



Messenger



AT THE DOUBLE BOTTOM HEARING—Arlyn E. Barnard, left, executive secretary of the Maine Automobile Association, confers with the AAA legislative representative, Robert A. Marden of Waterville, at the Augusta hearing on the double bottom bill before the Legislative Highways Committee.

Barnard Speaks For Motorists At 'Double Bottom' Hearing

Arlyn E. Barnard, executive secretary of the Maine Automobile Association, appeared at the hearing on the "double bottom" bill in Augusta March 8—not for the railroads or for the truckers, but in the interests of thousands of private motorists in Maine who are deeply concerned over the possibility that 65-foot tandem trailer rigs may be legalized on Maine roads.

His testimony in opposition to the bill was as follows:

That the 102nd Maine Legislature and the Governor were kind to operators of big trucks was well demonstrated. Bill after bill was introduced by trucking interests calling for increases in permissible sizes and weights. And bill after bill was passed and signed by the Governor. Deeply concerned as to just where we are going with this business of bigger and bigger trucks we strongly opposed the last of the truck bills calling for increased length of vehicles, and it was defeated.

But the insatiable appetite of trucking interests has produced another approach to putting on streets and roads giant boxcars that streets and most highways were never intended to accommodate. It is now apparent there is no limit to this appetite. This latest effort is Legislative Document No. 328 now before the 103rd Maine Legislature which permits operation of "double bottom" trucks on limited access highways and other roads and streets leading to terminals within five miles of a limited access highway, which in fact means

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MeC Freight Traffic Functions Assumed By Marketing Team

Establishment of a Marketing department incorporating the former Freight Traffic functions of the Maine Central Railroad Company was announced in March by President E. Spencer Miller. The industry-oriented marketing organization replaced the traffic department effective April 1. The new organization has industry and regional managers, each responsible for traffic development and sales of the railroad's services in these assigned areas.

The new department is headed by George H. Ellis, assistant vice president, marketing, who has been Freight Traffic Manager since June, 1966.

Immediately responsible to Ellis will be Herman E. Buchheim, Portland, director of sales; John M. Shaw, Gorham, director of pricing; and George E. Phillips, Cape Elizabeth, executive assistant.

Directly responsible to Buchheim is William Berry, Raymond, sales manager-industry markets; Merton C. Olsen, South Portland, sales manager-regional markets; and Fred L. Harris, Portland, office assistant to the director of sales.

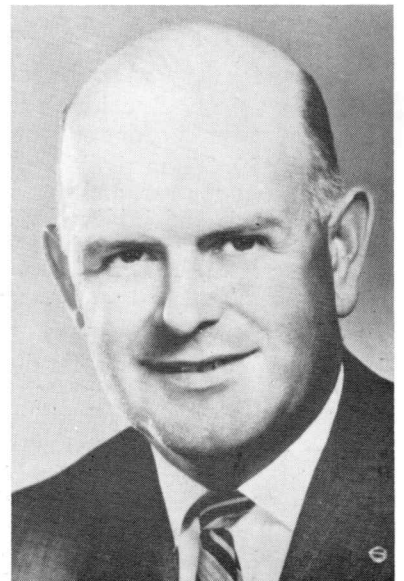
Reporting directly to Shaw is Forest C. Ryder, South Portland, assistant director, pricing services; Alfred E. Goodwin, North Windham, publications supervisor; and Edward E. Libby, South Portland, divisions analyst.

Berry supervises three market managers who specialize in basic industries: John L. Currier, Falmouth, fuel, clay, chemical and piggyback; Royden M. Cote, Westbrook, grain, construction and metals; and Donald P. Loo-by, Bangor, potato, food products and forest products.

Olsen, sales manager-regional markets, directs the work of three regional managers, sales-service: Richard T. Foley, Portland; Frank E. Curran, Portland; and Raymond L. Spaulding, Bangor. Also under Olsen's supervision is Frank W. Alger, Jr., Portland, manager of highway operations.

Ellis, who heads the new department, is a native of Waltham, Mass. He served for ten years in the accounting department of the Boston and Maine Railroad before joining the Maine Central in 1955. Active in a number of Portland-area civic and service organizations, he was named this month as President of the Portland YMCA board of directors. Ellis has served in several capacities and as a director of the Greater Portland United Community Services. He is a past president and past district governor of Lions International.

Mr. and Mrs. Ellis and their two daughters reside on Simmons Road, South Portland.



George H. Ellis

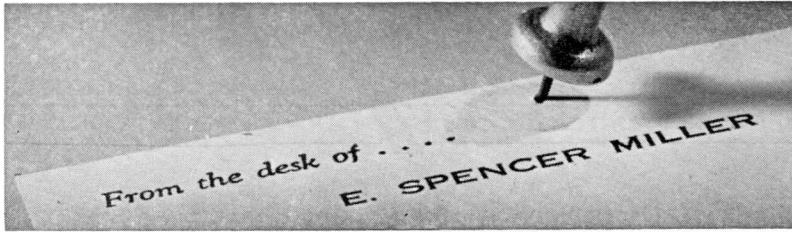
Credit Union Bill Heard In Augusta

A legislative bill affecting the operations of the Railroad Workers Credit Union was heard by the Legislative Committee on Legal Affairs in March.

The measure incorporates several changes in the charter under which the RWCU has operated for the past 40 years.

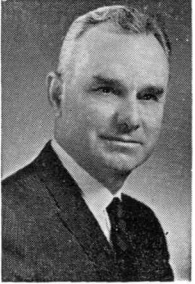
These changes would provide legal basis for directors' consideration of broadening the present loan policies, establishing

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TO MY FELLOW EMPLOYEES:

Questions are being asked these days about the program sponsored by the railroads in the 103rd Maine Legislature. These questions, asked by Legislators, railroad people and by private citizens alike, relate to a highway user tax bill that would provide an equitable alternative to the proposed one-cent increase in the gasoline tax, and to the interest of the railroad industry in truck taxation.



These questions are reasonable and proper, and their answers call for what I hope will be a clear lesson in elementary transportation economics, combined with a few facts on the highway user tax bill itself.

First, the highway user tax would benefit the state's motorists in at least two ways: it would eliminate the need for a gasoline tax increase and further bond financing to meet the current income needs of the State Highway Department, and it would provide a means by which the tax responsibility of the heavy trucking industry and private motorists would be placed on a more equitable basis.

Right now—and for many years in the past—the private motorist has been paying more than his rightful share of state highway costs, and the heavy truck has been paying less. A one-cent increase in the general gasoline tax would only serve to aggravate the injustice to the pleasure car operator. It might provide a quick, temporary relief to the financial problems of the highway department, but chiefly at the direct expense of the owners of the automobiles and small trucks. A one-cent gasoline tax increase also would give Maine the highest tax of its type in the continental United States, a distinction that our state, to which tourist traffic is so important, can ill afford.

Let's make a simple comparison of the highway use benefits received by the heavy truck and the automobile for the gasoline tax paid by each.

The state tax is seven cents in Maine. Let's assume your car weighs about two tons, and that you get about 15 miles for every gallon of gas consumed. You get 30 ton-miles (two tons times 15 miles) for each gallon on which you have paid a seven-cent tax.

Compare this with a 30-ton tractor-semi trailer that gets about four miles for each gallon of gas. He moves 30 tons four miles, so he gets 120 ton-miles of road use (30 tons times four miles per gallon).

For his seven cents in gas tax, the trucker gets 120 miles of highway use while you get only 30 for yours. And if he uses diesel fuel, which does more work per gallon, his tax advantage is even greater.

But you both pay the same, despite the fact that he should pay more and you should pay less. Therefore, part of your road use tax goes to pay for the road use he gets.

Of course the trucker doesn't see it quite this way. He'll argue, first, that you get further for your seven cents in gas tax than he does.

But with his 30-ton rig, it's certain that he does more road damage than your two-ton car, and that it costs immensely more to build and maintain roads and bridges for 36-ton trucks than it would if they were to be used by cars and small trucks alone.

Next, he would say that using ton-miles as the basis for comparison of highway use benefits is not valid.

But when you ask a trucker to haul something, he'll ask "How much does it weigh?" and "How far does it go?" He charges on weight and distance—on tons and miles—so why shouldn't he pay for his use of the highways on the same basis?

What we're saying is that every vehicle should be taxed fairly on the basis of highway use. The highway use tax bill now before the 103rd Legislature would do just that, requiring the heavy trucker to pay his full and fair share of the costs of building and maintaining Maine's highways, and at the same time, eliminating the necessity of increasing the already-high gasoline tax or borrowing more funds against future taxes.

Now . . . why are the railroads interested in this? Are they trying to drive the trucks out of business?

Certainly not. We are merely trying to establish an equitable highway taxation system that would assist the state's highway financing, and at the same time provide a fair basis of competition between our industry and theirs. We pay all our operating costs, while the motorist and general tax payer pays a part of the truckers'. If they were required to meet their actual highway use responsibility, true and fair competitive conditions would exist, and the public, which depends on both of us, would ultimately benefit.

E. Spencer Miller

EDITORIAL

SAFETY - - A Matter Of Seconds

How long does it take to put on a pair of Safety Glasses? Two seconds? Four at the most. Now, Safety Shoes—it doesn't take any longer to lace on Safety Shoes or boots than soft shoes. Loose Clothing—only about ten seconds to tie down loose sleeves or pant legs. We could go on and on, listing safety practices which require only seconds to comply with, but the point is this: it all adds up to only seconds. Not much time when you actually think about it.

Now let's consider the other side of the ledger. How long does it take to recover from an eye injury? A few days, a week, a month, or perhaps never. How long does it take to become proficient in the use of an artificial hand, foot, leg, or arm, lost because of a loose sleeve or pant leg that became entangled in moving machinery? You may become proficient, but you will never completely recover.

To sum it up—if we neglect the seconds it takes for these few safety precautions, we may be gambling hours, weeks, or months, or perhaps a lifetime of recovery.

Is it worth it?

—L. W. Sparrow, Safety Supervisor



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SIGN OF SPRING—On March 21, the first day of Spring, Bridge and Building crews began to install new reflectorized signs on Maine Central station buildings throughout the system designating them as freight offices. Signs are going up on the buildings themselves, like this one at Yarmouth Junction, and on posts at the ends of streets and drives that lead to the offices. Installing the new sign above is Ernest E. Henry, Waterville, B&B carpenter.

Smith Heads Statistical Studies Department; Three Aides Named

Appointment of Eric P. Smith, Portland, as director of statistical studies and cost research for the Maine Central Railroad Company was announced in March by President E. Spencer Miller.

Miller said Smith will head a new department that will provide a substantially increased volume of cost data and traffic statistics to assist Maine Central sales and marketing functions.

The new director of statistical studies and cost research will supervise the work of William T. Brownell, Portland, named man-

ager of cost studies; Merrill B. Stanley, also of Portland, who succeeds Smith as chief statistician; and John W. Dresser, Cape Elizabeth, marketing analyst, who will digest and analyze statistics from data processing for use by the sales organization.

Smith, a native of Cambridge, Mass., holds Bachelor's and Master's degrees from Harvard University. He joined the railroad industry in 1934 after service on the staff of the Federal Co-ordinator of Transportation in Washington. Beginning as assistant to the traffic development agent, New York, New Haven and Hartford Railroad, Smith held several positions including chief traffic analyst and assistant to the general merchandise manager.

He joined the Maine Central in 1953 as a statistician and became chief statistician in 1955.

Smith is vice president and director, Cadillac Associates, Inc., a director of J. P. Nourse, Inc., Concord, Mass., and a member of the New England Railroad Club.

Stanley is a native of Grand Manan, N. B., was moved to Portland as a youth and was educated at Portland High School and Gray's Business College. He was first employed by a Portland



Eric P. Smith

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Rivers, Former Engineer, Named Industrial Development Manager

Joseph Crozier Dies In Portland

Joseph B. Crozier, 75, of Portland, retired Maine Central engineer, died unexpectedly in a Portland hospital March 16.

He was born in Ste. Agathe, Que., May 8, 1891, son of Thomas and Katherine McGinley Crozier.

He was graduated from Hesser's Business College in Manchester, N. H., and came to Portland in 1912.

Mr. Crozier received his 50-year pin from the MCRR in 1961 and retired in 1963.

He served during World War I in France with the 14th Army Engineers and was a member of Harold T. Andrews Post, American Legion, and the Brotherhood of Locomotive Engineers.

Mr. Crozier leaves his wife, the former Harriet Fay; a daughter, Mrs. William B. Marshall of Portland; two sons, Joseph F. Crozier of South Portland, and Dr. Robert E. Crozier of Boston.

POGO Walt Kelly



Credit Union—(from page 1)

unlimited capital stock, and eliminating present restrictions on individual share accounts.

Proposed charter changes also would make it possible for members of subsidiary companies that may be part of Maine Central at any future time to enjoy RWCU membership benefits.

All proposed changes were described at the annual meeting in January, and would be subject to consideration and approval of the board of directors.

President E. Spencer Miller has announced the appointment of Charles G. Rivers, Cape Elizabeth, as manager of industrial development, real estate and taxation.

The appointment became effective April 1, and coincided with the establishment of the Maine Central's new marketing and statistical-cost research departments.

Rivers, who had been assistant to the chief engineer since 1960, will be assisted in his new duties by Robert A. Woodill of Cumberland, who has been transferred from the engineering department.

Rivers, a native of New Jersey, attended the local schools of Springfield, Mass., and began his railroad career as a chainman in the Boston and Maine engineering department in 1927. He came to the Maine Central as an assistant engineer in 1941.

Rivers served as assistant track supervisor for the Portland Terminal Company, and for the Maine Central at Portland and Waterville from 1943 until 1950, when he became track supervisor at Waterville. He returned to Portland as general engineer in 1954, and was named assistant to the chief engineer in 1960.

He is a member of the Masonic bodies, the New England Railroad Club, and attends the State Street Congregational Church, Portland.

Mr. and Mrs. Rivers reside at 13 Rocky Hill Road, Cape Elizabeth.



Charles G. Rivers

Statistical—from page 3)

wholesale grocery firm, then joined the Maine Central in 1930 as a clerk in the payroll and freight accounting bureaus. He was employed by the Maine Central Transportation Company, operators of highway bus service,



Merrill B. Stanley

in 1936, and had become superintendent of this organization before it was sold in 1957. He then became an examiner in the Maine Central statistical department, and occupied this position until his new appointment. He is a member of the New England Railroad Club and treasurer of the Railroad Workers Credit Union.

Stanley, his wife and two children reside at 32 Brook Road, Portland.

Formerly Chief Systems Analyst, Brownell's railroad service began in 1942, when he was employed by the Boston and Maine



William T. Brownell

in Portland and Boston as a clerk in the payroll department. The South Portland native joined the Maine Central in 1955 as a clerk in the accounting department, and was named joint facility examiner in 1957. He became Chief Systems Analyst in 1966. Brownell is a member of the Data Systems Division, AAR.

Mr. and Mrs. Brownell live at 112 Caleb Street, Portland.

Dresser, a native of Honolulu, Hawaii, is a graduate of Gorham High School and has studied on a part-time basis at the University of Maine in Portland. He joined the Boston and Maine in Portland, in 1943, and soon transferred to the Maine Central as a clerk in the Auditor Revenue office. He served in the office of the assistant treasurer, Maine Central, from 1955 to 1965, then was appointed assistant traffic engineer in the Freight Traffic department.

Dresser is a member of the Masonic bodies, the Trowel Club, the Casco Bay Power Squadron, the Centerboard Yacht Club and attends the First Congregational



John W. Dresser

Church, South Portland. Mr. and Mrs. Dresser live at 17 Surf Road, Cape Elizabeth.

R.W.C.U. Offices In New Location

Offices of the Railroad Worker's Credit Union will be moved from their present second floor location in the General Office Building, Portland, to first floor space April 1.

The new location will be in room 115.

Railroad Veterans Plan Annual Get-Together At Fairfield Center

Sunday, April 23, is the date, and Fairfield Center is the place, and the event is the annual Spring meeting of the Maine Association of Railroad Veterans.

Now firmly established as an annual and much-anticipated affair, the Spring meeting attracts active and retired railroad people from all over Maine and much of New England. President Robert R. Lewis of the Association and other officers expect this year's affair to be the best ever.

A roast beef dinner is scheduled at 1 p.m. in the Fairfield Center Grange Hall, followed by a business meeting and entertainment.

Tickets, at \$1.75, must be purchased by Tuesday, April 18. Ticket committees have been appointed in Waterville and in Portland. They are as follows: Waterville—Kenneth E. Reed, chairman; Denis G. Chamberlain, Arnold A. Dow, Ralph W. Roberts, Chester C. Craig and Charles E. Wolman.

Portland—Robert R. Lewis, Harold C. Clark, Leonard E. King, Sr., and Melville L. Davis.

President Bob Lewis urges all members and guests to join the crowd . . . "you'll have a whale of a time," he says.

Barnard Speaks

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operating on already congested streets in our largest municipalities—Portland, Biddeford-Saco, Augusta, Lewiston-Auburn and Bangor.

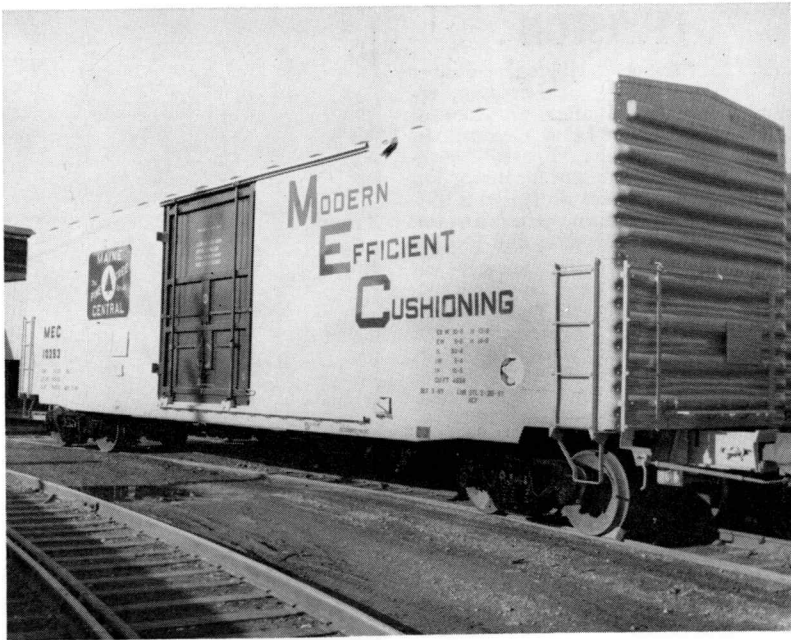
The Maine Automobile Association is not "against" trucks or truckers. They play an important role in the economic life of our state and nation. At no time have we ever displayed anything that could conceivably be termed an anti-truck attitude. True, we haven't always agreed. AAA nationally from time to time has raised the important question of whether or not all classes of highway users, including operators of large trucks, are paying their full share of highway use taxes, or if by any chance, the passenger car owner is being required to assume costs that rightfully should be assessed others. In fact in our desire to be completely fair and reasonable we have deliberately refrained from entering the train-truck disputes in which economic arguments between them have prevailed.

We believe that a sizeable segment of our citizens is likewise becoming deeply concerned over this constant increasing encroachment of bigger, longer, higher, wider trucks, which in many instances are interfering with the normal and desirable flow of traffic.

Proponents of this legislation have called it "progressive," a "giant step," urging Maine to be a pioneer in this type of legislation in this part of the country. They argue that this method of motor transportation is safe, that it is essential to the economy of the state, that because of modern day materials which are lighter per square foot of space the present weight limit will not be affected. They argue that a "double bottom" presents no additional problems for traffic having to pass it on the highway, that it is just as maneuverable as the big truck now operating on highways. Questionable as some of their arguments are, of even more importance perhaps is the fact that in the light of truck interests' past history, this is only the beginning. If this legislation is passed, undoubtedly, based on their past legislative record, they will be back with arguments such as these: "we find it is not sufficiently economical to operate these rigs with loads restricted to present weight requirements and we ask that these limits be raised in order to permit heavier, more economical loads" . . . "now that the Maine Legislature has seen fit to permit the use of 'double bottoms', it would be to the economic interests of the state if we were permitted 'triple bottoms', something that more favorably competes with this type of vehicle permitted in some western states, which, in fact are approximately one hundred feet long."

We repeat, we have no fight or quarrel with trucking interests. We do insist that the welfare and interest of the motoring public at large be given their due consideration and attention. We do not believe L. D. 328 to be in the public interest, and that if passed, it will only add to the dangers, inconveniences and vicissitudes now confronting the motoring public.

Members who agree with our position and wish to contribute to the defeat of this measure can do so in the most effective way. They can call or write to their State Senators and Representatives and urge them, in the interest of street and highway safety and in the welfare of the motoring public generally, to give active opposition to and to vote "No" on the double bottom truck bill.



NEWEST BOX CARS ARRIVING—One of the new ACF box cars—one of 200 on order—is shown on its arrival in Maine after the trip from the shops at St. Louis. The new series has a number of special features, including cushion underframes and roller bearings.



A small but enthusiastic group held the regular Dinner Meeting of the Maine Association of Railroad Veterans last month at Howard Johnson's, South Portland. After the regular business meeting, Paul Landry of the program committee presented a lively and interesting discussion on the popular social events of the day which included: "Teenagers, Retirement and Medicare."

We were shocked and saddened to hear of the sudden death of Mr. William Mingo, retired Waterville Shop Foreman, who has been a tireless and unselfish worker for the Association. His time-consuming efforts will be long remembered and he will be greatly missed. Our sincerest sympathy is extended to his wife and family.

Mr. Ray W. Farley has returned to his home on the Saco Road from the Webber Hospital.

Our best wishes for a speedy recovery go to John Briggs, a patient in the Mercy Hospital, Portland.

Almon Dunham, retired car inspector at Rigby, was a patient at the Maine Medical Center, and has returned to his home in Gray.

The March meeting of the Railroad Veterans was cancelled due to alterations at Howard Johnson's restaurant. The April meeting will be sponsored by the Waterville membership at the Fairfield Center Grange Hall. A roast beef dinner will be served at 1 p.m. on April 23. Tickets are \$1.75, and may be obtained from the officers and committee. The dinner will be followed by a floor show and we are looking forward to a large attendance for this meeting, one of the highlights of the year.

Ken Reed of the Waterville Shops is handling tickets for the affair.

A recent caller at the St. Petersburg, Florida, home of retired Rate and Revisions Clerk John E. Rollins was Retired Cashier Guy J. "Pete" Myrand of Auburn, making his second annual tour of Florida. John says he was glad to see "Pete" looking so well, and to hear some first-hand news from Lewiston and Auburn. John says he'll be glad to see any of his retired associates "any time."



COMPLETES TRAINING—Miss Linda S. Clark, daughter of Electrician and Mrs. Herbert N. Clark, Bangor, has completed her Basic Training in the U.S. Navy at Bainbridge, Maryland.

Miss Clark is a graduate of Bangor High School in the class of 1966. After spending her graduation leave at home in Bangor, she is stationed at the Naval Air Station at Norfolk, Va.

GENERAL OFFICES

Steve Conley of the Comptroller's office has had a long illness in the Mercy Hospital and the cards he has received have been particularly enjoyed. With a convalescent period before him, cards would still be welcome at 232 Valley St., Portland.

A card has been received from Nebraska from Bob Moses who recently left the Payroll Deductions office to return to employment with the Utah State Highway Department. Bob and his wife had a new Mustang to travel in and we wish them a safe arrival and good luck in their venture.

Connie and Ray Davis have a new 1967 green Pontiac Grand Prix, and Leonard MacDowell, also of the Car Accounting Office, has recently bought a 1965 Bel-Air Chevy.

Bob Nurse of Car Accounting and some friends traveled to the vicinity of Pleasant Mountain for some ice fishing, and Bob strongly recommends that ice fishermen check to see that they have bait in their pail before starting out.

Skiers have been enjoying the perfect conditions for their sport and among them Stan Watson and his wife Toni got in a Saturday of skiing at Bridgton recently.

Grace Hoglund, a secretary in the Executive Department, was surprised by a weekend visit from her son, Pvt. Stephen Hoglund, who qualified as "expert" on the rifle range at Fort Dix recently.

Mollie Fehlau of the Operating Department, husband and son spent the week of February 23rd visiting their daughter and husband, Mr. and Mrs. Mark Black in Fayetteville, N. C. and friends in Tampa and Orlando, Fla. The change from tropical skies to their Maine igloo was quite drastic.

To be sure and she's true to the land of the green, Mrs. Margaret Foley of the Mechanical Department attended the St. Patrick's Day Parade in Boston with daughter Kathleen, a sophomore at Boston University.

During a week's vacation from

Al Christie Saw Four Generations On MeC During His 44-Year Career

It is said that time is the shortest distance between two given points—it finally caught up with me—so school's out—and suddenly it's vacation time.

My 44 years with the railroad and its family, looking back upon it, seems now an awful short run and I haven't quite decided yet which was the greatest, the mileage or the hours. Be that as it may, I enjoyed every minute of it and probably would choose to do the same thing all over again if I had the opportunity and could choose the same crew.

At times, to be sure, my job was not the most enviable one on the railroad. Some of the tasks were hard and undesirable, but my obligation was made easier by the cooperation and kind consideration of each of you. I sincerely hope that I left the Special Agent's Office with more dignity and respect for it, in the eyes of the employees, than when I took it over some years ago. You, of course, will be the judge of that. At least I tried hard to improve its standing.

It has been my pleasure to have witnessed at least four generations come and go on the railroad in my time; sons have followed fathers, and now I see grandsons with familiar names appearing on the rosters. This indicates to me at least that the old railroad wasn't too hard a taskmaster and recommended itself. It has fed and watered a lot of us over the years and helped to

educate our families—for this I am grateful.

I was quite overwhelmed by all of the wonderful messages and expressions of kind thought that have been extended to me on my retirement, and with the magnificent television set which you so generously gave. It certainly leaves me with a deep feeling of warmth and humility to be so honored upon my departure from your active midst.

I anticipate being a frequent visitor at your various locations in my leisure future and will make an effort to speak with each of you who have helped to make my journey on the railroad so pleasant and eventual.

My good wife Estella, who no doubt worked harder in the interests of the railroad over all these years than I ever did, joins me in extending our thanks and grateful appreciation, and may the good Lord be as kind to you and bless you all real good.

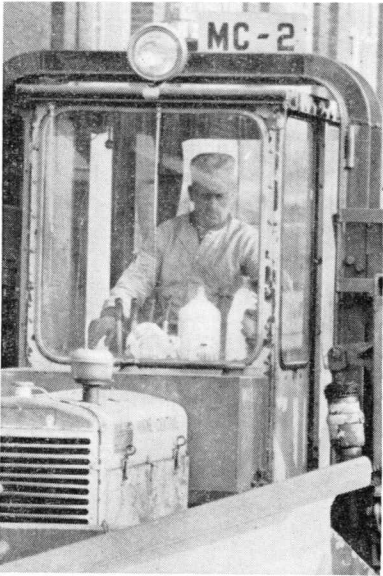
(Signed)

Al Christie

Chief Special Agent, retired.

Rails Good Customers Of General Business

One of the biggest customers of general business, the railroad industry accounts for purchases of more than \$3 billion a year—of which \$1.5 billion goes for fuel and operating materials and supplies and nearly \$2 billion for investment in new rolling stock and other capital investments.



CHECKING CONTROL—Seen above aboard Ballast Maintenance Car MC-2 is Work Equipment Maintainer Leo J. St. Pierre, Waterville.

duties, Dorothy Proctor of Car Service Dept. and husband George celebrated their wedding anniversary—visited friends at Bedford, Mass. She had the satisfaction of "looking out" on the blizzard of Feb. 23rd from the coziness of her home.

Ellen Miller, daughter of Mr. and Mrs. Eugene Miller, Asst. to Auditor Revenue, recently received a scholarship to attend Phillips-Exeter Academy summer school to study English and French. Ellen is a sophomore at Portland High School.

James Provencher, son of Assistant Auditor Disbursements and Mrs. Walter J. Provencher, has been cited for outstanding academic achievement at Dartmouth College where he is a junior. Provencher's English professor, Charles Terry, said the Portland student has shown "fine critical intelligence" in his work. Provencher is a 1964 graduate of Portland High School.

ROCKLAND

We received a nice card from former correspondent and retired General Agent Frank Carsley in St. Petersburg, Florida, who started out by greeting us with a "Hello you fellows in the cold north." Somehow



JUNIOR PLOW PILOT—This little miss is Cynthia Brown, age 4, daughter of Foreman and Mrs. Sid Brown, Waterville. She is demonstrating her abilities at plowing snow, and so far this winter she hasn't bogged down her equipment or had to have her tractor towed out of a mud hole.

we seem to detect that he would like us to realize this part of the country is cold.

The day we received the card was during one of the heaviest snow storms we have had in this area this winter and we can assure him we got the "point." Frank tells us he has been keeping busy fixing up his Florida home painting and installing carpeting, etc. He advises he saw retired Agent-Operator D. W. Pomerleau, who is a year-round resident of St. Petersburg. Both he and Frank send greetings to the fellows and friends with whom they worked.

A recent visitor at the Freight House was retired Conductor Al Atkins, who was out for a walk and paid us a call. Retired electrician "Andy" Staples also has been in numerous times and is looking well and active, too.

Your correspondent met Retired Conductor and Mrs. Frank Prescott in a store recently while shopping. Frank is looking well and says as soon as the weather gets warmer he will be in to pay us a visit.

The B&B outfit completed work on the ramp here and "Wes" Morang and his boys have moved their outfit to Winthrop. They came here primarily to work on the ramp but before this last month was over they did a lot more work on snow removal, which has been a top subject around this place as well as most everywhere else.

As yet we haven't seen Billing Clerk Stan Prescott make any move towards his trip over around Mattawaumkeag and Vanceboro, that



AFTER THE STORM—John Gravel, son of Frank Gravel, Car Inspector, Waterville Yard, answered a recent emergency call to remove snow.

"father" Snowman said he was getting supplies for during January. Maybe he is waiting for the snow to go before trying it.

Cashier Fred "father" Snowman has been making a collection of various railroad pictures, information and commentaries pertaining to railroads throughout the United States and Canada and would appreciate anything covering these items that anyone would be willing to contribute, both old time railroad pictures and stories as well as modern up-to-date materials. If you have any of this sort of stuff around and you have no particular use for it, I am sure he would appreciate your mailing it to him here at the Rockland freight office.

LEWISTON

R. C. "Sparky" Holden, engineer on Switcher No. 2 at Lewiston, retired February 28 after 47 years of service with the Maine Central. In his long employment, "Sparky" worked assignments at many locations. On his retirement he was presented a billfold by R. L. Achorn, general agent, in behalf of his co-workers and friends.

Recently undergoing surgery in local hospitals were Leo Bouffard, yard conductor; Janet Wolfe, young daughter of track supervisor Donn Wolfe; Betty Achorn, wife of Agent Achorn; and Peter Myrand, young son of Chief Clerk John Myrand. Also confined in the hospital for observation was retired Telegrapher Joe



CHECK SWITCHES—A. S. Thrasher, left, and L. P. Caret checking the switches at the East End of Waterville Yard after a recent snowstorm.

Robert. Our best wishes to all these people for a speedy recovery.

Albert Dulac, crossingtender at Richmond and resident of Auburn, was recently awarded a 25-year service pin. The presentation was made by General Agent Achorn in behalf of the Maine Central. Albert joined the railroad March 25, 1942.

WATERVILLE SHOPS

Retired Foreman Ray Clark has recently been presented with the 50-year Masonic medal by Waterville Lodge, F. & A. M.

Storekeeper Arnold Dow was a winner in a recent local fishing derby. His loot was a new boat and outboard motor.

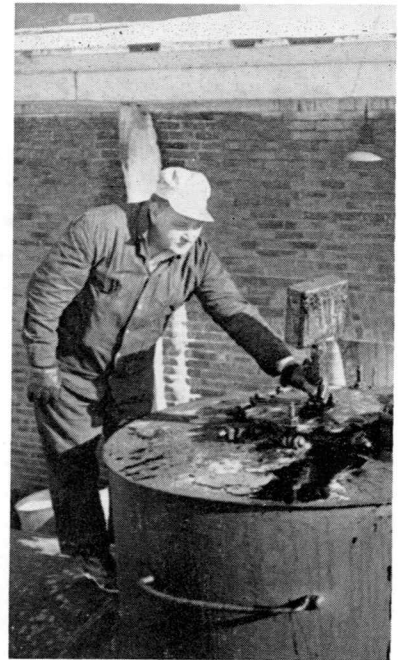
Miss Pamela Taber, daughter of Millman and Mrs. Newman Taber, recently left for Missoula, Montana, where she is enrolled at the University of Montana.

Carman Helper Ray Libby died recently after a short illness. He was 80 and had been retired for a short time. He had worked here at the Shops some 30 years.

Retired Painter William C. Mingo died unexpectedly at Old Orchard Beach early in the month. Mingo was 73 and had been very active in the Railroad Veterans organization. He retired eight years ago after about 30 years service.

Laborer Nick Coates had his car clobbered in an accident with a taxi one morning recently on his way to work. His car was extensively damaged.

Foreman Nubert Estabrook is sporting around in a new (to him) minicar. We have been reliably informed (thru the grape vine) that it is powered by a lawn mower engine.



FOR KEYS—C. L. "Bud" Thing, Machinist, Waterville Engine House, checking oil gauge on an oil car for Keyes Fibre Co.

Assistant Supt. Don Russell and Foreman Chick Pooler are back at the Shops after a couple months in St. Louis inspecting new freight cars.

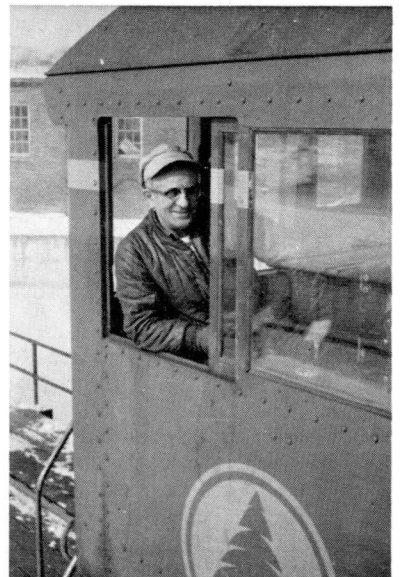
Electrician Joe Banks is taking an early vacation and with Mrs. Banks has gone to California for a month.

WATERVILLE YARDS

Guy Coro was wondering if Don Bartlett had given up his yard rights as Don had worked a couple of days on two different road jobs.

Our Yankee Trader of "Marden & Powers Inc.," L. K. Powers, is still our senior man on the spareboard. Don't know where he does his buying, but those are fancy but bright yellow boots he's wearing. When he says they are cold, I wonder who got the best part of that deal.

Ernie Miles, Engineman on Switcher No. 5 says he's up at six o'clock every morning to train his race horses. He's anxious for the races, as the hay is getting very low. Take



INTO THE HOUSE—Eddie Joseph, Hostler at Waterville Yard, runs 313 into the Engine House for servicing.



HOCKEY STARS—Mike Cote, left, son of James Cote, Waterville Shops, Leo Maheu, and David Doucette, right, son of A. L. Doucette, Brakeman, practice at Cote's private hockey rink.

note, all you hay-buying fans out there, come to the aid of a brother in need.

R. H. Buzzell, Engineman of WK-2—KW-1 came to the rescue of E. H. Miles during a recent snow storm. Buzzell filled in for Miles when he was snow bound.

J. E. A. Boudreau, Brakeman, Switcher No. 2 has coached the Waterville Cyclones Hockey Club this year, and has done a marvelous job. This is the Cyclones' first year and they won five out of six games played. They ended the season with a bang, winning 13-0 over the team from St. Germaine, P. Q. Joe's oldest boy plays for Waterville High. Some of his younger boys play for the Pee-Wee and Bantam Hockey Leagues.

In the Engineman's field, we find a pair of "gold dust" twins, namely, George Clark, Engineman, Switcher No. 7, along with his co-pilot Ken Ireland, Sr. They have been wearing the same color hat (green) and same color jacket (red).

J. A. L. "Donut" LeFebvre, Conductor, Switcher No. 5, tells us that his definition of a brakeman is "A railroad bum with a hundred dollar watch."

Ralph LaLiberte, Asst. Yardmaster, 1st trick, has done it again. This is the last one, he says. His daughter, Paula, was married March 4 to Donald Trask of Clinton at Sacred Heart Rectory by Rev. James M. Gower. A reception was held at the V.F.W. Hall in Winslow. The couple went to New York and New Jersey on their wedding trip.

O. J. Bouchard, Brakeman, Switcher No. 7, is back at work after being ill over a month. He bunted Switcher No. 7 so he could be near his idol, Ralph Moffatt.

Joe Banks, Electrician at the Engine House, 3rd trick, is taking a month off for his vacation for a trip to the west coast with friends.

Our sympathy is extended to the family of Joe E. Poulin, Switchman retired, who died Feb. 20. Mr. Poulin held that position for many years, but due to illness, took an early retirement. He was very well known as an excellent handy man at home as well as at work.

WATERVILLE STATION

Clerk Neil "Bill" Monroe, Freight Office, was on a week's vacation serving on the basketball commission for the tournaments.

Track Foreman "Slim" Morin, Fairfield, said "Good Morning Judge" recently, when he went in the wrong direction on a one-way street.

Trackmen "Bev" Bryant, Etna and "Vic" Thompson, Oakland, are out because of illness.

Assistant work equipment maintainer Les Anderson was in the Portland Terminal assisting Al Worcester during the recent snow storms. Les then went on to cover for Work Equipment Maintainer Caleb Mitchell, Brunswick, while "Mitch" went on his annual four weeks' vacation to Florida.

Clerk Dick Fecteau, Engineering Office, recently attended the Ice

Follies in Boston, along with his grandchildren who enjoyed it very much.

Track Foreman F. L. "Floppy" Cowan, Newport, was on a week's vacation, and trackman Ben Boyle, Skowhegan, was on two weeks' vacation, which he spent in Florida.

Bill Rack Clerk Larry Ridley, Yard Office, was on two weeks' vacation. Larry's daughter, Johnna, became recently engaged to David Lee of Clinton. Johnna is employed in the Payroll Department at C. F. Hathaway Co., Waterville.

Archie Durand has bid off the foreman's position permanently at East Newport which was vacated by Leon Lawrence who retired.

George Tibbetts has now bid off the foreman's position at Clinton, and Linwood Decker who was filling in temporarily has gone to Skowhegan to displace Harry Clark who was acting foreman while Alfred Gowen is out.

Spare trackmen Fred Carrigan, Milan Kelley and James Edgecomb have been filling in on various vacant positions due to illnesses and retirements.

Track foreman Romeo Beaulieu has returned from sick leave and has bid off the foreman's position in Waterville Yard vacated by Joe Hasell's retirement. Joe Doyon, who covered for Romeo, has bid off the foreman's position in Crew A, Waterville. Earl Doody, who was acting foreman in the yard, is now filling in temporarily as foreman on Romeo's old job in Winslow.

The three sons of Machine Operator C. H. "Popeye" Green, were recently elected to offices in the Victor Junior Grange at Fairfield Center.

We hear of a certain gal in the Freight Office who recently ran out of gas on her way home one noon, resulting in a little hike.

Phil Lawrence's Signal Crew has been out to Oakland for some time.

Congratulations are extended to Yardmaster Ralph Laliberte on the marriage of his daughter, Paula, to Carl Trask.

Track Supervisor Maurice and Mrs. Thorne spent two weeks vacation at Orlando, Florida recently. They visited their son in Massachusetts where they left their car and



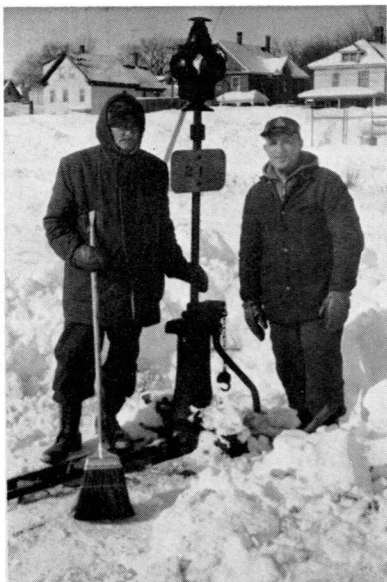
WED IN WATERVILLE—Laborer Gene Rancourt and Miss Beatrice Paradis were married Feb. 4 at Sacred Heart Church in Waterville. Mrs. Rancourt is the daughter of Stationary Fireman Albert Paradis at the Heating Plant.

They made a side trip to Cape Kenthew then flew from Boston to Florida.

Sympathy is extended to the family of retired carman William Mingo who died recently. Bill was seen quite often around the station in connection with the Railroad Veterans Association. He was 73 years old and had retired in 1958.

Francis Roy is acting foreman at Pittsfield.

Track Repairman Gid Veilleux had a little trouble with his telephone numbers recently, when he was asked to call the Engineering Dept. he dialed his home number instead, much to his amazement.



SNOW JOB—Louis Paradis, left, and Tom Barnes busy cleaning out switches at Waterville after a recent snow.



THE SKIING SET—The skiing children of General Agent and Mrs. Royce G. Wheeler, Bangor, are shown ready to go at Hermon Mountain ski area one day last month. From left, Kathy, a Junior at Hermon High; Ernie II, a third grader at Hermon Elementary school; and Robbie, a Freshman at Hermon High.

William Mingo Dies Suddenly

William C. Mingo, 73, who served as a Maine Central Railroad carman for 38 years at Waterville, died suddenly March 1 at Old Orchard Beach where he had gone to visit relatives.

He was born October 12, 1893 in Sebago and had retired from the Maine Central in 1958. He was a member of the Maine Association of Railroad Veterans, the Getchell Street Baptist Church in Waterville and a member of the Waterville Fire Department for many years.

He leaves his wife, Elizabeth S. of Waterville; a daughter, Mrs. Charles Marston of Yarmouth; a granddaughter; four brothers, Theodore Mingo of Old Orchard, John Mingo of Saco, Arthur Mingo of Fairfield and Clarence Mingo of Sarasota, Florida; two sisters, Mrs. Eva McConkie of Fairfield Center and Mrs. Alice Foster of Waterville.

A.M. Knowles Named Falmouth Man Of The Year

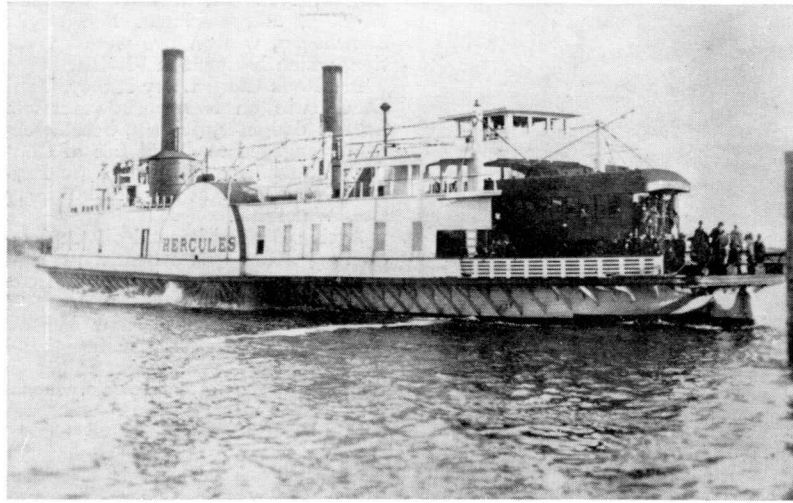
March was a big month for Archibald M. Knowles, Maine Central general counsel and active citizen of Falmouth.

First was his nomination as "Falmouth Man of the Year" by the Falmouth Lions Club. He became the fourth Falmouth resident to be honored by the Lions for "contributions to the betterment of the community."

Then, three days later, Knowles was elected to his second term as chairman of the Falmouth Town Council, a post he was first to hold back in 1962 when his town adopted the council-manager form of government.

Prior to the change, Knowles had served as moderator of the local town meetings for 11 years, and was chairman of the committee that drew up the new town charter prior to the change from the selectman system.

For The History Buffs:



"HERCULES" ON THE KENNEBEC—For more than 56 years, Maine Central freight and passenger trains crossed the Kennebec between Bath and Woolwich by ferry, first aboard the General Knox, then the Hercules, above, and finally the big Fernando Gorges. This photo, provided by retired Chief Dispatcher Harry Treat, is one of the very few we've seen of the Hercules in action. Of the three, only the Gorges was large enough to ferry locomotives as well as cars, and prior to the Gorges, locomotives were kept at Woolwich for service to Rockland and return. Bath-Woolwich ferry service ended with construction of the Carleton bridge in 1927.

Workers Schedule Spring Dance

General Office railroaders are planning a Spring Wing-Ding at the Pride's Corner Community Building April 18.

Paul Landry and his group will provide music for dancing, and there'll be a buffet.

Tickets will be \$4 per couple, and reservations must be made in advance, as capacity is limited to 40 couples.

Members of the committee are Myrtle Neilson, Lil Smith, Harry Blackmore and Joseph Gallant.

RETIREMENTS

Ben Blake, section foreman, Sebago Lake, March 3.

Albert Gaboury, trackman, Waterville, March 16.

William L. Haskell, foreman, Waterville, February 17.

Royal C. Holden, locomotive engineer, Auburn, March 1.

William E. Kirkpatrick, tower operator, Portland, March 17.

Disability retirement: Walter I. Randall, section foreman, Ellsworth, March 17.

DEATHS

Carl E. Jenkins, locomotive engineer, Portland, March 8.

Mark E. Murphy, trackman, Oakland, January 5.

Annual Bowling Tourney Slated At Brewer Lanes

The Annual Maine Central and Portland Terminal Men's Bowling Tournament will be held at the Bangor-Brewer Alleys, Brewer, Saturday, April 8, at 1 p.m.

The Tourney is a five-man team affair with individual trophies for the team with the highest total five string pinfall, plus a leg on the E. Spencer Miller Trophy.

There also will be awards for the individual high five string and high single string. Each participant will pay for his own bowling and the Maine Central will furnish the prizes.

The defending champs of last year's tournament, General Office Couples League Team "A" consisting of Dave Gardiner, Warren Smith, Jerry Shea, John Broderick and Edward Montgomery, will be trying to win their third leg on the President's Trophy, having won at Portland last year and Waterville's Oakland Lanes the year before.

As in the past, they can expect a lot of competition from the teams from the General Office Men's League, the Men from the Couples League, Rigby, Waterville and Bangor.

Larry Severance, Bangor Engine House, is chairman of this year's event, and would like to know in advance how many teams to expect so he can make reservations at the alley.

He also wants to announce that employees who do not bowl in the five man team competition may still qualify for high individual five or single string prizes.

Albert Gaboury Enters Retirement

Trackman Albert Gaboury, Winslow, retired March 6.

Mr. Gaboury would have had 40 years service this coming May. He started his railroad career May 9, 1927, as trackman on Section 21, Winslow, which was then under District No. 2.

Practically all his service was in the Winslow area as trackman, assistant foreman, and temporary foreman.

Mr. Gaboury resides at 12 St. John Street, Winslow.

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