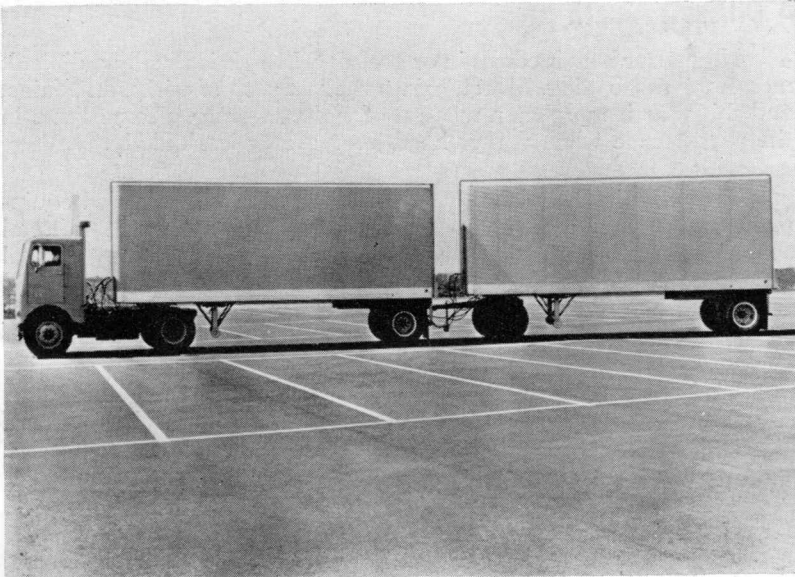
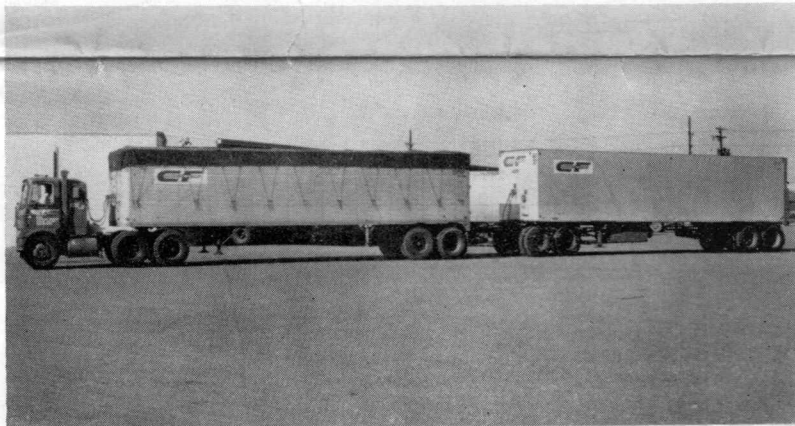




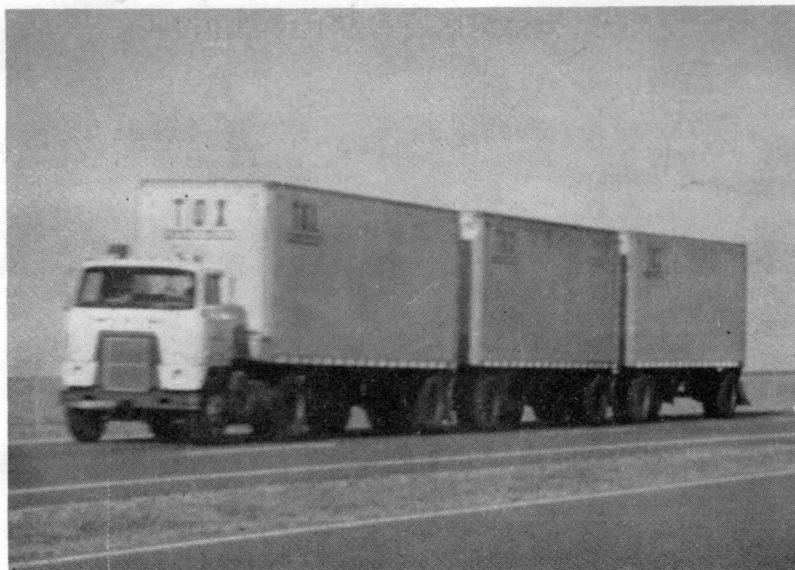
If They Get This....



They'll Want This....



And THEN They'll Want This!



Railroaders Urged To Battle Latest Double-Bottom Attempts

Every railroad employee has an important stake in the efforts of the Maine Truck Owners' Association to convince Maine's legislature that rubber-tired freight trains 65-feet long should be allowed to operate on the highways in Maine. At the same time the truckers also seek to increase the allowable length of freight-carrying behemoths which presently roam throughout Maine.

Management and employees, the latter in the person of Dominique J. Fortin of the Brotherhood of Railway Clerks, together with Arthur Genest, State Legislative Director and Eugene R. Plourd, Legislative Representative of the United Transportation Union, joined in opposing the attempts when hearings on the bills were held in March.

All employees of the railroad can help insure their jobs, as well as the safety of their families while they ride on highways and streets in Maine by writing—or telephoning their Maine senators and their representatives in the House that they do not want either of the bills to pass.

The Bangor Daily News, in its report of one of the hearings said: "Tandem Trailers, known as 'Double Bottoms' in the last Legislature when Maine truckers were denied the right to operate the vehicles on Maine highways, have taken on a new name, although their purposes remain the same. . . . The tandems have become 'those dear little 27-footers,' Eugene L. Coffen of Falmouth, general manager of the Maine Truck Owners Association (MTOA) told the panel in supporting L. D. 510 at a public hearing.

"The bill, sponsored by Rep. Myron Wood, R-Brooks, would allow double trailers to be hauled on four-lane controlled access highways in Maine, as well as to and from trucking terminals serviced by an exit from the super-highways, subject to the permission of local authorities."

The proposed let-down in safety standards on Maine's highways would allow the huge freight trains on wheels—which would be longer than the combined lengths of a Pontiac, Ford, Chevrolet and a Volkswagen traveling bumper-to-bumper — make trips off the toll road and four-lane highways, using city and town streets.

(Trailers—page 8)

Retirement Fringes Cost \$1 Million

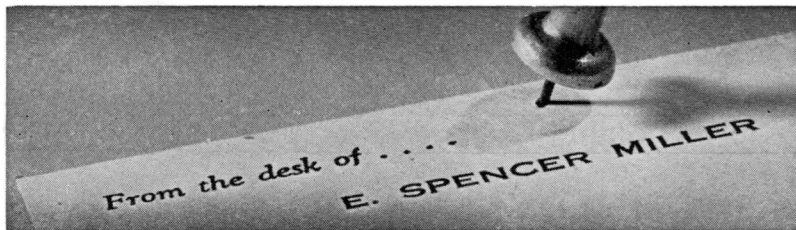
Maine Central's annual report shows that taxes for employee retirement benefits, plus a special tax to support a Federal supplemental annuity program, cost the railroad just over a million dollars in 1968.

This burdened the road, the report shows, with costs set by Federal law creating employee retirement benefits "approximately twice as much" as its freight-carrying competitors on the public highways and in the air.

President E. Spencer Miller reported to the stockholders that while revenue freight ton miles exceeded those for 1967 by only eight tenths of one per cent, interim and final rate increases permitted by the Federal and State Commissions effective in June and December, "coupled with a tight-fisted grip on controllable expenses, produced net ordinary income (in 1968) of \$506,286, an increase of 56.5 per cent over 1967." Miller pointed out, however, that this resulted in only a 2.71 per cent return on investment, as compared with an estimated return of 2.6 per cent by railroads nationally.

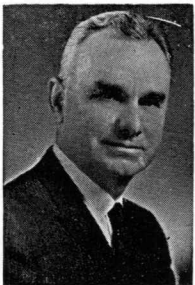
Miller was optimistic for 1969, telling stockholders "long-range prospects remain encouraging. In 1969 known rate increases less known wage and salary increases should result in an increase in net

(Annual Report—page 8)



TO MY FELLOW EMPLOYEES:

Covering last month's legislative hearing on a bill that would extend the maximum truck length limit to a monstrous 60 feet, a reporter drew an analogy referring to the rival trucking and railroad industries.



"The transportation committee hearing," he wrote, "could be likened to a tough bout between a couple of seasoned club fighters—with public safety officials as ringside spectators worrying if any blood might get spilled on the fans."

The point we'd like to make—and a point that has been lost on most Maine motorists and many legislators—is that much blood already has been spilled on the fans . . . that motorists already have suffered greatly at the hands of the trucking industry.

This is a point that will be confirmed by any driver who has fumed for miles, unable to pass tailgating trailer rigs on one of Maine's many narrow, curving roads, and a point that will be confirmed with vigor by any stormy-day motorist who has worked up courage to pass, only to have his windshield plastered with snow or rain and go completely blind for several seconds while he's in the passing lane. There will be similar vigorous agreement from city drivers who find downtown streets blocked by huge trucks making local deliveries, and from the motorist who sits, stopped at a light, and watches anxiously as a monstrous trailer, turning into the lane beside him, barely clears his front fender.

The trucking industry's answer, of course, is that they pay a third of the highway taxes, and that their use of the public highways is completely justified not only in terms of their tax payments, but also in the essentiality of the service they perform.

But it's *all* the trucks . . . not just the ones that complicate the private motorists' use of his highways . . . that pay a third of the road taxes. It's the pick-ups, the delivery wagons, the farm vehicles and the service station jeeps, the full range of Maine's commercial vehicles—not just the huge, freight-carrying tractor-trailers—that cause the motorist so much trouble. Taken alone, the big highway freighters pay only a small fraction of the entire highway tax load, a fraction that in no way approaches what they should be paying in proportion to the value they receive for the privilege of sharing the highways.

The motorist and the owner of the small truck used in his own business pay the lion's share, and in so doing, subsidize the operations of the big trucks with which they must compete for highway space, safety and freedom of movement.

This is the blood that already has been "spilled on the fans."

And yet more blood may be spilled on them this Spring in Augusta, where the so-called "double-bottom" bill is up again, back to back with a measure that would increase the legal length of highway units from 55 to a massive 60 feet in total length.

The bill to increase length, as our representatives in Augusta testified at the hearing, is an assault not only on Maine's length limit, but its maximum weight limit. It would not be long, if this measure is passed, before the top weight would go to 100,000 pounds and beyond. This has been the record in many other states. Moreover, no other state in New England now has the 60-foot length this bill would allow.

The double-bottom bill also would make Maine unique in New England, and is another gambit in the calculated whipsaw battle to gain legality here and then use Maine to get similar concessions from New Hampshire and others. Maine motorists have been "used" enough.

E. Spencer Miller

EDITORIAL

A Difficult Month

No matter how it comes in or goes out, March is usually a difficult month for railroading. March brings the last gasp of winter in Maine, and this year it more than made up for the several welcome times in the past decade when winter has died more or less quietly.

This year it died violently, with record snows that buried equipment and stalled locomotives, storms that all but halted railroad operations, and high drifts whose removal cost Maine Central thousands of dollars. And as we go to press, the same snows could easily cost the railroad more thousands if there is flooding as the result of the Spring run-off.

It's been a hard winter . . . one that started early and ended late, and through it all, Maine Central people were called upon for extra effort, determination and dedication. Only a bare few—even those employed at desks in warm offices—managed the winter without complications brought about by storms and snow.

But—and our fingers are crossed as we write this, late in the month—it's all over now, and there's good weather and normal railroading ahead . . . until next November, anyway.



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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Joseph H. Cobb, Director of Public Relations

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Harold C. Clark	Retired Workers
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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



700 Request Photo In First Three Days

More than 700 requests for a reproduction of the cover of the Maine Central Railroad's annual report for 1968 were received in three days following an announcement in the newspapers that they were available.

The photograph, in natural color, shows a Maine Central freight train hauling 100 cars up through the rugged rocks of Crawford Notch in New Hampshire's White Mountains. In news stories in the Maine daily newspapers, Maine Central offered a reproduction of the photograph to a limited number of applicants.

A considerable number of railroad people have applied for the reproduction and others may have a copy on request so long as the supply lasts.



By Jerry Shea

Bob Brewster and Tom Caulfield, this year's MeC and PTCo. Golf League Commissioners, have had so many of last year's players sign up again that they will only have a few openings for new members. In making up the teams, preference will be given to those who played in the League last year, and then to former league members. They will take as many new applicants as possible, but league size must be limited in order to complete play before dark. So, if you haven't signed up already, I'm afraid you may be out of luck.

With only a few weeks left in the Couples Bowling League, it is toss-up between Team 3 and Team 16. As of March 20, the team of Jay-Vi Welch and Ed-Bertha Montgomery are only three points ahead of the team of Lindy-Martha Burgess and Mary Nugent-John Conroy. There is also an outside chance that Team 10, composed of Arthur-Jane Stack and Everett-Gigi Spires, could pick up all the marbles by winning the rest of their matches.

Hazel Davison still holds her high individual records for the so-called weaker sex in the Couples League. Hazel, with the help of her husband Leo's instructions, hit 138 for high single and 332 for high three. Dave Gardner has held on to both of the men's high with his 151 single and 402 total.



HERE'S THE COVER—This picture—of RY-2 moving through the cut at the top of Crawford Notch, N. H.—is the cover of Maine Central's 1968 Annual Report, out last month.

In the Men's League, Bill Welch, the former Portland High great athlete a 'few years back,' got hot and hit eight marks in a row to rack up high string total with a fine 168. This total with his 13 pin handicap also gives him the high individual handicap. Lenny Forest with the help of his 404 high triple leads all bowlers averagewise with a 116. Team 2, made up of fellows from the Engineering Department, have taken over the second half lead by 6 points. Team 2, consisting of Percy Coombs, Bob Brewster, Bob Woodill and Larry Harding, are followed by the first half champs—Lindy Burgess, George Phillips, Steve Magyar and Larry Smyth. High team totals are still held by a team of Rigby Yard employees, Dave Gardner, Warren Smith, Tom Caulfield and Herman Bertrick. They got together one night

and hit high single string of 471 and high three of 1319.

Don't forget the E. Spencer Miller Bowling Tournament is being held at West-Port Lanes April 12 at 1 p.m. Look for the results in next month's issue.

John P. Scully Weds In Lewiston

Announcements of the marriage of Miss Helen Beatrice McDonough of Lewiston and John P. Scully at a nuptial mass in St. Joseph's Church in Lewiston were received in March. Attendants were the Hon. John P. Carey of Bath and Miss McDonough's cousin Mary Cullen of Lewiston. Scully retired as Executive

Assistant on April 1, 1968, after more than a half century of service with the Maine Central.

Miss McDonough, a graduate of Dingley Normal School and Gorham Normal School, is a retired Lewiston school teacher. She received her Master's Degree from the University of Maine.

Assistance Available For Railroad Kin

The John Edgar Thomson Foundation of Philadelphia has notified the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees that it is in a position to offer assistance to a number of daughters of deceased railroad employees, who are in need. The girls must be 17 years of age or under.

The Foundation was established by the Third President of the Pennsylvania Railroad to provide for the education and maintenance of children of deceased railroad employees.

Dominique J. Fortin of 68 New York Avenue, South Portland, 04106, asks that railroad employees who know of any girl who might qualify to contact him for additional details.

Thinking Safety

By Lawrence W. Sparrow
Safety Supervisor

There is nothing so important as safety. Safety in its broadest sense, concerns the happiness, contentment, and freedom of every employee and his family.

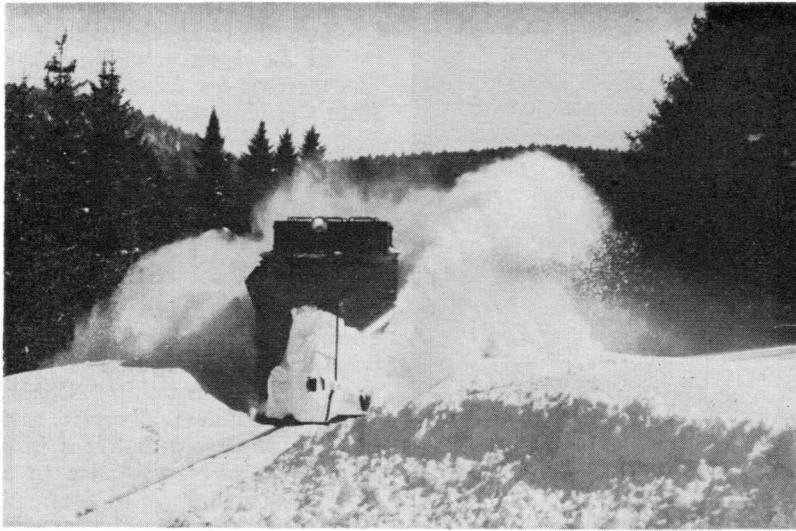
There is no mystery about safety. It is plain everyday common sense. The important thing is to think a situation through, have the proper knowledge of the work you are to do, then do it in the proper way.

You can't depend on luck in safety—it is a twenty-four hour job of abiding by rules and safe practices—whether at work or at home. Let's make safety our twenty-four-hour job.

The purpose of safety in any department is to keep its employees free from injury; keep them physically fit to carry on their work; and, at the close of day, send them home to their families without accident.

**SAFETY WILL PAY—
EVERY DAY**

Snow, Snow, Snow... It Was The Toughest



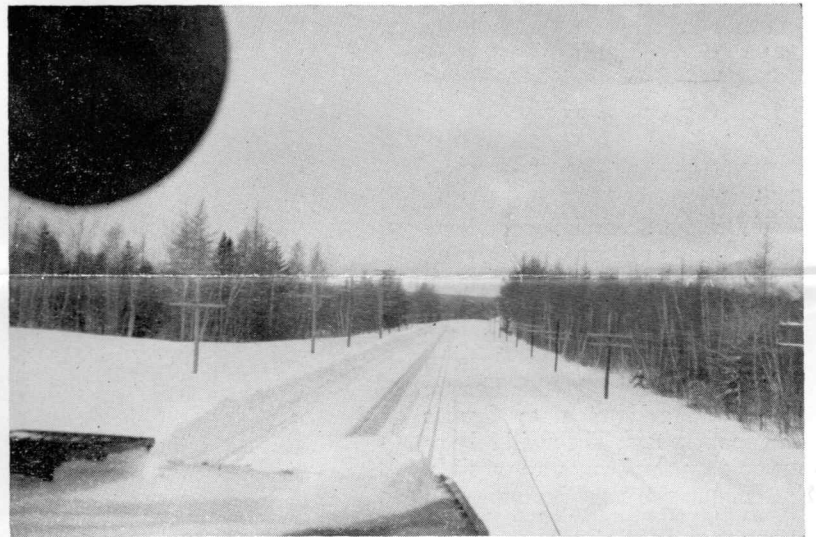
IN NEW HAMPSHIRE—This plow, snapped from Nursery Crossing near Center Conway, was really throwing the white stuff as it plowed out a section of the Mountain Sub-Division.



AT FOREST—Preparing to move west to spread the snow off the north passing track.



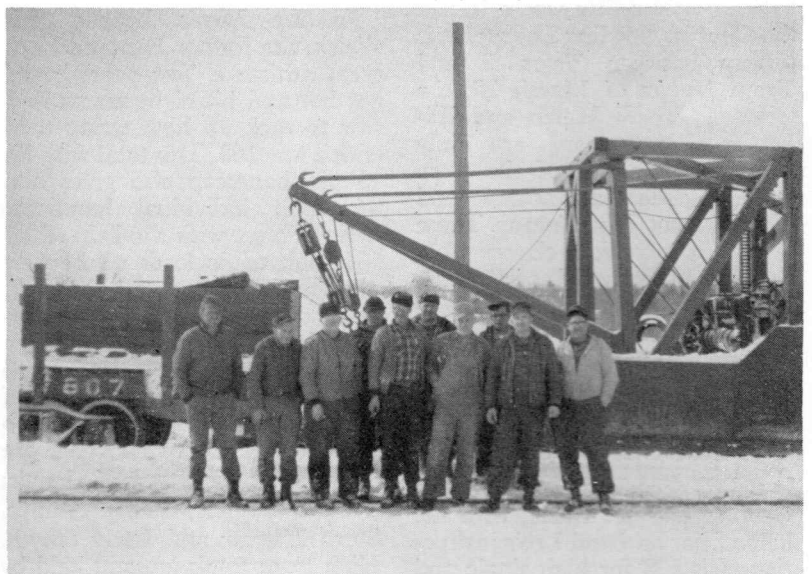
ON THE MOVE—The snow was very deep as the spreader got going on the main line at Forest Section House.



KINGMAN GOT PELTED—This is how it looked from the cab of a spreader, looking west on the main line.

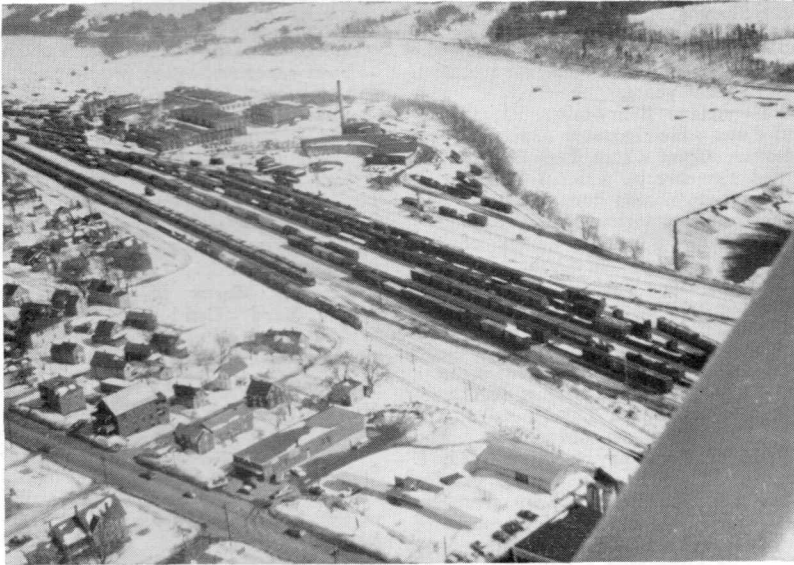


SNOWSHOES NEEDED—A portion of Bangor Yard, with drifts between tracks, after the storm of February 24.

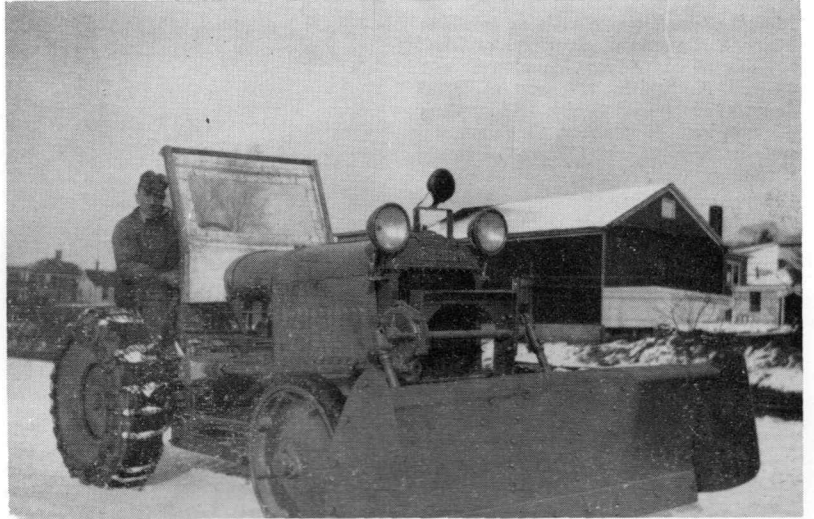


SNOW FIGHTERS—Left to right are: Carl Osnoe, Stanley Butler, Alton Leach, Gerald Allen, Earl Osnoe and Miles Cropley of the section crews; Engineman Malcolm H. Buchanan; Alton Lee, another section crew member; Preston Knowlton, plow operator; and Tommy Clement, helper. Photo made at Forest.

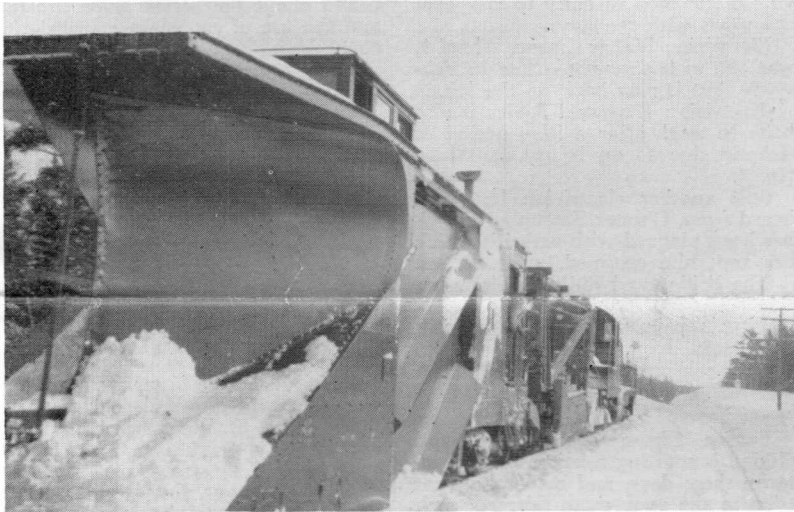
Winter In Recent Years, Old-Timers Say



AT WATERVILLE YARDS—Assistant Editor Arthur Doucette made this shot from the air, while flying with a friend after the storm was over.



AND IN THE OLD DAYS—Back in 1940, they fought snow in a less mechanized manner. Here's H. P. Cusark on the McCormick-Deering tractor, first mechanized snow removal equipment purchased by Portland Terminal Company.



HEADING EAST—Plow 75 and Western Spreader 807 heading east on the main line between Bangor and Vanceboro. The eastern Sub-Division photo was made by Bob Rustin, track repairman.



By Harold C. Clark

There were 58 members and friends at the February meeting of the Maine Association of Railroad Veterans.

We were very pleased to see Walter Thompson and brother from Somerville, Mass.

Theodore Cote, program chairman, presented Sister Miguel, from the Blind Children's Resource Center, showing slides of the children's activities and explaining the work she is doing with them. She distributed braille literature.

Retired telegrapher Joseph E. Pouliot tells us he's back home and feeling fine after treatment recently at Mercy Hospital, Portland.

Credit Union Rates Remain The Same

Prices are going up in the money market, but they remain the same in the Railroad Workers Credit Union.

President Hugh F. Flynn said, in response to many questions, that the recent increase in the so-called prime interest rate charged by banks has no effect on interest charged on loans from the RWCU.

Credit Union interest rates, he said, are established annually by the board of directors, and rates charged currently by the RWCU have been unchanged for at least three years.

Flynn said there is no intention to increase these rates, and that the Railroad Workers Credit Union is "still the best place" for employees to arrange loans.

New Device 'Sees' Objects On Track

An obstacle detection system for high speed vehicles—capable of detecting objects as small as an inch in diameter with a 600-foot range on a track or guideway—has been developed for the Department of Transportation.

The feasibility model was built by RCA for the Department's Office of High Speed Ground Transportation, which is investigating the technologies required for 200 to 300 mph vehicles of the future. Such a vehicle would need positive indications that its tracks or guideway is free of obstructions two to three miles ahead, far beyond human sight limits.

The RCA scanner, positioned alongside the track, sends a very narrow, invisible infrared beam

just above both tracks to a retro-reflective strip fastened on the opposite side of the track. If no object blocks it, the beam is reflected back to a receiver in the scanner, indicating that the way is clear. Should the light beam detect an object one inch or more in width, however, there is either a very faint signal or none at all, and immediately the traffic controller for the sector of track is electronically alerted. The DOT estimates that ten to twenty scanners will be required for each mile of track.

Resembling a small lighthouse in appearance, the scanner contains both a laser transmitter and receiver in its base.

GENERAL OFFICES

Bob Nurse of Car Accounting has returned from two weeks Naval Reserve training as Chief Machinist's Mate in Norfolk, Virginia.

Connie Davis, stenographer in Car



REINFORCEMENT—Putting a modern steel lining inside a stone culvert, which was originally built in the 1800's is D. A. Pomeroy, foreman of the Stone Crew. The culvert is at milepost 8 in West Falmouth. The day after the job was completed, the new culvert was filled by the Spring runoff.

Accounting, has been visiting her first grandson whose arrival was reported in January, in Dover, Delaware, where he recently moved with his parents from Independence, Missouri.

An engagement announced in March will unite two railroad families. Mary A. Bouchard, daughter of MeC Conductor J. Edgar Bouchard, and Harold A. Smith, III, son of B&M Conductor Harold Smith and nephew of Stephen J. Conley, Jr., general systems analyst, MeC, are planning a summer wedding.

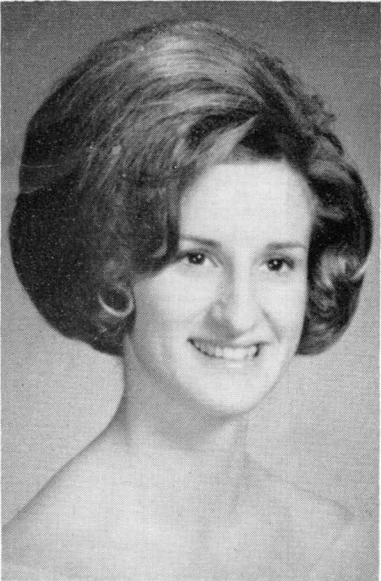
Mr. and Mrs. William Bragdon (Carol) Stenographer, announce the arrival of their new baby daughter, Susan Marie, born March 9, weighing 9 lbs. 3 ozs. Proud Grandpa Bill McDonough is Watchman in the Gen. Off. Bldg.

C. D. Prentice, retired Chief Engineer, dropped in for a call recently. During the day he is the Treasurer of the State Street Congregational Church, and both he and Mrs. Prentice are volunteers at the Maine Medical Center in the Mailing Dept. where they have first hand knowledge of who's in the hospital.

Stella Dadiotes is substituting as stenographer while Betty MacDonald is off recuperating. Understand Stella is quite a cook.

Alice Eliason, Clerk, took off by jet to visit her sister, Mrs. Gerald Kilbride of Sun City, Florida, for two weeks. The card she sent was enticing enough to promote a winter vacation for all of us, considering our 'lovely' snow piles.

Dana Bean, Circuit Designer, Signal Dept., visited us while home on a three-day leave to visit his parents in Princeton, Maine. Dana is serving at Westover Air Force Base, near Springfield, Mass. as an Instrument Trainer (Specialist in Blind Flying). He has two more years to serve. To fill in his spare time he also works as a Trainee for Assistant Manager's Program with the Friendly Ice Cream Company.



TO WED—Divisions analyst and Mrs. Errol E. Libby, Scarborough, have announced the engagement of their daughter, Susan B. Libby, to Larry B. Weikel, son of Mrs. Enoch Currie of Scarborough and the late Eugene E. Weikel.

Miss Libby, a graduate of Scarborough High School, is a senior at Westbrook Junior College.

Mr. Weikel, also a graduate of Scarborough High School, is employed by Hannaford Bros. in South Portland. He is a member of the Maine National Guard.



NEWEST FACE—Arthur Bridges, our new Engineering Technician in the Drafting Room. "Art" is a sports enthusiast, with skiing foremost at the moment. He's been a surveying technician with the U.S. Dept. of the Interior.

After seeing his streamlined physique, we know he can't be eating up the profits!

Mr. and Mrs. Wes Martin, Engr. of Track, have a brand new granddaughter, Denise, born March 5, to son Robert and wife Linda, who also have a daughter, Debbie, age 2. Robert and family live in Westernport, Maryland, where he is employed by the Virginia Pulp and Paper Co.

J. E. Lancaster, Jr., Supervisor of Bridges and Buildings, recently spent three evenings instructing 21 Boy Scouts of North Deering Troop No 41 for Railroad Merit Badges, on a variety of subjects including Engineering, Mechanical, and also Model Railroad. The Troop also were invited to Lanc's home to view the operation of his model railroad, which covers a good part of his basement area.

Charlie Chamberlain, Jr., leading Signal Maintainer, P. T. Co., also instructed them on Automatic Highway Crossing Protection. Charles III is a member of this Troop.

Have you noticed what a great job Ralph Grant, Clayton Cooper, and Willis McFarland, the Bridge and Building Painters, have done on our General Office halls? Now, there's a painting we can enjoy—and understand!

Nancy L. Blackmore, former CP steno and daughter of Mr. and Mrs. Harry Blackmore of Westbrook, became the bride of Wayne M. Fournier, son of Mr. and Mrs. Carleton F. Fournier of North Vassalboro on March 22. Her father is a former clerk in the Engineering Department, Portland.

The bridegroom is a 1968 graduate of the Maine Maritime Academy, Castine, and is employed by Reynolds Metals Company, Corpus Christi, Texas.

RIGBY

The retirement of Hostler "Gene" Clancy last month gave Alton Thompson of the same department a chance to bid a day job after many years of night work. Alton is the son of former Janitor at the Engineers' quarters, Arthur Thompson, who resides in Freeport. Arthur, as usual, is busy at this time of the year getting ready for

the Spring planting. He is starting seedlings in his new greenhouse, which he built himself.

Mrs. Donald Sinclair, wife of Cabinet-maker "Don" Sinclair, General offices, has been elected as a Vice President of the Past Matrons of the Iona Chapter, O.E.S., Portland. She has been active in that organization for several years.

Genevieve Belfontaine, 91, mother of Turn-table Operator Alphonsis, and former Chief Clerk Leo Belfontaine, died recently at a local hospital. A floral tribute was contributed by the Welfare Association at Rigby.

Albert McCann, Jr., son of our Welder Albert McCann, recently received the "Jack" McGee award for his outstanding performance in U.M.P. field and track events, and his all-around contribution to the sport. Young "Al" topped it off by winning the 1,000-yard run against stiff competition on March 8.

"Al" Stiviletti, Machinist, and Financial Secretary to Local 525, I. A. of M., is in the process of distributing life-time paid up membership cards to all retired members of that organization. "Al", by the way, has just purchased a new 'Le Mans' Pontiac.

Retired Carman Waldaman Dahms visited the shop recently to talk over old times with the boys.

Electrician Walter Emery, Wharf 1, was out with pneumonia late in February, but is now back on the job.

Electrician Raymond Ryder is also back to work after a long period of sickness due to an injury at Wharf No. 3.

Still another electrician has been heard from, Chester Freeman, retired, has been plagued with arthritis which has kept him confined, more or less.

The Bridge and Building Crew has been quite active around the property making repairs to the turn-table.

Carman Helper James Quincannon, Jr., is back on the job after a lay-off of over 4 months with a broken collarbone.

Engine House employee Roland Gildad is sporting a brand-new moustache these days, and makes frequent trips to the wash-room mirror, much to the amusement of his fellow workers.

Carmen Ivan Perkins and Gary Downes are back from their Florida trip. They arrived back in time to experience our two block-buster snow storms of late February.

Carman Helper John Chetley is making quite a favorable impression with the crew in his "chefing" job at his lunch room project. He also is quite a poet of sorts. Blacksmith "Brownie" Tatarczuk is the target of this verse, written by John:

At his forge the blacksmith stands,
With twisted steel in his hands.
As the steel gets cherry red,
Brownie starts to scratch his head.

He must bend and shape it there,
Using muscles and lots of care.
Hear the anvil ringing true,
Now the thing is as good as new.
Hear the carmen curse and scoff,
All they do is put it on and take it off.

As it cools and Brownie smiles,
"That thing's good for many miles."

Carman Leo Hamel is taking his vacation.

Machinists Theodore Cote and Lucian Carignan visited the shop recently.

Retired Hostler Bartley Wallace, 81, died recently at a local hospital

after a short illness. "Bart" retired in 1962 after 57 years of service. A floral tribute was sent.

Shop Electrician Walter Browne is wearing a neck brace due to a pinched nerve in his back. He is working every day and is quite comfortable.

Your reporter has the second grandson who is in the service, Luke Caiazzo, located at Quonset, Rhode Island, a training center for heavy equipment in the "Sea Bees."

Steamfitters "Bill" Grace and "Al" Huff of the Maintenance crew have been at Rigby doing odd repair jobs at the engine house, and the car department.

At the Mercy Hospital: Frank Huff, Yard Conductor; "Paddy" Welch, Yard Clerk, and finally Patrick Kilmartin, Yard Clerk.

Carman Robert G. Malia, 45, died recently after a brief illness. Our sympathy to his family.

"Pat" Conley, Clerk at the Car Department, says he's looking for old coins, especially Indian-head pennies of which he already has quite a collection.

Railroad Detective "George" Edison Hattie visited the Rigby engine house recently, and while there, we talked about the recent snow storms, and the use of snow-blowers pro and con.

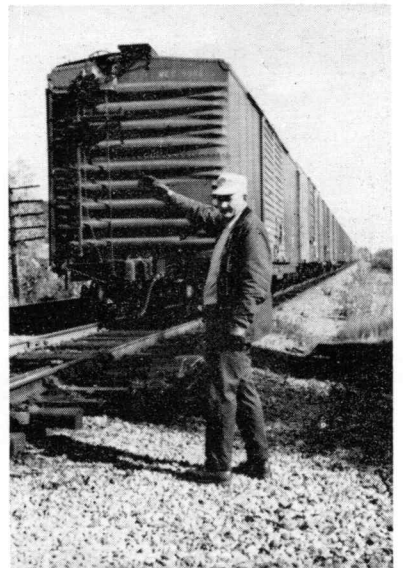
Foreman "Johnnie" Weeks is busy these days in his preparation for the yield of Spring calves from his herd of registered Herefords.

Welder and Mrs. Albert McCann announce the marriage of their son William to Christine Fletcher, both of Peak's Island. William is in the Air Force.

ROCKLAND

Received a nice letter from retired General Agent Frank Carsley, basking in the warm St. Petersburg, Fla., sun, and casually remarking that he was glad he had no snow to shovel nor pipes to thaw out, then topping it off by asking if we didn't get a bunch of that white stuff? He recommends that we turn on the heat and get it melted and out of the way before he gets home.

He's been playing shuffle board and visiting with others from Maine and says he will be glad to get back so he



SETTING OFF—Ralph Moffatt, east end Yardmaster, Waterville, setting off the head end of B-11.



HONOR STUDENT—Miss Ann Rossignol, daughter of Shops Laborer and Mrs. Armand Rossignol, Waterville, has been an honor student at Waterville High as well as a leader in extracurricular organizations. In her senior year, she has been a member of the Cum Laude Chapter of the National Honor Society, having been elected in her junior year; secretary of Student Council; on the staffs of the school annual, the Nautilus as design editor and the school newspaper, the Panther Prowler, and a cheerleader.

As a junior, she served as treasurer of the Drill Team; was a member of the Art and Pep Clubs; a delegate to Dirigo Girls State; winner of the French award. During her sophomore year she was a member of the Color Guard and Art Club. The Pep Club was her interest as a freshman.

She is planning for a college degree in elementary education.

can have a "good haddock from the Maine Coast." Father Snowman will be only too glad to fix him up with a mess of bloaters and maybe even a peck of clams?

Retired sectionman Alton Mank paid us a visit, looking hale and hearty in his retirement. He's driving around in a 1955 Buick sedan that looks like it had spent the winters under cover. Car cleaner Fred LaBranche was right after him to see if he could trade with him but to no avail.

Section foreman R. A. Pennell bid in the job at Rockland right at the height of the heavy snow shoveling, especially when the turntable was filled with snow, and Leland Boggs took Pennell's section at Warren. Kind of quiet for Leland after chasing around Rockland Yard.

Glad to report that Sectionman John Bodman is on the way to recovering following surgery at the Maine Medical Center in Portland, and if everything progresses favorably should be home sometime late in March. He'll require quite a spell at home before returning to work and I am sure that he will be glad to have visitors and cards of encouragement.

Thanks to those who contributed to the purse for John Bodman. It sure was gratifying to see such a response, especially at a time when he needed a helping hand of encouragement.

Our congenial ex-cashier, retired Father Snowman, paid us a real brief visit while enroute on one of his many trips throughout Knox and Lincoln counties. One thing we found him expounding was on the "sharp prac-

tice" of his newsboy, who shoveled out the drive following one of the recent heavy snowfalls that tied up the "pickle" in the garage for three days. From the trend of the conversation, it would appear that the price of "clams" will be going up a \$1 per peck.

EASTERN SUB-DIVISION

Tommy Goss of Carmel, Spare Clerk working as Car Clerk Freight Office, was snowbound the week of February 24 and had to walk one half mile through fields to Interstate 95 and was given rides to Bangor each day.

Mrs. "Winnie" Carroll and husband enjoyed a snowbound vacation at their camp on Schoodic Lake during the same week.

H. W. Pomeroy, Cashier, is convalescing at home after operation on his knee.

Cecil Beal, Work Equipment Maintainer, has been off several months due to injury. Nice to see Cecil around the Engineering Dept. visiting his friends. Cecil wishes to thank all his many friends and fellow employees for the generous purse presented him during his illness.

Sympathy is extended to Retired Road Conductor William Cust and family on the recent death of Mrs. Cust.

WATERVILLE YARDS

Now that the snow is melting rapidly and the future looks promising for warmer weather, the spare yard men are talking of their past experiences with their "Den Mother," Conductor Don Barry. Don kept the boys busy on plow jobs during our big storms. Reid Camic and Lou Donahue have had their fill of plow jobs and are now somewhat confined to yard work.

We heard that Ernest White, agent at Madison, was hospitalized due to a car accident on his way to work recently. We at Waterville Yard wish him our best. Ernest was a telegraph operator for many years at Waterville before going to Madison.

A familiar face at Waterville Yard recently was that of C. P. Russell, who came in on DWX-1—WXX-2, Rumford and return. He was working the head end.

L. K. Powers has just returned from a two weeks' vacation. He went to West Virginia to see his folks. No, he didn't get to see his old buddy, Lee Moore, the coffee drinking night hawk of Wheeling, West Virginia.

Spare Conductor Guy Coro, had his fingers caught in the door of an engine, so he's out convalescing. Wishing you our best for a quick recovery, Guy.

Our congratulations to Roger Veilleux. He has been re-elected first selectman of Winslow for a second term.

By a rare coincidence recently, Conductor Joe Boudreau at Keyes Fibre Co., spotted cars in numerical order—Door No. 1 to No. 5, cars 2121, 2122, 2123, 2124 and 2125, crumb stock.

Someone told us that Lucette Huard, Clerk at Freight Office, was measuring Billrack Clerk Basil Higgins, for a new chair.

General Agent Cal Clark and Trainmaster Bud Harris are breathing more freely now that the snow is disappearing. They are in hopes that the snowfalls are put away for the rest of the season. It was quite a task to get enough men for the demand even though regular men were used on their days off.

Congratulations are in order for the Engineering Department, who worked many hours combating the snow storms these past months. The one to see most of the action, of course, was young Donn Wolfe, who rode the top of the spreader most of the time, and did a marvelous job in directing the traffic.

We know of a feller who will not ask for samples anymore—he's Wally Oakes, 3rd trick operator at Tower A. Harvey McCaslin brought him a couple of his capons—live ones. It didn't take long for Wally to call for help, but before help arrived, chickens were flying out the window.

We hear that Bob Hughes, a graduate from Colby, class of '68, is doing telegraph operator work at Stamford, Conn. on the Penn Central. He tells us he's held a day job since June, with the exception of a couple of months, when he spent a little time for Uncle Sam at Great Lakes doing his Navy Boot Camp training.

Mayland Salley has been filling in at Tower A for John Witham, while John has been on vacation.

We extend our sympathy to the family of Yardmaster Arthur Voisine, whose mother died recently.

Every once in a while we mention how nicknames are created. Well, we have one for Harvey McCaslin, Car Inspector 3rd trick. He was telling the boys about his past Army service and how he assisted doctors in the operating room as a medic. It didn't take long for Carl Trask, Head Brakeman to say we now have a Ben Casey in our midst. So be it, "Ben."

We'd like to congratulate the Waterville High School Hockey team in bringing home the State of Maine Championship title to Waterville. It was a long hard battle and well deserved. They were beaten by Cranston East High School in an overtime for the New England Championship at the University of New Hampshire arena. It was their 3rd defeat of the year. The son of Conductor Joe Boudreau, Paul, had an assist with Paul Fredete for the only score of the game for Waterville, which tied the game. From what we hear, the Waterville team outshot Cranston 28-16.

WATERVILLE STATION

First place winner in the 11th annual Ice Fishing Derby sponsored by the Vassalboro Fire Dept., was Edmund Veilleux, Track Foreman, Waterville, with a brown trout weighing 8 pounds, 5 ozs.

Another "two car" family is Clerk Lucette Huard, Freight Office. Lucette refers to her second car as "the pumpkin."

Asst. Track Foreman Nelson Chamberlain, Waterville, is sporting a new Chevrolet.

Clerk-Stenographer Denise Belanger and Chief Clerk Denis Chamberlain Freight Office, remain on sick leave. It is reported Denise is enjoying a much needed rest, and plans to return to work soon. Denis was admitted to the hospital for tests, and is looking forward to getting back to work.

WATERVILLE SHOPS

Sympathy is extended to Laborers Ormand and Leonard Stevens, whose mother died recently.

Machinist Helper and Mrs. Gerald Knox received a cold bath recently when their snowmobile went through the ice on North Pond.

Retired carman Elias Hattom had the misfortune to fall on the ice and fractured his pelvis. He is confined to a local hospital.

Foreman Chick Pooler has been conducting a sit-in for a couple weeks, nursing a sore leg as a result of a ski-doo accident.

Retired Carman Roy Lank died recently at his home in Gray. He was 73 and had worked for the railroad some 43 years before retiring in 1961.

Our Rines is well known as a slow talking man

But he likes to drive fast on the 'Marshall Plan'

Wifely pleas and advice did his speed fail to hamper,

But a fine from the judge was a snub and a damper.

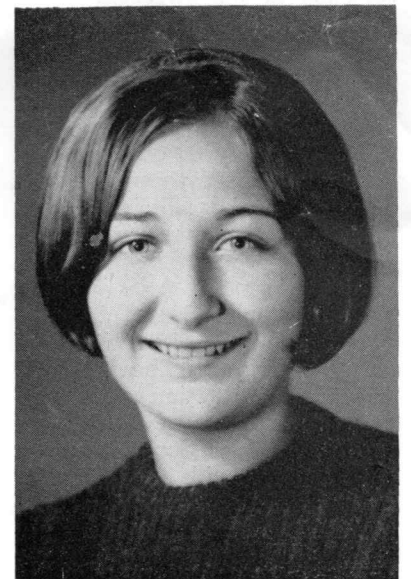
Machinist Ken Fletcher has been laid up with a broken hip as the result of a fall on the ice.

Machinist Carroll Carey has been in the hospital for tests and will return later for surgery.

Sympathy is extended to Checker Harold McCaslin, whose mother died recently.

Mrs. Betty Estabrook, wife of Foreman Nubert, has been a surgical patient at the Thayer.

Clerk Arthur Grenier has recently purchased the Maine Collection Agency, a state-wide credit bureau.



ENGAGED—Clerk and Mrs. Robert K. Esty of Waterville, are announcing the engagement of their daughter, Debra, to Alan W. Seymour, son of Mr. and Mrs. Winton L. Seymour of Bathurst, New Brunswick, formerly of Waterville. Miss Esty is a graduate of Waterville High School, class of 1968 and is presently employed as a secretary to Dr. H. N. Bhatnagar, Waterville. Mr. Seymour is a 1968 graduate of Waterville High School and is serving in the U. S. Air Force. He is stationed at Grand Forks AFB, North Dakota. The wedding has been set for Sept. 27.

George H. Stetson Dies At Monmouth

George H. Stetson, oldest retired MeC agent-operator, died March 6 at age 96.

He started working for MeC in 1894 as a telegrapher, later was agent at Monmouth retiring in 1953 at age 80. Though retired, Mr. Stetson kept in touch with railroad matters and nothing pleased him more than to talk "railroad."

Mr. Stetson was Monmouth's oldest citizen, holder of the Boston Post Cane; a charter member of Cochnewagen Lodge K. of P., and served as secretary for 25 years. He was also a 70-year member of Monmouth Lodge, AF&AM, and a member of the Order of Railroad Telegraphers.

He married Edna Stevens in 1903 and always lived in Monmouth. They had two sons, Raymond Stetson of Monmouth and Elmer C. Stetson, a MeC Trainman, of Augusta.

Annual Report—(from page 1)

income. However, we shall have to obtain further revenue increases and new sources of business before a satisfactory return on investment, so essential to sustain credit and to support capital improvements to road and equipment is realized."

Detailed figures on how railroads have to pay approximately twice as much as their competitors for employee retirement benefits show in 1968 Maine Central's retirement taxes totalled \$941,328, plus \$65,023 for support of the Federal supplemental annuity program. The railroad's freight transportation competitors paid a maximum of \$374.40 per employee under Social Security, as compared with the railroad's maximum per employee of \$744.90.

The report also says "in this relatively adverse year (1968) the company nevertheless retired more than a million and a half dollars of long-term debt."

Report of its principal sources of freight tonnage and revenue for 1968 shows no change in importance of specific Maine industries to the road's traffic. Paper traffic furnished 29.2% of freight revenue, with woodpulp 11.7%; gasoline, fuel and lubricating oil 9.5%; pulpwood logs 5.4%; feed, animal and poultry 5.1% and potatoes 3.9%.



NOTHING PRETTIER—This photo, from the collection of Gardner M. Roberts, Chief Photographer for the Portland Press Herald and Evening Express, was made on the main line of the Bangor-Portland run, at Riverton in Portland. The locomotive was Maine Central No. 652, a powerful 2-10-2 Santa Fe which hauled heavy freights. It was originally one of the Boston and Maine Railroad's 3000-class, purchased by Maine Central in 1937, and scrapped in 1950.

Spring Meeting, Dinner Scheduled By Railroad Veterans Association

A roast beef dinner, a business meeting and an entertainment are on the docket for Maine Railroad Veterans on April 27, when the annual Spring meeting is held at Benton.

The dinner will be served at 1 p.m. in the Benton Grange Hall, followed by a brief business session and a musical program by the Trebleclefs and the Treblettes of Waterville, under the direction of Mrs. Frances Mealey. Kenneth E. Reed of Waterville is chairman of the affair.

Portland-area members and their guests may obtain reservation and tickets at \$1.75 from President John I. Briggs, tel. 774-4128; Harold C. Clark, 774-0494; Theodore J. Cote, Sr., 854-5204; Leonard E. King, Sr., 774-2517; and Melville L. Davis, 799-3568.

In the Waterville area, tickets may be reserved with Kenneth E. Reed, electrical shop; Simon M. Karter, shop office; Arnold A.

Dow, stores department; Ralph W. Roberts, paint shop; Ralph J. Laliberte, Burns C. Hillman, Jr., and Arthur Voisine, yardmasters.

Reservations must be made on or before April 22.

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

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

Trailers—(from page 1)

The truckers also attempted to convince the legislature that "double bottoms" are already in use in New Hampshire. But, recorded the Bangor News, "Joseph H. Cobb, Public Relations Director for the Maine Central Railroad, produced a letter from Robert H. Whitaker, New Hampshire Commissioner of Public Works and Highways, saying they are illegal there. State Highway Chairman David H. Stevens confirmed that point."

The News also said "Cobb read a statement from Massachusetts Registrar of Motor Vehicles Richard E. McLaughlin, who said: 'These trackless trains have no place on the highway with ordinary traffic because of their potential for disastrous accidents.'"

Representatives of the Maine Automobile Association also opposed passage of the bills, citing the increasing dangers to the ordinary motorist entailed if the huge trains-on-highways should be allowed in the state.

Employees are urged, as Maine motorists, to make a real effort to support the efforts of management and the employees union leaders in opposing this further threat to the railroads.

A telegram from Gordon Forbes, Counsel of the Minnesota Railroads Association reported on March 20 "a bill for 65-foot double bottom trucks was indefinitely postponed (killed) in the House Committee this morning. The report was accepted without dissent by the full House of Representative this afternoon. The truckers received three votes when the motion to kill the bill was put."

Let's inform our representatives at Augusta we need similar protection for the ordinary motorist here in Maine.

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