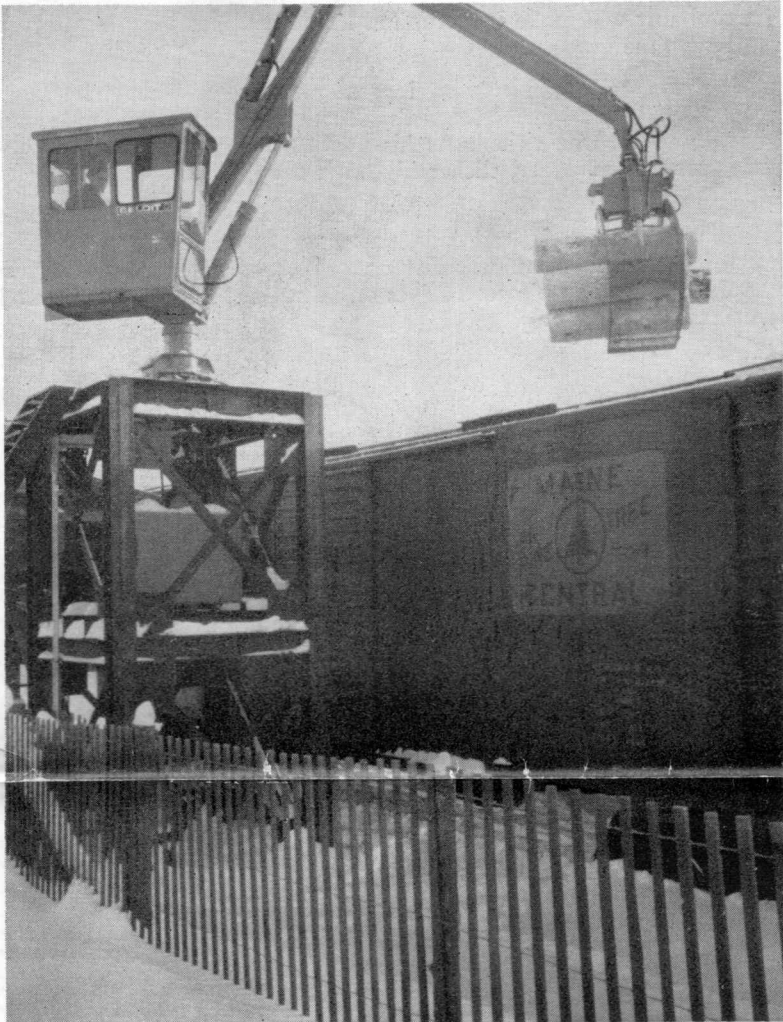




New Business In The North Country....



INTO THE CARS—a crane loader is used to place four-foot, debarked pulpwood into open-top Maine Central pulpwood cars at the new St. Regis facility at Beecher Falls, Vt.

St. Regis Opens Modern Pulpwood Producing Plant At Beecher Falls

A modern facility providing new economies in the handling of pulpwood has been established at Beecher Falls, Vt., by the St. Regis Paper Company. The new one-line plant produces de-barked pulpwood for the St. Regis mill at Deferiet, N. Y.

Wood is delivered to the Beecher Falls facility in log lengths. Modern machinery removes the bark, and the logs are cut into four-foot lengths. A crane is used to load the wood into open-top pulpwood cars provided by Maine Central for the trip to Carthage, N. Y., and the Deferiet mill.

St. Regis officials have indi-

cated a minimum annual volume of 15,000 cords.

Maine Central Marketing representatives were among the group attending an open-house at the Beecher Falls pulpwood plant in December. Along with officials from the St. Regis organization, they witnessed the start of the new machinery, production of the first debarked, four-foot wood, and the loading of the first car-load shipment.

Use of log-length wood at the new plant provides savings for St. Regis through elimination of peeling and bucking operations traditionally performed by the cutters in the woods.



AT PLANT OPENING—Maine Central Marketing representatives joined St. Regis officials at the opening of the new Beecher Falls operation. From left, James Fay, St. Regis traffic manager; Jean Gilpatrick, MeC Regional Sales and Service Manager; John Helm, Carthage, N. Y., St. Regis assistant traffic manager; and Donald M. Looby, Bangor, MeC Market Manager, Potato, Food and Forest Products.

Travis Named MeC Assistant General Manager

Maine Central's operating and labor relations departments will be strengthened Feb. 1 with the addition of Arnold J. Travis, 48, of Bangor.

Presently assistant vice president—operations and maintenance, Bangor and Aroostook Railroad Company, Travis will become assistant general manager of Maine Central.

A railroadman since the end of his Navy service in 1946, Travis joined the Bangor and Aroostook as a clerk in the operating department, and served in the treasurer's and timekeeper's offices until his appointment as schedule assistant (Labor Relations) in the office of the vice president and general manager in 1951. He became manager of the BAR Highway Division in 1953, assistant manager of operations in 1963, and assistant vice president, operations and maintenance, in 1966. Except for four months in 1963, when he served as vice president and treasurer of the Bale Pin Company, Boston, Mass., Travis'

entire career has been with the Bangor and Aroostook.

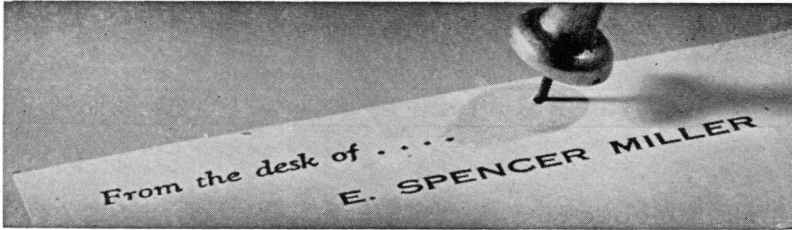
A native of Mattawamkeag, Travis is the son of the late Guy E. Travis, a Maine Central signal maintainer for many years. He is a graduate of Danforth High School and Bangor School of Commerce, and was enrolled in special engineering and business administration programs at Wentworth Institute, Boston, and King's College, Halifax, N. S.

He is a member of the Bangor Zoning Board of Appeals, a member of the executive board and

(Travis—page 8)



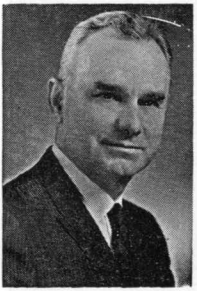
Arnold J. Travis



TO MY FELLOW EMPLOYEES:

It's going to be a tough winter for Maine's motorists. Through our Legislative representatives, we will be asked to ante up enough extra tax money to cover a projected four-year Highway Department deficit of more than \$89,500,000.

That's the amount by which the Highway Department's expected outgo exceeds its expected income through 1973. That's the amount that will have to be provided—through additional driver taxes and borrowing—if Maine is to continue its present road-building and maintenance program.



A legislative package has been suggested to meet this deficit. It calls for increasing the fuel tax to 9 cents, equal to Washington State's highest-in-the-nation rate, increasing registration and license fees by 20 per cent, borrowing \$26 million through the issuance of bonds (which will have to be repaid later with still higher taxes) and cutting back the four-year building and maintenance program by about \$17½ million.

It's going to cost each of us a lot more to drive our cars, and these new taxes, of course, will be in addition to the anticipated sales tax boost or the state income tax, or some burdensome combination of both.

Personal property taxes have reached an oppressive point with no relief in sight, and our individual federal tax obligations continue to mount. Although most citizens somehow muddle through and pay their taxes, there must be a point—and we must be approaching it—where it all backfires, and where even larger pay envelopes will not cover our personal and community needs and desires.

And what has all this to do with the Maine Central Railroad? Just this:

This company, as we've pointed out before, is much like a town or a city, and like any community, is constantly faced with maintaining and improving its property. But if we can't afford to relay a section with heavier rail, for example, or can't make the payments on the money we need to buy new equipment, we don't do it.

Maine's cities and towns, and the State itself, should do the same. It's old-fashioned, probably, and certainly not the "in" thing, but governments, as well as businesses and individuals, should live within their incomes. Why should some of our new schools—built at tremendously inflated costs for labor and materials—have wall-to-wall carpeting and swimming pools? Why should Maine grab every opportunity for federal funds (which are contributed by us, too) which must be matched in some proportion with state money, and why should we build highways that cost a million dollars a mile and must be maintained forever?

Highways are a problem in Maine, but nowhere near the problem they've become in other areas of the nation. Designed and planned to relieve congestion, they've actually caused it. Since 1957, the Federal Government has spent \$36,000,000,000 to pour 220,000 miles of concrete, but the traffic problem hasn't gotten any better; it's gotten worse in many areas.

It hasn't worked, because there are more and more vehicles, and new highways encourage people to drive more. Anyone who has tried to use the Boston expressway at 5 p.m. is painfully aware that the millions spent to build it have been wasted and that the city's in-town traffic problem has not been solved.

To a lesser degree, of course, the same problem plagues Maine. Its solution, up to now, has been the same as elsewhere: build more

roads. But these new roads, even here in sparsely populated Maine, have had a damaging effect on our basic institutions.

The railroads were among the first to feel it. Their passengers left them. The down-town stores felt it, too, as traffic congestion made it preferable for driving customers to buy in city-fringe shopping centers. City hotels were also victims, their former patrons avoiding the traffic jams and parking problems by stopping at suburban motels.

But the motorist himself feels it acutely. His taxes are high, and likely to go much higher, as the result of a road building program that probably will make it more, and not less, difficult for him to use his car as time goes on.

Perhaps, with the new and greater tax requirements he faces in 1969-73, Mr. Maine Motorist's affection for his automobile and driving may be diminished. As his pocketbook gets thinner, his demands for newer, wider, slicker highways may subside.

Wouldn't this state and this nation be much happier places if freight were all on the railroads, passenger trains once more carried most of the people on middle distance trips, and we could once again take those afternoon pleasure drives on beautiful highways uncrowded by commercial trucking?

E. Spencer Miller



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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Waterville Shops Become Vocational Classroom



Carl P. Fogg, Waterville, director of the local Technical and Vocational Center, registers two students, Reginald Ellis, Jr., of Belgrade, and William Trafton, Waterville, both machinists at the Waterville Shops.

40 Complete Arc Welding School In First-Time Railroad Program

A total of 40 men—half of them Maine Central employees—have benefitted from arc welding courses conducted at Maine Central's Waterville Shops since late in October.

Sponsored by the Waterville Technical and Vocational Center in cooperation with Maine Central, the courses concluded Jan. 3. The 40 students received certificates indicating their successful completion of the basic welding course. Further training will be necessary to qualify them as journeymen welders, but their instructors were pleased with their accomplishments and agreed that "they're well on their way."

Maine Central has its own welding standards which comply with Association of American Railroads specifications. A Maine Central welder, of course, must work on foreign-owned cars as well as Maine Central equipment. Candidates for Maine Central welding jobs must meet these standards.

Of the total enrollment, 20 were Maine Central workers, mostly from the Waterville Shops. The remainder are employed by other industries in the Waterville area. A nominal charge covered enrollment costs, insurance and materials for each student.

They attended two class sessions weekly under the tutelage of Harold Varney, who retired two

years ago after many years as a welding specialist in the Shops.

Alden Finnimore, Shops Superintendent, said he was gratified at the response, the success of the program, and the training results achieved.

Snowmobile Buffs Pester Train Crews

Train crews on all parts of the Maine Central system are being bedeviled this Winter by a growing horde of snowmobile enthusiasts.

Reports of snowmobile trespassing are coming in daily from all sections of our railroad in Maine, New Hampshire and Vermont.

The problem is not new, but it is being intensified by the thousands of new snowmobile sales everywhere.

Members of the Maine Central family can help. They can warn their snowmobile owning neighbors of the risks they take of being trapped on railroad right-of-way.

They can also explain that snowmobiles operating on the railroad right-of-way pack snow and jam switches, setting the stage for possible derailments.



Instructor Varney makes a teaching point for students Jean and Robert Carter, Waterville brothers enrolled in the welding program.



Shops Superintendent Alden H. Finnimore, left, watches and listens as Instructor Harold Varney, center, explains equipment to Robert Morneau of Winslow, a welding student.

Pre-Christmas Coffee At The Shops

There's an enjoyable hour, just before Christmas every year, when retired Waterville Shopsmen return for coffee and conversation. It's a pleasant affair, as these pictures show:



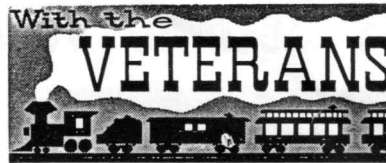
From left, Raymond Clark, a retired assistant superintendent; Abraham Johnson, retired assistant foreman; Joseph Cosgrove, travelling storekeeper; Alden H. Finnimore, Shops superintendent; Raymond Snow, retired wheel shop foreman; and John Abbott, retired chief clerk.



Blaine Ladd, air brake foreman; Richard Delano, freight shop foreman; Glen McCarrison, freight shop foreman; and George K. Stevens, paint shop and mill foreman.



Mrs. Gloria Laliberte, clerk-stenographer; Nubert Estabrook, foreman and wreck master, car shop; Diamond Sherrard, assistant superintendent; and Simon Karter, chief clerk.



By Harold C. Clark

Officers of the Maine Association of Railroad Veterans for 1969 were installed at the December 15 meeting at Howard Johnson's, South Portland.

The affair, a highlight of the annual Christmas meeting, was conducted by Past President Horace F. Knowles. He installed the following:

John I. Briggs, Portland, president; William H. Coombs, Portland, first vice president; Herbert E. Jenkins, Portland, second vice president; Harold R. Keniston, Portland, third vice president; Melville L. Davis, South Portland, treasurer; and Herbert W. Fogg, South Portland, chaplain.

Installed as directors for one year were Ralph E. Macomber, Waterville; Robert R. Lewis, Portland; Kenneth E. Reed, Waterville; and Leonard E. King, Sr., South Portland.

For two years: Weston E. Petrie, Portland; John W. McLeod, Lewiston; Theodore H. Cote, Sr., Westbrook; Herbert W. Fogg, South Portland; and Lucien Carignan, South Portland.

For three years: William H. Coombs, Portland; James E. Fay, Portland; Clifford L. Quigley, South Portland; Harold C. Clark, Portland, and Horace F. Knowles, Portland.

Directors who will serve as trustees for 1969 are Quigley, Knowles, Lewis, Reed and Clark.

A total of 70 members attended the December meeting at Thornton Heights in spite of the stormy weather. It was the Christmas meeting, traditionally one of the best-attended Sunday gatherings of the year.

A floor show was presented under the direction of Leonard E. King, Sr. It included recitations by Pamela Abernathy, of Augusta, vocal and instrumental selections by the Al Murray trio, and dance numbers by Marie Miller, Sharon Genthner, Kathy King, and Diane Lamontagne, all dance teachers from Biddeford.

Mrs. Phyllis King accompanied the association members on the piano and accordion for Carol singing.

Mr. and Mrs. Howard Burnham and daughter (Miss Virginia Burnham) spent Thanksgiving as guests of their daughter and family, Mr. and Mrs. Richard Clemons, in Shelburne, Vt.

Paul Timberlake and Leonard E. King, Jr., PtCo. Towermen, spent their vacation at Aziscoos Lake hunting.

Harold Card, who has been a patient in the Jewish Nursing Home, has returned to his home.

We were very sorry to hear of the death of John G. Heggeman, retired Portland Terminal Yard Conductor, recently at his home in Standish. The association sent flowers.

Mr. and Mrs. William E. Robbins celebrated their 51st wedding anniversary recently. Our congratulations to Bill a retired Portland Terminal Yard Conductor.



HEAD RAILROAD VETERANS—Members of the Maine Association of Railroad Veterans have elected these current and former railroadmen as their officers for 1969. Seated, left to right, Herbert W. Fogg, South Portland, chaplain; and John I. Briggs, Portland, president. Standing, Herbert E. Jenkins, Portland, second vice president; Melville L. Davis, South Portland, secretary-treasurer; Harold R. Keniston, Portland, third vice president; and William H. Coombs, Portland, first vice president.



SEASON'S LAST BEETS—Although a wet Spring and an early Winter combined to hold down 1968 production of sugar beets in Maine, volume from Maine Central points was up slightly over the 1967 figure. Through December 15, a total of 259 cars had been loaded at Maine Central points for movement to the Maine Sugar Industries plant at Easton. This compares to a 1967 total of 244 cars. Above, one of the last shipments of the season is loaded at Steep Falls. From left, A. J. Ayotte, U.S. Agriculture Stabilization and Conservation Service, Portland; Robert Chartier, Standish grower; and Norman Usher, also of Standish.

30 Employees Reach 25-Year Service Mark

The following Maine Central and Portland Terminal employees have been presented 25-year service buttons through December:

Maurice J. Allaire, storekeeper, Portland; Clement E. Boulette, laborer, Waterville; Darrold K. Clair, stores department, Waterville; R. E. Crockett, yard clerk, Portland; Donald I. Dickey, electrician, Waterville; Roy M. Doak, trackman, Bangor; Norman A. Dorr, trackman, Columbia Falls; Otis C. Dyer, trackman, Lambert Lake; Alice M. Eliason, file clerk, Portland; J. J. Farwell, switch-tender, Bangor.

Yvette M. E. Guite, stores department, Waterville; J. L. Hachey, conductor, Portland; Ernest E. Henry, carpenter, Waterville; Leslie S. Huntington, foreman, Lancaster; S. H. Karnes, conductor, Waterville; Linwood E. Lamson, office assistant, Portland; E. M. MacDonald, conductor, Bangor; James D.

MacDonald, machinist, Bangor; T. A. MacDonald, towerman, Bangor; J. A. Moreshead, yard laborer, Portland.

L. E. Pouliotte, carman C, Waterville; R. G. Presnell, Jr., assistant yardmaster, Portland; E. C. Stetson, trainman, Waterville; Leonard W. Stevens, stores department, Waterville; C. L. Stewart, laborer, Waterville; Mrs. A. D. Sullivan, assistant cashier, Bangor; B. E. Thompson, yard conductor, Portland; M. F. Tucker, conductor, Bangor; Howard F. Wakefield, foreman, Unionville; Gerald F. Woodrow, carpenter, Portland.



TROPHY FROM TROY—Paul Campbell, Sr., Machine Operator, Waterville, was rewarded Thanksgiving Day with this very fine 10 point, 237-pound buck while hunting in the Troy area.

Thinking Safety

By Lawrence W. Sparrow

Safety Supervisor

Getting the right start, every year, is vitally important to all of us, and right now is a good time to take stock and make certain that we start off the new year right.

It can be a good year for all of us, if we pull together on the job as well as off the job. On the railroad, as in sports, the best team gets the victory and teamwork is the way to better safety, a better life, and a better new year.

On the job, think of the other fellow as well as yourself by doing your job safely, following safe procedures and observing all safety rules.

A safe team is a good team, working safely every day helps keep the team together.

Safety off the job is just as important as safety on the job.

Let's make the year 1969 the **YEAR OF SAFETY.**

Mrs. Herman Dodge, Mother Of Railroad Family, Dies At 80

The widow of one of Maine Central's best-known locomotive engineers and the mother of five sons who are or have been Maine Central operating employees died in December.

Mrs. Laura A. Dodge, North Windham, widow of Herman F. Dodge, died at a Portland hospital December 3 after a long illness. She was 80 years of age.

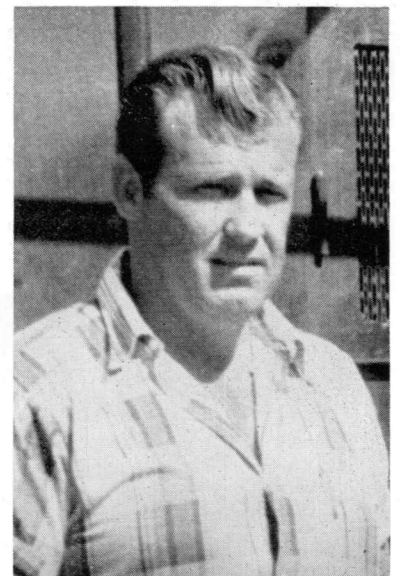
She was the mother of Herman F. Dodge, Jr., Raymond, a locomotive engineer; Chester A. Dodge, South Portland, a former brakeman; Guy A. Dodge, South Portland, a PTCO. engineer; Forest R. Dodge, Freeport, a brakeman; and Norman B. Dodge, North Windham, a PTCO. engineer. A son-in-law, Arthur C. Thorne of Westbrook, is a former PTCO. hostler.

She leaves another son, Merle C. Dodge of Killeen, Texas, two daughters, Mrs. Thorne of Westbrook and Mrs. John C. Cordiero of Fort Lauderdale, Fla.; 28 grandchildren, 16 great-grandchildren and two great-great grandchildren.

DEATHS

Lawrence F. Burnham, section foreman, Newcastle, November 17.

John E. Parker, laborer, South Portland, November 8.



ASSISTS POLICE—Richard Goldrup of China, an engineman on the Waterville spare board, held two Waterville men at gunpoint at Benton recently after surprising them in the act of breaking into a hunting camp. The suspects were arrested by a State Trooper, and with two others were later sentenced on charges of breaking, entering and larceny at the Benton camp.



WINS PHOTO TROPHY—Linwood Lamson, office assistant, Engineering Department, displays his trophy won for high cumulative score for 1968 in Portland Camera Club's color slide competition. The award was presented recently at the Photo Club's annual open house.

Do We Have Your Correct Address?

If not, drop a note with your name, address and Zip Code to:

McC Messenger
222 St. John Street
Portland, Maine 04102

GENERAL OFFICES

Marketing Department extends to all their fellow employees on the Maine Central best wishes for a peaceful, healthy and prosperous New Year!!!!

Those of you who may have glimpsed the local Television show, Dave Astor's For Teenagers Only, may have seen a young lady who bears a strong resemblance to Joe DiMauro, Chief Rate Clerk, Marketing. Jan DiMauro is a regular on the show and has a great time performing which she does with a lot of style. And if you drop into a certain ice cream parlor in South Portland on weekends, you will

see Jan behind the counter. If you tell her you work on the railroad, her Dad says, she'll put together one of the best ice-cream treats you have tasted in many a Sunday.

Up for honors as "Husband-Of-the-Month" is Frank Alger, Jr., Marketing's own Bon Vivant!! Frank took his school teacher-wife Jane to Malaga, Spain, over the Christmas holidays for fun and sun. We're all interested in finding out if Frank played Matador.

For literally years, Forest Ryder of Marketing Department has been going hunting during the deer chasing—whoops hunting—season!!!! And every year Forest comes back full of tales about "the-one-that-got-away." So this year Forest went hunting, as usual, but this time the news preceded him to the office, and the news was that Forest caught a deer.

Soooo, naturally all the hale and hearty outdoors type of sportsmen that Marketing abounds in were eager to hear and share in Forest's experience. And regale them he did with graphic descriptions of the first sighting of the deer, the chase from Lovell to No. Waterford, and finally the breathtaking account of the kill. But now we all wonder, where is the evidence of this marvelous day in the woods? Not even a picture has been shown around of our hunter standing proudly over his conquest; no offers or invitations to sample steaks or roasts from this long-sought prize; it isn't that we don't believe our much admired co-worker, but after all Forest, the proof of the pudding is in the eating, and we're all waiting.

Ann Gross of Marketing and husband Bob, assistant manager of Arlans, entertained Mr. and Mrs. Donald Zaccardo and family of Middlesex, N. J., over the holidays. Anne and son Jay visited with Mr. and Mrs. Harold Somers and family in Montpelier, Vt., during the holiday weekend.

Horace M. Budd, assistant treasurer, has been elected president of the Portland Kiwanis Club. Joseph H. Cobb, director of public relations, is vice president.

Everett K. Goddard, Manager Car Accounting, has returned home following his Friday the 13th surgery and is anticipating returning to his duties in January.

Cliff Clifford is back at his desk in the Car Accounting Office after convalescing from surgery.

Nat Alward, Transportation Dept., has been on the sick list but has now returned to work. Glad to see you back, Nat.

Arthur C. Liscomb, Car Service



TO 'CATCH UP ON THINGS'—After 44½ years of active service in the Electrical Dept. of the Engineering Dept., Alvin W. Strout retired Nov. 29 to "catch up on some things and have a little fun." J. F. Stanford, Signal Engineer, presented him with a purse of money from his many friends in the General Office Building and outside crews, with which "Al" has bought a mantel chime clock as a remembrance gift. Some of those present, from left, R. A. Jackson, Betty MacDonald, Dee Stanley, Mary Morse, Wendell Quimby, Alice Eliason, "Al," J. F. Stanford and J. O. Born.

Department, had a November deer-hunting vacation.

Ralph W. Libby, Car Service Department has been on vacation.

Jan Calder has been at home with the "ole bug."

John Murray's father, Walter M. Murray, has been confined to the hospital but is now home and much improved.

Norman Jackson, Mail Room, returned from his vacation with all his Christmas shopping done.

Tom Foley, Transportation Dept. and his wife Claire and daughter were injured in an automobile accident and were at Webber Hospital, Biddeford for several weeks. Tom is now home and his wife has been transferred to Maine Medical for surgery. Best wishes for their speedy recovery.

Recently retired Machinist "Larry" and Mrs. Lanciault started for Florida Dec. 11 in his new "Chevie", to stay for the winter.

Carmen Donald Perkins and Richard Downes, Signalmen "Eddie" and Warren Barter each got a deer in November.

Foreman "Marty" Flaherty Bulkhead No. 53, is back in the hospital after a fall at his home. His father, John Flaherty, former Section Foreman, was in the same hospital a day or two later. Both are reported coming along well.

Former Boiler-maker George P. Rankins, 68, who retired on disability in 1957, died recently at his home in Machias. He was a native of Walham, Mass.

Foreman Maurice "Johnnie" Weeks is confined to the hospital. He will undergo various tests, and Machinist John Connors will cover his job until he returns to duty.

Members of the Bridge and Building crew are making repairs on the roof and gutters of the Signalmen's Shop and Wash-room building at the engine house.

Stores Department employee "Al" and Mrs. Hanson spent the Thanksgiving holiday at their son Ronald's home in Brewer.

Car Department worker "Phil" Cook and Clerk Joseph Malloy of the same department, took December vacations.

Leading-man Electrician Alvin Strout, Wharves No. 1, and No. 3,

RIGBY

The holidays have come and gone, and the usual food baskets were sent. The Stores Department employees sent theirs to "Eddie" Whalen who has been ill for a long period.

Electrician William "Bill" Danforth has been appointed as a Safety Inspector.

Engine Dispatcher John Welch was on the sick list in December.

Engine house employee Dustin Greenlaw shot a spike-horn buck in November.

Retired Brake-man Ernest LaJoie visited the Car Shop to see old friends.

William McCann, son of Welder "Al" McCann, has finished his course of Air Force study as an aviation mechanic at Sheppard AFB and has been transferred to Otis AFB, Cape Cod.

Machinist "Ken" Gillis took over for Foreman Charles Tetreault while Charles took the final weeks of his vacation on a successful hunting trip.

Machinist "Bob" Casey spent the last week of his vacation roaming the woods, but did not get a deer. No bear either, as happened last year.

Machinist "Al" Stiveletti, a close friend of Bob's, did his wandering on the ski slopes, especially at Wildcat.

A two-car garage is being constructed at the home of former Machinist Edwin Temm on Pope Road, Windham.



SEND-OFF FOR PHIL—Phil Farley, Instrumentman, was recently honored upon his retirement by fellow Engineering Department workers. Phil started working for the Portland Terminal Company in 1944 as a Signal Helper. Along with best wishes, Phil was presented with a money purse from his many friends and co-workers. Above, from left, John Corcoran, Edna Crimmins, Marion Faibisy, Stan Jordan, Phil, Dee Stanley, Carol Bragdon, Betty MacDonald, Dick Aylward, Larry Harding, Bob Brewster and Ray Jackson.



WED 27 YEARS—Switchtender and Mrs. Vincent W. Karlsson, Bangor, observed their 27th wedding anniversary December 6. Vince has been with the Maine Central for 21 years.



Basil Thompson, Rip Track Foreman, 2nd trick, making his report to the Yardmaster.

who was 65 years old Nov. 28, retired next day. We all wish him the best of luck. His position is being covered by Electrician Walter Emery on a temporary basis. The job has been awarded to Electrician Ray Ryder, now on sick-leave due to an injury.

Foreman Martin Flaherty's son Denis has been wounded in Viet Nam and sent to a hospital in Japan. He is a career-man in the Marines, and this was his second tour of combat duty.

Retired Engineer "Jim" Lowrey wishes to be remembered to his former buddies at Rigby engine house and elsewhere on the railroad. He is kept busy with home projects. "Jim" has been retired five years.

Former Rigby Carman and Millman John Dellow was a visitor at the shops recently. He resides at Cumberland Center. Carleton Pooler, a retired veteran Track Foreman, also was a visitor.

The "flu"—Hong-kong or otherwise, has hit at least two Rigby workers. Electrician "Bill" Danforth was forced to take time off, as well as Car Department employee "Eddie" Murphy.

Donna McKenna, grand-daughter of retired boiler-maker Charles Jackson, was hospitalized in December.

ROCKLAND

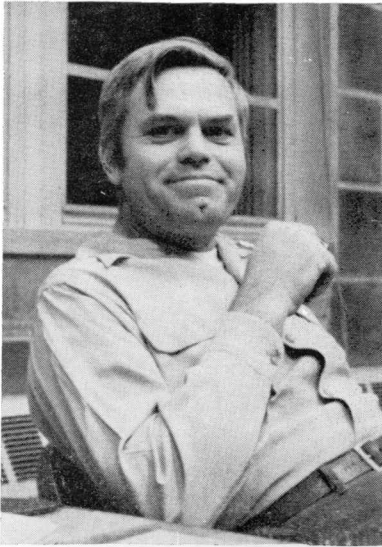
On vacation in December was Car Inspector "field marshal" F. A. Montgomery. Since he started we have had quite a number of dark and cloudy days as, according to Father Snowman, the flying chips from Monty's wood-chopping activities cut down the light from the sun. Seeing as how he was the third time yearly winner of the Duncan Turkey sweepstakes, we did get a brief respite from flying chips, while he was anxiously retrieving the turkey. Things should get back to normal when our congenial "yardmaster" returns to duty. His job was covered by his energetic counterpart, Archie Sears from Waterville.

Retired General Agent Frank Carsley has sold his home on Pleasant Street and is now in sunny St. Petersburg, Florida, for the winter. We're looking forward to his return in the spring when he and Mrs. Carsley will

return for the Summer at their cottage on Crescent Beach, Owls Head.

With the reduction of the three-man Rockland Yard Switcher crew to two between December and May, Conductor Maurice Johnson has taken the brakeman's job on the Skowhegan turnaround WS-1/SW-2.

Congenial B & B foreman "Wimpy" Morang and crew were here in December renovating the piggy back ramp and repairing the freight house roof.



2nd Trick Yardmaster "Burns" Hillman on the job at Waterville.

We extend best wishes to Mrs. M. P. Mitchell, home from the hospital following surgery and now on the long, slow road to recovery. Her congenial Yard Conductor husband is busy taking care of the household chores in addition to his daily work on the switcher. Understand this extra-curricular activity is keeping him in trim.

Singing in the combined choirs of Glen Cove Christian Schools, of Glen Cove, when they presented a Christmas Cantata at the Brewer Auditorium was Kenneth Lewis, son of Rockland Agent and Mrs. Wendell Lewis. Ken is a senior in the Bible School and sings lead tenor in a quartet.

Also members of the choir were Lois, Rebecca and Timothy Duff, children of Christian School's President Harold Duff. Prior to his entering full time work of with the Christian Schools, Mr. Duff was a Bangor and Aroostook Railroad trainman.

WATERVILLE STATION

Ralph Snow, retired Supervisor, Plumbing and Heating, Waterville, was a recent visitor around the station. Ralph and his wife will be at home at China Lake, rather than making the usual trip to Arizona for the winter.

Section Foreman Willard J. Weeks, Rumford, died unexpectedly Dec. 10 while returning home from work during his lunch hour. He was 61, with 40 years service.

Reported ill this past month were Trackmen Henry Lessard, Augusta, and Louis Paradis, Waterville. Section Foremen Lin Decker, Skowhegan and L. Robinson, Jr., Rileys.

Basil Higgins, Yard Office, Waterville, was also off duty a few days with the flu.

WATERVILLE YARDS

Ralph Poore of the Wood job got himself a deer before the season closed with the help of Howard Kennedy. Ralph claimed his deer hide was worth more than the other fellows' because it only had one hole in it.

Don Bartlett, now on spare board, is sporting a new Ford.

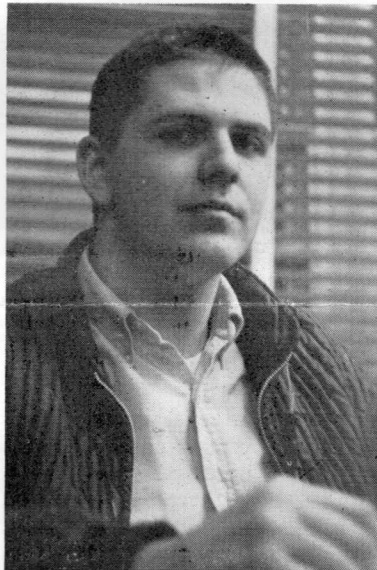
We saw our old buddy filling in as Conductor on the Wood job recently—Harry Seaway.

L. K. Powers doesn't want Vic Tardiff to get on the same side of the switcher as he does—he's afraid it might tip over.

Merle Plummer is back at work after eight months of convalescing. Glad to have you back, Merle.

Doubling was too much for Allen Powers at billrack recently—so Bill Hanscom came to his rescue to fill in on his tour of duty. These young tigers just can't take it.

We are glad to hear that young Buck, son of George Buck, Sr., swing car inspector, has been released from the hospital and is home convalescing.



John Nelson, spare brakeman. He's a former basketball and football star at Lawrence High, Fairfield, who collects coins and plays billiards.

Jim Lowery came to the rescue on Switcher No. 4. . . did a fine job too.

Someone was commenting that Chet Levesque looked good and had lost about 20 pounds. Someone wondered why he was carrying that much English money.

WATERVILLE SHOPS

Checker Frank Gravel has been a patient at a local hospital for observation and possible surgery.

Sheetmetal Worker Bill Brown attended a recent Sheetmetal Workers convention in New York City.

Machinist Percy Butler has a new Rambler Rebel four door.

Deer slayers that we have heard from have been Paint Helper Don McCaslin and machinists Cliff Wood and Harlan Young.

Sympathy is extended to retired

Electrician Foreman Ralph Patterson whose wife died recently.

Machinist Apprentice Bob Bucknam is back at work after completing a two-year hitch in the army.

A recent visitor has been retired Carman Clarence Butabaugh who now makes his home in Annapolis Valley, Nova Scotia.

Carman Helper and Mrs. John Ballew are the parents of a son, John Michael, born at the Thayer Hospital Dec. 6 weighing 9 lbs, 12 ozs.

Electrician Ken Reed will be collecting dues for the Railroad Veterans organization for the coming year.

EASTERN SUB-DIVISION

Raymond W. Cunningham, Chief Clerk, Bangor Freight Office, retired after completion of work November 29, after serving with the Maine Central Railroad for over 50 years. A retirement party was held for Ray and Mrs. Cunningham, and R. G. Wheeler, Assistant Superintendent, presented gifts to Ray on behalf of his co-workers. A lobster dinner was enjoyed by all.

Sheila Dempsey, Clerk-Typist, Bangor Engineering Dept., has returned to work after several week's illness. Sheila's job was covered by Barbara Spaulding, Wife of B. O. Spaulding, Yard Conductor, Bangor.

A new face at our Station at Great Works, Student Agent-Operator William R. Morin. Bill comes from North Carolina; likes the State of Maine and especially the snow.

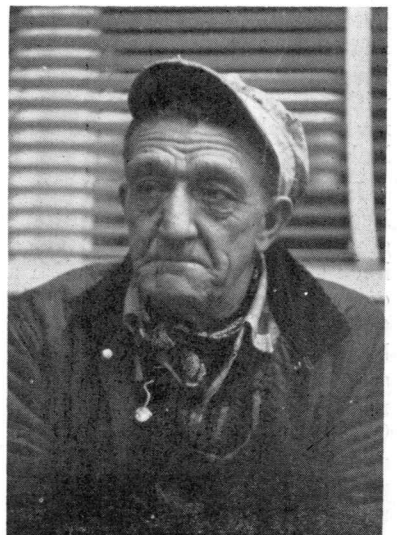
E. R. DeGrasse has bid in Third Trick Yardmaster's position at Bangor Yard and covered same commencing December 5. Best of Luck, Ed.

Alden Davis, Old Town Section Foreman, A. T. Foster, Clerk at Old Town, and friend Amos Buck, Jr. from Pennsylvania, spent three days at George W. Conlogue's hunting camp at Cherokee. Buck got a ten-pointer. Conlogue is our Agent at Lincoln.

H. A. Bowen, Jr., has been appointed Chief Clerk at Bangor Freight Office, Bangor.

L. J. Jewett has bid in the rate clerk's position and was awarded same on December 12.

Two new brakemen hired at Bangor are Robert V. McDonald and Norman R. Veillette.



Ronald Brewer, Crane Operator, Waterville, who works whenever he's needed throughout Central Maine.

Travis—from page 1)

chairman of organization and extension, Katahdin Area Council, Boy Scouts of America; a member of St. Andrew's Lodge, AF and AM, Bangor; and the New England Railroad Club. He is a past lieutenant governor, District 9, Toastmasters International, and a former member of the Bangor Kiwanis and Industrial Management Clubs. Travis is presently a lay leader, a trustee and chairman of the commission on stewardship and finance of the United Methodist Church, Bangor.

Travis' wife is the former Catherine Gould, daughter of the late Maine Central trainman Wallace A. Gould, Bangor. They have two children, John A., a student at Maine Central Institute, Pittsfield; and Mary E., a student at Bangor High School.



By Jerry Shea

Jay Welch, Sam Napolitano, Bob Casey and Marty Stratton, all from Rigby Engine House, have edged into the lead of the Railroad Men's Bowling League with their 62 won and 28 lost record. They are only two points ahead of the team of Steve Magyar, Larry Smyth, George Phillips and Lindy Burgess. This team represents the Purchasing and Marketing Departments at the General Offices.

Lennie Forrest, Section Gang, took over high average with a steady 112. He also holds second high single with a 143, and second high triple with a 372. Dave Gardner holds both the latter two records with a 160 and 387. Dave is second, averagewise, with 111, followed by Warren Smith's 104 and Reggie Libby's 101. Three bowlers are tied for next place with an even 100 average—Tommy Caufield, Floyd Parker and Ralph Coffin.

In the Couples' Bowling League, Ed and Bertha Montgomery and Jay and Vi Welch have started to pull away with a commanding lead of 13 points in the win column. But it's a real battle for the next couple of prize spots as only 5 points separate the next seven teams. Jan Calder and George Phillips along with Hazel and Leo Davison are in second place with a 61 win and 43 loss record. They are only one win ahead of Bill and Ann Welch and Ray and Connie Davis, who are tied with Herman Berrick and



SALT FOR THE CITY—A City of Portland Public Works Department truck loads salt at the W. H. Shurtleff Co. storage facility that for many years served as the heating plant for Union Station. The salt is part of the thousands of tons used annually in Maine for ice control.

wife, Bea, who are teamed with Dave and Ruth Gardner.

Dave Gardner still leads the men in all departments with his 114 high average, 151 high single, and 402 high three. Averagewise, he is followed by Warren Smith with a 108, Jerry Shea - 108, Russ Proctor - 103, and Paul Corbeau - 103.

Hazel Davison took over high single and high three with a 138 and 332, respectively. Marge Corbeau still holds on to high average with a 96. Hazel is second with 94 followed by her team mate, Jan Calder, with 91, and Lil Smyth's 89 and Jan Broderick's 88.

A couple of dates for your calendars: The Men's Bowling Tournament will be held in Portland this year on April 12 at Westport Lanes at 1 p.m. These are the same alleys where this event has been held the last two times it has been in Portland, right off Exit 8 of the Maine Turnpike. The Couples' League will be hosts and hope to repeat their feat of winning.

The other event is the second Annual Bangor & Aroostook Golf Tournament, set for Bangor Municipal Golf Course on Saturday, June 7. Bob Clukey, B&A Golf

Tournament Chairman, promises a bigger and better tourney with more prizes than their initial try last year. Bill Martin, MEC, Bangor Engine House, will be trying for his second leg on the new W. Jerome Strout Trophy.

The E. Spencer Miller Golf Tournament will be held at Fairlawn Country Club again in the Fall, tentatively on September 13. Bob Casey, Rigby Engine House, promises that he'll be on hand to defend his big win last year, when he won his first leg on the E. Spencer Miller Trophy for low net.

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
242 St. John Street
Portland, Maine. 04102
Return Requested

Mr. Sam Vaughan
44 Thissell Street
Pride's Crossing, Mass.
C-11 01965

Credit Union Meeting Slated

The 41st annual meeting of the Railroad Workers' Credit Union will be held Monday evening, Jan. 20, at the Lafayette Town House, Portland.

Highlights of the session will be the election of five directors and the reports of President Hugh F. Flynn, Treasurer Merrill Stanley and Supervisory Committee Chairman Fred Harris.

Refreshments and an entertainment will follow the business session.

The affair is scheduled for 7:30 p.m.

Note Of Thanks

I would like to extend my sincere thanks and appreciation for the generous gift of money I received from my executives and the employees of M.C.R.R. and P.T.Co.

I have enjoyed working for my executives and also with the employees over a period of 44 years. You are all the greatest, I will think of you often. God Bless You.

"Al" Strout.
Electrician

RETIREMENTS

Raymond W. Cunningham, chief clerk, Bangor, November 29.

Philip E. Farley, instrument man, Portland, November 8.

Joseph E. Pouliot, telegrapher, Portland, November 30.

Wallace F. Rousseau, carman, Waterville, November 6.

Alvin W. Strout, electrician, Portland, November 29.

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