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From the desk of . . .

E. SPENCER MILLER



A DESIRABLE PLACE TO WORK

About 1,850 men and women, scattered throughout Maine, with a small number in New Hampshire and Vermont, are employees of Maine Central Railroad and Portland Terminal Companies. The railroad industry in Maine pays wages and provides fringe benefits that are unexcelled in Maine industry. The following discussion outlines some of the economic and social advantages of being a Maine Central employee.

At this time, 1,685 Maine Central contract employees receive annual wages of nearly \$18.5 million. Non-contract employees, including all supervisors and executive officers, number 158 and are receiving about \$2 million in annual wages. This is an average of \$10,942 per contract employee and \$12,661 per supervisory employee.

It is difficult to compare these salary levels with those of Maine people employed in other indus-

tries because current statistics are not readily available on a statewide basis. Two comparisons are of value. It is generally accepted that manufacturing production workers represent the highest paid group of wage earners in Maine.

First, in 1971 the average annual gross wage of manufacturing workers in Maine was \$6,334, and the pulp and paper industry reported average wages of \$8,446 which figures contrast with \$9,900 as the average wage paid by Maine Central in that year.

Secondly, the gross wage of manufacturing production workers in Maine increased from about \$4,100 in 1962 to over \$6,300 in 1971, an average increase of \$220 per year for the 10-year period. During the same period, Maine Central gross wages increased from about \$6,400 to nearly \$9,900, an average annual increase of \$350.

But, this is just the beginning of the story. Every Maine Central employee receives generous fringe benefits. Some of these benefits put money directly into our pockets — wages including vacation and holiday payments; and other benefits provide protection that most of us would have to pay dearly for as individuals.

Let us consider an average MC or PT contract employee, with an annual wage of \$10,942. The following table outlines the annual cost of fringe benefits per employee paid wholly by the Company:

Item	Cost Per Employee Per Year	Cost Per Year Total
a) R.R. Retirement	\$ 895	\$1,509,019
b) R.R. Unemployment and Sickness	192	323,520
c) R.R. Retirement Supplemental Annuity	157	263,871
d) Health and Life Insurance	661	1,113,718
TOTAL	\$1,905	\$3,210,128

- a) Railroad retirement provides significantly greater benefits than social security. It is paid for by an equal contribution from the employee and the Company. The amount listed is the company contribution.
- b) The Railroad Unemployment Insurance Act provides payments of up to \$12.70 per day for 130 days for unemployment and \$12.70 per day for 130 days in sickness benefits, with extended benefit periods to qualified employees.
- c) The supplemental annuity program provides for an extra pension payment of from \$45 to \$70 per month.
- d) Health and life insurance benefits will be outlined later.

• • • • •

The above fringe benefits cost Maine Central over \$3 million per year or \$1,905 per contract employee. But it doesn't end there. The average employee receives about 15 days vacation time per year. This has a value of \$629 per employee. Paid holidays average \$377 per employee. This all adds up to \$12,847 as follows:

Average contract employee wages — time worked	\$ 9,936
Vacation and holidays	1,006
Total wages	\$10,942
Average fringe benefits	1,905
Total Wages and Fringe Benefits	\$12,847



**MAINE CENTRAL
MESSENGER**

COVER PHOTO

Waterville Shop welder works inside car as part of boxcar rebuilding program.

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The health and life insurance plan provided for employees and their families at company expense is one of the most comprehensive available. As a group plan it costs \$661 each year per employee, but would cost far more on an individual basis. The following are a few of the benefits:

1. Semi-private hospital room with board for up to one year.
2. Hospital extras paid up to \$1,000 in full, plus 80% of the excess.
3. Surgical expenses up to \$650, as shown in the surgical schedule.
4. Maternity benefits.
5. Radiation therapy.
6. Physician visits.
7. X-ray and laboratory.
8. Major medical expense benefits up to \$50,000.
9. Life insurance — \$6,000.
10. Accidental death, dismemberment or loss of life up to an additional \$4,000.

Maine Central and Portland Terminal supervisory personnel receive comparable fringe benefits to those outlined above. The cost to the railroad of providing these benefits for non-contract employees totals over \$350,000 annually.

Everything we have said to this point has been of a monetary nature because it is easy to measure, but other advantages of railroad employment, such as job security and opportunity for advancement must be considered as well. We have a small turnover of employees, and for each job opening there are several applicants. This is convincing evidence that Maine Central Railroad Company is a desirable place to work.

Finally, we railroad men and women love our work. It is a fascinating and exciting vocation. Once a railroader, always a railroader — at least at heart.

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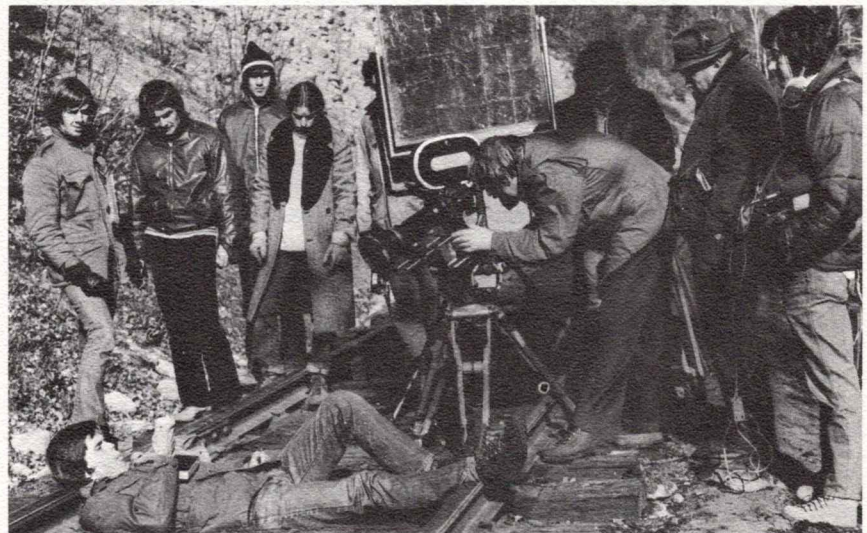
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Chest made by Ethan Allen, Inc. Their Beecher Falls plant is at the end of Maine Central's Mountain Sub-division Beecher Falls branch. Story on page 8.

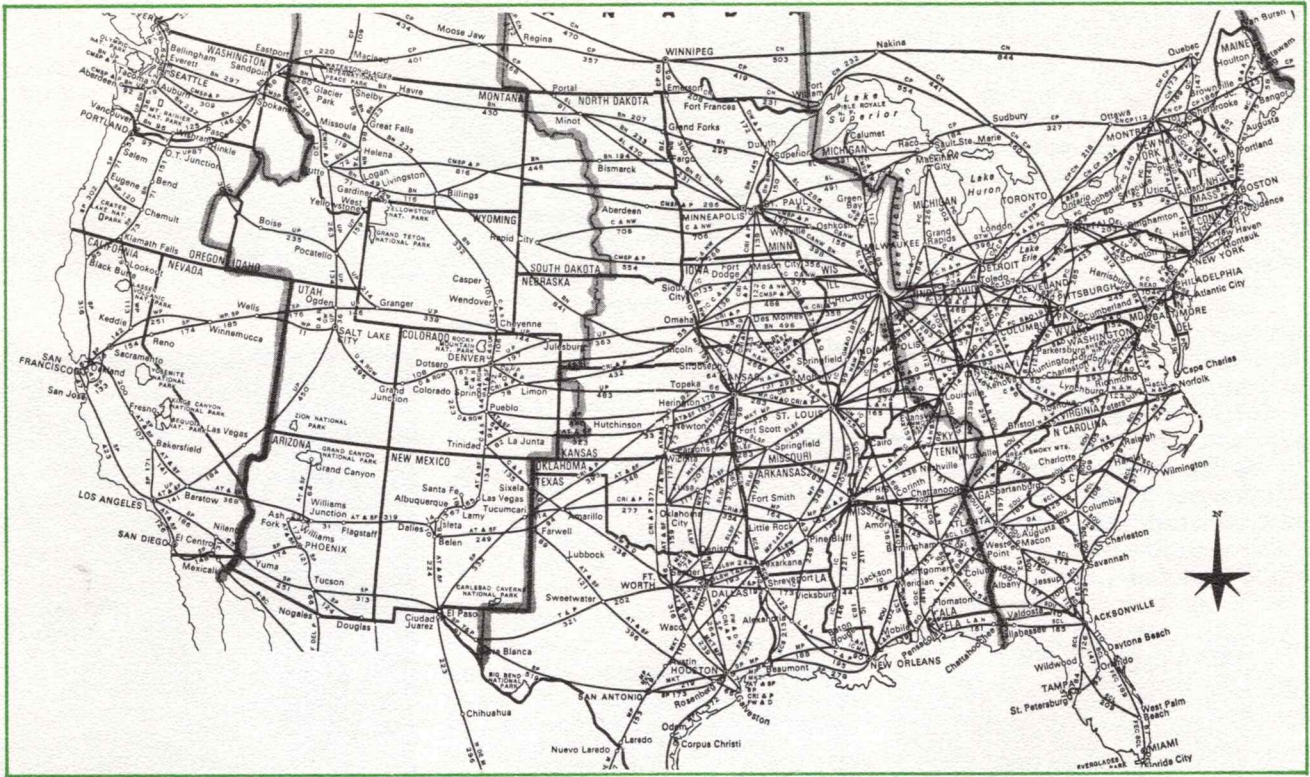
Printed in Maine on Maine-made Paper.



Production crew lines up the opening shot for a scene in a movie filmed near Sawyers River, N. H., on Maine Central tracks. Story on page 6.

E. Spencer Miller

President



reaction to nationwide rail merger

The publication of the June-July "Messenger" has stirred up a great deal of activity in the world of railroading. In that issue, E. Spencer Miller outlined a proposal to consolidate all U. S. railroads into one privately-owned corporation. The plan has developed into a national controversy, as a result of articles in the **Washington Star and News**, the **New York Times**, **Railway Age**, **Progressive Railroading**, **Modern Railroads**, the **Wall Street Journal**, and the **Toledo Blade**.

Mr. Miller's appearance on the NBC "Today Show" on September 15 provided further exposure for the plan with an early-morning interview with Edwin Newman. Local interest has grown as a result of a public television interview and several stories and editorial comments in Maine

newspapers.

PC trustee. In a letter to the Financial Editor of the **New York Times**, Jervis Langdon, Jr., senior trustee, Penn Central Railroad said, "I would like to say 'Amen' to E. Spencer Miller's article 'A Prescription for Railroad Recovery.'

"One railroad company for the entire country should be able to give the public more efficient service than is obtainable today with over 100 separately operated properties, and do so at a profit.

"Of the total railroad effort in this country, one may guess that at least 15 to 20 percent is devoted to work which would become completely superfluous and unnecessary if the separate operating entities were put under one management and control. Such a consolidation would also

allow the railroad industry to comply with repeated Congressional mandates to provide the country with a true national rail system."

Labor reaction. A letter to the **Times** from Al Chesser, United Transportation Union president said, "E. Spencer Miller's idea intrigues me, but I cannot say that I support it at the present time — I don't know enough about it.

"We have corresponded, and I have indicated an interest in talking with Mr. Miller, and am in fact, looking forward to the opportunity. We cannot afford to overlook any idea that might improve our industry and benefit its employees and our members."

Barriger. The following is a portion of a letter to the **Times** written by John Barriger, presi-

dent, B & M Railroad, "The suggestion by E. Spencer Miller, the president of the Maine Central Railroad, for a unified national railroad system, privately owned and operated, led New England's other prominent railroad executive, Frederick C. Dumaine, chief executive officer of the Bangor & Aroostook Railroad and president of the Amoskeag Company, to propose a merger of the northern New England railroads — his own, Mr. Dumaine's and the Boston & Maine.

"There is nothing inconsistent between these projects. In fact, the best way to achieve the larger objective is to start with the smaller one.

"The idea of a northern New England railroad system might well be enlarged to cover all of New England.

"Such an organization of the New England railroads would provide a sound foundation for the Miller-Dumaine plans. When successful on such a difficult proving ground as New England, the idea will soon generate the strength necessary to cross the Hudson."

Transportation companies.

Franklin A. Lindsay, president of Itek Corp. of Lexington, Mass., in a **Times** letter said, "I am not a railroader and hence may not understand the problem. Nevertheless, I think there is an alternate by which it would be possible to realize the benefits of vigorous competition, yet minimize the redundancies and inefficiencies of the present railroad system.

"The proposal would be to permit the organization of three to five national transportation companies which would be allowed to provide the full range of transportation services including air, truck and rail throughout the United States.

"Each of these companies would be large enough and financially strong enough to support the planning, the capital investment and the technological innovation needed."

Sectionalism.

John Carter, University of California, wrote the **Times** to say, "Mr. Miller's suggestion of a national railroad corporation implies internal subsidization of the bankrupt Eastern railroads by the profitable

Western transportation companies.

"There is a possible modification of Mr. Miller's proposal which would not involve saddling the rest of the country with the costs of the overbuilt and under-maintained Northeastern lines. That would be to form a regional corporation for those lines. This corporation could contract with state governments to provide the amount of rail service felt warranted."

Miller response. In response to these letters, Mr. Miller wrote the following letter to the **New York Times** further outlining his position. His letter was published on October 8, 1972.

"In the three weeks which have passed since publication in the Sunday **Times** of the concept of one American railroad corporation, an avalanche of messages has reached this office with overwhelming support of the proposal.

"In addition, we have gratefully received a few thoughtful letters, either questioning validity of the plan or proposing modifications. These have been very helpful as tests and analysis of them tends to vindicate the original concept.

"First we have the Barriger-Dumaine view that a New England railroad merger should come first and that a showing of viability on such a 'difficult proving ground' will lead to larger geographical consolidations. Ready answers to this proposal are that a merger of the New England carriers would take as long to accomplish as would the unification of all carriers nationally; success on this 'difficult proving ground' is hardly assured since the railroads involved are not now operating profitably as a whole; the history of consolidation of financially weak lines such as Erie-Lackawanna and Pennsylvania - New York Central is not reassuring; a state-by-state national consolidation with the New England lines as a first step would consume at least another twenty years, and even if successful, this first step would be a mere grain of sand on the beach so far as the national problem is concerned.

Second, there is a proposal for all forms of transportation to be

merged into a few competing systems with the expressed view that railroading alone has no future growth potential. To those of us close to transportation the possibility of combinations of hundreds of truck lines, dozens of water carriers and many airlines, with railroads is just not realistic.

A growth industry. Our complete confidence in the American Railroad Corporation as a growth industry stems from statistics showing that savings amounting to hundreds of millions of dollars annually would permit not only a fair return on investment, but a rate structure so improved that rail freight volume would increase, not necessarily as a result of diversion from competing forms, but as the country's index of industrial production rises.

Finally, we have to dispose of a sectional view that merger nationally would dilute the earnings of the prosperous Western carriers with the deficits of those in the East. This idea rests upon erroneous premises. In the first place, not all of the Western carriers are so prosperous. Three major carriers in that area with gross operating revenues of just under \$1 billion are in deep trouble, and in 1971 the Western carriers, as a group, earned a return of 3.92 percent on their investment while Maine Central earned 4.03 percent.

The proponent of the sectional view seems to forget that no railroad anywhere is self-sufficient. If the tracks of the Penn Central were suddenly torn up, and its interchange lost, the most prosperous Southern or Western road would be in deep trouble.

The proponent of sectionalism seems to view the possibility of some sort of government control or operation of Eastern roads while others remain in the private enterprise system.

Paraphrasing the words of President Lincoln, this country's railroads could not long endure half government owned and half free. Either all of the railroads will be nationalized or all will be united in one highly successful privately owned operation."



A Maine Central train traveling 24 miles an hour was just west of Sawyers River, New Hampshire, when the engineer, Walter Zimont, spotted something moving in the middle of the track. As the train drew closer, now a few hundred feet away, it was obvious that it was a man—a man running toward the train.

He watched intently as the gap closed, neither the train nor the figure slowed down at all. Fifty feet apart, 25 feet, 15 feet, 10 feet from the nose of the big GP-7 and the man jumped off the track into the bushes.

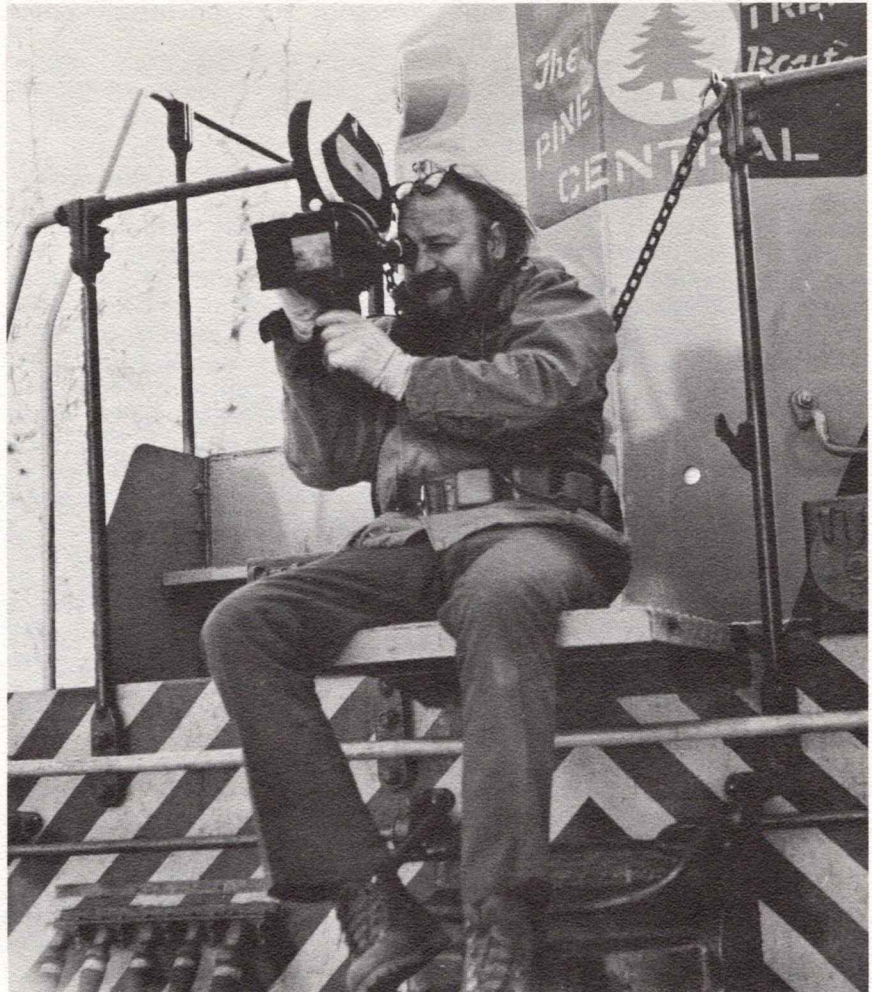
A sigh of relief by Zimont—and a comment, "That was close, much too close."

Does it sound familiar? It should, because it is a rerun of an event that took place a year before, only the details have been changed to update the story.

In the February - March 1972 issue of the "Messenger" the story, "Notchland Adventures," described the role played by a Maine Central special train in the filming of a scene for a feature film. The "Messenger" story quoted from the Littleton (N. H.) **Courier:**

"'Two', which was to have been a full-length feature film produced in the Littleton-Franconia area, has run up against a time element and lost the decision.

"The producer, Charles Trieschmann, of New York City, regretfully announced this week that work on the film had to be cancelled and there is small likelihood it will ever be carried through as planned."



The cameraman is ready to shoot from the front of the moving locomotive.

A second try. Taking him at his word, Maine Central was a little surprised to receive a call from Trieschmann with a request to hire another Maine Central special train to repeat the filming effort of a year ago. He explained that the previous train shots were unsuccessful because of technical and artistic

problems. In fact, the entire film was in the process of being shot again. He quickly added that this time the crew would be prepared to deal with the problems faced the year before.

Early on the morning of October 20, a special train made up of a locomotive, 5 box cars and a caboose left Rigby for Sawyers

instant replay

(or: if at first you don't succeed,...)

River. Although the locomotive was a GP-7 type, it looked exactly like the GP-38 used in the previous filming. The engine was No. 574, one of two GP-7's rebuilt in the Waterville Shops in the style and color scheme of a GP-38. The similar appearance makes it possible to use footage from both filming efforts, as only the most discerning locomotive watcher could spot the difference; that is, as long as two different engine numbers don't show up in the edited version.

The production crew started work early. The spaces between the cross ties were filled in with gravel so the footing would be less dangerous for the actor running toward the train. A couple of small trees with bright foliage were cut down and temporarily "planted" beside the "jump point." Footprints in the ballast between the ties were removed with a broom. Cameras were set up and portions of the scene that did not involve the train were filmed.

A dozen takes. The train arrived at 10:00, exactly on schedule. It was cold, about 30°, but the air was perfectly clear and not a cloud was in sight. A production assistant with a walkie-talkie rode in the locomotive cab to communicate instructions from the director to the engineer. The train was ready for its part in the film sequence. Before the day was over it would make more than a dozen runs over the same quarter mile of track.

One camera, buried between the ties, was operated by remote control — out of sight, down over the side of an embankment. Another camera was concealed behind a clump of bushes for a side shot.

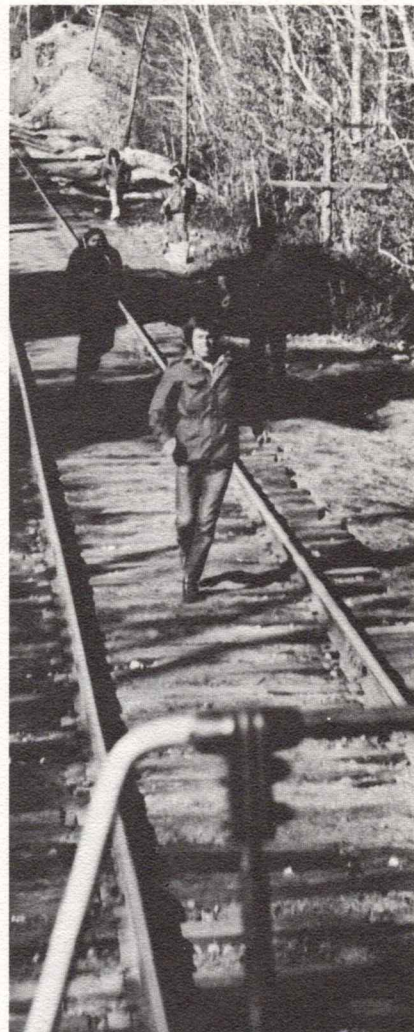
The primary camera was operated from several positions. The first series of shots was filmed from the middle of the track as the actor, Doug Travis, slowly got up from lying across the track and walked, trotted and ran toward the oncoming train. Production assistants removed the camera just before the train hurtled by. The camera between the ties and the one in the bushes were operated during this series to obtain a variety of angles.

The next series of shots was

taken with the cameraman sitting on the front of the fast moving locomotive as Travis ran toward him, jumping off the track at the last moment. Then came some shots through the wheels with the actor lying beside the track on the other side of the passing train. The final series called for Travis to run toward the moving train with the cameraman directly behind him also running down the middle of the track. Due to the distorted view through the camera lens, an assistant ran beside the track holding a rope tied to the cameraman's waist. When it came time for him to get out of the way of the oncoming train, he was pulled off by the assistant.

It was past 2:00 when the train sequence was completed. The sun was dropping fast, so the director decided the day's work was over. It took six hours to film a scene that might be as brief as three minutes in the final print. The several magazines of film, along with the sound tape would be sent that night to New York, where the editor would put it all together.

If the venture is successful, the film will be released in early 1973. There is still a possibility that a Maine Central locomotive may become a film star. We will just have to wait and see. Meanwhile, the 574 is back on its regular job; hauling freight.



Doug Travis runs toward Maine Central train ready to jump at the last second. Note behind him in the shadows a cameraman and an assistant holding a rope tied to the cameraman. As viewed from the locomotive.



Left to right: Bill Bickford, trainmaster; Bill Wilson, conductor; Russell Herrick, brakeman; Clinton Libby, flagman; Doug Travis; Walter Zimont, engineer.

the human touch



The Mountain Division of the Maine Central Railroad travels through the wilderness of western Maine into New Hampshire, winds through Crawford Notch and north through Colebrook. A few feet before it reaches the Canadian Border in Beecher Falls, Vermont, the line ends inside a modern factory, where quality furniture is manufactured and shipped all over the world.

The history of the Beecher Falls Division of Ethan Allen, Inc., goes back to 1889 when the Upper Coos Railroad (now a part of Maine Central) was built into Beecher Falls and the Railroad leased a portion of land to

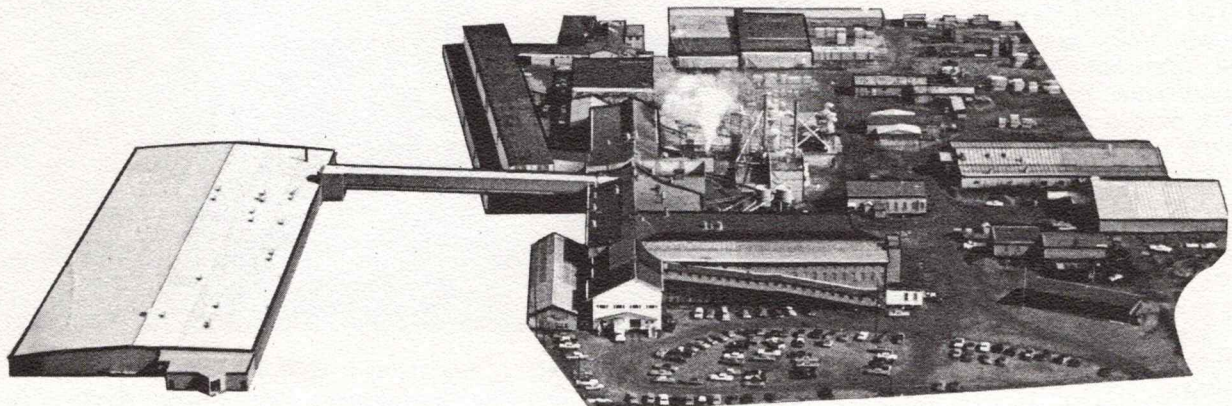
George Comins to build a saw mill. About 25 men worked in what, even today, would be considered an efficient, well-equipped mill, capable of sawing up to 50,000 feet of hardwood lumber per day.

Skilled craftsmen. It was in 1895, under the name Beecher Falls Company, that the manufacture of furniture began. The cabinetmakers craft was a new skill for the people of the area, so a number of highly skilled craftsmen were brought in from Grand Rapids, Michigan. The type of furniture produced followed the vogue of the times; bed headboards, six feet high

with hand carved leaf and floral designs, as an example.

The furniture was then, as it is today, exceptionally well constructed and carefully finished using craft principles inaugurated by the Grand Rapids artisans. Many of these methods are still employed as the best, time-tested procedures for which no modern substitute has been devised.

Crippled by a devastating fire in 1924, a shift in logging suppliers, a change in furniture styling, and outdated equipment, the Beecher Falls Company declared bankruptcy in 1932. Shortly thereafter the plant reopened un-



View of Beecher Falls Plant of Ethan Allen, Inc.

der new ownership, but it was still floundering.

Enter the Baumritter Corp., New York furniture distributors, renamed Ethan Allen, Inc., in 1972. Under the direction of Theodore Baumritter, Nathan Ancell and a man who had been with Beecher Falls Company for several years, William Morrissey, the firm grew from a bankrupt operation in the early '30s to net sales of over \$70 million in 1971.

The Beecher Falls plant was the first of what now is 16 manufacturing plants in six states and hosts of distribution and marketing facilities scattered across the country.

Early American. But the influence of the Beecher Falls operation is felt throughout the Company. In 1939 the now nationally famous line of Ethan Allen Colonial Furniture was introduced and immediately met with customer approval. Nathan Ancell, chairman and president recalled, "We got into the manufacture of Early American Furniture almost by accident — and then it turned into a love affair. It wasn't long before we fell hopelessly in love with Vermont and with what New England represents historically as the birthplace of this country. And then we fell in love with the people there. We fell in love with their wholesome mental attitude, their sincere simplicity and integrity and the same kind of proud, rugged individualism that obviously characterized their forebears during Colonial times. And we fell in love too with their highly skilled craftsmanship and the great pride they take in their work."

A tour of the Beecher Falls Plant where Ethan Allen products are made is a study in contrasts. On one side, modern technology is obvious with sophisticated fabricating equipment prevalent throughout the plant. But on the other side there is the step where the furniture is polished mostly by hand, and the several points where each piece is meticulously inspected, repeatedly, until it satisfies the most trained and scrutinizing eye and touch.

Human touch. Marshall Ames, plant manager, described it this way: "Modern, mechanized procedures work up to a point, but it



Nathan S. Ancell

is the 'human touch,' the hand work, the craftsmanship, that produces the quality of furniture Ethan Allen customers have grown to appreciate. It is only by this attention to detail that we are able to bring out the subtle beauty of the wood, whether it be birch, maple, pine or cherry. And I know our employees are proud that they are a vital part in the production of fine furniture. They give just a little more of themselves knowing that each of us has the same standards of quality."

The plant employs about 600 men and women year round producing about 5,000 items per week. The mill has been using about one million board feet of lumber a month, about half purchased from outside sources. With the recently completed saw mill in operation, a large percentage will be sawed on the site.

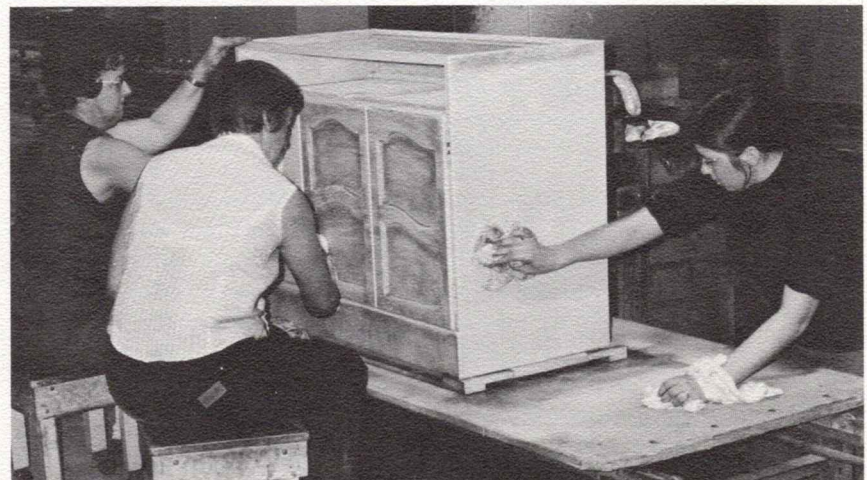
Sixteen dry kilns have a capacity of about 500,000 feet of

lumber at one charge. The drying takes place at a temperature of 190° for about two weeks, depending upon the species of wood.

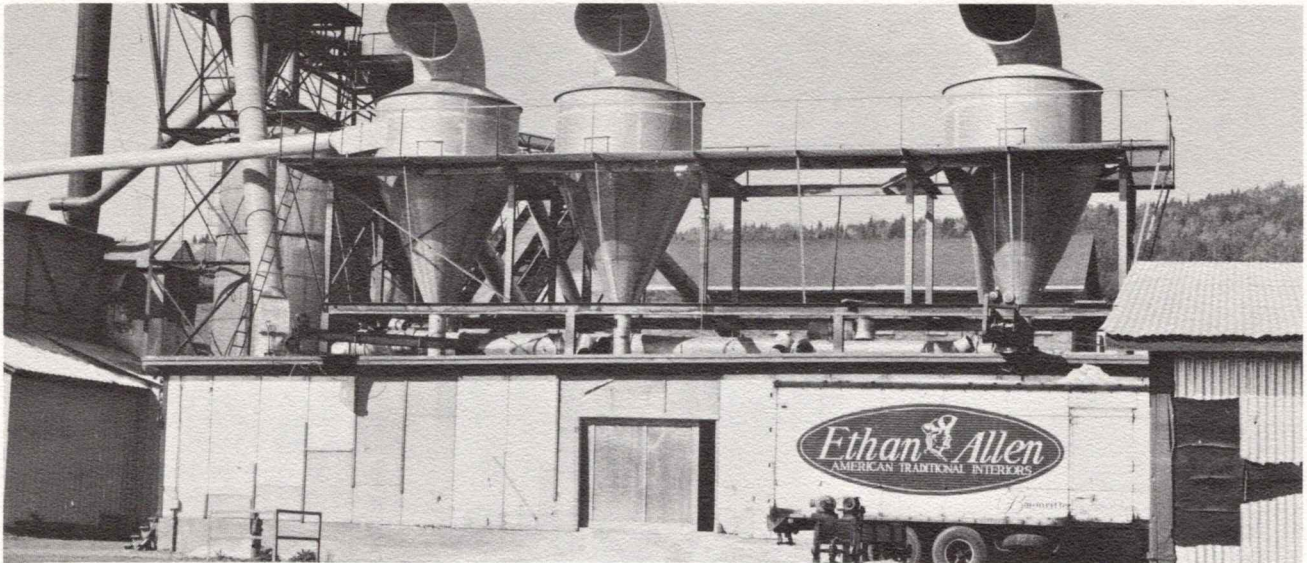
At the Beecher Falls plant it would be impossible not to allow nepotism in the hiring of employees. It is very much a family affair and could be little else, as nearly everyone is related in these small northern New England communities. Three employees can be seen working on one piece of furniture; a woman, her sister and her daughter. Across the room works the husband of one of the sisters, and the other's husband works downstairs.

Lloyd Paquette, who is responsible for fabricating samples, has worked at the Beecher Falls plant since it was taken over by Baumritter in 1936. His father worked there for 50 years and one grandfather worked there before that. His daughter worked with him during the summer of 1972 while she was on summer recess from attending college.

Shipped by rail. Ethan Allen is almost completely rail oriented. The importance of rail service was apparent in the aftermath of a serious flood in 1943. Although severe damage was done to the furniture factory, the primary concern was the nearly complete destruction of the railroad for about eight miles. The damage was so extensive that Maine Central considered terminating its facilities at Colebrook. It was



A family operation, two sisters and a daughter work on one piece of furniture.



Huge dust collectors at Ethan Allen Company, Inc., in Beecher Falls, Vt. insure clean air inside the factory.

speculated that this would have been a death blow to the Beecher Falls operation. Although it took nearly four months to repair the roadbed and track, the railroad restored operation into Beecher Falls.

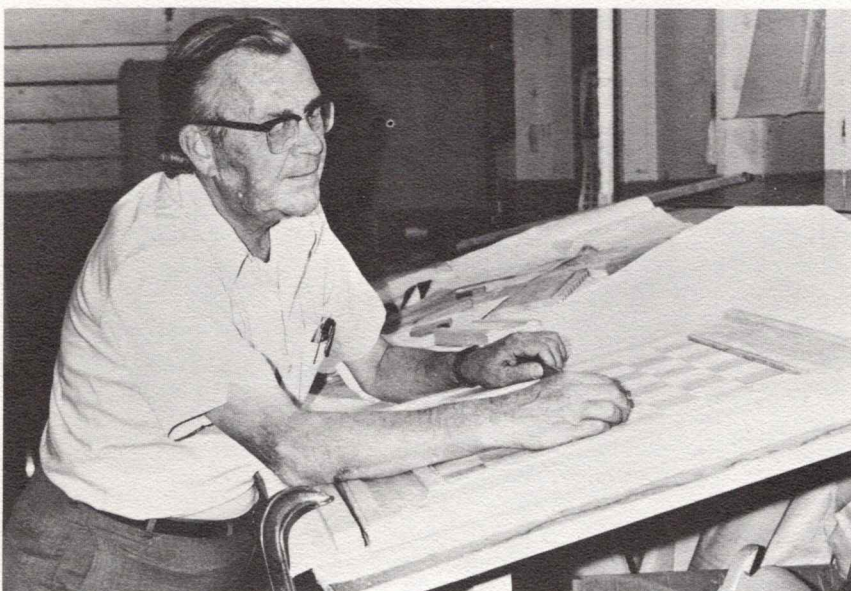
Ethan Allen has carried on its Colonial tradition by operating other factories in New England. A plant in Burnham, Maine, which has been making furniture since the 1920's, is now involved in a major expansion program. While the Beecher Falls plant specializes in bedroom furniture and accent pieces, the Burnham facility makes wood occasional tables and accent pieces. A

large plant in Orleans, Vermont, manufactures dining room furniture and occasional tables. The two facilities in Vermont are the Company's largest, with a combined area of over one million square feet.

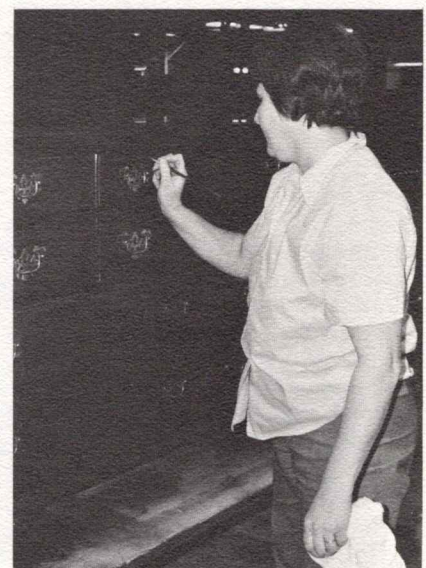
The company was known as the Baumritter Corporation from 1936 until 1972. The corporate identity was recently changed to Ethan Allen, Inc., capitalizing on the famous brand name that has become so well known over the past 35 years.

In a story in **Home Furnishings Daily** several years ago, the following described the success of Ethan Allen. "If General Ethan

Allen were to return to life today, all this would doubtless confuse him mightily — and understandably so. But the Baumritter Corp. (Ethan Allen, Inc.), forging ahead with the general's famed name on the marketing blueprint, is among the least confused of the people in the marketplace. The Baumritter people know precisely where they are, and where they want to go — and pretty much how to get there. They're well on their way."



Lloyd Paquette, sample maker, is one of a four generation family to work at the Beecher Falls plant.



At a final inspection a worker does some minor touch-up work in order to insure the Ethan Allen quality.

narrow gauge rebirth

Wesley Spear, now of Lisbon Falls, was only ten years old when the Sandy River & Rangeley Lakes Railroad passed into oblivion. From the stories he heard and from his own youthful memories, he was compelled to learn all he could about the tiny railroads. He read almost every book written on the subject and talked with anyone who would listen. His interest in the narrow gauge railroads of Maine may now be coming to fruition through his proposal to build a museum in Phillips, Maine, dedicated to the era of narrow gauge railroading.

Four years ago he spent several days thrashing around in the wilderness of Franklin county attempting to trace the roadbed of the Sandy River & Rangeley Lakes Railroad. In Phillips he saw a rebuilt narrow gauge caboose and this introduced him to Robert Beal, the owner of the caboose and a man with a similar interest in preserving the narrow gauge memories.

He also met Virgil Starbird of the Starbird Lumber Company in Strong. Many years ago when his lumber company burned, the railroad gave Starbird a number of old box cars and, although they are badly deteriorated, they are still there now.

On one of his expeditions, Spear found S R & R L Coach #17. It was in poor condition, and his conclusion was that it could not be restored. However, about the same time he heard about its mate, Coach #18, which was at Porter Lake in Strong about to be burned. As Spear says, "It seemed too bad to see this narrow gauge equipment destroyed. The only restored equipment now existing is at Edaville Railroad in Massachusetts. We should preserve and restore what is left, and keep it in Maine."

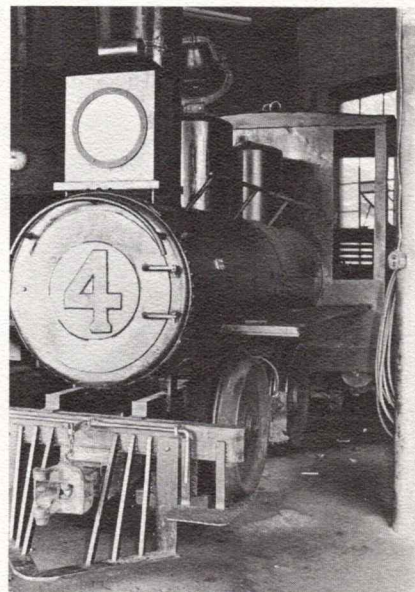
In October of 1969, he built a

special trailer and hauled Coach #18 to his home in Lisbon Falls. He has already completed a major portion of the restoration, but the finish work remains to be completed. He owns a machine shop in Lisbon Falls, and has all the equipment for major repair work.

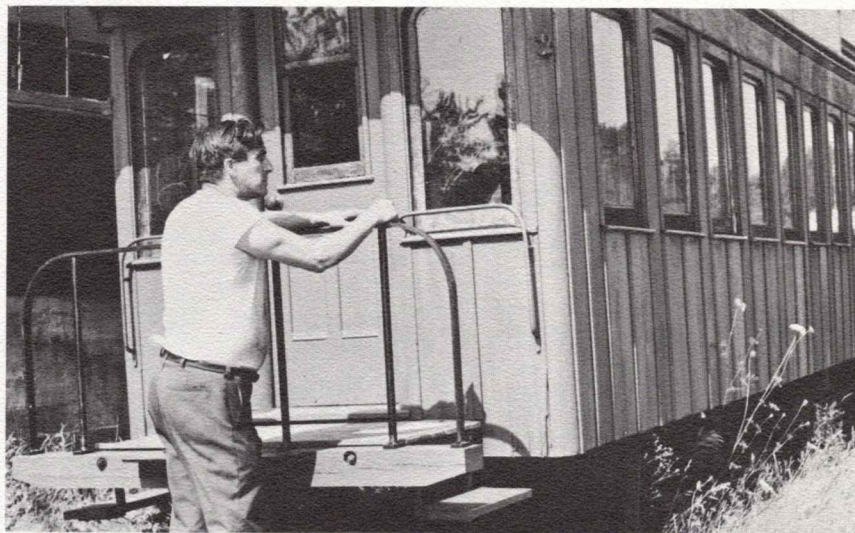
Still thinking about his narrow gauge museum, Spear realized that no railroad museum is complete without a locomotive. With none of the original locomotives available, he built a full-size replica of the Sandy River engine #4, which was used to haul the Rangeley Express. He spent a year and a half, working hundreds of hours and investing thousands of dollars, completing the locomotive in July of 1972. The replica is powered by a Ford 292-cubic-inch, V-8 engine and is equipped with air brakes. The original steamer was built by the Portland Company in 1890. It was a 19-ton, 0-4-4 Forney with two 10½" X 14" cylinders, a 36" boiler and 140 lbs. of pressure. The original locomotive was scrapped about 1920.

When it was completed, Spear delivered his replica to the town of Phillips as a major step in the establishment of the narrow gauge museum there. All this work is being done for the Phillips Historical Society.

With a 25-year lease on a tract of land, a rebuilt caboose, a nearly restored coach, a locomotive replica, and the framework of a station building; the project is on its way to success.



Model of SR & RL No. 4, built by Wesley Spear. Photo by Paul Grabbe, Lisbon Post.



Wesley Spear with SR & RL coach #18 which he is restoring in Lisbon Falls.

news briefs



Retired carman Elwood Dinsmore

PROFILE — OLD MAN OF THE MOUNTAIN

For 50 years and 5 months, Elwood Dinsmore, Mountain Division carman, worked the toughest and most beautiful section of track on the Maine Central system. Working out of Bartlett, New Hampshire, he travelled to Brownfield, to Beecher Falls and to St. Johnsbury solving a variety of mechanical problems under all kinds of weather conditions. He was known as a "one-man wrecking crew."

Dinsmore retired on September 29, 1972, at the age of 73. In his half century of railroading, he saw two great eras pass into history; steam power and the passenger train. He recalls the days when 10 to 12 trains a day passed through Bartlett; from Canada to Old Orchard Beach, from Bartlett to Portland and return, and daily round trips between Portland and St. Johnsbury. At the close of his career he saw two freights a day

through Bartlett, usually powered by five GP-38 locomotives and often pushed by helper units to get the 100-car trains up over the mountain.

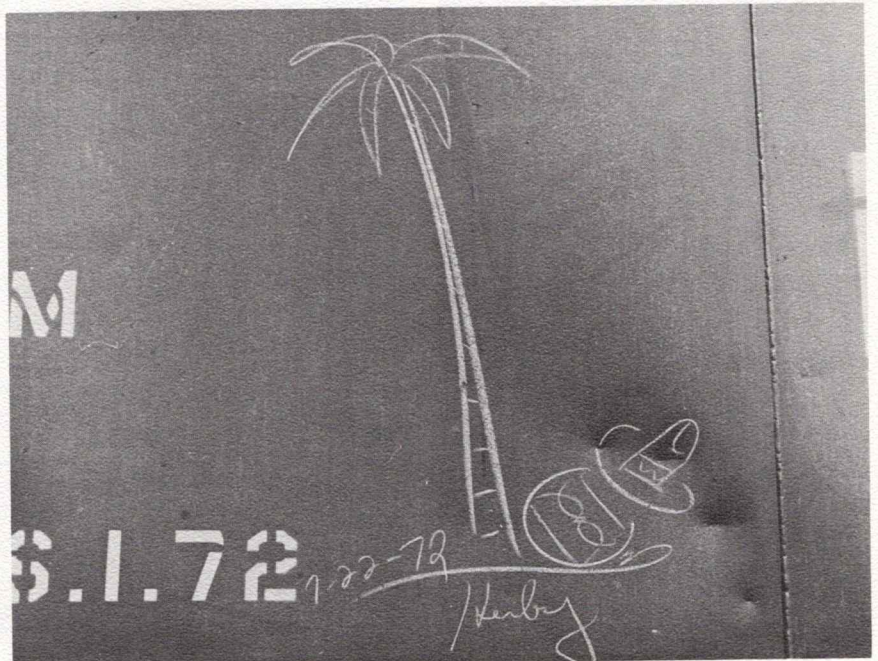
48° below zero. Asked what was the most severe condition he had ever worked under, he replied, "Back about 1954 in mid-winter I went up to Willey Brook Trestle to take a side rod off a steam engine. The wind was blowing a gale, and we were working right in the middle of the trestle. I guess it was about a 70-foot drop into the ravine. Someone looked at a thermometer down at the Willey House and told us it was 48° below zero."

He is taking it a little easy now. He runs the gas station he has owned in Bartlett for 48 years and he continues as a state fire warden. The "old man of the mountain" will no longer be called in the middle of the night to travel several miles in a snow storm to replace a drawbar. The mountain will miss Elwood Dinsmore.

HERBY

Who is Herby? For more than twenty years in railroad yards across the country, box cars have appeared with cute little cartoons signed, "Herby." His work is frequently seen in New England and especially on Maine Central box cars; he even uses yellow chalk to match MEC colors. Railroad men all over the country know of his work, but he remains anonymous.

Recently, John Murphy of the Rigby Car Department photographed some "Herby" artwork. He speculated that the artist might be a Maine Central employee, who wishes he were lying under a palm tree in the South, or that he is a southern railroad man lying under a palm tree and needling us about our weather. The latter seems more likely because MEC Box 6340, on which this cartoon appeared, was traced, and it was determined that it was on the St. Louis -



Some "Herby" artwork on Maine Central boxcar.

South Western Railroad the day is was signed, 7-22-72.

The puzzle remains unsolved. If any of our readers have a theory, drop us a line and let us in on it.

DIRECTOR ELECTED

Robert Hellendale was elected a director of Maine Central Railroad Company at the October quarterly meeting of the Board in Portland. Hellendale is executive vice-president, Great Northern Nekoosa Corporation and vice-president - administration, Great Northern Paper Company.

He joined Great Northern Paper Company in 1954 as clerk of the corporation and resided in Bangor, Maine, from 1954 to 1961. Following the organization of Great Northern Nekoosa in 1970, he was appointed executive vice-president of the Corporation.

Born in 1917, Hellendale is a graduate of Wesleyan University. He received his LL.B. from Harvard Law School in 1946 and is a member of the New York and Maine State Bars. Prior to joining Great Northern Paper, he was a practicing attorney in New York City and served in the military from 1941 - 1945.



New Maine Central director, Robert Hellendale.

NEW CABOOSE

Maine Central's new caboose 645 was placed in service in early November. It is of the so-called "wide vision" monitor design which means that the side walls of the monitor are as wide as clearance will permit in order to provide the crew with maximum visibility. The caboose is equipped with rubber draft gears

providing a smooth ride, roller bearing trucks, ABD brakes and synthetic safety glass. The interior is equipped with a new design toilet system and the standard oil stove. Latest style seats and other furnishings are also provided.

ACCOUNTING DIVISION - AAR

Before gaveling to a close the annual meeting in Cincinnati, Ohio, of the Accounting Division of the Association of American Railroads, Horace N. Foster, outgoing chairman said, "One of the accomplishments of this past year's activities is that we are on the way to better liaison between the Accounting Division and the Interstate Commerce Commission. We have been repairing lines of communication that for one reason or another had broken down. Furthermore, we have set in motion better lines of communication within our own Accounting Division." Foster is Maine Central vice-president, accounting and finance. The Accounting Division is composed of more than 700



FRED L. HARRIS

Fred Harris, Maine Central assistant to the assistant vice-president - sales and service, died November 21, 1972, at the age of 50. He had suffered from a heart ailment the past several years.

He had been the topic of a January 16 Maine Sunday Telegram article on the coronary care unit of the Maine Medical Center. As a patient in that unit, he described his fight against heart disease.

He was born March 31, 1922, in Portland the son of Cecil M. and Mary Greeley Harris. He attended local schools and was a graduate of Portland High School.

He was a veteran of World War II, serving in the Army Signal Corps.

He was a member of Delta Nu Alpha Transportation Fraternity.



New Maine Central caboose.

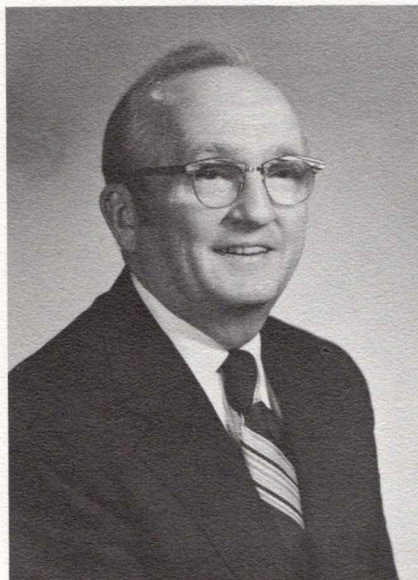
railroad financial and accounting executives from the U. S., Canada and Mexico.

Landmark revision of the Accounting Rules governing inter-railroad settlements were accomplished during Foster's term on the Executive Committee of the Accounting Division from 1969 to October 1972. He served as vice-chairman of the Division in 1970-71 and as chairman in 1971-72.

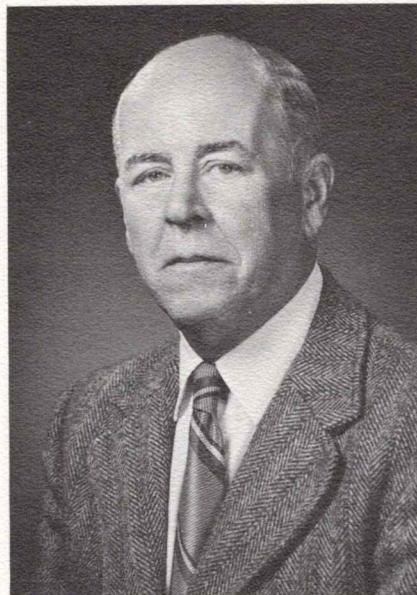
Right of offset. Two notable changes in Accounting Rules were: first, the right of offset by one railroad where another railroad refuses to pay an undisputed balance of money due. Such right of offset would permit deduction of such undisputed balance from other monies due the offending railroad. In the case of a railroad becoming bankrupt, such a rule is evidence to the bankruptcy court of the intent of all the railroads in this type of situation.

Second, a new rule was adopted which gives a basis for relief to a railroad that suffered an uncollectible loss because a bankrupt railroad did not remit prepaid charges to the delivering carrier which had settled with the interline railroads. The new rule will allow an aggrieved railroad to recoup part or all of its loss from the interline carriers.

Maine Central worked for these rules changes for many years and finally was successful in its endeavors.



H. N. Foster



W. J. Berry, assistant vice-president sales and service.

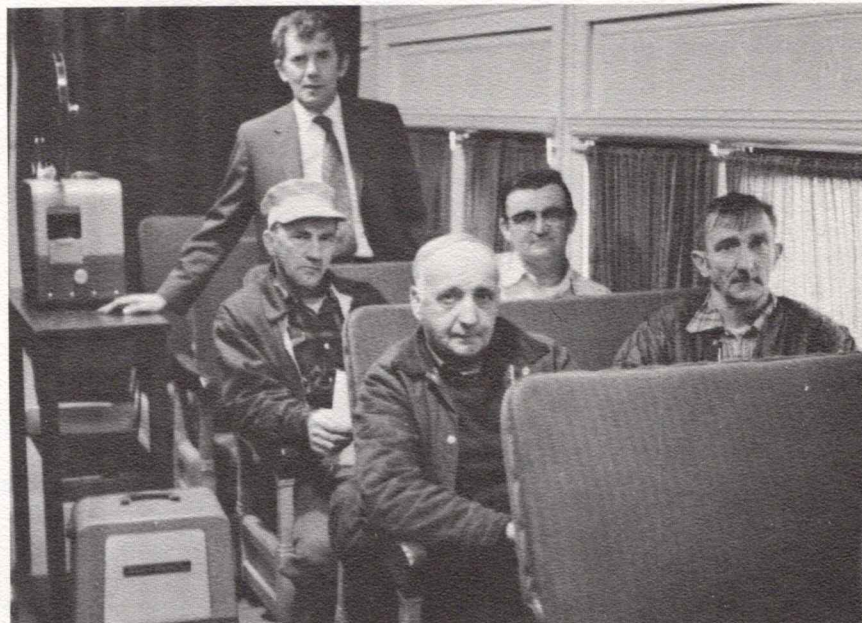
the schedule of operating crews. The crews gathered in either the instruction car, the west yard office, the east yard office or yard 8 at all hours of the day and night including 1:00 in the morning.

The meeting consisted of a film titled, "Getting off on the Right Foot," and a brief safety talk by Auger with special emphasis upon winter working conditions.

BERRY PROMOTED

William J. Berry has been promoted to the position of assistant vice-president, sales and service. He replaces Herman E. Buchheim, whose untimely death occurred on August 24, 1972.

Berry began his railroad career with the Canadian National Rail-

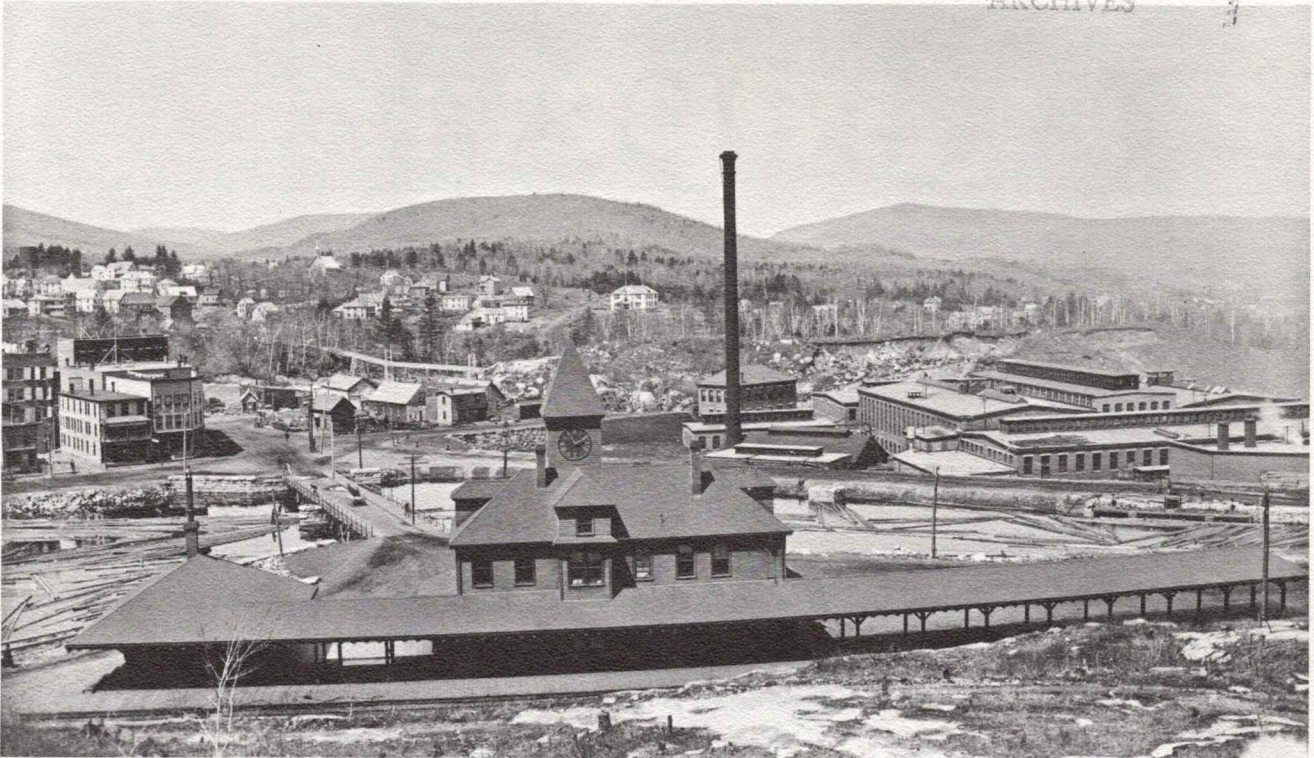


Safety meeting in instruction car. Standing, William Auger, safety supervisor; rear seat, Robert Matthews, yard conductor and Linwood Davis, engineer; front seat, John MacDonald, yard conductor and John Broderick, yard conductor.

SAFETY MEETINGS

Portland Terminal train crews were involved in a series of safety meetings in November. Reggie Thompson, PT trainmaster arranged the meetings with Bill Auger, safety supervisor, to be held at those times which fit into

ways in Portland in 1942, and moved to their Boston office in 1944. He held sales positions with the New Haven Railroad in Portland and Presque Isle, Maine, and Manchester, N. H. He came to Maine Central in 1962 as assistant to the sales manager and moved to the position of sales manager - industrial markets in 1967. He is a member of



Rumford Station several years ago. Can anyone date this photo? Photo provided by Raymond Mitchell, father-in-law of Thomas Barnett, Waterville conductor.

the New York and Maine Traffic Clubs.

Other changes in responsibility in the Traffic and Marketing Department include: Roy M. Cote to market manager - grain-fuel-food products - metals; Frank E. Curran to market manager - TOFC-COFC-construction and Donald P. Looby to market manager - paper-woodpulp-forest products - chemicals.

RETIRED

Leroy A. Taylor, father of Maine Central's auditor - revenues, Leroy, Jr., retired October 15, 1972, from his position as secretary-treasurer of the Brotherhood of Railway Carmen. Widely known in rail labor circles, Taylor was active in the Brotherhood for over 35 years. He held several positions while on the B & M and then in 1953 went to Grand Lodge Headquarters in Kansas City as assistant secretary-treasurer. He rose to secretary-treasurer in June 1962. While on the B & M he served as chairman of a labor-management

committee for Camp Sea Haven, a summer camp for polio-afflicted children.

TRANSPORTATION SEMINAR

John Barriger who recently resigned as chief executive officer of the Boston and Maine Railroad, told a transportation seminar in Portland that "super-railroads" should be built between centers of industrial concentration. "These lines should be built to the best possible engineering standards," he said, "with grades of less than one percent, elimination of sharp curves and completely electrified power."

Barriger compared "super-railroads" to super-highways. "Most of our present right-of-way compares to what it should be, as a two-lane rural road compares to a super-highway. The technology is at our fingertips, but the money isn't," he said.

Super-railroads. He added, "At a fraction of the per-mile cost of a super-highway, a super-railroad can be built between

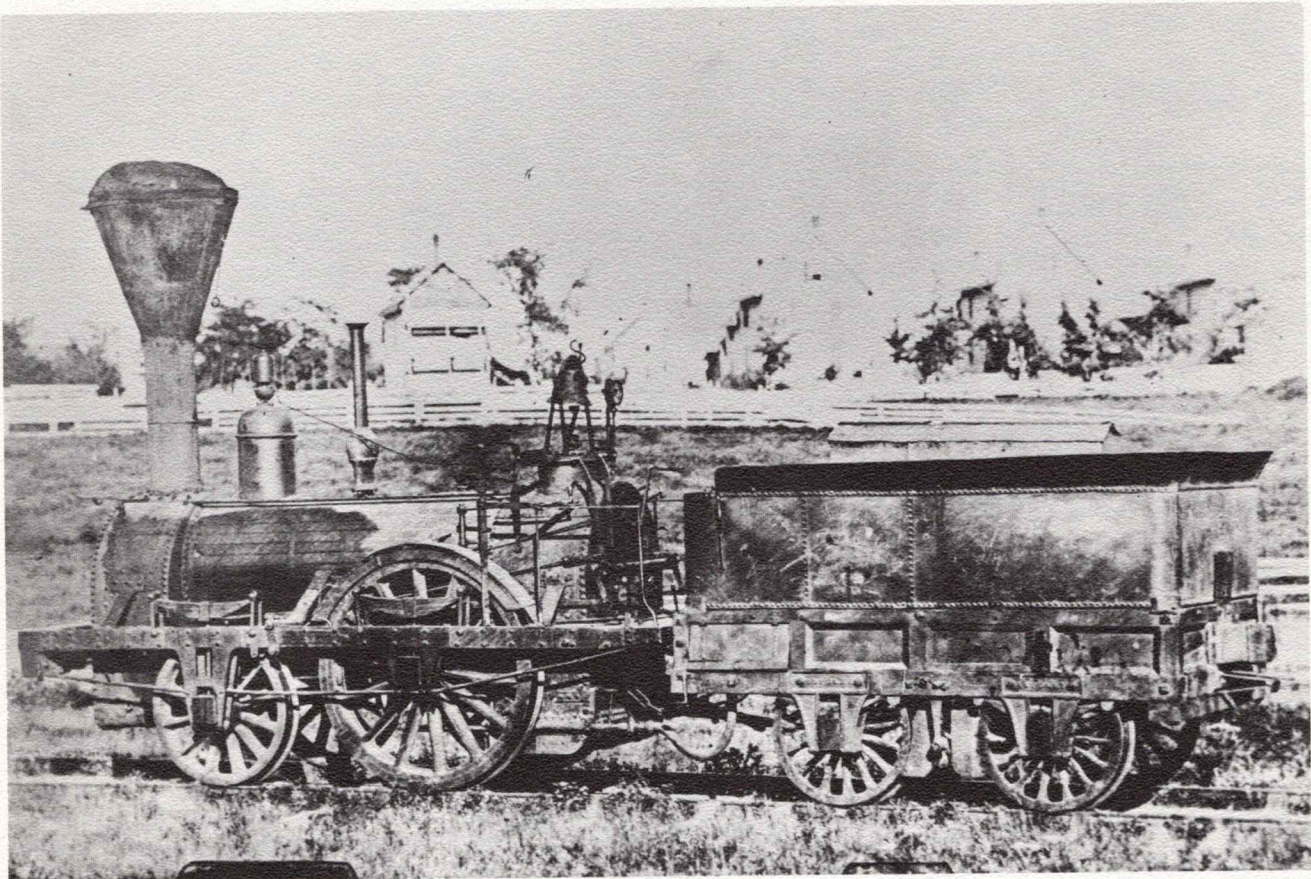
any combination of centers of population, commerce and industry in the United States. A super-railroad would provide 120 m.p.h. terminal-to-terminal passenger schedules and freight movements averaging between 70 and 90 m.p.h. Moreover, such service would be performed with equipment and at service standards that would be fantastically better than even the best present standards."

Barriger blamed the present financial crisis faced by the railroad industry on out-moded regulatory policy. "Since 1901 the United States has followed a railway policy that has been regressive, oppressive and punitive, rather than progressive, constructive, and cooperative. What was begun with constructive objectives, methods and limitations has proliferated into an overriding force that has greatly handicapped the services it was intended to protect."

Barriger was a featured speaker at the two-day seminar which was sponsored by the University of Maine.



The Grapevine



The first steam locomotive to operate in Maine was the "Pioneer", built by Stephenson and Son, imported from England and weighing about six tons. The "Pioneer" was operated on Maine's first steam railroad, the Bangor & Piscataquis Canal and Railroad Company, connecting the City of Bangor and the village of Old Town. Built in 1836, the track consisted of wooden timbers, bolted together, with a thin strap of iron spiked to the top. It ran through Upper Stillwater and came into Bangor via Harlow and Exchange Streets to the waterfront, which at that time was one of the most active ports on the East Coast.

GENERAL OFFICES

In mid-October, Eric Smith, director cost analysis, attended the "Contrary Opinion Forum" held in Manchester, Vermont. After the 10th consecutive year, he reported a most interesting and stimulating discussion of the economy and of what people are thinking about its possible future trend.

Arlyn Whitney, secretary in the Law Department, was a surgical patient in Maine Medical Center in October. Arlyn spent part of her convalescence in Farmington and wishes to express appreciation for the cards and remembrances from friends in the General Office Building.

Edith Young substituted in the Law Department during Arlyn's absence. She recently earned a Bachelor of Science degree in education at the Portland campus of the University of Maine. Edith is now qualified to teach high

school English.

Bob Grant, claim agent, and Mrs. Grant enjoyed a wonderful fall vacation flying to Los Angeles to visit their daughter, Mary Herzog and her husband. While there, they saw the local points of interest, including a tour of the liner "Queen Mary," which was docked in the harbor. They also made a side trip to San Francisco, where the attractions included a ride on a cable car and a visit to Muir Forest to see redwood trees.

November first was a red letter day for Karen, secretary disbursements, and Dick Severy. On that day they moved into their new home on Highland Cliff Road in South Windham, where they and daughter, Tammy, are all enjoying "country living." Karen and Dick are doing the interior finishing themselves, so there is no need to wonder where you'll be finding them for many weekends to come.

Helen and Bill Brownell, manager car accounting, took advantage of the excellent flights offered in the late fall and flew to Florida to enjoy the gorgeous weather that Florida has at that time of year. They visited Bill's brother and family at Fort Lauderdale. Every day was sunny and they returned to Maine, skin browned enough to last them through our long winter.

Pauline and Lenny Sanborn, joint facility examiner - disbursements, also enjoyed a late fall vacation touring the Maritime Provinces. They covered much territory taking in many high spots, a few of which were the famous Sydney Mines, Glace Bay, Louisburg National Historical Park and the beautiful Bras d'Or Lake. Their trip included an educational phase, as they spent three days at Dalhousie University in New Brunswick, tracing Pauline's family tree of the Timmons line. They stopped at Stellarton, Nova Scotia, and took Marion



Joan Small and Stephen E. Hoglund on their wedding day, October 15. Joan is a senior nursing student at Westbrook College and is employed at the Seaside Nursing Home. Stephen is the son of Mrs. Grace Hoglund, Executive Department. He is a graduate of SMVTI and is now employed by Cummings Brothers of Portland.

Faibisy completely by surprise when they called on her. Marion retired from the Engineering Department in September. Needless to say, she was very happy to see friends from Maine Central. Lenny and Pauline also called on Ben Edwards, former chief clerk of the Bangor & Aroostook Railroad, who is now retired and living at Margaree, Cape Breton Islands. Soon after returning home, Pauline and Lenny were honored by their family and friends with a wonderful party for the happy occasion of their 30th wedding anniversary on November 12. Our congratulations to both of them!

H. D. Sullivan, signal supervisor, and wife, Charlotte, spent their two weeks' vacation in Brunswick, Nova Scotia.

BANGOR

Arthur P. York, brakeman, Bangor Yard, received his 25-year pin from general agent, Bill Moon, on October 6, 1972. "Yorkie" was filling in as yardmaster on the day he received his pin at the Yard Office.

Ray Spaulding, regional manager for the Marketing Department here at Bangor, is taking up square dancing this fall with wife, Dottie. His demonstration of what he has learned so far was much enjoyed at this office.

John A. King, carman, at Bangor Car Department, retired on July 26, 1972, after nearly 27 years of service with the Maine Central Railroad. Mr. King was presented with a gift envelope containing money from his fellow employees.

William E. Batchelder, carman, retired on November 30, 1972, after 28 years of service with the Bangor Car Depart-

ment. "Batch" will be missed by his fellow workers.

RIGBY SHOPS

A surprise anniversary party was given in honor of machinist and Mrs. "Ted" Cote. The occasion was their 50th wedding anniversary. Their seven children and families hosted the event. Many useful gifts were given to the couple. Mrs. Cote is the former Ella Miller, whose dad, Dave Miller, was one of our machinists. Dave worked at the enginehouse and the Thompson's Point Shops for many years before retiring.

Mrs. Henrietta Trecarten, 80, of Bartlett, New Hampshire, died recently after a long illness. Mrs. Trecarten was the wife of Walter Trecarten, foreman at the enginehouse during the war years. Later, Walter was transferred to the Bartlett enginehouse.

Turntable operator, "Dustie," and Mrs. Greenlaw were both recently confined to a local hospital for minor surgery, and both occupied the same room during confinement.

A new face appears among our group — that of Joseph Kemna, clerk in the General Foreman's Office.

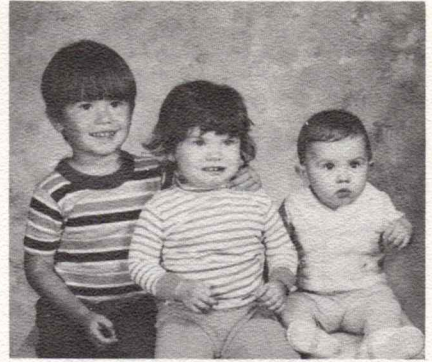
Two deaths occurred in the family of Stores Department employee Al and Mrs. Hanson. Thomas Hassel, 77, brother of Mrs. Hanson, died at a local hospital. Mrs. Clara Pert, Al's sister of Tucson, Arizona, also passed away recently. Condolences to the family.

Machinist Al Stiviletti is a full-fledged barber, having taken the necessary examination to qualify in this state. He is putting some of his spare time to good use at the local barber shops. Another of Al's hobbies is making grandfather clocks.

Condolences to the family of "Bart" Wallace, whose wife, Mary, passed away after a long illness. Bart is a former enginehouse hostler and crane operator at the old Thompson's Point Shops as well as at the enginehouse at Rigby.

While visiting relatives in South Bend, Indiana, "Bart" Flaherty attended two Notre Dame football games.

"Red" Baker, former foreman of the carpenters, bridge and building crew,



Brian, age 5; Vickie, 3; and Robert, 1½, are the happy children of Mr. and Mrs. Richard Hebert of Fairfield. Their dad is a clerk in Waterville Stores Dept., and helps order and hand out the diesel material.

wishes to be remembered to all of his friends at the terminal.

Stores Department truck driver Russell, and Mrs. Proctor announce the engagement of their daughter, Ann, to Stephen N. Freeman of Bar Harbor. They are both students at Andover School of Business. A late summer wedding is planned.

James Ashley, 68, retired hostler and brother of machinist Joe Ashley, died at a Warwick, Rhode Island, hospital after a brief illness. His summer residence was at Sebago Lake, Maine. A floral tribute was sent to the funeral services from Rigby men.

One of our machinists, Milton Coombs, was contacted by a roving reporter on the staff of our local newspaper. He was asked his views on the "Trick or Treat" situation occurring every Halloween. Milton told the reporter he thought the conditions were OK as they were.

ROCKLAND

Rockland Yard switcher has a new face. Lloyd K. "Hoss Trading Haining" Powers bid in the job vacated by Ro-



Arthur P. York, brakeman, Bangor Yard, receives his 25-year pin from general agent Bill Moon.

land Cook, who took night yard master at Waterville. Even though carman's helper Fred LaBranche has been furloughed, the heavy end of "wheeling and dealing" continues, with Lloyd coming out the winner. Only thing he hasn't been able to trade yet is the "smoke screen" laid down by the Mercedes diesel when he gets ready to leave for home. But give him time, he'll even succeed in selling that; the smoke screen, that is.

Yard conductor Mike Mitchell is getting steamed up nowadays, even though steam engines are a thing of the past. The new sauna installation really gets hot, a steaming 200°, and so does its occupants. Be a real good rig to thaw out in after some of those cold days down on the water front this winter.

Machinist Jakey Walker now back from vacation did some "hoss trading" himself during that time and is now sporting around in a new Dodge pickup truck with plenty of room in back for that extra load of snow needed for tractive weight this winter. Covering his vacation was R. E. Kneeland from Waterville Shops.

Recent visitor was retired general agent and Mrs. Frank Carsley, getting their summer residences buttoned up for winter months, prior to their annual migration to the warmer climate of sunny St. Petersburg, Florida.

Nimrods getting their deer early in the hunting season were: Engineman Clarence Morse, who bagged a 10 point buck; and brakeman Lloyd Powers, who tagged a doe. Could be he traded something for the doe or else his wife held the gun??? We'll never know.

The back tracking between Dutch Neck and Rockland has finally slowed down, and sectionman Bill Heath of Waldoboro can breathe a deep sigh of relief now that "Smitty" has finally settled down again. Section foreman Warren Smith and Margaret Morse became husband and wife, and the Saab that was traversing the highways, and giving Bill fits trying to keep out of its way or else keep up with it, has now settled in one spot for the time being. Our congratulations and best wishes to the newlyweds for many happy years ahead.

WATERVILLE SHOPS

The Shop's horseshoe league, wound up the season with a banquet at Waterville's Pine Ridge Restaurant. Carman Jimmy Steeves was Master of Ceremonies. Trophies were presented in three categories. Blacksmith Gid Gagnon and machinist helper Sherwood Bumps pitched their way to the doubles title. Machinist Ed McAleer took the singles honor and machinist helper Ralph Meader, was the most improved. Commissioner Harold Veer of the laborers crew was presented with a Hudson Bay camping axe for his efforts on behalf of the league. Thirty-two were in attendance, including players and their wives.

Heating plant fireman, Clifford Powell, retired recently after 34 years of service. Cliff has seen many changes in the heating plant operation, from coal fired boilers to oil, and just recently, additional automatic controls were installed. Cliff learned his fireman duties from his father, Samuel, who worked at the heating plant from 1918 until his retirement in 1943. We all wish Cliff a long and happy retirement. The Shops have been kept warmer, not only by his work, but by his friendship as well.

Twenty-five-year service pins were presented recently to carman Ralph Fletcher, carman George Buck, and rip track foreman Erwin "Chick" Pooler.

Steel room foreman Glen McCarrison is back to work after being out over a month with bronchial pneumonia.

While preparing for the duck hunting season, blacksmith Hillard Bessey tried out a new canoe in a farm pond near his home in Benton. The first shake-down cruise wasn't too successful, as the craft listed too far to the starboard and capsized. Not one to be easily defeated, Hillard returned home, donned dry clothing, and tried again. You guessed it! 180 degree portside. We understand the canoe was returned to the dealer.

Recent visitors to the Shops included retired employees Chris Carstenson, Floyd Case, George Stevens, Alex Handley, Archie Smith, Ken Reed and How-



Shawn F. Eames, age 1, is the son of electrician and Mrs. Richard Eames of Winslow. Shawn's granddad is John Eames, Jr., air brake room machinist. Shawn's great granddad, John Eames, Sr., worked for several years as a laborer in the Shops.

ard Larracey.

Weighing in at 8 lbs. ½ oz., Michelle Lee was born November 4th at Waterville. Her parents are Mr. and Mrs. Paul Fletcher, Jr., of China. Paul is a laborer at the Shops.

The Shops were well represented in the Winslow Jaycees Variety Show, held October 21st at Waterville's Opera House. Sheet metal worker Bill Brown performed with a group from the Heart of Maine Square Dance Club. Carman Peter Reny's performance as a ballerina has earned him the nickname "Twinkle Toes."

Freight Department foreman Sid Brown has returned to work, having recovered from a broken arm and hip. His injuries occurred when a ladder slipped and he fell, storm window and all. Sid says he "came out second best," as the window wasn't broken.

In November, Stores Department clerk Leonard Boucher and his wife flew to Morocco for a two weeks' vacation.

With a dollar bill pinned to his shirt, Machinist Larracey's laugh was hearty. But election blues had machinist Rines, He'd bet against his party.

WATERVILLE STATION

Retired track supervisor Maurice Thorne and Mrs. Thorne went to Hawaii for a three-week vacation.

Track foreman M. C. Brown and wife have returned from a five-week stay in Germany. They were there during the Olympics.

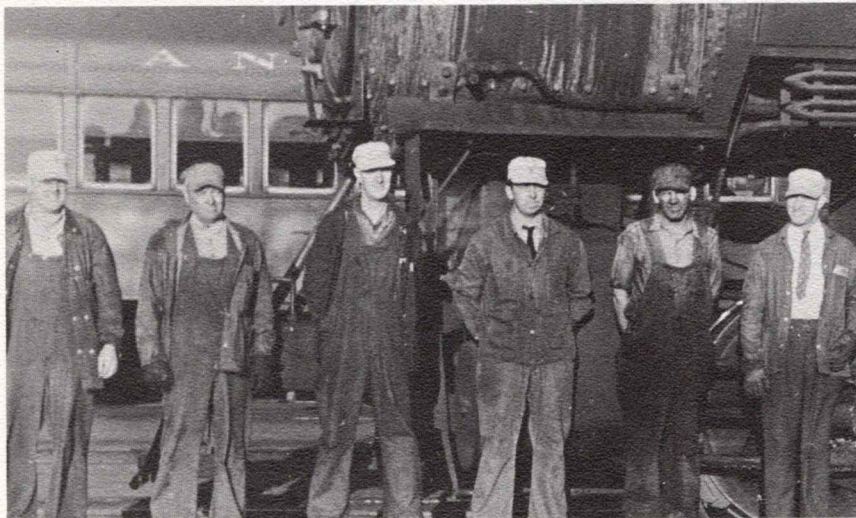
Clerk Dick Fecteau and wife, Frances, celebrated their 35th wedding anniversary with a trip to Niagara Falls.

Congratulations to track foreman Linwood Decker and Arlene Green on their marriage October 7.

Sympathies are extended to tower operator and Mrs. John Witham and family on the recent death of her grandfather.

Beverly Cook and Lucette Huard, co-chairmen for the Railroad Division for the Waterville United Fund, wish to thank everyone who contributed to the 1972 campaign.

A retirement party was given in honor of Denis Chamberlain, former chief clerk at the Waterville Freight Office,



Train crew at Union Station in 1947. From left to right: Earle Smith, Bartley Quincannon, James Jenkins, Jr., Walter Allen, John Coombs, and James Britt.

who retired on October 6, 1972, after 36 years of service. The event was held at the Pine Ridge Restaurant, Saturday, October 21. Denis was presented a locomotive floral arrangement, a captain's cap, and a purse of money. On his last day of work the Railroad Club gave him a bottle of his favorite C.C. cough syrup. A poem written by Mrs. Larry Ridley entitled "Captain Deny's Houseboat" was read by Mr. Warren Stubbert. Mr. Arnold Dow, former storekeeper in Waterville, now retired, presided at the head table. The event was planned by Mrs. Beverly Cook, chief clerk at the Waterville Freight Office, and assisted by Mrs. Marilyn Stubbert, clerk-typist, Waterville Freight Office. Over fifty guests were present. Among those attending were: Mr. and Mrs. Wilfred Binette, who is retired from Waterville Stores; Mr. and Mrs. Les Woodbury; Mr. and Mrs. George Stanley from Portland; and Mrs. Denise Belanger, former clerk at the Freight Office. Denis now plans to enjoy his hobbies of master carpentry and his houseboat which he built himself.

WATERVILLE YARD

We are glad to see that Denis Chamberlain, retired chief clerk, is not completely retired. He is now busy at home catching up on his home duties. He was recently doing some patching and painting on his house. He has also been busy putting away his houseboat for the winter.

Lucien Lefebvre, brakeman switcher #2, says he's going to write a book about his tenants. He says he's had enough experiences to make it very interesting.

R. B. Williams, conductor on switcher #1, has returned to work after being off for nearly two years — a year and 9 months, to be exact. Welcome back, Raleigh!

After doing a favor for O. J. Bouchard (a fellow employee), Arthur Lennon, superintendent, did himself the same favor. He took "Butch" to the hospital when he became ill at work. In a couple of days he, himself, had to be admitted to another hospital for the same reason.

R. G. Cook, spare yard brakeman, is filling the big green chair for O. J. "Butch" Bouchard, while he is off sick. Incidentally, R. G. Cook spent most of the summer covering the Rockland Yard Switcher.

Roger Veilleaux, conductor switcher #4, has received his 25-year pin from the Maine Central.

Roy Adams, retired engineman, has been in and out of the Thayer Hospital for surgery. Our best wishes for a quick recovery and a pleasant journey to Florida, where he will convalesce for the winter.

Dieter Schneider, spare yard brakeman, has recently passed his high school equivalency test and is very pleased and happy. Congratulations, Dieter!

Former Marines recently celebrated the Marine's Birthday at the Waterville Armory. B. C. Hillman, yardmaster, and Chester Levesque, brakeman, served on the committee. They did an excellent job, and the outcome was successful.

Victor Tardiff, yard brakeman, wishes



Denis and Mrs. Chamberlain enjoy themselves at a retirement party given in his honor on October 6, 1972.

he had road rights so that he could bunt Robert Gibbs off the Gardiner job, as Gardiner is nearer to Augusta than Waterville, and Vic lives in Augusta. Vic has recently bunted the conductor's job on relief #2 which was vacated by Louis Donahue.



By Jerry Shea

Lenny Forrest, computer operator, is hitting the maples in his usual professional form and is leading the Men's Bowling League with all individual high totals. Lenny holds high average with a 114, high three strings — 388, and high single with 171.

Team 10, made up of Al Dyer, laborer; Jay Welch, car inspector; Al Stivaletti, machinist's helper; and Gary Bondeson, systems analyst hold high



team single with a 447. Team 2, consisting of Ralph Foster, electrician; Dave Merrill, assistant vice-president — mechanical; Marty Stratton, machinist; and Ernie Clark, towerman have high three-string total with 1,167.

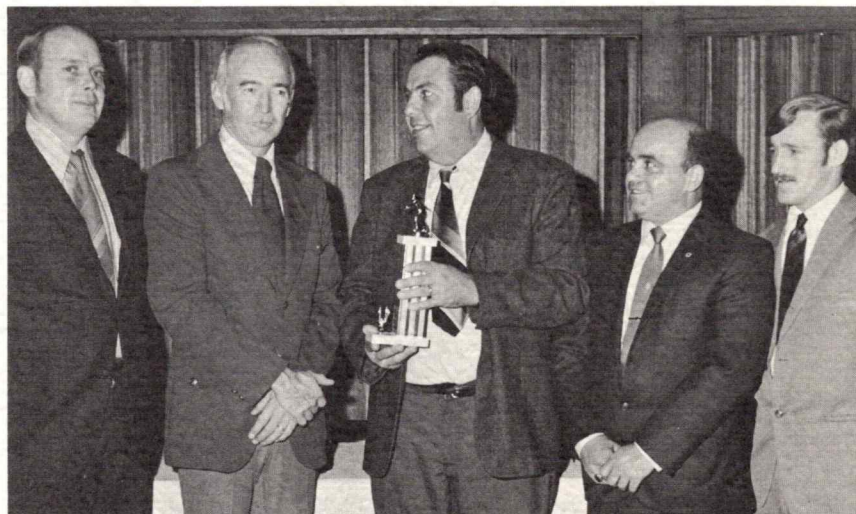
It looks at this time that the first half will be won by Team 3, as they are slowly pulling away from the rest of the teams with a 60 won and 20 lost record. The leaders are captained by league commissioner Ted Jewett, superintendent car maintenance, with help from the following: Tom Caufield, yard conductor; Paul Bourque, general agent; and Joe Chadwick, laborer.

In the Couples' Bowling League of the Portland Terminal and Maine Central General Office, at the end of the 6th week, when we went to press, Team 6 made up of Tom and Rita Caufield and "Rabbit" and Bea Berrick lead the league with a 50 won and 10 lost record.

Tommy Caufield holds high total for men with a 348 and high single with 142. Rita Caufield hit 109 for high single for ladies and Mary Phillips holds high three string total for women with 297, plus high average with a 94. Tom is leading Warren Smith for high men's average with a 102 against a 99.

Team 6 is also tied with Everett and Gigi Spires and Skip Mathews and his wife for high team single with a 402. Al Stivaletti and partner, Annette Towne, along with Sammy Drown and wife, Georgette, hold high team total with 1,123.

Dates to put down on your calendar are the Men's Bowling Tournament to be held at West-Port Alleys, Westbrook, Maine, on Saturday, March 17th. The Bangor & Aroostook Railroad Company's Golf Tournament will take place on Saturday, June 2nd at the Bangor Municipal Golf Course.



Presenting a trophy at the Waterville Shops horseshoe league banquet is Commissioner Harold Vear. Others in the picture are (from left to right): machinist helper Ralph Meader, machinist John "Eddie" McAleer, blacksmith Gideon Gagnon and machinist helper Sherwood Bumps.

BULK RATE
U.S. POSTAGE
PAID
Portland, Maine
Permit No. 180

J. M. Shaw C-11
36 FLAGGYMEADOW RD.
GORHAM, ME 04038

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222 St. John Street
Portland, Maine 04102
Address Corrections Requested



Season's Greetings

