



Fairfield Center Dinner Slated By Railroad Vets

Kenneth E. Reed, Waterville, chairman for the annual Spring meeting of the Maine Association of Railroad Veterans, says plans are set for the April 28 event at the Grange Hall in Fairfield Center.

The roast beef dinner, scheduled for 1 p.m., will be followed by a business meeting and entertainment.

Tickets must be purchased by Tuesday, April 23. Priced at \$1.75, they're available from Raymond W. Farley, Harold C. Clark, Leonard E. King, Sr., and Melville L. Davis in the Portland area, and from Ken Reed, Randall B. Tuttle, Arnold A. Dow, Ralph W. Roberts, Chester C. Craig and Charles E. Wolman in Waterville.

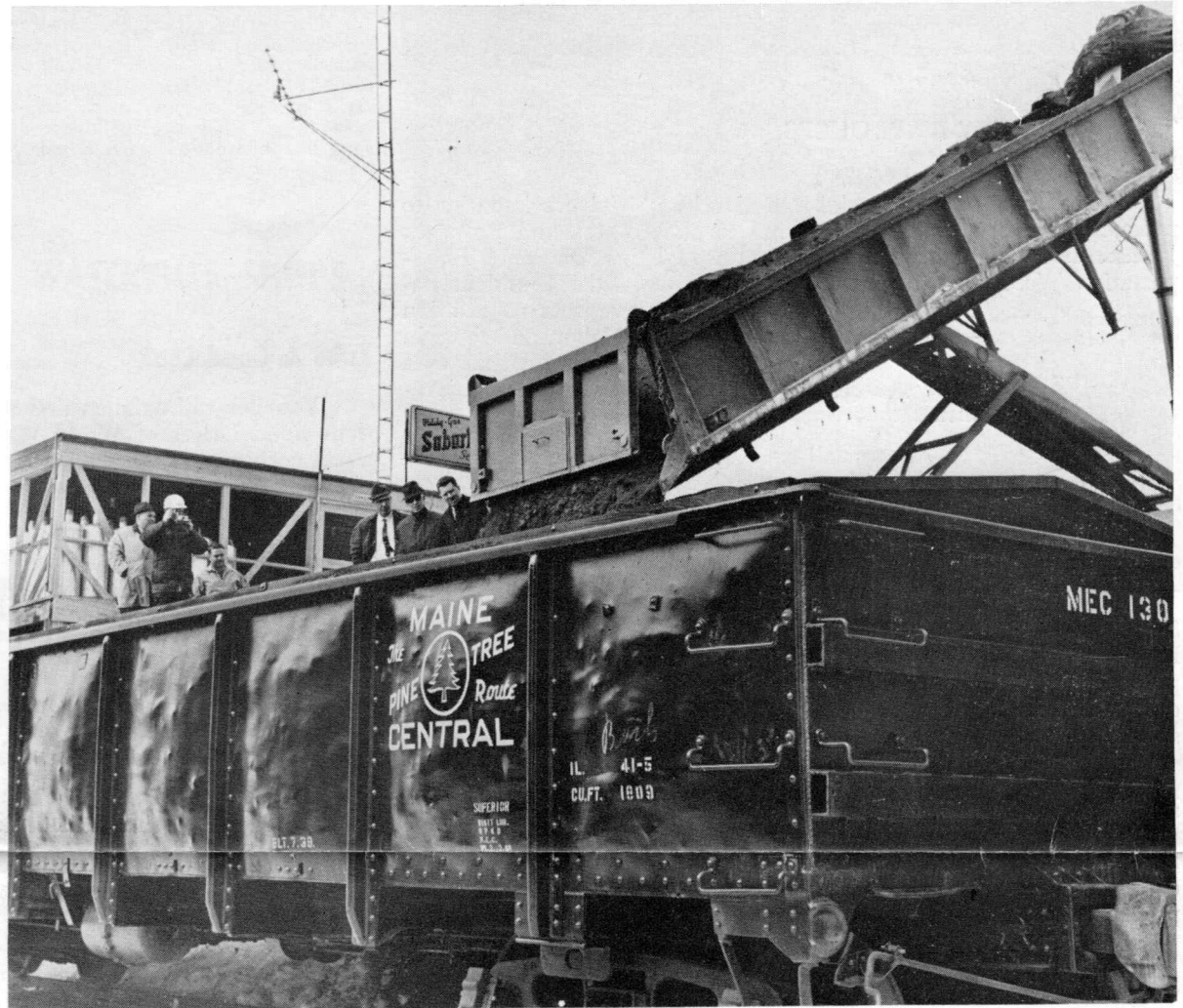
The annual Veterans' dinner at Fairfield Center attracts active and retired railroad people from throughout the state.

Shops Chief Clerk Charles Wolman Dies At Waterville

Charles E. Wolman, chief clerk in the Superintendent's Office, Waterville Shops, died March 21 at a Waterville hospital after an illness of several weeks.



Charles E. Wolman



FIRST ZINC FROM HARBORSIDE—The joint truck-railroad operation to move ore concentrates from the Harborside mine of the Callahan Mining Company swung into gear in mid-March with the first car loaded at Maine Central's new facility at Bucksport. The zinc concentrate, shown here, was destined for Josephstown, Pa. At left, in hard hat, is Jack Malcolm, Callahan resident manager. Also watching the loading process were C. E. Dixon, B&B supervisor, Royce G. Wheeler, assistant superintendent, MeC; and Earl Mithaug, Callahan office manager. The truck phase of the transportation system is handled by Merrill Transport Co.

Born in Waterville July 4, 1899, he joined Maine Central as a clerk in the motive power department at Waterville in November, 1923. He transferred to the Stores Department at the Shops in 1925, then back to Motive Power in 1929. He remained in this post until July, 1957, when he was named Chief Clerk at the Shops.

He was a member of the Elks Club at Waterville, the Brotherhood of Railway Clerks and the Maine Association of Railroad Veterans.

Mr. Wolman leaves his wife, the former Margaret Sheerin; a daughter, Maureen; two sons, Michael and William, all of Waterville; and several brothers, sisters, nieces and nephews.

Services and interment were in Bangor.

Roger J. Veilleux Elected At Winslow

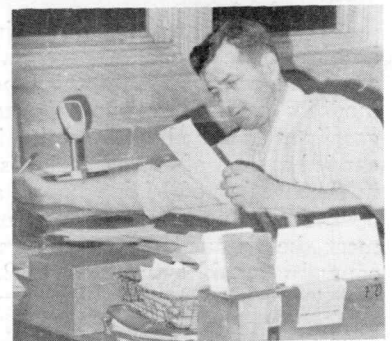
A Maine Central yard brakeman, Roger J. Veilleux, is Winslow's new first selectman, apparently defeating a veteran incumbent by a margin of 130 votes in a closely contested election that brought out nearly two-thirds of the town's registered voters.

His opponent, State Representative and long-time selectman J. Richard Roy, has asked for a recount.

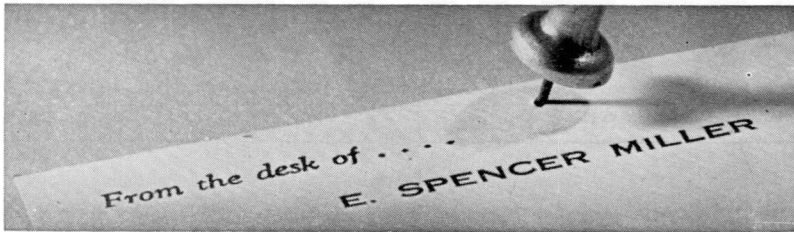
Veilleux, 39, has been a Maine Central employee for more than 20 years. He has served as a yard brakeman, yard conductor and assistant yardmaster at Waterville. In a victory statement, he said:

"I am very pleased that the citizens of Winslow have given me a vote of confidence, and I will do my best to keep them informed on all local issues."

Veilleux, a Waterville native, is married to the former Priscilla Gerow of Waterville. They have 11 children.



Roger J. Veilleux



E. Spencer Miller

TO MY FELLOW EMPLOYEES:

It is now customary to call attention by official proclamation to products and services which are vital to our Nation, and President Johnson has designated the week of May 12-18 as "National Transportation Week." In a White House ceremony, the President declared: "I hope that all who serve in transportation—those in management, those in labor, and those in various branches of government—will lift their eyes today to the new horizons and the new achievements that wait ahead."



"Let us all resolve to make the next decade in transportation as creative and as inspiring as any in the long and magnificent history of this great industry."

At the White House for the occasion were Transportation Secretary Alan S. Boyd, Commerce Secretary C. R. Smith, Rep. Harley O. Staggers, Chairman of the House Interstate and Foreign Commerce Committee, and other transportation industry leaders including a former Maine Central Railroad editor, Nils Lennartson, now President of the Railway Progress Institute.

We are, of course, pleased that our Nation's chief executive has seen fit to draw national attention to the transportation industry, and to the vital role it plays in the economy and security of the United States. We are pleased that May 12-18 will be a time when the accomplishments of our industry will be recognized by Presidential proclamation.

But we feel that our industry should be recognized every day of the year for what it is . . . a tremendously complicated but highly efficient mechanism for moving the materials and products required to meet the needs and the wants of 200 million people. We also feel that the *railroad* segment of that mechanism is its indispensable heart, for the railroads are the only true common carriers—willing and able to carry freight of every type, size, form or value.

Look back, if you will, to the days little more than a century ago, when one-man shops on Main street were the only source of shoes, barrels, flour and other essential articles that our forebears couldn't make for themselves. There was demand for many manufactured items, but no supply.

With the advent of the railroads, these shops became factories, and the trains carried their products to new and larger markets. The same trains brought a variety of items produced elsewhere, meeting the supply requirements of local industries and individuals. Today paper produced in Maine, for example, is as readily available in California as it is in Portland, and fruit and produce from Florida and the West Coast is expected on any dining room table in Maine.

Our 1967 annual report—just off the press—gives further examples of the impact transportation has on the daily lives of all citizens and consumers. In third position in a list of important commodities carried by our railroad is petroleum products, including gasoline, and fuel and lubricating oils. Maine Central, last year, carried a total of 31,297 carloads of this commodity, much of it used in the heating of Maine homes and business establishments and the operation of personal automobiles. Moving in the other direction, to meet the demands of consumers elsewhere, were 3,059 carloads of canned vegetables and fish and 2,364 carloads of frozen foods. Paper, in a hundred forms, is a consumer item that moves from Maine in infinitely greater quantities . . . 50,567 carloads last year from mills on the Maine Central.

And for the second consecutive year, Maine Central's total freight volume exceeded 8,000,000 tons, increasing by 330,000 tons over 1966, ample proof of the national need served by our railroad, and of the increasingly vital role played by rail transportation in the lives of all Americans.

Take A Good Look

Younger railroadmen and women won't remember the tremendous Bond Drives of World War II, when celebrities sold them on street corners and the public flocked to buy them and "help the war effort."

War Bonds—now called Savings Bonds—did more than provide a patriotic outlet. They established a pattern of thrift, the like of which this country had never seen. Today, the masses of Americans are regular savers, owning nearly 52 billion dollars worth of U.S. Savings Bonds—22 billion more than at the close of World War II.

There are many good things about U.S. Savings Bonds and a systematic system of saving, made possible through automatic payroll deductions. It's easier to save for college expenses, and for retirement incomes, or simply to build a nest egg.

Interest rate too low? Other factors are important . . . safety and guaranteed return, immediate availability and tax advantages.

So take a good look at U.S. Savings Bonds—the whole picture. They might just be your best bet.



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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TO MARKET—A Maine Central Cushion Car heads to market in a New Haven train. Ted Houghton, Colby graduate of 1965, now in service, came across this during his travels.

Lease-back Cars, Rebuilt, To Begin Appearing In April

The first of 300 Maine Central box cars, sold on a lease-back arrangement last fall, will return fully reconditioned early in April bearing the "campaign ribbons" of the industry's new Automatic Car Identification system.

They will be the first of some 3,600 Maine Central owned or leased units to be equipped with the red, blue, black and white identification badge required on all interchange cars by January 1, 1970. Under plans approved by the member roads of the AAR Mechanical Division, use of the Automatic Car Identification system will become general throughout the industry at that time.

Through automatic scanning as the marked cars pass a given point, the unit will be identified as to owner, type and number. Transmitted by wire to a printer, similar to a teletype, this information can then be used in many ways to increase freight handling efficiency.

The cars—all 40-footers—will have been almost completely rebuilt when they return, and will be for grade A service . . . suitable for paper, cartons or woodpulp. They'll have new high capacity draft gears, new steel roofs, new doors with openings widened from six to eight feet, new hardwood "bowling alley" floors, and new linings with strap anchors.

The reconditioned cars will be painted Maine Central green, with yellow doors and markings, and just to the left of the door, on each side, will be the Automatic Car Identification label.

About 10 inches wide and 21 inches high, this label will consist

of 13 strips, each an inch wide and six inches long. These strips are blue, black, red or white, and are read by the scanner from bottom to top. In order, they tell the scanner to start, tell it the type of equipment, tell it what railroad owns it, and tell it the car's number. A stripe at the top of the label tells the scanner to stop.

The strips, made up of tiny reflective beads, return light to the scanner at an intensity more than 200 times brighter than any other surface of a railroad car. AAR tests have shown that this beam of reflected light is unaffected by rain or snow, and can be read by the scanner even when a train is passing at 80 miles an hour. Information gathered by the trackside scanners can be carried on regular communications systems to points where the information could either be stored or used immediately.

Under present industry plans, all equipment used in the interchange by all the Nation's railroads will be equipped with ACI by 1970.

MeC-PTCo. U.S. Bond Drive Scheduled In April And May

A drive to increase railroad employees' investments in U.S. Savings Bonds will be held in April and May with the full endorsement of the Presidents of the Railroad Brotherhoods and the top management of the industry.

Heading the drive on the Maine Central and Portland Terminal Companies will be Roy E. Baker, vice president, special projects, who attended a meeting for company chairmen March 21 in New York. Aim of the campaign, as outlined at the New York meeting, is to improve the participation of railroad employees in relation to those of other industries.

Representatives of all major U.S. railroads attended this session, including President Thomas M. Goodfellow of the Association of American Railroads.

The Maine Central-Portland Terminal Company campaign, Baker said, will begin April 11, aimed at increasing the number of railroaders who are enrolled in the Payroll Savings plan as well as increasing the amount of their investments. The last similar effort on Maine Central was held in 1966, bringing Maine Central's percentage of participation to 52.5 and Portland Terminal Company's to 40.6. Figures presented at the New York meeting, Baker said, indicate participation in U.S. Savings Bond purchases by employees of some firms approaches 90 per cent.

The MeC-PT campaign, he said, will offer employees the opportunity to take advantage of many features inherent in the U.S. Savings Bond program.

"Primarily," Baker said, "the purchase of U.S. Savings Bonds offers a worker an investment that is of direct benefit to himself and to his Country. There is no safer investment, because they increase in value every six months, unlike bonds subject to changes in market conditions."

Baker said the U.S. Savings Bond program offers railroad people the opportunity to plan supplementary retirement incomes, or to provide ready funds to meet college expenses for children.

"By using the full opportunities Savings Bonds offer," Baker said, "an employee can tailor-make his own program for retirement . . . he can administer the fund himself, and Uncle Sam guarantees that his money will be immediately available when he needs it. Saving for your children's college expenses in this way also makes good sense, because the rate of return will help regular savings grow in proportion to increasing education costs."

"Next to buying his home," Baker said, "the costs of education are about as important an investment as the average employee incurs during his lifetime."

(Bonds—page 4)

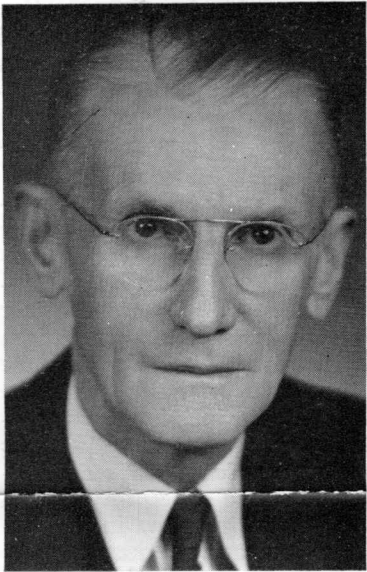


REACHES 50-YEAR MARK—Arnold A. Dow, storekeeper, Waterville, was honored in March at a Purchasing & Stores Dept. luncheon in Portland. The event coincided with his 50th anniversary of Maine Central service. From left, Kenneth W. Phillips, manager, Purchases and Stores; Sumner S. Clark, vice president; Dow; and Hugh F. Flynn, general storekeeper.

Bonds—from page 3)

Regular systematic savings will help him meet these costs."

The Savings Bond drive chairman urged all Maine Central and Portland Terminal Company employees to examine their present program of savings, and to compare its advantages to those offered by the U.S. Savings Bond program for college costs, for retirement income and tax advantages. An opportunity to participate in these benefits, or to increase participation, will come to every railroader in April and May, he said.



John P. Scully

John P. Scully To Retire April 1

John P. Scully, Portland, executive assistant, MeC, plans to retire April 1 ending a 56-year railroad career.

A testimonial dinner is planned for the evening of April 1, with invitations to a long list of friends, associates and fellow workers of his long career.

We'll have full details in the May Messenger.

Note Of Thanks

Kay and Phil Jameson of Brewer (Kay is stenographer in the assistant superintendent's office, Bangor) have asked us to express their thanks to many fellow employees for the flowers and other kindnesses on the death of their daughter, Penny Jean, March 3.

Railroad Growth Assured, Says AAR President

Dependence on railroads in the United States is going to grow—not diminish—in the years ahead, and the nation's rail carriers are getting set to serve America's expanding transport needs with greater efficiency than ever before.

That's the "growth industry" outlook for railroads sketched by Thomas M. Goodfellow, president of the Association of American Railroads, in a talk before the Economic Club of Detroit late in March.

"Railroads are breaking through barriers not only in technology but also in customer services, pricing, merchandising and managerial approaches," he said. "They're getting set as never before to serve America's expanding transport needs."

Technological wonders like electronic yards, computers and microwave communications systems already are in use by the railroads and soon will be joined by an electronic system for the automatic trackside scanning and identification of passing freight cars and a nationwide computerized freight car tracking system.

Working together, these two new systems will provide prompt data on inter-road freight car movement and distribution, enabling the railroads to obtain better equipment utilization and to give their customers better service, Mr. Goodfellow explained.

The railroad investment in modernization last year was \$1.4 billion, even though the industry suffered a jolting drop-off in net income, he continued.

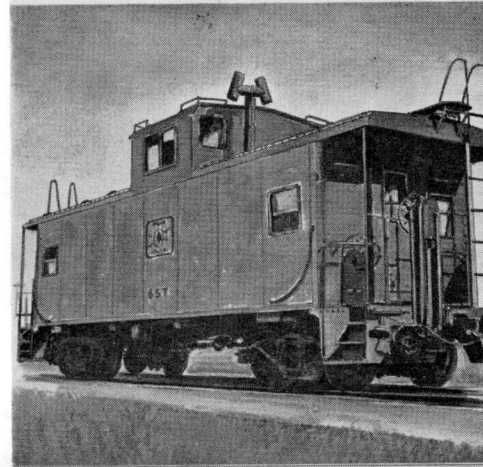
Railroads have a payroll which currently provides about \$5 billion a year in consumer buying power. In addition, the industry spends more than \$3 billion a year for supplies and pays nearly a billion dollars a year in taxes, Mr. Goodfellow said.

Pointing out that railroads handle 43½ per cent of the total intercity freight load today, he emphasized that this capacity to handle a large share of the transportation pie is of great importance, "especially in view of the fact that the pie, itself, is getting bigger and bigger every year."



1967

ANNUAL REPORT



MAINE
CENTRAL
RAILROAD
COMPANY

HERE'S THE COVER—The cover of the 1967 Annual Report, just off the press, includes paintings of some of Maine Central's newest equipment, diesel engine 253 and caboose 657.

Railroad's 1967 Annual Report Off Press; It's An All-Maine Product

The figures reflect a difficult year, but Maine Central's Annual Report for 1967 is an attractive publication, sure to interest and inform a wide segment of the business community.

Printed in five colors by the Kennebec Journal Printing Co., Augusta, on paper made by S. D. Warren Division, Scott Paper Co., and the Oxford Paper Co., the report is an all-Maine product. In its normal distribution, it will be seen—and carry Maine Central's message—all over the world.

Full color pictures include scenes of sugar beet loading at Corinna; construction of the new wood room track at the Androscoggin Mill of the International Paper Co., at Jay; new EMD locomotives pulling a long train through Central Maine toward Rigby; "Paul Bunyan" pulpwood cars being unloaded; and several others of new equipment and railroad activities.

The reports are sent to holders of Maine Central securities and others interested in the progress of Maine Central.

**WHY GET YOURSELF
IN A STEW?
TRY PAYROLL SAVINGS.**

**Buy U.S. Savings Bonds
REGULARLY**

Thinking Safety

By Laurence W. Sparrow
Safety Supervisor

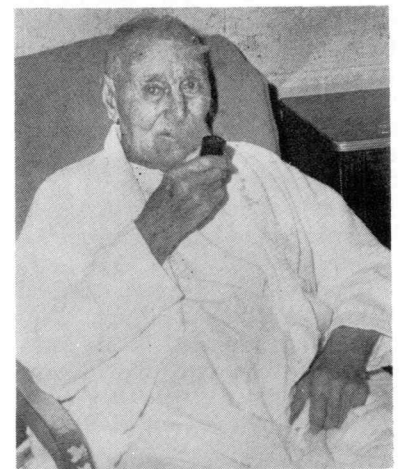
When we ignore Safety Rules, "We Bet Our Life" against those rules being wrong and not applicable to us as individuals. Each time we ignore a Safety Rule and get away with it "We Bet Our Life" that we are right and the rule is wrong, and we become so sure of ourselves that we often end up an accident victim.

By what right do we assume that we can "Bet Our Life" when not only is our happiness and livelihood at stake, but that of our family as well, not to speak of those with whom we work.

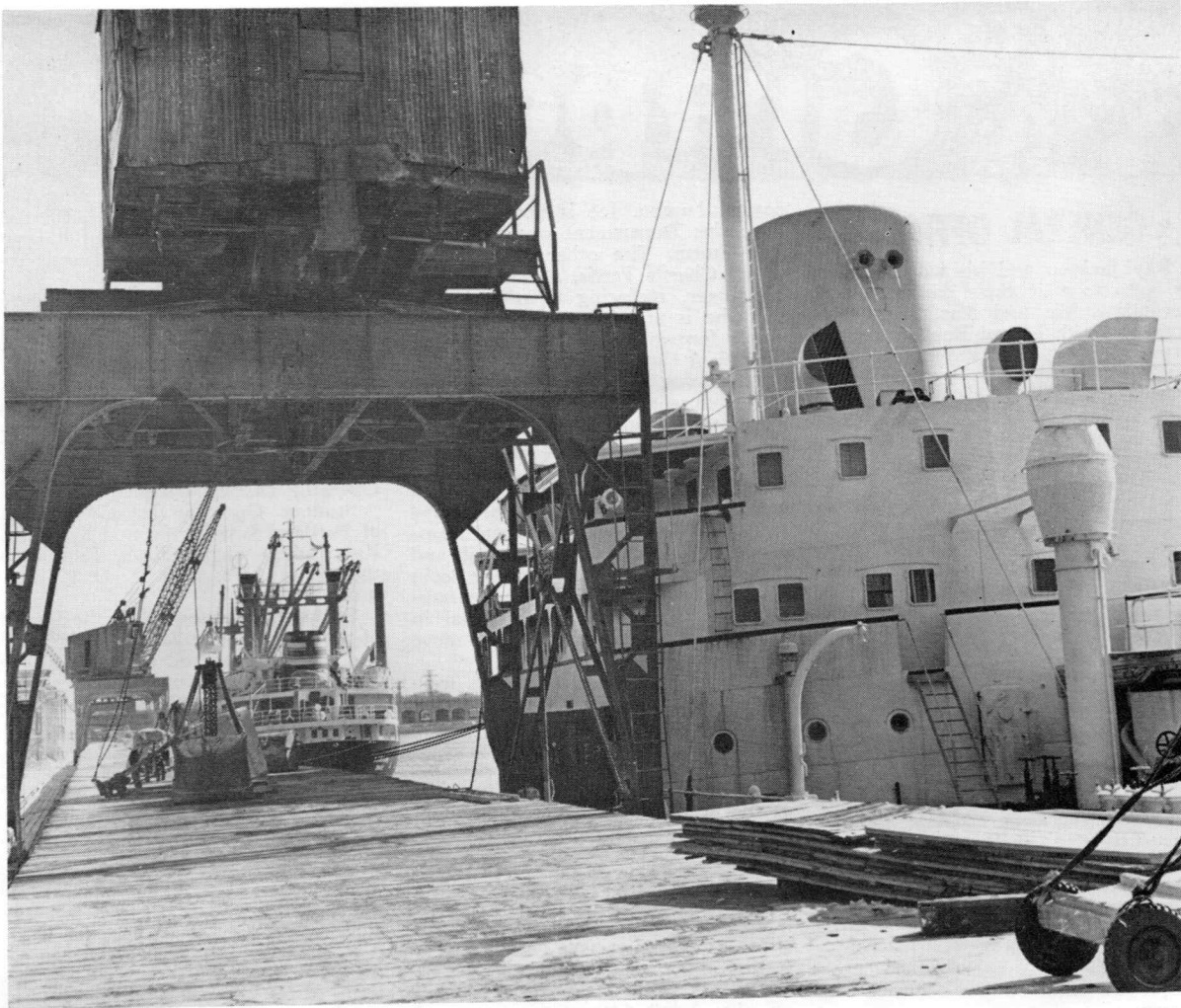
Let's get back on the right track. Insist that everyone follow safe teachings of our rules, practice safety, think safety, and enforce Safety Rules so that every man can say, "This Is My Life. I will not throw it away."

U.S. Railroads Have 44 Million Horsepower

Today's fleet of locomotives, of nearly 44 million horsepower, equals the power produced in the steam-generating plants of 23 states and the District of Columbia. Still another yardstick of modern railroad power is evidenced by a typical train which can produce nearly 200 ton-miles of transportation for every gallon of fuel used. This feat compares to about 60 ton-miles a gallon for the average truck.



A GREAT DAY—John E. Foley, who retired in 1940 after 31 years as a Portland Terminal Company Yard laborer, was 97 on March 16, the day before St. Patrick's Day. One of the oldest Irish-born residents of the Greater Portland area, Foley was born in the town of Spiddle, County Galway, Ireland, in 1871, and came to this country as a young man in early 1890's. He is now a patient at Portland City Hospital.



BUSY DAY AT PORTLAND TERMINAL NO. 3—Two ships, both with cargoes from England, discharged at PTCO wharf 3 March 7, contributing to a busy week for Maine's largest port that saw the arrival of more than a dozen vessels, including the Maine Maritime Academy's training ship "State of Maine." Background, above, shows the German freighter "Wesersand," discharging 25,000 tons of china clay, while "Violetta," of Greek registry, pumps out 6,608 tons of tar for the Koppers Co. It marked the second occasion that Koppers had used PTCO facilities for a tar ship.

Railroader's Son, Awakened By Sound Of Cong Rocket, Spared In Viet Nam

The whistle of an approaching Communist rocket awakened a young Marine from Maine in Viet Nam last month, and he's alive to tell the tale.

Because he's a light sleeper—in a situation where light sleeping makes very good sense—Cpl. Michael U. Trueworthy was awakened by the noise, was able to take cover, and was later able to help two fellow Marines who were injured by the first and succeeding rocket rounds. He's the son of Eugene P. Trueworthy, assistant to Auditor, Data Processing, and Mrs. Trueworthy of Portland.

Cpl. Trueworthy, 19, was catnapping in a tent when he heard the enemy's 122 MM rocket whistling toward his position. He "hit the deck" just in time to avoid a deadly hail of shrapnel.

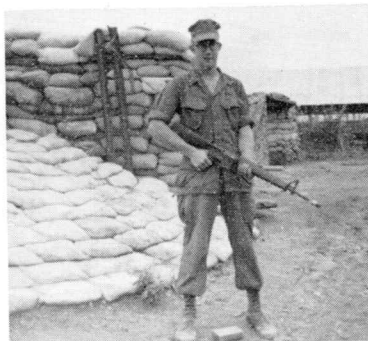
The blast from the rocket that landed 10 feet from his tent threw Trueworthy against his locker box.

"All I could remember is feel-

ing heat from the shrapnel that was whizzing over my head," the Portland youth told a Marine battle correspondent.

When he rushed out of the tent he heard someone call his name. Returning he found a buddy lying in his bunk seriously injured with shrapnel wounds.

Trueworthy took a battle dressing from his first aid kit and began applying it to his wounded friend when another rocket went off nearby.



Cp. Michael U. Trueworthy

"The concussion knocked me down and I lost the bandage," he said. "So I did what I could to stop the bleeding and yelled for a corpsman."

When the corpsman arrived he found three severely wounded Marines in the tent. While Trueworthy went for stretchers the corpsman treated the injured serviceman.

Trueworthy then ran to another tent that was hit and on fire but was told everyone had gotten out.

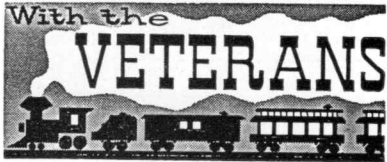
Of the seven Marines in his tent, three were badly hurt and three suffered minor concussions. Only because he's a light sleeper did Trueworthy escape injury.

He was graduated from Portland High School last June and immediately enlisted in the Marines. After training at Parris Island he qualified for the Marine Corps Band but was sent to the Mediterranean for seven months. In June he was ordered to South Vietnam and has been in the Da Nang area ever since.

While at Portland High Trueworthy played trumpet in the band and also was a member of the Portland Youth Orchestra.



AT LEWISTON—W. W. Zimont, Engineman of the switcher at the lower yard, on the move.



By Harold C. Clark

The Maine Association of Railroad Veterans met February 25 at Howard Johnson's, Thornton Heights. There was a good attendance despite the winter weather.

The dinner and business meeting was followed by an entertainment under the direction of Program Chairman Leonard E. King. It consisted of vocal solos and instrumental music presented by Bob and Al Murray on the guitar and Bob Boothbay on the banjo.

On one of my recent visits to Togus Veterans' Hospital I met George Vereault, a 40 year retired veteran of the Bangor & Aroostook Railroad. His services were mainly at Bangor and Northern Maine Junction as demurrage clerk and swing man. He gets a copy of the *Messenger* which he enjoys very much. He wishes to be remembered to his many friends on the Maine Central System and would be pleased to have cards from them.

Past President Robert R. Lewis, has returned to his home from the Mercy Hospital.

George C. Larsen, retired Maine Central main line Conductor, has returned to his Portland home from the Maine Medical Center.

Edward Drane and Louis P. Finamore will be our guests at the next meeting and will answer any questions in regards to the new amendments to the Railroad Retirement Act.

Percy M. Sears, 80, who retired several years ago after a 40-year career as a conductor on the Canadian National Railway, died in Portland March 17 after a lengthy illness.



GENERAL OFFICES

Ray Jackson and his wife traveled by auto to visit their daughter and son-in-law, Mr. and Mrs. John Castano at South Miami Beach recently. After spending four days there they continued toward the west coast of Florida. On their return trip, Ray and Mrs. Jackson visited friends in Durham, North Carolina, and went to Appomattox and Jefferson's home at Charlottesville, Virginia.

Latest reports are that Alice Eliason is home from the hospital and is coming along fine. She's very pleased with all the lovely cards that her Maine Central friends have sent. We all wish her a speedy recovery.

Mr. and Mrs. Charles Rivers traveled to Pennsylvania in March to visit their son and daughter-in-law and young grandson.

Gordon Williams' wife Kay has returned home from the hospital to further recover from massive injuries suffered in an auto accident late in January. Their daughter, Martha, also injured in the same accident, has returned to school in Windham.

Stan Watson and his wife Toni recently drove to Boston to attend the capping ceremony of Toni's niece at Mount Auburn Hospital.

Joseph E. Gallant has been appointed Statistical Assistant in the office of Statistical Studies and Cost Research.

Torsten (Tor) Johnson is the new member of the "team" in the Comptroller's Office, recently employed as a clerk.

Alice Allen took a February vacation to go skiing with her young son, Keith. They found "King Pine" in East Madison, N. H., very much to their liking.

Mr. and Mrs. Martin Fehlau (Mollie is a stenographer in the Operating Department) have purchased a new VW camper in which they hope to tour Canada this summer.

Tom Maloney, CPR, who was transferred to Portland, Oregon, had a heart attack while at Portland, Me. recently. Our sincerest wishes for his speedy recovery.

Welcome to Mary Bilodeau, a new face in Transportation Dept.

Dot Proctor, Car Service, had her son and daughter-in-law for a weekend visit at Little Sebago recently.

Getting off to an early start on the golf season, four avid young men journeyed to Mashpee, Cape Cod, Mass. one weekend recently and played 18 holes on the green course of the Country Club of New Seabury. The foursome included George Phillips, Art Edwards and John Currier of the Marketing Department and Clyde Luce of the Data Processing Department. The temperature was in the 60's and the sun was shining brightly adding much to their enjoyment of the day.

John Michaels, USN, oldest son of J. Michaels, Auditor Disbursements, is now stationed at Memphis, Tenn., with the Naval Aviation Technical School.

There are two new faces in the Auditor Disbursements office these days. One is Herbie Higgins, who is working in Reg Libby's job, Reg having bid off Joe Gallant's job in the

payroll bureau. Joe is now with the Executive Department working under Eric Smith. The other new man is young Charlie Ferris, now the Clerk-Messenger, replacing Charlie Anderson who is at present on Fran Cameron's former job in the Mechanical Bureau of the A.D. office.

Madeleine Bowdoin has been absent from work because of illness and is at present confined to the Osteopathic Hospital where she is undergoing various tests and X-rays.

Milt Chaplin has been informed that his son, Roy, who was wounded while in Viet Nam, has been transferred to a hospital in Hawaii and from his room in the ward he looks out on Diamond Head. He was transferred to Hawaii from a hospital in Japan and considers this last move the better of the two.

Charlie Anderson's boy, Greg, serving in the Navy, has been transferred to Jacksonville, Florida, and enjoys seeing the state on his off duty weekends. One of the events he was able to attend was the recent automobile racing at Daytona Beach.

Augusta switcher brakeman Charles Harper is off on sick leave following surgery. We all wish him a speedy recovery.

Engineer Roy Adams is off duty on account of an injury. Hurry back, Roy, we miss your Friday fish chowder.

Trackman Roland Littlefield has bunted the trackman position at Augusta.

Gardiner Agent Ray Bishop has returned to work after being off on sick leave. Ray was replaced by Spare Operator Dudley Carter.

Student Operator Dennis Lennon of Portland is being tutored by Agent Ray Bishop of Gardiner. Dennis is the son of Ass't. Supt. A. C. P. Lennon.

Sympathy is extended to the family of retired Operator Edward Barrett of Augusta, who worked at the Gardiner Station. Mr. Barrett passed away March 8 at Augusta hospital following injury by an automobile. Only survivor is a brother, Francis Barrett, of Augusta.

ROCKLAND

Received a nice newsy letter from retired General Agent Frank Carsley, from "good old St. Pete, where there is no snow and ice," inquiring what's going on in Rockland. Says he has been fixing up and screening in the porch, painting and various other items around his house, playing shuffle board, going places and just keeping busy.

He's now looking forward to getting back to Rockland this summer, playing golf and fishing. Frank has seen retired Agent-Operator Don Pomerleau a couple times and says he is looking and feels good. Frank wants to be remembered to all.

Recent visitors to the freight office were retired Signalman Andy Staples

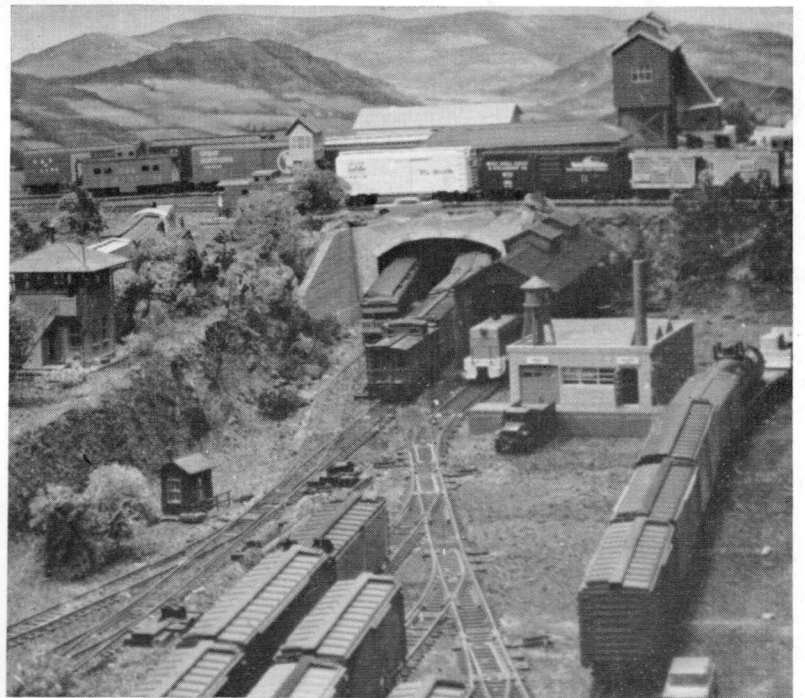
AUGUSTA

Former General Agent R. F. Tracy is off on sick leave. We hear Ralph is feeling better at this time.

Operator D. W. Thomson has bid off the Agent Operator vacancy at Augusta, Me. Doug formerly worked at Tower A in Waterville, and WR at Portland. Doug and his family now reside in Augusta.

Signal Maintainer Allerton Hutchins, Conductor Marshall Pratt and Brakeman Leonard Luttrell are back to work after a bout with the flu.

Recent visitors at the freight office were retired freight handler Leland Hopkins and retired ticket clerk Harold N. Brown.



REALISTIC MODEL—Like a stretch of the Maine countryside along the Maine Central main line is this section of an elaborate model railroad built and operated by Glen Perry of Rockland.



AT THE THROTTLE—When he's not busy working as a mechanic in the speedway pit, Ken Ireland may be found at the throttle of a Maine Central engine at Waterville.

and Conductor Al Atkins, and vacationing former Rockland Operator John Tardiff, now stationed at Rumford.

We wish to express our sympathy to the family of Conductor and Mrs. Maurice Johnson on the death of Mrs. Johnson's mother.

On vacation this month at Rockland was Engineman C. W. Morse, Jr. "Morsey's" job on the Rockland Switcher is being covered by none other than spare engineman Kenneth Farrar, better known as "the Beard!"

All good things must come to an end and it is with a feeling of sadness that we bid "Father" Fred H. Snowman a fond farewell as he retired at a ripe young age of 70, from an "active" career March 6 after over 25 years with the Maine Central. He started as a freight handler, then yard checker, General Clerk and finally Chief-Clerk and Cashier from which he retired.

He says he'll be traveling around giving the new car a real workout. All of us wish him many years of enjoyment in his retirement. "Father" wants to express his thanks and appreciation to his many friends and co-workers who contributed to a retirement purse presented to him on his last day of work.



MAN FROM MARS—Chester Haskell welding switch points at Waterville Yard.

Billing Clerk Stan Prescott has bid in the Chief-Clerk and Cashier's job that Father vacated.

Warren Russell and crew from the B&B department are here in Rockland making repairs to the engine house doors, as well as other renovations and work at the freight office.

Anyone need a toupee or wig? Engineman Ken Farrar parted with the "chin spinach," which he started the last day of August, 1967, and decided to remove after work March 11. He is offering it to anyone needing a replacement for lost hair for a price, of course. Ken says now he will have to be careful not to get the exposed area sunburned.

WATERVILLE SHOPS

T-5 Dave Alley, U. S. Army, son of Mason and Mrs. Gene Alley, is home on a 30-day furlough from Germany.

Millmen Dick Boucher and Earl Burgess have been hospitalized recently.

Yard Foreman Harmon Moreau was hospitalized as a result of an accident. Electrician and Mrs. Carl Lindvall have been recent visitors at Castine to welcome the Maritime Academy training ship "State of Maine" after its annual winter training cruise. Their son Larry was on the cruise training to be an officer in the Merchant Marine.

And then there is the union official who showed up for work on Feb. 22, a posted Shop holiday.

Carman Leo Fredette has been laid up resulting from a spill on a Ski-doo.

Deseri Begin, retired clerk, died Feb. 22 at a local hospital after a lengthy illness. He retired in 1958 after 47 years at the shops.

Carman Helper Garry Kitchin has recently been inducted into the Armed services.

Hospitalized recently have been Foreman N. B. Estabrook, Chief Clerk Charlie Wolman, Carman Sam Desveaux, Foreman Lou Ifill and Machinist Ollie Kitchin.

Foreman Wade Richardson has been in Cleveland, Ohio, inspecting a possible replacement boring mill for the Wheel Room.

Miss Nancy Ackley, daughter of Carman and Mrs. Gerald Ackley of East Vassalboro, became the bride of Winslow L. Stevens, son of Mr. and Mrs. Maynard Stevens of Unity in a ceremony at the home of the bride's parents March 13.

Mrs. Stevens was graduated from Waterville High School and is employed by Dunham's of Maine.

Mr. Stevens was graduated from Unifree High School in 1959 and is employed by Keyes Fibre Company.

They will reside at Pine View Trailer Park, RFD 3, Waterville.

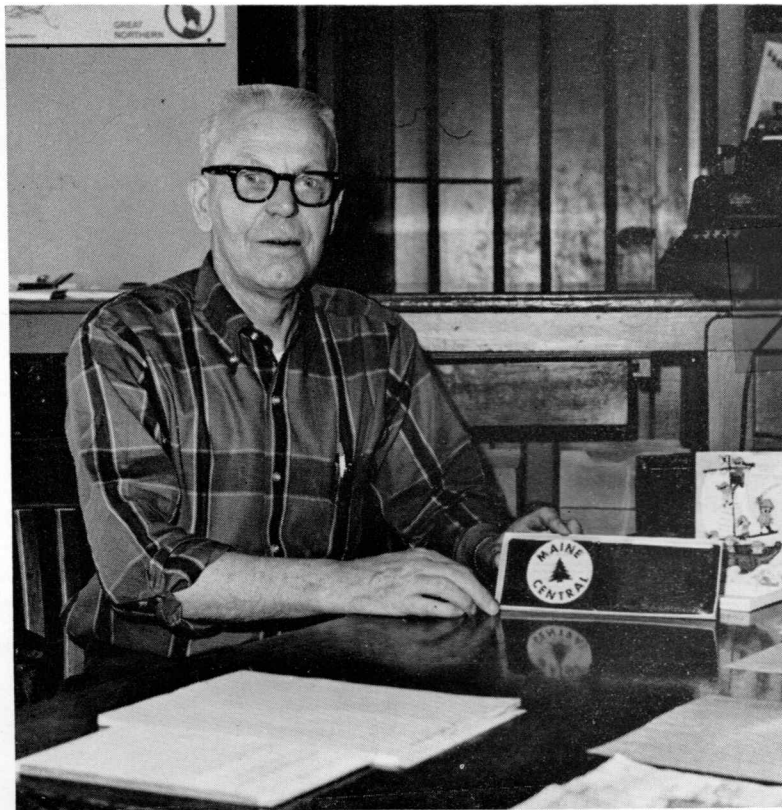
WATERVILLE STATION

Denis Chamberlain, Chief Clerk Freight Office, is a surgical patient at Thayer Hospital. It has been reported he is doing better and should be home in a few days.

Spare Clerk Priscilla Averill and husband John are the proud parents of a son, Marc Jon, born Feb. 20 at Osteopathic Hospital.

Retired Telegrapher Charlie MacCrillis, 86, died recently. He had worked many years in the ticket office, Waterville Station.

Clerk Lucitte Huard is sporting a new car.



"FATHER" RETIRES—Shown displaying gifts of billfold and money received from co-workers and friends on his last day of work March 6, is Fred H. "Father" Snowman, Rockland's Chief Clerk and Cashier, who retired after 25 years service. (Courier-Gazette Photo)

Trackman Vic Thompson and Louis Paradis are ill.

The following have bid off positions in the past few months on Dist. 4: Trackmen Ted Brown at Sec. 241, Oakland; George St. Peter at Bingham; James Edgcomb at Corinna; Spurgeon Nelson and Ivan Pelotte at Waterville Yard; Lugene Wallace at Fairfield. Arthur Haskell as Machine Operator, Waterville Yard; Chester Haskell as track repairman at Waterville, during the illness of Gid Veilleux.

A recent visitor at the Station was retired laborer Ernest Toulouse.

Clerk Dick Fecteau, Engineering Office, spent the weekend of Feb. 22 at the Winter Carnival in Quebec City.

Track Supervisor Maurice Thorne was on a week's vacation visiting his children and grandchildren in New Hampshire and Massachusetts.

Lunch period for the Asst. Cashier's position Waterville freight office has been changed. A certain fellow put on his hat and coat 10 one morning, thinking it just had to be time for lunch.

Carroll Huard is covering the Chief Clerk's position at the freight office during the absence of Denis Chamberlain.

Larry Ridley has bid off the Asst. Cashier's position at the Freight office.

Asst. Work Equipment Maintainer Les Anderson is covering Caleb Mitchell's job at Brunswick while Mitch is on four week's vacation in Florida.

WATERVILLE YARDS

The windows at the yard office were in need of washing. To the response of Assistant Yardmaster's Voisine request, Bob Sweet, janitor, came to the rescue. No sooner said than done, and not long thereafter, somebody bumped his head, thinking the window was open. Just blame it on efficiency and quick response of a good janitor.

A newcomer in our ranks is R. M. Suchar from China, Me. He has already completed his required striking time, and is doing spare work. A welcome is in order from all of us.

P. L. Joler, a spare brakeman-out of Waterville, has bid off a position in Rumford.

We were sorry to hear of the illness of two of our co-workers, who are now convalescing. They are Denis Chamberlain, our Chief Clerk at the Waterville Freight Office, and Charles N. Harper, formerly holder of the Madison job.

We had a welcome visitor recently, none other than the great Ed Pulk from Rumford way, with his No. 9 son Francis.



JUST A MEMORY—This was the scene last month looking through the window at the Madison station. Seen in the distance is the Madison Paper Co., with a good supply of fuel on hand.

Our little co-worker, Lucette Huard, Freight Office, is sporting a brand new Javelin. It is a "beaut."

Mahlon Sally, Spare Operator, filled in two weeks of John Witham's vacation. We don't know for sure, but he must be glad it's over for a while. Mahlon never thought it was possible to have 5 trains meeting at Waterville Yard: RB 1 on Main St., DWX and 333 at Oakland, BR-2 being worked on while SW-2 sneaked by in the east end of the yard. Shortly after, as a booster, Switcher No. 2 from Scott Paper Co., showed up, along with Switcher No. 4.

Our congratulations to Roger Veilleux, Brakeman, Relief Switcher No. 1, formerly Assistant Yardmaster, on 2nd trick, and formerly Conductor on various jobs in the yard, on his election as 1st Selectman of the Town of Winslow. Roger has fought hard and steady for this position, and really deserves it. We all hope that he will be given all support necessary to do a real good job.

O. D. Frizzell, Spare Engineman, was here again to give us a hand on Switcher No. 2.

Gallant Named To Office Post

Joseph E. Gallant, employed in the Auditor Disbursements office since 1955, has been named a statistical assistant in the office of the director of statistical studies and cost research.

A native of Portland, Gallant was educated in the local schools and the Northeastern School of Accounting. He is the son of Anthony Gallant, a former Portland Terminal Company worker. His wife is the former Kathryn Donahue, employed in the Maine Central auditor revenue office for several years prior to her marriage. Mr. and Mrs. Gallant, who live at 89 Reed Street, Portland, have two youngsters, Joseph, Jr., 6, and Catherine Ann, 8.

Gallant is a former president and chairman of the board of Lodge 374, Brotherhood of Railway Clerks; a director of the Railroad Workers' Credit Union; and a member of the Knights of Columbus.



Joseph E. Gallant



HEADING FOR HOME—High-balling through Yarmouth on an early spring afternoon was DR-2, pulled by two new GP-38's, with paper from the Oxford Mills at Rumford bound for Rigby and far beyond.

**STRONG
FAMILIES
KEEP
AMERICA
STRONG**

★ ★ ★
**BUY U.S.
SAVINGS
BONDS**

RETIREMENTS

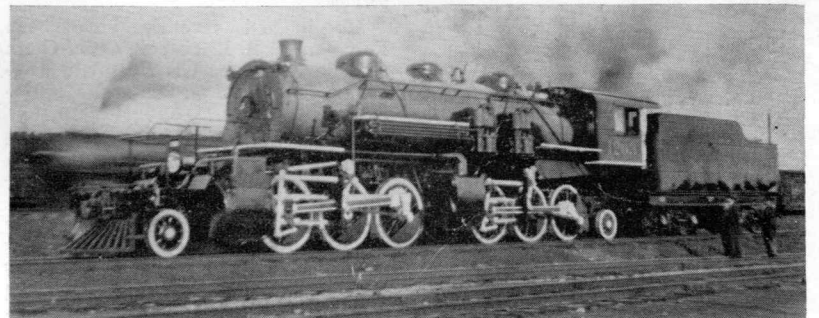
William M. Brown, section foreman, Portland, February 23.

Ellen A. Lyden, switchboard operator, Portland, February 12.

Fred H. Snowman, chief clerk, Rockland, March 6.

Disability retirements: Enoch W. Gilpatrick, trackman, Richmond, March 6; Carlton M. Gould, trackman, North Anson, March 11.

From The History File . . .



AT WATERTVILLE, 1918—Rebuilt and ready for return to duty in August, 1918, was the 1203, a Mallet compound damaged in a wreck on the Mountain Division. The picture was furnished by Earl D. Jones, Rigby carman, whose uncle, Edward R. Leavitt, now retired and a resident of Winter Harbor, was then a machinist at the Waterville Shops, and worked on the 1203 during the re-build. Mr. Leavitt would like to hear from old Maine Central friends.

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