

BIG WEAPON IN SNOW BATTLE—Portland Terminal Co., crews battled the big, late-February storm around the clock for at least three days. Here a switcher shoves the spreader through the drifts enroute to the tank farms at Turner's Island, South Portland, running on one track and clearing another, under the snow in the foreground.

MeC Slowed, Not Stopped By Big Storm

It lasted the better part of four days and dropped up to 45 inches of new snow in places, but it wasn't the worst storm that ever hit Maine Central . . . it just seemed that way.

It certainly seemed that way in the Rumford - Rileys - Livermore area, where it snowed heavily from Monday morning, Feb. 24 through Thursday night, Feb. 27, leaving a new-snow total of 40 inches, officially. That's conservative, because any number of Rumford area railroaders will testify that drifts, at least, went up to ten or 11 feet, and that a level spot—where an "official" measurement could be taken—just didn't exist.

It was up to the sills of locomotive windows at Rileys, where the storm complicated railroad operations most seriously, stalling DR-2 for 16 hours. The official depth there was 69 inches, but that includes snow from previous storms. Biggest problem, as far as operations were concerned, was that the build-up of snow under locomotives would eventually lift the engines and destroy their traction. This meant a time-consuming job of removing the snow and getting the weight of the engine back on the rails before the train could roll again.

Rumford—which keeps track of such things—claimed more snow on the ground after the late-February, four-day storm than any other city or town in the United States. It stood five feet, nine inches deep Feb. 27 at Rumford.

Old Town received 42 inches from the same storm, with only slightly less in Bangor, but further east, the snow tapered off to a dusting. There was no problem at all in Vanceboro, for example, which had its deep snows earlier in the winter.

Throughout the rest of the system, however, the storm multiplied the railroad's usual winter problems. Locomotives arrived at

(Snow—page 4)

150 Junk Cars Daily

Big Metal Shredding Mill Set For Leeds

A huge metal shredding mill that will transform 150 junk automobiles into marketable steel scrap daily will start operations at Leeds this summer. Its owners—officers of a new Maine corporation—expect "it will go a long way toward solving the state's junk car problem."

The new plant—only one of its type in northern New England—will be located on a 19-acre site in Leeds owned by Maine Central, with whom lease arrangements were completed Feb. 25. The railroad will haul two to three carloads of scrap steel from the shredding mill daily. The material will be taken to steel-producing plants in both the U. S. and Canada.

President E. Spencer Miller said he was pleased that his organization could locate a new, revenue-producing industry that will contribute to the success of Maine's beautification efforts. "This plant," he said, "should be beneficial to every community in Maine."

Harry Zaitlin of Saco, president of the new firm—National Metal Converters, Inc.—has worked closely for several months with Maine Central, with officials of Maine's "Keep Maine Scenic" committee, the Industrial Division of Department of Economic Development and the Town of Leeds. He said the Leeds location is ideal for his firm's metal-shred-

ding operation, geographically centered in Maine's most heavily populated, industrialized area.

Paul K. McCann, Augusta, coordinator of "Keep Maine Scenic" committee for the State Park and Recreation Commission, was one of the first to comment on the Leeds operation.

"Some states," he said, "have had to resort to subsidies to work out a plan for final disposal of

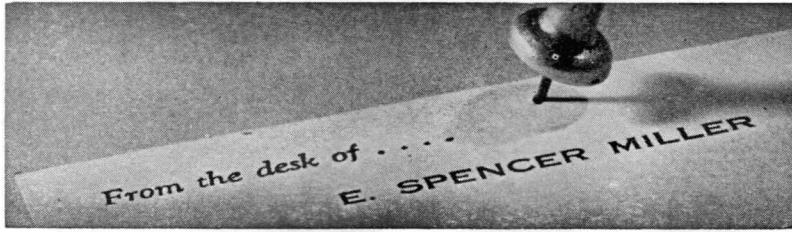
junked automobiles. Our Committee has been striving, with the help of other state agencies, to get it done by private business.

"When the Leeds plant opens, we will see a continuing demand created in the heart of the state for automobile scrap and other metals. Mr. Zaitlin and his colleagues, with the help of the Maine Central Railroad, are going

(Shredder—page 8)

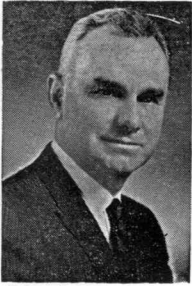


SIGN LEASE FOR LEEDS SITE—Principals in the establishment of a big metal shredding operation at Leeds signed the necessary lease agreements at the Maine Central's general offices in February. From left, seated, Harry Zaitlin, Saco, president of National Metal Converters, Inc., and President E. Spencer Miller. Standing, Charles G. Rivers, manager industrial development and real estate, and Scott Scully, general attorney, both of MeC, and Leonard M. Nelson, Portland, clerk of the new corporation.



TO MY FELLOW EMPLOYEES:

Maine Central leased 19 acres of land in Leeds last month to a corporation whose operations will benefit the entire state. The land—in Libby's Pit, from which the railroad has taken gravel for years—will be occupied by a huge machine that will convert 150 junk automobiles daily into clean steel scrap, ready for blast furnaces. The old cars will come from parking lots, from side yards of city apartments and back fields of farms . . . wherever they've been left to rust and offend the eye.



They'll come by rail and by truck, because as raw material for the big Leeds shredder, they'll have economic value, and it will be worthwhile to get them there.

From the point of view of the "Keep Maine Scenic" effort, establishment of Northern New England's only metal-shredding operation is a major triumph. It will, at last, provide a final depository for junk automobiles, old stoves, refrigerators and other once-cherished metal rubbish that has been spoiling Maine's scenery for years. At the present time, about 27,000 worn-out automobiles are junked every year in the state. That works out to about 75 every day. The present state-wide inventory, estimated by Paul K. McCann, coordinator of the "Keep Maine Scenic" division of the Parks and Recreation Commission, approaches 300,000.

This is the richness of the steel mine that will be opened this summer by National Metal Converters, Inc., at Leeds. The Zaitlin brothers of Saco and their associates are investing substantially for two reasons . . . to realize a fair profit, and to perform a service for their state. Success of their operation at Leeds should merit the support, cooperation and gratitude of every Maine citizen who wants his state to be a better, cleaner, more attractive place.

We of Maine Central are pleased that we could be of help. In a very real sense, the signing of the lease with National Metal Converters, Inc., last month, culminated efforts of the past four years to fit railroad transportation into some scheme that would rid the state of junk automobile blight. It was a triumph for us, too, holding every promise of increased scrap traffic, and at the same time, allowing us to be a partner in an effort to solve a pressing state-wide problem.

It was a success for our Marketing Department, and especially for Royden M. Cote, market manager, construction, grain and metals, who is perhaps most directly and personally responsible for creating the interest and working out the transportation details that led to the establishment of the metal-shredding operation at Leeds. It was Mr. Cote, (once introduced before a Lewiston service club as "Maine Central's Junkman") who was instrumental in the railroad's earliest movements of old automobiles from Bangor and other points, and who has been working closely with the salvage industry and "Keep Maine Scenic" officials for several years, and who never gave up even when no economic solution appeared.

Through his efforts, and those of Charles G. Rivers, manager, industrial development and real estate, there will be a new, on-line industry at Leeds this summer, Maine will be a long step on the way to getting rid of its junk auto eyesores, and our railroad will be hauling gondolas loaded with bright steel on its way to smelters in Massachusetts, New York and Canada.

E. Spencer Miller

LET'S KNOCK OFF THE VILLAIN!

Make Shippers Aware That Railroaders Care



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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By Jerry Shea

The Men's Bowling Tournament will be held in Portland this year, on Saturday, April 12, at West-Port Bowling Lanes. In order to have enough alleys reserved, area chairmen are asked to get in touch with this writer and let him know how many teams you plan to enter and, if possible, the names of the bowlers who plan to participate.

We will try to get started at 1 p.m., and will continue the same format as in the past; that is, it will be a five man, five string total pinfall for the championship, with the Railroad furnishing trophies to the winning team, and high individual total and high individual single strings. Everyone pays for his own bowling.

The men of the Portland Terminal and General Office Couple's League have won this event for the past four years, but since there are still a few more plates for names left on the E. Spencer Miller trophy, they elected to put it back up for the top team prize. Since they will be defending on their home alleys, they have a pretty good chance of repeating, but if Don Priest can get the right bowlers on the right teams, the fellows from Waterville who have been runners-up the last few years have the best chance of taking home all the trophies.

No one can overlook the fellows from the New General Office Men's League led by Lenny



Forrest, who has an average of 115, followed by such good bowlers as Tommy Caufield - 101, Reggie Libby - 101, Ralph Coffin - 100, and about six others who have a 99 average. Ted Jewett has already called from Bangor Car Repair Shop and has said that he has four other good bowlers and will be looking forward to meeting all his old friends at the Tournament.

Even with all the snow we had in February, it is not soon for Bob Brewster, Tommy Caufield and Vinnie Morse, Commissioners, to start signing up players for the Maine Central-Portland Terminal Golf League. They plan to get started and play as soon as the course is open and daylight saving time starts.

There are only a few changes in the Couple's Bowling League as far as team records are concerned. Russ Proctor, Rigby Stores Department, and his wife, Patricia, combined with Clyde Luce, Systems Analyst, General

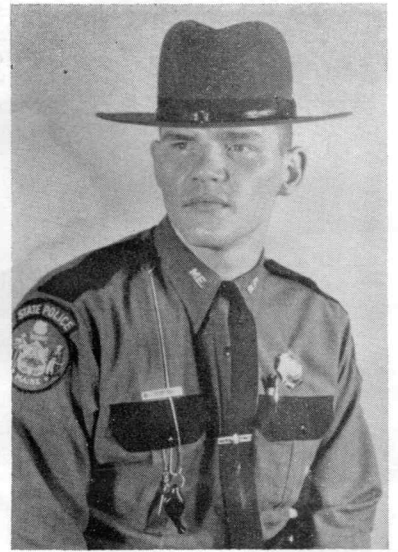
Spitzer Named To Security Post

Appointment of Gregory E. Spitzer, 28, of Gardiner as detective sergeant, Maine Central Railroad Police, was announced in February by Robert L. Baker, Portland, Chief Special Agent.

Spitzer, a Maine State Trooper for the past five years, assumed his new duties immediately. Baker said he will be responsible for railroad security on the Eastern Sub-division, with headquarters at Waterville. Spitzer succeeds James W. Breen, who served as a Maine Central officer for many years before his recent appointment as general agent at Vanceboro.

A native of New York City, Spitzer is a graduate of Food Trades Vocational High School, New York. After a year of business school, he enlisted in the U.S. Marine Corps in March, 1957, receiving honorable discharge in 1961. He became a patrolman in the Augusta Police Department in 1962, and a Trooper in the Maine State Police in 1964.

Sgt. Spitzer and his wife have been living at RFD 3, Gardiner.



G. E. Spitzer

Thinking Safety

By Lawrence W. Sparrow

During the past year there has been numerous personal injuries reported, the majority being NTL (No Time Lost), of employees alighting from steps of standing diesel locomotives and turning or spraining their ankles.

Most of these injuries would have been avoided if Safety Rule S 30-b had been observed. "Face the engine when using its vertical (or cab) steps or ladder."

One should not come down the steps with his back toward the engine and jump to the ground or roadbed, but rather turn and back down, facing the engine, and drop off the same as if it were a ladder and sill step on a car.

Office, and his wife, Barbara, to take over high single team total and high three string total, with 435 and 1221, respectively. The only new record in the Men's League was a 404 high individual three string total rolled by Lennie Forrest, Track Department, Portland.

RETIREMENTS

Frank H. Adams, carman, Northern Maine Junction, January 1.

Walter L. Blanchard, general agent, Vanceboro, January 16.

Harold J. Conners, locomotive engineer, Portland, January 3.

Manville R. Howell, trackman, Hartland, January 15.

Alice M. Shanley, cleaner, Portland, January 29.

Disability retirement: Laurier J. St. Amand, conductor, Waterville, January 20.

DEATHS

Willard J. Weeks, section foreman, Rumford, December 10, 1968.



CHOW TIME—P. L. Messier, relief switcher No. 2, Waterville, takes his lunch break aboard the caboose.

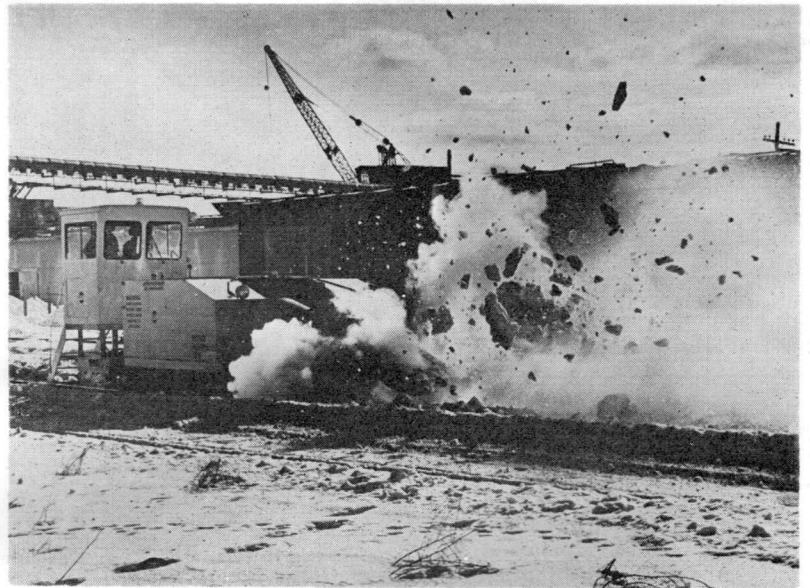


FOR THE BRIDEGROOM—Herbert Higgins, clerk, auditor disbursements, Portland, was married last month to Susan Hodgdon of Falmouth, and before the ceremony, fellow workers observed the occasion with gifts. From left, standing, Myrtle Neilson, Bob Rounds, Louis Davis, Dick Luce, Madeleine Bowdoin, Reg Roy, Louise Scannell and Charles Anderson.

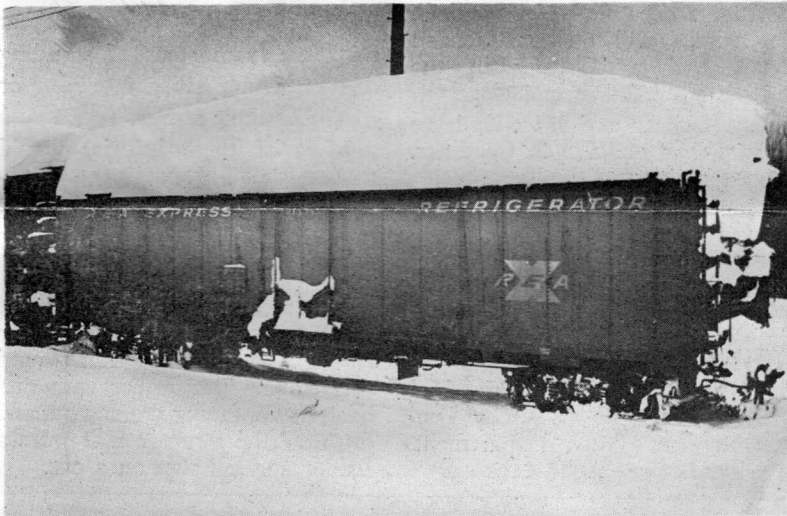
Rigby Yards ... After The Storm



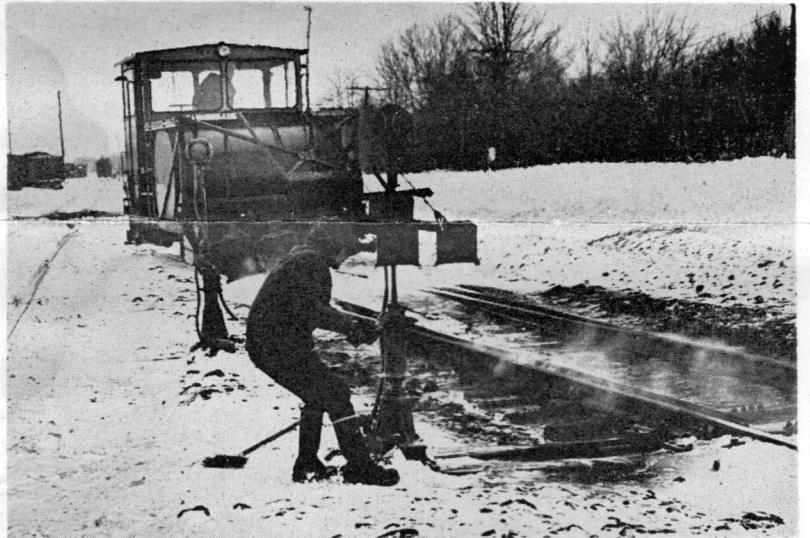
Workers remove snow from locomotive 262 as a train is made up. Snow build-up under the engines proved troublesome during the storm, actually cutting down traction. It was necessary to remove the accumulation several times during a trip.



The jet snow blower assigned to Portland Terminal Co. duty, blasts through a drift in Yard 8, off Commercial Street, throwing snow high in the air. The machine, first used last winter, has proved effective in clearing yards, and one is in use at Bangor, too.



This refrigerator needs defrosting. Nearly six feet of snow stands on top of this REA reefer, resting momentarily at Rigby after a trip from Bangor. Most cars had snow, but this one caught a drift of its own, and carried it along on its journey.



Another spectacular piece of snow removal equipment is this flame-thrower, shown as workers labored to clear switches at Rigby. The machine has just melted the snow in this switch, and has retreated while a crew member checks its operation.



Two diesels start a long train out of Rigby, facing long miles of deep snow to the east. Maine Central operations were slowed by the heavy fall throughout the western section of the system, but continued without serious interruption.

Snow—from page 1)

Rigby after the trip down the hill from St. Johnsbury, Vt., with their engine spaces filled with snow. They were taken into the engine house and shoveled out, then dried. A payloader was used to remove the snow from the engine house itself afterward.

Yard operations were slowed, not only by deep snow, but by switch problems. Crews would clear a switch, only to have it filled up again by the first locomotive that passed it. Not only would a passing locomotive fill the switch, but pack it tightly, requiring the crew to return and pick out the resulting ice.

Jet snow-blowers, flame-throwers, plows, flangers and old-fash-

ioned shovels were operated 'round the clock throughout the storm and afterward. Even when snow had stopped falling, the strong and gusty northeast winds continued to cause drifting problems. Stretches of track that had been cleared an hour previously required reclearing two hours later.

Although slowed generally, and in some places almost to a standstill, Maine Central still managed to operate, thanks to the long hours of plowing and clearing by crews throughout the system. And afterward, to a man, they agreed they'd seen enough snow to last them until next winter, at least.

Truckers Take Care

Here's an editorial from Missouri-Pacific's MOPac NEWS that should be of interest to Messenger readers . . . particularly at a time when the trucking industry in Maine is seeking legislation allowing 60-foot trucks and 65-foot double trailers on the highways of Maine:

The truck is the railroad's number one competitor. No other carrier has drained away more traffic from the railroads. Today, the trucking industry is successful and its spokesmen foresee still more success. We disagree.

Last year, regulated truckers ranked a distant second to the railroads in intercity ton-miles. The railroads had 41.6 per cent of the tonnage compared to 22.1 per cent for the truckers. The regulated truckers, however, actually collected slightly more revenue than the railroads. And this does not include non-regulated truckers who might haul again as much freight as their government supervised counterparts.

Most railroad men are aware of the advantages commonly attributed to the trucker: flexibility in pickup and delivery, short haul speed, less complex terminal problems and only modest investments to maintain in fixed facilities. Some of the trucker's disadvantages are: limited load capacity, high operating costs, higher rates, less speed on the long hauls and unreliability during adverse weather.

It is quite possible that the trucking industry, at least the over-the-road segment with which we compete, has reached the zenith of its success. For at least five reasons, the long-haul trucker might be on a downhill grade.

First, the trucker's lifeblood is a highly-developed national highway system. Anyone who drives knows that highways are becoming increasingly congested and will continue to become more congested as our population grows. The costs of building new highways—at taxpayers expense—are becoming more excessive, especially when you consider the fact that a highway is probably the most inefficient means of transportation around. Also, the government is finding it increasingly difficult to meet all its responsibilities in other areas. It seems inevitable that much new highway construction will be stalled.

Second, airfreight is growing rapidly. It is the trucker, not the railroad, who will feel the brunt of airline competition for freight because the airlines will be going after much of the highly-rated traffic now carried in trucks.

Third, there are indications that the public is finally getting angry enough to take action about increasingly heavier and longer trucks running along the highways. The truckers met with calamity during the most recent session of Congress on a bill that would permit heavier and longer trucks on the federal highways system. And this adverse reaction came from many segments of the public.

Fourth, the trucker has a serious cost problem. His expenses go up almost directly in proportion to the amount of freight he carries. He does not have the leverage of the railroad working in his behalf. A railroad's expenses show a much slower rate of growth once enough revenue is collected to meet its heavy fixed expenses. The trucker has to put more drivers and more equipment into service in order to handle more freight. About 90 per cent of his revenue is eaten up by operating expenses. And costs for all carriers continue to rise.

Fifth, and much more on the positive side, the railroads are meeting truck competition head-on. Piggyback and the tri-level auto car have in themselves removed hundreds of thousands of



AT CLERK'S BANQUET—Members of Lodge 374, Brotherhood of Railway Clerks, held their annual banquet and dance in February at the Eastland-Sheraton. From left, Al Chapman, co-chairman; Sumner Thompson, chairman; Glenda Spires, hostess; Dick Luce, president of the lodge; and Reg Roy, local chairman.

truckloads from the highways. Railroads have inherent advantages in cost and operating efficiency and now they are meeting the trucker's service advantages through such developments as: improved terminal performance, more sophisticated marketing, better load protective devices, faster and shorter trains, volume and incentive rates and increased overall sharpness in operations, services and personnel.

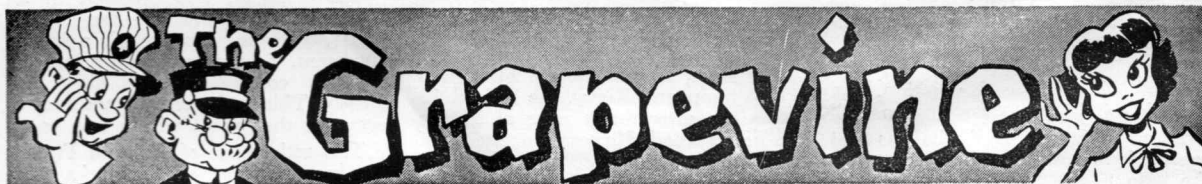
Today looks fairly good for the

trucking industry, but tomorrow may look a lot less rosy.

Coincidence

When Raymond P. Cunningham retired as chief clerk in the general agent's office at Bangor, Harry A. Bowen succeeded him.

And last month, Cunningham, Past Grand High Priest of the Grand Royal Arch Chapter of Maine, installed Bowen as High Priest of Penobscot Chapter, another position he once held himself.



GENERAL OFFICES

Cashier Gordon Williams and his wife Kay have become the grandparents of a little girl, Kathryn Leigh, who was born February 7 to Jeanne and Dana Rogers in Durham, Conn.

Vice President and Mrs. J. W. Wiggins flew to Hawaii on their recent vacation and spent two weeks in Kailua, Oahu, with their daughter Margaret, husband Major George Bailey, and two children—Chris, age 8, and Tressa, 5. Major Bailey is stationed in the U. S. Army in Hawaii. They took day and evening trips around Oahu, which is the busiest and most developed island in the group; shopped at the well known shopping center near Waikiki, visited Pearl Harbor, swam in the surf of the beautiful Hawaiian beaches, and took many pictures along the way. On the trip home, they stopped in San Francisco for two days on a sight-seeing tour of that city, and finally and regretfully sailed into the wild blue yonder for home, but with many wonderful memories.

Everyone looked 'mighty gorgeous' at the Union Banquet at the Eastland Motor Hotel, held Feb. 8. Several of the retirees were present including

Cora Hoy, Ruth Kelley, Eleanor Frates, John and Marjorie Briggs, Sam Spires, Martha True, John Corcoran, and Mr. and Mrs. Harold Cummings. Nate Gold's Orchestra, with our own Charlie Anderson, played both modern and "not quite so modern dances" and from observation, some of our associates can really dance.

Betty MacDonald, Stenographer, is busy recuperating from surgery, being one of the first to have a room in the new wing of the Maine Medical Center.

Congratulations are in order for John, son of Marion Faibisy! He recently passed his oral exam for Ph.D at the University of Massachusetts.

Every second Wednesday evening in February, Dick Aylward (Chief Clerk) and family, assist the other members of their Williston Church on Thomas St., in presenting a public Clam Dinner—which is quite an event! This year almost 300 attended.

The ladies of the church make the salads, coffee and cookies, and Conora of Scarborough prepares the clams. Everyone available waits on table and it's one grand indoor picnic!

Well, Al Kennedy mournfully returned from his eight-day vacation in Hawaii, which he spent on the Island

of Oahu, where he stayed at the Princess Kaiulani Hotel near Waikiki Beach. Al flew from pine trees to palm trees in just 12 hours and two movies! While seeing Pearl Harbor by boat he watched the "Enterprise" being brought in for repairs after the explosion which took place off Hawaii.

He swam in the surf at Waikiki Beach, took pictures atop the revolving restaurant and did all the usual things that tourists do.

Marketing Department's Ed Libby's two sons, John, and Ed, Jr., (Skip) recently completed a trip across the country during vacation from their respective colleges. The two brothers flew out to Los Angeles, then drove back to Portland via San Francisco, Tijuana, Las Vegas and New Orleans to mention a few of the highspots of their trip. Must have been just a little difficult to get back into the classroom routine after all that excitement!

Marketing's Anne Gross and Joe DiMauro had a small, but friendly rivalry going between their favorite high school basketball teams. When tournament time rolled around it found the two teams meeting to determine who would make the tournament—and they were competing for last place!

Fred Harris reports that son Carl,

a Portland High School Senior, has been accepted for admission next fall by Suffolk University and the University of Maine in Portland. Fred says that Carl is leaning (with a gentle push from him) toward UMP. Fred recently became a member of that not-so-exclusive club called "The Working Husbands of Working Wives Associates" (or the Is It Worth It Union?) when wife Jessie accepted a position in the credit office of a local department store.

Marketing Department's Ski Bunny, Arthur Edwards, has been hitting the slopes almost every weekend with his family. From what we hear, he is getting to be quite an expert, and it's only his second season. We'll take his word for it until we have occasion to believe otherwise.

Two items from the former New Haven office on the second floor, now wearing the Penn Central emblem: New district sales manager is R. W. Brooks, who was New Haven's Canadian traffic manager. Steve Magyar, chief clerk, and Darlene Baker, 42 Brentwood street, Portland, will be married in June.

RIGBY

Mrs. Charles Tetreault, wife of the Engine House Foreman, had a brief stay at a local hospital for observation.

Engine-house employee Elmer Andrews has returned to his old job at the shop after having covered a Car Department vacancy. He spent considerable time at his hunting camp at Wadleigh Pond, where he and four friends shot a deer apiece.

Carpenter "Jerry" Woodrow, Bridge and Building Crew, is ill. The other crew members under the supervision of "Red" Baker are working at Wharf No. 1. George Beckwith of the same crew has purchased a house-trailer and plans to do some touring this summer, as well as living in it regularly.

Stores Department employee Charlie Guptil took a two-week vacation, and is back on the job, "a-raring to go."

Foreman Joseph DeRoche has just returned to work after being out with the "Flu."

Barbara Mills, daughter of Engine Dispatcher and Mrs. Arthur Mills, is attending Gorham State Teachers' College. She has decided to prepare



A PIN FOR MARY MORSE—Engineering Department signal clerk Mary Morse, currently serving in an additional capacity as an associate editor of the MESSENGER, was awarded a 25-year service pin last month. Congratulating her at a coffee-break celebration were from left, Dick Alyward, Marion Faibisy, Alice Eliason, Wendell Quimby, and to Mary's left, Larry Caret, J. F. Stanford, Larry Harding and James O. Born.

herself for teaching elementary school education, and is attaining good marks.

The Deering High School band held a concert on Sunday, January 19, in which our railroad group had a fair representation.

Denis Flaherty, son of "Martie" Flaherty, Foreman Bulkhead No. 53, and nephew of Bartley Flaherty, Clerk, is home on leave, recuperating from Viet Nam War wounds.

Machinist Milton Coombs has returned to his job after a bout with the "Flu."

"Harry" Adams, 82, a long time employee of the Car Department, died recently. He was a Foreman, as well as a carman in that department for many years, both at the old Thompson Point Shop and Rigby. He retired 13 years ago after many years of service on the railroad. He was also fire chief and selectman of the town of Windham for over 20 years.

Young "Al" McCann made the headlines in our local newspaper when he defeated two other contestants in the 1000-yard race at a recent meet

in the Exposition Building. He represented the Greater Portland Athletic Association.

Car Department employee "Dusty" Greenlaw, underwent minor surgery recently.

Carman "Ray" Wilson is back on the job after a touch of the "flu."

Hilman Crommett, 54, son of former Machinist Hermon Crommett, died Jan. 27. He was employed at the Thompson Point Shops, and Rigby engine house in 1923, before going to the Waterville Shops.

Edward Nally, son of Machinist "Johnie" Nally, was involved in an automobile accident on the Baxter Boulevard when his car hit a bridge abutment. Edward was badly injured, but his companion was killed instantly. This is the second accident to occur at that point within two years.

The retirement of Captain Francis Landry, manager of the Jarka Corporation who operated the Terminal owned Wharves No. 1, and No. 3, was noted with regret by many of our employees.

Former Maine Central Conductor "Ed" Clark, 84, died Feb. 3. He was a 50-year service man, and operated in passenger service as well as freight.

Charles Toothaker, 86, a retired Maine Central engineer, died recently at his home in Inverness, Florida. He ran out of both Portland and Waterville for over 48 years.

Mrs. Curtis Wright, wife of Flagman and Conductor "Curt" Wright, was involved in an automobile accident recently. Neither she nor her eleven year old son were seriously injured. Seat belts were in use.

Property owned by Electrician and Mrs. James Small of Cornish was destroyed by fire recently. The house, known as the Moody estate, was formerly owned by Mrs. Small's father, and was being rented at the time. Many antiques were stored in the attic.

Many employees at the engine-house and in the yard received their 25-year service pins last month.

We have a new face at the Stores Department, that of Robert Chapman, an ex-service man with 20 year's rating in the Navy.

Machinist "Al" Stiviletti has been under the weather most of the winter, but is now back on the job. He'll be out on the ski slopes before long.

Lillian Morton, 72, wife of retired engineer "Cliff" Morton, died suddenly February 4.

Carman William Roche is back to work after having broken his leg in November. Carman John Bennett is recuperating after surgery.

Early vacationists at the Car Department are Clerk Joe Malloy, and Carmen Elmer Amsden, John Murphy and Tom Merrigan.

"Al" Worcester, equipment maintenance man on the Maine Central, was at Rigby recently, tuning up snow removal equipment.

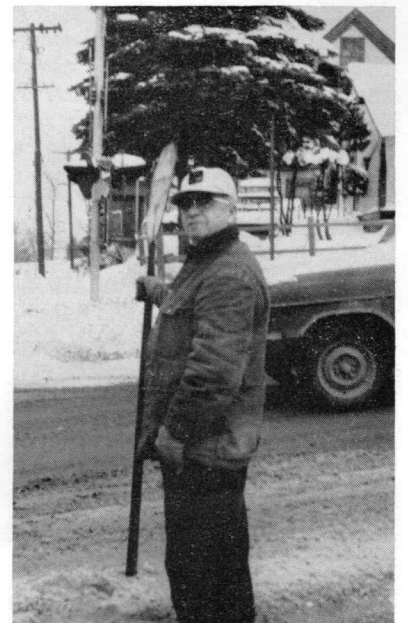
Mrs. Grace Hutchinson, widow of former Machinist Arthur Hutchinson, Rigby and Bangor engine houses, was married recently to Hugh Hollingshead of Brunswick, employed at Bowdoin College. Mrs. Hollingshead was employed as division manager at Sears, Roebuck at Bangor, and will hold a similar position in Brunswick. She is the daughter of Clyde Gary, a retired Chief engine dispatcher.

ROCKLAND

Congratulations are extended to Car Cleaner and Mrs. Fred A. LaBranche of Jefferson on their new addition Jan. 27, a five pound, five ounce boy named Charles Joseph.

Our congenial "yardmaster," car inspector Floyd "Monty" Montgomery, has blossomed out with a 1966 Dodge Coronet sedan. This was quite a shock to the boys around here as Monty has always been a "dyed in the wool" Chevrolet man. Some of these cold mornings recently, we understand he has mentioned that he wished he still had the "Chevy." His reason for not getting another "Chevy" is because his garage wouldn't handle the length of the later model.

Car cleaner Fred LaBranche says that mother cat's two kittens at the engine house have been taught to reply "aye-aye" and "ten four" to Machinist "Jakey" Walker and "Monty" respectively. Sounds like pretty intelligent kittens these boys have for mascots.



LEO IN ACTION—The one and only crossing tender in Waterville area, Leo Joler, caught in action on Sand Hill crossing in Winslow.



DRAFTSMAN AND FAMILY—Pictured above are Charles Jackson, Draftsman, and family. From left, wife Irene, Charles, Jr., Becky, and Charles. Charles is one of the best examples of the old axiom, "When you want something done, give it to a busy man."



MAKES REPORT—Hollis E. "Skinny" Mackay, car inspector, Waterville, making his report on cars available for Scott and Keyes.

Sympathy is extended to the family of retired locomotive engineer Chester M. Overlork who passed away in a local nursing home Feb. 12th. He was 84, and at retirement had been employed by Maine Central for 45 years.

The flu bug hit members of the Freight office at the same time when your correspondent was taken sick about the middle of the week and Cashier Stan Prescott on the weekend. Covering for the Agent were spare operators Q. C. "Brownie" Brown and "Dud" Carter. Covering for Stan was N. W. Hawkes from Brunswick.

Engineman Charlie McLain of the Rockland Yard Switcher, is recuperating from surgery. His job is covered by spare Engineman Fred Morton from the Rigby board.

Still ill with the flu is Sectionman John Bodman. Hope it won't be too long before he gets back to work. Also hit by the same bug was Sectionman R. S. Bonney, who has returned to work.

Spring can't be too far away. Lots of fellows are making the trek to the Automotive Registry in the Old Rockland Passenger Station, endeavoring to beat the March 1st deadline.

WATERVILLE SHOPS

Stenog Gloria Laliberte has been a recent surgical patient at the Seton Hospital.

Scott, son of Welder and Mrs. Gerald Ackley, while operating a snowmobile, hit a low hanging branch severely injuring one eye.



DIRECTING TRAFFIC—General Agent "Cal" Clarke and Spare Conductor Guy Coro, Waterville, on the spot directing traffic on the Westbound during a plowing operation in the yard.

As this is written, Machinist Rick Chamberlain is still confined to a local hospital with a broken leg.

Sympathy is extended to Yard Laborer Dave Dulac, whose father died recently. The elder Dulac was also brother-in-law to Foreman Chick Pooler.

Millman Newman Tabor has been drawn to serve on the Federal grand jury sitting in Portland.

The severe snow storm of Feb. 9-10 crippled shops operations and posed a big problem in snow removal. Many employees were unable to report for work on the 10th.

Stenog Shirley Barton has been a patient at a local hospital.

Blacksmith Helper Dave Ifill has resigned and has accepted employment with another major local industry.

Foreman and Mrs. Wade Richardson have recently been in Bridgeport, Conn., where he has been inspecting



SAFETY PAYS—On the lookout for safe operation is Conductor Lee Miller, Waterville. He is pictured retrieving a piece of wood that fell off a rack car.

some machines for possible use in the Machine Shop here.

William D. McCaslin and Miss Gail I. Rice were recently married at Oak Grove Chapel in Vassalboro. He is the son of Painter Helper and Mrs. Don McCaslin.

Painter W. E. McFarland, Oakland, and his wife Geraldine are parents of their first child, James Allen, born Feb. 1 at Seaton Hospital, Waterville. The proud father is working with other members of the crew at the General Office in Portland.

Carman Ernest Laliberte has been named neighborhood commissioner for the new Boy Scout troop at the Fairfield Methodist Church.

WATERVILLE STATION

We welcome Ricky Roland Herbert to our crew at the freight office, having bid off the Asst. Cashier's position.

Trainmaster and Mrs. W. L. Harris recently spent a weekend enjoying the 80 degree temperatures at Cape Carlo, Florida.

Several of the employees around the Station were off duty due to sickness of some sort.

Ruth Brochu, Engineering dept., was down with the flu. Denis Chamberlain and Denise Belanger, freight office, remain on sick leave. While Beverly Cook and Lucette Huard returned to their duties after a week of the so-called Hong-Kong flu.

One of our working mothers received a call stating her three-year-old was jumping off the garage roof. As in most areas this past month, the snow banks were mighty high.

Larry and Connie Ridley are making regular weekend trips to their Moosehead Camp. A lot of fishing and Ski-Doo riding for them.

Work Equipment Maintainer Les Anderson is working at Bangor filling in for Cecil Beal while he is out on account of an injury.

A newcomer in the Work Equipment department is David Worcester from Ellsworth, Me.

Trackman K. E. Hall has returned to work at the Rumford Section after completing his military service.

Trackman Manville R. Howell, Hartland, retired Jan. 13 after 22 years of service. He was 65 years old.

Work Equipment Maintainer Caleb Mitchell, Brunswick, is on sick leave.

Trackmen H. C. Lessard, Augusta, A. L. Buck, Jr., Livermore Falls, and track foreman L. V. Robinson, Jr., Rileys, have returned from sick leaves.

Clerk Dick Fecteau, engineering office, recently attended the Ice Capades in Boston.

WATERVILLE YARDS

We extend our sympathy to the families of Enginemen Ralph S. Berry, 78, retired, and Charles L. Toothaker, 86, retired, who passed away this past month. Mr. Berry held Switcher No. 4 for many years, and shortly before his retirement, was on Switcher No. 3 on the West Bound. Mr. Toothaker, before his retirement, was on the Madison Local and also worked in the yard for a short while. Mr. Berry had 45 years service and Mr. Toothaker 48.

By coincidence, and a happy one at that, was the meeting of the two nephews of Yardmaster Arthur Voisine (Waterville Yard.) They were both wounded in Viet-Nam and were sent to the same hospital in Japan. Neither one knew until one of the mothers wrote and told them of each other being in the same hospital. They are Richard "Rich" Voisine and Normand Deprey. They are both now at Fort Devens hospital recuperating from their wounds received in action.

We heard through the usual grapevine that W. L. Harris, Trainmaster in the Waterville area, almost took a side trip to Cuba recently when he was on a flight to Florida.

Trainman "Don" Berry told Mr. "Will" Schloth of Division 3, Engineering Department, that if he wanted to talk to him for any length of time that he would have to install an inter-com. He says he's getting a stiff neck looking up at him. "Don" is a little over five feet, while Mr. Schloth is nearly seven feet tall.

Engineman "Cliff" Clark was telling Conductor Henry Douin that he was a plain engineer . . . he's not civil as yet.

"The Fox," we understand, has somebody to compete with and he is known as "The Bear," none other than R. F. Blair, spareman from Portland, recently seen on the wood job. We don't know what feat they will be competing in, but time will tell.

Johnny Nelson of Switcher No. 5 tells us that if it hadn't been for him, "Vic" Tardiff could have been found in Rigby yard in a gondola a while back. When "Vic" was walking inside the gondola to get to the hand brake, and Johnny had to help him get out.



ON HIS WAY—Engineer C. E. Haynes, of BX-2—XB-1, on his way to make a change of power from Engine 801 to 581 at Waterville.

We are happy to hear that our engine house clerk, Harry Nason, was appointed fire chief in Newport, his home town. Our congratulations, Harry.

Our congratulations to Joan Marie, daughter of Conductor and Mrs. Henry J. Douin, upon her recent marriage to Craig Allan Cookson of Pittsfield. Joan Marie is a graduate of W.H.S. class of 1968 and is employed by the Motor Vehicle Division in Augusta. Mr. Cookson was graduated from Maine Central Institute and Wentworth Institute, Boston, Mass. He is employed by Cianchette Bros. They will make their home in Portland.

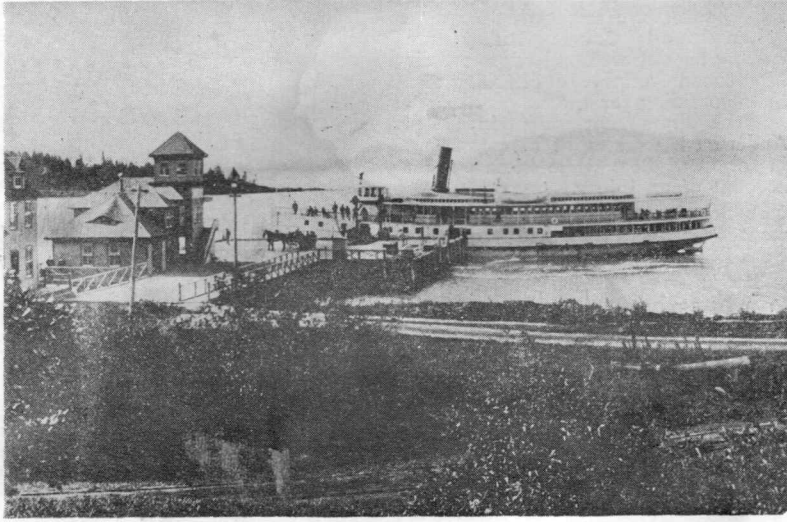
J. A. LeFebvre, Conductor of Switcher No. 2, is happily back with us after a short stay at the hospital for a check up.

On vacation this past month were R. J. Moffatt, L. P. Donahue and D. C. Barry.



Conductor Arthur Genest, Waterville, of the newly established Switcher No. 9, is seen in Augusta frequently these days. He's the legislative representative of the U.T.U.

From The History File . . .



AT SORRENTO, 1896—Hope we're right about this one . . . it's a scene at Sorrento, on Frenchman's Bay, 73 years ago. The ship is "Sappho," loading passengers for the run to Bar Harbor. The picture is from the collection of Richard F. Dole, Maine Central's chief mechanical officer.

History Buffs Call Us To Task On Facts (?) About 'Frank Jones'

If there's one thing we've discovered in the eight and a half years since the first issue of the MESSENGER went to press, it's that interest of railfans, history buffs and the general readership runs high when Mount Desert Ferry is mentioned.

And if we really want to get an idea of how closely the MESSENGER is read, the best and quickest method is to mention Mount Desert Ferry and make an error of fact.

Not that we did it deliberately, last month, when we ran the picture of a steamer we said was "believed" to be the "Frank Jones" of the once-busy Maine Central fleet. We really thought it was the "Frank Jones," and said so.

But it couldn't have been, said dozens of readers in letters, phone calls and visits to the MESSENGER office. "Frank Jones was twice as big, and a side-wheeler to boot," was the principal comment. They were agreed on that.

But they weren't agreed on what ship she actually was.

Some had used magnifying glasses to try to read the name on the stern. Most felt that whatever ship it was, there were five or six—maybe seven—letters in her name.

With this, some of them went over the list of Maine Central ships, and the vessels owned by other lines that for one reason or another might have tied up at Mount Desert Ferry.

Alfred Downes, South Port-

land, a retired conductor, said she was "Sappho," probably the best-known and most highly regarded vessel of the railroad fleet.

W. Bartlett Cram, Hampden marine historian, suggested she might be "Sebenoa," Maine Central's first Mount Desert Ferry steamer, or "Catherine," of the Eastern Steamship Lines, which he said served Hancock Point for several summers.

Phil Whitmore, a PTCO. brakeman and native of the area, almost agreed on "Catherine," but suggested she might be "Cymbria" of the Barbour Lines.

There were more, and one of them, Retired Conductor E. E. Marston of Portland, who once ran to Mount Desert Ferry, set us straight on the name of the big hotel there. It was "the Bluffs," he said, and added that a later hotel was known as the "Maine Central Inn."

Well . . . we still don't know for sure, and probably never will, exactly which vessel of the railroad's fleet was pictured. But we have a pretty good idea of the interest of MESSENGER readers in historical material, and their attachment for the colorful events and busy days at Mount Desert Ferry.

Shredder—from page 1)

to make an attack on some of the state's worst eyesores as well as establishing a new industry."

Zaitlin said the new plant will

require a "substantial" investment. It will consist of several buildings, scales for weighing incoming truckloads of junk cars, a stockpile area, a railroad spur and the big shredding machine itself. Located in a depleted gravel pit, the entire operation will be invisible to motorists passing on nearby Route 202, will be virtually smokeless, and will not contribute to pollution of local streams.

He said the big shredder will process one automobile body in one minute. It will take whole cars at one end and deliver two-to-three-inch pieces of clean steel at the other, loading directly into railroad cars. Residues—composed of non-ferrous materials—may be used as excellent land fill.

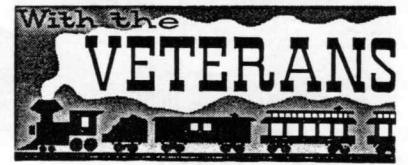
Zaitlin said the new plant will employ ten persons initially, with more to be put to work if the corporation decides to operate on two or more daily shifts.

He said the new plant is expected to draw junk automobiles, discarded appliances and non-ferrous metals from the entire state. Maine Central's marketing department is working to set up rail movements of junked automobiles from various Maine points to the Leeds location. Zaitlin suggested that junk cars also could be brought to the Leeds site by owners of pulpwood trucks in their off season, and that owners of similar highway units will find this business attractive. He said he expects more than 100 such operators could find employment for their trucks when the new plant is in full operation.

Zaitlin said construction of the new shredding plant will begin at the Leeds site as soon as possible in the early Spring.

National Metal Converters, Inc., will join Bancroft and Martin, Inc., and Blue Rock Quarry in the area, known for years as Libby's Pit. It has been the source of gravel used for construction by the Maine Central Railroad, and already is served by rail sidings.

Other officers of the new corporation are Irving Zaitlin, Saco, vice president; Donald J. Nelson, Portland, treasurer; and Leonard M. Nelson, Portland, clerk.



By Harold C. Clark

The January meeting of the Maine Association of Railroad Veterans was held at Howard Johnson's Restaurant, Thornton Heights on January 26th and in spite of the weather 64 members turned out for a very enjoyable meeting.

Captain Don Messer of the South Portland Police Department, was the speaker and thoroughly covered the abuse of drugs and the pitfalls of marijuana smoking. He displayed samples of the drugs.

We are sorry to announce that Leonard E. King, Sr., who has been program chairman for several years, has resigned. Mr. Theodore Cote, Sr., will replace him with the assurance that he will receive assistance from the members.

Harold Card has gone to Amarillo, Texas, to make his home with his son, Charles.

Bill Wood, of the disbursements office, has recently purchased a new Chrysler.

Sympathy is extended to Mrs. William A. O'Neil, on the death of her sister, Miss Elizabeth M. Connor.

We are also sorry to hear of the death of Chester Overlook, an old Knox and Lincoln engineer who was well known to many of our old timers working out of Portland. He was 84 years old at the time of his death and had been in poor health for a long time. We extend our sincere sympathy to his family.

Readers are asked to call Harold C. Clark, phone 774-0494, with items of interest.

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