



Messenger

Vol. 10, No. 3

For Employees and Friends of the Maine Central Railroad

January, 1970

First 50 Of 200 Modernized Box Cars In MeC Service

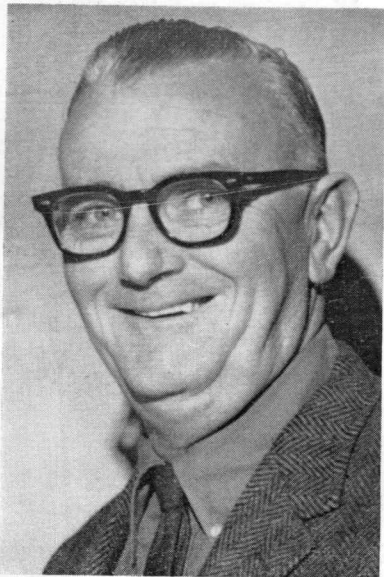
Three Promoted In Mechanical Department



JEWETT

Promotions for three members of Maine Central Railroad's Mechanical Department have been announced by Richard F. Dole, Chief Mechanical Officer.

Theodore S. Jewett, a Portland native who has been General Car Foreman at Bangor, is now Superintendent of Car Maintenance,



WHEELDON

with headquarters in Portland. Jewett started his Maine Central

(See Page 8—Promotions)



CHARM-ING . . . That's what Mary E. Morse, (right) Signal Clerk, Portland, says about the beautiful silver charms on the bracelet worn by Mrs. Betty MacDonald, stenographer, Engineering Department, Portland. The bracelet carries mementos of Betty's recent three week trip to Europe.

Unique Charm Bracelet Is Visual Travelogue

Betty MacDonald's back from Europe with a bundle of warm memories and a charm on her bracelet for every country she visited.

The exciting journey began with an overnight stay with daughter and son-in-law, Ann and Bob Gordon and youngsters in Melrose, Mass., then a family reunion at Flushing, Long Island, N.Y. with sister Louise and her husband Joss Smith and Betty's brother, J. R. "Jack" Brophy, Jr.

After a send-off from Kennedy Airport, Betty was on her TWA-way to Frankfurt, Germany, where she was met by old friends Philip Lentz, formerly of Maine Central's Engineering Department and his wife, Glenda. Phil is a government employee with rank equivalent to that of captain and is stationed at the Rhine-Main Air Base, Frankfurt.

Octoberfest celebration at the Officers' Club got things underway in grand style, with many men and women in German costumes and a grand spread of favorite German foods to enjoy. Each guest had his own stein which took both hands to lift and

Betty says party-goers never let the stein get empty. Many Americans who have enjoyed this old custom say you haven't lived until you've joined the singing and gaiety of Octoberfest.

Another highlight of the trip was a visit to the Black Forest where the trees are so close together, the view through them looks as black as night.

In Paris, there was shopping and a wonderful 3 1/2 hour tour of the city on a double decker bus, equipped with pushbuttons to select the language of your choice in which to listen to the tourmaster's talk.

Dinner at the Touquet and an evening at Folies-Bergere called for dressing in one's finery, an occasion of sheer delight for any woman.

Luncheon at the Royal Canadian Air Force Officers' Club was an especially meaningful experience since Betty's late husband, "Mac", served in the RCAF.

Betty found the people of Paris most helpful, in spite of the stories

(See Page 8—Travelogue)

The first fifty of two-hundred newly modernized 40-foot box cars are now serving Maine Central customers.

The modernization program which produced them is in full swing at Waterville Shops, where Maine Central craftsmen are rebuilding the cars for use by shippers of paper and other high class commodities.

The streamlining program, to be spread over the next year and a half, is aimed at helping to ease the car shortage situation which has created problems throughout the railroad industry and has been especially "tight" in Maine Central territory.

Specialists at Waterville Shops are building new floors, installing new linings at sides and ends of the cars and new roofs and doors where necessary. Mechanical upgrading includes a complete overhauling of the trucks and application of new lubricating devices and journal box seals.

Originally part of the 6500-6749 series, the cars will be renumbered to become the 5000-5199 series and will provide more available cars for the great number of Maine Central shippers and consignees who require the 40-foot units.

The modernization plan is part of a program initiated by Maine Central in 1961 to upgrade its fleet of freight train cars and diesel locomotives at a total expenditure to date of over \$19,000,000. The program has produced a

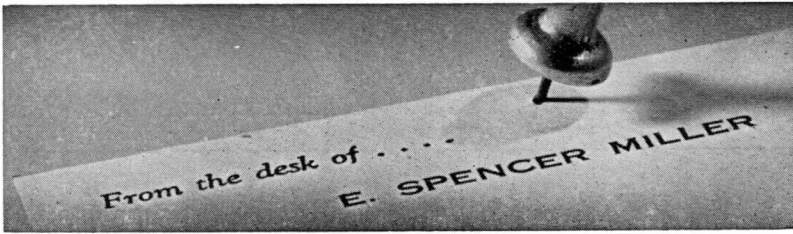
See Page 7—Modernization)

RR Folks Exceed Community Chest

Maine Central Railroad men and women of the Waterville area exceeded the annual Community Chest campaign quota for the sixth consecutive year with a pledge of \$1913.40.

A. H. Fimmimore, Waterville Shop Superintendent, notes that all departments worked together to top the \$1900. goal.

Special commendation for their efforts was accorded to C. T. Clark, General Agent, Waterville; W. G. Schloth, Division Engineer; J. A. Cosgrove, Traveling Storekeeper and D. B. Sherrard, Assistant Shop Superintendent.



TO MY FELLOW EMPLOYEES:

MANAGEMENT'S MOST DIFFICULT TASK

When a prosperous company commences to lose large sums of money, the skill of its management is tested to the utmost for there is no challenge so difficult to meet as the task of turning a loser into a winner. Such a problem faces our railroad right now and it must be solved. Maine Central with a record of steady, although not spectacular, earnings has suddenly been forced



into red ink through enormous increases in wage and material costs, and despite a modest volume growth. For 1969 it is estimated that we will show a net loss of more than \$900,000 and a cash loss of \$1,500,000 since we have sinking fund requirements of close to \$500,000. The remedies are fundamental and two-fold. They consist of rate increases and elimination of losing services including the abandonment of non-profitable lines. We are proposing to discontinue

four branch lines, in whole or in part, but the benefits from these discontinuances will fall far short of a full solution and will be long delayed.

Substantial, but equitable, increases in tariff rates, forced upon us by the inflationary spiral, are necessary. Effective November 12, 1969, railroads nationwide secured a 6% general freight rate increase watered down by eliminations on certain segments of our traffic and subject to retroactive adjustment by the ICC with the possibility of refunds to shippers. It is estimated that at best this increase may produce an additional \$1,300,000 for 1970 over revenues received in 1969. It will be seen that it will not permit us to earn anything in 1970. But this is not the whole story. As nearly as we can judge, wage and material increases, based on presently known factors, will amount to an additional sum of \$1,200,000 in 1970. We, therefore, have had to consider how these extra costs can be offset.

New England railroads as a whole are in at least as bad a position. The possibility of securing nationwide freight rate increases large enough to save the New England carriers does not exist. We are, therefore, remitted to seeking special rate considerations for this territory. As reported in the press, tariffs will be filed aimed at assessing what is inappropriately known as an "arbitrary" amounting, in general, to two and a half cents per hundred weight on freight terminated or originated by New England carriers. It is estimated that this special charge when effective, and unfortunately there will be delays, may amount to as much as \$1,800,000 annually for Maine Central. Reference to the foregoing figures will show that even after the 6% increase and effectuation of the "arbitrary" this company will do little better than to earn its sinking fund requirements with virtually no return to its equity investors.

Nobody enjoys increased costs of living, or of doing business, but in the present atmosphere constant escalation is the pattern and the railroads are not immune. Some statistics are interesting. If we take 1950 as a base year and assign to it the index number 100, the index number representing Maine Central's charges to shippers in 1968 would stand at 101. If we assign for 1950 the index number 100 to paper prices, their index number for 1968 would stand at 151.

In happier days when this company was reasonably prosperous we joined in effecting rate reductions of significant magnitude for the paper industry in Maine, which is our bread and butter business. For instance, in 1955 rate reductions of 5.6% were made on Maine Central paper tonnage costing this company annual revenue well into six figures. In another year rates on mechanical wood fibre were instituted 20 to 25 percent under normal woodpulp rates and minimum car loading requirements reduced from 100,000 pounds to 80,000 pounds, thereby saving a mill in this territory. In 1968 the so-called incentive and reduced unit rates on printing and wrapping paper were applied from this territory with a serious loss of revenue to Maine Central and no increase in volume. In 1966 a downward adjustment on newsprint rates from New England origins to official territory was effected at a serious cost to Maine Central resulting in no increase in volume. Per car rates have been established locally on Maine Central aiding the movement of woodpulp in the area which we serve. When two mills closed Maine Central advanced capital to let them live again. These were contributions to industry locally, not nationally. Our record of cooperation and voluntary help to our shippers has been generous, and remarkable, and if in the future dynamic industrial growth and a resulting heavy increase in rail volume should permit further reductions in charges to our customers, we will consider them and lead the procession provided that we are earning a fair and reasonable return upon our investment.

New England railroads jointly and individually have aided their local communities and shippers over the years with a wide range of lower than standard commodity rates on grain, coal, petroleum, cement, potatoes, paper mill machinery and many more. They want to be in a financial position to help in the future when special situations and needs arise. In order to do so they must improve their credit ratings and borrowing power by demonstration of an ability to earn.

From the standpoint of shippers in this territory who, at first impression, are offended at the rate action to be taken, we must point out that the existence of the railroad tracks to serve them means their life or death. Studies have recently been made showing that some truck costs for transportation from certain Maine manufacturers to their markets are two and even three times present rail costs. When railroad tracks are pulled up, rates of common and contract carriers by highway take a remarkable jump. Further than that, our shippers have a vital interest in an efficient railroad. In recent months Maine Central, having an optimum ownership of grade "A" box cars, has been unable to furnish equipment to the extent needed by the pulp and paper industry, due to poor handling and turnaround of our cars on foreign lines. We are so confident that we are on the right track with our rate proposals that we are going to commit ourselves for new box cars even before the new tariffs become effective and there could be no greater evidence of this company's good faith.

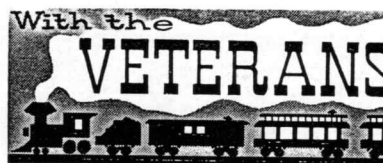
With this all too brief outline of the desperate need of Maine Central we seek the understanding of our shippers. Their cooperation and particularly that of the pulp and paper industries as a whole and individually will be now remarked and long remembered.

E. Spencer Miller





SANTA AND HIS TOYS ARRIVE IN WATERVILLE BY MAINE CENTRAL— The crowds cheered as the locomotive whistle blew and Santa came to town to distribute toys to the good boys and girls in the area. Railroad personnel enjoyed the preparations as much as Santa.



By Harold R. Keniston

Our regular November meeting was held on the 23rd at Howard Johnson's in Thornton Heights with a good attendance and a number of new faces in our group.

Glad to have Robert Lewis back again.

Mr. and Mrs. William Robbins are now residing at 716 12th Avenue, South, St. Petersburg, Florida.

Also in attendance was our former chaplain, Herbert Fogg, who, by the way, looked very sharp in his new jacket.

Voted into membership was Mrs. Alice Gallant, telephone operator, retired, in the general office building.

How about that application? We may not be able to present as many as our Waterville member, Kenneth Reed, but we might get at least one.

Hope to see you all at our next meeting, January 25.

Robert G. Forbes, retired following a fall in which he suffered a broken hip, is at the Jewish Home for the Aged, North St., Portland. He would be glad to see some of his friends.

RETIREMENTS

Breau, Frank J., Locomotive Engineer, Bangor, November 17. Entered service, November, 1944.

Grant, Ralph E., Freight Clerk, Vanceboro, November 23. Entered service, November, 1939.

Luke, Nina B., Cleaner, Portland, November 30. Entered service, September, 1945.

Parkhurst, Charles H., Laborer, Waterville, November 10. Entered service, March, 1943.

Russell, Warren M., Freight Clerk, Vanceboro, December 4. Entered service, August, 1923.

DEATHS

Bodge, John L., Car Inspector, Rigby, December 8. Entered Service January 6, 1937.

Toys From Santa Arrive By MeC

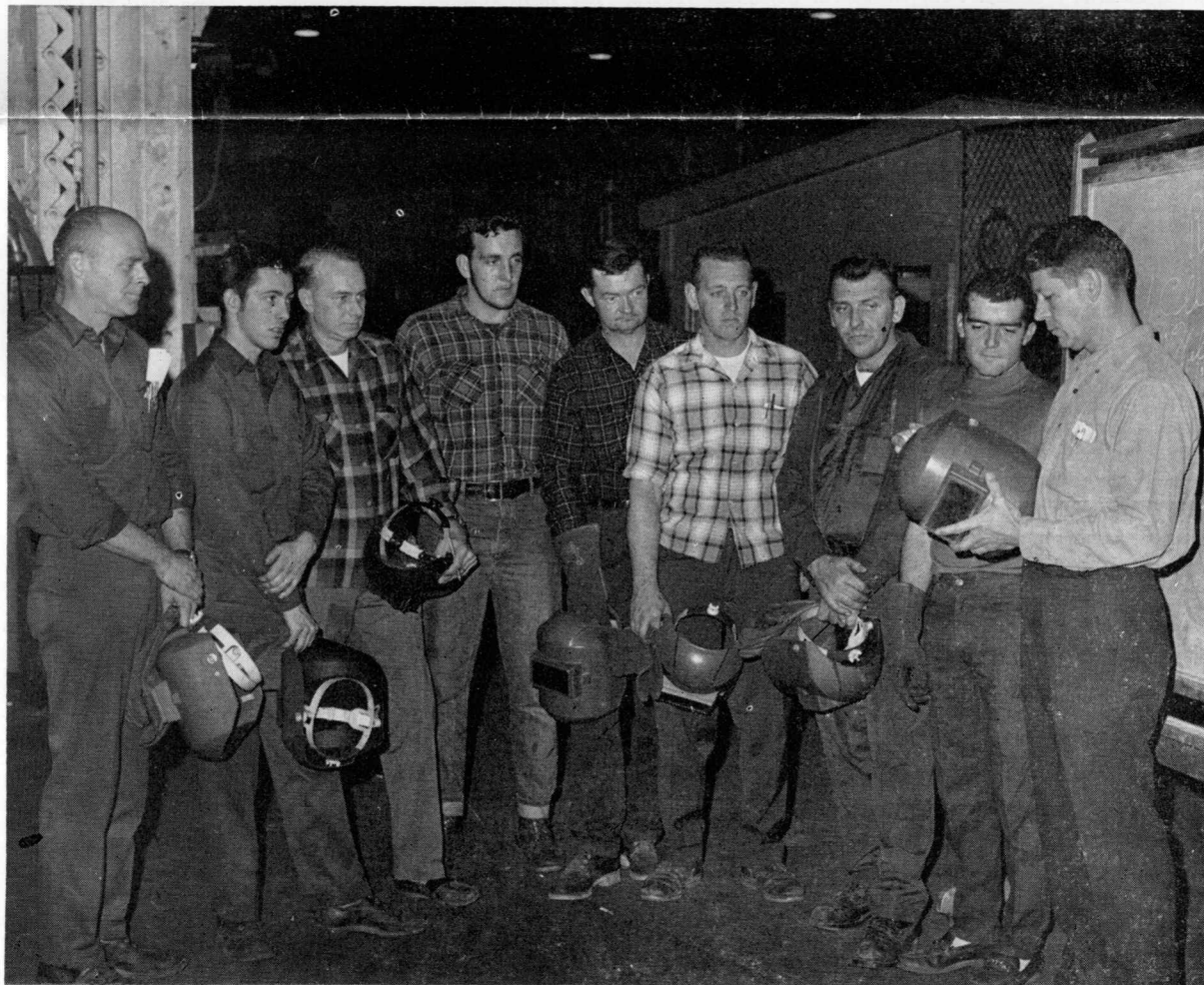
Santa Claus brought his toys to the Waterville area by freight this year and a mighty pretty train carried the toys from his North Pole workshop to some happy boys and girls.

Though the weather wasn't the best on the mid-afternoon of December 18, a good crowd was on hand at the Main Street crossing to welcome jolly St. Nick.

Waterville Shops came through in their usual fine style with a 7-foot sign reading "Toys from Santa" and all departments co-operated to show the children a modern train including a GP-38 locomotive, a piggyback car and 50-foot box cars as well as a pulpwood flat, a gondola, 3 of the new 5,000 series cars, a 20,000 gallon tank car and a spanking clean and shiny caboose.

When the whistle blew for the crossing, the eyes of the little ones opened wide and smiles were visible on the lips of young and old . . . a day to remember 'til next Christmas.

Waterville's genial Mayor Donald H. Marden greeted Santa and escorted him to the downtown shopping area where he greeted hundreds of youngsters until Christmas eve.



WELDING CLASS AT WATERVILLE SHOP—Eight of the thirty young men taking welding classes at Waterville Shop gather 'round Instructor Richard Hamlin. Left to right, Roger Richards, Gerald Cote, Irving Boyden, Joseph Gallant, Donald Carter, Gene Carter, Robert Morneau, Eugene Ketchen and Hamlin. Conducted under the auspices of Waterville Regional Technical Vocational Center, the classes started October 7th and are scheduled for two hours, three evenings a week for fifteen weeks. This marks the second year that the Waterville Shop facilities and equipment have been made available for the school. It is expected that this will be the final series held at the Maine Central headquarters, as a new vocational school building is scheduled for use by the fall of 1970.

The Grapevine



SUSAN'S HANDIWORK BRIGHTENS THE OFFICE—Living color would show this beautiful wreath to be gold with a red poinsettia and tiny white pine cones. It was created out of IBM cards by Mrs. Susan Curry, clerk in the Payroll Deductions office, Portland (left) and is admired here by Blair E. Walls, Supervisor, Employees Group Insurance. To achieve this effect about 35 cards are folded and stapled to form a circle, then sprayed with gold paint and the decorations added. Paul Crawford, personnel records, the third member of the office staff, brought in a tree which was decorated to become one of the more beautiful of the many throughout the General Office Building this season

GENERAL OFFICES

George and Faye Marcroft are drooling over a menu sent by George's kid brother Karl from La Mesa, California. It's from a famed Chinese restaurant "George Joe", featuring the finest cuisine and service par excellence. A favorite dining place of many Hollywood celebrities, George Joe's features unusual dishes such as Cashew Chicken and Cow Yuk Gee, originated by the owner.

Mollie and Martin Fehlau entertained their daughter, Judy, her husband and their little son, recently.

Harry Elliott is now at home recuperating from heart surgery. He would be most pleased to receive cards from his many friends.

Dottie and George Proctor entertained their family for Christmas at Little Sebago Lake.

Stephen, son of Larry and Viola Harding, flew by jet Thanksgiving week, to Grand Rapids, Michigan, to spend the holiday with his sister Marilyn, who is attending the Grand Rapids School of Bible and Music. One of the highlights of his trip was a weekend visit to one of the local farms where Stephen and Marilyn were invited as guests.

Reid Potter, J. E. Lancaster and Stan Jordan, attended a two day seminar at the University of Maine, Portland, as part of the Continuing Education program, on Soil Mechanics and Retaining Walls. The course dealt with designing structures in various soil and foundation conditions. Prof. William Gorrill was the instructor.

Stanley W. Watson, Office Assistant to the Comptroller, served as moderator for a panel on the topic "Tax Forum" at the annual meeting

of the Southern Maine Chapter, National Association of Accountants in Lewiston during December. Panel members were Raymond C. Halperin, Director of the Income Tax Division, Bureau of Taxation for the State of Maine and W. Scott Fox, Jr., a partner in the firm of Jordan & Jordan Certified Public Accountants.

Well—we bet we know who to call if anyone gets stuck this winter! Arthur Bridges has just acquired a brand new 1970 Jeepster, 4-wheel drive, bright red with white top.

Anyone needing instructions on paneling, and home improvements, should be able to get plenty from Larry Harding and Bill Hayward,



Frank Garland, Chief Clerk, Rigby and his deer.

who have a "do it yourself" program in their free time.

Mr. and Mrs. J. F. Stanford, spent their Christmas week's vacation in Virginia visiting daughter Joan, and family. Stan took his golf clubs!

Carol Bragdon, former clerk-stenographer in the Engraving Department, recently visited the office building with her new baby, Susan. Carol is still taking sewing lessons, and with two children will have some good subjects to sew for.

John Paul Scully, retired Executive Assistant to the President, also paid us a visit. He and Mrs. Scully are living at 91 Elm St., Lewiston.

The Dick Esteyes have purchased a beige Dodge Polara which graces the parking lot in back of our building.

Mary and Vinnie Morse flew to New York City for the Thanksgiving weekend, and saw "Mame", starring Ann Miller. Certainly is a great show.

RIGBY SHOPS

Former Machinist Helper Joseph Ashley, recently retired who resides on Maine Avenue, Portland has made quite extensive changes in his home. It now has a new foundation, garage attached to the house, a new heating plant, and an entirely renovated kitchen.

Machinist Lawrence Lanciault, recently retired, will move into a new apartment at Raymond as soon as it is completed. After getting settled will take a trip to Florida, and remain until Spring arrives.

Foreman, 2nd trick, "Johnnie" Weeks is back on the job after quite a lay-off due to sickness. He however is looking "fit as a fiddle", and ready to go, as usual.

In regards to a further report on deer kill, which is limited. Carman "Mike" Campbell, shot a doe and Chief Clerk Frank Garland, in a party consisting of Maine Central employees, Lawrence Furbush, and Louis Ladd shot a 150 lb. deer. Also Carman "Ray" Hariman a 140 lb. spike-horn. Carman "Johnnie" Chetley went hunting as usual but only succeeded in getting some fractured ribs for his trouble, when he tripped and fell over a log. Millman Merle Cook while in the woods accompanied by a companion made good use of a "Walkie-Talkie" intercom set, by keeping in contact with his companion at intervals.

Former Carman Walter Peabbles has been confined at the Osteopathic Hospital for treatment but shows improvement.

The turn-table motor has been installed at Rigby Engine House, and is performing in tip-top order. This was a joint project of engine house craftsmen supervised by General Foreman "Don" Russell, and Foreman "Charlie" Tetreault.

Blacksmith "Brownie" Tatarczuk, reported last month as being hospitalized is now out of the hospital and improving rapidly.

Carman Foreman "Bob" Mulherne as per last report is still confined at the hospital, due to a recurring stomach ailment.

Machinist "Al" Stiviletti took the last 2 weeks of his vacation, and was able to get in some skiing, but he

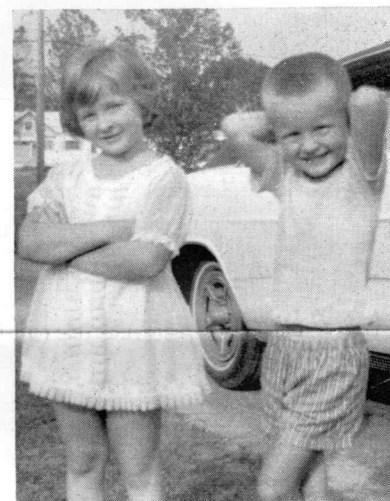
had to travel some distance to find enough snow at one of our ski resorts in Maine where man-made snow is being manufactured with the help of mother nature.

Many of the employees at the engine house will remember a one time machinist helper, Lee Butler who was located at the Thompson's Point Shop, and the early Rigby days. He is still located in Portland, and is serving as a school traffic policeman at the Roosevelt School, at Brighton, and Stevens Avenues. He wishes to be remembered to all who knew him.

Christmas and New Year cards were sent out to all retired and sick members whom we could reach, by the Rigby Welfare and Flower Fund Association.

We hear from Stores Department employee "Ed" Whalen, through his son Machinist John Whalen. "Ed" has been out sick for a long period but is doing pretty well. A Christmas food basket was presented to him by fellow employees.

We are having some inside decorating done at the engine house by Ralph Grant's Paint crew of Waterville, including "Larry" Parlin and John Kaine.



This picture was taken in warmer days. The youngsters are Wendy Sue and Scott Humphrey of Orland, grandchildren of Engineer and Mrs. W. E. Humphrey, Woodland, Maine.

Machinists "Al" Stiviletti, "Bob" Messer, John Sullivan, and "Ray" Holmes took the I.C.C. Airbrake examination, and passed with flying colors.

Walter Grant, 71, retired Machinist, died at Tarpon Springs, Florida where he had gone for the winter months. He served many years at various points as both an electrician as well as a machinist. He was a World War I veteran, and a member of the Hollis Center American Legion Post.

Raymond Fortin, son of Clerk and Engine Dispatcher "Dom" Fortin has returned home from his tour of duty in Viet Nam.

Hostlers' Helper Arthur Davis is quite ill and would like to hear from any of the men.

Mrs. Hope Johnson, and daughter Marcia have just returned from a trip to Europe. Retired Machinist Frederick Johnson states that they wanted him to go too, but he is more or less a "home body" so stayed home.

In a late report on deer kill one of our new employees, Machinist Helper Guy Works says he shot a doe at Monroe, Me., where he formerly lived.

Foreman and Mrs. Charles Tetreault took a trip to Vermont and Northern Maine to visit relatives, and to get in a few days of hunting.

Former Carman Inspector John L. Bodge, 80, died at Togus Veterans' Hospital after a long illness. He was employee in the car Department in various capacities during a period of 44 years. An army veteran of World War I, he was a member of the Harold Andrews Post.

"Al" McCann, Jr., was named as one of the top 3 field track men in New England, for medium distance competition, along with "Jeff" Banister as No. 1 man. All are members of the A.A.U. "Al" is the son of Welder Albert McCann.

Sergeant Edison B. Hattie, Railroad Police Department, who is in and out of Rigby in the performance of his duties, tells me he is busy these days clearing a plot of land on the Presumpscott River, with his new "Power-Mac 6" chain saw, in preparation for building a cottage at a later date.

Stores Department employee, "Charlie" Guptill attended the Christmas party of the Antique Bottle Club held during Christmas week at North Parsonsfield.

EASTERN SUB-DIVISION

H. A. Bowen, Jr., Chief Clerk, Bangor Freight Office was recently taken ill and spent one week in a hospital in Boothbay Harbor. Harry is home now convalescing. We all wish you a speedy recovery. While Harry is ill, H. W. Pomeroy is covering the Chief Clerk's position.

Winnie S. Carroll, Car Clerk, Bangor Freight Office and husband Eddie recently enjoyed a two weeks' vacation at their camp hunting.

V. H. Hamel's wife, Gladys, is a medical patient at James A. Taylor Hospital, Bangor. Vernon is Conductor on the Bangor-Lincoln & Return Extra.

A recent visitor to the Bangor Freight Office was Harold McNulty, retired Agent-Operator.

A frequent visitor to the Bangor Freight Office is Raymond Cunningham, retired Chief Clerk.

R. G. Wheeler, Asst. Superintendent, enjoyed a week's vacation.

Mr. J. L. Jewett, Rules Examiner, Canadian Pacific Railway Co., Woodstock, N.B. was in Bangor Wednesday qualifying Maine Central Operators on the joint track. Those qualifying were G. A. Cristy; A. C. Cooke; K. A. Grant; R. L. Bourgoin and S. E. Packard.



Bernard Coombs, retired Laborer, Bangor Engine House shot this 150 lb. buck in the Mattawamkeag area. In the picture are Bernard's brothers, Raymond on the right and Woodrow on the left.

WATERVILLE STATION

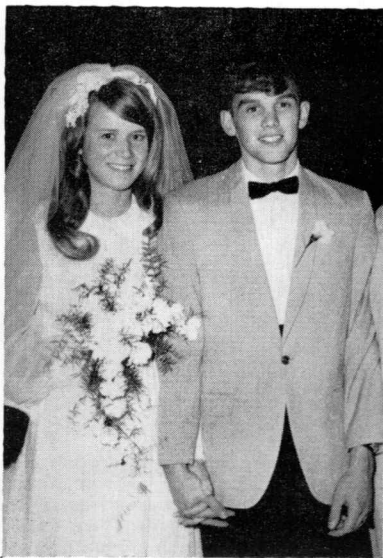
We are happy to see Dennis Chamberlain back at his desk in the freight office after an illness of a few months.

Our rate clerk, Bob Esty, remains a patient at the Thayer Hospital following a serious heart ailment. We hope it is not too long a stay for you, Bob.

Visiting our office recently was Raymond Barriault, retired Baggage Master here for many years.

Mrs. Basil Higgins has returned to her home following surgery at a local hospital.

Ruth Brochu, Engineering Department, motored to the Peabody Shopping Center to do some of her Christmas shopping.



Miss Charlene M. Shoppe, daughter of Signal Maintainer and Mrs. Charles C. Shoppe of Franklin, became the bride of James M. Clark, son of Signal Helper and Mrs. J. Robert Clark of Franklin on October 11, 1969. Mr. and Mrs. Clark are both graduates of Sumner Memorial High School, East Sullivan. *Small world!*

Mrs. Clark is employed by the State of Maine Executive Department, Division of Economic Opportunity in Augusta, Maine. Mr. Clark is a Computer Operator employed by the State of Maine, Bureau of Accounts and Controls. Mr. and Mrs. Clark are now residing at 140 Sewall Street, Augusta.

ROCKLAND

On vacation during December was Yard Condr., M. P. Mitchell. Covering in his absence was Yardman J. E. White, with Roger Ouelette and Lloyd Powers from the Waterville board taking the spare work.

Condr. Maurice Johnson took the rear of WG-2 and GW-1 when the third man was discontinued on the Rockland Switcher for the winter months.

Our congenial General Yardmaster, Field Marshall "Monty" Floyd Montgomery vacationing for the month of December getting his wood supply cut for the winter. Watch out for flying chips. His job covered by Frank Poirier from Waterville shop.

Agent Del Smith off during part of November chasing the elusive white tail. His job covered by Spare Operators Tom MacDonald Jr. and D. E. Carter. Understand the deer won out.

Our sympathy is extended to the family of retired Engineman L. O.

Philbrook who passed away recently.

Section Foreman Warren Smith has bid off the Rockland Section in the absence of Earl Miller who has been ill. Sectionman Leland Boggs has taken the Bath section for the time being.

Unfortunately the railroad seemed well represented in the Knox County General Hospital lately when the following men underwent surgery. Retired Engineman George Bean who was discharged December 16,th Retired Pullman Condr. Dick "Hoppy" Hopkins of Damariscotta, discharged December 12th. Glad to report that these men were able to get home so as to be there at Christmas and trust that they will continue to mend satisfactorily.

Our "Host Trader" Freddie LaBranche again traveling incognito and it is getting pretty hard to keep up with him. First he sold his truck with the revolving flasher on the top, then showed up driving a Chrysler, of the "400" class, then traded that for a van type truck bearing the trade name of a local rug and floor covering firm. Wonder how much of a cut he gets for the advertising as he has made no attempt to remove the name of the sign painted on the sides of the vehicle. Can expect him to show up riding a snowmobile next.

WATERVILLE YARDS

Our sympathy is extended to the family of Erwin Carter Jr., Engineer, whose mother passed away this past month.

E. J. Laliberte, Relief Switcher No. 2, took a week off to be chief cook and bottle washer while his wife was at the hospital.

Ken Ireland Jr., bought himself a new 1970 Chevy, and he will not permit his father, Ken Ireland Sr., Engineer on Switcher No. 4, to ride in it until he quits smoking.

Paul Barrows was telling a tale of believe it or not. Seems he was doing spare work in Portland some time back, and he was visiting an old buddy by the name of Walter Brannen, who was also at the time firing. They dared one another to give each other a haircut, and they did just that. From what Paul says, Walter wore a hat for a week and only took it off when he went to bed.

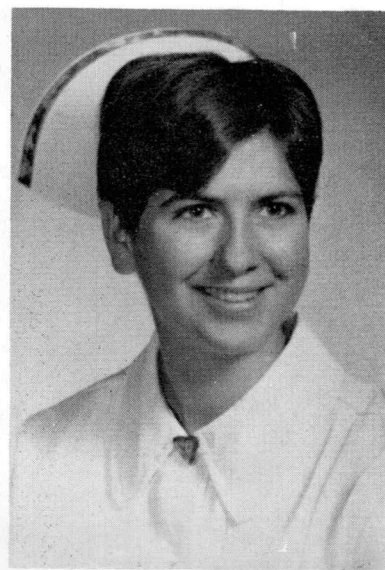
Speaking of hair, Harold Stinson, Spare Engineer of Waterville once got his hair caught in a mixer.

Congratulations are in order for Arthur Genest of Switcher No. 9 for his election as President of the UTU of Lodge No. 343 and also as Councilman from Ward 2. His past record very well shows proof of his qualifications for these posts. We all wish him our best in his endeavors.

Mr. "Ice Hockey", Joe Boudreau, Spare Conductor and Brakeman, is busy these days with coaching his Pee Wee All-Stars, and is having some help from Carroll Huard, Chief Clerk at the Freight Office. See he's got two teams.

"The Fox" is not so foxy these days, as he is recuperating from an operation. Hope everything is well and he will be back soon. "The Fox" is also known as Arthur Voisine, Swing Yardmaster.

Speaking of shooting the bull!—Lee Miller of Switcher No. 4 did just that. Lloyd Powers, Spare Conductor and Brakeman, had a wild bull that got away, but not for long, as Lee had his rifle handy and made a perfect shot, and the bull came to a sudden stop and landed in the freezer, says Lloyd.



Cesile M. Demers, daughter of retired machinist Rosario J. Demers was graduated from the School of Practical Nursing at Holy Ghost Hospital School, Cambridge, Mass. recently. Miss Demers has entered service at St. Mary's Hospital, Lewiston.

We welcome back to work Vic Tardiff of Relief Switcher No. 2, Leo Lapiere of Switcher No. 9, Louis Donahue, Conductor of Switcher No. 4, and Al Thiboutot of Relief Switcher No. 1 after many months of convalescing.

Seems Joe Gallant is out of his yard job, due to the return of convalescing workers, and is now holding his old job back at Northern Maine Jct.

Donat Lefebvre, Conductor Switcher No. 2, has been singing "Jingle Bells" all summer long, and now that the snow is here, he has switched to "Give me the good old summer time."

Mery Christmas to one and all and a Happy New Year too from your Yard reporter A. L. Doucette.

WATERVILLE SHOPS

Raymond Clark, 84, died at a local hospital Dec. 14. He had been assistant to the Shops Superintendent at the time of his retirement some 20 years ago. He was a fifty year member of the Masonic Lodge and had been active in other social and fraternal organizations. He was first employed at the Shops in April of 1905, as a machinist.

Painter and Mrs. Warren Underwood and daughter Terry spent the holidays visiting relatives in Pennsylvania.

Machinist Burr Blanchard has a new Pontiac Tempest V-8 four door.

Transfer Table Operator Harry Ashby has a new bright red Chevy pick up.

One of our quieter machinists has apparently been suffering from a rare malady called "lunch bucket syndrome". Old 'Doc' Pisces administered a palliative of rare and exotic herbs, roots and spices, his own secret formula, which appears to have rooted out the cause of the ailment with permanent success.

Machinist Lauris Varney has a new canine approach to the home decorating. Varney applied a coat of adhesive to a floor, one evening, prior to applying tiles. He retired, allowing time for the cement to set up. The next morning his golden retriever was cemented to the floor.



SKOAL TO CHARLIE—Stores Department's Charles E. Guptill, Sr. and his treasured bottle collection. Varied shapes, sizes and colors make the assemblage fascinating even to the uninitiated. Bottle collecting has become one of the nation's top hobbies in recent years.

Bottle Collection Enjoyable Hobby For Charles Guptill, MeC Stores

The next time you help Aunt Tillie clean out her attic, be sure to check the bottles—they may be valuable.

So says Maine Central Stores Department's Charles E. Guptill, Sr.

A recent entry in the popular hobby field of bottle collecting, Guptill already owns between three hundred and four hundred items, ranging in values from \$1 to \$16.

Not so long ago, all extra cash went into upkeep on his antique car, a spiffy 1931 Ford roadster which Guptill used to commute to and from work. He also purchased and completely restored a Model T which had been badly burned. A lot of loving care went into the job as Guptill replaced the body piece by piece with handmade sections. That was when he found the car hobby too time consuming, as well as costly.

Bottles are great fun and an inexpensive hobby, he finds.

His collection includes the famed old Portland medicine bottles, Moses bottles from Poland Spring, reproductions of bitters bottles in the form of busts of George Washington and Benjamin Franklin and a tall and stately handblown piece from Italy. A Portugal ceramic and commemorative Kennedy bottle are also treasured, along with a velvet covered decanter of uncertain vintage and value. Particularly eye-catching are three "fiddle" bottles, in blue, green and brown, probably 35 years old, according to Guptill.

Guptill is eager to meet other collectors, compare items and perhaps even do some Yankee trading. He's also looking for some information on one item in his collection which stands 1¼ feet tall and holds twenty gallons. That's some bottle.

Meet the VOICE



Mrs. Molly Fehlau, Operating Department, General Office Building, is secretary to W. E. Pierce, General Manager. A busy lady, Molly channels messages and phone calls to executives of the Transportation and Labor Departments including J. W. Wiggins, Vice President, Engineering and Transportation; Mr. Pierce, A. J. Travis, Assistant General Manager and J. E. Hamilton, Supervisor of Schedules. Mrs. Fehlau entered service with Maine Central fifteen years ago as clerk-stenographer in the office of Roy E. Baker, former General Manager, now Vice President-Special Projects. She served as secretary to Mr. Wiggins for seven years, assuming her present position in January, 1967, upon the retirement of Mrs. Ruth Christiansen. Molly and her husband, Martin, reside at 37 Machigonne Street, Portland with their seven year old son, Richard.



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EDITOR

Nathalie J. Alward, Director of Public Relations

ASSISTANT EDITORS

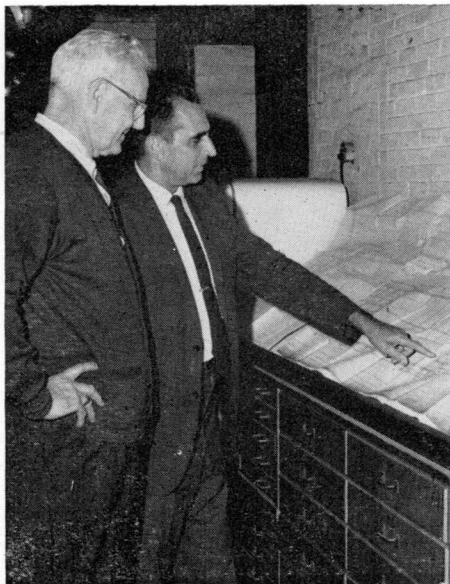
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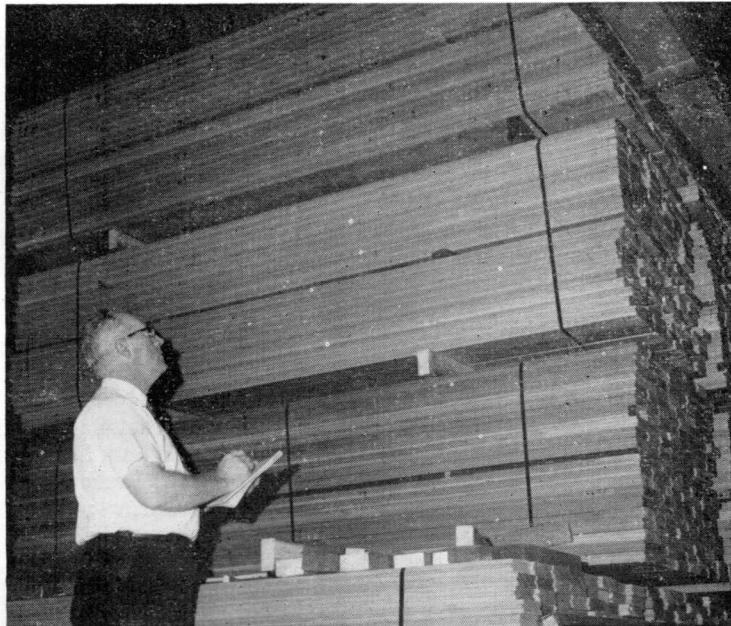
Modernization—from page 1)
Maine Central ownership of 805 new latest-type box cars, 250 new pulpwood cars, 8 new cabooses, 2 new refrigerator cars and 13 new diesel locomotives.

In addition to these 1065 new freight train cars and 13 new diesels, the modernization program has included hundreds of specialized types of cars and other rebuilt units such as the 5,000 series, which have been leased or rebuilt in our Company shops.

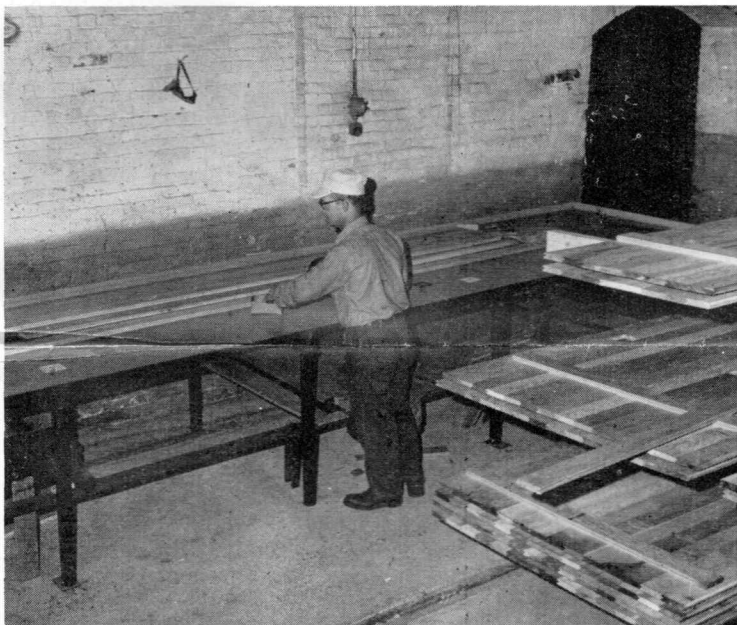
Continuation and completion of the long range equipment acquisition and modernization program will, of course, require earnings sufficient to financially enable Maine Central to make these capital expenditures in the future.



Nubert B. Estabrook, Freight Foreman (left), reviews blueprints for the job with Waterville Shops Superintendent Alden H. Finnimore.



Joseph A. Cosgrove, Traveling Storekeeper, checks off a supply of lumber for car floors.



Roland Boulette, Carman, prefabricating side lining panels.



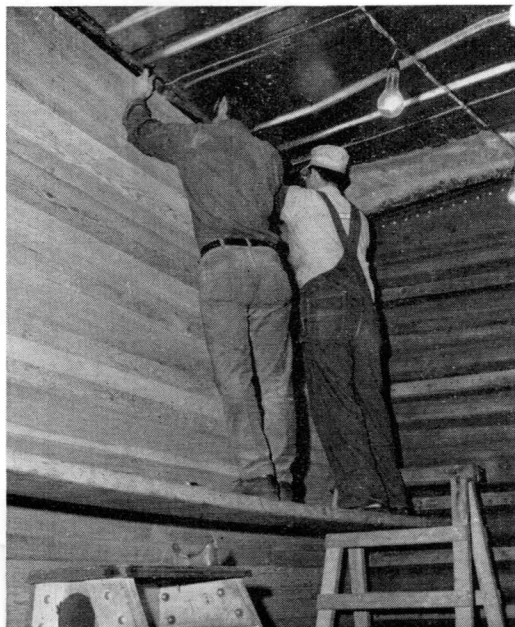
Manley H. Dixon, Carman, cleaning journal box during overhauling.



Arthur McKonkie, Welder, works on floor shim.



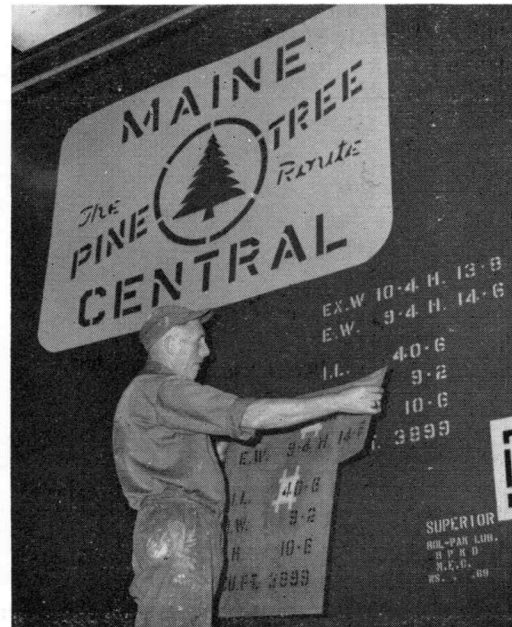
Richard Ladd, Carman Helper, uses new lock bolt machine to secure end sheet to end sill.



Wayne Desveaux, left, Carman Helper and Philbrick, Carman, finish side linings.



Louis Ambrose, left, Carman Helper, Eugene Rancourt, Carman Helper and Arthur Boivin, Carman, handling the door.



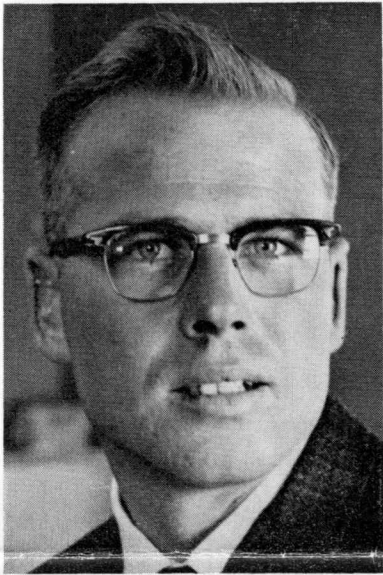
William A. Fletcher, Painter, removes stencil after painting car dimensions.

MAINE TREE CENTRAL
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 9-2
 10-6
 3899
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 W. E. O.
 W. S. . . .

Promotions—from page 1)

career as a machinist's apprentice in 1940 at Waterville Shops. After overseas duty with the armed forces in World War II, he attended Louisiana State University, returning to Maine Central in 1947, as a carman and was promoted to General Car Foreman at Bangor in July, 1968.

Byron C. Wheeldon, a lifetime Bangor resident was promoted to General Car Foreman, with headquarters there. He started his railroad service as Car Cleaner at

**COFFIN**

Bangor in 1946 and was promoted to Foreman in 1964.

James Coffin, a Portland native who entered service as a Fireman for Portland Terminal Company at Rigby in February 1956 has been named Car Foreman, with headquarters at Bangor. Coffin has served as a draftsman in the Maine Central Mechanical Department since June 1964.

Many Receive Service Awards

The following Maine Central and Portland Terminal employees have been presented 25-year service buttons in the last six months of 1969.

C. R. Duplisea, Patrolman, Portland; Walter Emery, Electrician, Portland; Jacob H. Rogers, Jr., Section Foreman, Winthrop; Charles E. Bayrd, Sr., Machine Operator, Bangor; John R. Clark, Signal Helper, Bangor; Elroy E. Hoyt, Trackman, Portland; Richard M. Poland, Section Foreman, Portland; Leslie W. Tapley, Trackman, Carmel; Lanzill R. Burke, Trackman, So. Windham; George J. St. Pierre, Section Foreman, Brunswick; John R. Mincher, Track Div. No. 3 Clerk, Bangor; Frank A. Mank, Asst. Br. Operator, Bath.

John Wilmot, Laborer, Portland; William Bartlett, Laborer, Portland; Dominique Fortin, Clerk, Portland; Carl Gilmore, Electrician, Portland; John Welch, Crew Dispatcher, Portland; Steve Kutcher, Road Hostler, Portland; Bernard Degruchy, Laborer, Portland.

C. L. Miller, Road Conductor, Orrington; J. E. Gallant, Yard Conductor, Rumford; L. L. LaPierre, Conductor, Winslow; R. R. Strickland, Yard Clerk, Bangor; D. A. Giberson, Conductor, Bingham; J. H. McCommic, Conductor, Waterville; W. F. Redlon, Yardman, Portland; R. A. Bearor, Yard Clerk, Portland; J. B. Keegan, Freight Clerk, Portland; C. H. Plummer, Yardman, Scarborough; L. C. Peters, Yard Clerk, Westbrook; F. N. Huff, Yardman, South Portland.

Shirley V. Wilson, Secretary, Portland; A. P. Chapman, Jr., Clerk, Portland; L. R. Sanborn, Head Clerk, Portland and R. D. Lowe, Jr., Cape Elizabeth.



Data Processing men, members of Team 8 and winners of Men's Bowling League, L. to R. John McAnallen, Bill Trefethen, Ralph Gordon, Gerry Bondeson and Clyde Luce.

Travelogue—from page 1)

of their somewhat anti-American attitude in recent years.

The trip was an occasion for buying some lovely things . . . paintings from the Left Bank, Dresden angels, candles and many other valued items. Betty noted with interest the fashions of Christian Dior, but there were none in her suitcase on the return trip.

The charms on her bracelet tell many stories and they are of fascination to all. Included are a 50 pfennig coin from Germany and a 1/2 franc coin from France, keys to Paris, the Eiffel Tower and Arc de Triomphe, as well as a Fleur-de-lis, a wine glass from Bacharach on the Rhine, where Betty saw the ancient castles and vineyards, a cuckoo clock from the Black Forest, a windmill from Holland, a Swiss chalet from Lahr on the Swiss Border, London Tower Bridge, a clock from Wiesbaden, Germany and a chimney sweep, German good luck charm and a cow bell from Switzerland.

Where to next, Betty?



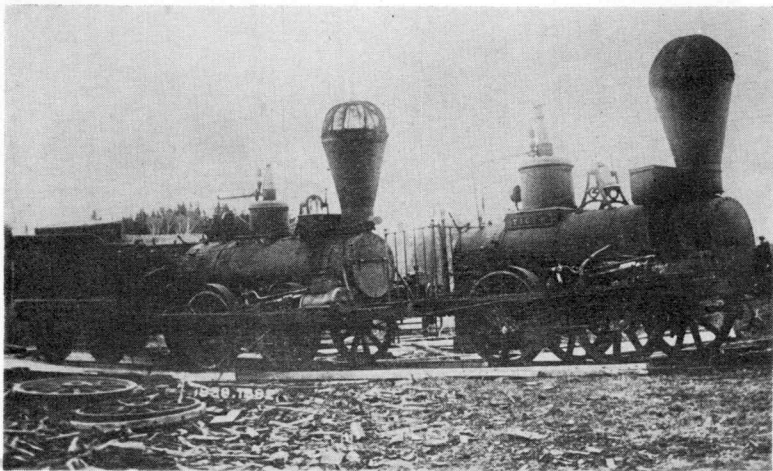
By Jerry Shea

Congratulations to Team No. 8—first half winner in the Men's Bowling League. Team No. 8, made up of fellows who all work in the Data Processing Department, came from half-way down the league the last four nights of bowling to edge Team No. 6 by one point.

Ralph Gordon, Manager, Data Processing, used all the body english he could muster to bring down the final pin in the last box, which tied his team for total pinfall, however, gave them the one point they needed to win. Other members of the winning team are: Clyde Luce, Jr., Assistant Manager; Gerry Bondeson, Systems Analyst; Bill Trefethen, Program Analyst; and John McAnallen, Assistant Supervisor.

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A FAMOUS PAIR—Can you identify these locomotives or guess the decade in which they were built? There's a colorful background for both and one of them holds an honored place still. Last month's mystery picture stumped a lot of people. The locale was Rumford, but the mountains in the background apparently were not a "dead giveaway."

Mr. Sam Vaughan
11 Thissell Street
Crossing, Mass.
01965