



Truckers, Newspaper Strike First Blows Of New Double-Bottom Battle

Here we go again.

A bill to allow operation of double-bottom truck rigs totalling 65 feet in length has been filed with the 104th Maine Legislature. It is similar—but not entirely so—with a bill that was defeated by the Legislature two years ago.

It calls for legalizing the operation of one tractor hauling two 27-foot semi trailers on the Maine Turnpike and the Interstate highways of Maine, and on other roads where permitted by local authorities.

Two years ago the bill sought to allow operation of double bottoms for a distance of ten miles on either side of the Maine Turnpike and the Interstate Highway. This year's version, with local permission, includes far more territory, a lot of it with narrow, two-lane roads.

At present, although in use in the west, double-bottoms are legal on only one highway in New England, the Massachusetts Turnpike, with permission of the Massachusetts Turnpike Authority. Legislative action was not required, as would be the case for double-bottom operation on any tax-supported highway. The Interstate in Maine—and everywhere else—is a tax-supported highway.

The current double-bottom proposal seeks a length of at least ten feet more than is prescribed by present law.

Not only the Maine railroads, but the Maine Automobile Association and the Maine Good Roads Association opposed the double bottom bill in 1967, citing increased highway hazards, congestion and general wear and tear that would be brought about through their use.

Last month, soon after the Maine Truck Owners Association announced its legislative program, the double-bottom controversy opened with this editorial in the Bath-Brunswick Times-Record, attacking not only double-bottoms, but other truck legislation:

"The Maine Truck Owners Association is backing two bills in the current Legislature that seem to us of dubious merit. One would allow double semitrailers on the state's highways; the other would 'give a rebate to users of the Maine Turnpike of the fuel tax they pay for the miles driven on the Turnpike,' according to the January issue of Maine Trucking News.

"Most semitrailers used on Maine highways today are of the



MeC RAILS SERVE NEWEST INDUSTRIES—Extensive spur lines serving two of Maine's newest industries, the Yankee Atomic electric generating plant at Wiscasset, TOP PHOTO, and the IMC Chlor-Alkali chlorine producing facilities at Orrington, LOWER PHOTO, are shown clearly in these aerial views made during January. Maine Central is serving Yankee Atomic by delivering construction materials, and IMC Chlor-Alkali by providing transportation for both materials and product.

1968 Earnings Barely Cover Sinking Funds

Despite the fact that the year's results provided an increase of 56.5% in net ordinary income over that earned during 1967, Maine Central barely earned enough to cover its sinking fund requirements.

Accounting Department figures show that during 1968 our railroad earned \$506,286 as compared with 1967. These earnings, however, were only approximately a three percent return on investment, a figure much lower than most other industries.

Freight revenue totalled \$23,616,720 in 1968, an increase of \$340,210 over that in 1967.

The increase in net ordinary income was accomplished despite an increase of \$125,667 in operating expenses, mostly increased wages; and payment of \$941,328 for railroad retirement taxes. The latter item was an increase of \$87,780 over the amount paid for the road's contribution to railroad employees' retirement in 1967.

The year-end statement pointed out that "the net ordinary income figure represents the results from normal operations, and for comparative purposes does not include an extraordinary charge of \$245,317, resulting from settlement in 1968 of disputed per diem rentals for freight cars which, because of revised Interstate Commerce Commission regulations, are included in the new all inclusive income account." Prior items of this sort, the statement concludes, "were handled through retained income or surplus accounts."

President Miller Named TAA Director

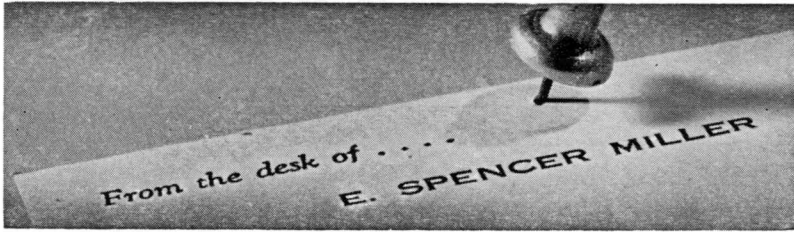
E. Spencer Miller, Maine Central president and chairman, is one of 13 new directors elected in January by the Transportation Association of America, policy-making organization of the national transport industry.

The election took place at Chicago's Conrad Hilton hotel during the TAA's January board meeting and annual meeting. Members of TAA are nationally recognized transportation users, investors, equipment manufacturers and executives of all six modes of transportation.

The Maine Central president and chairman is New England's representative on the board of directors of the Association of American Railroads.

He also is a director of the First National Bank of Boston, the Great Northern Paper Company, the Keyes Fibre Company, the First National Bank of Portland, and Bancroft & Martin, Inc.

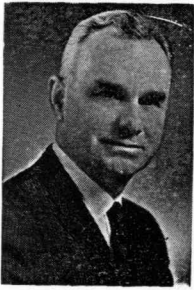
He has been president of the Maine Central and its subsidiary, the Portland Terminal Company, since 1952.



A Whipsaw

TO MY FELLOW EMPLOYEES:

Last month, this column opened with the statement that it's going to be a tough winter for Maine's motorists. The reference was to the unhappy fact that we face increased highway taxation, probably through a boost in the state's fuel tax and a big increase in registration and license fees.



We could have cast further gloom for Maine car owners by pointing out that their use of Maine's highways may be further restricted and made even more hazardous by Legislative action this winter. We knew, of course, of the plans of the Maine Truck Owners Association to file another double-trailer bill, but the filing had not actually taken place, and we hesitated to "cry wolf."

But the MTOA announced its double-trailer plans late in January, and as a result, Maine motorists have even more at stake, and stand to lose even more, than we predicted in last month's Messenger column. If, as a result of the 104th Legislature's deliberations, we get an increased fuel tax, increased fees AND double-trailers, it will be a tough winter indeed for Maine's motorists.

The double-bottom battle has begun, and the opening guns have a familiar sound, echoing back to 1967, when a similar measure was defeated. The principal weapon is the whipsaw . . . the process of making Maine seem somehow old-fashioned and decadent because some other states allow the double-trailer rigs.

But in this case, the whipsaw is an awkward arm . . . Maine is too different, and too far, to be whipsawed by what's legal on the highways of the mid and far west. The initial announcement, therefore, laid great stress on the fact that double bottoms are allowed on the Massachusetts Turnpike. It also said, erroneously, that they're legal in New Hampshire.

They are allowed on the Mass Pike, which is built, maintained and operated by toll revenues, but in all New England, there isn't a tax-supported local, state or federal highway where they can operate legally . . . and that includes New Hampshire. Therefore, if Maine's Interstate or other roads became double-bottom territory, we'd be an island. We'd be bordered by states that do not allow double trailers, and used as prime examples of alleged industrial progressiveness in future whipsaw double-bottom battles in New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

The latter two are among the most highly developed industrial states in the Nation. They do not allow double trailers.

Members of Maine's 104th Legislature are faced with one whipsaw situation in the double-bottom bill, and if they pass it, another whipsaw situation will confront local authorities. The MTOA's announcement said the current bill would not allow double bottoms to travel off either the Maine Turnpike or Interstate highways unless permitted to do so by a particular community. If town A allows them on its streets, town B will be whipsawed until it allows them too. And if towns A and B allow them, how long can town C hold them off?

And how long would it be before every town, every road and every street would be legal territory for double-bottoms, and dangerous, crowded and aggravating territory for private motorists?

How long, too, would it be before the 65-foot maximum length sought in the current bill would become 70 or 80, or even 90 feet? And how long before double-bottoms would become triple-bottoms?

This has happened elsewhere—and quick.

E. Spencer Miller

EDITORIALS

Annual Reports

January was a month of snow, the Hong-Kong flu, some really fine Spring weather at the close, and annual reports. Maine Central's report is in the production stages, but this issue of the MESSENGER has news of two other reports, that of the Railroad Workers' Credit Union and the Maine Association of Railroad Veterans, both of which are growing by leaps and bounds. Our congratulations to both for their growth in 1968, and our best wishes for their continued success.

Separate Roads For Trucks?

Things to Come: Separate interstate highways for trucks and for automobiles are forecast by Robert A. Wolf, head of transportation studies at Cornell University's Aeronautical Research Laboratory.

Wolf said that, while separate freightways are not now being considered, the constant lengthening and widening of trucks and trailers may irritate motorists enough to cause them to demand removal of freight carriers from the highways. This may come when the current interstate highway program is completed in 1974, he said.

May we add that whenever it comes, we hope private motorists won't be asked to foot the bills—as they do now.



The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

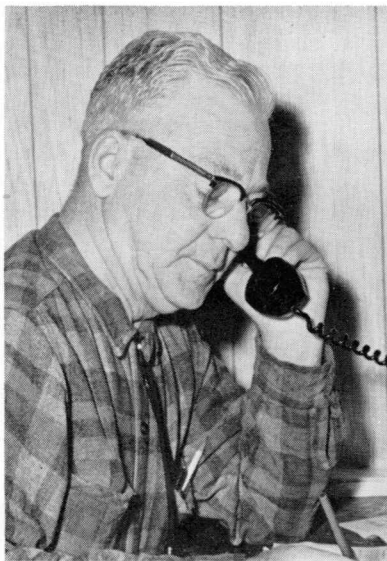
EDITOR

Joseph H. Cobb, Director of Public Relations

ASSISTANT EDITORS

Horace Rodrigue	Augusta
Kay Jameson	Eastern Sub-Division
R. S. Thing	Brunswick
Harold C. Clark	Retired Workers
Albert B. Wetmore	Rigby
John F. Johnson	Rigby Yard
W. B. Lewis	Rockland
W. G. Shea	Sports
G. K. Stevens	Waterville Shops
Arthur Doucette	Waterville Yard
Beverly Cook	Waterville Station
Alice Allen	General Offices
Mary Morse	General Offices
Anne Gross	General Offices
Myrtle Neilson	General Offices
Dorothy Proctor	General Offices
Marion Stevens	General Offices





W. L. Blanchard



James W. Breen

Blanchard Ends Long Railroad Service; Replaced By James Breen At Vanceboro

Quitting time Jan. 15 marked the retirement of Walter L. Blanchard, Maine Central Railroad's general agent at Vanceboro for the past 25 years.

Blanchard observed his 65th birthday that day and ended a railroad career that began more than 49 years ago.

He has been replaced by another long-time Maine Central employee, James W. Breen of Bangor. Breen has been a railroad special agent for nearly 28 years.

Blanchard, who has been "Mr. Maine Central" at Vanceboro since 1944, is a member of a railroading family. His father, George W. Blanchard, was chief clerk to the superintendent of the Bangor and Aroostook; his father-in-law, Martin M. Faraday, was Maine Central section foreman at Bancroft; his brother, Osborne M. Blanchard, is a telegraph operator at Greenville and Jackman for the Canadian Pacific; his brother-in-law is Linwood Faraday, once a Maine Central operator in Portland; and another brother-in-law, William Faraday, is a retired Canadian Pacific conductor.

Blanchard began railroading as a freight handler with the Canadian Pacific at Jackman in 1920, shortly after finishing his studies at Brewer High School. He joined Maine Central two years later as a telegraph operator at Mattawamkeag, and later served in several stations on Maine Central's Eastern Sub-Division as relief operator. He worked as a traveling freight agent for two years before his

appointment as general agent at Vanceboro in 1944.

Breen is a native of Rockland, and served as an officer in the local police department for nine years before joining Maine Central's security force in 1948. He has been stationed in Bangor since his original appointment.

He has served as a Penobscot County Deputy Sheriff for many years, and is a member of the Maine Law Enforcement Officers Association. Breen is active in Masonry and a member of the Scottish Rite bodies.



By Jerry Shea

In the Men's Bowling League, Team No. 6 won the first half, and are assured of either first or second place trophies at the Award Night at the end of the season.

Lindy Burgess, Steve Magyar, George Phillips and Larry Smyth came through on the final night winning six out of the eight points. They did it the hard way, taking the 2nd and 3rd strings, and won the total by only 14 pins. They will bowl the winners of the second half to decide who takes home the big prize, unless, of course, they also win the second half.

Team No. 9, consisting of Sam Napolitano, Marty Stratton, Jay Welch, and Bob Casey, who were

tied for the lead going into the last night, dropped four out of eight points. This was due in part to the 124 string thrown at them by John Michaels, Auditor of Disbursements, who only had a 88 average.

Bill Wilcox, Engineering Department, found the range after the holidays, and on the night of January 13, with a 95 year's average, hit strings of 138, 116 and 137 for a 391 total. He took over high individual three string total from Dave Gardiner by 4 pins. Lindy Burgess, on the same night, rolled a 149 to take the lead for high individual with handicap. He has a 162 posted on the board for everyone to shoot at.

We've received notice from the Association of American Railroads that a handicap bowling tournament, open to railroad employees throughout the country, will be held May 1-4 as part of the Golden Spike Centennial celebration.

A \$4,000 prize list has been established, and trophies will be presented, too.

There will be a men's and women's singles, doubles, and team competition, plus mixed doubles and all events. The women's division is open to wives of railroad employees as well as women employees. Entry fee is \$1.50.

Handicaps for the tournament will be based on five-man team averages as of March 1, 1968. Any bowler without an average may enter and bowl scratch. Minimum team average will be

650, mixed doubles 260, and individual 130.

It can be assumed from the above minimum averages that they are not talking about candlepin bowling. Therefore, all you ten-pin bowlers who are interested may request your official entry blanks and reservations from Wendell Rounkles, Secretary, 644 32nd Street, Ogden, Utah 84401.

Did I mention that the tournament will be held in Ogden, Utah?

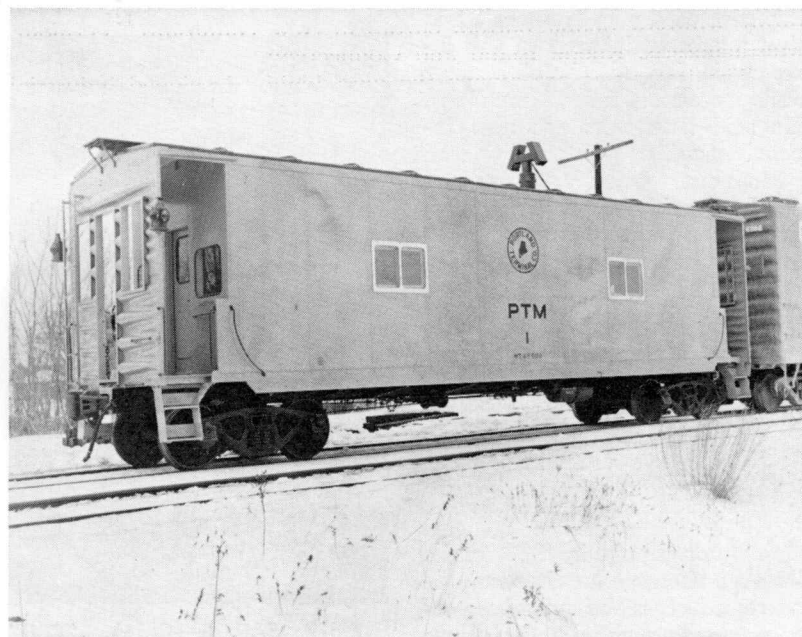
New Riding Car For PTCO Crews

Brand-new and different from any other unit now in service on the system is a riding car completed last month by the craftsmen at the Waterville Shops.

The unit, which began life as a 40-foot box car, is a riding car for Portland Terminal Company crews, and is now in service on industrial service train movements throughout the Portland area.

It's not a caboose . . . there is no monitor and no bunks, but the new unit has an oil heater, lamps and lockers, as well as chairs for the PTCO. train crews. It's insulated and comfortable, and is regarded as a great improvement over the wooden caboose used before the new unit was placed in service.

The riding car was designed by the Maine Central mechanical department in cooperation with operating department officials.



NEWEST PT EQUIPMENT—This riding car was built at the Waterville Shops and released for service on PTCO. rails in January. Once a 40-foot box car, the new unit is insulated, has an oil heater and other comforts.

Credit Union Annual Report Shows Steady Growth, Increased Services

Steady growth of the Railroad Workers' Credit Union and a corresponding increase in services for members were indicated in President Hugh F. Flynn's annual report delivered at the Jan. 20 annual meeting.

Flynn cited advances in all areas of operation, and presented the following five-year comparison:

	1963	1968
Loans	\$ 708,702	\$1,239,972
Shares	\$1,050,309	\$1,463,801
Dividends	\$ 46,470	\$ 64,023
Expenses	\$ 24,672	\$ 37,796
Members	1,652	1,717
Borrowers	1,081	1,327



Hugh F. Flynn

The credit union president said the increase in expenses "is consistent with the ever-increasing cost of doing business," and that a substantial part of this increase is for additional services and protection for all members. He said borrowers are now insured against temporary and permanent disability as well as death, providing greater protection for not only the borrower, but the shareholder.

Other policy changes in 1968 increased the amount of shares held by a single investor from \$8,000 to \$12,000, and re-instituted the policy of allowing shareholders to borrow up to \$3,500 for five years at the car loan interest rate by pledging a similar amount of their shares.

Another change in 1968 was to increase the amount that may be borrowed for the purchase of cars, small trucks, boats, trailers and the like from two-thirds to three-quarters of the cost.

Flynn reported that ten per cent of the interest paid on loans in 1968 was rebated, and that a special dividend of one half of one per cent was declared on share accounts, in addition to the regular five per cent dividend. Both amounts will be credited to the members' share account.

Besides Flynn, who is president and manager, other Credit Union officers are Clifford R. Ball, Cape Elizabeth, vice president; Merrill B. Stanley, Portland, treasurer; Mary Ann Berry, Portland, assistant manager; Lawrence W. Reinsborough, Portland, clerk; Fred L. Harris, Portland, G. E. Spires, Portland, L. W. Reinsborough, Portland, Jean Gilpatrick, Portland, and Stephen J. Conley, Portland, supervisory committee.

Re-elected to the 15-member board of directors were Clifford R. Ball, Cape Elizabeth; Stephen J. Conley, Joseph E. Gallant, E. D. Jones and Thurlow L. Woodbury, all of Portland.

Other directors are: Albert H. Adams, China; John F. Bevan, Bangor; Raymond F. Biggs, Raymond; J. C. Campbell, Portland; Patricia A. Connary, Portland; Hugh F. Flynn, South Portland; Wendell D. MacDowell, Portland; J. W. McIntire, Rumford; Chester L. Shepherd, Old Town; and Merrill B. Stanley, Portland.



FORMER SAILOR—C. A. "Cliff" Clark, Waterville, Engine man on WP-1—PW-2, former Navy man who likes to recall his sailing days.



MAKES REPORT—Erwin R., well known as "Peanut" Libby, Waterville Yard Car Inspector, 2nd trick, making his report at the end of the day.

Golden Spike To Be Driven

One of the great moments of American history—the driving of the Golden Spike that marked completion of the nation's first transcontinental rail system—will be re-enacted next May 10 at Promontory, Utah, as the highlight of a year-long centennial celebration.

Plans for the nationwide observance—arranged by the Congressionally-authorized and Presidentially-appointed Golden Spike Centennial Celebration Commission—were announced recently in a report personally delivered to President Johnson by Commission Chairman Thomas M. Goodfellow, president of the Association of American Railroads.

Goodfellow assured the President that the re-enactment will be "as authentic as we can make it."

Promontory has long since been by-passed by the railroads, and tracks in the vicinity were taken up and used for scrap iron during World War II. But a new mile-long section of old-type rail has been relaid on the original roadbed, and replicas of the historic engines, the Jupiter and No. 119, will stand nose-to-nose on these rails during the commemorative ceremonies, just as the originals did a century ago.

The official Golden Spike program began January 1 with a proclamation by Utah Governor Calvin W. Rampton designating May 10 as an official state holiday.

Participating in the observance will be colleges and universities, railway labor unions, public officials, libraries, pioneer organizations, model train builders, antique gun collectors, artists and writers, railroad buffs, women's

Historical societies in Utah, California and Oregon have scheduled numerous Golden Spike events during the centennial year, featuring historical art exhibits, luncheon programs and parades. Organizations and the Utah Boy Scouts.

MeC Injury Rate Down 24 Percent

Safety Supervisor Laurence W. Sparrow has announced that the reportable injury rate on the Maine Central system in 1968 decreased more than 24 per cent from the previous year's total.

He said the casualty rate on the Eastern Sub-Division was reduced by 55.68 per cent compared to the previous year, and that there was not a single reportable injury on the Eastern Sub-Division in November and December.

Other accident-free organizations cited by Sparrow included the Locomotive Shop at Waterville . . . no reportable personal injury for 25 months; the Maine Central Signal Department . . . no reportable personal injury for 20 months; and the Stores Department, Waterville . . . no reportable personal injury for 13 months.

Sparrow offered his congratulations to employees on the entire system for the improved 1968 safety showing, and expressed the hope that the improvement will continue in 1969.

Engineering Dept. Names Technician

Arthur J. Bridges, 25, of Kennebunk has joined the Maine Central engineering department at Portland with appointment as engineering technician, Chief Engineer James O. Born announced in January.

Born said he will be engaged in surveys for general engineering work, including track, rail siding and structures. He replaces Philip Farley, instrumentman, who retired in December.

Bridges, a veteran of three years' service in the U.S. Army, is a graduate of U.S. Army Engineering School and New Hampshire Technical Institute, Portsmouth, N.H. He has been employed for the past two years as a surveying technician by the Fish and Wildlife Service of the U.S. Department of the Interior.



BRC LODGE 152 INSTALLS—Officers of Lodge 152 were installed in ceremonies Jan. 25 at Carolyn's, Cape Elizabeth. From left, Paul R. Ward, chairman of protective board; James J. Millett, chaplain; Oscar Deriaderan, Boston, assistant general chairman; William J. Griffin, president; Joseph Connors, Boston, general chairman, installing officer; Phillip M. Snow, financial secretary; and Francis A. Morelli, vice president.

Clerks' Lodge 152 Installs New Slate

Officers of Local Lodge No. 152, Brotherhood of Railway Clerks, were installed at a banquet held at Carolyn's, Shore Road, Cape Elizabeth, Jan. 25.

More than 60 clerks, messengers, call boys and wives and guests were present. Installing the new officers was Joseph Connors, General Chairman, BRC, and Oscar Deraderian, assistant general chairman, both of Boston.

New officers installed for three years were: President, William J. Griffin; Vice President, Francis A. Morelli; Recording Secretary, Mrs. Joni Green; Financial Secretary, Phillip M. Snow; Chaplain, James J. Millett. Chairman of the Protective Board Grievances, Paul R. Ward; Committee members of Protective Board, Mrs. Hylda Shea Wampler, Arthur F. Mills; Chairman of Board of Trustees, Donald L. Gillis; members of the Board of Trustees, Andrew H. Blackwood, Calvin L. Caler.

Paul R. Ward was also elected to act as State Legislative Representative. Among those present were Mr. and Mrs. John Hamilton, Mr. and Mrs. Paul Bourque, Mr. and Mrs. D. K. Russell, and Mr. Frank Garland. Dancing followed the installation.

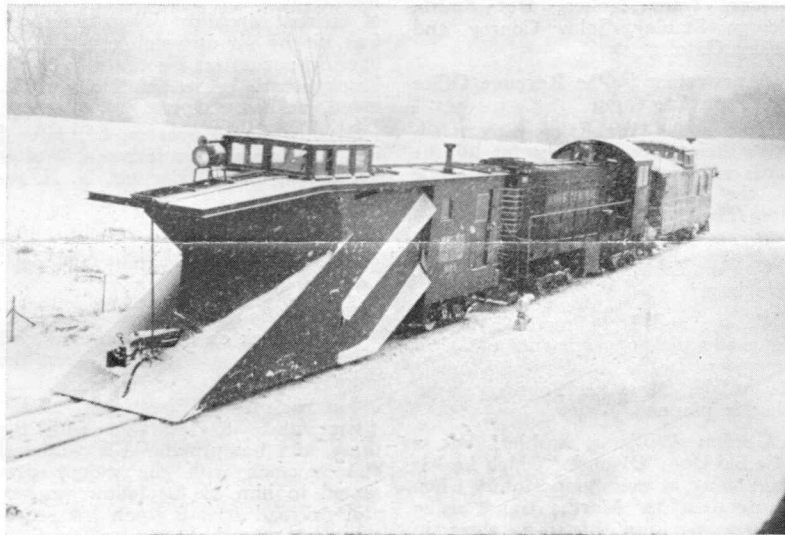
Railroad Veterans Issue Annual Report Showing Growth, Inviting New Members

John I. Briggs, president, and Melville L. Davis, secretary-treasurer, have issued what constitutes an annual report of the Maine Association of Railroad Veterans. It's a 17-point report, entitled "Facts of the Association which might be of interest." It reads as follows:

During 1968:

1. There were 700 paid up memberships.
2. There were three members paid through 1970, and one member paid through 1971.
3. There were 46 new members.
4. There were several members reinstated this past year.
5. There were 70 mem-

- bers in arrears in their dues.
6. There were 21 deceased members.
7. There was an average attendance of 69 at the 10 business meetings held.
8. There were two \$100 scholarships awarded.
9. There was a balance as of January 1, 1968 of \$3,581.05.
10. There was a balance as of January 1, 1969 of \$3,687.98.
11. There was \$167.52 donated for the Flower Fund.
12. There was \$173.27 expended for flowers and cards for members who were ill or deceased.
13. There was \$39.98 spent for postage for correspondence to members.
14. There is a need for more members to participate in the good works carried on through the Flower Fund.
15. There is a need for members to check their cards to make sure their membership is paid up to date.
16. There has been a wonderful enthusiasm for the good of the Association by members who have been active — nowhere can you find better fellowship.
17. There always is a welcome sign out — come and join us.



SCENE OF THE SEASON—This is a common sight in Waterville Yard during the snow season, especially common in January due to heavy snowfall. This plow is waiting for train orders to work from Waterville to Foxcroft and return.

PEANUTS Charles Schulz

I HEAR GOOD THINGS SAID ABOUT U. S. SAVINGS BONDS. THEY MUST BE VERY NICE.

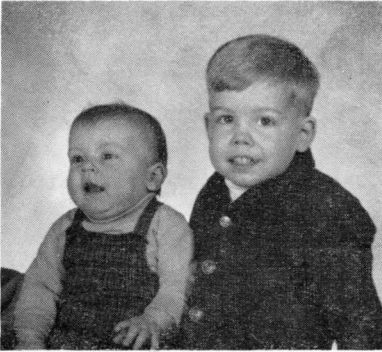


CORR. 1963 UNITED FEATURES INC. SCHULZ



A COFFEE FOR CAROL—A group of friends from the Engineering Department and other offices in Portland honored Carol Bragdon, stenographer, with a shower and a coffee break party recently. Pictured with Carol, seated, center, are, from left, Alice Eliason and Betty MacDonald. Standing, Mary Morse, Edna Crimmins, Elinor Shuman, Glenda Spires, Dee Stanley and Marion Faibisy.

The Grapevine



PARK'S PROJECTS—Running the show at the New Gloucester home of Mechanical Engineer and Mrs. Stewart Park are David, seven months, and Kevin, just a shade over two years old. Mrs. Park is the former Margaret Staton, once a steno in Auditor Revenue, Portland.

GENERAL OFFICES

Earl Bean, retired Mail Carrier, Gen. Off. Bldg., dropped in for a visit. He has been retired for 9 years and looks better than ever. He and Mrs. Bean have been visiting son Robert and family in Connecticut.

Al Kennedy, Clerk, took off for Hawaii during his vacation!

Mrs. Carol Bragdon, Stenographer, Eng. Dept., was recipient of a surprise coffee break party on the last day before her leave, and a shower of some "little things." She and Billy have one little girl, Ann.

Mrs. Helen Baker is substituting in Carol's position during her absence. Helen also worked in Motive Power Dept. as a substitute for Margaret Foley.

John Corcoran, retired Instrumentman, looks great these days. He visits with a quick stroll-thru occasionally, making us envious of his leisure time.

Signal Engineer and Mrs. John F. Stanford flew to California on their Christmas vacation, to visit son David and family, and daughter Carole and her family, who live about 60 miles apart. Son David is a Navy Lieutenant Commander detached from Submarine Service to obtain his Ph.D. at the University of California in Berkley. He has a pilot's license, which made golfing a lot easier, as they rented a plane and flew to Fort Ord and Monterey from Alameda to play golf in their shirt sleeves. The night before leaving, "Stan" was given a birthday party by the two families at the Tower Club on Treasure Island.

Herbert Higgins, Clerk in Auditor Disbursements, recently announced his engagement to Susan Hodgdon of Falmouth, with wedding bells scheduled for Feb. 22.

Noticed at the Kora Shrine's New Year's party at the Lafayette Hotel were Madeleine and Stuart Bowdoin and Connie and Ray Davis.

Welcome is extended to Dick Roy, Clerk Messenger in Disbursements office who replaced Charlie Ferris.

Walter and Amy Provencher attended the Army and Navy game in December in Philadelphia with their

family, James, Michael and Peter, Michael is in his last year at the U. S. Naval Academy, so you can guess which side the Provenchers sat on—which just happened not to be the winning side.

Late vacationers were Paul Landry, Lennie Sanborn and Larry Reinsborough of the AD office.

Bill Welch's son, William, Jr., has returned to Fort Polk, Louisiana, after spending the Christmas vacation at home.

Barry Wilson, son of "Tug" Wilson, has returned to his studies at Bowdoin College after spending the holidays with his parents.

Herbie Whitmore and his family are enjoying their new home on Bolton Street.

Theresa Diffin's husband Gary has been at home for several days on leave from the Air Force. He is now stationed at Bermuda.

Absent from the Revenue Office for a few days with the flu were Jan Calder, Irene Kelsea, Dot Smith, George Stanley, John Conroy and Bucky Gato.

A newcomer in the Revenue Office is Milton Stevenson.

Tom and Claire Foley wish to express their sincere thanks for all the cards and flowers sent to them while in the hospital. The latest report from Tom is that Claire is progressing satisfactorily at Maine Medical.

Gordon Barron is at home with the "ole bug."

George and Dot Proctor have announced the engagement of their daughter Dotti to Frank Whelan, Roslindale, Mass. A February wedding is planned.

Gordon Williams, cashier, has a new Ski-Doo "Olympic" which he has been using at every opportunity when young daughter Martha is not using it, scooting over his own acres in Windham. We have heard that Joe Cobb, ye editor, of neighboring North Gorham came over and took it out for a shake-down cruise.

General Counsel and Mrs. A. M. Knowles of Falmouth are learning the ways of their new "owner," a Siamese cat named Mingo who flew back with them from Dayton, Ohio, as a Christmas present.



GETS THE WORD—Road Hostler Howard Ireland receives instructions for his 3 to 11 p.m. assignment at Rigby Yards from Crew Dispatcher Dom Fortin.

Scott Scully, General Attorney, has been enjoying an exceptionally good season skiing weekends at Sugarloaf where he is a director.

Connie Davis, stenographer in Car Accounting, has learned of the arrival of her first grandchild, Michael David, born January 12 to Jo and Dave Verrill of Independence, Missouri.

RIGBY

General Foreman "Don" Russell has had the Maine Central Paint crew consisting of Painter Foreman A. D. Tillson, his son, Charles Tillson, and Larry Parlin, do over the offices. There's some new equipment, too, and it's a vast improvement overall.

John Concannon, 90, a former PTCO. employee, died at his home on Salem Street recently after a brief illness.

Charles Cote, son of Royden Cote, Marketing Department, and grandson of retired Machinist Theodore Cote, was hit by an automobile while delivering papers on his route in Westbrook, where he resides. He's on the mend, we understand.

Mrs. Walter Trecarten, 61, wife of one of our war-time foremen, Walter Trecarten, died at Bartlett, N. H. recently.

Former Telegraph Operator William Kirkpatrick, 70, died recently after a long illness. He retired in 1967 after 23 years service.

Engine house Foreman "Johnnie" Weeks is back on the job after a spell of sickness thought to have been the "Hong Kong" flu.

Leading-man Electrician "Al" Strout plans to keep up with the times, and has purchased a cathedral chimes clock with the money presented to him by his fellow workers and railroad friends upon his retirement last month.

John Flaherty, 91, a Portland Terminal veteran with over 40 years service, died recently. He was the father of Foreman Martin Flaherty, Bulkhead No. 53, and Bartley Flaherty, a clerk on the Terminal.

Mrs. Frederick Lombard, wife of former Shop Foreman "Fred" Lombard, served on the luncheon committee at a function sponsored by the Womens' Alliance of the First Parish Church, Portland.

Retired Machinist William Brume, 67, died on New Years Day after a short illness. He was an employee of the Portland Terminal Company in various capacities for 42 years. He was born in Queensboro, N. B. Flowers were sent by the Shop.

John A. Small, Jr., Car Department employee, died recently after a short illness. He was the son of retired Carman John Small. A floral tribute was sent.

Dennis Wetmore, son of Electrician "Bert" Wetmore and grandson of reporter Albert Wetmore, has joined the Maine Central railroad family as a brakeman.

Harry Bryant, 69, a retired Maine Central Engineer, died during the month. He retired in 1961, and resided in So. Poland, Maine.



WAITING FOR THE SIGNAL—Engineer A. J. Leighton of B-11 looking back for signals from the Car Inspector for his O.K. to move on to his destination, which is Bangor.

Stores Department employee "Phil" Cook has returned from his vacation just before the New Year.

Engine-house employee "Martie" Conley was the proud father of a 9-pound girl on the day after Christmas. Her name is Mary Elizabeth. "Martie's" brother Patrick, a former member of the Stores Department crew, is now living in Rockland and is Supervisor of Welfare in that community.

Former Electrician Edgar Allaire, who retired on disability in 1960, died recently at his home in Old Orchard Beach. A floral tribute was sent.

Electrician "Ray" Ryder has undergone further surgery for a hand injury. He is doing very well and should be back with us in the Spring.

Lawrence Bustin, 55, son of former Machinist Helper Fred Bustin, died Jan. 12 after a long illness. He was employed by the Cushman Baking Company, Portland.

WATERVILLE YARDS

O. J. Bouchard has returned to work after convalescing from a foot injury. "Butch" has bunted Relief Switcher No. 2, which moved Mark Michaud to Switcher No. 2 at Scott Paper.

Conductor L. J. Boudreau has re-



BEST TEACHER—Striker Chris Perry and John McCommic, flagman on WP-2—PW-2 at Waterville. An old hand teaching the new.



TO WED IN JUNE—The Rev. and Mrs. Donald A. McDougal of Cross Creek, N. B., have announced the engagement of their daughter, Sharon Ann, to Kenneth C. Lewis, son of Agent and Mrs. Wendell B. Lewis of Rockland. Both are 1966 graduates of Glen Cove Christian Academy, Glen Cove, Maine, and are seniors at Glen Cove Bible School. A June wedding is planned.

turned to Waterville Yard, leaving a vacancy at Bangor.

Conductor Joe Boudreau has taken Switcher No. 5 along with Roland Cook giving Leo Bujold a chance with his old buddy "Speedy" Messier on Relief Switcher No. 1.

Conductor "Donat" Lefebvre, was heard recently singing "In The Good Old Summer Time." Yes, in sub-zero weather.

A new member of our Waterville force is Maurice Johnson, who now holds the Skowhegan job along with our old buddy, Conductor Galen Wheeler, who incidentally, has just returned from vacation. His job was covered by Bill Welch.

We welcome two new brakemen—C. B. "Chris" Perry and R. L. McAllister. They have completed their striking time and are now in active service.

Conductor Vic Tardiff pressed the button of his radio recently, and a mouse ran out. It headed one way and Vic headed the other. Vic's having a spell of bad luck. Recently while draining the radiator of his car,



AT NEWPORT—D. A. Giberson, Conductor of WP-1—PW-2, and R. S. Bickford of BX-2—XB-1, exchanging notes on arrival at Newport Junction.

he went inside to warm up, and upon returning found that the pail in which he was draining the anti-freeze had a leak.

We extend our sympathy to the family of retired switchman James McClay, whose wife died recently.

On vacation last month were P. L. Messier and G. H. Ware, yard; G. L. Wheeler, road; and N. A. Dow, engineer.

ROCKLAND

Home for the holidays were Mr. and Mrs. Daniel E. Lewis of Grand Rapids, Mich., visiting their parents, Agent and Mrs. Wendell B. Lewis of Rockland.

Section men moving around on the Branch are as follows: Bob Tukey took the section foreman's job at New-castle; John Hilton took section foreman's job at Wiscasset, vacated by Tukey; Warren Smith took Hilton's section foreman's vacancy at Waldoboro; and Leland Boggs has taken the Warren Section foreman's position that Smith vacated. This left the Rockland section up for bid.

The thought occurs that with Warren Smith going to Waldoboro, we can expect that he and Waldoboro Agent Del Smith will be growing beards and buying stock in Smith Bros., cough drops, and getting their mail mixed up. Their last name, Smith, is the same. Their initials are D. W. and W. D.

Retired cashier "Father" Snowman paid us a visit recently bemoaning the fact that his furnace quit about 2 a.m., and that he had to go out and thaw the fuel line with hot water. Guess the best remedy for "Father" is to buy a better grade of fuel. With all these problems, he advises that he will be driving the "pickle" around for another year.

WATERVILLE STATION

Joanne Brochu, 14, daughter of Mr. and Mrs. Earl (Ruth) Brochu, was honored at a baton-twirling competition in Millinocket recently. Joanne took first place in beginners'

military strutting and intermediate solo twirling. In five years she has earned 14 trophies and 12 medals.

John David, 8 lbs., 6 ozs., was born Jan. 5 to Mr. and Mrs. Cornelius Begin, Jr. "Dot" is spare Clerk-Stenographer at Waterville. This makes three girls and two boys for the Begins.

Bob Esty, freight office, enjoyed a week's vacation over the holidays.

Down with the Hong-Kong flu was Dick Fecteau, Engineering Dept.

Also on sick leave was Denis Chamberlain, Chief Clerk, freight office.

Misfortune fell on John Ridley, son of Mr. and Mrs. Lawrence Ridley, while home from the Navy on leave for the holidays. John was a patient in the intensive-care unit several days after an auto accident which completely demolished his new Dodge. He has since been transferred to a Naval hospital.

Jane Bureau, spare clerk, was selected for jury duty this past month. This she found to be very interesting.

Albert Thrasher, Jr., Signalman, Waterville, is at home after being hospitalized a few weeks. He is much improved and hopes to return to work soon.

Just N. of Rockland

WATERVILLE SHOPS

The pride and joy of Carman Larry Michaud, that new Buick, was recently involved in a crack-up, totally demolishing the car.

Machinist Apprentice Bob Bucknam recently broke an ankle falling off a staging while building a house.

Recent visitors have been retired employees Henry Gleason, Chris Carstenson, Peanut Loubier, Ralph Giroux and Bill Otis. All are in good health and are enjoying retirement.

Among small bore shooters around the State, Carman Eddie King was high man through December, '68.

Carman Helper Ken Richardson has a new Chevy four-door.

Cecil Gray, a native of Benton and a retired machinist since 1956, died at his home Jan. 13. He worked some 34 years for Maine Central.

Yard Laborer Cliff St. Peter has returned to Moreau's Marauders after a three-month illness.

Eddie Madson, not and bolt specialist, has applied for the pension after some 35 years with the Company. The nut house will be tended by Elisha St. Peter, for a spell.

Assistant Supt. D. B. Sherrard had his car forced into the ditch by a hit and runner, demolishing the vehicle. He now has a Chevrolet wagon.

The latest and most enthusiastic snowmobiler is Carman Welder Gerald Ackley.

The newest and bushiest beard is being worn by tractor jockey Gerald Buck.

Another automobile casualty is the Chevrolet sedan belonging to Mill Man Cecil Niles. It was side-swiped by a pick-up causing major damage.

An enthusiastic ski buff in former seasons, Machinist Rick Chamberlain strapped on the barrel staves for the first time this year Jan. 14 at the Colby Slopes, and broke a leg.

Carman Carl Fisher has a new Volkswagen.

The Carmens' committee for the coming year includes Bill Witham, Don McCaslin and Ralph Roberts. The steering committee for the Machinists is composed of Don Rines, Sid Hamlin and Harlan Young.

EASTERN SUB-DIVISION

Sympathy is extended to Agent Ronco, Great Works, and his family, on the recent death of his mother.

A frequent visitor around the freight office is Retired Chief Clerk R. W. Cunningham, looking well and enjoying his retirement.

Had a nice postcard from Retired Cashier J. H. Shaughnessy, who is vacationing in Florida. John says he is so busy he doesn't have time to get a haircut.

Lewis R. Lyons, former section foreman at Franklin, has bid off the section foreman's job at Dennysville.

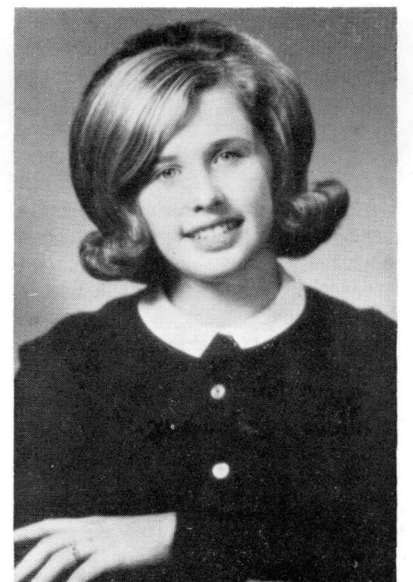
W. L. Scott of Jonesboro, has displaced Dennysville trackman Clayton Stoddard, who has taken a trackman job at Pembroke.

Section Foreman Lewis R. Lyons enjoyed playing Santa Claus for the Dennysville Fire Department, but while on his good will tour he was met by a German police dog who jumped him and severely bit him below the left shoulder, as he gave out bags of candy to some children. On his way back to the fire truck he managed to escape the dog, which came at him a second time. That ended his career as Santa Claus for 1968.

John, Ernest and Stephen Taylor, sons of Section Foreman Burlington Taylor, of Pembroke, left Nov. 18 for duty with the U. S. Marines.

We are sorry to hear that Darold Ames, trackman at East Machias, has been in the hospital with appendicitis.

Bernard Antone, Section Foreman at Pembroke, reported ill in November, is now at home in Pembroke and recovering slowly. We all wish him a speedy recovery.



ENGAGED—Carman and Mrs. William T. Witham, Sr., of 28 Joe Avenue, Winslow, are announcing the engagement of their daughter, Diane, to James G. Poulin, son of Mr. and Mrs. Gerard Poulin of 11 Chadwick Street, Winslow.

Miss Witham is a 1967 graduate of Winslow High School. She is presently a private secretary at Wyandotte Industries Corporation.

Mr. Poulin is a 1968 graduate of Winslow High School. He is presently attending the University of Maine, majoring in Forestry.

The wedding will take place June 28.

Truckers—from page 1)

standard 40-foot length. The truckers propose to back legislation that would allow the coupling together of two 27-foot semitrailers behind a tractor. They propose the current maximum truck length of 55 feet be increased to 65 feet.

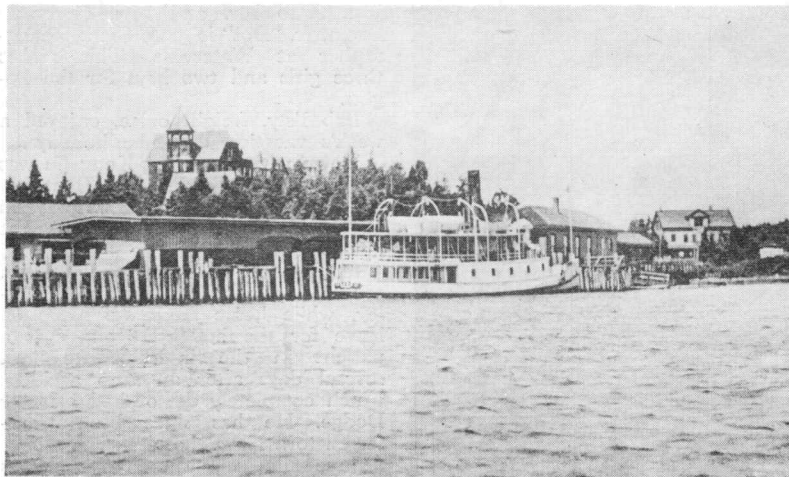
"The trucking news says that "this innovation in trucking which would be new to Maine but has been operated on West Coast highways for the past 20 years, would be a great progressive boon to industry and the people of Maine, and will tend to hold trucking rates down."

"We would quarrel with that statement, not so much for what it says but for what it leaves out. For one thing, the sheer weight of these giant double-semitrailers on the state's highways would cause more wear and tear than is already done by large trucks. Nobody quarrels with the need for efficient and economical truck transportation, but there comes a point, we suggest, when the size of the trucks involved subtract more value from the state than they add.

"Second, there is the matter of safety. There are few things more frightening to the average motorist than meeting one of those huge trailer trucks in the dead of night, or being passed by one. Most of us, of course, have learned to tolerate them. Many have even arrived at the enviable point of hardly noticing them. But increasing the size of these trucks by another ten feet would be adding another factor to contend with on our already too dangerous highways. It takes a good car with plenty of pickup to pass a slow-moving trailer truck now. Naturally, were the truck increased in length, the task would be even tougher. Most people would still try, but at increased risk.

"We trust the legislators will give this proposal extremely careful consideration before granting any approval.

"The proposed fuel tax rebate for both trucks and private auto-

From The History File . . .

ONCE BUSY PLACE—Maine Central Wharf at Mt. Desert Ferry. This postcard, made in Germany, is the property of retired Conductor Phil Nelson of Portland. The steamer is believed to be the Frank Jones of the once busy Maine Central fleet. The photo was apparently made in early morning or late evening before the day's activities commenced at the pier. Perhaps some old timer can identify the big building in the left background.

mobiles using the Maine Turnpike is almost a carbon copy of a similar bill in effect on the Massachusetts Turnpike ever since it opened.

"It would be little more than a subsidy to the truckers, even though they say "there is no logical reason for users of the Maine Turnpike to pay a fuel tax when they are using a private highway." In effect, the Maine Turnpike is no more private than any other highway in the state. It's not going to be worth the while of very many people except truckers to perform the necessary paperwork to get a fuel tax rebate for miles traveled on the Turnpike. It will be very worthwhile for the truckers.

"The truckers argue that such a rebate will "encourage the trucking industry to use one of the better highways in the State of Maine and will reduce truck traffic on the state's highways." They add that "it will also be a great safety factor as the trucks will be using a four-lane divided highway rather than a much over-crowded two-lane highway."

"Precisely. The two-lane highways are already too over-

crowded to allow the addition of double-semitrailer trucks. But crowding them all onto the Maine Turnpike with a fuel tax rebate is not the answer either. The proposal should be rejected."



By Harold C. Clark

Due to the cold weather and flu, 1969 seems to be getting off to a slow start among the Veterans Group. On the list of those recuperating are Mrs. Patrick Mulkern, Mr. and Mrs. George C. Larsen, Mrs. Ernest T. Bildeau, and Mr. and Mrs. Weston E. Petrie.

Other members confined to their homes include Alonzo M. Trenholm, 12 Dow Street, a

former Maine Central and Portland Terminal brakeman. Mrs. Trenholm, states they miss not being able to attend the meetings. Also at home are Howard A. Burnham, Walter P. Stanton and Harold M. Card.

Mrs. Dorothy Fein and children Debbie and Maria of Brooklyn, N. Y., spent the holidays as guests of Mrs. Fein's father and mother, Mr. and Mrs. Weston E. Petrie.

**John Gaddis, 80,
Dies At Calais**

John Gaddis, 80, a retired Maine Central locomotive engineer, died last month at a Calais hospital after a brief illness. A native of Calais, Mr. Gaddis was employed by Maine Central for 42 years, retiring in 1957.

He is survived by two sons, Henry L. of Albany, N. Y., and Donald J. of Calais; one daughter, Mrs. Hilda Sperl of Rock Island, Ill.; three sisters, the Misses Mary, Ethel and Florence Boone, all of Calais; six grandchildren and three great-grandchildren.

RETIREMENTS

Eugene L. Clancy, hostler, Portland, December 30.

Edwin A. Madson, laborer, Waterville, December 26.

Walter H. Marshall, telegrapher, Portland, December 29.

DEATHS

John F. Bradley, crossing-tender, Bangor, January 3.

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

**Bulk Rate
U. S. POSTAGE
PAID
Portland, Me.
Permit No. 16**



AT WORK IN THOMASTON—Arriving at Rockland recently was this huge new Bucyrus Erie power excavator 71-B, later assembled at the Dragon Cement plant in Thomaston. The machine is now working at Dragon's new plant site, its 4½ yard bucket speeding up production.

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