews and customers in touch by phone and radio.

held at the American Legion with a buffet and social evening. All those attending had a grand time.

Mrs. Ernest LaLiberte, clerk-stenographer, and daughter, Lea Jean, spent a recent week-end in Boston with her sister and family.

Mr. and Mrs. Wyman Closson, and children, were recent guests of Mrs. Closson's parents, Mr. and Mrs. Alden H. Finnimore.

The retired foremen gathered in Mr. Finnimore's office recently. Attending were R. E. Patterson, E. E. Johnston, Ray Clark, Abe Johnson, L. H. Campbell, W. D. Otis, O. J. Thompson, Ray Show and John Abbott. It was nice to see all of them again.

D. F. Rines, Machinist, was ill in January.

M. G. McCausland, Carman C, took the position vacated by Mr. Tenan at Brunswick as of Dec. 29.

Some of the late vacationers were Foreman D. B. Sherrard; Machinists J. E. McAleer and B. K. Ladd; Electrician K. E. Reed; and Carman A. J. Desveaux.



**BUSY THESE DAYS**—Oral Perry, operator of the Caterpillar front-end loader in the Yards at Waterville, is a key man in the snow-removal force at work in the yards.

## WATERVILLE YARDS

Trainmaster Bud Harris got his wires crossed recently, and B. C. Hillman, Assistant Yardmaster, 2nd trick, had a good laugh over it. There was a fellowship meeting at the Methodist Church, and Bud was dressed for the occasion. All the time he thought it was a supper meeting. He ended up home late and hungry.

Our condolences are extended to the family of Don Vigue, Road Trainman, on the death of his wife.

Guy Coro, Spare Conductor, is sporting a new maroon Pontiac Catalina. It's a honey.

It was good to see Stanley Karnes in the Waterville area, even if it was for only a short while. He held the Bingham job about two weeks, got bunted and went back on his old job on the Augusta Switcher.

Several of our boys have had short stays at the hospital. They include Gerry Peaslee, conductor, Switcher No. 6; Bill Bodman, conductor,

## WATERVILLE SHOPS

C. L. Whitney and Irene Wentworth were married recently at Fairfield Baptist Church.

G. K. Stevens, Paint & Mill Room Foreman, underwent major surgery in December, and at this writing is feeling much better.

The Railroad Christmas Party was

## With the VETERANS

The Railroad Veterans met December 18 at Howard Johnson's, Thornton Heights, with 57 members and friends present.

The group enjoyed dinner, followed by a business meeting and installation of officers. There was a Christmas tree and floor show which included Tommy Keating, 10, grandson of Mr. and Mrs. John Keating, playing piano solos. His performance was greatly enjoyed and well done.

Paul and Lydia Landry also entertained, with Paul at the banjo and Lydia at the mike, accompanied at the piano by Lester Cole, who performed in professional style. There was group singing of Christmas carols accompanied by Lester Cole at the piano.

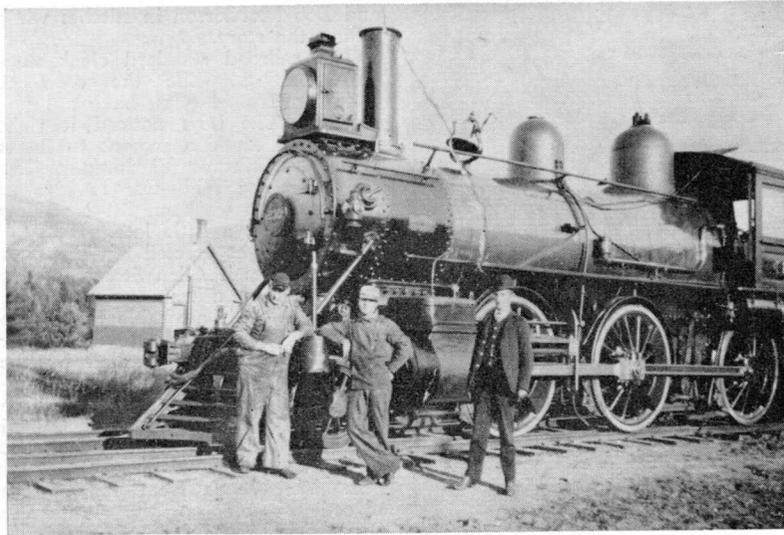
We were happy to hear that Mrs. John Keating, who recently fell and fractured her hip, has returned to her home and is progressing nicely after a stay at the Maine Medical Center. Two days later, however, the same accident befell Mrs. Keating's husband John who is now a patient at the Medical Center. At last report he was doing well.

The past month we were happy to hear from our Lawrence, Mass., friends: Mr. and Mrs. Charles W. Goodwin, Mr. and Mrs. James Smith and Mr. Ernest K. Hudson. They are unable to attend our meetings and are greatly missed.

Our regular meetings are held at noon on the 4th Sunday of each month unless otherwise specified. As the service limits have been dropped to 10 years to become a member of the Maine Association of Railroad Veterans, the Membership Committee is hoping for a substantial enrollment of new members.



**SERVING IN VIET NAM** — John "Mike" Roach, son of Hostler and Mrs. Maurice J. Roach, Bangor, strikes a fighting pose somewhere in Viet Nam, where he is serving with an Army unit.



**ON THE MOUNTAIN DIVISION . . . 1896**—This crew paused for a picture somewhere on the Mountain Division 71 years ago. From left, Engineer Henry Trask, Fireman Alger Stillings and Conductor Jimmie Dowd. The picture was provided by S. R. Stillings of North Berwick, a former MeC employee and grandson of the fireman above.

### Christie—

from page 1)  
someone else, and "just take it easy" for a while.

Al's father was a Sergeant on the police force in Edinburgh, Scotland, until he brought his family to the United States and settled first in Troy, N. Y., then in Trenton, Maine, and later in Lamoine. Al was a small child when the Christies made the ocean crossing, and spent most of his boyhood in Lamoine. With the death of his parents, Al went to live with a sister in Waterville, where he attended Waterville High School for three years, returning to Maine's down-east in the summer to act as a riding instructor for the wealthy estate owners at Northeast and Seal Harbors.

His final year of high school was spent at Morse in Bath, and after graduation, Al went to work for the Bath Iron Works as a riveter, mostly, but "doing everything," as he says. When the B.I.W. was shut down temporarily, Al shifted to the Texas Company shipbuilding yards in Bath.

Al joined the Maine Central as a baggage and mail handler at Portland Union Station in July, 1923, and four years later—just a short time after his marriage to Estella King of Pembroke, he became a special officer, assisting the late Special Agent Harry A. Russell in railroad police matters. He was named Chief Special Agent on Nov. 1, 1938.

The Christies have two children. Joan is now Mrs. Kenneth Olsen of South Hamilton, Mass., and Donald is a member of the Information and Education Division of the Maine Department of Inland Fisheries and Game.

## RETIREMENTS

William M. Brume, machinist, Portland, December 29.

Edward J. Corbett, yard conductor, Bangor, January 13.

David R. King, signal maintainer, Waterville, January 11.

Leon R. Lawrence, section foreman, Newport, January 11.

Ray Libby, carman helper, Waterville, December 31.

Aime J. Roy, cook, Lewiston, December 27.

W. L. Tourtillotte, section foreman, Passadumkeag, December 30.

William B. Varney, track foreman, Waterville, January 11.

Ernest O. Vigeant, trackman, Lewiston, January 9.

Disability retirement: Walter J. F. Boyle, track foreman, Portland, January 6.

On his retirement day, Christie was guest of honor at a luncheon given by President Miller in the Cumberland Club. A color television set, purchased with funds contributed by fellow workers from all over the Maine Central system, was presented at that time.



**LODGE 374 INSTALLS**—Installed at a banquet program in the Sheraton-Eastland at Portland last month by Lodge 374, Brotherhood of Railway Clerks, were, from left, Reginald Roy, local Chairman; Dorothea Smith, secretary; Richard Luce, vice president; and Richard Greene, president. The officers were installed by General Chairman Joseph Connor.

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