



IMC-Chlor-Alkali Plant Starts Up, Ships First Chlorine Cars To Mills

Scarcely 48 hours after a switch was thrown to start production in the brand-new IMC-Chlor-Alkali plant at Orrington last month, three carloads of chlorine were en route to paper mills in Maine and New Hampshire.

It was the first of some 120,000 tons of chlorine and caustic soda to be manufactured annually by the new multi-million-dollar facility, Maine's newest chemical plant. Under construction since August, 1966, the new plant occupies about 15 acres of a 150-acre industrial park at Orrington, on the east bank of the Penobscot River.

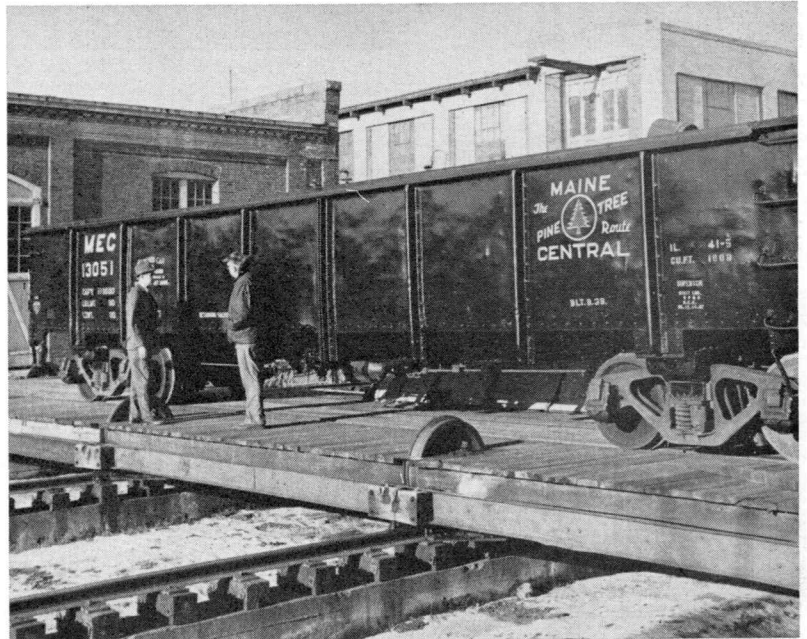
The installation includes about 6,000 feet of sidings leading from Maine Central's Bucksport branch. Solar salt, evaporated from sea water in the Bahamas, is delivered to the new plant by rail after a sea voyage from the South Atlantic to Searsport. Finished products—chlorine and caustic soda—are manufactured in an electrolytic process and shipped by rail to mills of the

New England pulp and paper industry.

Robert J. DeLargey, vice president of IMC, said the new plant will play a major role in the continuing growth of New England's pulp and paper industry and the Bangor area. The Orrington plant, he said, is the safest, most modern and most efficient operation that present technology can provide.

A director of the company, President Robert N. Haskell of the Bangor Hydro-Electric Co., said the new plant is the largest consumer of electric power in Maine, and that on a yearly basis, it will use as much electricity as Bangor, Brewer and Dow Air Force Base combined.

Peter DeAngelis is plant manager, supervising 52 production and administrative employees, most of whom have been hired locally and trained at the new Orrington site.



READY AT WATERVILLE—One of 20 modified gondolas being readied by Waterville Shopmen for the new ore traffic from Bucksport is shown on the transfer table as it emerged from the paint shop a few days ago. Cars like this will carry zinc and copper ore concentrates that will originate at the Callahan mine in Harborside to smelters in Josephstown, Pa., and Gaspe, Quebec. Loadings are expected to start in mid-January at a new Maine Central facility in Bucksport. Shop Superintendent Alden Finimore and Paint Supervisor G. K. Stevens inspect the job, above.



BOARDED FOR RETURN—The new ore cars bear this marking—for prompt return to Bucksport and re-loading.

A western Maine farmer, Irvin Thurston of Fryeburg, placed high in another sugar beet contest sponsored by the First National Bank of Houlton.

The contests, with entries from throughout the state, brought this comment from an official of the Maine Sugar Beet Growers Association:

"This sampling of beets should prove beyond a doubt that excellent sugar beets can be grown in the State of Maine. It is noteworthy that among the winners were farmers who grew beets for the first time in 1967.

"It is the farmer himself who is going to lead the way to establishing sugar beets as a very profitable addition to farm income in Maine."

Prout, a successful raiser of garden crops for several years, was one of hundreds of farmers in Southern and Western Maine who experimented with sugar beets last season. He planted 80 acres on May 18 and harvested about 1700 tons of beets in November.

Next year he'll plant earlier, he says, and eliminate the need of thinning through use of precision planting of pelletized seed. He expects to increase his yield by four to five tons per acre in this way.

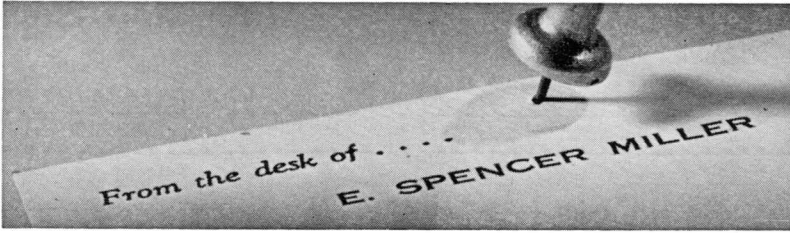
MeC Shipper Wins Aroostook Bank's Sugar Beet Prize

A Bowdoinham farmer carried the flag for southern Maine last month, winning a contest conducted by an Aroostook County bank for the largest sugar beet grown in the 1967 season.

Harry Prout, who shipped 35 carloads of beets via Maine Central last month, was declared winner of the competition after sending a beet that weighed 13 pounds, 11 ounces, to contest officials at the Northern National Bank of Presque Isle.



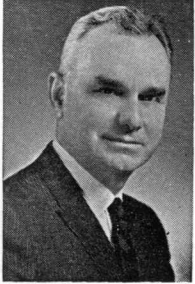
BIGGEST BEET—Harry Prout of Bowdoinham, winner of a big-beet contest conducted by the Northern National Bank of Presque Isle, is shown aboard his harvester with his 13-pound, 11-ounce entry.



TO MY FELLOW EMPLOYEES:

"And a happy New Year" . . .

How many times, in the past few days, have we said that, or heard it said by someone else? And how many times have we thought: "Wouldn't it be fine if 1968 were, in fact, a 'Happy New Year' for Maine Central, its workers, its owners, its management and its customers. Not for just one group, or even two, but for all of them."



It would be a happy year, indeed, if this could come to pass, and while the realities of business make such complete mutual happiness almost unattainable, it is nevertheless the goal toward which we strive. We must aim for this difficult target in 1968, and hit as near to the bull's eye as the best of human efforts can direct.

Rose colored glasses are the rule at this time of the year, but we of Maine Central can be mildly optimistic with good cause. Prospects for our new year are generally bright. New traffic sources are appearing, new commodities are riding our rails, and old types of traffic are holding their own and in some cases increasing. Economies can to some degree offset spiraling costs, and the happiness of all will be enhanced by the degree of improved earnings which should be attained.

For the customers to be happy, the railroad must continue to improve the transportation service it provides. Obviously, satisfied customers are basic to our business success, and they must be served well if we are to enjoy their maximum patronage. If we can meet their requirements, give them a dollar's worth of service and a dividend of interest and assistance for each dollar they pay us, then we're aimed in the right direction.

Customer relations are as vital to Maine Central as they are to a department store.

Although we have kept pace with industry's changing transportation requirements with equipment that is more powerful and more suited to the needs of our shippers, our attitudes, in some cases, have not changed. Some of us are still inclined to think negatively, and some still solve difficult freight moving problems by dismissing them as "impossible," largely because there is no precedent of success.

The phrase "It can't be done" should be banished from the present-day railroadman's vocabulary, because with our facilities and talents, and with those of the entire railroad industry supporting us, there isn't much, really, that can't be done . . . with intelligent application, the will to accomplish and a little ingenuity.

We must find ways to improve service to old customers, and we must develop ways to serve new ones. We are a team, and all departments should work together for progress. In the year past it has been proven over and over again that a traffic or a transportation problem which could not be solved in the department where it belonged could be solved by all of us working together.

Let us go into the New Year with the conviction that if it is transportation, we can find a better answer, and that in every competitive situation we can win.

E. Spencer Miller

EDITORIALS

An Oft-Expressed Wish

An editor's mail is always a source of satisfaction. If it contains compliments, it's naturally pleasing, and if it contains complaints, we're still gratified. Such a letter shows that someone was interested enough not only to read the MESSENGER, but to take the time to tell us where and how we goofed.

In the mail last month was a letter of the complimentary kind . . . from the sister of the late William E. Tingley of Binghamton, N. Y., a retired engineman for the Delaware and Hudson who died in November. Here's part of it:

"It was his oft-expressed wish during the last several months that when he should go I must write and express to you how much he enjoyed your little magazine—the best little railroad magazine that came to him—and also how very much he loved Maine and its people. Thank you for some fine friendships."

Found: A New Word

It's a pleasant occasion when we run across a new word, and especially when we can find an excuse to use it, right off, while it retains its full, satisfying flavor. We checked the dictionary—and maybe you will—to make sure it means what we thought it did. It does, so may all of us wish all of you a most eximious 1968.



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.

EDITOR

Joseph H. Cobb, Director of Public Relations

ASSISTANT EDITORS

| | |
|-------------------|--------------------|
| Horace Rodrigue | Augusta |
| Frank E. Ware | Bangor |
| R. S. Thing | Brunswick |
| Henry A. White | Lewiston |
| Harold C. Clark | Retired Workers |
| Albert B. Wetmore | Rigby |
| John F. Johnson | Rigby Yard |
| W. B. Lewis | Rockland |
| E. L. Kennedy | Sports |
| G. K. Stevens | Waterville Shops |
| Ruth Brochu | Waterville Station |
| Arthur Doucette | Waterville Yard |
| Alice Allen | General Offices |
| Carol Bragdon | General Offices |
| Molly Fehlau | General Offices |
| Myrtle Neilson | General Offices |
| Marion Stevens | General Offices |



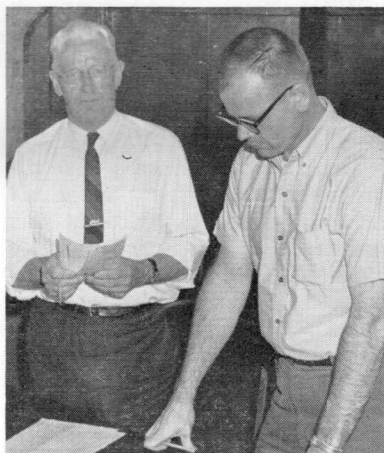


IN THE DRIVER'S SEAT—Henry Lee Frizzell, 11, gets a close look at what it takes to operate a Maine Central locomotive with the help of his dad, Engineman Oliver D. Frizzell. The Rigby visit occurred just after the boy had found and removed a piece of steel from the rails at Deering Junction.

Engineman's Son Finds, Removes Rod From Rail, Averts Possible Accident

As far as 11-year old Henry Lee Frizzell was concerned, it was just another ordinary day. School was out, and he was walking home through Morrill's Corner, Portland, approaching the main-line crossing.

Then he noticed it . . . a foot-long steel rod, an inch in diameter, resting across one of the tracks.



AT RIGBY YARD—Assistant Superintendent M. F. "Bucky" O'Brien talks with Clerk Reggie Thompson during a busy afternoon at the Rigby Yard Office.

Henry's instinct and education took over—after all, he'd been listening to stories of railroading and how accidents can happen for most of his 11 years, living as he does in the household of Oliver D. Frizzell, Engineman, Maine Central Railroad.

So Henry picked up the piece of steel and took it home. Later, when his father arrived from work, the boy showed it to him. The man told the boy he had done just the right thing, and that this piece of steel could have caused a major wreck with possible heavy damage and personal injuries. It had been put there, obviously, by someone who had that in mind.

But Henry saw it, picked it up, and the possibility of an accident was averted.

And just before Christmas, Henry received a letter of appreciation from E. Spencer Miller, President of the Maine Central. He's pretty proud of that.

But he's just as proud of something his father said.

"You know, Henry," he told the boy, "you might have saved my life!"

Two Retiring MeC Stenographers Guests Of Honor At Dinner Party

A double-barreled retirement party—for the Misses Ruth E. Kelley and Martha E. True—was held by Accounting Department co-workers Nov. 30 at the Caldwell Post home on Glenwood avenue, Portland, attended by dozens of friends and associates.

The affair marked the close of long Maine Central careers for the two ladies, both stenographers. Miss Kelley had served the railroad for 40 years and six months, and Miss True, 31 years.

Miss Kelley, a native of Brighton, Me., joined Maine Central in 1927 at Portland as stenographer for Edward C. Payne, then auditor disbursements. She served in a similar capacity for Albert J. Raines, comptroller, when operations of the Kineo and Sam-O-Set hotels were included in the railroad accounting functions, and later served as secretary to the late Virgil C. Hawkes, general accountant. Her final post was as secretary to John F. Gerity, assistant comptroller.

A resident of Buxton since 1931, Miss Kelley is a member of the local American Legion Auxiliary and Buxton Grange, P of H. She also is a member of the Brotherhood of Railway Clerks, the Maine Association of Railroad Veterans and the Congregational Church of Skowhegan.

Miss True, a native of Portland and a graduate of Portland

High School, joined Maine Central April 2, 1936, as a stenographer in the freight claims department. She has spent her entire railroad career in this department.

Miss True is a member of the First Parish Church, Portland, and resides at 91 State Street. She hopes to travel in her unaccustomed free time.

Both Miss Kelley and Miss True asked us to express their thanks to the many employees and friends who contributed to their retirement gifts.

Cotting House Cornerstone Laid

A new building to be erected by the Harvard Graduate School of Business Administration has been made possible by a major gift from Charles E. Cotting, Boston investment banker and director of the Maine Central Railroad.

The cornerstone for Cotting House was laid in ceremonies last month. The structure will be a memorial to Mr. Cotting's father and grandfather, and will house the international activities of the Harvard Business School.



VETERAN STENOGRAPHERS RETIRE—Two long-time Accounting Department stenographers, Miss Ruth Kelley and Miss Martha True, were honored by friends and associates in late November at a retirement dinner. From left, above, Clifford P. Hawkes, auditor disbursements; Miss True; Horace N. Foster, treasurer and comptroller; Miss Kelley; and John F. Gerity, assistant comptroller.

With The Veterans...



FISHING QUEEN CROWNED—Pamela Abernathy, 11, of Augusta, was crowned "Maine Salt Water Fishing Queen" at the December meeting of the Maine Association of Railroad Veterans at Howard Johnson's, South Portland. From left, making the presentation, immediate Past President Robert R. Lewis, Pamela, Emile Morin, President of the Maine Salt Water Sport Fishing Association and a member of the Veterans; and Mrs. Lewis.

Coronation, Installation Highlights Of Veterans' Pre-Christmas Meeting

Installation of officers, the crowning of a "Maine Salt Water Sport Fishing Queen" and a Christmas party were features of the December meeting of the Maine Association of Railroad Veterans, Sunday, December 17, at Howard Johnson's, South Portland.

Pamela Abernathy, a pretty 11-year-old from Augusta, was the hit of the affair, giving several recitations and receiving her crown and gifts from President and Mrs. Robert R. Lewis. Her parents, Mr. and Mrs. C. E. Abernathy of Augusta, were on hand to watch.

Emile Morin, Cape Elizabeth, president of the Salt Water Fishing group and a member of the Veterans, served as master of ceremonies. There was carol singing, a gift exchange, and an entertainment that included Mr. and Mrs. Frank Good, who presented a sketch; Mrs. Paul E. King, at the piano; and Al Murray, who played banjo selections. Leonard E. King served as program chairman.

Installed for 1968 by Past President Horace F. Knowles were: President, Raymond W. Farley; 1st Vice President, John I. Briggs; 2nd Vice President, William H. Coombs; 3rd Vice

President, Herbert E. Jenkins; Secretary and Treasurer, Melville L. Davis; Chaplain, Herbert W. Fogg.

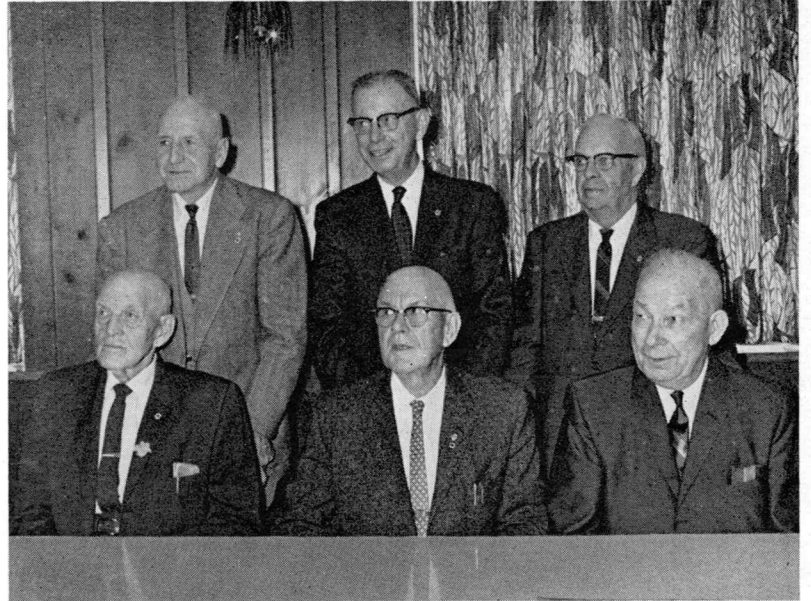
The Christmas meeting and party and floor show is always one of the important occasions of the year.

The year 1967 has been a good one for the Maine Association of Railroad Veterans. The membership has now reached the 700 mark, and the meetings present an opportunity to meet Railroad friends. A cordial invitation is extended to all Railroad Veterans to join in membership.

We were sorry to hear that one of our members, Mr. Harvey L. Clough, retired Boston and Maine Engineer, is a patient at the Veterans Hospital, Togus. We wish him the best and cards would be appreciated. His room number is 533.

Elmer C. Haley, retired Maine Central Engineer, is home after surgery at the Maine Medical Center and gaining daily.

Mr. and Mrs. Leonard E. King, Sr., are the proud great-grandparents of twin boys. They have been named Byran Lawrence and Bruce Paul, the sons of Mr. and Mrs. William L. Diehl (Geraldine King) of State College, Pennsylvania, formerly of Lisbon Falls.



HEAD RAILROAD VETERANS—Installed at the December meeting of the Maine Association of Railroad Veterans were the officers for 1968, above. Seated, from left, Herbert W. Fogg, South Portland, chaplain; Raymond W. Farley, Saco, president; and John J. Briggs, Portland, first vice president. Standing, William H. Coombs, Portland, second vice president; Melville L. Davis, South Portland, secretary-treasurer; and Herbert E. Jenkins, Falmouth, third vice president.

George C. Larsen, retired Maine Central Conductor, is a patient in the Medical Center. Cards would be in order.

The Maine Association of Railroad Veterans wish to extend to all, through the "Messenger", a prosperous and happy New Year.

Henry Taylor, Bangor, Ends 50-Year Career

Henry Taylor, engine house laborer, Bangor, retired recently closing a Maine Central career of more than 50 years.

He was employed at the Bangor Engine House for more than 46 years, and prior to that at the High Head coal pocket and dock.

Fellow employees presented a purse and their best wishes to Mr. and Mrs. Taylor. They live at 213 Buck Street, Bangor.

Eugene O. Hatch Reaches Retirement

Eugene O. Hatch of Holden, Engine House Foreman at the Bangor Engine House, retired December 14 after a 30-year railroad career.

Hatch joined Maine Central in 1941 as an Engine House Laborer under General Foreman R. O. McGarry. In 1942 he was set up as a Machinist helper and signed over as a Machinist in 1943. In 1945, he was made a foreman, and served in this position until his retirement.

Prior to 1941, he was employed for four years in the Mechanical Department of the Boston & Maine Railroad in Boston.

As he completed his final day, Hatch was presented a purse of money and the best wishes of his fellow employees for a long and happy retirement.

Mr. and Mrs. Hatch reside at Holden, and spend their summers at Castine.

1,000 MeC Veterans On RRB Rolls In '66

About 1,000 retired employees whose last service was with the Maine Central Railroad were receiving annuities from the Railroad Retirement Board at the end of 1966, the Board recently reported. Their annuities averaged \$147. Some 510 of these employees had spouses who were also receiving \$64 monthly, on the average.

During 1966, 90 former Maine Central employees were added to the Board's rolls, including 67 who retired from active railroad service. The annuities to the latter group averaged \$184.

Retired Supervisors Gather At Waterville



RETIREE SUPERVISORS were special guests for a brief coffee-and-doughnuts session at the Waterville Shops on Friday before Christmas. Above, seated, Superintendent Alden Finnimore and Raymond Clark. Standing, John Abbott, Raymond Snow, Ralph Patterson, Abe Johnson, Owen Thompson and Donald Russell, assistant shops superintendent.



Abe Johnson, Basil Thompson, Glen McCorrison and Floyd R. Case.



Raymond Clark, Albert Nelson, Raymond Snow, Freeman Rollins and Owen Thompson.



Foremen Wade Richardson, Sidney Brown, Richard Delano and Chief Clerk Charlie Wolman.

27 Presented Pins For Long Service

The following Maine Central and Portland Terminal Company employees have received 25-year service buttons in recent presentations.

Elta M. Benner, machine operator, Portland; W. J. Berry, assistant sales manager, Portland; E. W. Black, machinist helper, Waterville; Cecil Carmichael, machinist helper, Waterville; B. E. Fletcher, sheetmetal worker, Waterville; S. C. Fletcher, blacksmith, Waterville; A. T. Foster,

clerk, Milford; H. N. Foster, comptroller and treasurer, Portland; F. C. Haldane, stores, Portland; W. T. Hanscom, clerk, Waterville.

E. O. Hatch, foreman, Bangor; H. F. Hueston, trackman, Portland; Bernard L. Jordan, foreman, Richmond; G. E. Knight, stores, Waterville; John F. Lee, trackman, Bangor; C. H. Lindvall, electrician, Waterville; Rodney E. MacLearn, trainmaster, Portland; W. O. McCaslin, carman C., Waterville.

J. E. McKeil, machinist, Waterville; W. P. Moon, yardman, Bangor; S. C. Napolitano, stores, Portland; M. T. O'Donnell, clerk,

Portland; A. E. Richards, yard conductor, Bangor; W. R. Rogers, foreman, Bucksport; P. J. Scanlon, clerk, Portland; Ralph L. Scott, trackman, Dennysville; F. H. Snowman, chief clerk, Rockland.

personal welfare is of concern to your family, your supervisors, your fellow workers, and to the over-all operation of the railroad.

You must have personal safety in mind at all times. With the right basic training, mental attitude, common sense, and general cooperation most accidents can be avoided.

The job is not easy. Safety awareness is the realization and desire on your part that you can prevent accidents if you are determined to be safe. Safety is an individual as well as a group responsibility.

Thinking Safety

By Laurence W. Sparrow
Safety Supervisor

Safety awareness has to be created and developed in a person. You must realize that your



SUNSET AT YARD 8—Piggyback crews work at the right as the sun sets over the tracks and cars in Yard 8, Portland. Late-fall cloud formations aided in providing this spectacular picture made by John S. Murphy, car department, Rigby.

GENERAL OFFICES

Home for the holidays were:

Nancy Goddard, from her teaching position in Haverhill, Mass., to be with her parents, Mr. and Mrs. E. K. Goddard of Falmouth.

Chuck Clifford, from Dartmouth College, to spend Christmas with his parents, Mr. and Mrs. Cliff Clifford of Biddeford.

Richard A. Shea, from Gorham State College, and Sgt. Dennis G.

Shea from Kelly AFB in San Antonio, Texas, to be with their parents, Mr. and Mrs. Jerry Shea of Portland.

Kathy Irving, from her secretarial job in New York, to be with her parents, Connie and Ray Davis of Portland.

The Comptroller's Office has a new stenographer, Mrs. Colleen Bimpson of South Portland.

A 25th anniversary party was held in December at the South Portland home of Assistant Comptroller and Mrs. John A. Gerity in honor of As-

sistant Vice President, Marketing, and Mrs. George H. Ellis. Mrs. Horace N. Foster, wife of Treasurer and Comptroller Horace N. Foster, was co-hostess. Guests presented Mr. and Mrs. Ellis with a yard-light sign with their name and a model steam locomotive.

J. F. Stanford and wife Alice spent their Christmas holidays with their daughter Joanne and family in Washington, D. C.

Eddie Stewart reports that all is well with his new job in Pennsylvania. Eddie and Marie have bought a home and they and their five children will move in on February 1, 1968. Their new address will be Kemerer Hollow Road, Export, Pennsylvania.

Larry Caret, former Leading Signal Maintainer is now the Circuit Draftsman in the Engineering Department.

Vinnie Morse—Mary's husband—is now associated with the Educational T. V. at the University of Maine in Portland.

Betty and Ed MacDonald spent their Christmas holidays visiting her family and spent Christmas Day in Jackson Heights, New York, with Betty's parents and brother.



END OF THE DAY—The Waterville Nighthawks, Don Bartlett, Lloyd Powers, Conductor; E. J. LaLiberte, and in the driver's seat, Clyde Haines. They are on Switcher No. 8, Scott Paper Co., Winslow, at completion of their tour of duty.

Stores Department employee "Ed" Whalen who has been ill for some time, is convalescing at his daughter's home in South Carolina. He was remembered by his friends at Rigby during the holiday season.

We have a new garage for the "Pack-Mor" car cleaner at the engine house. One of the engine tracks and pits have been filled in and a concrete floor laid. A section of the wall has been removed and extra large overhead doors installed.

Former Machinist Helper and spare Clerk Jim Quincannon has a regular job as engine dispatcher and clerk at the administration building, Rigby.

Electrician John Connors has been covering the foreman's job at the engine house while Foreman Tetreault was hunting.

Raymond Nott, Eutectic Welding supply representative, was a recent visitor at the shop.

Henry Beckwith, former employee of the Bridge and Building crew, died recently. He was retired on disability after an accident some years ago. He was age 61. His former crew sent flowers.

Former Machinist William Tatarczuk died recently at age 77, in a local nursing home. He was the father of Monsignor Vincent Tatarczuk of the Portland diocese, and an uncle of Car Department Blacksmith Bronick Tatarczuk. Flowers were sent to the funeral.

Car Department Clerk Patrick Conley was confined at the Mercy Hospital recently. He is progressing very well at this date and expected to be home for the holidays.

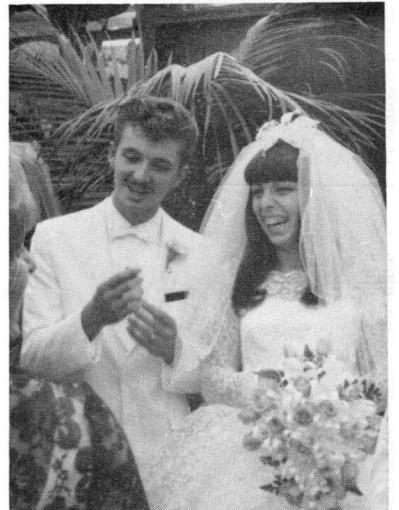
Car Department employee "Doc" James Concannon was confined at the Mercy Hospital for treatment.

Former Machinist "Lou" Carignan has a Comet sedan.

Hostler Joseph Tierney is much concerned, along with others employed in various departments of the Terminal who reside in the Libbytown area, over the eventual demolition of their homes to make way for highway I-295.

General Store Keeper Hugh Flynn was successful in his quest for the seat on the South Portland city council and we all congratulate him.

"Al" Christie, former Chief Special Agent, MeC Police, is busy with social and home workshop activities, and is



WED IN CALIFORNIA—Daniel Burnham, son of former crew dispatcher Norman Burnham and grandson of Car Distributor Hermon Scott, general offices, married Terry Holford in a recent ceremony at Bellflower, California. His father and mother now live in Bellflower, where Norman is employed by the Canteen Corp., and heads an orchestra.

RIGBY

Rigby's successful hunters, we're told, included Carmen Merle Cook, Ivan and Donald Perkins, and Donald's son Darrel. Machinist "Bob" Casey got a deer and a bear that weighed 259 pounds, as attested to by Stores Department Clerk "Frank" Kane. Electrician James Small got a 9 point buck, Walter Emery, a 10 pointer, and "Bert" Wetmore, a spikehorn. Foreman Charles Tetreault shot a doe at LaGrange.



LAST ASSIGNMENT—Conductor Arthur Herron, who retired in late November, worked with this crew on his final day. From left, Charles Hersey, engineer; Arthur Herron; Joe Gallant, and Don Giberson, trainmen. Herron joined the railroad as a brakeman at Rigby in 1927, and has worked in the Waterville area for most of his career. He's looking forward to spending time with his son in Camden, and to hiking the Appalachian Trail next summer.

acting as quarantine officer in Portland Harbor. He also had his usual hunting trip.

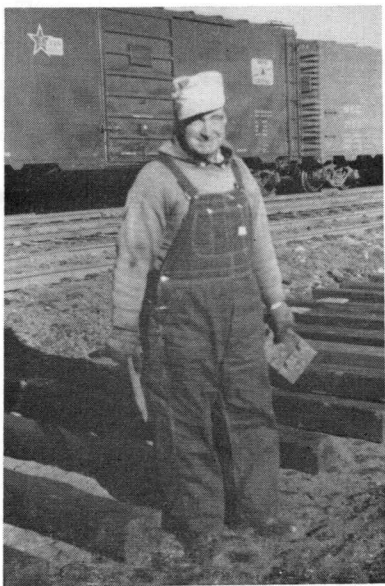
Engineers' Quarters Janitor Charles Ready invited us for a visit to his domain to view the Christmas tree and decorations, and some of the handiwork of Engineman Alan Burdwood who is assembling a model of an old-time sailing vessel. He will present it to his troop of Boy Scouts. He is also interested in H.O. model railroading, and has an extensive layout.

Machinist Doris Boisse was involved in a chain reaction automobile accident at Scarborough on the way home from work one afternoon. Several cars were in the mix-up. Property, but no serious physical damage was incurred.

Former Carman Almon Dunham was confined to the Maine Medical Center recently undergoing surgery for the 3rd time in four years. His son, Carman Edgar Dunham, tells us he is doing as well as can be expected. We all wish him the best.

Machinist John Nally is a patient at the Veterans' Hospital at Togus for a check-up.

Machinist Melvin Pratt was involved in a recent automobile accident on the way to work. There were no injuries but considerable damage.



MAN AT WORK—Lee Roy, working on extension of tracks 41 and 43, Waterville east yard.

Christmas and New Year cards were sent to all of the retirees of whom we had addresses by the Rigby Welfare and Flower Fund Association, and Christmas baskets were sent to all those out sick from the men of the Engine House.

WATERVILLE STATION

Best wishes are extended to Conductor Arthur Herron who retired recently.

J. O. Peters has bid off job as Signal Maintainer at Waterville which was formerly held by Paul Shannon.

Sympathy is extended to Work Equipment Maintainer Leo St. Pierre on the death of his brother, also to the family of Engineer Thurl Severy who passed away recently.

Clerk Dick Fecteau, engineering office, has returned to work from sick leave. It's nice to have him back.

Supervisor Ray Coulombre and Asst. to Supvr. Work Equipment Al Henderson attended the recent meeting of the New England Railroad Club in Boston.

Recent visits were made by retirees James Cameron, Alfred "Fat" Gowen and Bill Otis.

The annual clerks' Christmas Party was held December 16 at the American Legion Home at Waterville. A good time was had by all.

Haven't heard of too many getting their deer this year, but one lucky one was Track Foreman Ed Veilleux, at Winslow.

On vacation in the engineering department were Track Foreman Earl Doody, Ed Veilleux, Bob Bennett and George Tibbetts; Trackmen Ivan Pelotte, Milan Kelley, Arthur Haskell, George Sanborn, John Sanborn, Dick Palmer, James Edgecomb, Paul Vainio and Andy Fox.

WATERVILLE YARDS

Guy Coro, Jr., says he threw switches in the east yard before he ever thought of working for the railroad. Guy Jr. used to spend time with his father at the east end shanty. He says his uncle Everett, a retired NYC conductor, used to hold the same job Guy has now on Switcher No. 4.

Dick Goldrup, Spare Engineman, was explaining a few bruises acquired

in a recent accident. Lee Miller, Flagman on Switcher No. 4, interrupted to say that it wasn't the fall that hurt most—it was that sudden stop.

Somebody was saying that Lloyd Powers, Flagman, Switcher No. 8, has also reached a half century mark—only his is 50 pairs of shoes of various kinds and types for various kinds of weather.

Frank Bennett is recovering very well from his automobile accident. He was at the Yard Office recently to pay us a visit. While convalescing, he was watching a football game on TV when he saw somebody that looked like Ralph LaLiberte, 1st trick Asst. Yardmaster. He called Ralph's house and the Yard Office, and found out that it was Ralph who had made a weekend trip to watch his son-in-law, John Huard, playing for the Denver Broncos.

Gerry Carr, Trainman on B11 and B12, says he's heading south for the Christmas holidays to see his parents in Florida.

Stan Karnes has bid off the Conductor's job vacated by Arthur Herron on PW-2 and WP-1. The last time Stan bunted a Waterville Local, he no sooner got the job than he was lifted. He hopes to keep this job for a while.

We wish to extend our sympathy to the family of Thurl Severy who passed away Dec. 4. Thurl retired about two years ago, and his job at the time was on the Farmington Local. He was General Chairman of the Enginemen's Union for many years.

Our congratulation to John Witham, Telegraph Operator, Tower A, and his wife, on the birth of a baby daughter.

On vacation this month were W. W. Hill, R. Roy, O. J. Bouchard and R. M. Knight, all from the yard; S. H. Karnes and L. H. Lutterell, road; and C. A. Clark, R. V. Adams, H. E. Stinson, K. F. Ireland and S. O. Corson, enginemen.

ROCKLAND

Back from vacation spent trying to get that elusive deer is Engine house Machinist Joe Clough. Maybe the deer didn't get much of a vacation, but Joe did, and he's looking fit and ready for whatever comes next. Jakey Walker covered in his absence.

Mike Mitchell bid in the Conductor's job on the Rockland Switcher and J. E. White took the braking job left by Mitchell.

Conductor Maurice Lake is at home, healing slowly, and would welcome any visitors as the days are pretty long. He is able to be up around but quite lame.

Retired General Agent and Mrs. Frank Carsley left Rockland December 2nd for their winter home in St. Petersburg, Fla. Understand they had an uneventful trip and found everything OK in Florida. Probably by the time this comes out we will be buried in snow while he will be basking in the warm sun, playing shuffleboard and golf.

Car Inspector Floyd Montgomery was on vacation in December. Father Snowman says the reason we see so very little sun during this time of the year is because of the chips flying as Monty cuts his wood supply. "Father" says anyone wanting to contact "Monty" must call for the Mayor of Ingraham's Hill and make an appointment to see "his honor." Jakey

Walker is working Monty's job during his absence.

Visiting the Freight Office during December was Retired Pullman Conductor "Dick" Hopkins from Damariscotta. "Hoppy" is looking good, and it always seems good to have him call in.

WATERVILLE SHOPS

Retired Painter Charles Lowry recently had his car rammed on College Ave., resulting in some \$900 damage. Mrs. Lowry has been in the hospital for observation and treatment for injuries resulting from the collision.

Shops people were shocked, Dec. 13, with the announcement that Painter Laurence A. Folsom had died suddenly during the previous night. Folsom had worked the previous day. He was 58, and had worked in the Paint Shop more than 31 years.

Lead Blacksmith Clayton Johnston is in a local hospital for observation and possible major surgery.

Air Brake Foreman and Mrs. Wade Richardson have recently moved into their new house on outer Western Ave., Fairfield.

Carman Buster Tuttle is in a local hospital for treatment.

Carman Mike Daugherty is acting car inspector at Lewiston for three weeks while Carman Roland Dorval is vacationing.

Laborer Freeman Rollins has recently purchased a new Chevrolet Impala.

Crane Operator Harold Slaney has been hospitalized for major surgery. This has been one of the situations when the railroad blood bank has been of inestimable value.

The monthly 'Purple Heart' is awarded to Foreman Nubert Estabrook. He slipped on the ice and broke a bone in his wrist.

Painter Harvey Dusty has a new Dodge Monaco four-door.

Rip Track Foreman Chick Pooler will spend several months in Atlanta, Ga., inspecting some 300 box cars being rebuilt there for lease to the Maine Central.

Laborer Eddie Kent and Mrs. Ella Dutton of Wiscasset were married Dec. 16 in Fairfield.



25 YEARS' SERVICE—Completing twenty-five years' service with the railroad December 12, 1967, Fred H. "Father" Snowman, Chief Clerk, Rockland, is shown receiving his 25-year service pin from Agent Wendell Lewis.



ROUNDS OUT FIFTY YEARS—General Agent R. F. Tracy, Augusta, left, reached the 50-year service mark last month, and was presented an inscribed billfold by Superintendent J. E. Bouchard. During his half-century of Maine Central service, Tracy has served as operator and agent at 11 MeC stations.

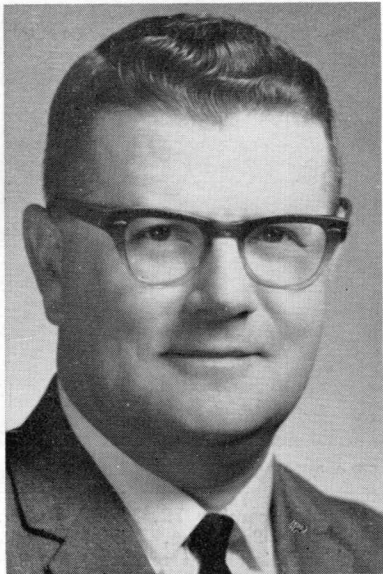
Baker Appointed Chief Special Agent

James W. Wiggins, vice president, engineering and transportation, has announced the promotion of Lt. Robert L. Baker to the post of Chief Special Agent, Maine Central Railroad Police.

Chief Baker has served as Lieutenant of Police since February, 1967. This position is abolished with his promotion to Chief Special Agent.

A member of the Maine Central Police since September, 1966, Chief Baker had served previously 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.



Robert L. Baker

RETIREMENTS

Ralph H. Buzzell, locomotive engineer, Bangor, November 22.

Nelson C. Craig, section foreman, Ayers Junction, November 24.

Alfred J. Coulombe, section foreman, Brunswick, November 29.

Lorenzo F. Farwell, carman, Portland, November 30.

Sidney C. Foster, assistant auditor disbursements, Portland, November 20.

Harry J. Gagne, trackman, Dover-Foxcroft, November 3.

Lawrence H. Holmes, agent, Portland, November 30.

Joseph L. Iovine, section foreman, South Portland, November 29.

Ruth E. Kelley, secretary, Portland, December 1.

Harold V. Littlefield, locomotive engineer, South Portland, November 30.

Leo H. Porter, trackman, Passadumkeag, November 30.

George E. Small, carman, South Portland, November 30.

Frank J. Stubbs, carman, Bangor, November 28.

Martha E. True, clerk, Portland, November 30.

Ernest D. Wheeler, fireman, Bangor, July 28.

Disability retirements: Peter A. Bailey, carpenter's helper, Bangor, October 16; Raymond L. Noble, section foreman, Hiram, December 6; George H. Peters, extra crew foreman, Bartlett, N. H., November 3.

DEATHS

Lawrence A. Folsom, carman, Oakland, December 12.

Roland Jellison, locomotive engineer, Bangor, December 14.

Louis Duffy, Retired MeC Operator, 'Listened In' On Atlantic Tragedy

It was still winter on the the night of April 14, 1912, at Newport Junction, and snow lay thick on the ground as Louis Duffy, telegrapher, went to work.

The station was quiet, and at 1:30 a.m., Duffy was on the local wire, tapping small talk with an operator at Waterville. At the same time, the White Star liner Titanic, then the largest and safest ship afloat, was slicing through the North Atlantic, bound for New York on her maiden voyage.

The Waterville operator was silent for a minute, then returned to the key. "Get on the Halifax wire, Duffy," the sounder clacked, something's going on!"

Now 78, and a resident of Palo Alto, California, Louis Duffy retired many years ago, but his memories of that terrible night are still vivid.

"When I cut in," Duffy said, "I heard that the Titanic had struck an iceberg. Halifax had picked up the SOS and was feeding the Coast Guard in Boston and New York.

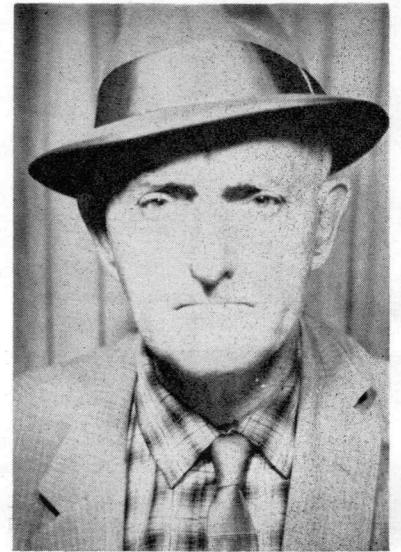
"The New York station was trying to locate ships in the area for rescue operations and wanted more information. All the Halifax station kept sending was that the ship had hit the iceberg.

"After a while, the message from Halifax changed. The ship was going down. They were abandoning her and taking to the lifeboats," Duffy said.

It was about this time that a train went through, and Duffy left the Halifax wire.

"When I got back," he said, "I heard that the Titanic was down and Boston was looking for rescue ships."

Next morning, the Bangor Daily News had the rest of the story: 1,513 of the Titanic's 2,224 passengers had died.



Louis Duffy

And Louis Duffy, Maine Central telegrapher, Newport Junction, had been a witness, in a way, to the world's worst marine disaster.

Lawrence Folsom Dies Suddenly

Lawrence A. Folsom, 58, a Painter at the Waterville Shops, died December 12 shortly after being admitted at a Waterville hospital.

He was born in Fairfield, January 19, 1909, the son of Ralph and Maude (Blethen) Folsom. He attended Oakland schools and had been employed by the Maine Central Railroad for 31 years.

Besides his widow, Mrs. Irene Lambert Folsom of Oakland, he leaves two sons, Lawrence W. of Oakland and Raymond of Plainville, Conn.; two daughters, Mrs. Joyce Pratt of Portland and Mrs. Bette Metivier of Clinton; and five grandchildren.

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