MeC Car Fleet
Total to Rise
By 236 Units

A total of 236 units of new or modified equipment will be added to the Maine Central roster this winter, with delivery scheduled for completion in April.

The total includes 200 new cushion underframe, roller bearing box cars, now under construction at the shops of the General American Transportation Corporation plant in East Chicago, Indiana; 14 damage-free cars to be leased from General American; two new mechanical refrigerator cars from Pacific Car and Foundry Corporation, Renton, Washington; and 10 more chip cars to be built at the Waterville Shops.

Delivery of the entire 200 "Paul Bunyan" pulpwood cars was completed in January by the Major Division of Fruehauf Corp., and the new long cars are in use throughout the Maine Central system.

HUGE PULPWOOD PILE AT RUMFORD—Thousands of tons of pulpwood, Maine’s principal crop and the state's key commodity, are used in the production of pulp and paper. Maine’s principal products. More than 2 1/2 million cords of pulpwood is cut in Maine yearly, well over half the total produced in the eastern and New England states. The above scene is at the Rumford mills of the Oxford Paper Company.

RWCU Has More Members, Loans, Savings In '64

Increases in membership, in savings accounts and in the number of loans during 1964 were noted by President Hugh F. Flynn in his annual report to members of the Railroad Workers Credit Union in January.

The report, also signed by Treasurer Merrill B. Stanley, stressed these points:

It is apparent that while our members are borrowing more, there is also a substantial increase in their savings.

The annual examination of the State Banking Department showed that we pay a higher dividend to our shareholders than other credit unions and that our interest rates are lower than most all of the other credit unions.

Our automobile financing plan is growing steadily as it offers rates unsurpassed by any other financial institution. At the present time automobile loans represent 21 per cent of our total loan business.

During the year we added a permanent disability clause to our loan insurance plan to protect all borrowers who may become permanently disabled before reaching age 60. This is, of course, in addition to protection for all borrowers in case of death.

A committee made up of members of the board of directors conducted a membership drive by contacting each non-member by direct mail with a net result as reflected in our increase in membership.

After considerable effort we had special State Legislation enacted to amend our charter to make joint Accounts available to our members.

Again this year the Board of Directors declared a dividend of 5 per cent on Shares. In addition they are recommending to the Membership for their consideration.

Wood is Key Commodity In Maine’s Prosperity

Wood is a mighty important word to hundreds of railroaders in Maine, to thousands of paper-makers, and to nearly a million people who live and work in this Pine Tree State of ours.

And with the current dramatic expansion of the pulp and paper industry, the importance of the word is increasing with every yard of concrete and every ton of steel that’s now going into bigger and better industrial plants.

Pulpwood—in its usual form and as chips—is Maine’s principal forest product, and has been since the use of wood fibres replaced rags in the production of paper, and since loggers first looked westward in their search for sawtimber. Until then, Maine had been the nation’s biggest lumber state, and Bangor its economic capital.

But in 1868, when paper was made from wood for the first time in Maine in the basement of a Topsham sawmill, trees that had been rejected as timber became valuable as pulpwood, and Maine’s largest and most vital business was born. In 18 years, the pulp and paper industry was in full swing, and in ten more years, Maine again led the nation in forest production, this time as a pulpwood producer.

In the 90's, Maine forests were the source of nearly one-fourth of all the pulpwood used in the country; and now, although top place has been lost to the vast forests of the South and West, Maine still holds a position of leadership in the production of pulpwood and in the manufacture of pulp and paper. The state annually makes more than six per cent of the Nation’s wood
MORE THAN JUST A RAILROAD

There is a story in far-eastem folklore about three blind men who were asked to describe an elephant. One, his hands running along the animal's trunk, told his questioner, "It's like a huge snake." The second, feeling the elephant's broad flank, said, "It's like a house." And the third, having gauged the considerable proportions of one leg, declared, "It's like a huge tree."

The point of this old story is that our personal, perhaps limited view dictates much of what we think about things . . . . that unless we can see the whole of something, we are inclined to define the whole in terms of only a part, and in the process, be just as wrong as the three blind men were about the elephant.

So it is with the railroad. Unless a citizen, a worker, an editor or a banker can see the whole of it: what it is, what it does, who it is, and why it is, his assessment of its total importance is limited by the narrow view of what he can see, the very small part of the entire operation which touches him directly and personally.

This, of course, now that passenger trains no longer run on the Maine Central, is the reason so many people we meet are incredulous when we say the railroad is busier than ever, and is doing great things for the State of Maine. Because many of these people have lost personal contact with the Maine Central, and see it only at a distance, if at all, it's hard for them to believe that the railroad remains the most potent force in our state's industrial economy.

This is why we were pleased, the other day, when the Daily Kennebec Journal, in our capital city, ran an editorial commending us for publication of a new and attractive system map folder. The writer indicated that this sort of thing is a good antidote for limited-view thinking of "a lot of people (who) have all but forgotten that railroads exist any more."

There are many constructive treatments for a single problem. The most important and effective one is keeping the Maine Central modern and providing the best and most efficient rail freight service possible. Our new equipment, much now in use, and more on order, is keeping us modern, and our efforts are bent continuously toward improvement of our service to industrial customers.

Additional effort is aimed at the problem of increasing public awareness of the Maine Central's vital role, and other efforts are designed to meet the railroad's obligations as a citizen in many communities and the state. The shielding of community responsibility by the Maine Central and its workers continuously brings the railroad into close contact with people who otherwise would see only a limited view of it, and who would consequently have only a limited understanding and appreciation of its importance.

The railroad maintains active membership in several industrial development organizations, in State and local Chambers of Commerce, and many of its employees are active in a wide range of political, civic, charitable and religious organizations. We've had several chairmen of town and city councils; selectmen; presidents of service clubs; United Fund chairmen and team captains; deacons; vestrymen; masters of lodges; and even presidents of garden clubs.

We encourage such participation in the firm belief that as our peoples' circles of acquaintance grow, respect for them increases, and the general view of the Maine Central, perhaps limited before, becomes wider, brighter and more clear.

Letters:

Mount Desert Ferry
To the Editor:

I appreciated receiving "The Maine Central Messenger" and note with interest the Mount Desert Ferry photo in the Jan. 1965 issue.

You mention "The Rangeley" at the dock and the "Sappho" off shore. The vessel off shore is the "Norumbega." Her characteristics are different from the Sappho. She has a different type of stack and a more compact deckhouse. The Sappho left the Maine Central in 1916. The Rangeley left the fall of 1925 and the Norumbega in 1926. The Maine Central certainly had a most outstanding fleet of passenger steamers.

Shipping is one of my hobbies.

Very truly yours,
W. Bartlett Crandall, Hampden Highlands, Me.

To the Editor:

At the January meeting of the Amherst Railway Society, one of my colleagues indicated that a picture of Mount Desert Ferry appeared in a recent issue of the Maine Central Messenger. This bit of information interested me greatly for two reasons:

First of all, the fact that I, a lifelong fan of the Maine Central Railroad (in fact, I worked as an operator during the summers of 1948, '49, and '50), had absolutely no inkling of the existence of your publication and, secondly, the fact that I believe my father, Gregory Wyne, to have been the last agent at Mount Desert Ferry.

For years now, I have observed that whenever two or more Old Maine Central men get together, regardless of the nature of their service, the conversation inevitably gets back to Mount Desert Ferry and the pleasure and happiness associated with that portion of the globe. Unfortunately, I am too young to have seen the "Ferry" in operation.

I am sure that had Mount Desert Ferry not been closed, my father would have stayed there until he died on the job. From conversations with him it is readily obvious that his tenure as agent there was the high-light of his railroading career.

Very truly yours,
Alfred M. Wyne, Amherst, Mass.

Wilderness Railroad
To the Editor:

The story of the "Wilderness Railroad" up in the Allagash Country in the December and January Messengers was particularly interesting to both Mrs. Leard and myself. For a great many years previous to my retirement, together with some other couple, we would spend a week or ten days up in that country on a hunting trip, making the old Chamberlain farm our headquarters.

Perhaps some of your older readers will remember over a full page story entitled "In the Allagash Country" that I wrote for the December 1925 issue of the old Maine Central magazine, telling of the hardships of a two day's travel between home and Chamberlain. On the trip I wrote about we were accompanied by Mr. and Mrs. W. L. Nickerson. He is now the storekeeper in the Motive Power department in Bangor.

However, back to the "Wilderness Railroad." The first fall after Ed LaCroix had completed his unique road, I wrote him on a Maine Central letterhead at his Canadian address and asked if myself and party could have a ride on one of his logging trains from Chestnuood to the shore of Moosehead Lake. I received (Leard Letter—page 4)

The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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General Offices
General Offices
General Offices
General Offices
Agent Paul Witham Completes 31st Year As Newport Selectman

January and February are notable for Paul Witham, Sr., agent at Newport. On January 29 he completed 51 years of Maine Central service, and this month he marks his 31st consecutive year as chairman of Newport's Board of Selectmen.

In his brand-new office in the town's brand-new municipal building just behind the brand-new fire station, Paul Witham was able to make a statement that few of his colleagues elsewhere in Maine can manage: "At the moment," he said, "Newport is free of debt."

Just a little more than a year ago, Newport residents decided they needed the new municipal building, fire station and offices, and the job was put up for bids.

"The low bid," Witham says, "was $64,000, without heat or lights, so we did our own contracting and built it for $37,000 with heat and lights."

This is but one indication of how Newport, unlike most Maine towns, has managed to stay out of the red, despite the increasing demand for more and better municipal services. Paul Witham, the Maine Central’s Man in Newport, takes pardonable pride in this.

He finds equal cause for satisfaction in his 51 years of railroad service.

"I didn't know a 75 millimeter gun from a wheelbarrow."

Fortunately, he relates, the unit to which he was assigned in France had need of a radio operator. He eventually became an instructor—he and another operator graduated a class of 16 sergeants by keeping a class ahead of them at night—and rose to the grade of lieutenant.

Returning to the railroad, he was station agent at Winn, West Benton, Northern Maine Junction, Greene and Hermon Pond before being transferred to Newport in August 1928.

At Winn he met and married school teacher Thelma Dunifin. Two of the three subsequent additions to the family also have worked for the railroad.

Son John, 20, is station agent at Leeds Junction. Daughter Betty, now Mrs. Irving Varney of Woolwich, was a ticket clerk in Brunswick, Waterville and Rockland before the demise of passenger trains.

Another son, Paul Jr., 42, operates a Newport clothing store.

Reflecting on his years as a town father, he comments, "The worst trouble you have in this work is misunderstanding." But he adds, his problems in this respect have been easily corrected. "They've used me fine," he says of the townpeople.

Credit Union—from page 1—received the Maine Central's endorsement and approval, that a Special Dividend of 1/4 per cent on Shares and a 5 per cent rebate of interest paid on loans during 1964 be declared.

Flynn's report also indicated that during 1964, the total Credit Union membership increased from 1,652 to 1,683; the number of borrowers increased from 1,081 to 1,109; the share account increased by $87,017.93 or 8.3 per cent; and the loan account increased by $72,444.53 or 10.2 per cent.

Officers reelected for 1965 are Hugh F. Flynn, president and manager; Clifford R. Ball, vice president; William B. Stanley, treasurer; Mary Ann Berry, assistant manager; and Lawrence W. Reinsborough, clerk.

Members of a supervisory committee are Fred L. Harris, Alice A. McLaughlin, G. E. Spires and L. W. Reinsborough. Jean E. Gilpatrick is supernumerary.

Directors for 1965 are Albert H. Adams, China; Clifford R. Ball, Cape Elizabeth; John F. Bevan, Bangor; Raymond F. Briggs, Raymond; James G. Campbell, Portland; Stephen J. Conley, Jr., Portland; Hugh F. Flynn, South Portland; Earl D. Jones, Portland; Wendell D. MacDowell, Portland; John W. McIntyre, Rumford; Joseph F. McMorrow, Sabattus; Chester L. Shepherd, Old Town; Archibald E. Smith, Fairfield; Merrill B. Stanley, Portland; and Thurlow L. Woodbury, Portland.

Offices of the Credit Union were moved during the week of February 1 from room 115 to room 205 in the general office building, Portland.
Wood... Maine's Key Commodity (from page 1)

pulp, and more than five per cent of its paper and paperboard.

The raw material for this huge annual production is more than 2½ million cords of pulpwood cut in Maine, well over half the total produced by all the New England states, New York, New Jersey and Pennsylvania. And yet, despite this huge annual harvest, and all the lumbering that has gone on in Maine since the King's Broad Arrow marked tall pines for the Royal Navy, there will remain enough standing live, sawtimber-size trees in Maine to fill a train of box cars 10,000 miles long with lumber.

There are many startling statistics about Maine's forests, and all serve to show just how important trees are to all of us.

There is, for example, nearly 19 acres of living, growing forest for every resident of Maine. More than 82 per cent of the state is woodlands, and more than half the forest area of New England is right here in Maine.

The state's forest-dependent industries provide full-time jobs for more than 30,000 people, paid nearly $136 million a year.

The products of Maine's woodlands each year are worth more than all the state's agricultural crops, plus its fish and lobster catches.

Forest insects and diseases together kill almost as much timber as is harvested for use, but in spite of this natural mortality, forest fires, and commercial cutting, timber is growing in Maine's forests faster than it is removed.

The forest industries of Maine are managing their woodlands to produce timber crops perpetually, and at the same time, to shelter abundant water and wildlife, and to provide increasing opportunities and facilities for public recreation.

So Maine's forests are of great importance to all of us as citizens of the state, and particularly important to us as railroad people. Last year, Maine Central handled 82,602 carloads of pulpwood, chips, lumber, forest products, wood pulp, paper and raw materials for the paper industry, almost 40 percent of the railroad's total carloads.

There were 12,874 carloads of pulpwood alone, and new requirements of the rapidly expanding pulp and paper industry indicate this traffic will be more than doubled as production is increased this year and next.

Cars—(from page 1)

The 200 new GATX box cars will be completed and delivered late this month and next; the leased DF cars this month; the refrigerator cars in April; and the chip cars in March.

The latter units will be used in a new movement of chips from the Androscoggin Corporation at Oakland to the Penobscot Corporation mill at Great Works, Old Town. Like the series of 42 now in service for the Eastern Fine Papers Division of Standard Packaging, the new chip cars will be modified from two series of presently-owned steel box cars, conforming to the design approved by the American Pulpwood Association.

Letter—(from page 2)

a prompt reply from Mr. LaCroix saying they were not allowed to carry passengers on logging trains, but when we reached Chesuncook, to call his foreman at Eagle Lake and they would send an engine and flat car down after us and at no cost.

Incidentally, I knew that Dr. Jimmie Cox, a Maine Central doctor at Bangor for years, was also headed for the Farm at that time, together with another doctor and a Bangor druggist, all friends of ours. I called the Doctor up and told him I had a private train and they would be welcome passengers. He said they had a speed boat chartered to take them from Chesuncook Dam to the head of the Lake and we were welcome to ride with them, therefore, the trip was made from Bangor to the Allagash Country in one day.

I might add that while we were spinning along on that rail trip through the wilderness, we saw immeasurable deer spinning into the tail timbers away from the tracks. All in all, it was a wonderful ride and flat car experience, thanks to "King" LaCroix.

Sincerely,

C. H. LEARD,
MRA, Bangor, Me.

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Maine's Railroads employ more people, pay more taxes, and spend more money for fuel and materials and equipment than any other form of common carrier transport in the state.
Ed Walen’s Newest Creation
Has A Propeller, But No Wings

Ed Whalen, whose last bit of do-it-yourselfery was a compact trailer for his compact car, has come up with another vehicle, one that’s particularly tailored for winter in Maine.

Next summer, Ed says, the rotary engine will do nicely on a boat.

Ed’s ice scooter

The Rigby Stores Department worker has taken a leaf from the Florida bayou traveler’s book and built a propeller-driven air boat, but with skates. The craft is an ice-boat, really, but has no sails... only a four-bladed propeller that pushes it along at a good clip over the ice of any lake Ed happens to choose.

The prop is powered by rotary gasoline engine, and the rig can be converted for summer use, Ed says, by replacing the skate runners with pontoons.

The prop is powered by a rotary gasoline engine which runs half a day on two gallons of gas, Ed has cut down some aircraft skis for it, and hopes to try it on snow one of these days.

The South Portland craftsman said he and a friend, their weight totaling 385 pounds, rode it during a recent test spin, and were clocked at 50 miles per hour.

Railroader, 82
Bows 141 String

Former Hostler Pat Caruso, now 82, bows ten strings a day at the Bangor-Brewer lanes. For most of us, this would be accomplishment enough.

Pat retired last March after 54 years’ Maine Central service. Last week he rolled a string of 141.

THE “LION” AND FRIENDS—Not the earliest, but one of the earliest steam locomotives in Maine was the “Lion,” which served on the Whitneyville and Machiasport railroad more than a century ago. The old wood burner may be seen today in Crosby Hall, the mechanical engineering laboratories, at the University of Maine in Orono. The man in the foreground, above, is said to be Cornelius Sullivan, at one time owner of the railroad, several mills and much Washington County land. Known and respected as a true friend and promoter of Washington County, he is said to have claimed at one time that he “could walk all the way from Machiasport to Bangor and never set foot off his own land.”

The Maine Central Railroad moves more than 7,000,000 tons of freight annually.

AT MOUNT DESERT FERRY—Alfred M. Wynne’s letter (page 2) recalled another picture of Mount Desert Ferry furnished by Carl E. Henry of Orono. It’s a shot that shows the old hotel, The Mount Desert Inn, operated by the Maine Central. The man is Gregory Wynne, agent at the Ferry for many years.

AT BROTHERHOOD BANQUET—Officers of Lodge 374, Brotherhood of Railway Clerks, Express and Station Employees, pictured at their January banquet, are, from left, Joseph Gallant, trustees’ chairman; Lawrence Reinsborough, secretary-treasurer; Edward Gingras, president; William Pye, Cincinnati, Ohio, a representative from the Grand Lodge; and Joseph Connor, Boston, general chairman, BRC, for the Maine Central and Boston and Maine Railroads.
Essex Junction
Poem Had Sequel
Aimed At Judge

After last month's publication of the not-too-complimentary poem about the old days in Essex Junction, Vermont, and its not-too-satisfactory railroad passenger service, there were several comments from Messenger readers, mostly wondering how Essex Junction people felt about it.

They didn't like it. In fact, one source indicates, they were incensed. And in 1888, after Judge Phelps, the poem's author and former Minister to Great Britain, failed to win appointment by President Grover Cleveland to the U.S. Supreme Court, Essex Junction had its revenge.

The following verses were aimed at the unsuccessful officer-seeker by the Hon. Marcellus A. Bingham of Essex Junction:

"JUDICIAL robes ne'er looked so fair,
The bench so grand, the pay so great,
Until they passed from being mine
And I was left disconsolate.
The Brigadiers were all for me,
And Sir Charles this, and Duke of
Ahas! my record would not do,
And cruel Grover dropped me flat.
In the end, when thus I fell
And so I shout with greater uncture:

"I hope in hell
Their souls may dwell
Who interfered with Cleveland's function."

"I'll hie me back to foreign shore
Where knowledge reigns and culture's known.
Of these my griefs, I'll think no more,
Or dwell on hopes that are now flown.
All you in whose heart the love is spread,
Victoria waits, the Prince is there;
And while for me the wine runs red
And clink of glasses fill the air,
I shout! Avoid mistakes like mine
As you would plague or Peter Funk shan.
I say no redoubled uncture
And add without the least compunction.

I hope in hell
Their souls may dwell
Who interfered with Cleveland's function."

Thus wrote one from Essex Junction.

Shirley Wilson, stenographer in the Assistant Treasurer’s Office, and her husband Bill have had heat installed in the basement of their Cape Elizabeth home to make a studio for Bill, who has had cartoons published in the Portland papers and other publications including our "Messenger."

Bill Manning of the office of Car Accounting and Statistics had his first "shakedown cruise" in the Naval Reserve without seasickness, as he spent two weeks at the N. R. Training Center in South Portland.

Paul M. Stanley, son of Examiner Merrill Stanley, will graduate from Deering High School this June and has been accepted at the Rhode Island School of Design.

Gordon Williams’ wife, Kay, is at home convalescing after 25 days as a surgical patient in the Osteopathic Hospital where she is usually on the nursing staff.

In spite of one of the winter's worst blizzards, the retirement party for Lena Hodge, held at her home, was well attended by many of the girls in the general office as well as many of the retired personnel.

Spring flowers interspersed with "greenbacks" formed the centerpiece in the table. Tea and coffee were served along with dainty tea sandwiches and pastries. The table was attractively arranged with a silver tea service and a pretty collection of bone china cups and saucers.

Lena was also presented some playing cards for her favorite indoor sport of Samba. The arrangements were made by Mollie Fehlau, Ruth Kelley, Percy Altemeier and Mert Milliken. The former, by braving the storm to call were Edna Crimmins, Martha True, Eleanor Frates, Marion Faibish, Dorothy Hollywood, Marguerite Hollywood, Connie Davis, Shirley Wilson, Retta Shaw, Grace Hoglund, Amy Westcott and Ada Hoy.

Alice Eliaison of the Engineering Dept. is taking an early vacation and flying down to Florida to visit with her sister.

Madeleine Bowdoin and Stuart attended the New England Kiwanis Convention in Boston recently. They also attended the Kiwanis Ladies Night held at the Eastland Motor Hotel Jan. 3.

Lena Hodge—Honored
By Office Friends.
LEWISTON

Our deepest sympathy is extended to Mrs. Richard L. Achorn, wife of the General Agent at Lewiston, on the death of her mother, Mrs. Philip A. Huff, Sr., of Augusta.

David Flynn, son of Trackman Ray Flynn, was injured in a collision with Jane St. Pierre of Auburn in a double ring ceremony at St. Louis Church in Auburn. Mr. and Mrs. Flynn spent their honeymoon on a brief motor trip to Canada, visiting Mr. Flynn's brother, and then to Rangeley, where they enjoyed a few days of skiing.

Henry Lyons, Trackman at Rumford, is presently a patient at Rumford Community Hospital, recovering from a heart ailment.

Charlie Richardson, Telegraph Operator at Lewiston, is busy moving again. We don't know what it is with Charlie, but shortly after he moves into a hotel, they close it down.

Cook Eddie Coote was a recent patient at St. Mary's General Hospital where he underwent minor surgery and a complete physical check-up. We are happy to report that Eddie is now in first class condition and feeling great.

To be counted among the proud owners was 1960's automobile to Section Foreman Philip Spruce, who sporting a beautiful new Chevy.

Trackman Benjamin L. Stimson of Livermore Falls recently had his surgery at the Franklin Memorial Hospital at Farmington. Ben is now at home and we hope making a speedy recovery.

RIGBY YARDS

We are glad to hear that Yard Clerk G. E. Goodwin is out of the hospital and expects to return to work soon.

S. O. Chandler has returned to work after a stay at the Maine Medical Center. His position was covered by Spare Operator R. C. Burdwood.

First Track Operator W. D. Graham, Rigby Yard Office, has been enjoying a few weeks vacation. His position was covered by Spare Operator R. C. Burdwood.

Third Track Operator D. J. Wilson has also been enjoying a few weeks vacation, his position being covered by Spare Operator E. H. Goodwin.

Spare Yard Clerk D. C. Berry has had off position 16 B, second track at Rigby Yard. G. H. Bondenkopf has bid off position 20 R, third track at Rigby Yard.

J. J. Joyce, yard clerk at yard eight, is on the sick list.

E. J. Wade, yard clerk at yard eight, is on the sick list.

Pete Chihaholm, watchman at Wharf One, has been on vacation. His position was covered by G. Purdy, spare watchman.

C. J. Forest, crossing tender at Forest Ave., crossing, has had his position covered by Spare Crossing Tender C. M. Bodge.

Sick leave. His job as Engineer on Switcher No. 2 at Lewiston was covered by C. G. Nielsen from Portland.

Recent visitors at the Lewiston Freight Office were Retired Crescent Tender Deareborn and Retired Telegraph Operator Joe Robert.

WATerville SHOPS

Retired Blacksmith Welder George Hustus died during the month at the age of 77. He had been retired some 12 years.

Employees on the injured list, Electricians Don Dickey and Al Adams and Machinist Andy Miles, are reported making very good progress toward recovery.

Some of our retired employees who have been recent visitors include Harold Varney, Verne Belyea, Bill Mingo and Charlie Lowry.

Foreman F. R. Case has returned to the Shops after a lengthy car inspection trip at Clifton, N. J.

Leslie Bickford of Belgrade died recently. Among survivors is a son, Carman Welder Joe Bickford.

Pigion Elishia St. Peter has been laid up for a week after a foot injury.

Carman Roland Giroux is the latest small car addict. He has recently acquired a 4 door English Ford.

Assistant Supt. Alden Finnamore is presently staying in Hammond, Indiana, where he and Assistant Mechanical Engineer Stu Park are inspecting new cars at the General American plant in East Chicago, Indiana.

Machinist Ted Morey has returned to the hospital for further surgery.

Raymond McConnie, a retired locomotive Engineer, died recently in Waterville. Among survivors is a son, Carman Checker Leroy McConnie.

“Stop and Look,”

“It’s the ‘Listen’ I can’t stand.”
DEATHS

William J. Alexander, trackman, Bangor, January 8.

Retired Treasurer
Lunt Dies At 75

Ralph Bernard Lunt, 75, of 11 Kent Road, South Portland, retired treasurer and tax consultant for the Maine Central Railroad, died Jan. 26 at his home following a long illness.

Mr. Lunt was born June 25, 1889 in Kennebunk, son of Benjamin F. and Eta Gooding Lunt. He attended town schools and was graduated from Shaw's Business College and Pace Institute of Accounting.

Maine's railroads spend more than $4,000,000 annually as good customers of Maine merchants and suppliers.

THE RAILROADS IN 1964
SIGNPOSTS OF A COMEBACK YEAR

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<tr>
<td>Piggybacking of Truck Trailers</td>
<td>UP 12%</td>
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<tr>
<td>Hauling of New Motor Vehicles</td>
<td>UP 25%</td>
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<tr>
<td>Passenger Travel</td>
<td>DOWN 1%</td>
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<td>Total Operating Revenue</td>
<td>UP 4%</td>
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<td>Net Operating Income</td>
<td>UP 7%</td>
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<tr>
<td>Plant Improvement Spending</td>
<td>UP 39%</td>
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PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine.

Return Requested

SAM VAUGHAN
44 THISSELL ST.
Pride's Crossing, Mass.