



MeC JET IN ACTION—The new "Hurricane" jet snow blower at Rigby—there's another at Bangor—clears a foot of snow from a yard track after one of the January storms. What's left is bare ground, with maybe shreds of snow, but little more.

Jet Snow Blowers Make Quick Work Of Drifts In Rigby, Bangor Yards

The snows came in January, and with them, the dawn of the jet age on the Maine Central Railroad and Portland Terminal Company.

With the first real storm, the "Hurricane" jet snow blowers in Rigby and Bangor were put to work, and in the days that followed, the big machines lived up to their reputation, clearing great stretches of yard tracks right down to the ground.

There were minor problems at first, but overall performance of the spectacular machines was excellent, maintenance of way officials said, getting the job done quickly and efficiently. Chief Engineer James O. Born declared that "on the basis of this relatively short test period, I'm optimistic that the jet blowers will prove to be an expeditious and economic means of removing snow."

Operators at both locations underwent a brief period of training conducted by Equipment Supervisor Ray Coulombre and Maintainer Asa Worcester. This consisted mainly of the tricky procedure involved in starting the jet engine. It includes several vital steps, any one of which, if neglected, leads to starting problems.

A father-and-son team has been operating the device on one of the shifts at Rigby. They are Jud-

son L. Brown, Jr., and son Judson A. Brown, both Maintenance of Way employees of the Portland Terminal Company. The elder man, with 31 years of service, compared the results with the new machine with the operation of the flame-throwing snow melter he's operated in the past. "This really does a great job," he said.

And he added: "I never thought, when I started railroading, that I'd wind up running a jet."

The new machines consist of self-propelled, on-track jet engines that deliver a high-speed blast of heated air to remove snow. It's the latest railroad-designed device to solve one of the industry's most pressing operating problems, and Maine Central is the only New England railroad to be equipped with them this winter.

Standing more than ten feet high and almost 30 feet long, the machine is essentially a mobile base for the famous J47-19 jet engine, used in the B-36, heaviest U. S. Air Force bombing plane. Railway Corporation of Pittsburgh manufactures and markets the device.

The "Hurricane" not only removes snow from switches and track, but from the walking area alongside.

Snow, Deep-Freeze Conditions Hit Railroad, But Freight Trains Move

What old-timers termed "the worst conditions I ever saw to run trains" gave the Operating and Engineering departments a real workout in late December and January.

With record-breaking sub-zero temperatures prevailing for almost three weeks of the month and with 5 major snowstorms providing 34 inches of new snow to add to further plague those concerned with tracks and trains, the caprices of the weather gave service to rail shippers a real test.

Despite the record-breaking odds, Maine Central people succeeded in keeping service delays to a minimum, operating shorter trains and aided by new mechanical snow-clearing machinery operating at Bangor and Rigby.

"Deep-freeze" conditions, with temperatures dropping to 30 below at Northern Maine Junction, 36 below at St. Johnsbury, 20 below at Bangor, 25 below at Vanceboro; 30 below at Fryeburg and 24 below at Bartlett, started

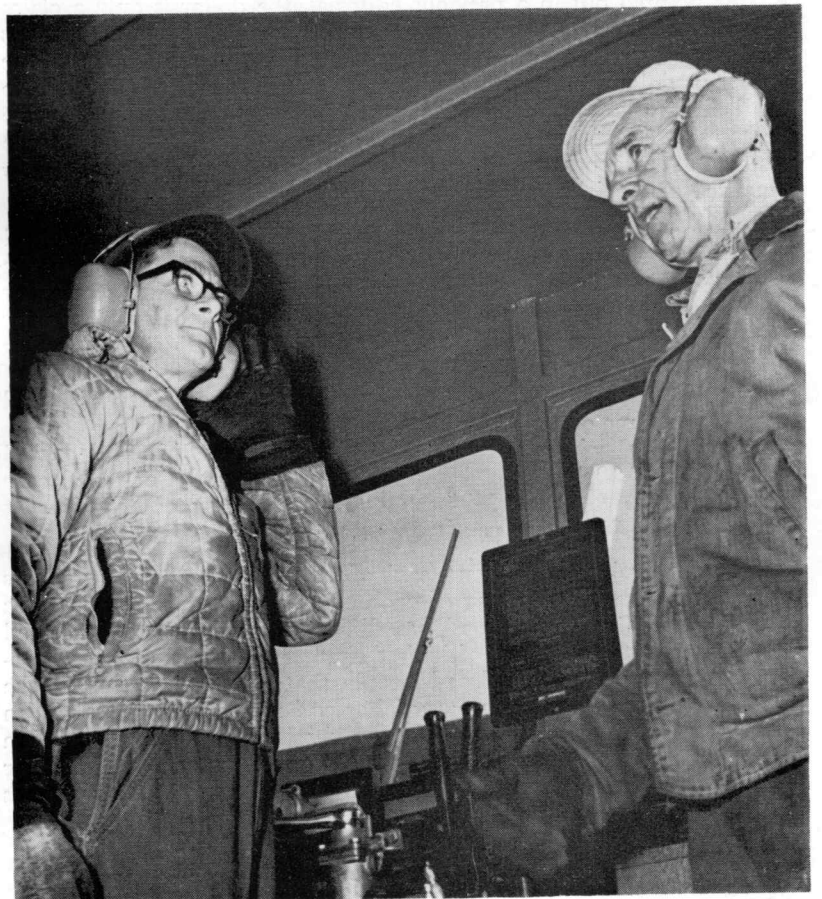
just after Christmas. Gale-force winds which blew day after day drifted plowed snow back onto tracks and numbed fingers through the stoutest gloves—providing more obstacles for train crews and engineering department track forces.

Shippers' employees, faced with the same conditions, spent more time loading and unloading cars which further added to the difficulties.

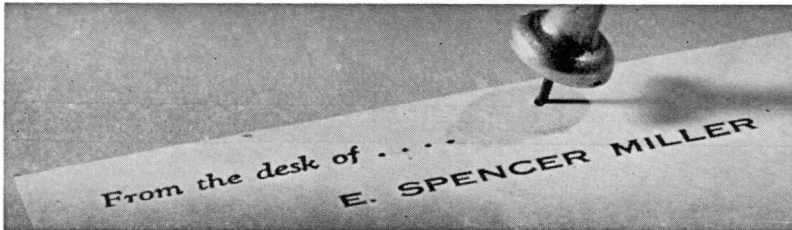
Trains that usually carry 125-130 cars were necessarily reduced to 50-60 cars when the sub-zero temperatures gave air-hose and brake conditions all over the system which — old-timers said — "were the toughest I have ever seen."

A typical day (January 9) during the "deep freeze spell" found these temperatures recorded on the dispatchers' train sheets. All are below-zero marks. St. Johnsbury 36, Lancaster 20, Brunswick

(Snow—Page 8)



WHAT'S THAT YOU SAID?—Operators J. A. Brown, left, and Lloyd W. Parker hold a difficult conversation in the cab of the Rigby jet snow-blower. They're wearing ear protectors against the jet's high-pitched whine.



TO MY FELLOW EMPLOYEES:

WHAT HAPPENED TO OUR RAILROAD IN 1967

As THE MESSENGER goes to press the financial results for the year 1967 are being released and they relate a very unhappy story. Due to the intelligent efforts and hard work of Maine Central employees, railroad operating revenues increased by just over \$1,000,000 but operating expenses, due to enormous wage increases, were up by about \$1,100,000. In addition railway tax accruals, due largely to increased provisions for railroad retirement, rose \$165,000; car hire increased substantially and the interest on debt created to supply needed new equipment rose by \$168,000. The result was a pitiful net income of \$323,471 compared with \$1,010,000 in 1966. Obviously wage increases and increases in the cost of materials and supplies ran way beyond the ability of the railroad to increase charges to the public, and unless such can be accomplished the months ahead will be difficult ones for the owners of the company, its management, and particularly its employees.



We were amused to read the statement of a textile labor leader complaining that the cost of living had increased even more than wages received by labor. This of course will inevitably be so where wage increases are had across the board, since the other factors establishing costs will be proportionately increased. The only time that any particular labor group can receive any advantage from a wage increase occurs when it alone receives such, and other incomes are not increased.

As pointed out in a previous editorial, the dollar is only a claim check which may be turned in for its proportionate share of goods and services in the national warehouse. For the last 25 years the American dollar has constantly decreased in purchasing value due to prodigal spending at home and abroad, but particularly due to wage increases which have exceeded the output of the laboring people producing the goods and services. The thrifty have been particularly penalized as the following example will show:

Let us assume that Engineman John Smith is 60 years of age and has \$10,000 of savings on deposit in one of Maine's savings banks which is paying interest at the annual rate of 4½%. The interest for the year would amount to \$450, but Mr. Smith finds to his horror that the dollar depreciated in 1967 by 3.1% thus reducing the value of his \$10,000 of savings by \$310 which, if deducted from the \$450 of interest, leaves him a net of \$140. In addition, since Mr. Smith had a taxable income of over \$8,000 he paid a Federal income tax of 28% on the \$450.00 which amounts to \$126.00. When this is deducted from the \$140.00 he finds that all of the labor and thrift and care which went into the establishment of the nest egg of \$10,000 was worth exactly \$14.00 in yearly income.

The foregoing should cause each of us some very sobering thoughts and establish in the thinking of each of us a new sense of economic responsibility. Since a railroad has difficulty in passing on increased costs through the medium of higher charges to the public, it is particularly important for railroad people that inflation destroying the value of the dollar and run-away labor and material costs be kept in check. Job security and job stability are infinitely more important than a temporary hop in wages immediately offset, as our textile labor leader has found, by an even greater hop in the costs of the necessities of life.

E. Spencer Miller

EDITORIALS

A 40-Year Record

Far more than passing note should be accorded the Railroad Workers' Credit Union, which last month held its 40th Annual Meeting. Formed in 1927 by a small group of employees headed by the late Harold J. Foster, the RWCU now boasts 1,706 members and assets of more than \$1½ million.

An editorial congratulations to the still-growing organization for its fine 40-year record of service to employees of the Maine Central and Portland Terminal Companies.

Crossing Accidents

When A. Shaeffer Lang, Federal Railroad Administrator, addressed the National Association of Railroad and Utilities Commissioners recently, he put a new slant on grade crossing accidents. There are, he said, about 14,000 such accidents every year, but only about 4,000—only 28 per cent—involve trains. The 10,000 others include cars and trucks hitting waiting vehicles, lowered gates or permanent crossing fixtures.

But may we point out that 100 per cent of the accidents, whether they involve trains or not, involve the violation of some vital highway safety law by the motorist or truck driver.



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.

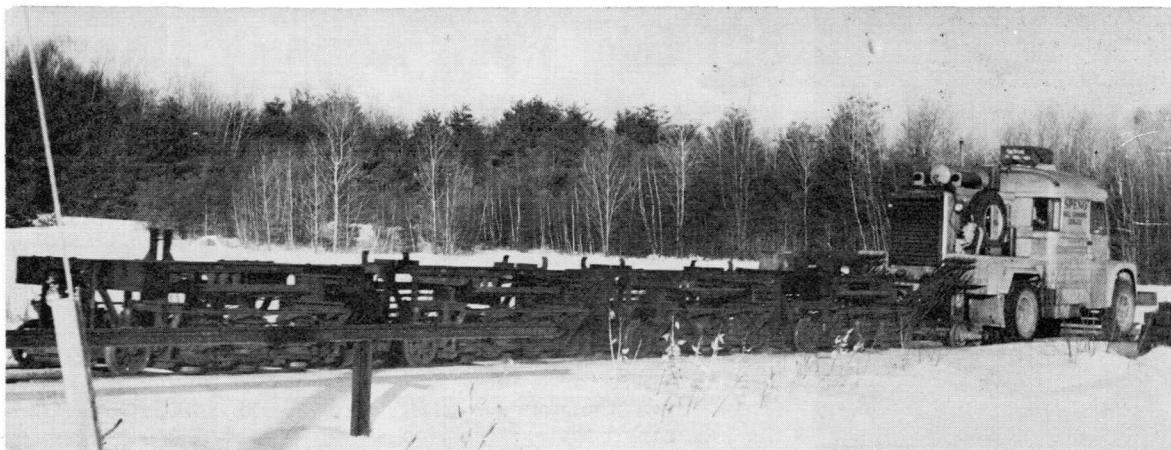
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RAIL-GRINDING PROJECT AT LEEDS—A four-unit rail grinding machine from Ithaca, N. Y., smoothed a three-mile section of the Rumford Branch near Leeds last month. The big machine, powered and controlled by its hy-rail truck, is shown above.

Machine Grinds Rails Near Leeds

“Smooth as a kitten’s ear” was the verdict of maintenance of way officials after a four-unit grinding machine had made 20 trips over a three-mile section of the Rumford branch last month.

The stretch of track—between Leeds Junction and Livermore—was honed to perfection by the 24 grinding wheels of the big machine. It had been roughened by engine burns, and by imperfections in the steel itself. The grinder smoothed it up in four days’ work, taking one and a half thousandths of an inch off the high spots on each pass.

The huge machine, operated by hydraulics and electric grinding motors, consists of four dollies, each of which has six grinding wheels. It’s controlled from a

console in the cab of a hy-rail truck which moves it along the track at a speed of a little more than two miles per hour. The device is owned by the Speno Rail Grinding Service of Ithaca, N. Y.

Medicare Changes Improve Benefits For Rail Workers

The Railroad Retirement Board reports that the recent changes in the medicare program improved hospital and medical benefits for qualified railroad workers, beneficiaries and their families, as well as for individuals covered under social security.

One of the most important changes made it easier to claim payment for services under the

supplemental medical (doctor-bill) insurance program. Under the old law, if the doctor did not submit his bill to medicare he had to be paid before the beneficiary could apply for the medicare reimbursement. After January 1, 1968, if the beneficiary prefers, he can be paid before he pays the doctor by simply sending the unpaid itemized bills along with his Request for Payment form.

Howard W. Habermeyer, chairman of the Board, points out that persons who did not enroll during their initial period will have another chance to sign up for the doctor-bill insurance. Under the new law, a person who failed to enroll during his initial enrollment period may sign up during the first 3 months of any year, provided this is not later than 3 years after his first opportunity to join.

Other important improvements in medicare are as follows:

(1) Effective January 1, 1968, enrolled persons will have additional days available for hospital care. A lifetime reserve of 60 days is provided for each person after he exhausts the present maximum of 90 days for a particular spell of illness. However, the patient will have to pay the first \$20 for each day in the hospital in the 60-day reserve period.

(2) Services of pathologists and radiologists to hospital patients will be paid for in full after March 31, 1968.

(3) Beginning January 1, 1968, the medical insurance program will pay for the purchase, as well as the rental, of medically necessary equipment such as wheelchairs, hospital beds, etc.

The monthly premium for beneficiaries and other persons enrolled in the medical insurance program will go up from \$3 to \$4 beginning April 1. The increase will be matched by the Federal Government.

Buchheim Named To Reserve Post

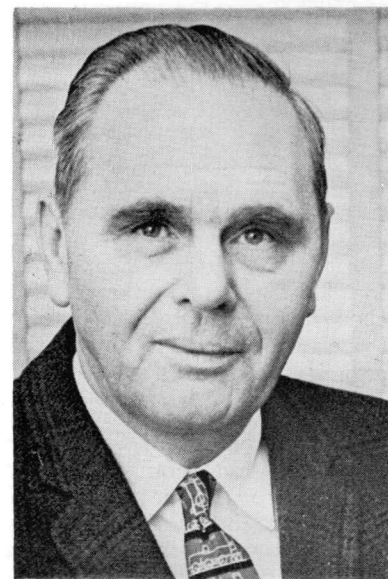
Appointment of Director of Sales Herman E. Buchheim, Portland, as a member of the National Defense Executive Reserve in the Office of Emergency Transportation was announced in January by Alan S. Boyd, Secretary of Transportation.

Buchheim will be one of 450 members of the Emergency Transportation unit of the Executive Reserve, a pool of top business executives selected to serve in key civilian posts of the government in any future national emergency. More than 3,000 members of the National Defense Executive Reserve are now affiliated with the respective departments and agencies of the federal government.

Buchheim joined the Maine Central in 1959 after 20 years on the Rutland Railroad as general agent, general freight agent, traffic representative and assistant sales manager. His initial Maine Central appointment was as sales manager, and he became director of sales in 1967.

Mr. and Mrs. Buchheim reside at 61 Abby Lane, Portland.

Three other Maine Central Railroad officials are currently serving as Executive Reservists in the Interstate Commerce Commission unit. They are Roy E. Baker, vice president, special projects; James W. Wiggins, vice president, engineering and transportation; and Willard E. Pierce, general manager.



H. E. Buchheim



HONORED ON RETIREMENT—Mrs. Amy Westcott and Mrs. Ruth Christianson, long-time feminine employees in the Operating Department, General Offices, Portland, were honored by friends and fellow workers at a retirement dinner last month at the Portlander. From left are Dorothy Proctor, car service department; Mrs. Betty Lamplough, Mrs. Westcott’s niece; Mrs. Westcott, retiring after accumulating 40 years’ service with Maine Central; Mrs. Christianson, retiring after 28 years’ service; and Mrs. Mollie Fehlau, general manager’s office.



HEAD RAILROAD WORKERS' CREDIT UNION—Re-elected at the annual meeting in January at Portland were, from left, Clifford R. Ball, vice president; Merrill B. Stanley, treasurer; Hugh F. Flynn, president; and Lawrence W. Reinsborough, clerk.

Railroad Workers' Credit Union Re-Elects Officers, Sets Dividend

An extra dividend of $\frac{1}{4}\%$, augmenting the regular 5 percent dividend declared on all shares, was voted by the Board of Directors of the Railroad Workers' Credit Union of Maine at the 40th annual meeting January 23 at the Portlander Motel.

At the same time the directors voted to refund 5 percent of all interest paid on loans during 1967.

Hugh F. Flynn, president of the credit union, reported membership reached a total of 1,706 in 1967 as compared with 1,678 in 1966. Total amount of shares in 1967 was \$1,405,503, an increase of \$79,202 over the previous year. Loans to members in 1967 totalled \$1,093,321, compared with \$1,019,996 in 1966.

President Flynn also reported that during 1967 the officers of the credit union secured necessary legislation to permit unlimited capitalization. The officers also made necessary changes in the By-Laws to embrace this change, and also to modernize the day-to-day operation of the organization.

The meeting was also informed that, commencing in September 1967 Assistant Manager Mary Ann Berry was directed to spend one day each month in Waterville to provide members with opportunity to have personal discussion of credit union matters.

Flynn said that if demand is sufficient, it is planned to expand this service to members in the Central Maine area.

The meeting re-elected Hugh F. Flynn as president; Clifford R. Ball, vice president; Merrill B. Stanley, treasurer; Mary Ann Berry, assistant manager; and Lawrence W. Reinsborough, clerk.

Miss Patricia A. Connary, clerk in the Purchasing and Stores Department offices, Portland, was named a new member of the Board of Directors. Albert H. Adams of China, Me.; Raymond F. Briggs of Raymond, Me.; J. C. Campbell of Portland and Hugh F. Flynn of South Portland were re-elected members of the Board.

Wendell D. MacDowell, clerk in the offices of the Auditor Disbursements, Portland, was elected a new member of the Supervisory Committee. Re-elected to the Committee were Fred L. Harris, G. E. Spires, L. W. Reinsborough and Jean E. Gilpatrick.

Speaker at the annual meeting was Dudley Coyne, Portland, assistant director of the Neighborhood Youth Corps. His subject was "The Role of the Neighborhood Youth Corps in the Portland Area."

DOT Chief Wants Action On User Tax Proposals In This Session Of Congress

Legislation which the Department of Transportation will try to attain this year includes enactments of transport user-tax proposals that would affect carriers by highway, by air and by waterway. Secretary of Transportation Alan S. Boyd outlined the DOT's legislative plans at a press conference in Washington, D. C. In the 1968 congressional session, he said, the DOT will seek action on transport-tax proposals submitted to Congress in draft form but not yet introduced as bills. The proposals call for:

—An increase in the tax on diesel fuel for highway vehicles from 4 to 6 cents a gallon.

—Replacement of the present tax of \$3 per 100 pounds of gross weight on trucks and buses weighing more than 26,000 pounds with a graduated tax scale applicable only to buses and so-called "combination" trucks.

—Application of the present 2-cents-a-gallon tax on gasoline and motorboat fuels to all fuels used on the inland waterways.

—The doubling from 2 to 4 cents of the tax on all fuels (not just gasoline) used by non-commercial aviation, and removal of the tax on commercial fuels.

—Continuation of the present 5-per-cent tax on air passenger tickets.

—Application of a new 2-per-cent tax on air freight bills.

Concerning these proposals, Boyd said the department will seek affirmative action and noted that the transport-tax proposals are involved "in the larger overall congressional and administration discussion of tax measures."

The draft proposals actually are in the hands of the House ways and means committee.

\$220 Million Spent By U. S. Railroads For New Locomotives

In 1967, the nation's railroads spent over \$220 million on some 1,000 new and more powerful locomotives—bringing the railroads' total outlays for motive power since World War II to more than \$5 billion, just about one-fourth their total investment for new equipment and facilities since 1945. The result has been a complete change-over in railroad "locomotion."

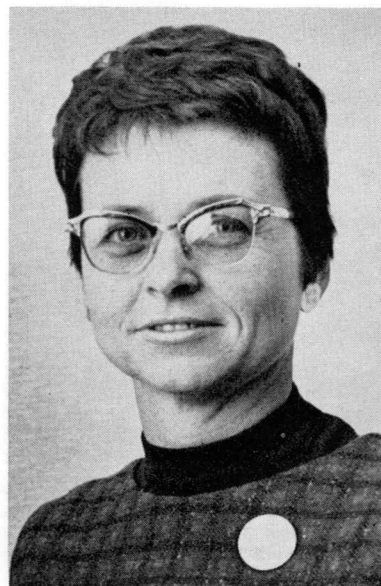
The story behind this mammoth investment goes back to 1925, when railroad old-timers were seeing for the first time a machine that was to revolutionize an important segment of their industry—America's first diesel locomotive.

That first diesel had none of the glamour and created none of the thrill of the steam locomotive thundering along, its drive wheels churning. But it marked the beginning of the end for the steam locomotive that served so proudly for so many years. The steam engine, huff and snort as it would, simply could not match the capabilities of this new machine.

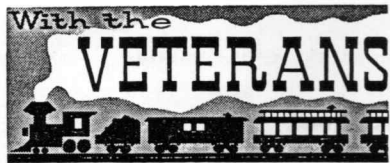
Today's diesels of 3,000 horsepower are hardly the end of the line—because the railroads' need for still more power continues to grow. The coming of 5,000 and even 6,000 horsepower locomotives is around the corner, and there have even been predictions of 10,000 - to - 15,000-horsepower nuclear - powered locomotives—power attained today in a single train by coupling together several diesel units.

Because diesels are so much more efficient than their predecessors, it takes fewer locomotive units each year to do the same job. In 1966, some 1,425 new and rebuilt diesels were put on the rails, the highest annual installation figure since 1953. However, retirements brought the total diesel fleet down to 27,481 units.

But the fleet's pulling capacity has, nevertheless, continued to climb. Thirty-one percent fewer locomotives handled, in 1966, six percent more gross ton-miles (one ton moved one mile) than were handled in 1950.



MISS CONNARY
New Director



The January meeting of the Maine Association of Railroad Veterans was held Jan. 28 at Howard Johnson's, South Portland, with a good attendance. New officers were on hand to open the 1968 season, and to welcome old and new members of the group. The Veterans Association meets on each final Sunday of the month, and its members urge railroaders with at least ten year's service to attend and to become active members.

A total of 84 attended the December meeting, with out-of-townners including Mr. and Mrs. Kenneth E. Reed and Mr. and Mrs. Owen J. Thompson of Waterville.

Robert R. Lewis, past president of the Association, underwent surgery recently at a Portland hospital. At last report he was much improved and expected to return home soon.

Fred S. Twitchell, former auditor of payrolls for the Maine Central, is a patient in Mercy Hospital.

We are pleased to report that George C. Larsen of Portland has returned home after a stay in the Maine Medical Center.

Leon A. Poupart, retired Maine Central Conductor, died recently at a Portland hospital after a long illness. Leon was a former Treasurer of Lodge 82, Brother-

hood of Railroad Trainmen. Interment was in Massachusetts. A floral tribute was sent by the Association.

His widow, Mrs. Blanche A. Poupart, died soon afterward, on January 24, after a brief illness. Interment was at Wilmington, Mass. She leaves a sister and several nieces and nephews.

John C. Estey, who retired in 1959 as agent-telegrapher at Ellsworth, has returned to his Franklin home after surgery at the Maine Coast Memorial Hospital, Ellsworth. His railroad friends wish him a speedy recovery.

John E. Rollins, retired rate and revenue clerk, now a resident of St. Petersburg, Fla., writes that many retired Maine Central railroaders have arrived in Florida, and that he hopes to see many of them at the Maine Society meetings and picnics this season.

Rollins informed us of the death of his brother, Charles, a former Maine Central employee at Auburn and Portland, and more recently a resident of the Naples-Bridgton area. Walter Rollins of Allen Avenue, Portland, also is a brother, and there are several cousins, nieces and nephews in the Portland area.

Completes Teaching

Elizabeth Ifill, daughter of General Car Repair foreman and Mrs. James Ifill of Bangor, has completed a period of student teaching at Deering High School, Portland, and returned to complete her senior year at the University of Maine, Orono.



MAINE CENTRAL'S MISTER BANJO—Busier than ever these days with show and dance engagements is Paul Landry of Yarmouth, whose daytime work is as a clerk in the Auditor Disbursements office. Between times, Paul teaches guitar and banjo to a growing list of youngsters who would follow in his musical footsteps.



ON THE ROCKS—Don Doane's orchestra, in this record-jacket photo above, features Gloria McCullough as its only feminine member, trombonist and vocalist. Gloria is leading clerk in the Mechanical Department, Portland.

Feminine Railroader Is Trombonist, Vocalist In Don Doane's Orchestra

A feminine railroader who became a trombone player on a dare is now a mainstay in the brass section of the Don Doane orchestra, a Portland group whose musical reputation is growing by leaps and bounds.

Gloria McCullough, now rounding out her first year as leading clerk in the Mechanical Department, Portland, has been a musician for 18 years, ever since plans for organizing a band were in formation at the Portland YWCA.

They needed a trombonist, and Gloria was only mildly interested until the leader dared her to try the instrument.

"Bet you can't get a note out of it," he said.

But Gloria did, the first of millions of trombone notes she's played ever since. First were lessons with veteran Portland bandsman Bernard Greeley, then in the YWCA orchestra, directed for a time by Toni Sampson, who later became the wife of Stan Watson, office assistant to the Comptroller.

After that came membership in Chandler's Band, Portland Symphony Orchestra, the S. D. Warren Band and the dance orchestras of Gordon Howe and Bob Percival.

Four years ago, when Don Doane returned from work with the big-time bands of Woody

Herman and Maynard Ferguson to enter the school music field at Westbrook, Gloria joined Don's new Portland-area group as second trombonist and vocalist.

Since then, for Gloria and all the 12 other members of Doane's band, it's been a steadily increasing number of concerts and dance engagements.

And last month, it was a record designed and produced for national distribution and now heard frequently on the air, its jacket bearing a picture of the turally, is "Don Doane on the entire Doane crew at the Cape Elizabeth shore. The title, na-Rocks."

RIGBY

Engine house employee Ray Holmes was the first of the Rigby group to procure his new automobile registration. A request number—easy to remember—101-011.

Carman Howard Thurlow was hospitalized for treatment during the latter part of December. He is recovering very well.

Machinist "Al" Stiviletti has one of his fingers in a splint, where it was quite badly jammed with possible broken bones. It is now O.K., and he is out regularly on the ski slopes.

Stores Department Clerk "Frank" Matthew Kane, on vacation, visited the Waterville Stores Department and talked with old friends.



TO WED IN AUGUST—The engagement of Margaret Debra Svenson, daughter of Traveling Accountant and Mrs. Donald Svenson, Portland, was announced in January. She will be the bride of Lemont Paul Gagne, son of Mr. and Mrs. Gerald A. Gagne of Greenacre Road, Old Orchard Beach, in August.

Machinist Doris Boisse, and Mrs. Boisse spent the holidays at the home of their son and daughter in Washington, D.C.

The men at the engine house as usual were very generous at Christmas. They raised a fund for Christmas baskets for those out sick, and sent \$50 to the Press Herald-Express Bruce Robert's Fund.

Late report on the hunting season: Carman Lyle Dorr shot a nice doe.

The Fels Company is installing a 3rd boiler at the Rigby power plant. Herman Rhoda, who used to be in charge of the heating plant at the engine-house, is supervising this job.

Former Machinist's Helper Milfred Goodwin visited the shop last month. He's in good health and enjoying his retirement.

Albert and Mrs. Carignan announce the wedding of their son Richard to Annie Chapman, at Saint John the

Evangelist Church, Thornton Heights. Richard is the grandson of former Hostler, Archie Carignan, and nephew of Machinist Lucien Carignan. His father was a tool-room attendant when Rigby engine house was built.

Conductor Cecil Plummer's friends at the Car Department and Engine House wish him a quick recovery.

Carman and Mrs. Donald Perkins were made grand-parents during the month when their daughter presented them with a baby girl weighing 8 pounds.

Stores Department Clerk Francis and Mrs. Haldane spent the last week of his vacation with their son, Bruce, who is with the Sanders Engineering Company, at Nashua, New Hampshire.

Stores Department Lift-truck Operator Russell Proctor's son Louis, is attending State Teachers' College, at Gorham, studying Oceanography.

Boyle Thorne, Bridge and Building crew carpenter, was injured recently when he slipped on the ice at his home and fell fracturing two ribs.

Foreman Charles Tetreault is ill and Waverley Hammond is covering his job.

Robert Fortin, 22, son of Engine House Clerk and Mrs. Dominique Fortin died recently. A bouquet was sent by the Rigby Flower Fund.

Car Department employee Elmer Andrews and Mrs. Andrews announce the marriage of their son, Car Inspector Donald Andrews, to Terry Fox Jan. 20. The ceremony was held in Calais, Miss Fox's home city.

Carman Perce Akley is having a bout with the "flu."

GENERAL OFFICES

We are happy to see Grace Hoggund back at her desk in the Executive Department after her convalescence from surgery.

Missing two week of Maine February weather while at Norfolk, Virginia, for Naval Reserve training are Boiler Tender 1, Bob Nurse, and Yeoman 1st Class Bill Manning, both from the Car Accounting Office.

Bill Hebert of the Comptroller's Office has been ardently pursuing the

sport of skiing on the slopes of Maine and New Hampshire since the end of the hunting season. We hear that another newcomer in the Accounting Department, Herb Higgins, also enjoys "the boards."

Kristen Joy, daughter of Mr. and Mrs. Leroy A. Taylor, Jr., was born December 17, and enjoyed Christmas at home with her three brothers and two sisters.

Maryjane Scanlon, daughter of Auditor Revenue clerk and Mrs. Patrick J. Scanlon, became the bride of Seaman James P. Lord, son of Mr. and Mrs. Joseph D. Lord of Brunswick January 13 in a ceremony at Sacred Heart Church, Portland. Mrs. Lord is a student at the University of Maine in Portland, and the bridegroom is on active Navy service after three years at the University of Maine, Orono.

Larry Caret, Signal Draftsman, has moved his family from their former home in Fairfield Center to Wolcott Street, Portland, where he recently purchased a home.

C. D. Prentice, former Chief Engineer, was seen leaving the building recently and looked his usual healthy and happy self.

W. M. Martin's son, Larry, who is in the Navy and on the F. D. Roosevelt Aircraft Carrier, is on a Mediterranean cruise. During a short leave Larry spent 3 or 4 days in Paris and has also been to Rome.

BRUNSWICK - BATH

Sympathy is extended to the family of former P. T. Co. Car Inspector Russell A. Oats who died recently in Springfield, Mass. He was a brother to Brunswick Car Inspector Donald Oats.

First Trick Clerk Telegrapher Henry Preble has recovered from a bout with the flu. He was relieved by operators M. H. Salley and E. J. Cunningham.

Third trick crossing tender at Richmond, John Flynn, was on two weeks' vacation enjoying the holidays. He was relieved by Crossing tenders R. C. Belleville and A. V. Grenier.

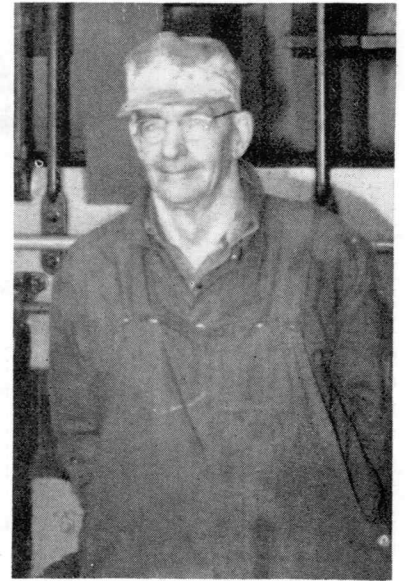
ROCKLAND

On reviewing last month's write up, little did we anticipate how buried in snow and cold weather we would be, when commenting about Retired General Agent Frank Carsley being in the warm sunshine of St. Petersburg, Florida. Anyway I can't say that I'd wish he was here to see it, as about all there would be is cribbage, instead of warm outdoor games he must be enjoying now.

A recent visitor to the freight office was retired Conductor Al Atkins, out for a walk and social call, reminiscing about some of the past days of rail-roading.

Retiring to a well-earned rest is machinist Joe Clough after 47 years service. Understand he is going to keep busy around home and the cottage when weather conditions permit. We wish him much success and many years of happiness. A purse was presented to him by fellow employees here at Rockland and he has asked us to help him say "thank you" through the Messenger. C. E. "Jakey" Walker took over the machinist's job at the engine house Jan. 1.

Yard Conductor Maurice Lake is out around and looking better every



47 YEARS OF SERVICE—Leading Machinist Joseph A. Clough, Rockland engine house, retired January 1 after more than 47 years' Maine Central service. He joined the Company September 13, 1920 at Rockland as a wiper. He later served as a machinist's helper, and was promoted to machinist in 1946.

day, and says he's beginning to put on some of the weight he lost. If we can get some warmer weather, he says, it should help improve and relieve some of the aches he gets in his shoulder.

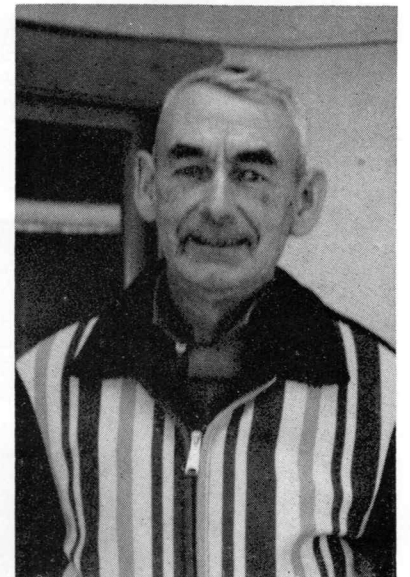
WATERVILLE SHOPS

Officers elected in the Machinist Lodge for 1968 include Lauris Varney, Vice President; John McAleer, recording secretary; Andy Miles, Financial secretary; Don Priest, treasurer; Sid Hamlin, sentinel; Don Rines, conductor; and George Beesley, trustee. John Larracey was elected to his 12th term as president.

Carman Helper Eric Saucier has re-



FRIENDS HONOR CORA HOY—Retiring in January after 47½ years of Maine Central service—all in the Engineering Department at Portland—was Miss Cora Hoy. Honored at a dinner in the Caldwell Post Home, Portland, Miss Hoy received a gift from her fellow employees. Above, from left, Mrs. Marion Faibisy and Miss Edna Crimmins, co-workers; Reid Potter, engineer of structures; Miss Hoy, and Raymond A. Jackson, division engineer.



ENDS LONG SERVICE—Section Foreman Alfred J. "Fred" Coulombre of Brunswick retired recently, closing a Maine Central career that goes back 46 years. There was a retirement gift from fellow workers, and Fred has asked us to express his thanks through the MESSENGER.



FOREMAN RETIRES—Eugene O. Hatch, foreman, Bangor Engine house, retired recently after a railroad career of 25 years. His career included service as a laborer, machinist's helper and machinist. He was named foreman in 1946. He's shown above as General Foreman H. R. Eames, left, presented a retirement purse provided by fellow workers at Bangor.

signed to accept employment elsewhere.

Retired Carman Curtis Orchard died recently after a long illness. He had been on disability pension for some time. He had more than 30 years' service in the Freight department.

Then there is the Carman who attended a New Year's party. On leaving, he finally found his car and got in, but couldn't find the switch. He was in the back seat.

Lead Blacksmith Clay Johnston is at home making good recovery after major surgery at the Thayer.

Mill Laborer Armand Rossignol has a new Ford with automatic transmission, and will be using it for Driver Training lessons.

Carman Leroy McCommic has resigned and accepted a car inspector's job in Rumford.

Carman Richard Dixon has resigned to accept a position as car inspector in Bangor.

Piper Harry Lane has retired after some 42 years with the Maine Central and has gone to Florida where he has purchased a home.

Mrs. Otho Crowell, wife of Machinist Otho, slipped and fell on the ice recently. She is presently hospitalized with a broken hip and other injuries.

Brick Mason Gene Alley has a small store and two gas pumps in Fairfield. Recently a teenager, after getting gas, drove out and apparently caught his rear bumper in the pump delivery hose. The pump was pulled over, breaking the wiring and starting a serious gasoline fire. The fire was contained in the pump area. While waiting for a replacement pump, a lady driver ran into the second pump, knocking that one over. We understand Gene is now back in business.

Fork Lift Driver Tiny Gibbs, who has been on the sick list, has returned to the Stores Department.

WATERVILLE STATION

Sympathy is extended to the family of retired track foreman Edmund C. Tenan, Carmel, who died Dec. 24. He had retired in October, 1966. Sympathy also is extended to former leading signal maintainer Larry Caret, now of Portland on the death of his father.

Supervisor Work Equipment Ray Coulombre was on a week's vacation visiting in Massachusetts.

B & B Carpenter Foreman Dick Smith was on a week's vacation, with Kenneth Strout covering.

B & B Carpenter Foreman Wes Morang underwent surgery recently at a Waterville Hospital.

On vacation in the Freight Office were Clerks Lucette Huard and Bob Esty with Dot Begin filling in.

Clerk-Stenographer Bev Cook, freight office, has returned to work from sick leave. It's nice to see her back again. We will lose spare clerk Priscilla Averill who has been filling

in while Bev was out. Pris was given a baby shower at the home of Bev Cook Dec. 27th, with the following present: her mother Mrs. Hugh Gleason; her sister, Joyce Duquette; and railroad girls Denise Belanger, Ruth Brochu, Shirley Barton, Gloria Laliberte, Lucette Huard, Dot Begin and Jane Bureau.

Supervisor Work Equipment Ray Coulombre and Asst. Work Equipment Maintainer Les Anderson, attended Tamper, Ltd. School of Instruction the week of Jan. 15 at Montreal.

Bill Rack Clerk, Yard office, Bill Hanscom is out because of an injury.

Trackman Ben Boyle, Skowhegan, has been ill.

Clerk Dick Fecteau, Engineering Office, attended the Ice Capades in Boston recently with his grandchildren.

We know of a certain leading signal maintainer who found out he had to pay \$\$ for parking his car in the wrong place at the wrong time.

Trackman Ronnie Hartford, Foxcroft, was on three week's vacation.



CHECKING LIST—Arthur Ladd, 1st trick checker, Waterville Yard, busily renewing his switching list as the yard was being plowed.



ITS OWN PLOW—This is advance B-12 as it arrived in Waterville prior to setting off and picking up. The engines—one of the new GP-38's—did some plowing of its own on the way to Waterville.

New car owners are Supervisor Work Equipment Ray Coulombre with a '68 Chev. Bel Air stationwagon, and Asst. to Supervisor Work Equipment Al Henderson with a '68 Plymouth Fury II.

Trackman Stanley E. Wallace, 63, died Jan. 18, after 21 years of service. He had been ill since Aug. 9, at which time he was cook in Dist. No. 4 Division Crew "A."

A son, Eugene Wallace, is employed on the District 4 crew.

WATERVILLE YARDS

Galen Wheeler, Conductor on the Skowhegan Job, recently took his family to Florida on a two-week vacation. While visiting old friends, he came across Harry Gibbs, formerly of Waterville, who was Conductor on the Madison Job, and who now makes his home in Florida. He also noted that the city employees were wearing ear muffs, heavy clothes, and even warming their feet with a little fire at a temperature reading of 50 degrees. In Maine we'd call it a rather muggy day.

Roy Adams, Engineman on the

Augusta switcher, got his fingers caught in a door. Hope everything will come out okay, Roy. The boys from Waterville wish him their best.

As of December 20, Ken Fitton is qualified as an airplane pilot.

Al Higgins' daughter, Ann, was home during the Christmas Season. She rode most of the way by jet from San Francisco to Boston.

B. L. Colford, Trainman, is out of the hospital and coming along fine. It was learned that he might be back to work in a week or two. As we understand his misfortune, B. L. took a bad fall from a motorcycle accident about two months ago.

Guy Coro painstakingly took his lantern apart recently and after putting it all together he found that it worked—but only after trying a new bulb, suggested by his co-pilot, Lee Miller.

On vacation last month from the Yard were L. H. Bujold, P. L. Messier, A. Thiboutot, L. L. LaPierre and A. L. Powers.

G. L. Wheeler, E. C. Stetson, yard; Al Higgins, W. C. Allen and P. A. Currier, enginemen.



SNOW JOB—Wes Smithwick, Crane Operator, Waterville, busy this time of year clearing track leads, and removing snow, of which there is plenty.



IN THE CLEAR—Conductor Romeo Roy, Section Foreman Earl Doody, and Assistant Track Foreman F. E. Johnston talking things over on the snow removing detail in Waterville. At the time this picture was taken, they were in the clear for B-12.

Thinking Safety

By Laurence W. Sparrow
Safety Supervisor

Occupational accidents in the shop, office, or at home in the kitchen cause more than 13,000 deaths and two million injuries every year.

Here are ten simple safety suggestions which may save your life, sight, or health:

1. Stay alert and stay alive—the more wide-awake a worker is, the less likely he is to get hurt.

2. Use the right tools—if you need a hammer, get a hammer. It may be handier to use something else, but you will have only yourself to blame if you get hurt.

3. Learn how to lift—lifting takes more than muscle; it is an art. Get help to handle anything that is too heavy or cumbersome for you.

4. Don't be a prankster—practical jokes or horseplay can be dangerous in the shop, as well as in the home.

5. Be tidy—good housekeeping reduces hazards in the shop, as well as at home.

6. Reporting is important—never fail to report all accidents, defective equipment, and unsafe conditions.

7. Back your safety program—if you have an idea that you believe will reduce accidents, tell your boss about it.

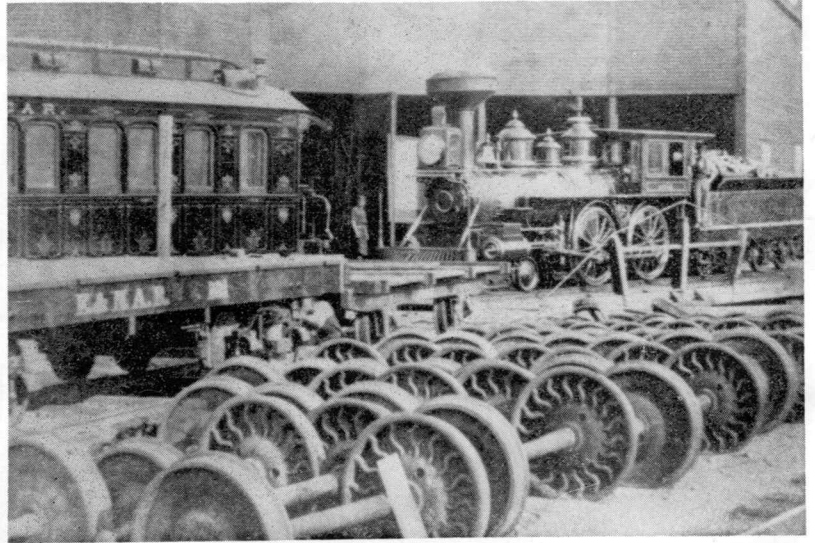
8. Get first aid at once if you get hurt—even if it is just a scratch. Neglect may lead to serious infection, weeks of lost time, and even permanent injury.

9. Wear the right clothes—work clothes should fit snugly. Anything that can catch on machinery or trip you should not be worn. Where protective clothing or equipment is provided, use it.

10. Never take a chance—next to sheer carelessness, the short cut is probably the biggest killer of all. To save a minute or two, you may lose your life.

Always keep your mind on what you are doing—if you are not doing it safely, you are not doing it right!

From The History File . . .



AT OLD TOWN, 1871—One of the oldest pictures we've seen recently is this scene at the European and North American shops in Old Town, showing the road's first parlor car, at left, behind the flatcar, and Bangor and Piscataquis locomotive No. 2, "Dover," built by the Portland Company in 1869. It's from the collection of R. F. Dole, chief mechanical officer.

Snow—from page 1)

10, Portland 2, Rockland 8, Waterville 10, Bingham 20, Rumford 16, Dover-Foxcroft 18, Bangor 20, Bucksport 18, Ellsworth 20, Calais 14, Mattawamkeag 16, Vanceboro 25, Fryeburg 30 and Bartlett 24. These extreme temperatures persisted during the "deep freeze" period.

Plow crews had discouraging experiences. A plow running 15 minutes ahead of RY-2 on the Mountain sub-division had to be doubled back when a snowslide buried the newly opened tracks at Sawyer's in Crawford Notch. Frigid winds that reached 70-80 miles-an-hour plagued plow and track crews for days all over the system.

And this—as was repeatedly pointed out—was "only the beginning."

RETIREMENTS

Clyde A. Austin, carman, Rumford, January 3.

Ruth W. Christianson, secretary, Portland, January 2.

Joseph A. Clough, machinist, Rockland, January 1.

Eugene O. Hatch, engine house foreman, Bangor, December 15.

Cora Hoy, file clerk, Portland, December 29.

Ralph G. Knight, freight checker, Rumford, December 13.

Harry J. Lane, sheet metal worker, Waterville, January 9.

Chandler T. Moors, section foreman, Winn, November 28.

Amy L. Westcott, file clerk, Portland, January 2.

DEATHS

Embert W. Randall, trackman, Ellsworth, December 23.

LET'S MAKE A DATE

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