

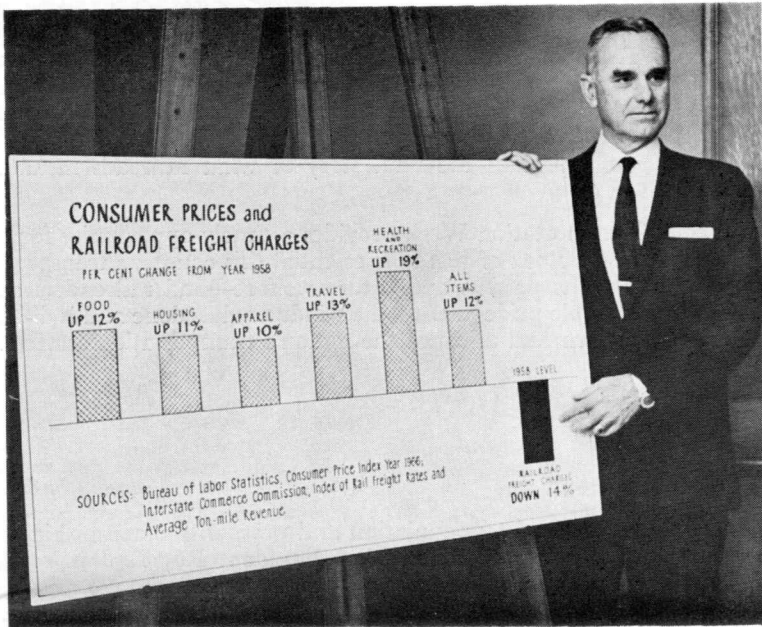


# Messenger

Vol. 7, No. 7

For Employees and Friends of the Maine Central Railroad

May, 1967



**PRICES UP, RAIL RATES DOWN**—President Miller told stockholders that while consumer prices have advanced 12 percent since 1958, average rail rates have dropped 14 percent.

## Downward Trend of Rail Rates May End, Stockholders Told

Low first-quarter earnings and a general wage increase that will cost the company an added three-quarters of a million dollars may require a reversal of the nine-year downward trend of rail freight rates, stockholders of the Maine Central Railroad were told April 26.

In response to a question at the annual meeting, President Miller said the railroad industry has reduced general freight rates some 14 per cent since 1958, despite an increase of about 12 per cent in the Government's Consumer Price Index during the same period. He said the consistent downward trend in rail rates has served the nation as a potent hedge against inflation, while general prices—including highway freight rates—have increased substantially.

Mr. Miller said the railroad industry's average rate for hauling one ton of freight a mile is now 1.25 cents, compared with 6.8 cents for highway transport, and 20.4 cents for air freight. He said highway freight charges have increased by almost ten per cent since 1958, although rail rates have decreased by 14 per cent.

"Although the nation undoubtedly owes the railroad industry a debt of gratitude not only for

holding the line, but also for actually cutting its charges over the past nine years, it is becoming increasingly apparent that we must review this long-standing policy," Mr. Miller said.

If average railroad freight charges had risen as much since 1958 as general consumer prices, he added, "the nation would be now paying some \$3 billion more each year in transport costs."

The Maine Central president said the downward trend of rail freight rates has been a reflection of increased operating efficiencies, high levels of capital spending for modern equipment and other facilities, competitive restructuring of rail rates and rising traffic volumes.

"We feel that Maine Central and the rest of the nation's railroads have made a more than significant contribution to the public's fight against high prices and inflation," Mr. Miller said.

Mr. Miller told the Maine Central stockholders that the first quarter of 1967 was "disappointing," with a net of \$159,684, compared with \$256,777 for the same period last year. He said that a difficult winter, with major storms

(Rates—Page 8)

## Expert Tells Maine Legislators Maine Should Have Highway Use Tax

A nationally recognized authority on highway construction, financing and taxation appeared before the Legislative Taxation committee April 18 in support of a highway user tax for Maine.

Robert E. Livingston, Denver, Colorado, former planning and research engineer for the Colorado Highway Commission and operations chairman for the Illinois road tests recently conducted by the American Association of State Highway Officials, told the committee that 24 states now collect

some type of mileage or gross receipts tax on highway carriers for the support of highway construction and maintenance.

"From all points considered," he said, "it would appear that Maine could well examine at this time the desirability of joining many of her sister states in establishing a highway financing program based on an equitable assessment between the several classes of users and vehicle weights. This could be done by implementing current sources of revenue with an additional highway use tax on those trucks which are so reliant on a good highway system for their operation and for which they should pay an equitable share."

Livingston appeared at a public hearing on L.D. 1528, "An Act to Establish a Highway Use Tax," sponsored by Rep. Gerard P. Conley, D-Portland, on behalf of the Maine Central Railroad.

Livingston said: "Much of the legislation passed since World War II aimed at additional highway financing has used fuel tax as a base and has then added some special highway use tax on trucks to provide a balanced program. Twenty-four states now collect some type of mileage tax or gross receipts tax on carriers. Notable laws with long history of success-



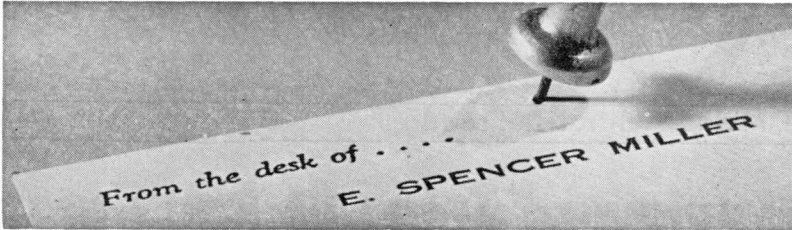
**AT AUGUSTA**—Rep. Gerard P. Conley, left, a PTCO. clerk when not about his elective duties, discusses the highway use tax bill with Robert E. Livingston, Denver, Colo., highway authority.



**SNOW ON THE MOUNTAIN**—Ruggedest day of a rugged winter was February 24, when YR-2, four locomotives and 32 cars, bogged down in this 12-foot drift near Crawford's. The train was dug out and on its way after a delay of about 24 hours. From left, E. C. Hinds, Engineer; Donald Wood, Trackman; Thomas Sweeney, Jr., Foreman; E. O. Kelley, Portland, Conductor; rear, Dwight Danforth, Foreman.

(Use Tax—Page 8)

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EDITORIALS

Timely Recognition

National Transportation Week (May 14-20) has special meaning for railroad employees and their families. With the spotlight on transportation, there can be no mistaking the size of the task performed by railroads, year-round, in moving nearly half of the nation's freight. And this is only part of the vital story of what railroads mean to America.

National Transportation Week provides a timely opportunity for all Americans to take stock of just now essential this country's transportation system is to its present and future welfare—and railroaders can point with justifiable pride to what their industry has done and is doing, daily, to strengthen and advance the nation's transportation services.

TO MY FELLOW EMPLOYEES:

Reaction to L.D. 1528, the railroad's weight-distance tax proposal, was much as anticipated . . . completely unfavorable from the trucking interests and those closely associated with them. As expected, they made the most of the situation, exaggerating the effects of the tax on themselves, and on their customers and industry in general.



Their spokesmen, completely disregarding the effects of similar legislation elsewhere, flatly declared that L.D. 1528 would put them out of business.

We doubt that . . . in fact we're sure that it won't. And we're sure that not a few knowledgeable businessmen in Maine have looked beyond the immediately obvious to find merit in the bill. They've penetrated the smokescreen desperately generated by the heavy truckers to see a method by which the Maine highway fund could be rendered solvent without dependence on proceeds of bond issues and

without further increases in the fuel tax. Ernest H. Johnson, State tax assessor, estimates that the tax would, after the first year, produce an annual revenue of \$2,880,000, and cost only \$66,350 to collect.

Let's look at the condition of the motor transport industry in the five states that have had comparable weight-distance tax legislation on the books for years. In every one of them—Oregon, Idaho, Colorado, Ohio and New York—truck registrations have steadily increased. Far from being "out of business," the truckers of these states are obviously healthy and prosperous.

Three of these states have 6-cent gasoline taxes, while the remaining two have gasoline taxes equal to Maine's 7 cents. Registration fees are nominal, with the highway user tax serving as the principal source of highway revenue.

All of these states have excellent highway systems, built on a practical pay-as-they-go operation, with all users paying for the privilege in proportion to their use.

This could happen in Maine, and the results could far outweigh the small disadvantages that would be caused . . . certain increased record-keeping on the part of private truck operators, and certain small increases in the cost of truck transportation.

Just how small these increases would be can be seen from a close examination of the bill itself. For purposes of illustration, consider the taxes to be paid under terms of L.D. 1528 by the largest legal tractor-semi-trailer in Maine. With a payload of about 44,000 pounds, his tax per 100 miles would be \$3.25.

If he's loaded with potatoes, this results in an additional cost of only seven-tenths of a cent per hundredweight. If he's carrying newsprint, under current loading methods, it comes down to 14 cents per 1700-pound roll. And if he's hauling petroleum in a 6,600-gallon tank truck, the weight-distance tax would be less than one-twentieth of a cent per gallon for each 100 miles.

Even if the additional cost of truck shipments were passed on to the freight customer and the consumer, which is doubtful, as a practical matter, it would be far less than he would pay if his gasoline tax were increased a cent, and it would be a small price for a completely fair, balanced program of highway taxation that would provide required highway revenue without further penalty to the private motorist.

*E. Spencer Miller*

A Big Job Ahead

The Nation's expanding population and prosperity means a big job ahead for the nation's railroads, Vice President Roy E. Baker told the New England Railroad Club in Boston last month. He said the growing nation will see construction of more new buildings before the turn of the century than were built in the first 300 years of its history.

"We of the transportation industry," he said, "must be ready to meet this challenge. The railroad industry provided the transportation that built the United States, and is the transport medium on which the nation's progress will depend in the remaining years of the 20th Century and beyond."



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.

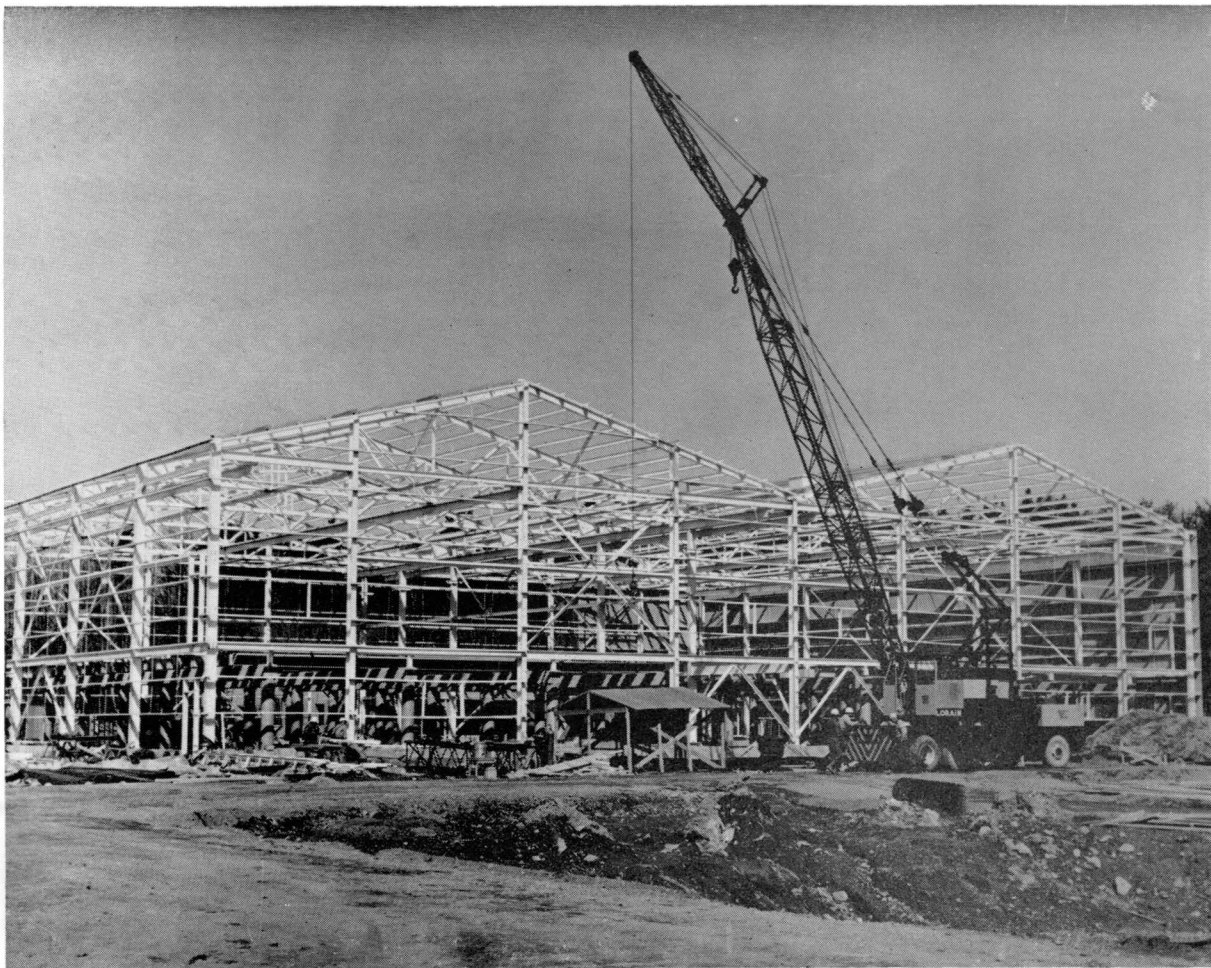
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Joseph H. Cobb, Director of Public Relations

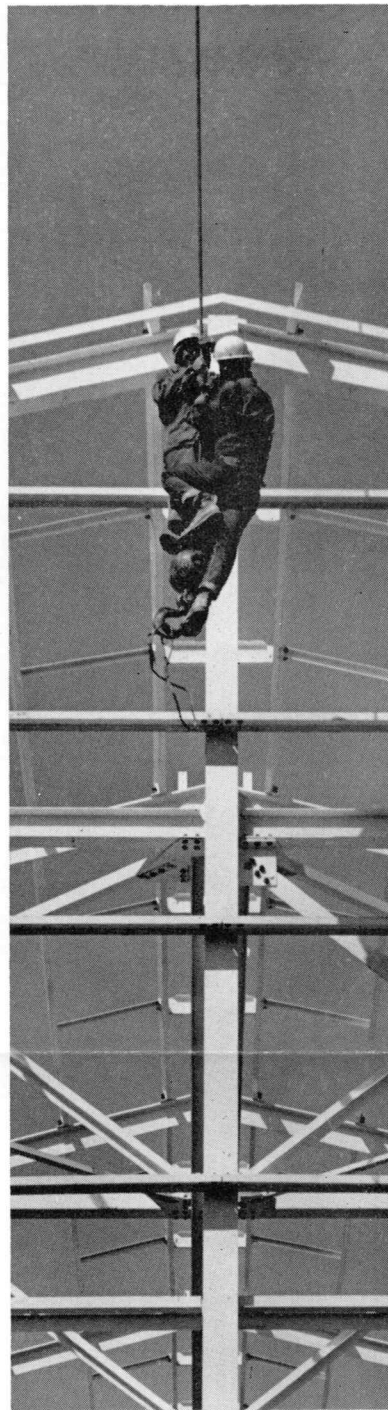
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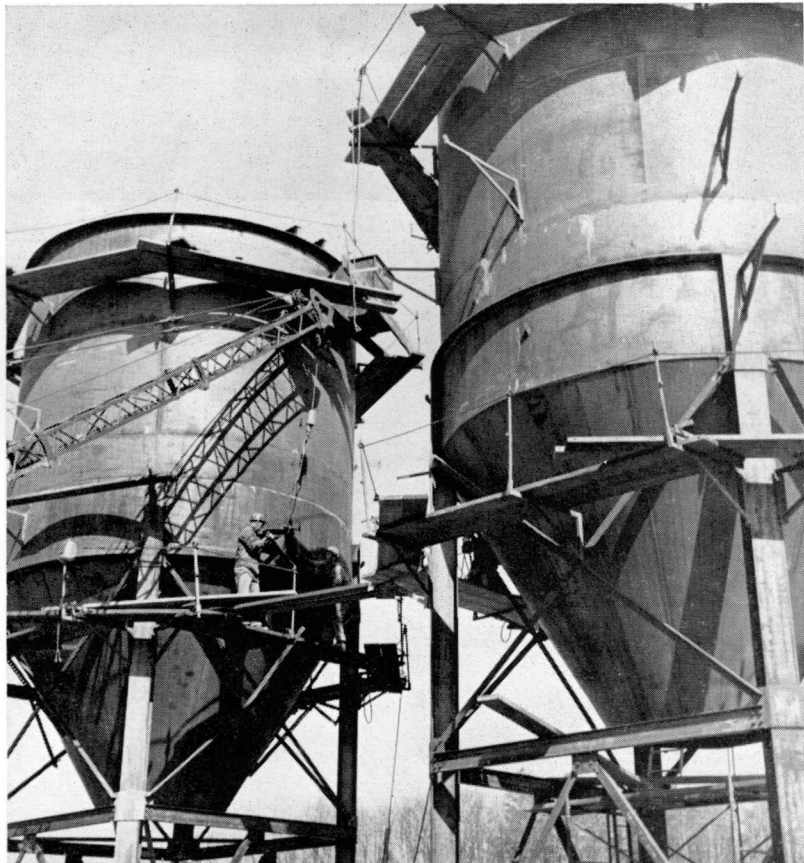


Steel framework of the cell building, where chlorine will be manufactured, is virtually complete.



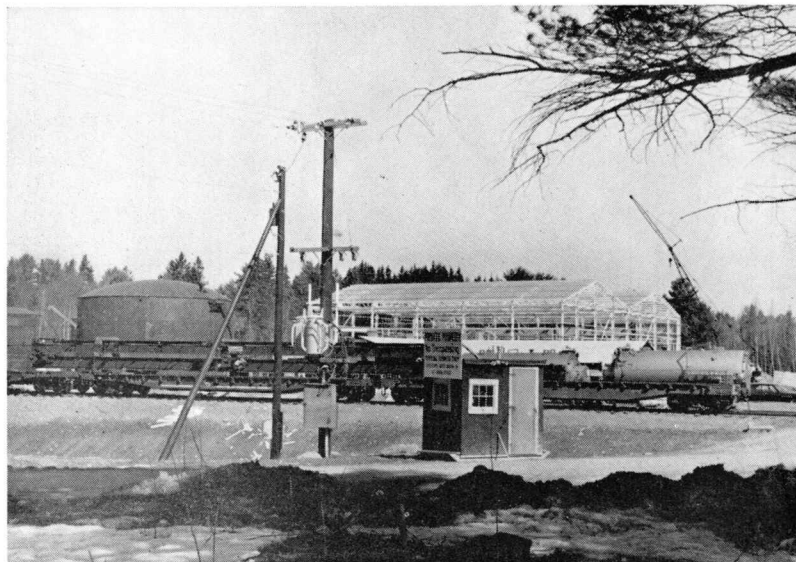
Two workmen get a lift to the top of the cell building.

## IMC Chlor-Alkali Progress At Orrington



These two tanks—for dissolving salt, the major starting material for the plant's products—dominate the construction site at Orrington.

With completion of its multi-million-dollar plant at Orrington in the fall, IMC Chlor-Alkali Inc., will begin to produce an estimated 120,000 tons of chlorine and caustic soda annually for Maine and New England pulp, paper and other industries. The new plant, for which ground was broken last August, is on a 15-acre tract bordering the Penobscot at Orrington. Served by a new spur from the Maine Central's Bucksport branch, the IMC plant is the latest in a series of new industries on the MeC system.



A rail siding from MeC's Bucksport branch now brings construction materials and machinery. Outgoing products will start here.

# Railroad Veterans Gather At Fairfield Center



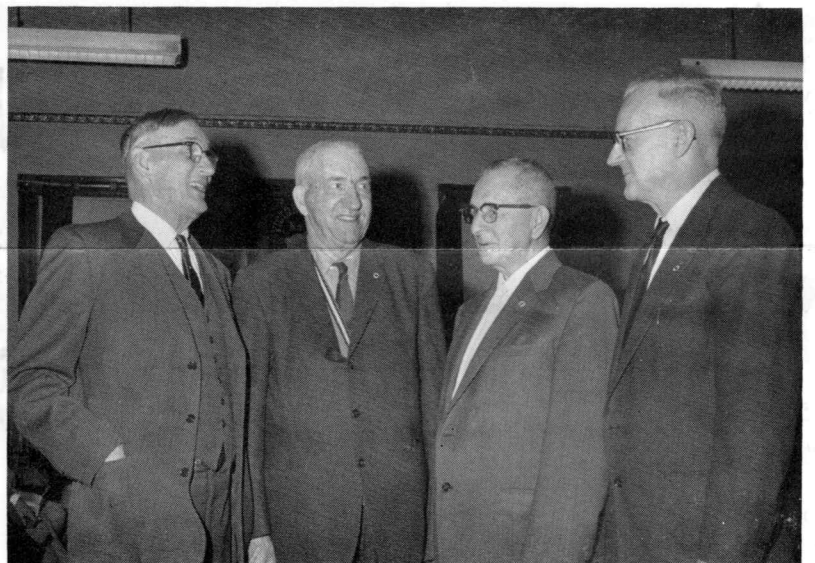
Patrick Mulhern, Portland; Raymond S. Barriault, Waterville; Amos Lake, Waterville; and Maurice Flynt, Waterville.



Kenneth E. Reed, chairman, Waterville; Melville L. Davis, secy.-treas., Portland; Robert R. Lewis, president, Portland; Owen J. Thompson, Waterville; and Raymond W. Farley, vice president, Saco.



Claude S. Bills, Waterville; Millard R. Murray, Fairfield; Walter Henry, Clinton; John P. Landry, Portland; and Charles L. Toothaker, Fairfield.



Roscoe H. Douglas, Yarmouth; George A. Libby, Lewiston; William E. Robbins, Portland; and Harold Varney, Waterville.



Thomas H. Porter, past national president, Worcester, Mass.; Weston E. Petrie, trustee, Portland; Harold C. Clark, past president, Portland; and E. M. Quinn, past president, Gilead.



A whole roomful of Maine Association members and their guests were on hand for the hearty, old-fashioned dinner.

## Portland Team Wins 22nd Annual MeC Bowling Tourney at Brewer

The men from the General Office Couples' League beat out Bangor's Team "B" in the last five boxes to win the E. Spencer Miller Bowling Trophy by 21 pins in the 22nd Annual Maine Central Bowling Tournament in April at Brewer.

The five string bowling tournament was held at Bangor-Brewer lanes, and had teams from Bangor, Waterville and Portland General Office competing. This is the first time in over twenty years that a team from Rigby or Portland Terminal Company did not enter the competition.

The winning team was led by Dave Gardner with a 530 five string total, followed by Warren Smith's 525, Jerry Shea's 509, Ed Montgomery's 484, and John Broderick's 471. Down 15 pins going into the last string, the defending champs bowled their best single string total of 519, while Bangor "B" team slumped to their worst string for the day of 483. The winners were led by John Broderick's five 120 clutch string.

Besides the E. Spencer Miller Team Trophy, the men of the General Office also won individual trophies. Other winners of awards were Don Priest, Waterville, high single string at 131, and Arthur York, Bangor, high five total of 540.

Other bowlers hitting the magic 500's were Larry Severance, Bangor, 518; Lindy Burgess, Portland, 513; Brownie Tate, Portland, 509; Larry Warren, Bangor, 507; A. DeRocher, Waterville, 504.

The teams' captains elected to hold the tournament next year at Waterville, and Don Priest, Waterville Car Shops, was chosen Chairman.

## Father Of Five MeC Workers Dies

Robert E. Fletcher, Sr., 79, a retired Maine Central railroadman and father of five sons now employed in the Waterville Shops, died April 19 at a North Vassalboro nursing home after a long illness.

He was born in China, May 11, 1887, son of William and Emma Washburn Fletcher. He was a 50-year member of the Central Lodge, A.F. & M., China, and a member of Dunlap Chapter. He was retired from service with the Maine Central Railroad in 1957.

Stanley, Paul, Carl, William and Byron Fletcher are employed at the Waterville Shops.



**WIN MEN'S BOWLING LEAGUE**—Members of the winning team in the Maine Central Men's Bowling League received trophies at a banquet that closed the season last month at Carolyn's, Cape Elizabeth. From left are Ronnie Jordan, Phil Nixon, Martin Stratton and Len Ross.



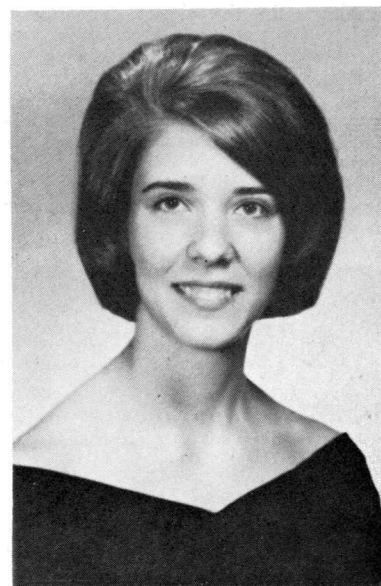
**MEC TOURNAMENT WINNERS**—This Portland team won the annual Maine Central Bowling Tournament at Brewer last month. From left, with their trophies, Warren Smith; John Broderick, Jerry Shea, Dave Gardner and Ed Montgomery.

Marion L. Perkins, data processing, and William C. Manning, car accounting will be married at St. Mary's Episcopal Church, Falmouth Foreside, May 6 at 2 pm.

Peter, son of Mrs. Nancy Gilbert, data processing, and Arthur Gilbert, freight revenue, is a 5th grade spring poet at Longfellow School, Portland.

James Provencher, a Dartmouth College junior from Portland has been inducted into Sphinx, one of three senior honor societies at the college. He is the son of Assistant Auditor Disbursements and Mrs. Walter Provencher of Portland and is a 1964 graduate of Portland High School.

A request from the University of New Hampshire for a speaker on "Railroad Engineering" was filled by an alumnus, Bridge and Building Supervisor J. E. Lancaster, who spoke to 23 students at Durham.



**BATES GRADUATE**—Nancy E. Goddard, daughter of Everett K. Goddard, manager, car accounting and statistics, and Mrs. Goddard, was graduated from Bates College April 24 with a Bachelor of Arts degree. She has majored in English and plans to teach.



**AT SPRING DANCE**—Bill Manning and Marion Perkins, at left, welcome Mr. and Mrs. William Wood to the spring dance held last month at the Pride's Corner community hall.

## GENERAL OFFICES

Elta Benner returned to work after being confined to her home because of a broken arm sustained in a fall on the ice.

"Tug" Wilson is now driving a white Peugeot sedan.

Al Chapman recently spent a couple of days in Boston visiting friends.

Milt Chaplin has a new Catalina sedan.

The Auditor Disbursements office has been recently painted and renovated and looks very nice—new ceiling, walls painted green, new lights.

Marie and Bob O'Connell have a new Ford; white, four door, blue interior.

Nancy and Arthur Gilbert have a Ford galaxie 500; blue and white, two-door hardtop.

New face in the data processing office is that of William Trefethen.

Ed Stewart and family will spend a week of their vacation visiting Ed's mother and Marie's folks who live in New York State.

Mary Morse has been on vacation for a week.

Phil Lentz, former Engineering Dept. employee has applied for two more years in Germany, which would make five years. The whole family is enjoying their stay in Europe.

Wes Martin and family went to Cumberland, Md., to visit son Robert and wife, and to welcome their first grandchild.

Marion Faibisy's son John has just received his Master of Arts Degree and is now in the Ph.D. program.

Dick Alyward and family spent a week in New York. This was the children's first trip to the Big City.

Alice Eliason would like to thank her many friends and associates who remembered her during her recent illness. She is feeling much better and is happy to be back.

Robert Nurse, Jr., son of Mr. and Mrs. Bob Nurse, is home from Germany on leave and will be going back to Maryland to finish his enlistment.

Dennis Shea, son of Mr. and Mrs. Jerry Shea will be home in May on leave from service in the Philippines before going to Texas. Incidentally, Jerry recently got a perfect "29" cribbage hand, a very rare occurrence.

Bill Manning's new car is a '67 light blue Ford Custom Sedan. He has also acquired a 52-foot house trailer, the location of which is temporarily a well-guarded secret.

## RIGBY ENGINE HOUSE

Messenger correspondent and Mrs. Albert B. Wetmore have just returned from a month in Florida.

The engagement of Bette J. McKenna, granddaughter of former Boilermaker Charles Jackson, retired, has been announced by her parents, to Specialist 4th class Ronald Plaisted, U. S. Army. The wedding is planned for June. Both are graduates of Westbrook High School.

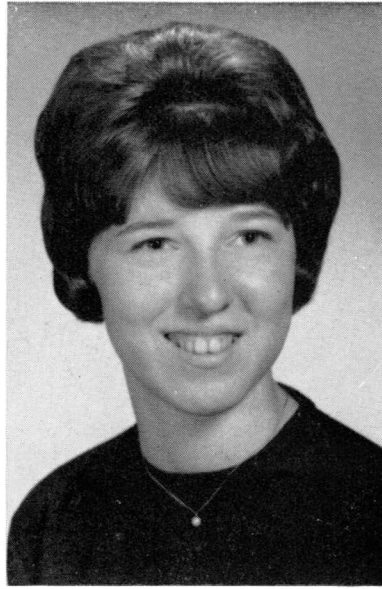
Former Signal Department Foreman Charles Rideout, 72, died recently at a local hospital after a short illness. Charles was a 50-year service employee in the signal department. Thirty-six years of that time was spent with the crew at Brunswick.

Foreman Charles Tetreault, 1st trick, is back on the job after a lengthy bout with the "flu." Electrician John Connors substituted for him.

Hostler Joseph Tierney entered the hospital for eye surgery during the month and is progressing.



**25-YEAR AWARD**—L. E. Robinson, Bangor engineer, receives his 25-year service button from Colon J. Peasley, Portland, assistant road foreman of engines.



**JUNE GRADUATE**—Pamela Theberge, who will graduate in June from Lewiston High School, has been accepted at the University of Bridgeport, Conn., where she will be enrolled in the Nurse's Training course. She plans to enlist as a Navy nurse on completion of her course. Pamela is the granddaughter of PTCO. Electrician Walter Emery.

Stores Department Lift Truck Operator Russell Proctor, tells me his son has passed the Maine Maritime Academy entrance exams, will enter in August.

Retired Machinist and Mrs. Theodore Cote have returned from a vacation trip to Florida, North Carolina, and the West Coast visiting their children's families.

Carman Merle Cook and family took their usual Florida trip, visiting relatives and friends.

Car Department Clerk Patrick Conley had a bad fall, causing a back injury, and is confined to his home.

Chief Clerk Frank Garland was elected for a three-year term to the Board of Selectmen at Freeport.

Engine House employee Martha Boucher has returned to her job after an extended vacation visiting her daughters on the West Coast and the Hawaiian Islands.

Janitor Charles Ready has a 1967 Chevrolet.

Carman Percy Akeley was out sick during the month, but is back on the job.

Phillip Bonang, a former Machinist and Boilermaker, visited the shop during the month, and wanted to be remembered to all of his old friends.

Progress on the replacement of the Store room floors with concrete by the Bridge and Building crew is being accomplished slowly due to the moving of heavy equipment from place to place.

Signalman Charles Chamberlain is the proud father of twins, a boy and a girl. Mother and babies are doing nicely.

A letter was received from former Wharf No. 1 Electrician, Harold Marden, now retired and living in Seminole, Florida, near the Clearwater area on the Gulf of Mexico.

Stores Department Clerk Mathew Kane attended the regular quarterly Storekeepers' meeting held at the General office in Portland. Storekeeper Maurice Allaire was also in attendance.

Carman Randolph Tomlin is acting as spare or relief foreman at the Car Department.

## RIGBY YARDS

Sympathy is extended to the family of P. J. Tracy, retired chief crew dispatcher on the death of Mr. Tracy.

General Yardmaster F. W. Grimmer retired March 18.

W. E. Kirkpatrick, swing operator at Tower 1, retired March 17.

Erving Babcock, retired yard conductor, has returned home after a stay at Maine Medical Center.

R. A. Parker, first trick watchman, Wharf 1, has enjoyed a few days vacation.

R. A. Chenevert, second trick Yardmaster, Yard 8, also has been on vacation.

Calvin Caler, second trick Call Boy, Rigby, has been on vacation. His position has been covered by Spare Call Boy F. A. Morelli.

Mrs. J. A. Beckwith, Stenographer at Rigby, is on a leave of absence. Her position is being covered by Mrs. M. A. Biladeau.

Mr. and Mrs. James Stanton have returned home after a stay in the sunny south.

L. E. King, Third Trick Operator at Tower 1, has bid off swing position at Tower 1. Third Trick Tower 1 is being covered by E. H. Gronlund until it is bid off.

Swing Operator E. A. Wakefield is enjoying a few days vacation. His position is being covered by spare operator P. D. Graham.

George Severy, Third Trick Yard Clerk, Yard 8, is on vacation. His position is being covered by R. E. Auger.

L. H. Holmes, Agent at Cumberland Mills, was on the sick list. His position was covered by C. E. Young.

Anne-Marie, daughter of General Agent and Mrs. Paul V. Bourque, a member of this year's graduating class at South Portland High School has received acceptances from the University of Maine, Orono; Farmington State College, and Gorham State College, for the continuation of her studies toward a teaching degree. She has decided to attend Farmington State College and will enter the Freshman Class in September of this year.

## WATERVILLE STATION

Trackman Albert Eldridge has returned to work on his position at Oakland after an injury to his hand.

The following have bid off permanent foremen positions: Win Shaw at East Newport; Ed Veilleux at Winslow; George Tibbetts at Clinton; and Bob Bennett at Burnham Jct.

Lin Decker has been filling in on the foreman's position at Skowhegan while Al Gowen was out.

Wallace Blodgett has bid off trackman's position at Oakland, subject to the return of Vic Thompson.

Telegrapher Doug Thompson, second trick Tower A, has bid off a first trick position in the "WR" Office in Portland. Doug has worked many years on second trick in Waterville, and this will give him the opportunity to work days. We wish Doug "Good Luck" on his new position. John Witham has bid off Doug's job here at Tower A.

Asst. to Supervisor Work Equipment Al Henderson spent Easter weekend visiting his son and family in New Brunswick, Canada.

Clerk Dick Fecteau, engineering office, recently attended the movie "The Bible" at the Cinerama, Boston.

B&B Carpenter Everett Flannery and Asst. Supervisor B&B C. W. "Pete" Beckwith, Portland, have been putting up the new freight office signs on the Eastern Division.

Leading Plumber Harold Finnimore recently spent two weeks vacation in Florida.

Jeanne M. Grenier, 19, daughter of Clerk and Mrs. Arthur Grenier, freight office, graduated from Central Beauty School, Augusta, in April. She is employed at Katharina's Beauty Shop, Jefferson, Me.

Jeanne is a graduate of Mount Meric Academy and recipient of an Emilia Earhart award in 1966.

First trick yardmaster Ralph LaLiberte spent two weeks vacation visiting his daughter in New Jersey, at which time Ralph became a grandfather again. Ralph and his wife had quite a time taking care of the twins which are more than a year old now.

Work Equipment Supervisor Ray Coulombre and family spent a weekend in Massachusetts visiting relatives.

In the freight office, Clerk-Stenographer Bev Cook and family spent a weekend in Massachusetts visiting friends, and doing some shopping at Peabody Shopping Center.

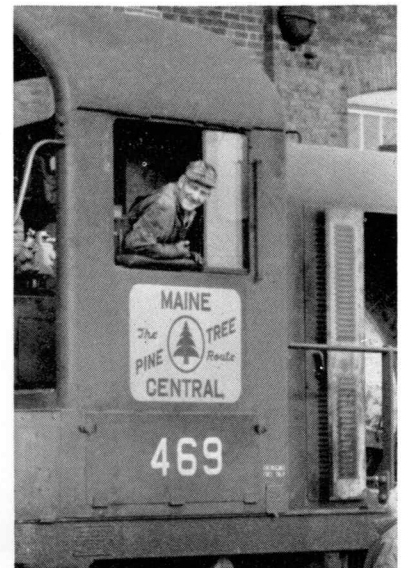
A visit was made in the engineering department by two retirees recently; retired trackman Charles Luxie, who now resides in New Brunswick, Canada, and retired plumber James MacGregor, who is now 72 years old and who retired in 1962. They both are feeling fine.

Paul Vainio has bid off a trackman's position at Corinna.

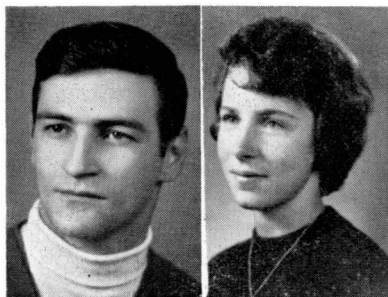
## WATERVILLE SHOPS

Retired Millman Chris Carstenson has returned from a six-week sojourn in Mt. Verde, Florida, where he visited with Retired Carman Clarence Garfield. A sideline of the visit were fishing trips on the Gulf of Mexico.

Recently on the sick list have been



**PASSES INSPECTION**—This is Bert Jewett, inspecting Engine No. 469 after coming out of Waterville Shop. The smile on his face is an indication that the engine is O.K.



**TO WED IN AUGUST**—Mr. and Mrs. George Lessard, Waterville, have announced the engagement of their daughter, Andrea F. Lessard, above, to James H. Fletcher, son of Machinist and Mrs. Kenneth V. Fletcher, also of Waterville. Both are Waterville High School graduates and both are employed by the Scott Paper Company, Winslow. An August wedding is planned.

Electrician Fred Gaunce, Carmen Sam Merrow and Jimmy Walker, Checker Roy McCommic and Millman Earl Burgess.

Tractor Jockey Wayne Desveaux has returned from Great Lakes, Ill., where he has been receiving boot training in the Naval Reserve. He expects to be called for a two-year hitch.

Blacksmith Harold Boucher has applied for his pension. He has some 30 years service at the Shops.

Carman John DaPrato has a new Pontiac sedan.

Electrician Lloyd Tilton has recently returned from a flying trip to St. Louis, Mo., where he visited with his daughter and family.

Air Brake Foreman Wade Richardson has recently completed a two-week school of instruction on modern braking systems at the Westinghouse Air Brake Co. in Wilmerding, Pa.

Supt. and Mrs. Alden Finnimore and Foreman and Mrs. Floyd Case attended the April meeting of the New England Railroad Club in Boston.

William Knights, U.S. Navy, son of Carman welder and Mrs. Howard Knights, was recently involved in a bad car accident and received severe head injuries. He was taken to the Naval Hospital in Brunswick.

Retired Boilermaker Archie Maheu died recently in Waterville at the age of 80. He worked at the Shops some 48 years and had been retired since the early 50's.

Yard Foreman Harmon Moreau received a pleasant surprise on Easter

Morning. His son, Ronnie Moreau, of the U.S. Marines called him from Viet Nam by telephone. Ronnie has been wounded twice while stationed in Southeast Asia.

Bruce Alley, son of Mason and Mrs. Gene Alley, driving a Tempest, and Gerald Buck, crane operator, driving a pick-up were recently involved in a crash meeting on College Avenue. The vehicles were clobbered but there were no serious personal injuries.

Major Estabrook has made a recent trip by air to Chicago to inspect some tank cars.

Car Helper Dave Ifill has resigned for greener pastures.

Retired Carman Ernest Jones died April 17 in a local hospital. He had been retired three years and had worked for the Maine Central for 48 years. He has been employed at the Holiday Inn as a maintenance man.

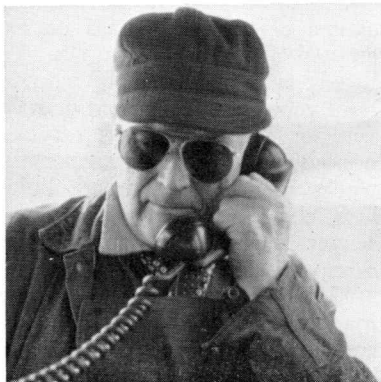
**WATERVILLE YARDS**

Burns Hillman, Swing Yardmaster, is glad to see Bob Hooper, Engineman, Switcher No. 4, back in Waterville. Bob makes his home in the Waterville area in the summer, and now that he is back, Burns is hoping he has brought the good weather with him.

Thurl Severy, retired Engineman, is recovering slowly from his recent operation and wishes to thank everyone who sent him cards while he was in the hospital.

Our sympathy is extended to Fred Sandy and his family in the death of his wife Margaret. The funeral services were held at Sacred Heart Church, April 13 with the Rev. James Gower officiating. The bearers were Russell York, Nubert Estabrook, Robert Bartlett and Maurice Blake.

Wade Richardson, Air Brake and Wheel Shop Foreman, did a good deed while on his way home from



**TAKING AN ORDER**—Carl Stevens, Engineman, Switcher No. 3, taking an order from Tower A to do City work.

work during Holy Week. He was seen giving a fellow worker a helping hand pumping air into a flat tire by hand. The owner of the flat tire was C. L. Whitney, who also took his turn.

A recent patient at Thayer Hospital was Skip Houdlette. He has fully recovered and returned to work.

We welcome Reed Camic back to work after being off duty approximately two months.

Two new faces at the throttle recently on Switcher No. 7 were B. A. McNally and Howard Ireland from Portland way.

Our alert engineman, Alfred Miles, saved Cal Clark what could have been a fine for forgetting to get a new sticker for his car.

Victor Buck, 2nd trick Hostler at the Waterville Engine House, is back after being ill 4 months and 4 days.

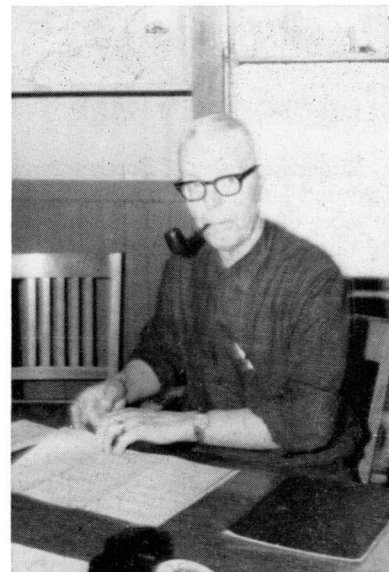
No doubt he's also glad to be back.

A new face has been added to the spareboard at Waterville Yard in the brakeman field, and that is C. K. Trask, who hails originally from Benton and is now from Waterville. Incidentally, he is also son-in-law of our 1st trick Yardmaster, Ralph LaLiberty.

Leo Bujold recently made a switch from Relief Switcher No. 2 to No. 1—less night work.

R. J. Moffatt, East End Switchman, is on vacation, and we certainly hope he's having a good time. He lives in Lewiston, which is near a race track. We wonder if he's ready to come back to work with some of his winnings or vice versa. We'll soon find out.

Other vacations during this month: R. J. Laliberte, J. E. Boudreau, R. B. Williams, C. F. Mason, R. O. Carrier, W. H. Bodman, C. F. Hodgdon, G. F. Mathieu and F. Leathers.



**"FATHER" SNOWMAN**—Caught off guard by the camera in an industrious pose is none other than Rockland's Chief-Clerk and Cashier Fred "father" Snowman.

us. Mother cat at the Rockland round house presented Car Cleaner Fred A. LaBranche, Car Inspector F. A. Montgomery and Mechanic "Joe" Clough with three brand new mascots, one for each. She even provided positive identification, as no kitten is of the same color or markings. Everyone there is doing a good job kitten sitting, including the crew from Shurtleff's Salt Company in the other side of the building. Haven't been able to learn who will claim the tri-color or so called "money" kitten. The other sign of Spring is Conductor Maurice Johnson, indulging in thick Dairy Queen shakes and other kinds of "goo," as Father Snowman describes it. We hope it doesn't affect Maurice in the same manner as a year ago.

The B&B outfit moved out of Rockland, two cranes and accompanying equipment, on NJ-2 April 8. Crane operators Ronnie Brewer, Gerry LaBlanc with assistance of Pete Beckwith completed all preparations the day before. Yardman Gerald Gagnon from Waterville supplied flag protection while crane 164 accomplished this work.



**25-YEAR AWARD**—Arthur Herron, left, Conductor of WP-1 PW-2, and Bill Hill, Conductor of Switcher No. 3 Waterville Yard, being congratulated on receiving their 25 year pins from Bud Harris, Trainmaster, Waterville Area.

Larry St. Amand is taking another chance at raising white ducks. He calls them Albino Ducks. Anyway, the story goes like this—Last year two young boys were hunting in a woodlot near Larry's house and came across Larry's ducks and shot them. On their way back from the woods, they were greeted by Larry. The boys reply was (displaying their catch) "Look Mister, we killed some Albino ducks not too far from here." We can't print what Larry said.

Burt Therriault has been seen on duty at the Master's Chair.

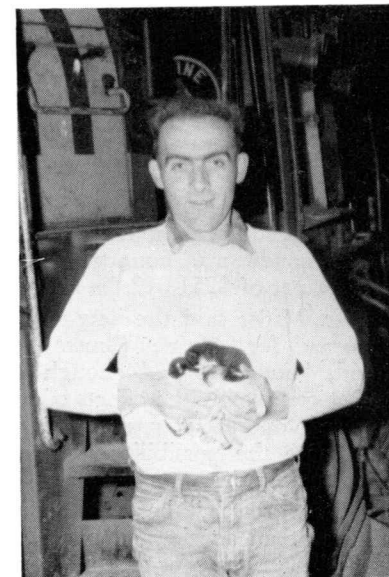
**ROCKLAND**

Engineer Charlie McLain has bid off the Bayview turnaround NJ-2/JN-1, vacated by Engineer Ormand Lowe, who has taken a switcher in the Terminal.

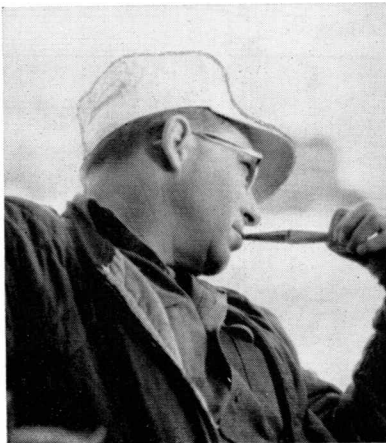
Engineer C. W. Morse has bid off the Rockland Switcher, the job vacated by Charlie McLain.

Brakeman M. P. "Mike" Mitchell was off sick at the time of this write-up, and we hope by the time this issue comes out he will be fully recovered and back on the job. His job was covered by Yardman R. O. Carrier from the Waterville board.

Two sure signs of Spring are with



**NOISY HANDFUL**—Holding three 10-day-old mascots at the Rockland Round house is car cleaner Fred A. LaBranche.



**ABOARD SWITCHER NO. 5**—Ernie Miles, Engineman of Switcher No. 5. When not at the controls of an engine, he is raising and training race horses.

## Elmer C. Haley Honored By BLE

Elmer C. Haley of Portland was honored last month by the Brotherhood of Locomotive Engineers as one of the organization's 40-year members.



Haley retired eight years ago, marking the close of a 48-year railroad career, all of it in New England, and all but one year on the Maine Central.

Born at Hollis, Maine, on Dec. 14, 1886, he began railroading as fireman on the Boston & Albany and a year later, in 1911, went firing on the Maine Central. He was promoted on June 28, 1918, and the very same day he and his girl—(she was Sibyl H. Smith) were married.

He operated both steam and diesel power. At retirement he was running local freights between Rigby and Rockland, handling a diesel engine (G.P. 7) on trains RN 1-2.

He joined Div. 40 on Jan. 23, 1921. He also is a Mason. "I've always been very proud of Div. 40; it's one of the old ones, with a long history," he said.

He and his wife live at 408 St. John St., Portland. There he pursues his only hobby—gardening.

The Haleys have five children, seven grandchildren and a great-grandchild.

### Rates—from page 1)

in February and March, which required higher snow removal costs than anticipated, and a general car shortage due to inability of other roads to deliver empties, and consequent losses of business were the chief factors.

While February showed a loss of \$130,000, March, despite adverse conditions, bounced back with a net of \$251,012, he added.

Mr. Miller said the long-range forecast for Maine Central is good, "but not good enough to offset completely the effects of increased operating costs and to eliminate the possibility of some rate increases.

"Our growth," he said, "continues at an accelerated pace. In March, last year, for example, our net ton miles climbed 4.4 per cent over March of 1965, while net ton miles for March 1967 were up 9.4 per cent above March

1966. This shows a healthy trend which leads us to think optimistically of cash dividends later in the year, once our rate structure has been rectified and earnings increased to offset wage increases beyond our control."

### Use Tax—from page 1)

ful administration exist in Oregon, Colorado and Idaho in the West and Ohio and New York in the East.

"It is noteworthy," he said, "that all of the named states have excellent highway systems that are in good financial condition. They have all had excellent economic growth patterns and excellent motor carrier service. From these factors, it is apparent the systems adopted in those states have been of benefit to the public and have provided modern highways for the movement of commerce."

Livingston told the committee that the proposed highway use tax would have these effects on Maine:

1. From estimates of mileage by weight groups based on highway department figures, it would appear that passage of the proposed law would provide about \$3,000,000 per year of new highway funds, and that the additional financing would go far toward meeting the financing requirements of the highway department on a balanced program shared equitably by passenger car owners and truck operators.

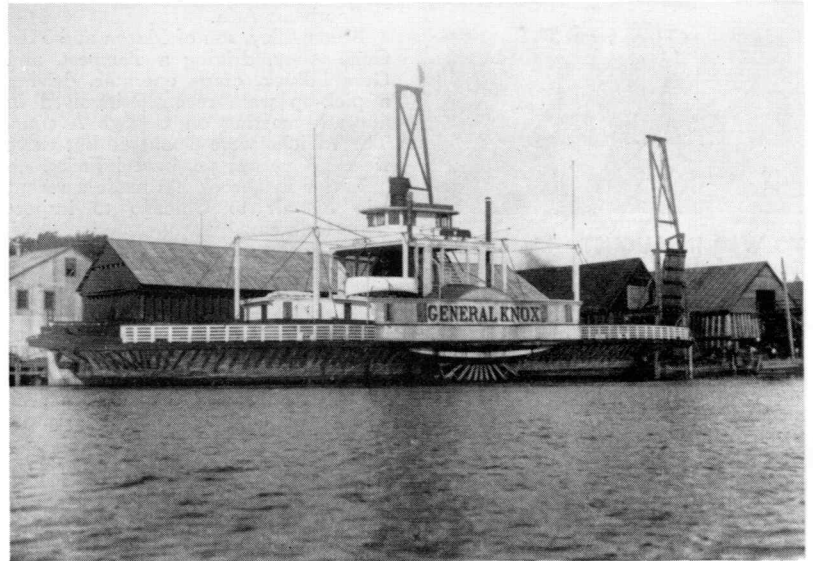
2. The present 7¢ gas tax level could be maintained, thus keeping Maine on a level with many of the other states rather than be forced substantially above.

3. Based on the experience of New York and other states with similar systems, the proposed highway user tax would provide modern facilities on sound financing concepts, avoiding the constant depletion of current income to pay interest and bond amortization. (Amount per year \$4,306,000).

4. "Gray area" truck operators who avoid paying their fair share of highway costs under registration systems are either eliminated or required under the use tax law to meet their proper obligations. This would provide greater equity and additional income for the support of the highway construction and maintenance.

In his introduction of Livingston, Rep. Gerard P. Conley, D-Portland, told the committee that his bill would set up rates by which highway freight trucks with a gross weight of 18,000 pounds or over would be taxed on the number of miles they travel in Maine.

## From The History File . . .



The back-page picture of the ferry "Hercules," last month, has led, as these things will, to requests for more of the same. With the help of R. F. Dole, chief mechanical officer, we're offering a similar picture of the first Maine Central ferry between Bath and Woolwich, the doughty "General Knox."

The wooden-hulled "Knox" was built by the Bath Iron Works, fitted out at dockside and took her first three freight cars across the Kennebec to Woolwich on September 6, 1898. She made her first crossing with passenger cars 14 days later. The "Knox" had a load waterline length of 137.5 feet, her beam was 32.5 feet and she drew 12.4 feet. Because of her small capacity (three freight cars or two passenger cars) she was relegated to use as a spare in 1903, when the "Hercules" went to work, and eventually was sold for use on Long Island Sound.

Revenue—estimated at \$3 million annually—Conley said, would be dedicated to use of the State Highway Department for construction and maintenance of highways.

Conley explained that several classes of vehicles would be exempted from the user tax. He listed trucks under 18,000 pounds, mail vehicles, government or state vehicles, certain farm trucks, household goods transporters, trucks used for pulpwood, bolts, logs, chips, slabs or edgings, passenger buses and construction dump trucks.

"L.D. 1528 would remedy the inadequacies and remove the inequities, and provide the legal basis for a really fair system of highway taxation in Maine," Conley said.

PUBLIC RELATIONS DEPT.  
Maine Central Railroad Co.  
222 St. John Street  
Portland, Maine. 04102

Return Requested

Mr. Alfred M. Wynne  
279 West Street  
Amherst, Mass. 01002  
C-11

### RETIREMENTS

Alfred Gowen, section foreman, Skowhegan, April 7.

Frederick W. Grimmer, general yardmaster, Portland, March 17.

Dan Kane, laborer, Portland, April 1.

Lloyd M. Newcomb, trackman, Corinna, March 22.

Leigh A. Ramsdell, carman, Winslow, April 12.

### DEATHS

John J. Joyce, clerk, Portland, April 8.

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