

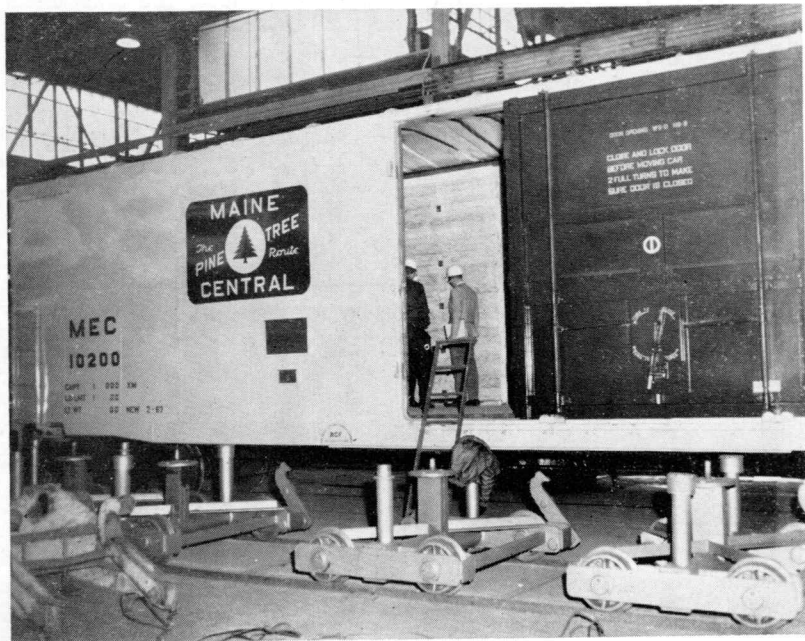


# Messenger

Vol. 7, No. 5

For Employees and Friends of the Maine Central Railroad

March, 1967



**FIRST OF THE NEWEST**—Number 10200, the first of Maine Central's newest box car series, is shown on the production line at the St. Louis, Mo., shops of ACF Industries, Inc., where 200 of these deluxe box cars are being built.

## ACF Shops, St. Louis, Completing Maine Central's New Box Car Order

The shops at ACF Industries, St. Louis, Mo., are busy these days with Maine Central's latest new equipment order—for 200 bright yellow box cars of the latest design.

The 1966 order, when delivered on or about April 1, will bring to 805 the total number of new box cars built for the Maine Central since 1960, and push the total amount invested in this equipment by the railroad to about \$12 millions. A total of 524 box cars have been leased by Maine Central during this period and added to the railroad's fleet.

Roy E. Baker, vice president, special projects, said the 200-unit order with ACF Industries calls for completion of the newest cars by March 8. As the cars are finished, he said, they are turned over to the railroads serving St. Louis for loading and sent eastward. "It's hard to say," Baker reported, "exactly when we'll have all 200 of them on our lines, but we should have a good number by April 1."

The new ACF cars are 50-feet, six inches in length, and are equipped with roller bearings and cushion underframes. They'll have plug-type doors, hardwood

laminated flooring, and will be painted in the now-standard bright yellow, with green lettering. Like other new cushion cars in the Maine Central fleet, the newest cars will bear the "Modern, Efficient Cushioning" slogan.

Already delivered and in service are five new box cars from Pacific Car and Foundry, Inc., Seattle, Washington. Ordered as an experiment, these units are the so-called single-sheathed box cars, with outside stakes and completely smooth interiors, without the familiar wooden lining. Like the new ACF cars, these single-sheathed units have roller bearings and cushion underframes.

These so-called "Plate C" cars are the largest box cars owned by Maine Central, with a capacity of 5,260 cubic feet. They are about five inches higher and two inches wider than the standard box car, which offers load space of about 4,900 cubic feet. They are experimental on the Maine Central, which hopes that freight customers will approve of the greater capacity and smooth interiors to reduce the possibility of damage to freight. These single-sheathed cars should provide maintenance economies, and

(BOX CARS—Page 4)

## Highway Use Tax, Rights Bills Filed for Action in Augusta

Two railroad-sponsored bills—one that would put them into the trucking business and another that would provide a method by which they would pay their share of road costs if allowed highway rights—were filed for action by the 103rd Maine Legislature in February.

The second bill would set up a highway user tax that would return about \$3,000,000 annually for Maine highway construction and maintenance, and would be levied on operators of vehicles in excess of 18,000 pounds, gross vehicle weight.

Filed by Rep. Gerard P. Conley, D-Portland, a Portland Terminal Co. clerk, the highway user tax bill would tend to equalize the burden of highway taxation between motorists and heavy truck operators, and according to its sponsor, would provide an alternative to the proposed one-cent increase in Maine's 7-cent gasoline tax. Conley said the proposed gasoline tax increase would give Maine the highest tax of its type in the continental U.S., and serve to increase further the highway use benefits of the heavy

truckers over motorists and drivers of small trucks.

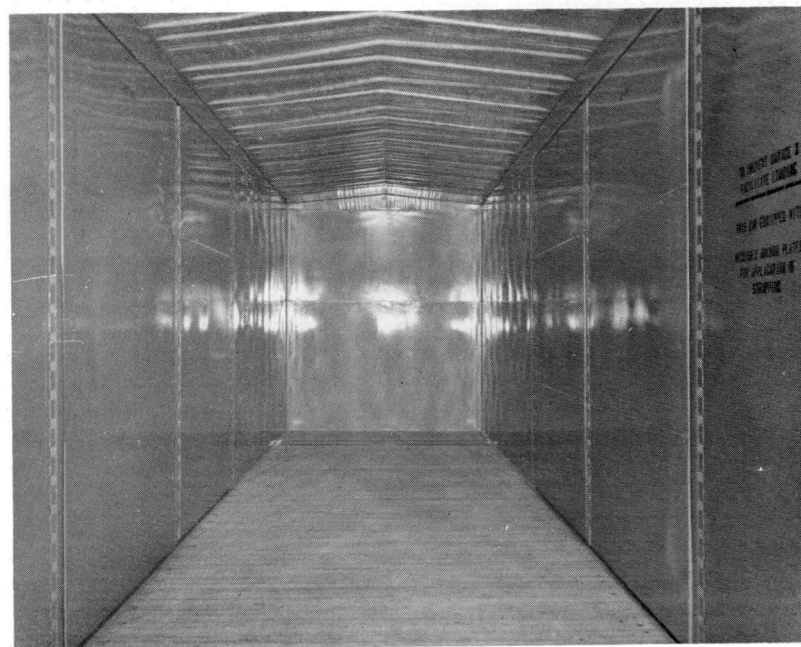
"Besides insuring sufficient revenue for highway construction and maintenance," Conley said, "the highway user tax would insure that all users of the highways would pay for the privilege in proportion to their use."

"A highway user tax, which is functioning with great success in several other states," he said, "makes such equalization possible, workable and effective."

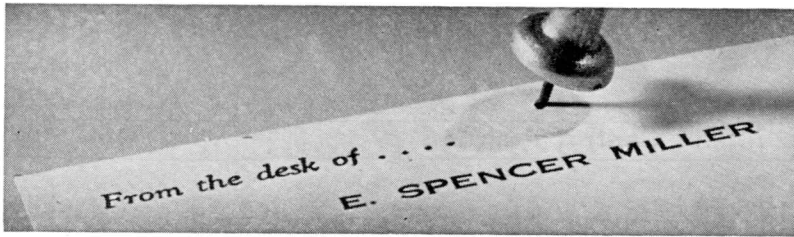
"I do not believe," the Portland lawmaker added, "that the public highways are, or should be private assets, or that they should be used for private profit without adequate and proportionately equal payment of costs of construction and maintenance. These bills offer the opportunity for the private freight trucking industry—and the railroads, if they're granted authority to use them, to make fair payment for use of the public highways."

Conley told legislative reporters at an Augusta news con-

(Bills—Page 4)

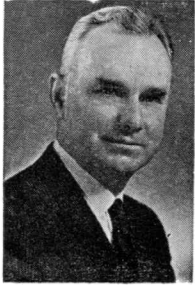


**INSIDE A "PLATE C"**—Ordered by Maine Central for experimental use, five single-sheathed box cars are being built by Pacific Car and Foundry at Seattle, Washington. The outside-stake cars have no wooden lining, and feature this smooth interior, roller bearings and cushion underframes.



## TO MY FELLOW EMPLOYEES:

We of the railroads have at the present moment just about as good an opportunity to perform a great public service, and also assist in insuring our futures as has been available in a great many years.



I believe that every adult in the 3500-odd railroad families situated from Fort Kent to Searsport and from Eastport to Kittery will regret it in the years to come if he fails to take an active part in improving this opportunity. It makes no difference which of the six railroads serving our state provides the paycheck, this constructive endeavor is for ALL railroad people who work or live in Maine.

I refer to the three bills affecting public transportation of freight in Maine which are now before Maine's legislature. One is a bill filed on behalf of the truckers which—if passed—would permit them to operate highway freight trains on the superhighways plus many streets of towns and cities in Maine. "Double bottoms" is the name by which the truckers hope to foist highway freight trains on Maine.

Another is the effort of State Representative Gerard P. Conley, one of the Portland Terminal Company family, who—backed enthusiastically by the railroads—has filed a bill seeking to establish a highway user tax for large freight-carrying trucks on the roads in Maine. The third is a bill which would give railroads authority to move railroad-operated trucks on Maine's highways. The railroads, however, are prepared to pay for their proportionate use of the highways by means of the new user tax and would not conduct their business as a burden to the taxpayers and private highway users as do the operations of big highway trucks today.

Railroad managements and Brotherhood representatives in Augusta have joined in an effort, first to make sure that the "double bottoms" bill is not passed, and secondly to conduct a vigorous campaign to pass the other two measures. Your railroad is conducting a modest, yet forceful, advertising campaign in Maine's newspapers and farm publications to educate the public and our law makers on the justice of and public need for these laws.

This is not just another "battle" between the freight-carrying truckers and the railroads. It goes far beyond that. It means railroads are now openly and energetically asking the members of Maine's Legislature to do something to end the unfair competition on the highways which has done so much to lessen railroad employment and to increase gasoline taxes paid by the private motorist and small truck operator.

We of the railroads believe that freight trains belong on railroad tracks, and should be operated on the highways of steel which the railroads build, maintain and plow snow from. Railroad freight trains do not cost the public taxpayers a cent—indeed they contribute taxes to the state treasury and provide the only real common carrier service.

A fair and equitable highway user tax for freight-carrying trucks would, the sponsors of the bill estimate, bring in some three million dollars a year in revenue to the state. This could well at least hold the line on the present situation in which Maine's motorists are being soaked some three times as much for their proportionate use of Maine's highways as are the heavy highway freight truckers. If passed, the establishment of a highway user tax could well actually relieve the motorist of some of his present heavy burden of highway support and tend to make our state highway fund solvent.

Our trucker friends are working hard to pass their "double bottoms" bill and to defeat the highway user tax and the railroad trucks bill. Their principal plea is that a weight distance tax though equitable would result in higher transportation costs. It could, unless the truckers decided to change their ways and decided to pay their own way as do the railroads. Our competitors also say that such a measure would burden the farmer's truck, the business man's local delivery

truck and hundreds of other trucks. This isn't true. The bill seeks only to have trucks larger than 18,000 pounds pay the new user tax.

This, it seems to me, is an ideal time for every railroad man and woman to write letters to newspapers, talk with neighbors and friends, and—most of all—to get word to senators and representatives whom they helped elect that at least 7,000 Maine voters who live in almost every community in Maine want action favorable to the bills which the railroads have introduced. They should also tell them that the double bottom bill should be defeated.

## EDITORIAL

In late January, just about the same time that Rep. Gerard P. Conley of Portland was filing his bill to establish a highway user tax in Maine, the call for similar taxation was renewed by President Johnson in Washington.

The President said: "Legislation is being proposed to collect from the users a greater share of the Government's costs of providing its services."

Mr. Johnson pointed out that all present charges are re-examined regularly to assure that they adequately reflect the costs incurred.

"They will also result in more equitable treatment of the various competing modes of transportation," he added, "and should encourage more careful scrutiny of new and continuing public investment programs in transportation."

Over several decades, six presidents have asked for legislation establishing user charges. It has been pointed out that the cost of providing and maintaining airports, airways, waterways and highways is a true cost of transportation by these modes, no less than the cost of providing and maintaining railroad track is a true cost of railroad service.

The new federal legislation would raise the tax on diesel fuel and the use tax on heavy trucks would be increased according to a scale graduated by weight.



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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**CLOTHESPIN FLEET GROWS**—Placed in service last month was this clothespin car, modified from a cross-hopper at the Waterville Shops. The car has joined others used in the transportation of clothespin woods between the Mattawamkeag and Wilton plants of the Forster Manufacturing Co.

## Shopman's Son Cited for Heroism, Awarded Distinguished Service Cross

Captain William H. Niles, U. S. Air Force, son of Millman and Mrs. Cecil L. Niles, Waterville, has been decorated for heroism in military operations in Southeast Asia.

Capt. Niles, a pilot, received the Distinguished Service Cross "for courage, determination and resolve in effectively aiding in the neutralization of hostile forces while under intense and accurate ground fire."

He is presently assigned to Eglin Air Force Base, Florida, as an instructor pilot, following a tour of duty in Viet Nam. A



Capt. W. H. Niles

graduate of Waterville High School, Capt. Niles received his commission and B.S. degree in engineering on graduation from the U.S. Naval Academy, Annapolis, Md.

## 'Joe' Haskell Ends MeC Service

Waterville Yard Track Foreman W. L. "Joe" Haskell, 65, retired February 2, after 44 years of service.

He started as Trackman May 8, 1922, in the Extra Crew. In 1924 he transferred to Waterville Yard and worked as a welder on and off 1928 to 1931 and in 1931 went back as a trackman.

In August, 1933, he was acting assistant foreman, Waterville, and bid off the assistant foreman's position in the Yard May 4, 1937

In Oct., 1938, he bid off the foreman's position of Section 42, West yard, and in August, 1941, bid off the foreman's position in Waterville Yard where he remained until his retirement.

Mr. Haskell resides on Heywood Road, Winslow, and plans to keep busy with his bees.

## Robert L. Baker Named Lieutenant; To Assume Duties of A.E. Christie

Robert L. Baker, Portland, has been promoted from Sergeant to Lieutenant in the Maine Central Railroad Police. The appointment was announced in February by James W. Wiggins, vice president, engineering and transportation.

Lt. Baker will assume the duties of Chief Special Agent Albert E. Christie, Portland, who retired January 30 after 44 years' railroad service.

A member of the Railroad Police since September, 1966, Lt.



Lt. Robert L. Baker

Baker previously served as a Portland patrolman for seven years. He is an Army veteran, and resides with his wife and five children at 48 Sawyer street, Portland.

## High Food Costs Not Rails' Fault, Government Says

Rail transport costs are in no way responsible for the high prices of food, which have caused protests and picketing by housewives throughout the United States.

In fact, had the other modes of transportation been able to follow the railroads, the percentage of food costs caused by transportation would have dropped.

Wide-spread efficiency measures and the expenditure of nearly \$24 billion since the end of World War II for plant and equipment improvement have made it possible for the railroads to reduce their costs for all types of freight hauling by 15 per cent since 1958. At the same time the

consumer price index has been hiked by approximately the same percentage.

Despite the increased cost of operation for the transportation industry, over-all charges have not changed from the 10 per cent of the total food cost since 1947, almost two decades.

The U. S. Department of Agriculture's 1966 report stated:

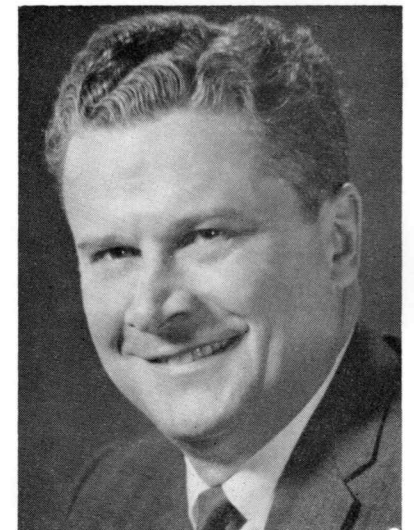
"The railroads have done an excellent job of holding down transportation costs on the types of agricultural products which they haul. And they have recovered some of the traffic lost to motor trucks, such as some meat and frozen food through adoption of specially-adapted equipment for handling the products."

## Section Foreman Blake Retires

Ben H. Blake, Sebago Lake, Section Foreman, retired Feb. 15 after 46 years 5½ months of service on the Maine Central Railroad.

He joined the MeC on Aug. 16, 1920, as a Trackman in Bartlett, N. H. and was appointed Section Foreman, Dec. 9, 1929, at Beecher Falls, Vt. He had been Section Foreman at Sebago Lake since Sept. 11, 1930.

His fellow employees, especially the men of District No. 1, expressed their best wishes on Mr. Blake's retirement.



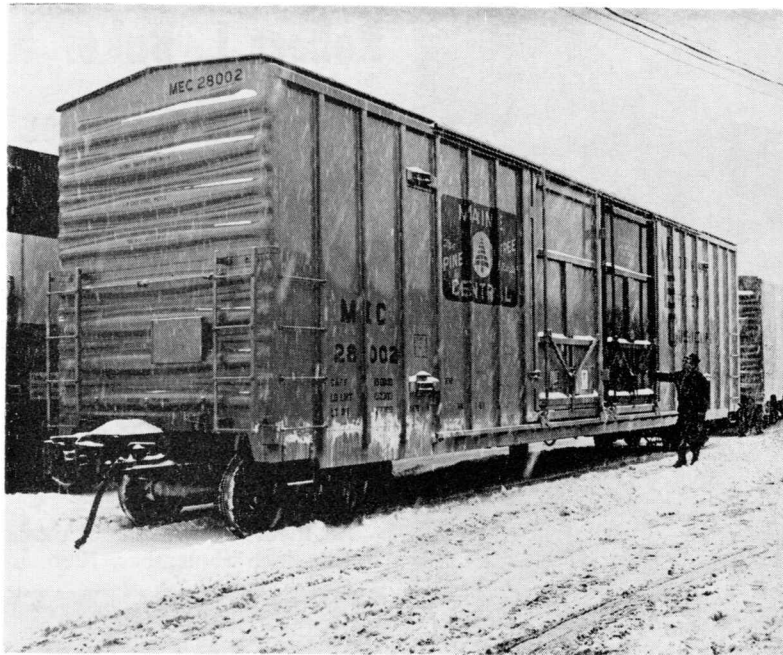
**NAMED PORT DIRECTOR**—C. B. "Larry" Jones, former assistant to the sales manager, Maine Central, was recently appointed director of the Port of Muskegon, Mich. Jones was a Maine Central employee from 1941 to 1962, when he left to become manager of trade and development for the City of Muskegon. A native of Marblehead, Mass., Jones served in the Navy during World War II.

**Bills**—from page 1)

ference last month that the railroads have a long tradition of paying their own way, and expect to continue this tradition if the 103rd Legislature sees fit to grant them highway rights.

The railroad-backed highway user tax would set up more than 30 weight classifications for freight trucks. Each classification would be taxed at an established rate in mills for each mile driven in the tax year.

The highway user tax is patterned after the firmly established New York law.



**SINGLE-SHEATHED CAR AT RIGBY**—The first of five so-called "Plate C" box cars on order from Pacific Car and Foundry arrived late in February at Rigby, just as the season's worst snowstorm was beginning. The smooth interior of the car is shown on page one. Looking it over is Raymond Lawrence of the Car Department at Rigby.



## Clerks' Legislative Committee Opposes Two Trucking Measures

Members of the Maine State Legislative Committee, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, have unanimously endorsed the position of the railroads with respect to two bills sponsored by the trucking industry in the current Legislature.

In a Waterville meeting February 18, the members passed a

resolution offered by Louis J. Rancourt, chairman of the Legislative committee, which reads as follows:

WHEREAS; The State of Maine constructs and maintains highways at public expense; and

WHEREAS, the constant use of our highways, by the trucking industry in transporting maximum weight loads causes considerable damage to our roads thus requiring continual repairs; and

WHEREAS; The Maine Truck Owners Association, is sponsor of measures calling for approval of "Double Bottom Trailer Rigs" and a "Tolerance over the present gross vehicle weight limit of 73,280 pounds," now be it resolved,

RESOLVED, that the Maine State Legislative Committee of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, in its annual session this 18th day of February 1967, instruct its Chairman and Legislative Representative's of each Lodge to oppose Legislation presently before the 103rd Legislature, designed to increase the maximum weight or length limits of loads transported over our State Highways.

Signed,

S. E. Heskett,  
Sec.-Treas.

cushion-underframe box cars for Maine Central.

The 1966 order from ACF, now being completed, was part of a \$5,000,000 expenditure for new equipment authorized by the Maine Central Board of Directors. This authorization also included the 12 new EMD GP-38 diesel locomotives delivered at St. Johnsbury, Vt., in November and now in service throughout the system.

### Do We Have Your Correct Address?

If not, drop a note with your name, address and Zip Code to:

MeC Messenger  
222 St. John Street  
Portland, Maine 04102

**Box Cars**—from page 1)

reduce the time normally required for lining repairs.

For the record, and for a growing number of railroad fans who like to keep track of Maine Central equipment, here's the run-down of the company's box car program:

It began in 1961, with the purchase of 200 50-foot box cars from Pullman-Standard. These were the first new box cars purchased by Maine Central in many years, and were painted dark green, with bright aluminum doors. Then, in 1964, came 200 more box cars from the Magor Rail Car Company of Clifton, N. J. These are the now-familiar 50-footers, bright yellow, with aluminum roofs. Then, in 1965, General American built 200

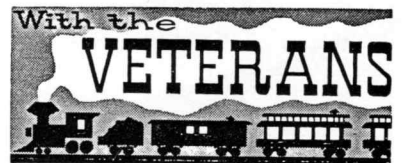
## Nine MeC Workers Get Service Pins

The following Maine Central employees were presented 25-year service buttons in January and February:

Burr C. Blanchard, machinist, Waterville; V. F. Hamel, road conductor, Bangor; A. E. Heron, conductor, Waterville; W. W. Hill, yard conductor, Waterville; A. R. Miles, yardman, Bangor; Joseph S. Murray, clerk, Portland; B. O. Spaulding, yardman, Bangor; R. L. Wakefield, agent, Columbia Falls; Blair E. Walls, supervisor employees group insurance, Portland.



**AT WILTON, 1928**—Mrs. Anna McLaughlin, operator at Dryden and later postmistress, is shown with Baggageman Charlie Pike at the station in this picture, furnished by S. R. Stillings, North Berwick.



The Maine Association of Railroad Veterans held its monthly dinner meeting at Howard Johnson's, South Portland, last month with 64 members present. President Robert R. Lewis conducted the meeting.

Leonard E. King of the program committee presented Mrs. Phyllis King of Scarborough with piano and accordion selections, Robert E. Glass on the guitar, and Miss Kathleen King of Bid-



**WED 25 YEARS**—A surprise 25th anniversary observance was held recently in honor of Mr. and Mrs. Ralph W. Libby, married in Portland Jan. 31, 1941. Ralph is car agent, Car Service Department, Portland.

deford with baton twirling and ballet dancing. Phyllis and Kathleen are the daughter-in-law and grand-daughter of the Leonard E. Kings.

We were sorry to hear that Robert Glass has since been a surgical patient at the Osteopathic Hospital and sincerely hope by now that he is well on the road to recovery.



George R. Lowell, clerk, Accounting Department, Portland, and Mrs. Lowell have announced the engagement of their daughter, Barbara Jean, above, to Ian Bruce Lindsey, son of Mr. and Mrs. Ronald A. Lindsey of Falmouth Foreside.

Miss Lowell was graduated from South Portland High School and the Maine Medical Center School of Nursing. She is on the staff of the Mary Hitchcock Memorial hospital at Hanover, N. H. Mr. Lindsey is a Navy veteran, a graduate of Farmington State College, and is presently a graduate student at the University of Maine.

Ray W. Farley, our first vice president, is a patient at the Webber Hospital in Biddeford, and Owen J. Thompson of Waterville has returned to his home from the Thayer Hospital. We understand they are both progressing nicely. Get well cards were sent by the membership.

John J. Keating is a patient at the Devonshire Manor and is able to be around in a wheel chair. Mrs. Keating is convalescing at the home of her son and wife Mr. and Mrs. Donald Keating of Churchill Road, South Portland.

The Association Officers are greatly pleased with the response to our plea for new members and we hope it will continue. Here is a splendid opportunity to meet and greet your railroad friends.

The meetings are held the fourth Sunday of each month at noon unless otherwise specified.

### GENERAL OFFICES

Bill Manning of the Car Accounting Office was putting in two weeks of Naval Reserve training at Norfolk, Virginia, last month.

Cliff Clifford's son, Chuck, a freshman at Dartmouth, has made the Dean's List.

Eric Smith recently projected his 3-dimensional slides of Iceland and Greenland in his office after work to a most appreciative audience organized by Ruth Hakins and Grace Hoglund. The size of the group was limited only by the small seating capacity available.

Richard Shea, son of Jerry Shea, Assistant to Manager, Car Accounting, was one of three Junior Achievement program students chosen on a merit basis to attend the 17th annual

Eastern Regional Junior Achievers' Conference in Atlantic City, N. J., in February. Richard is a senior at Portland High and has been accepted at Gorham State College.

Bill Woods and wife Betty are enjoying a winter vacation visiting their daughter in Florida.

Sympathy is extended to Francis Cameron of the A.D. office on the recent death of his brother.

Elta Benner took a week's vacation recently to attend to social and household chores.

If you hear Dick Luce groaning, it's because he has joined a physical fitness class at South Portland High School.

Mildred and Al Kennedy flew to Washington, D. C., for a week's vacation recently. Al talked with Russ Rackliffe who sends his regards.

Carol Rivers made the Dean's List at the University of Maine in the School of Nursing.

Larry Harding, Eddie Stewart and Harry Blackmore are now graduates of Grossman school of "do-it-yourself" and we're all waiting to see how much they learned or if their main interest was coffee and doughnuts.

It's nice to have Jim DeWeaver back with us after his 6 months in the Army Reserve.

Wes Martin's son, Lawrence, is serving his two-year active duty in the Navy and has been assigned to the carrier F. D. Roosevelt, stationed off North Viet Nam in the Gulf of Tonkin. The Martins expect his ship in port in Florida the last of this month, when Larry will have a three week leave.



Here's Joseph William Finney, III, born on the last day of 1966, son of Mr. and Mrs. Joseph W. Finney and grandson of Mr. and Mrs. Fred N. Peterson. Fred is a clerk in the Purchases and Stores Department, Portland.

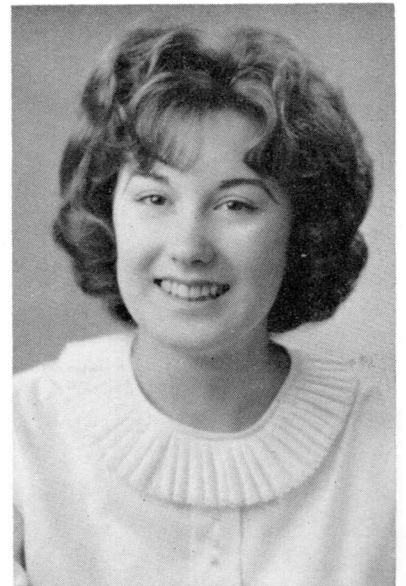
The engagement of Diane E. Gagne, Canadian Pacific Railways secretary, General Offices, to Paul H. Steele of Portland, has been announced by her parents, Mr. and Mrs. Robert A. Gagne of Portland.

Miss Gagne is a graduate of St. Joseph's Academy and Northeastern Business School. Mr. Steele is a Gorham State College graduate and has a master's degree from the University of Maine. He is head teacher at Reed Elementary School, Portland, and is doing further graduate work at the University of Maine in Portland.

### RIGBY ENGINE HOUSE

The retirement of most of our veteran machinists has brought several new faces into this group of skilled workers. Many of these men have served in other crafts on the premises, and have been going through a period of apprenticeship in recent years. There are, however, at least two entirely new men, Machinists Paul Curran and Ralph Meser.

Stores Department employee Francis Haldane has been living in his new home for some time, after having considerable work done, to make changes.



**FARMINGTON SENIOR**—Dianne McCaslin, daughter of Painter and Mrs. Earl McCaslin, Waterville, is a senior at Farmington State College and is on the Dean's List. She has recently completed eight week's practice teaching at Thornton Academy, Saco.

Car Department worker Edward Murphy was ill for a short period. He tells me his dad, retired engine house employee Joseph Murphy, who has been quite ill, is feeling better.

Carpenter Guy Briggs, Bridge and Building Crew, was 65 years young on January 25. His family had a get-together for him.

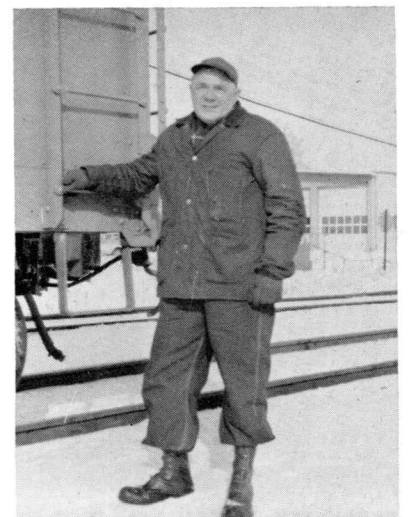
Engine house employee Raymond Holmes has a fine Holstein bull calf he has been raising, and plans to get another one this spring to match up for a team of oxen.

Speaking of cattle raising, Foreman Maurice Weeks, on the 2nd trick, has wintered 32 head of Hereford stock, and expects at least 20 calves this spring.

Laborer Harry Lawrence has taken up a rating as Machinist Helper.

Portland Chapter No. 1, of the Rainbow Girls installed officers for the Woodfords Chapter of the Rainbow Girls at the Odd Fellows Hall January 21. Daughters of several of our Rigby Terminal employees are members.

Former Machinist George Weeks, who retired in 1965, died recently at



**AIR TEST**—R. C. Anderson, car inspector, Waterville Yard, waiting for B-11 to come back on its train for an air test.



**MIKE MOUNTS UP**—C. A. "Mike" Doherty, car inspector, boards the Company truck for a road job for the Rip Track, Waterville Yard.

the age of 70 after a long illness. A floral tribute was sent from the Rigby Flower Fund.

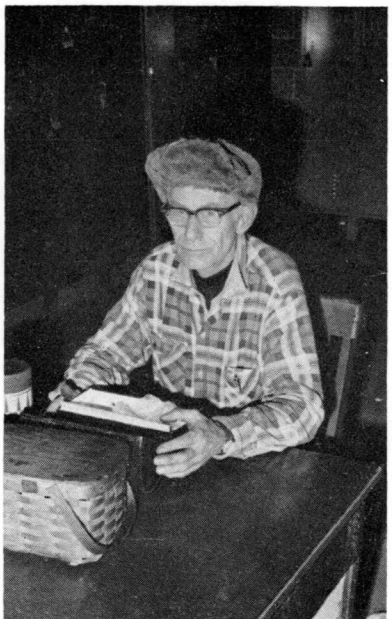
Electrician Ray Rider has a new Volkswagen. He likes it very much and says it gives him good low-priced transportation from his home in South Gorham. His fellow worker Electrician Walter Emery has a Ford "Galaxie."

Trackman Henry Neal, retired, is planning to visit his daughter and family near Washington, D. C.

Carman Clarence LaBerge was at the Mercy Hospital for surgery during the month.

Machinist Albert Stiviletti has taken up skiing. He is not too adept yet, and recently failed to put on the brakes and dove into clump of bushes. His stamping grounds is Mount Abram and Lost Valley. "Al" says he'll stick to the lower slopes for a while.

Elmer Andrews, engine house employee, recently purchased a 1962 Dodge "Dart." The car was struck by a deer, and he bought it for a song.



**BREAK FOR LUNCH**—Charlie Parkhurst, 3rd trick, Car Cleaner and Janitor, Waterville, getting ready for a snack. He is a collector of science magazines, and does a great deal of reading during his spare time.

Richard Adjutant, an engine house employee, is now a machinist.

Machinists Melvin Pratt has taken up coin collecting, and has many interesting pieces. If you have any old coins to swap or sell, see him. He also has gone into competition with the "Beatles", and says, "No more haircuts until Spring."

John Welch, 2nd trick Dispatcher, is back on the job after a long lay-off due to sickness. Clerk Thomas Foley who covered his job is now back at his desk at Rigby Stores Department.

The men at the engine house and car department who know John Keating wish Mrs. Keating and John a quick recovery from their injuries.

Former Machinist Thurlow Poland is enjoying good health, and is busy these days grooming his race horse for the Spring trotting season.

When the USS Tills left its berth at South Portland February 6 on a 2 weeks' cruise to Florida and the Caribbean, it carried members of the U. S. Naval Reserve on their annual training cruise. Among the reservists aboard was Dennis Wetmore, son of Electrician Albert Wetmore, Junior. He had just completed a tour of duty at the Great Lakes Training Station.

Mrs. Katharine Cullen, sister of Hostler Joseph Tierney, died after a brief illness on February 11.

Frank Holt of Sebec died recently. He was the uncle of Mrs. Charles Tetreault, wife of one of our foremen, Charles Tetreault.

John Spinks, 90, a retired Carman Inspector on the Cumberland Mills job, died in February.

Percy Akley is now Leading Carman on the new Dump Track at Rigby.

Your reporter, Albert Wetmore, and Mrs. Wetmore will be vacationing in Florida for the month of March.

Turn-table operator Albert Mease, 2nd trick, is taking his vacation, the first man of the Rigby group to do so.

Sympathy to Machinist Laurence Lanciault on the death of his mother. A floral tribute was sent from the Rigby Flower Fund.

## ROCKLAND

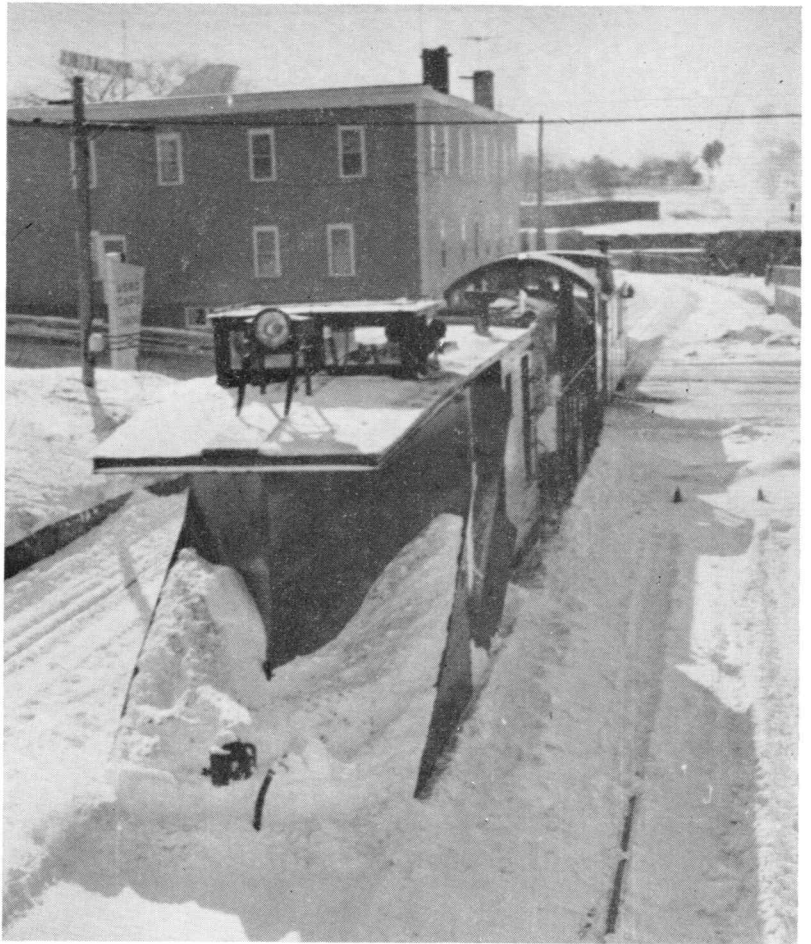
Trainman Russell Willey is sporting around in a new 1966 Buick LeSabre. Quite a step from the Buick Special he traded in on her. Now he rides around looking like a Deacon in a large parish.

Operator Gene Harjula was installed as Worshipful Master of Knox Lodge No. 189, A.F. & A.M. last month at South Thomaston. Also installed were his father as treasurer and his brother as Senior Warden.

Rules Examiner W. E. Maloy was in Rockland recently conducting vision tests for crews in this area.

The B&B work outfit of "Wes" Maloy is progressing very well on the work on the ramp, in spite of the severe cold and snowy weather. They expect to complete the project in a week or so.

Car Cleaner Fred LaBranche nearly lost his new Chevrolet truck into the harbor when it got away from him while he was trying to get it out of the snow where it was stuck. Fortunately there was a large pile of rock that stopped it just in time, otherwise it would have gone into the bay. With the help of one of the trucks from the K-L Feed mill they were able to retrieve it, but not with-



**WINTER'S WORK**—A familiar sight at this time of the year is the plow job leaving Madison, heading north towards Bingham, and then back to Waterville.

out some damage. Fred was fortunate that it wasn't worse.

Next write up is one month nearer Spring, and let's hope things start to thaw out by then. We're looking forward to maple sugar time, crocus blooming and fishing and boating. But it will be still snowing in Tenant's Harbor in July, says "Father" Snowman, our weather prophet.

## RIGBY YARDS

Sympathy is extended to the family of John Conlan, retired telegraph operator, on the death of Mr. Conlan; also to the family of retired yardmaster Joe McNealus on the death of Mr. McNealus.

The following have returned from vacation: Yard Clerks J. J. Joyce, R. E. Crockett and R. A. Bearor; Operators J. E. Pouliot and D. J. Wilson; Swing Watchman Peter Chisholm; Assistant Yardmaster R. G. Presnell; and Yardmaster R. A. Chenevert.

The grapevine says the rabbit is breaking all records with the new bowling balls he got for Christmas.

Calvin Caler, second trick call boy at Rigby, has returned to work after a stay at the Maine Medical Center.

A recent visitor at Rigby was retired Yard Conductor John Heggerman. He was going to St. Louis, Mo., to visit his brother.

Retired Yard Conductor E. M. Babcock is a patient at the Maine Medical Center.

Another vacationer was Yard Clerk M. A. Eaton, his position being covered by D. P. Barker.

E. H. Gronlund, spare telegraph operator, has returned to work after illness.

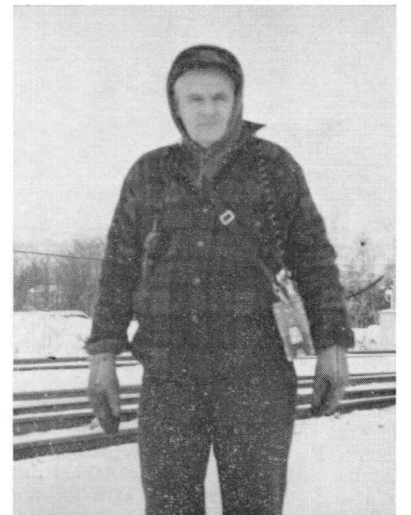
## WATERVILLE YARDS

Al Higgins, Spare Engineman out of Waterville, was at the Yard Office the other day with a little black bag selling Fuller Brush products for his wife. Larry Ridley says "now I've seen everything."

The latest in the yardman field is J. H. Nelson of Fairfield, who has hired out as a brakeman.

We were glad to see one of our former car inspectors in Waterville recently. As always it was nice to see Ted Jewett, now working out of Portland.

There was a discussion on an engine recently between a fireman and an engineman. The fireman was Ken



**RADIO IS A HELP**—M. C. Plummer, head brakeman, B-11 and BR-2, fully equipped with radio, which is very helpful at Waterville in the work of setting off trains.



**RECEIVE SERVICE PINS**—General Agent Royce G. Wheeler, left, presents 25-year service pins to B. O. "Bud" Spaulding, center, and A. R. Miles, Bangor yard conductors who reached the service mark in January.

Ireland, Sr., and the remark that came from him sounded something like this: "You've got a long way to go, to beat one of those Miles boys in winning an argument, yes, miles of it." No doubt the engineman was Alfred Miles.

Hubert Gullifer, Car Inspector, 2nd trick, has recuperated and is back at work. Some of the boys have been complaining that he has lost his touch in keeping a coal fire going at the old yard office, now the car inspector's lobby. A remark was made that "Peanut" Libby, his partner, would be only too happy to help him build a fire, if Hubert would only ask.

It was tough all over this past month as far as sickness was concerned. Al Higgins, Engineman, became ill while on Shop Switcher and

was relieved by Dick Goldrup, who himself had just reported back on duty. Harold Stinson was off for a while with walking pneumonia. All of them are back to work now.

L. M. Miller Spare Conductor, was in an accident recently, but is now reported coming along O.K.

Guy Coro and Ed Pulk were both in an accident recently in Rumford. Guy had considerable damage to his '67 Pontiac, and was out of commission for about two weeks. He's back doing spare work and looks O.K.

Don't know if it was a treat or a treatment, but the spare board for the yard was exhausted, and help was called from the road trainmen, and J. R. Tardiff and E. Y. Morris came to the rescue.

Joe Meehan, Road Conductor, is spending three weeks of his vacation in Hawaii visiting relatives there. Good place to go in this kind of weather.

Karey A. Clark, Swing Car Cleaner and Janitor, took time off recently to get married. Our congratulations and many good wishes, Karey.

A 50-year continuous membership pin was presented recently to Claude Bills, Conductor, retired, by Dick Carrier, Treasurer of the Brotherhood of Railroad Trainmen.

We welcome to the yardman's field J. L. Thibeau, who hails from the New Haven Railroad. Already he has worked in Waterville and Rumford.

Ed Cook, Engineman retired, dropped in on us recently for a short visit. He still looks great and is having a wonderful time. He says that he and a friend have been playing, in a small way, the stock market. Don't make too much, he says, but having fun. He does a lot of walking and snow shoveling to keep in shape.

Joe Boudreau was in the Master's Chair recently, as it was vacated by Joe Vigue, who has taken the Shop Switcher.

P. L. Messier tells us that Ernie Goldrup is on vacation from his firing job in Rumford and is spending his

time farming and taking his wife to "The Smiling Jacks" in Lewiston.

Gerry Ware is now doing spare yard work out of Waterville, and has given up his permanent job on the 3rd trick in Rumford.

Ken Ireland, Sr., Fireman, Switcher No. 4, bought himself a 1967 Chevy Shamrock Camper. Ken Jr. won't let his dad use it because he doesn't want Ken Sr. to get it dirty, so Daddy is still stuck with his old truck.

Another new face at the Master's (Green) chair is Guy Coro. This young man does a lot of skeet shooting in his spare time and we hear he's pretty good at it. He is also a ham radio operator. He is the son of the late Guy Coro, Sr., who was 2nd trick east end switchman.

Vacations for this month: Yard, H. B. Higgins, L. L. LaPierre, R. B. Williams, J. J. Peaslee and V. C. Tardiff. Road, J. D. Meehan and A. D. Hunt.

## WATERVILLE STATION

Bill rack clerk Basil Higgins, Yard Office, was presented with a miniature birthday cake by the Freight Office force on Feb 1. Basil was almost a Ground Hog's Day baby.

Sympathies are extended to Clerk Carroll Huard, Freight Office, on the death of his mother, and to Brick Mason Eugene Alley on the death of his brother.

Work Equipment Supervisor Ray Coulombre, Waterville, and Chief Engineer J. O. Born, Portland, recently visited the Kershaw Mfg. Co. factory at Montgomery, Ala. and then went on to Boutte, La., to view Kershaw's tie renewal equipment.

Forest Philbrook, son of Track Foreman Ken and Mrs. Philbrook, Etna, was married recently to Miss Nancy Bickford of Fairfield. Forest is in the U.S. Navy at Cecil Field, Jacksonville, Fla., where the couple will reside.

Retirees William F. Ames, 77, and Harold Milton, 67, died recently. Sympathy is extended to the families.

Trackman Albert Eldridge, Oakland, is off on account of an injury to his hand.

Track Foreman Alfred Gowen, Skowhegan, underwent surgery recently.

Archie Durand is acting track foreman at East Newport on the retirement of Leon Lawrence.

Work Equipment Supervisor Ray Coulombre and his Assistant Al Henderson, were in the Portland Terminal a few days recently assisting Work Equipment Maintainer Al Worcester with the installation of a new hi-rail attachment on the Pettibone Speed Swing. This enables the Speed Swing to be used on rail as well as on the highway.

Track Foreman Ed Veilleux, Oakland, attended the Quebec Winter Carnival recently. Ed is sporting a new snowmobile which he uses to go ice fishing. He caught two nice togue in China Lake recently.

Ann Coulombre, daughter of Work Equipment Supervisor Ray Coulombre, was home for a week recently from Gorham State College.

George Tibbetts has bid off the track foreman's position at Burnham Jct. which was vacated by Joe Doyon.

Nelson Chamberlain bid off the trackman's position at Winslow when George Sanborn went to Burnham.

Arthur Haskell and Ivan Pelotte have bid off trackmen's positions in the Waterville Yard.

## WATERVILLE SHOPS

In a recent class B bowling tournament, a group of 74 bowlers from eastern Maine competed in a TV tournament at the Metro Bowl in Waterville. Machinist Don Priest ran away with the competition with a high of 1,197. This was the highest total that he had ever bowled. The closest competitor rolled 1,154.

Retired pipe fitter Harold Milton died unexpectedly Feb. 9. He was a familiar figure here at the Shops and had worked for the Railroad 41 years prior to his retirement some two years ago.

New cars in the parking lot include a Dodge sedan owned by Painter Charlie Stubbart and a Chevrolet convertible owned by Helper Reny Jacques.

Retired Hostler Maroun Peters, who had worked at the Engine House for many years, died since the Messenger's last issue.

Pfc. David Alley, son of Mason and Mrs. Gene Alley, has spent a recent furlough from Fort Benning, Ga., with his parents.

Bob Thompson, son of Foreman and Mrs. Basil Thompson, is at Fort Dix, N. J., for six months' military training.

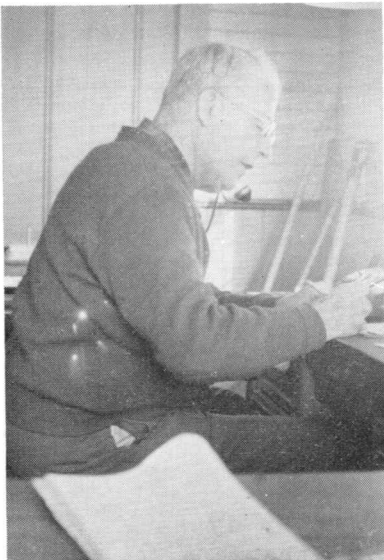
We have had many on the hospital list in the preceding month including, Hollis Hodgkins, surgery; Armand Rossignol, surgery; Ormand Stevens, treatment; Reginald Ellis, treatment; Owen Thompson, treatment; Bob Crowell, treatment and Don Rines, treatment.

Wallace Jewell has returned from Chicago where he has been inspecting leased freight cars and is at present ramrodding the Repair Track.

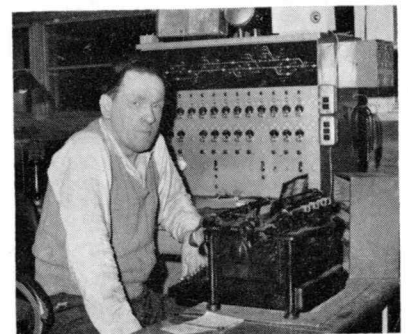
Assistant Supt. Don Russell and Foreman Chick Pooler are at present at the American Car and Foundry Plant in St. Louis, Mo., where they are inspecting 200 new freight cars.

Due to supervisory shifts recently, Basil Thompson has been made foreman and also Roland Giroux. Glenn McCarrison is foreman of the second trick on the Repair Track.

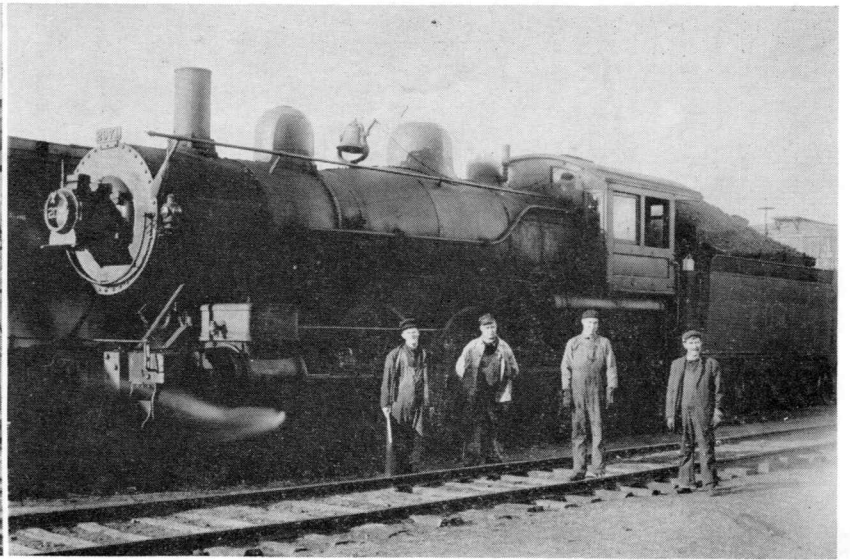
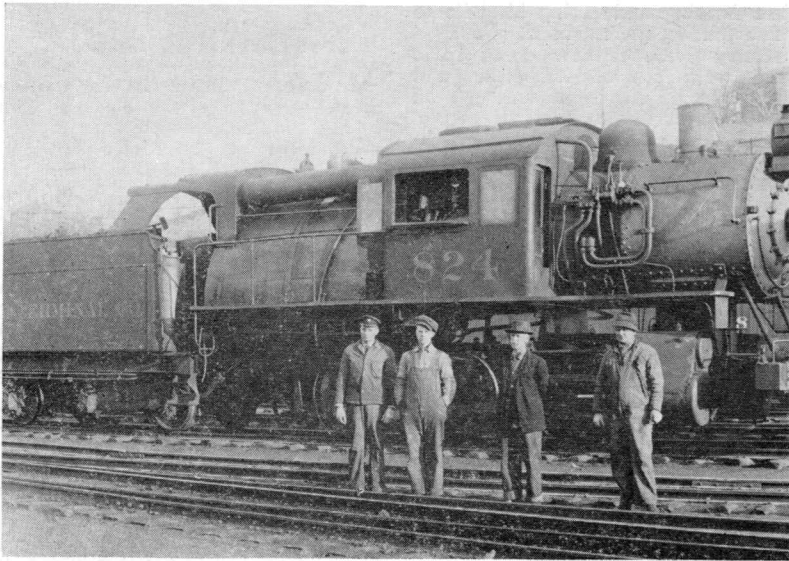
While riding fence, on a caterpillar tractor, around his range in China, Foreman Sid Brown buried the monster in a bog at Mud Pond. Foreman Lew Ifill, with some capable help and some rugged machinery, rescued Sid's tractor with no appreciable damage. Maybe Sid should ride the range in a white hat and use a pony.



**OUR MAN AT MADISON**—When "Ernie" White is not in the driver's seat of his Volkswagen, he is in his working chair at the Madison Freight Office doing his job as Operator and Agent. "Ernie" lives in Waterville, and commutes to Madison come rain, snow, sleet or sunshine.



**BUSY OPERATOR**—Doug Thompson, 2nd trick operator, Tower A, Waterville, shown after he had completed a train order. Doug is one of the busiest Operators, as most trains return during his trick.



**A HALF-CENTURY AGO IN YARD 8**—Two train crews of the steam era are shown in these old pictures supplied by John Johnson of the Yard Office at Rigby. **LEFT PHOTO** shows PT switcher 824 in 1908. The crew, from left, are Cheever Clark and Joe Stanton, brakemen; Eddie Kane, conductor; and Frank McMillan, engineer. **RIGHT PHOTO** shows engine 2071 about to leave for North Berwick in 1911. The crew, from left, are Albert Stanton, flagman; Bert Crafts, Engineer; Frank Jarvis, fireman; and Clarence Dodge, brakeman.

## All U.S. Products Moved By Rails

Today's freight trains move the whole range of products of America's mines, mills, forests, factories and farms—from high-value manufactured goods to raw bulk materials.

A typical "cross-section" train of 69 cars would include 38 cars of manufactured goods, 14 coal and coke, 5 with ore and other mine products, 6 with grain and other farm products, 5 with forest products, and 1 with mixed less-than-carload traffic.

Principal Maine Central commodities are paper — in many forms and varieties — gasoline, fuel and lubricating oil, potatoes,

grain and feeds, pulpwood and woodchips. The railroad moves more than 200,000 carloads of these and other commodities annually.

In 1966 the Maine Central moved more than eight million tons of food, fuel, raw materials and finished products into and out of the state. Maine Central carried 33,152 cars of fuel oil and gasoline last year. It moved 16,334 cars of feed for animals and poultry.

Every large employer in Maine depends on railroad service in order to keep their establishments operating. As has been stated many times, no other form of transportation now in existence, or in the foreseeable future, is able to take over the job which railroads perform today.



**HERE THEY ARE AGAIN**—We goofed, last issue, in properly identifying these young gentlemen, and would like to try it again. At left is David Wade Richardson, ten months, son of Air Brake Foreman and Mrs. Wade Richardson of the Waterville Shops. At right is William Winship, son of Mr. and Mrs. Richard Winship of Bangor and grandson of Banger Engine House Foreman and Mrs. Charles Wilson, Jr.

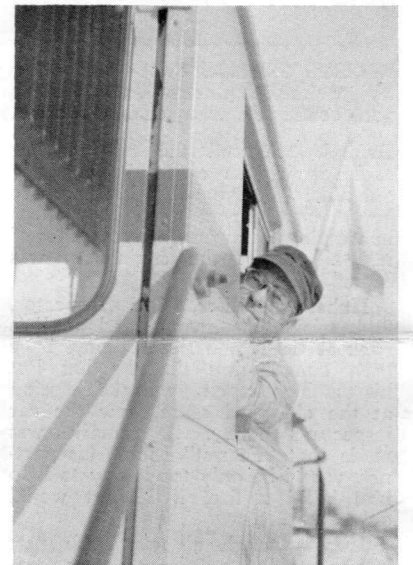
## Harold L. Milton Dies In Waterville

Retired Leading Plumber Harold A. Milton, 67, died February 9. He had 41 years of MeC service before retiring in May, 1964.

Mr. Milton started his railroad career in September, 1923, as a Plumber's Helper at Waterville. In March, 1927, he was set up as Plumber, and in June, 1940, he was promoted to Foreman, Plumbing and Heating, and held this job until 1956.

He became Leading Plumber, Waterville, in January, 1960, where he remained until he retired in 1964.

He is survived by his wife Ella; and one son, Stanley, of South Portland.



**AWAITING SIGNALS**—W. G. Barter, Engineman B-11, BR-2 at the control of his new GP 38, looking out for signals at Waterville.

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