



TRANSPORTATION TALK—Paul E. Merrill, E. Spencer Miller and Joseph T. Hall, respectively presidents of Merrill Transport, Inc., the Maine Central Railroad Company, and the Callahan Mining Corporation, discuss the joint rail-truck movement of copper and zinc concentrates from the new Callahan Mining Company operation at Harborside, on Cape Rosier, below Castine.

Transport, Industry Leaders Attend Callahan Mine Opening

Industry and government leaders from throughout the state attended opening ceremonies of the Callahan Mining Company's new Penobscot Unit at Harborside Feb. 17. Among them were E. Spencer Miller and Paul E. Merrill, presidents of the transportation organizations that will move the new mine's products to smelters in Quebec and Pennsylvania.

pany; and a former chairman of the board and director of the Bates Manufacturing Company and its subsidiary, Bates Fabrics, Inc. Mr. Armitage was a past president of the Investment Bankers' Association of America and a former member of the New York and Midwest Stock Exchange.

A native of Danvers, Mass., Mr. Armitage was a graduate of Bryant and Stratton School, Boston, a 32nd Degree Mason; a member of the Union and Down Town Clubs, Boston; the Cumberland Club, Portland; and was treasurer of the Emmanuel Episcopal Church, Dublin, N. H.

He leaves his wife, Mrs. Helen (Hood) Armitage; a daughter, Mrs. Philip McLellan; a son, Godfrey T. Armitage; and three grandchildren.

Services were held February 21 at the Church of the Advent, Boston, attended by Chairman Edward S. French, President E. Spencer Miller and other Maine Central Railroad directors.

The joint rail-truck operation, for which Maine Central has furnished special gondola cars and a loading facility at Bucksport, will begin this month. Zinc and copper concentrates, manufactured at Harborside from raw ores taken from the mine, will be hauled over the road from Harborside to Bucksport by Merrill Transport, Inc.

Volume will approach one carload daily, with copper ore concentrate destined for Gaspé, Quebec, and zinc for Josephstown, Pa.

The opening ceremonies, attended by Governor Kenneth E. Curtis, Congressman William Hathaway, many state officials, legislators and the general public, featured the addresses of Dr. Walter Hibbard, director, U.S. Bureau of Mines; and Joseph T. Hall, Callahan president. Jack B. Malcolm, resident manager, served as master of ceremonies.

More than \$4,000,000 has been spent by Callahan to bring the Harborside mine into production during the past three years. The mine itself consists of an extensive deposit of copper and zinc whose location has been known for a century, and was first explored in 1880. Several companies have operated at the location, but always on a small scale. The present operation, by Callahan, is the first big-league metal mining enterprise in Maine, the first to include concentration of its ores in the mining process, and the first to employ a rail-truck system for the transportation of its products.

The Penobscot Unit is located on Cape Rosier, below Castine on the East side of Penobscot Bay.

Zinc and copper bearing ores are taken from an open-pit mine, 800 feet in diameter at the top,

Albert T. Armitage, MeC Director, New England Industrialist, Dies

Albert T. Armitage, a leading Maine and New England industrialist, investment banker and director of the Maine Central Railroad Company, died February 17 in Winter Park, Florida.

A resident of Dublin, N. H., Mr. Armitage had served on the Maine Central board since March 25, 1964. He had been active on the Maine financial and industrial scene for more than a half cen-

tury. He served as president of Coffin and Burr, Boston investment bankers for 21 years, and was a partner in the firm at the time of his death.

He was chairman of the executive committee and a director of the Keyes Fibre Company; a director of Keyes Development Corporation; a director of Canadian Keyes Fibre Company, Limited; a director of the Penobscot Com-

President Miller Pays Tribute

(This Memorial, presented by President Miller, was ordered to be made part of the records of the Company by the Board of Directors at their February 26 meeting.)

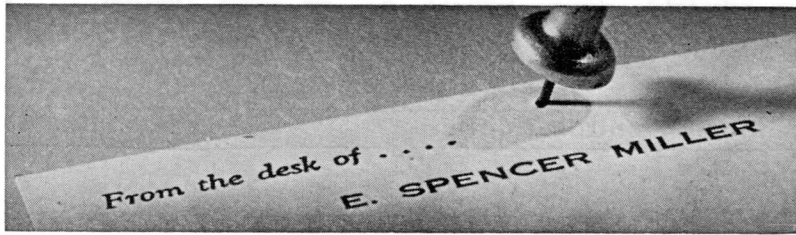
Mr. Armitage had been active in the financial and industrial affairs of the State of Maine for more than half a century. Before his association with this Company, Mr. Armitage performed invaluable service in setting the stage for the comprehensive refunding of the bonded debt of the Company in 1952 and he formed a syndicate to market successfully a new issue of refunding bonds of the Portland Terminal Company in 1961. He brought to the deliberation of the Board contributions of the greatest importance and was very faithful in attendance and loyal to the Company and its management.

The members of this Board, sorrowing at the parting of personal ties and deeply conscious of the loss of a fellow director so valuable to them and to the Railroad, do place upon the permanent records of this Company which he served so loyally and so well, this expression of their memory of a director and associate whom they will ever hold in highest esteem.



Albert T. Armitage

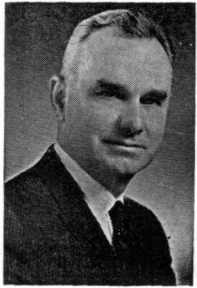
(Mine—page 4)



TO MY FELLOW EMPLOYEES:

Maine Central's 1967 annual report to the stockholders is in production, involving the accumulation and arrangement of thousands of figures and the presentation of conclusions and results.

Despite a poor net income, some statistics appear in which Maine Central railroaders may take pride . . . figures that indicate that our railroad is meeting the challenge of increased production in our area, and solid proof that our company is indeed fulfilling its increasingly important role as "Prime Mover of Maine Industry."



Foremost, of course, is the fact that Maine Central carried a total of 8,638,026 tons of freight in 1967, about 330,000 more tons than in the previous year.

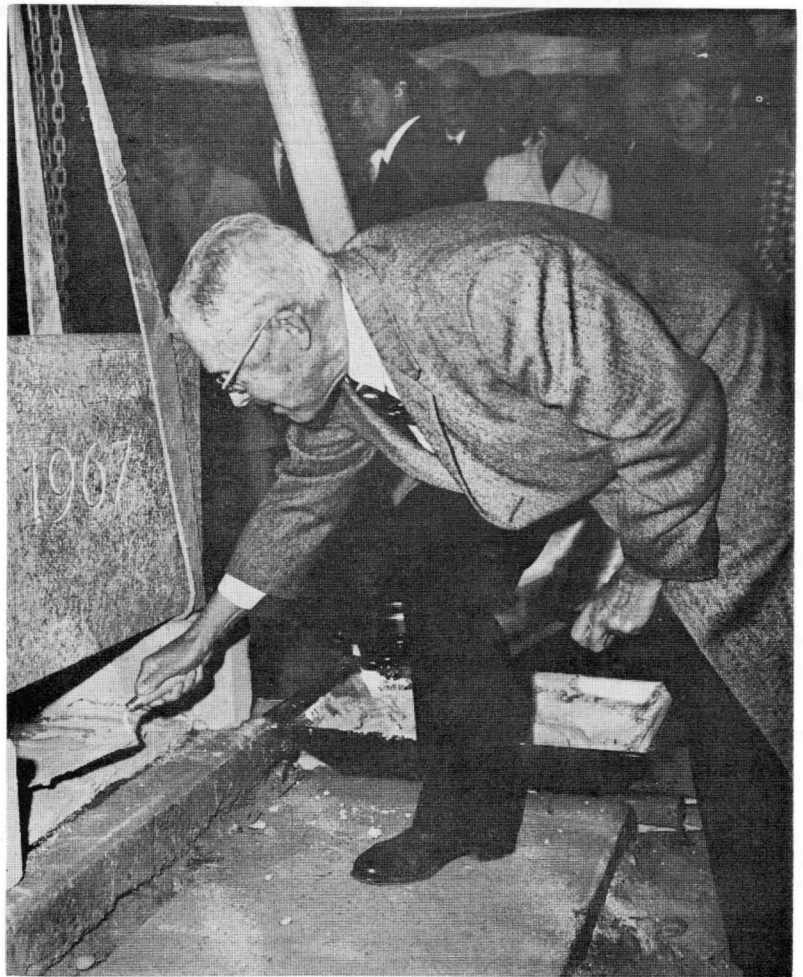
In 1967 Maine Central set an all-time record for average tons per car. The average load weighed 41.06 tons—7.3 tons more per car than we carried in 1966. Gross tons per train amounted to 2,243 in 1967, being 3.5 per cent more than the comparable figure for 1966, and very close to the all-time high of 2,258 tons set two years ago.

The new record for average tons per car reflects credit on the railroad industry for its achievements in equipment modernization . . . making available to its patrons new and larger cars with higher volumetric capacity . . . including our own fleet of high-cube box cars "Paul Bunyan" pulpwood cars and other jumbo units. The 1967 record also was made possible by industry's cooperation, and its willingness to take advantage of so-called "incentive rates," which provide savings for heavier per-car or multiple-car shipments. The 1967 record, of course, reflects Maine industry's increased production, and Maine Central's readiness to meet changing and greater transportation requirements.

The near-record gross-tons-per-train figure reflects credit on supervisory personnel in the operating and mechanical departments and train crews who were able to accomplish it in spite of prolonged adverse weather conditions during the first and last portions of the year. Snow and extreme cold made it necessary over long periods to dispatch trains with fewer cars and more power, and yet the year-long average of 2,243 tons per train was maintained.

This is good railroading—entirely apart, in this context, from cold financial results—but nevertheless the very foundation of those future net income successes which we anticipate and must achieve.

E. Spencer Miller



COTTING HOUSE CORNERSTONE PLACED—Charles E. Cotting, a Member of the Maine Central Board, is shown as he placed a cornerstone to start construction of Cotting House at Cambridge, Mass. The building, which will house the international activities of Harvard Business School, has been made possible by Mr. Cotting's generous gift to the School. It will serve as a memorial to the Cotting family, and their contributions to New England and the Nation, first as artisans, later as business leaders.



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

- | | |
|-------------------|------------------|
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| Harold C. Clark | Retired Workers |
| Albert B. Wetmore | Rigby |
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| Myrtle Neilson | General Offices |
| Dorothy Proctor | General Offices |
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Maine Central Freight Train Is Star Of Hart's Location NBC-TV 'Special'

A nation-wide audience—sitting in the comfort of their living rooms on a cold winter Sunday afternoon—was taken to snow-bound Hart's Location, N. H. by Frank McGee and the NBC Television News Department last month.

The TV viewers watched nine of Hart's Location's 11 citizens holding a town meeting at the Willey House Post Office, and taking time out to greet the crew of Maine Central's RY-2 as the train labored up the steep grade through Crawford's Notch.

The news angle was this: Hart's Location's citizens pay no property taxes, because their town's operations are fully financed by taxes paid by Maine Central to the State of New Hampshire.

The town meeting included Mrs. Robert Jones, postmistress and wife of Robert Jones, Maine Central trackman; Jake Burke, son of the late section foreman Herbert W. Burke; and present

section foreman and Mrs. Wellman A. Rowell.

Mrs. Florence Morey, operator



ON NATIONAL TV—Engine 254, climbing the grade at Willey House Post office, was filmed by an NBC camera crew as part of a Frank McGee "special" shown February 18. The film was made during a typical Hart's Location snow-storm.

of the Inn Unique in Hart's Location and long-time friend of the Maine Central, served as moderator.

But the show's star was RY-2, churning up the grade in a snow-storm, headed by bright-yellow Engine 254 in living color.

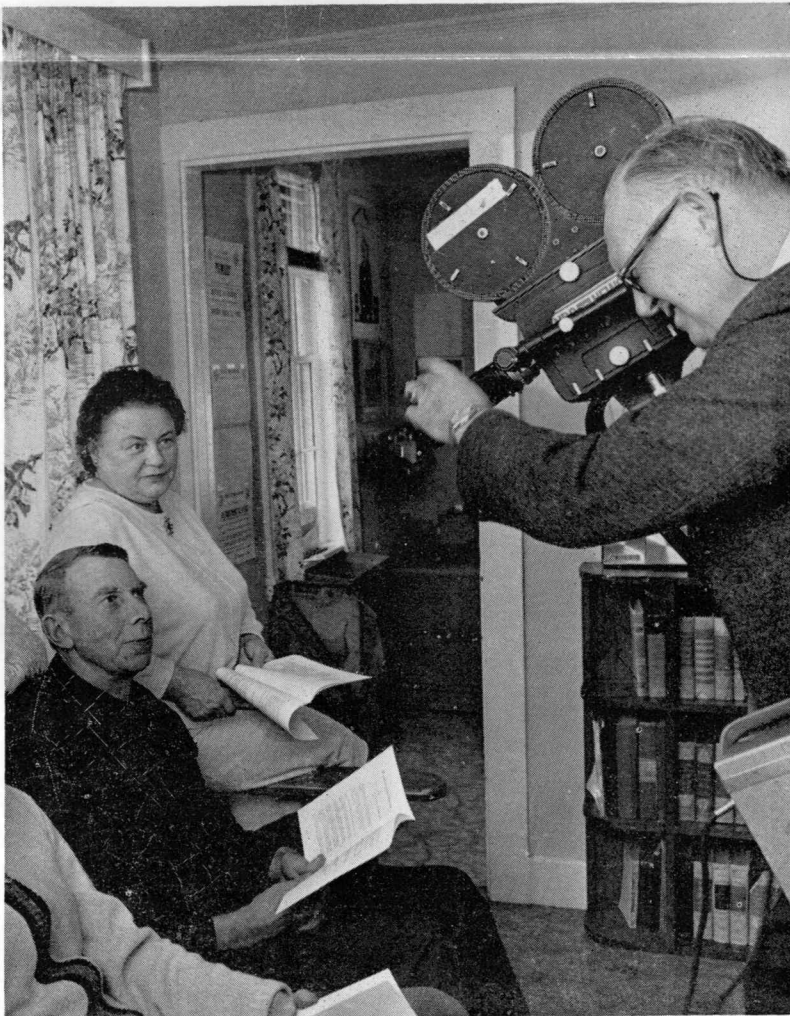
V.A. Cunningham, Retired Agent, Dies In Milford

Vernon A. Cunningham, a retired Maine Central Agent and contributor of many historical pictures to the Maine Central MESSENGER, died late last month at his home in Milford after a brief illness.

He had resided at Milford his entire lifetime and for 24 years was employed by the Maine Central Railroad. He had been a State Auditor for over 25 years, retiring in 1963.

Since his retirement he has been engaged in writing a book on the history of Milford and the surrounding towns.

Survivors besides his wife, Mrs. Hazel (Craig) Cunningham of Milford, are one daughter, Mrs. Edith Day, Milford; four sons, Vernon, Jr., Leland A., Freeman P., all of Milford, and Murray K. Cunningham, East Northport, N.Y.; 16 grandchildren, 24 great-grandchildren, nieces and nephews.



AT "TOWN MEETING"—Section Foreman Wellman Rowell and wife Margaret were among Hart's Location citizens attending a town meeting that was filmed by NBC. They are being photographed by "Nemo" Gaskill of Melrose, Mass., veteran New England newsreel and TV cameraman.

With The Veterans

Annual Spring Dinner Meeting Set For April 28 At Fairfield Center

By Harold C. Clark

A committee headed by Kenneth E. Reed is planning the annual Spring meeting of the Maine Association of Railroad Veterans at Fairfield Center Grange Hall. The event will be held April 28, with dinner at 1 p.m., followed by entertainment.

The Fairfield Center meeting is one of the Association's highlights of the year, and we are looking forward to the usual large attendance. All members and their railroad friends are invited.

There were 52 members in attendance at the January meeting of the Maine Association of Railroad Veterans at Howard Johnson's Restaurant, Thornton Heights.

Entertainment was under the direction of Leonard E. Knight, Sr., who presented Mrs. Phyllis King, who gave accordion and piano solos and accompanied Mrs. Phyllis Chadwick, who was the vocal soloist. Group singing was also enjoyed.

Robert R. Lewis, past President of the Association, who has been a surgical patient in Mercy Hospital, has returned home and is improving.

Secretary and Treasurer Melville L. and Mrs. Davis, who have been ill at their home with the "flu", have recovered and are back to their duties.

Harold M. Card, retired Maine Central Conductor, who has been ill for three weeks, has recovered March 6 to visit his son, Charles H. Card, at Amarillo, Texas. On his return, he plans to be ready for a fishing trip to his camp in Maine.

Mr. and Mrs. William E. Robbins are enjoying a few weeks in the Florida sunshine.

Mrs. William A. O'Neil, widow of former Maine Central Conductor William A. O'Neil, has sold her winter home in Sarasota, Florida, and will return to Maine.



TO CARRY CALLAHAN ORES—These cars, specially modified in the Waterville Shops, will carry zinc and copper ore concentrates from Bucksport to smelters at Gaspe, Quebec, and Josephstown, Pa. The material will be hauled over the road from the mine at Harborside to Bucksport and Maine Central's new loading facility.

Thinking Safety

Spring's Coming, But Ice, Snow

Still Present Accident Threats

By Laurence W. Sparrow
Safety Supervisor

There is no word that has more meaning for each of us than "SAFETY." Safety is important to you and it is important to me. No matter how you look at it, "SAFETY" pays dividends.

There is not a man on our railroad who wants his family to suffer. If you become a safety statistic because you have a personal injury, you suffer physically and your family suffers as well.

In operating switches, the actual throwing of the switch itself is only one of several hazards to be faced. First, there's the possibility of being struck by equipment moving on adjacent tracks. You must keep a close watch to make sure that no part of your body is foul of the track on which movement is being made and that you do not step foul after throwing the switch.

When weather is bad the footing on the way to the switch and around it is often insecure, so care has to be exercised on this score, also. You should get the best footing you can, standing on the ground itself, if possible. Ties can make very treacherous footing when wet or frosty.

Before throwing the switch, it's a good idea to check the points to make sure that no stones or other obstructions will prevent it from operating properly. Many an injury has resulted from jerking on a blocked switch.

The best position to take for operating a switch is to stand facing it, with your body parallel to the track. Don't throw a switch when you're in a twisted or awkward position.

In throwing the type equipped with a switchstand, take a firm grip on the operating lever with both hands and exert a steady pull. Avoid jerking, and keep your body clear of moving parts. Take special care when the operating lever is wet or icy or your gloves are wet. Finally, a lot of men have wound up with an injury by trying to kick this type of switch into place.

In operating the ground throw or ball type of switch, stand with your feet in a secure position and use leg, not back, power to lift the lever. Be sure your hands and feet are placed where they won't be caught by the lever or ball when it flops over.

After throwing a switch, check to make sure that the route is properly lined, that the switch is properly secured, and that the points fit tightly.

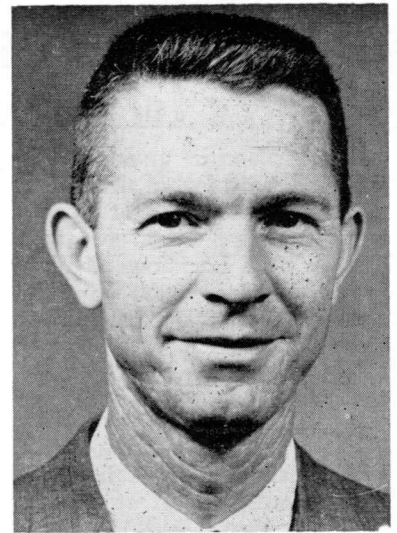
Mine—from page 1)

that eventually will be 300 feet deep.

In the mining operation the rock is first drilled with air hammer drills. The holes filled with explosives and blasted in order to break the rock to pieces small enough to be picked up with a power shovel and a rubber tired loader. Using a fleet of huge 35-ton capacity trucks the broken ore is transported to the concentrating mill.

Purpose of the milling operation is to separate the individual copper and zinc minerals from each other and also from the useless gangue or waste minerals. Each of the two resulting copper and zinc concentrates will contain a much higher metal content and lower contaminating minerals than the original ore. This separating and concentrating process is necessary in order to reduce the volume of useless material shipped to and processed by the subsequent smelting operation.

In the milling process the particle size of the ore is reduced by crushing and grinding to a fineness where each grain is a pure mineral. The copper and zinc particles are then selectively removed by the flotation process to yield the individual copper and zinc concentrates.



P. H. Coombs

Coombs, Beckwith Named To Portland Maintenance Posts

Percy H. Coombs, who has served in both the operating and engineering departments since 1948, was named General Supervisor, Maintenance of Way, in February.

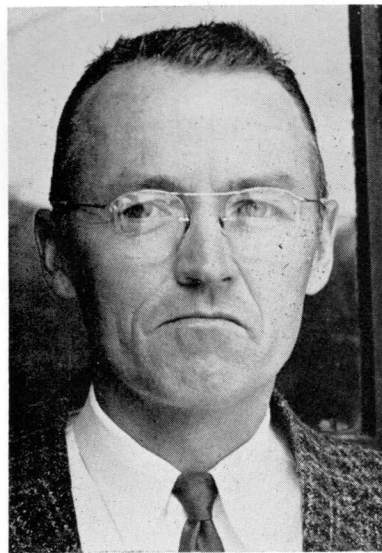
In a simultaneous promotion, Clarence W. Beckwith, who has been Assistant Supervisor, Bridges and Buildings since 1963, was named Assistant Supervisor, Maintenance of Way.

Coombs, a Boothbay Harbor native, joined the Maine Central after graduation from the University of Maine in 1948 with a degree in civil engineering.

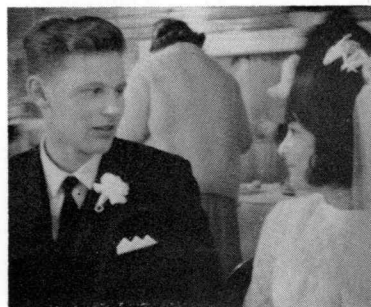
Working first as a student supervisor in the railroad's track department at Bangor, he was soon transferred to the Mountain track district, with headquarters at Bartlett, N. H., and then to Lewiston in the same capacity. He was assigned to the Portland Terminal Company as assistant track supervisor in 1952, and named trainmaster in August, 1963. He served as Assistant Superintendent at Bangor in 1966, working for the Engineering Dept. in 1967.

Coombs and his wife, the former Mary Blake of Boothbay Harbor, have three daughters.

Beckwith, a native of Scarborough, joined the Portland Terminal Co. in 1943 as a carpenter. He was named Bridge Inspector in 1952, assistant forman, carpenter, in 1958, and assistant supervisor, Bridges and Buildings, in 1963. Mr. and Mrs. Beckwith and their youngster live at 51 Bonny Briar Road, South Portland.



C. W. Beckwith



WED IN OAKLAND—Paint Helper Philip Clement of the Waterville Shops and Miss Patricia Drury were married in Oakland, Jan. 27. They are residents of Rome, Me.

MacLearn Succeeds O'Brien; Thompson Named Trainmaster

Appointment of Rodney E. MacLearn, Yarmouth, as assistant superintendent, Maine Central Railroad and Portland Terminal Companies, was announced Feb. 9.

Portland Terminal Company trainmaster since 1966, MacLearn succeeds Michael F. O'Brien who retired from the assistant superintendent's post late in January.



Rodney E. MacLearn

Reginald J. Thompson, South Portland, formerly a yard clerk, has been named trainmaster.

MacLearn, a railroadman for about 25 years, was born in Waterville, son of the late George F. MacLearn, a Maine Central freight and passenger train conductor. He attended the schools of Yarmouth and was graduated



R. J. Thompson

from North Yarmouth Academy in 1942. He joined Maine Central as a brakeman at Portland in that year, and has since worked as a freight conductor and trainmaster.

Mrs. MacLearn is the former Gladys Penney, daughter of Norman E. Penney of Yarmouth, a veteran Maine Central freight train conductor. Mr. and Mrs. MacLearn have one son, George N., a student at the Portland School of Fine and Applied Art.

Thompson, the new PTCO trainmaster, is a Caribou native who was educated at Cheverus and Portland High Schools, joining the Maine Central as a clerk at the Rigby freight yards in 1954. He has served as a clerk, checker and machine operator at the Rigby Yard Office.

Married last June, Mr. and Mrs. Thompson live at 48 Bowers Street, South Portland. Mrs. Thompson is the former Rita B. Dougherty of South Portland.

Ski-sled Drivers Warned Again By MeC Police

Maine Central Railroad Police have asked state authorities to help enforce the ban against use of the railroad "as a racetrack for snowmobiles."

Robert L. Baker, Maine Central chief special agent, declared: "We're only trying to save lives of motorized snow sled owners who persist in flirting with death by running their machines between railroad tracks."

Baker said the "foolhardy practice" is on the increase throughout the Maine Central system. The past month, he said, has brought reports from train crews and sectionmen in Bangor, Milford, Rigby, Vanceboro, Dennysville, Harmony, Hermon Pond, Lincoln, Winn, Veazie and Morrill's Corner in Portland.

"These are but a few of the places where snow sled operators have used the hard-packed snow between railroad rails for fast runs which could easily have ended in their death," said Baker.

The railroad has posted its section houses and other property throughout Maine with warnings that such use of railroad tracks is punishable by a \$50 fine or 30 days in jail. Despite the warnings, the dangerous practice is on the increase, rail officials said.

Gerard P. Conley, Rigby Clerk, Is Candidate For State Senate

Gerard P. Conley, Portland, a clerk at the Yard Office, Rigby, and a member of the House of Representatives in the 102nd and 103rd Maine Legislatures, announced in February that he will be a candidate for the State Senate. He seeks the 10th District seat in the November elections.

The railroading lawmaker is a former treasurer of the Portland Democratic City Committee and is now chairman of that group. He also is a member of the Cumberland County Democratic Committee.

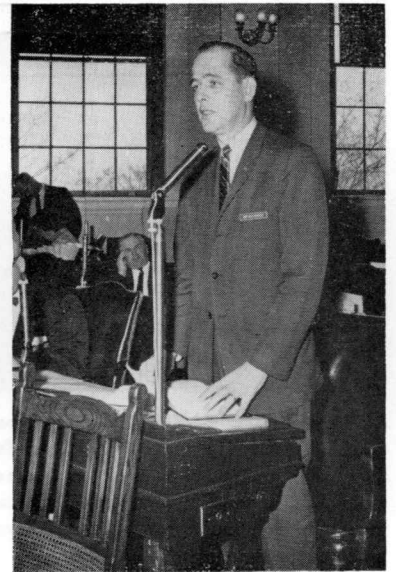
Conley said the residents of all of southern Maine should be made aware of the "vast potential of the educational institutions in the Portland area." He said support is needed to help the University of Maine in Portland reach the "size and scope of which it is capable."

He said that if he were nominated and elected he would "support needed government reforms." He said the fact that legislative sessions have been unable to adjourn until midsummer indicates the need for annual sessions. He also said he favors abolition of the executive council, creation of a lieutenant governor's post and appointment of certain constitutional officers by the chief executive.

Conley attended Portland schools and Portland Junior College. He was recently appointed to the Model Cities advisory committee.

"Snow sled operators use railroad tracks as a speedway—they think they are safe from the dangers of traffic," Baker continued. "Unfortunately the snow sled operators do not know train schedules. There have been several cases recently where a head-on collision has been averted only because of the vigilance of train engineers. Such trespassing not only is dangerous to the sled operators, but a collision with a sled could well result in a train wreck from debris getting under the wheels," Baker said.

Augusta's daily Kennebec Journal pointed out that "all this may sound pretty grim to the fun-loving trespassers. But the railroad's right of way is, after all, the railroad's."



Rep. Gerard P. Conley

Pensioners To Get Higher Benefits Under New Law

Howard W. Habermeyer, chairman of the Railroad Retirement Board, has announced that legislation providing substantially higher benefits under the railroad retirement and unemployment insurance program was signed into law on February 15, 1968.

The railroad retirement amendments together with the recent changes in social security benefits will result in increases for practically all beneficiaries on the Board's payment rolls. The increases will range from \$10 to \$21 for retired employees and from \$5 to \$17 for wives and survivors and will be effective beginning with payments for February 1968. Higher increases will be possible for future beneficiaries.

Most beneficiaries will get their increases in retirement and survivor benefits with their April 1, 1968, checks. Those who do not will receive increased benefits retroactive to Feb. 1, 1968. The Board will make every effort to make the necessary adjustments as soon as possible.

Note Of Thanks

Leo H. "Joe" Porter, who retired as a trackman at Passadumkeag Nov. 30, wishes to thank all the boys for their contributions to his retirement gift.



AT LODGE 374 BANQUET—Members of Lodge 374, Brotherhood of Railway Clerks, Freight Handlers and Station Employees, held their annual banquet and dance Feb. 10 at the Sheraton-Eastland, Portland. Among the guests, above, from left, Assistant General Chairman and Mrs. Oscar Derderian, General Chairman and Mrs. Joseph Connor; and one of the hosts, Lodge Vice President Richard I. Luce and Mrs. Luce.

M. F. 'Bucky' O'Brien Ends PTCO. Rail Career After 54 Years' Service

Michael F. (Bucky) O'Brien, assistant superintendent of the Portland Terminal Co. and probably most widely known railroad executive on Portland's waterfront, retired on the last day of January.

Known by railroadmen all over New England, he had been with the company since 1914, when he entered railroad service as a freight handler.

He was promoted to brakeman, then served in the U.S. Army from June 24, 1918, to August 7, 1919. He returned to service as brakeman and was made assistant yardmaster at the Rigby Yard,

South Portland, in January, 1924. In 1932 he became switching supervisor and later in that year was promoted to yardmaster.

He was named general yardmaster in 1942 and assistant superintendent Nov. 1, 1954.

O'Brien, who lies at 96 Pitt St., has a son, Norman, and a daughter, Mrs. Eleanor Dwyer, both of whom live in Syracuse, N.Y.

"Bucky" has asked us to express his appreciation to his many friends and associates who contributed to a retirement purse presented to him soon after his final day of service.

Hawkes, Braasch To Participate In UMP Seminars

Clifford P. Hawkes, Jr., auditor revenue; and Ben Braasch, assistant to auditor, Freight Claims, will conduct seminars scheduled this month by the Continuing Education Division, University of Maine in Portland.

Their seminars will be part of a course called Elements of Transportation that will include similar presentations by a dozen Portland-area transportation specialists.

Hawkes will speak on "The Bill of Lading: Varying Rights, Re-

sponsibilities and Liabilities" at a March 18 session, while Braasch will deal with "Claims: Methods of Filing, Inspections, and the Cermak Amendment" March 25.

Other speakers will include Dr. E. Grosvenor Plowman, chairman of the Maine State Transportation Commission; R. G. Booth and Dwight A. Smith, Boston and Maine Corp.; Charles Nelson, Hemingway Transport; Edward S. Crawford and Robert L. Travis, S. D. Warren Division, Scott Paper Co.; Wakefield McGorrill, Burnham and Morrill Co.; Robert True, Donald Clement and William Fernald, Maine Public Utilities Commission; and Dr. John H. Frederick, research chairman, Maine Transportation Commission.

The seminars will be held on Monday evenings, March 4 to May 6, from 7:30 to 9:30 p.m. in Luther Bonney Hall.



by
Al Kennedy

In the Mec-PTCO Couples Bowling League, team No. 8 is now holding on to first place. Sue and Dick Nye with Hazel and Leo Davison are leading the second place team by 9 points.

The women's high single of 130 and high three of 319 is held by Barb Luce. Jerry Shea is holding his own in the men's division with a high single of 147 and 383 for high three.

The top five averages on the feminine side are Margie Corbeau, 93; Hazel Davison, 92; Jan Broderick, 89; Ruth Gardner and Lil Smyth, 86.

In the men's corner, Dave Gardner has 107, Jerry Shea, 106; "Shoes" Broderick, 102; Lenny Ross, 101; Warren Smith and Paul Corbeau, 100.

The Sheas and the Bowers have the high team single string of 431 and high team three string of 1153.

Team No. 4 of the Mec-PTCO Men's Bowling League are in first place, but only by 3 points. Jim Day, Henry Kenny, Terry Blaisdell and Rabbit Berrick have a job on their hands with teams No's 6 and 7 tied for second place.

Henry Brown has a high three string total of 368 and Dick Cain has 142 for high single.

Plans now are for the banquet to be held at Carolyn's in Cape Elizabeth on April 21.

"Sue's Old Gals", is the name of the first place team in the Portland Women's Bowling League.

Sue O'Brien, Jan Bernard, Peg Dorsey and Bea Crawford are ten points ahead of team No. 4 with Pat Rozzi, Mary Donahue, Lolly Hoglund and Kay Ramsey.

Judy Breggia has 127 for high single string and Kay Ramsey has chalked up a 340 for high three honors. Ethlyn O'Brien has the most strikes, with 14, followed by Mary Donahue with 11.

Just for the record, here are the names of the teams: Sue's Old Gals, Team No. 4, Has Beens, Bottoms Up, Hippies and the Skuzzies.

GENERAL OFFICES

Congratulations to Mr. and Mrs. Paul H. Steele, Scarborough, (Diane Gagne, Canadian Pacific office—Bldg.) on the birth of a daughter, Jennifer Anne, January 31.

Nat. Alward, Transportation Department, had the "old bug", along with Connie Davis, Dot Proctor and Hermon Scott.

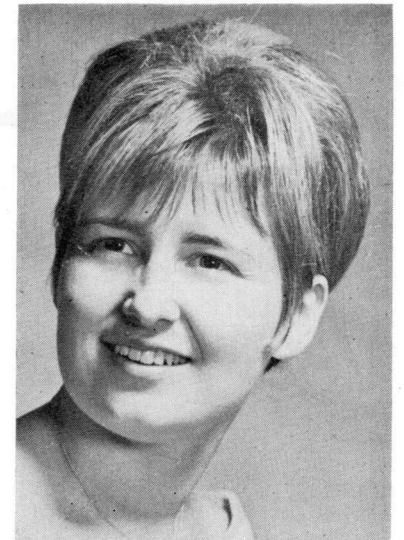
Our sympathy to Cashier Gordon Williams concerning the accident in which his wife Kay and daughter Martha were injured. The latest report is most encouraging and we wish them both a speedy recovery.

Heartfelt sympathy is extended to Hermon A. Scott, Car Distributor, Car Service Department, on the recent death of his wife Henrietta, and his sister-in-law Florence Kratzenburg.

Miss Cora Hoy, who retired in January after 47½ years' service in the Maine Central Engineering Department, wishes to thank friends and co-workers for their contributions to her retirement gift.

RIGBY

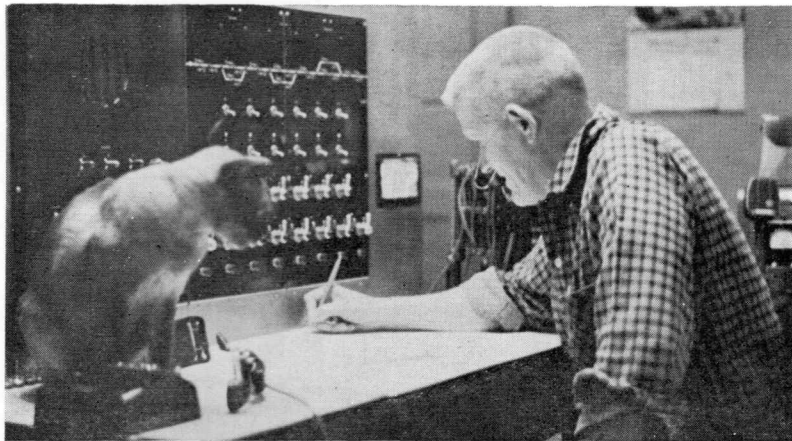
The month of February has been rather a hard month for employees at the Car Department and Engine-



ENGAGED—Trackman and Mrs. Adalard Provencher, Auburn, announce the engagement of their daughter Lillian to Jay DeVries, U.S.N., of Rochester, N. Y. Miss Provencher is a graduate of Edward Little High School, class of 1961, and is employed at Crosby-Laughlin, Portland. Mr. DeVries graduated from East High School, Rochester, in 1961, and is now stationed aboard the U.S.S. Wasp out of Boston.



M. F. "Bucky" O'Brien



HELPS AT HERMON—"Sambo" the feline assistant at Tower MD, Hermon, watches Phil Butler, Operator, as Phil goes about his duties in the CTC control point.

house, due to the "flu" epidemic. Several were ill, but they are back to work and seem to be none the worse for it.

Electrician and Mrs. Joseph Fontaine have announced the engagement of their son, David J. Fontaine, to Miss Janet L. Frost. Janet attended the Mercy Hospital School of Nursing, and is now a student at the Electronic Computer Programming Institute in Portland. David is a Deering High School graduate, and is now attending the University of Maine in Portland.

Carman Perce Akley returned to work after a bout with pneumonia.

Truck Driver "Tom" McCafferty went into the hospital for a physical check-up, and later for treatment. The boys in his department sent him a basket of fruit.

Carman Wallace Jackson was at Mercy Hospital for treatment during the month.

Former engine-house and car department employee John "Jack" Phee died recently after a short illness. He was 82, and had been retired 4 years. A floral tribute was sent to the funeral.

We are all sorry to hear of the recent illness of Carman George Thompson's mother and the father of Carman Emil Casey, who is a former carman.

Engine House employee Donald Moody recently sustained a hand injury, when the wind blew the door of one of our locomotive cabs shut onto his hand.

Carman and Mrs. Carl Carter



SHOP SWITCHER—"Skip" Houdlette, engineman, shown aboard the Shop Switcher at Waterville. "Skip" also pilots WK-2/KW-1. He's an avid fisherman, too.

announce the birth of a daughter during the month.

Machinist Doris Boisse is looking forward to retirement, later in the year, and plans to do some traveling and camping-out. In preparation for this event he has purchased a new Chevrolet "Custom Camper," and the camp body to go with it.

Employees at the Rigby Engine house, upon learning of the recent retirement of "Bucky" O'Brien, all wish him the best of luck in his retirement.

"Pak-Mor" operator Dustin Greenlaw tells us his wife has been ill but is now feeling better.

Car Department employee Elmer Andrews was involved in an automobile accident, causing considerable damage to the front section of his car, but luckily no personal injuries.

We've heard from former Machinist Raymond Killinger, the second employee to retire from the engine house roster under the Railroad Retirement Act. He is now living in South Portland, enjoying fairly good health, and wants to be remembered to his former buddies.

Set-up Machinist Raymond Holmes has just returned to Rigby after a 5-week tour as a Machinist at Beecher Falls, Vt. He was covering for men who were out sick.

Carmen Joseph MacDonald and Ralph Cary, both on the 11 P.M.—7 A.M. shift, have been absent due to illness.

Carman Ivan Perkins underwent a knee operation, and is now in the "sunny" South convalescing.

Carman Ray Palmer tells me his son Leamon Palmer, U.S. Air Force Hospital Attendant stationed near London, England, was married on February 9 to an English girl, Miss Diana Todd.

Machinist Doris Boisse was the target of much good-natured "kidding" when he reported in for work one recent morning at 2 a.m. His alarm clock went off four hours early.

Associate Editor Albert Wetmore will be spending the next 50 days in Florida, but will resume this column upon returning in April.

LEWISTON

Donn Wolfe, track supervisor at Lewiston, recently traded his car for a Chrysler New Yorker. Not to be outdone, Sherm Carr, clerk in Donn's office, also traded his car for an Oldsmobile Cutlass. Two sports, don't you think?

Lillian Ayer, spare clerk, has been replacing Lillian White who has been out fighting off the flu bug.

Chester Dyke, section foreman at Livermore Falls, was recently elected First Selectman at Canton.

G. A. Beaudin, former section foreman, and J. L. Cote, former trackman, express their appreciation to the many friends in the District No. 3 area for their thoughtfulness in the money purses presented to them recently.

ROCKLAND

Recently on two week's vacation from the Rockland Yard Switcher was Yard Brakeman J. E. White. Covering the job in his absence were L. J. Boudreau, R. J. Ouelette and G. E. Gagnon from the Waterville board.

Conductor Maurice Johnson advises he has numerous "money" cats available around his house and would appreciate it if some kind hearted person would relieve him of one or two, by providing a home for them. Anybody interested?

Sympathy is extended to Engineer Charlie McLain in the passing of his mother.

It's that time of year again when you'd almost think that the old passenger station was back in business by the number of cars parked around the yard and as March 1st approaches the increase of motor vehicles grows. You guessed it! Late comers for that deadline for new license plates! Of course "Father's" new car never looked classier with the bright yellow license plate adorning the green finish of the "pickle." Do you suppose if he had kept that bright yellow "lemon" that he traded in we would have had pickle green license plates for 1968?

WATERVILLE YARDS

Connie Mason, Swing Checker, has been self-appointed chief cook and bottle washer—at home, of course. His wife is on vacation and had to make a trip out of state to see her sister.

C. S. Proctor, Trackman, is sporting a new Plymouth Station wagon.

Recent switches at Waterville Yard: R. H. Green and G. A. Dessent have bid off on Relief Switcher No. 2 with Father Messier. L. H. Bujold has



FOR MODEL WEEK—Leonard Stevens of the Waterville Shops warms up his model layout for the February 27-March 3 observance of Model Railroad week. Leonard is one of many full-time railroaders who enjoy model railroading in their spare time.

gone on Switcher No. 5. V. C. Tardiff bunted the spareboard along with L. M. Miller.

It has been learned through the grapevine that V. C. Tardiff has been taking sound advice from Donat Lefebvre about horse racing, which of course, is just around the corner. The advice is that the best way to follow a race horse is with a shovel.

We have a new 3rd trick assistant yardmaster sitting in the big green chair. He's none other than R. A. McPherson, who left Switcher No. 5. He claims that he likes to be where the action is.

L. P. Donahue, now on Switcher No. 2 has been reminded that he is lugging around Maurice Pope's old dinner pail. He claims he got it on a lend-lease basis.

Our sympathy is extended to the family of Bud Harris, Trainmaster, whose father passed away recently; and also to the family of Charley Hodgdon whose father passed away Wednesday, February 13.

This story could well be in the Believe it or Not column. It goes like this. "Why didn't you wear your ear flaps?" questioned his friend after he nearly froze his ears. "Well, my co-pilot didn't, and I didn't." Sorry, no names.

G. E. Gagnon, spare yard conductor, after many years of spare board work, has finally decided to slow down—with his automobile, of course—gets more gas mileage that way, he says.

A letter of thanks was sent to Waterville Yard from Mrs. Daisy Severy in appreciation of the kindness shown her during the recent loss of her husband, Thurl Severy, a retired engineman.

Our 2nd trick Assistant Yardmaster, Burns Hillman, is going around making a collection to buy a ladder long enough to reach the roof of Tower A, so that every time that Massengale's crew, especially on train BR-2, shoots the bills too high, he'll have a way to get on the roof to get them. Burns says E. A. Googins ought to go to Florida to train with the Red Sox . . . he's already in Spring training.

On Vacations: J. E. White, R. B. Williams, R. J. Moffatt, J. N. Vigue, J. J. Peaslee and C. F. Hodgdon, yard; E. C. Stetson and A. H. Edwards, road.

WATERVILLE SHOPS

Tractor Driver Hollis Hodgkins was hospitalized with broken ribs and concussions after a fall on the ice.

Clerk and Mrs. Leonard Boucher have returned from a trip to Florida and enjoyed some 80-degree weather.

Foreman Wallace Jewell has traded for another Cadillac.

Retired Foreman William D. Otis is at home convalescing after major surgery at the Thayer.

Laborer Albert Dudley has resigned as of February 1 after some 22 years of service and plans to work as a caretaker for property in Connecticut until sufficient Social Security credits have accrued. After which, he will apply for the pension.

Supt. and Mrs. Alden Finimore and Foreman and Mrs. Dick Delano were recent visitors in Boston where the men attended a meeting of the Railroad Club.

The writer, G. K. Stevens, has a new four-door small American made compact car. (One of our contemporaries snidely remarked, "it's probably powered with a Briggs and Stratton lawn mower engine.")

George C. Libby Dies In Portland

George C. Libby, 82, known to thousands of railroad travelers because of his 33 years of service as a ticket seller at the old Union Station, Portland, died January 26 in a local hospital following a long illness. He resided at 12 Cushman St.

Mr. Libby worked as a brakeman for the Boston & Maine Railroad before becoming a cashier. He was also at one time a cashier for the Portland Terminal Co.

He was born January 30, 1885, at Scarborough, son of George O. and Alvena Plummer Libby. He attended Scarborough Schools, including Scarborough High School. He moved to Portland as a young man to work for the old Portland trolley car system.

During World War I Mr. Libby worked for the Cumberland Shipyards in South Portland. He retired from the Boston & Maine Railroad in 1951.

Hastings, Former General Chairman, Dies In Illinois

Henry E. Hastings, 36, formerly of Thomaston, a Maine Central trackman and later General Chairman, Maintenance of Way Employees, died February 22 at

a Des Plaines, Ill., hospital. He had been employed by the General Adjustment Board in Chicago since 1961.

Born in Rockland November 3, 1931, son of Edward E. and Bertha Simmons Hastings, he was the grandson of Martin Simmons, a Maine Central Railroad trackman and General Chairman of Maintenance of Way Employees.

Mr. Hastings joined Maine Central in April, 1950, as a trackman at Rockland, and served in this capacity until April, 1950, when he was granted a leave of absence to become General Chairman until 1961 when he left Maine to join the General Adjustment Board in Chicago.

Mr. Hastings is survived by his wife, Mrs. Dolores Cassidy Hastings; two sons, Martin E. and Edward A.; his mother, Mrs. Bertha Hastings; and his maternal grandmother, Mrs. Martin Simmons, both of Thomaston.

Masonic Services were held at Thomaston, February 24.

RETIREMENTS

Albert G. Dudley, laborer, Waterville, January 31.

Daniel MacDonald, section foreman, Danforth, February 2.

Kenneth C. Murphy, assistant track supervisor, Portland, February 6.

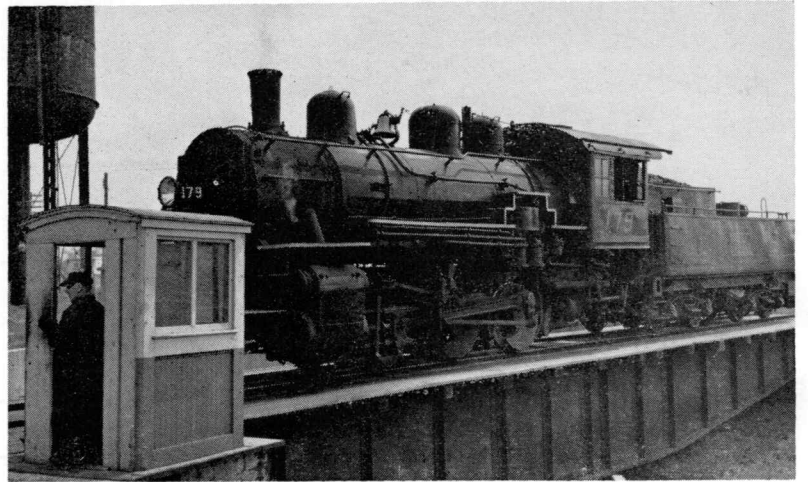
Michael F. O'Brien, assistant superintendent, Portland, February 1.

Joseph E. Pellerin, locomotive engineer, Portland, January 2.

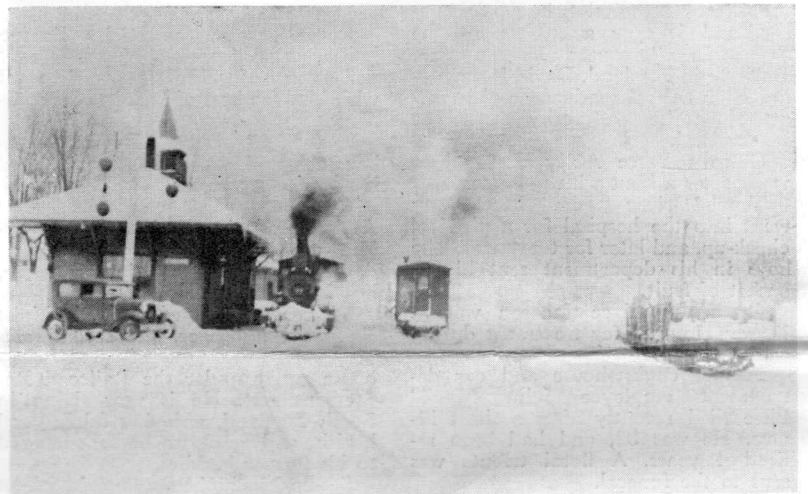
Everett J. Wing, trackman, Portland, February 9.

Disability retirements: Howard M. Adams, trackman, Bangor,

From The History File . . .



ROCKLAND OLD-TIMER—Switching Locomotive 179 was a familiar sight for 26 years in Rockland going about its tasks in the freight yards until 1953. This picture, provided by the Rockland Courier-Gazette, shows her on the turntable, with a man who current Rockland railroaders identify as the late Ambrose Moody at the turntable controls.



ON THE SANDY RIVER—This is the station at Strong, many years ago, as a Sandy River and Rangeley Lakes two-footer rolls past on a snowy day. This picture is from the collection of Robert L. Hayden, Jr., of Colby College.



CREDIT UNION STAFFERS—Busy these days serving members of the growing Railroad Workers Credit Union in their quarters in the General Office building, Portland, are, from left, Mrs. Kay Shevenell, Mrs. Mary Ann Berry, assistant manager; and Mrs. Arline Fickett.

February 23; Frank W. Bennett, conductor, Waterville, February 21; Maurice C. MacKenzie, conductor, Bangor, February 23; Thomas B. Sweeney, Sr., trackman, Whitefield, N. H., January 17.

DEATHS

Wilbur H. Darling, yard clerk, Portland, January 5.

Stanley E. Wallace, trackman, Waterville, January 18.

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