



EARLY START ON NEW SHREDDER PLANT—Not long after the winter's snow disappeared, officers of National Metal Converters, Inc., visited the site of their proposed metal shredding plant at Leeds to plan location of buildings and other facilities. From left, Charles C. Rivers, MeC industrial development manager; Irving Zaitlin, vice president, and Harry Zaitlin, president of the new company.

Snow's Gone

Officials Of New Company Visit Site For Junk Car Shredding Plant At Leeds

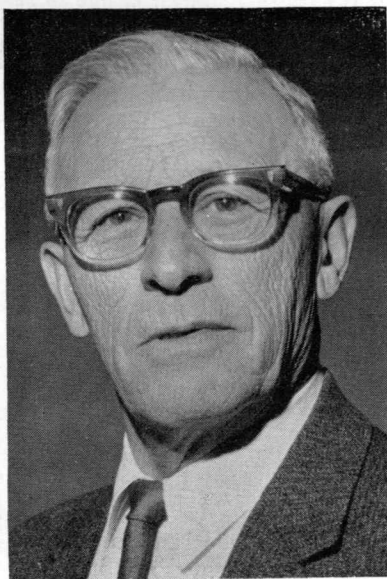
First move in the establishment of a big metal-shredding plant at Leeds—an operation that should be of significant help in the solution of Maine's junk-car problem—was taken last month by officials of National Metal Converters, Inc.

Visiting the Libby's Pit area just as soon as snow drifts disappeared were Harry and Irving Zaitlin of Saco, respectively president and vice president of the new firm. With other principals, they will build a shredding plant there that will transform 150 junk automobiles into marketable steel scrap daily. The Zaitlin brothers selected locations for the various components of their processing plant.

Start of operations is expected in late summer, after installation of the huge shredding machine and other necessary facilities. Junk cars that litter Maine's landscape from Kittery to Madawaska will constitute the plant's supply of raw materials.

The new Leeds plant will produce between two and three carloads of steel scrap daily. It will be loaded directly into gondolas from the big shredding machine. Leaders of Maine's "Keep

Maine Scenic" efforts are watching the Leeds developments closely, viewing the plant of National Metal Converters, Inc., as a break-through toward solution of a persistent and troublesome problem. "The Zaitlin brothers and Maine Central," one of them said last month, "are making an attack on some of the state's worst eyesores as well as establishing a new industry."



J. E. Bouchard

Miller Predicts 'Good Year' Despite First-Quarter Loss

Despite an estimated deficit of about \$350,000 in the first quarter of 1969, Maine Central Railroad President E. Spencer Miller is optimistic about results in the balance of the year. Particularly encouraging, he told stockholders

at the Annual Meeting April 23, "is the fact that in the first quarter this year, despite the shortage of available cars, Maine Central's net ton miles were up 3.6% above the amount of revenue freight carried in the same period of 1968. Estimated freight revenues for the same period this year will be up about \$375,000 (or 6%) over those in January, February and March of 1968.

Bouchard Closes Long MeC Career; Tupper Appointed

The May 1 retirement of J. Edmund Bouchard, superintendent, Maine Central Railroad Company, has brought about the appointment of three career railroaders to new posts in the Operating Department.

Ansel N. Tupper, who has been Superintendent, Portland Terminal Company, since June 1966, has been named General Superintendent, Maine Central Railroad Company.

Other appointments—all effective May 1—are as follows:

William L. Harris, Trainmaster, Waterville, to Superintendent, Portland Terminal Company.

Arthur C. P. Lennon, Assistant Superintendent, Portland, to Assistant Superintendent, Waterville.

Bouchard began his Maine Central career at Lincoln 51 years ago as a telegraph operator and rose to the post of the railroad's Superintendent.

After a long and active railroad career, Bouchard has no "special plans," but hopes to relax a little, and do some traveling.

A native of Old Town, Bouchard became a telegraph operator at Lincoln in 1918. He also served as an operator at Old Town before entering the train dispatcher's office at Bangor in 1921. He became a dispatcher at Bangor in 1923, trainmaster at Bangor in 1957, and assistant superintendent, Bangor, in 1962.

(Appointments—page 3)

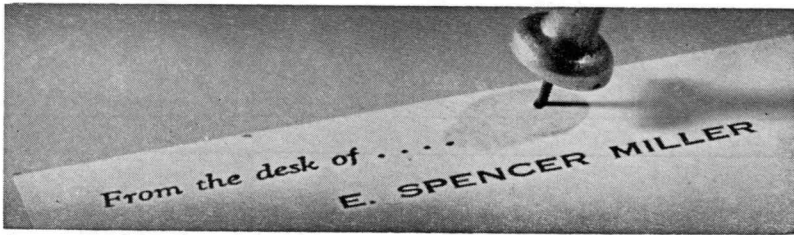
"In addition," Miller said, "several new sources of traffic have already been tapped, including a considerable movement of construction materials to the new plant of the Maine Atomic Power Company at Wiscasset, and a particularly encouraging new form of piggyback service which has already started moving truckload lots door to door to and from Maine and points in Illinois, Indiana, Michigan and Ohio."

The disappointing first quarter, Miller told the stockholders, "was caused by a combination of inability to secure sufficient freight cars in which to move goods manufactured by Maine's industries, and a natural disaster which dumped record-breaking snowfalls on our system in Maine, New Hampshire and Vermont during the first three months this year."

(Annual Meeting—page 8)

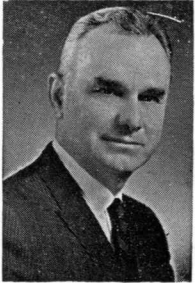


A. N. Tupper



TO MY FELLOW EMPLOYEES:

Until this Spring, the voice of the Maine motorist had not been clearly heard in the biennial deliberations of the Maine Legislature over whether or not freight-carrying trucks should be allowed to become longer, wider, higher and heavier. Although the private motorist has a vital stake in truck legislation, his opinion has not been sought, his welfare has not been considered, and his voice has not been heard.



But he's enunciating this Spring, loud and clear, and it appears the Maine Legislature is listening. The Senators and Representatives are hearing the energetic and courageous objections of Arlyn E. Barnard, executive secretary of the Maine Automobile Association, Maine affiliate of the American Automobile Association, and a former chairman of the Governor's Highway Safety Committee.

The Spring issue of THE MAINE AAA REPORTER carried the following editorial, which we endorse completely, and for which we congratulate Mr. Barnard, its editor:

"The Maine Automobile Association is not 'against' trucks or truckers. They play an important role in the economic life of our state and nation. At no time have we ever displayed anything that could conceivably be termed an anti-truck attitude. True, we haven't always agreed. AAA nationally from time to time has raised the important question of whether or not all classes of highway users, including operators of large trucks, are paying their full share of highway use taxes, or if by any chance, the passenger car owner is being required to assume costs that rightfully should be assessed others. In fact in our desire to be completely fair and reasonable we have deliberately refrained from entering the train-truck disputes in which economic arguments between them have prevailed.

"We believe that a sizeable segment of our citizens is likewise becoming deeply concerned over this constant increasing encroachment of bigger, longer, higher, wider trucks, which in many instances are interfering with the normal and desirable flow of traffic.

"Proponents of this legislation have called it 'progressive', a 'giant step', urging Maine to be a pioneer in this type of legislation in this part of the country. They argue that this method of motor transportation is safe, that it is essential to the economy of the state, that because of modern day materials which are lighter per square foot of space the present weight limit will not be affected. They argue that a 'double bottom' presents no additional problems for traffic having to pass it on the highway, that it is just as maneuverable as the big truck now operating on highways. Questionable as some of their arguments are, of even more importance perhaps is the fact that in the light of truck interests' past history, this is only the beginning. If this legislation is passed, undoubtedly, based on their past legislative record, they will be back with arguments such as these: 'we find it is not sufficiently economical to operate these rigs with loads restricted to present weight requirements and we ask that these limits be raised in order to permit heavier, more economical loads' . . . 'now that the Maine Legislature has seen fit to permit the use of 'double bottoms', it would be to the economic interests of the state if we were permitted 'triple bottoms', something that more favorably competes with this type of vehicle permitted in some western states, which, in fact are approximately one hundred feet long.'

"We repeat, we have no fight or quarrel with trucking interests. We do insist that the welfare and interest of the motoring public at large be given their due consideration and attention. We do not believe L.D. 510 to be in the public interest, and that, if passed, it will only add to the dangers, inconveniences and vicissitudes now confronting the motoring public."

The reason a lot of people do not recognize opportunity is because it usually goes around wearing overalls looking like hard work.

. . . Thomas A. Edison



An advertising flyer that went to potential customers throughout Maine announced the opening of Maine Central's Plan V piggyback service last month.

Headlined "Just Married," the flyer described the new full-service inter-modal system that moves a trailer from a shipper's dock to a customer's receiving platform by both rail and truck, at a through rate and on a single bill of lading.

Benefits to the customer may

include cost savings, faster service and flexibility, as well as the dependability of rail transportation.

The new service is between stations on the Maine Central and localities served by Michigan Express Company in Michigan, Ohio, Illinois and Indiana. This firm is the initial truck line joining Maine Central in these through rates, and plans are in motion to expand the system to include other truck lines in the Mid-West.



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.

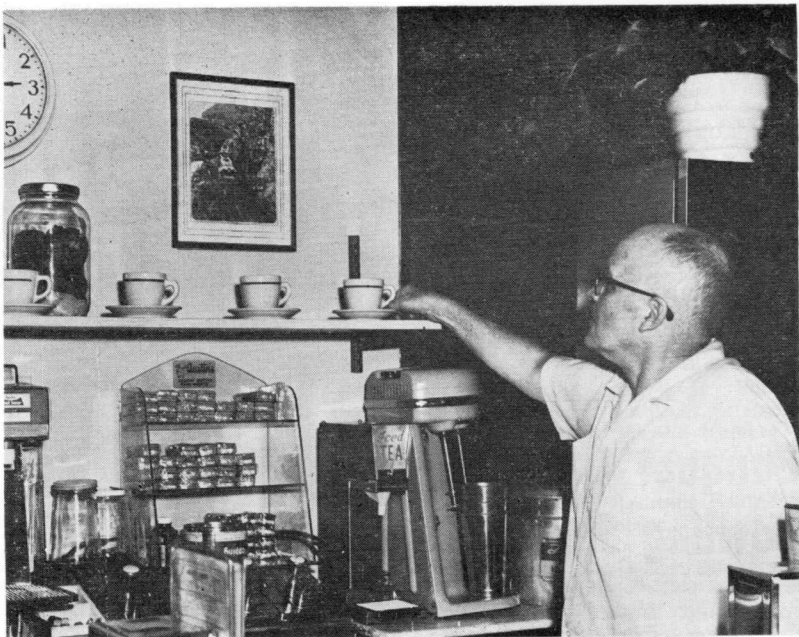
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COFFEE AND SCENERY—Stan Foster, who operates a restaurant in the heart of Augusta, wasted no time in framing his copy of the annual report cover picture and hanging it where customers would see it.



IN NEW HAMPSHIRE, TOO—Tourists visiting the Route 95 information booth at Seabrook, N. H., last month saw the Crawford Notch train picture posted on a display board. William Andrews of the New Hampshire Public Works and Highways department describes the famed scenic location.

3,100 Ask, Receive Crawford Notch Annual Report Color Reproduction

The cover of Maine Central's Annual Report for 1968 has easily won honors as the most desired railroading photograph in New England.

More than 3100 natural color reproductions have been mailed to applicants all over New England, as well as to many other parts of the country, exhausting the supply.

One paragraph in HUB-BUB, Jim Morse's column in the Boston Herald Traveler, brought over 275 written requests. The balance came from an offer in the newspapers in Bangor, Waterville, Augusta, Lewiston and Portland.

Many of those who received the reproductions wrote President Miller thanking him for the photograph and stating they were having it framed for their home or office. A Portland framing concern reported it had framed more copies of the cover picture than any single photograph in years.

Particularly intriguing, it appeared from the thank-you notes, was the "new Old Man Of The Mountain" which was formed at the upper right of the picture by fissures in the rocks of Crawford Notch. Bushes gave the "new Old Man" a distinctly beatnick look with fuzzy "hair" and a straggly "beard."

The photo was made by Director of Public Relations Joseph H. Cobb. With him in the Notch

at the same time were three other photographers, all stationed at vantage points which had been selected after several visits to the area by the Public Relations Department staff, who had made test photos to ascertain the best pictorial location. The other photographs were excellent and could have been used for many purposes, but this shot from a particular ledge suggested by Gardner Roberts, Chief Photographer for the Guy P. Gannett newspapers in Portland, provided the picture which will easily be one of the most famous New England railroading photographs of all time.

Appointments—from page 1)

He was appointed to the post of Superintendent, Maine Central Railroad, in June, 1966.

Mr. and Mrs. Bouchard, residents of Old Town until 1966, have been residing at 12 Coach Road, South Portland.

Tupper, a 1950 graduate of the University of New Hampshire, entered Maine Central service as a student track supervisor at Waterville in 1953. He was named assistant trainmaster at Portland in 1954, and trainmaster at Waterville in 1955. He served as acting superintendent and superintendent, Maine Central, from 1960 through June 1, 1966, when he was named to the Portland

Terminal Company superintendent's post.

Mr. and Mrs. Tupper, their five sons and daughter, live at 28 Frederick Road, South Portland.

Harris, a native of Portland, was graduated from Deering High School in 1940, and completed a civil engineering course at the University of Maine in 1949 after World War II service as a bomber pilot. He joined Maine Central in 1951 as an engineering department inspector at Portland, becoming a student track supervisor at Lewiston in 1952 and assistant track supervisor in 1954. He was appointed track supervisor at Brunswick the following year, returning to the Lewiston district as track supervisor in 1958. He

has been trainmaster at Waterville since September, 1966.

Harris and his wife, the former Marjorie Wheeler of Portland, and their four children will soon move to the Portland area.

Lennon joined the Portland Terminal Company in 1945 after World War II Army service. First a brakeman, he served as flagman, conductor, yardmaster and general yardmaster before his appointment as trainmaster at Portland in November, 1960. He was named assistant superintendent at Portland in May, 1962.

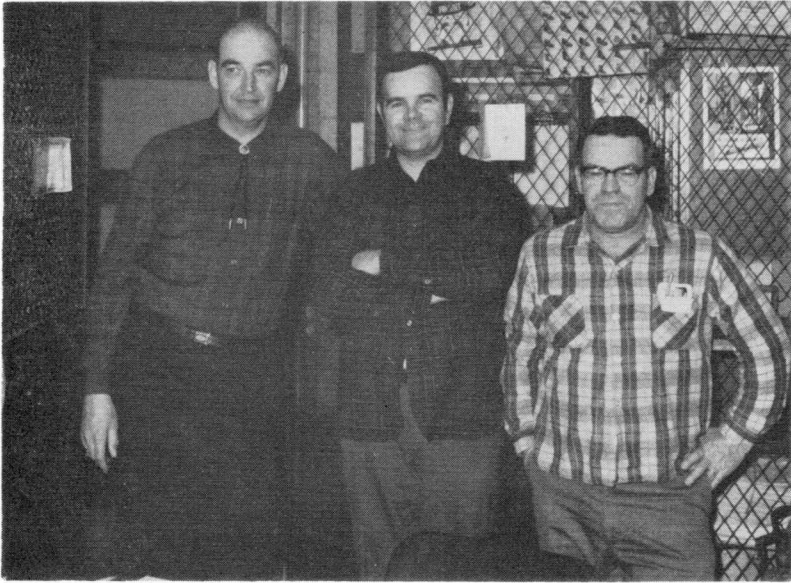
Mr. and Mrs. Lennon live at 12 Pershing Street, Portland. They have three daughters and a son.



W. L. Harris



A. C. P. Lennon



AT "RD" TOWER, BANGOR—Obviously happy that one of the toughest winters in recent years is over, these railroaders join others throughout the system in looking forward to good weather and all it brings. From left, D. F. Wallace, night relief operator; E. R. DeGrasse, yardmaster; and N. M. Violette, yard clerk.



By Jerry Shea

The E. Spencer Miller Bowling Trophy was won in April by the General Office Couples' League for the fifth consecutive year.

The Tournament was held at West-Port Lanes, Westbrook, April 12. Sixteen five-man teams from Bangor, Waterville and the greater Portland area competed for individual and team trophies provided by the Railroad for the 24th consecutive year.

Led by Dave Gardner's 549, the G.O. Couples' No. 1 team won the E. Spencer Miller Trophy in the last five boxes of the Tournament. Dave had three spares in his last five boxes to edge out an Independent No. 1 team by 15 pins. The winning team's total of 2627 was made up of the following: Dave Gardner-549, Leon Foss-546, Warren Smith-524, Jerry Shea-522, and John Broderick-486. Ross had high single for the team with a 131 second string.

The second place team, made up of fellows who did not bowl in any Railroad League this year, came in second. Independents' No. 1 consisting of Ray Peterson-567, Jim Campbell-564, Glen Strout-538, John Tracy-483, and Brownie Tate-460, led by seven pins going into the last string. Portland Terminal Men's League team No. 1 came in third with 2531. Men on No. 1 team consisted of Lenny Forest-600, Tom

Caufield-508, Ralph Coffin-499, Marty Stratton-483, and Reggie Libby-441.

The other teams and the order in which they finished are as follows: Waterville 1-2501. Men's 3-2428. Bangor 1-2426. Men's 2-2422. Independents 2-2416. Couples 2-2389. Bangor 2-2371. Waterville 2-2359. Couples 3-2320. Men's 4-2277. Waterville 3-2205. Independents 3-2091. And Waterville 4 (with only three men)-1171.

Individual trophies were presented the winning team, plus trophies went to Lenny Forest, Section Gang, Portland, for the high five string total-600, and Jim Campbell, Main Line Engineer, Portland, for high single string of 150.

The following also hit high totals: Ray Peterson-567, Jim Campbell-564, Dave Gardner-549, Frank Garland-547, Bill Dickey-547, Leon Ross-546.

The fellows who hit the magic 130 or higher were: Jim Campbell-150, Lenny Forest-136-134, Clyde Luce-135, Frank Garland-134, Russ Proctor-132, Leon Ross-131, and Bill Dickey, Waterville-130.

Next year's tournament will be held at the Bangor-Brewer Lanes on April 11, 1970. Larry Severance and Ted Jewett are Co-Chairmen.

The Maine Central-Portland Terminal Golf League got off to a fine start April 30 at the Willowdale Country Club. The Commissioners, Bob Brewster, Engineering Department; Tom Caufield, P.T. Yard Conductor; and Vinnie Morse, husband of Mary who works in the Engineering

Department; tentatively lined up six teams with eight men per team.

Team Captains and their nine-hole handicaps are as follows:

1—Bob Chapman, Stores (3); 2—John Tracy, P.T. Yard Conductor (5); 3—Vinnie Morse (6); 4—Ivan Perkins, Car Shop, Rigby (6); 5—Dick Brown, P.T. Yard Conductor (7); and 6—Arthur Edwards, Chief Clerk-Marketing (7).

Banquet Closes Bowling Season

The Men's Bowling League held their awards banquet at Carolyn's on April 14 and presented the following trophies:

1st Place Team—Team 6, Steve Magyar, George Phillips, Larry Smyth, Lindy Burgess.

2nd Place Team—Team 4, Joe Fontaine, Dick Greene, Bill Welch and Joe Weingartner.

High Team Single—Team 10, Rabbit Berrick, Tom Caufield, Warren Smith and Dave Gardner.

High Team Three—Team 9, Sam Napolitano, Marty Stratton, Bob Casey and Jay Welch.

High Team Single Handicap—Team 11, Levi Chadwick, Lee Burnham, Lloyd Parker and Len Forest.

High Team Three Handicap, a tie between Team 3, Bob Chapman, John Michaels, Frank Cameron and Reg Libby; and Team 2, Bob Woodill, Larry Harding, Bob Brewster and Joe Coombs.

Individual awards were as follows: High Average, Lennie Forest, 115; High Single, Bill Welch, 168; High Three, Bill Wilcox, 391; High Single Handicap, Dave Gardner, 161; High Three Handicap, Lindy Burgess, 393; and Most Improved, Bob Woodill.

Bill Welch, Aud. Disb. Office and Jay Welch, Car Shop-Rigby, were elected next year's Commissioners.

Charlie Anderson To Play In Europe

It's not "cultural exchange," exactly, but one of Maine's leading musical organizations—and one of Maine Central's leading musicians—will tour northern and central Europe in June.

The "Presumpscot River Bottom Boys"—one of them is trom-

Railroad Golf Tourney Slated At Bangor Links

The Second Annual Maine Railroad Golf Tournament will be held at Bangor Municipal Golf Course June 7. This event features a trophy for the lowest gross score, donated by the President of the Bangor and Aroostook Railroad, and won last year by Bill Martin of Maine Central's Bangor Engine House.

Trophies will also be awarded to first gross and first net in three equal classes of players. Prizes donated by the Maine Central Railroad will be awarded in each class for the longest drive on the 1st hole and nearest the pin on the short 3rd hole.

Greens fees of \$3.25 per person will be payable at the Course on the day of play. A \$1 entry fee must be remitted with each entry blank. The deadline for entries is May 31.

A special invitation to all Railroad workers or retirees is extended in this event. Any further information may be obtained by calling H. L. Cousins, Jr., Chairman, Marketing Department, BAR, or any one of the following members of the Committee: Hugh Goodness, Freight Traffic, BAR, Bangor; C. S. Burgess, Mechanical Dept., BAR, Derby; Larry Severance, MEC Engine House, Bangor; Jerry Shea, Car Accounting Dept., MEC, Portland.

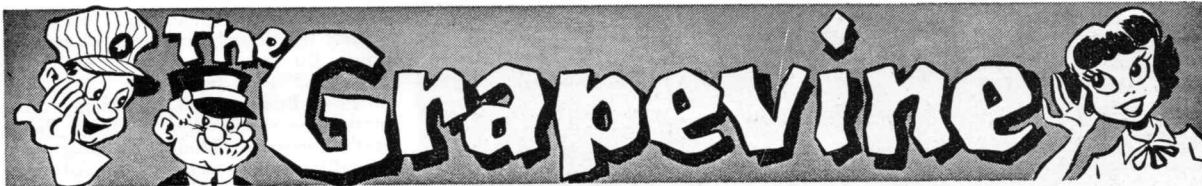
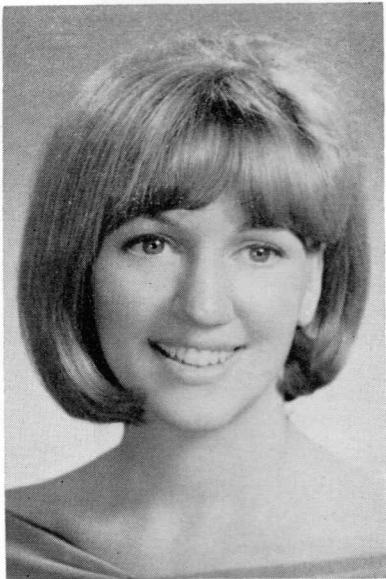
bonist Charlie Anderson, clerk in the Auditor Disbursements office—will leave their Westbrook operations base June 6 and return June 22. In between, the popular Dixieland jazz group will play concerts and dances in five countries on a good-will tour sponsored by the paper industry.

The PRBB's—many of whom are S. D. Warren employees—will be accompanied by their wives on a closely scheduled program of appearances in Luxembourg, Brussels, Amsterdam, Darmstadt, Zermatt, Lugano, Cologne and probably Paris.

The schedule is tightly arranged, with either a concert or travel noted for every day except July 17.

That's a Tuesday, the second day of the band's stay in Zermatt, Switzerland, and the day after a beer garden appearance.

For that day, the schedule says: "Climb Matterhorn."

ENGAGED—Treasurer and Comptroller and Mrs. Horace N. Foster are announcing the engagement of their daughter Marcia to Peter McGinnis, son of Mr. and Mrs. John J. McGinnis, Main Street, South Portland.

Miss Foster, a graduate of Cape Elizabeth High School, attended the New England Baptist Hospital School of Nursing in Boston and graduated from Westbrook Junior College. She is employed as a secretary at the University of Maine in Portland.

Mr. McGinnis, a graduate of South Portland High School, attended the University of Maine at Orono. He is employed in the Research and Development Division of Burnham and Morrill Co. and is a member of the Maine Army National Guard.

Marcia's older sister, Betsey, is the wife of Peter's brother, John McGinnis, a former employee in the Maine Central payroll deductions bureau, Portland. John is now on a Navy destroyer based at Algiers, Louisiana, where the couple resides.



By Harold C. Clark

Retired Boston and Maine Engineer George W. Bourne celebrated his 86th birthday March 19. He is able to get around and occasionally gets outdoors. Mrs. Bourne is a patient in the Carleton Manor Nursing Home, she is doing nicely. Their daughter Harriet, who has been with the Rockefeller Foundation of New York for 21 years, has returned to Portland to care for her father and mother.

Miss Pamela Maxine Tomlin, daughter of Randolph P. Tomlin, Foreman Car Inspector of the Portland Terminal and granddaughter of Walter C. Peables, retired Car Inspector for the Portland Terminal, was married in April to Walter E. Leland, Jr., at the Thornton Heights Metho-

(Vets—page 8)

GENERAL OFFICES

Stenog Betty MacDonald was welcomed back from sick leave with a surprise "Sunshine Basket" from all her friends in the Gen. Office on the morning of her return last month.

J. Emmons Lancaster, Jr., Supervisor of Bridges & Buildings, attended a two day seminar at the University of Maine, Portland, on design of welding techniques.

Stanley Jordan, Assistant Engineer, B & B Dept., journeyed to the University of New Hampshire, at Durham, to attend a two-day seminar on application of computers to structural analysis and surveying.

Early spring vacations were enjoyed by Wes Martin, C. E. McCarthy and R. M. Aylward.

Lieut-Commander David Stanford, son of Mr. and Mrs. J. F. Stanford, presently stationed in California, has completed his thesis for a Ph.D. in Operation Research at University of California in Berkley. He will now proceed to Potential Commanding Officer's School to be conducted at San Francisco and Pearl Harbor, Hawaii, following which he will report to San Diego for submarine duty.

Madeleine Bowdoin, accompanied by her husband Stuart, is on an annual vacation visiting relatives in Phoenix, Arizona. Weather out there at this time is in the 80's and they have visited in the vicinity and watched a movie being made. They flew out and back, this being their first airplane ride.

Dottie and Marguerite Hollywood recently flew to Rochester, New York, to visit their niece and husband and to see their grand-nephew for the first time.

Charlie Anderson is back to work in the A.D. office after having been confined to the hospital and home by illness.

J. Michaels was confined to his home for therapy for a back condition and is now back to work.

Francis Cameron's son, Francis, Jr., is a recent bridegroom, having married Miss Sandra Fogle of Lewiston. The Camerons were hosts at a rehearsal party at Holiday Inn in Auburn the night before the wedding.

"Pierre" Libby of A.D. office was absent from work because of illness and is now back at work.

Connie and Ray Davis recently visited their daughter Jo and husband in Dover, Delaware and became acquainted with their first grandson. They also visited their other daughter, Kathy, in New York City.

Fred Wilson and wife Pauline are planning a motor trip through the Smoky Mountains as a spring vacation. Fred usually returns with some lovely colored slides of his trips.

One for Ripley—after four girls, the Reg Roys finally have a son! Just missed being an Easter baby, having been born on the Tuesday after. He weighed 7 lbs. and 10 oz. and will be named Reginald Roy, Jr. Congratulations all around.

Claire Foley, wife of Tom Foley, Transportation, is back at Maine Medical and hope her stay will not

be too long. Best wishes, Claire, for a speedy return to health.

Elta Benner, Auditor Disbursement's office, has been having various tests at Maine Medical and is now home. A Sunshine Basket was presented to her from her co-workers. We'll be glad to see you back, Elta.

Mary Nugent and John Conroy are engaged. Congratulations to the happy couple.

Welcome to Maine Central—Stephen Crocker, Clerk in Mechanical Dept.

Norman Jackson's daughter, Mary Ellen, won first prize in the Science Fair at Cathedral Grammar School.

Horace N. Foster, comptroller and treasurer, accompanied by Mrs. Foster and twin daughters Linda and Sandra, enjoyed an April vacation at Virginia Beach, and touring historical points of interest at Yorktown and Williamsburg.

Linda Gerity, daughter of Assistant Comptroller and Mrs. J. F. Gerity, flew to Florida for her spring vacation from Westbrook Junior College.

Clif Clifford of the Car Accounting Office and Mrs. Clifford vacationed in Washington, D. C., during cherry blossom time.

Lou Davis had spring fever and took the cure for it—a new car. . . . A four door Chevrolet sedan, in a very pretty shade of green.

Bob Rounds is doing a lot of visiting out of state lately. He and his mother recently attended a 50th anniversary party in Melrose, Mass. and now he is taking advantage of the nice spring weather to drive to Connecticut with his mother to visit his sister and family. Incidentally he took his golf clubs along with him this time.



IN FAR EAST—Lance Corporal Peter F. Nielsen, USMC, son of Engineer and Mrs. Christian G. Nielsen, 285 Allen Avenue, Portland, is now stationed in Viet Nam with the 1st Marine Division, Engineer Battalion.

Bill Woods and wife Betty recently flew to Florida where they visited their daughter and family. While there they took a trip to Miami to see all the glamor spots. Weather was delightful and the flight both back and down uneventful. They didn't bypass to Cuba.

Sympathy is being extended to Bill Woods and his family on the recent death of his stepmother, Mrs. Margaret Woods.



WIN BAND BATTLE—Dave and Steve Clarke, sons of Assistant to Auditor Disbursements Robert C. Clarke, Portland, comprise half of the "Blueberry Dream," a rock group that won a battle of bands staged last month by the Old Orchard Beach Jaycees. They're one of the Portland area's younger and most promising outfits. From left, Mike Bibro, 15, Dave Clarke, 13, Steve Clarke, 14, and Gary Richardson, 13.



SEND-OFF FOR BUD—William L. Harris, who becomes Portland Terminal Company superintendent at Rigby May 1, was congratulated recently by fellow employees at Waterville, where Bud has served as Trainmaster. From left, Basil Higgins, General Agent Calvin Clark, Harris, Carroll Huard, Larry Ridley and Bob Estey.

RIGBY ENGINE HOUSE

Rigby Storekeeper Maurice Allaire, an ardent circus fan, has a large collection of circus relics, models and souvenirs. His collection was increased recently by a legacy from the estate of the late Lawrence C. Browne, a well-known collector of circus mementos. Maurice has displayed his collection at the Clearing House picnics, and it was well worth seeing, especially his carvings.

Bartley Flaherty, 84, a Freight House Checker for many years, died March 18 after a long illness. He was a native of Galway, Ireland.

Specialist 4th Class Robert E. Spires, U.S.M.C., was killed in action recently in Viet Nam. He was the son of Clerk Warren Spires, formerly of the Maine Central offices, transferred later to Boston. The young man's paternal Grandfather is retired Clerk Samuel Spires of Portland.

Charles Thompson, son of Hostler Raymond A. Thompson, and grandson of retired Engine-house employee Arthur Thompson of Freeport, is taking a post-graduate course at Portland High School. He plans to enter the University of Maine in Portland, majoring in Social Science.

Engine-house employee Elmer Andrews was the winner at one of our local markets of a trip to Florida for two. He will reserve it for a vacation at a later date.

Engine-house employee Dustin Greenlaw reports that his wife was injured when she slipped and fell on the ice. She was taken to the hospital for observation.

Machinist "Al" Stivelitti was hospitalized for minor surgery early in the month. He lost little time, and later went to Beecher Falls for a week to cover a job due to sickness of Machinist Walter Lang.

Eileen McCann, aged 7, daughter of our Welder "Al" McCann, was hospitalized for a short time to make tests, and is doing very well at this time.

Miss Lyla Pinkham, granddaughter of former Sheet Metal Worker Archie Pratt, now deceased, is one of Maine's leading women candle-pin bowlers.

Stores Department employee "Sam" Napolitano and family took their usual weekend trip around the state and into New Hampshire to view the scenery of the Portsmouth area and the ski slopes around Conway.

Fred Gowan, 87, died at the Augusta General Hospital recently after a long illness. He worked for many years in this area as a Section Hand under Elijah Ryder, Foreman. He later was transferred to the Augusta area. At the time of his retirement in 1946, he was a foreman of a crew, still under the supervision of Mr. Ryder.

"Charlie" Gordon, 90, Cumberland Center, died on March 30. He operated on the Boston and Maine Railroad as an engineer working out of the Rigby Yard, and residing in South Portland. He retired in 1954 after 55 years of railroading.

Mill-man John Dellow, retired, recently visited the Car Shops.

Carman Wayne Twombly is on the sick list as of this date. He is having a thorough check-up at one of our local hospitals.

Frank Garland, Chief Clerk, General Foreman's office, was awarded a scroll of honor by the Little League Association for his sportsmanship and support of the Little Leaguers in the towns of Freeport, Durham, and Pownal, as well as being one of the coaches and umpires.

The Freeport high school band was chosen to play and march in the Cherry Blossom Festival, Washington, D. C. Two of Frank's sons are members: Frank, the fourth, who plays the



50 YEARS' SERVICE—Baggagemaster-Janitor Ralph E. Howland, left, of Vanceboro, rounded out 50 years of Maine Central service last month and was presented an inscribed billfold on the occasion by General Agent James W. Breen.

trumpet, and David, the trombone. Frank the fourth has been chosen to tour Europe with the "Band of America," at a later date.

The Bridge and Building crew under the supervision of "Red" Baker and Foreman "Dude" Babbidge are installing a new roof on the Administration Building, Rigby.

Retired Carman's Helper "Art" Landry, 64, died on April 3, after a long illness. Arthur retired on disability in 1966. He is survived by two brothers, Carman and Wrecking Master, Alphee Landry, retired, and Foreman Edmund Landry, 2nd trick. Arthur had a notable record in the boxing world. At one time he was a contender for the New England Lightweight crown.

Your reporter, Al Wetmore and Mrs. Wetmore were involved in an automobile accident on their way home from a trip to Massachusetts. An oncoming car forced them off of the highway and into a ditch about 5 feet deep. No injuries were sustained, thanks to seat belts, but the car was damaged.

Carman "Ray" Palmer has purchased a 1967 Pontiac, "Catalina."

Retired Machinist Lawrence Lanciault, and retired Engine Equipper Martin Malia have returned from their Florida vacations, and remarked on the exceptional cool weather in that area.

Former Boiler-maker and Blacksmith Charles Jackson and Mrs. Jackson were in town recently visiting their daughter and family in Westbrook. While here, Charles called at the shops to see some of his old buddies.

RIGBY YARDS

Billing clerk Andy Blackwood and his wife have returned after a three week Caribbean Cruise. From the tan Andy is sporting we imagine the weather must have been fine.

Head of Per Diem Charlie Talbot and his wife are enjoying a week's vacation in Allentown, Pa. Since getting his car Charlie has been putting plenty of mileage on it.

Retired Inspector Wendall MacDowell recently paid a visit to the Freight Office. He and his wife had returned from a six week trip to California. "Mac" says the weather was fine and the flight was "terrific."

Spare car distributor Deak Hamilton and his wife are another couple who enjoyed the West Coast. They flew out to California for a week to visit their son who resides there.

Agent Paul Bourque and diversion clerk Roland Chaisson had a slight mishap when their cars collided in the parking lot one noon. It's amazing under what circumstances one runs into his fellow employees.

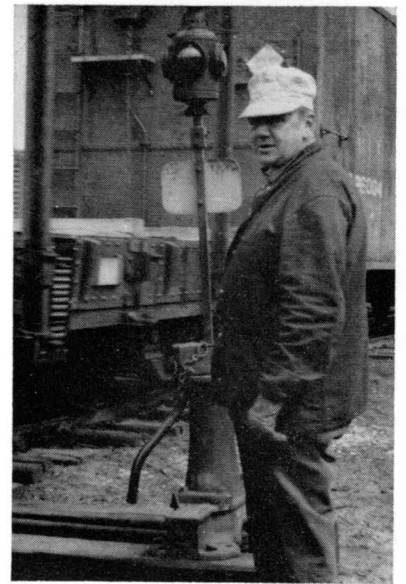
Even though the snow is gone and spring is here, we hear that Eddie Bolduc, Rigby Crew dispatcher, just doesn't want to put his snowmobile up. Hope she treads mud, Ed.

George Vokey, yard brakeman, is enjoying two weeks of vacation.

Dale Williams, spare yard-master and yardman, who had been injured, has been off since March 3. Reports are that he is doing fine but will need three or four more weeks of recuperation.

First trick telegrapher Bill Graham is sporting a nice dent in his car. Wouldn't you know it; it was a woman driver.

Yardman Harold Howard is enjoying a week's vacation.



O. J. "Butch" Bouchard of Switcher No. 9 on the job at Waterville.

The two Bearded Wonders have finally shed their beards. Must be a sign of Spring.

Last trick operator Craig Wilson is off on a week's vacation. Covering his position is Bruce Corkery. Another vacationer on the list is Trainman Dave Gardiner. We imagine Dave is keeping his bowling arm in shape.

Yard brakeman Bing Miller is doing fine after an operation. Reports are that it will be a while before he can return to work.

After all the discussion we've heard, we hope that Patrick and Cecile have come to a decision on whether or not clams have heads.

Brakeman Eddie McDonough is off for a week. The boys say he's babysitting, awaiting the arrival of his second child.

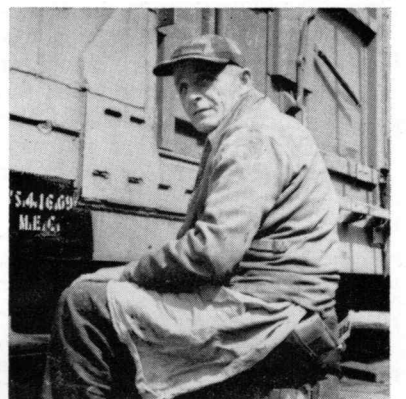
Trainman Bill Redlon is off for a week's vacation. Brakeman Frank Huff is home from the hospital and doing well, but will have at least six months of recuperating before he's able to return to work.

From now on no one is to say or ask anything about Thursdays bowling. Okay, Bill Glen.

Yard clerk Don Barker has a '69 Chevy wagon. Don starts vacationing April 11th and talk is that he and his family are planning a Florida trip.

Flagman Ronnie Poulin is off on a week's vacation. From what we hear Ron's playing the part of auto mechanic.

Another one of our boys, Pete Brichetto, spare conductor, is enjoying a week's vacation.



Harvey "Crow" Dusty, painter, putting the finishing touch on a job. He has 42 years of railroad service.



Ivan Pelotte is seen frequently with his co-worker, Arthur Haskell, filing switch points in the Waterville yard.

Ray Briggs of Car Accounting has purchased a new '69 Chevy and Bob Nurse of the same office bought a '65 Cadillac.

Dot Proctor had a few days vacation in April readying her camp at Little Sebago Lake for the season.

Mollie Fehlau with her husband and son Ricky recently visited Williamsburg, Virginia, and other points en route in their Volkswagen camper.

BRUNSWICK - BATH

Robert Otis, U.S.N., son of Car Inspector and Mrs. William D. Otis, Jr., is home on leave. He has completed basic training at Great Lakes Training Station and will leave in 20 days for assignment in Rota, Spain.

Second Trick Clerk Telegrapher Nelson S. Soule has bid in the agent's position at Yarmouth Jct. We wish him well in this new position.

Retired Baggage Master George Risten walks by the office every day. George shoveled a lot of snow this winter and still looks in great shape.

Equipment Maintainer and Mrs. Caleb Mitchell have been vacationing in Florida and are expected home soon.

Section Foreman Bob Albert is sporting a new maroon Ford. Bob and Mrs. Albert have just returned from a vacation visit with their daughter and family in Washington, D. C.

ROCKLAND

Recent callers on "Father" Snowman were vacationing Rumford Lower Yard operator John Tardiff and family.

Yard brakeman J. E. White, off following injury, reports slow progress towards recovery. His job on the Rockland Yard Switcher is covered by Yardmen Camic, Miller and Fitton from the Waterville board.

Saw retired cashier Father Snowman

wandering around in a local store, hunting for the grocery cart he had been putting purchases in.

Sectionman John Bodman is slowly improving at home following hospitalization. He is looking better, and figures he is gaining. For those who contributed towards the purse for him, we have received in the freight office a nice thank you card addressed "To all my fellow employees of Maine Central Railroad Co.," which reads "It's hard to find words that can even begin, to tell how wonderfully thoughtful you've been. Thanks again." signed John F. Bodman.

Section foreman Russ Pennell is getting an early start towards electing Maine's U. S. Senator Edmund Muskie to the Presidency of the United States in 1972, has originated "Muskie for '72 Club," of which he is chairman. A statement of purpose reads that the club is to be informal and nonpartisan, its sole purpose to help finance Muskie's election, with all monies contributed voluntarily for this purpose.

Vacationing Rumford Operator John Tardiff paid us a visit at the Freight office, while calling on acquaintances in Rockland. John tried to encourage us to relieve him of some of the snow still presently in his door yard, but no success around here. Understand that he has been promoted to the back seat of the family auto, as he now enjoys the scenery, while the Mrs. does the chauffeuring. According to John, driver training sure pays off.

WATERVILLE YARDS

We welcome back Reid Cammic after his brief stay in the hospital for a checkup. He has, we understand, returned to Switcher 1, his old job.

Seen recently was an old friend, but a new face in the Waterville area, E. C. Bartlett, Jr., of Rumford who was working the rear end of the Rumford turn-around due to a shortage of road men.

Engineer Hugh Gray, formerly of Switcher 6, has left for the Mountain Division.

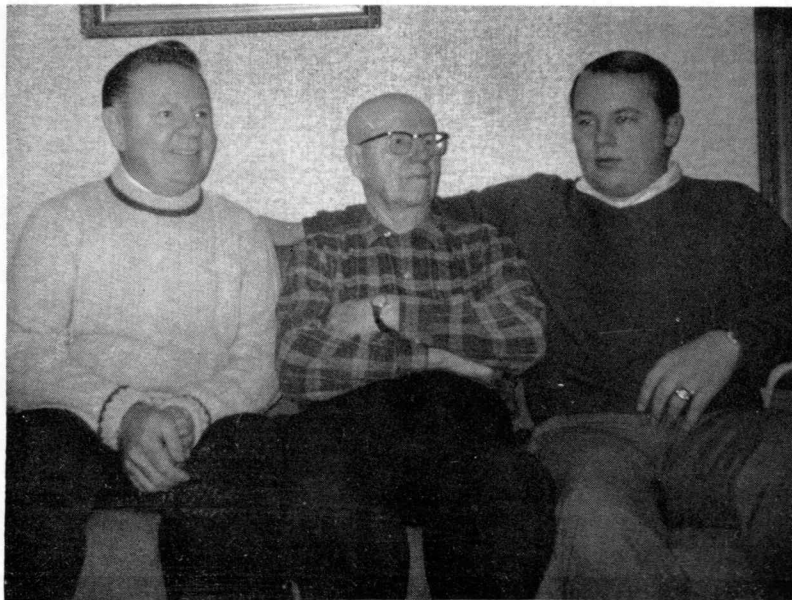
After many years of holding a regular job, two old timers, Ken Fitton and Joe Boudreau have gone back to doing spare work. We understand Ken's first out of town assignment was Rockland.

Ralph Laliberty, yardmaster, 1st trick, is in the hospital for minor surgery, and while he is off Burns Hillman is holding his job.

Spareman Don Bartlett is sitting in the big green chair these days.



Chick Pooler, Foreman of the Rip Track, overseeing his crew.



THREE JACKS—John W. McLeod, center, retired trackman, is pictured at his Lewiston home with his son and grandson, John W. McLeod, Jr., and John W. McLeod, III. The son is a Newton, Mass., educator, and the grandson is a student at Northeastern University, Boston.

WATERVILLE STATION

Wallace Pooler, Jr., son of Asst. Track Supervisor Wallace and Mrs. Pooler, has entered the U.S. Navy and is now doing his Boot Camp training at the Great Lakes Training Center.

Chief Clerk Denis Chamberlain, Freight Office, has returned from a sick leave of a few months.

We welcome Mrs. Marilyn Stubbett to the railroad family, as our new Clerk-Stenographer in the freight office.

Ruth Brochu, Engineering Dept., was hospitalized a few days undergoing tests.

Car Clerk Beverly Cook was off duty a few weeks, as well as an early spring vacation.

Jane and Lee Bureau have a new Ford Fairlane. Jane has retired from her clerical duties, planning to spend a lot more of her time with her family.

WATERVILLE SHOPS

Electrician and Mrs. Joe Banks have been vacationing in Ireland for three weeks.

Foreman Lew Ifill has a new Chevrolet pick-up four wheel drive.

Carman Helper Herb Crommett recently lost his home and all furnishings in a fire at Vassalboro.

Foreman Floyd Case has a new Olds. Watchman Roland Higgins purchased Casey's trade in.

Retired Painter Helper Frank Miles died recently at the age of 77. He had been out of the Shops some 15 years.

Carman Wayne Johnston had a rope wrapped around an arm and the other end of the rope was attached to a skittish horse. The horse bolted and dragged Wayne quite some distance doing considerable damage—to Wayne, that is.

The Fairfield Center Rifle Team won the State championship this past winter. Members of the team are Painter Chester Craig and Carmen Ernest Taylor and Eddie King.

Clerk Vernal Hersom has returned to the Stores Dept. after a lengthy illness.

Retired Painter Helper Albert Prouty died recently at the age of 87. Sympathy is extended to Clerk Carroll Stevens whose wife died recently.

Foreman Blaine Ladd has recently attended the Westinghouse Air Brake School at Wilmerding, Penn.

Electrician Al Adams recently had his car demolished when hit by another car. Adams was severely cut and bruised.

Laborer Johnny Jewell reports that smelts are costing about \$3.75 a pound in the Augusta court.

The 'population explosion' hit shops employees recently when four babies were born in a 24-hour period. To Paint Helper and Mrs. James Sylvester, a daughter, Suzanne, was born at the Seton weighing 6 lbs. 2 oz. To Machinist Apprentice and Mrs. Bobby Crowell, a son, Timothy Robert, was born at the Seton weighing 9 lbs. 4 oz. And to Electrician and Mrs. Paul Getchell, a son, Nathaniel Stevens, born at the Thayer weighing 7 lbs. 3 oz., and to Carman helper and Mrs. Joe Gallant, a son, Jeffrey Maurice, born at the Fairview in Skowhegan weighing 8 lbs. 2 oz.

EASTERN SUB-DIVISION

Phillip J. Gallant, road trainman, has submitted his resignation from Maine Central. We'll miss seeing you around, Phil.

Harrison Pomeroy, cashier, Bangor Freight Office, returned to work March 31. Harrison has been off due to a knee surgery.

Mr. and Mrs. Laughton Jewett (Laughton is Rate Clerk, Bangor Freight Office) are receiving congratulations on the birth of a daughter, Julie Ann. Julie Ann weighed in at 7 lbs. and 4 ozs. Laughton and his wife also have a son, Tommy who is 3.

Bob Strickland, first trick Yard Clerk, Bangor Yard, is on vacation for one week. While Bob is on vacation, Tommy Goss will cover his job.

Charles R. Adams, road trainman, submitted his resignation as Trainman effective March 31. Charlie is now working in the Motive Power Dept. as a student fireman.



FROM KEYES TO PHILADELPHIA KIDS—Five and a half carloads of Keyes Fibre Company's CHINET products—plates and other wood-fibre tablewear—were sent from the Fairfield plant last month to the City of Philadelphia school system. From left are R. R. Helf, general sales manager; E. A. Kimball, customer service; M. W. Ashley, sales representative; and R. J. Howard, national Products manager, food service products.

Meeting—*from page 1*)

"It is well known," Miller continued, "that for the last six months an acute box car shortage has prevailed throughout the United States. Perhaps Maine Central has suffered most of all railroads. During this shortage, records show that of our 2,800 Grade A box cars, which is the highest quality classification and required by shippers of paper, 2,200 were consistently off line. Fine paper, newsprint and other paper products normally produce 25-30% of all freight carried by Maine Central. The facts were that our cars were being used to benefit shippers and railroads in other parts of the country. In the meantime freight normally carried at low-cost railroad freight rates, was, of necessity, being diverted to other higher-cost movements. We appealed constantly and vigorously to the Association of American Railroads and the Interstate Commerce Commission. Finally, in March, the ICC stepped in and issued an order directing return of Maine Central cars, loaded or empty. Within five days our cars began returning home. Since then we have been in a comfortable car position. The order expired April 12. Whether it will be renewed is problematical.

"The second reason for the disappointing showing in the first quarter of 1969 is a natural disaster which dumped five to six feet of snow on most of the Maine Central system in Maine, New Hampshire and Vermont during the period.

"As a result, February, 1969, was the most expensive month in the history of our road for costs of snow and ice removal—even greater than 1963 which year had previously held the record for costs. In February, 1963, snow removal expenses totalled \$234,000. This year February costs

totalled \$282,000. In 1963 the first quarter's expenditures for snow and ice removal totalled \$524,903. This was exceeded this year when the 1969 total already shows \$543,123 for the first quarter, with some additional charges yet to be included in the March total, when final figures are recorded."

In response to a question from a stockholder, Miller explained the probable impact upon Maine Central and the industries served by it, of the proposed huge oil refinery at Machiasport. He stated his knowledge of the nature of the plant was limited to newspaper accounts but he "would expect development of a huge refinery plus the indicated chemical industrial complex would have a dramatic effect upon Maine Central revenues. Tremendous amounts of construction material would have to be moved overland and the railroad would be the chief participant in this transport," he said. "Second, fuel costs should be substantially reduced to all major industries in Maine Central's area which would have a most favorable effect upon the competitive position of these mills, thus further benefiting Maine Central. Third, the petroleum would presumably be handled by rail to them as it is now from shorter distances, since this has been demonstrated to be the most economic means of transport. Fourth, a chemical plant would necessarily involve land transportation of its products and to some extent to inbound raw materials as in the case of the chemical plant of IMC on the coast at Orrington."

Miller pointed out that Machiasport is "virtually at the far end of the system and this would mean that all hauls would be virtually the length of the system and that the petroleum hauls of the railroad would be greatly extended involving higher revenues.

Veterans—*from page 5*)

dist Church. They will make their home in Cape Elizabeth.

We were sorry to hear of the death of Lou Gordon, retired Boston and Maine Engineer. Mr. Gordon was 90 years old.

Mrs. Ernest L. Biladeau has returned home after spending several days with her daughter, Mrs. Leonard Richardson of Salem, N. H.

We were very pleased to hear recently from Mrs. Herbert Wells (Elsie) of Chelsea, Mass., and also from Mr. and Mrs. Charles W. Goodwin of Lawrence, Mass.

Mr. and Mrs. William H. Coombs are spending their vacation in Apopka, Florida. They expect to be home to attend the May meeting.

John J. Lyden, 78, Dies In Bay State

John J. Lyden, 78, formerly of Portland and North Monmouth, retired assistant superintendent, MeC, died April 19 in Stoughton, Mass., after a long illness. He had resided at 17 Oakridge Drive West, Brockton, Mass. for the past 2½ years.

He was born in Portland, Dec.

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.
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27, 1890, the son of Patrick and Abbey Lyden and was educated in Portland schools.

He had been employed as an assistant superintendent for the Maine Central Railroad before his retirement in 1956 after 47 years of service.

He was a member of the American Train Dispatchers Association, the Maine Association of Railroad Veterans, the Transportation and Communications Union and the former Telegraphers and Dispatchers Union. He was a former member of the Knights of Columbus Council, Portland.

Mr. Lyden was a former communicant of St. Dominic's Church in Portland.

Surviving are his wife, Mrs. Cora Lindsey Lyden of Brockton, Mass.; four sons, John M. Lyden of Portland, Robert J. Lyden of Tonawanda, N. Y., Sgt. Thomas M. Lyden, U. S. A. F., stationed in Southeast Asia and Richard P. Lyden of Kimberton, Pa.; a daughter, Mrs. William J. Clark of Chelmsford, Mass.; a stepson, Robert B. Lindsey of Brockton, Mass.; and a stepdaughter, Mrs. Arnold E. Sherrard of Sunnyvale, Calif.

RETIREMENTS

Mary E. Gibbons, stenographer, Bangor, February 19.

Hudson H. Gray, trackman, Holden, March 11.

John E. Hood, trackman, Beecher Falls, March 31.

Otis H. Springer, cook, Bangor, March 25.

DEATHS

Milford L. Hatch, trackman, Newcastle, March 7.

Robert G. Malia, carman, Portland, February 22.

Frederick J. Tupper, agent-operator, Yarmouth Jct., March 22.

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