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From the desk of . . .

E. SPENCER MILLER



MAINE'S ECONOMIC ILLNESS

The growth of our nation's wealth and the resulting prosperity to the individual citizen has been dependent upon five areas of enterprise; agriculture, manufacturing, mining, fishing and lumbering. A study of recent trends in Maine in two of these areas, agriculture and manufacturing, will reveal a great deal about this state's present economic and industrial illness.

Mining is not a significant source of wealth in Maine. The value of mineral production was about \$20 million in 1970 and provided only a few hundred jobs. Although the State has been known for its fishing industry in past years, between 1968 and 1970 the number of landings of fish and shellfish at Maine ports declined 25%. The total value of the fish catch in 1970 was only \$31 million, and again only a few hundred persons were employed full-time in

this industry. For the purpose of this study, lumbering will fall under the general classification of manufacturing.

This brings us to the State's two greatest sources of wealth, agriculture and manufacturing.

In recent years Maine agriculture has been in a steady decline, both in jobs and acreage. From 1960 to 1970, agricultural jobs dropped from 21,900 to 14,400, while the value of the cash crop dropped slightly from \$92.8 million to \$92.3 million in the same period. Between 1954 and 1964 farm acreage in Maine decreased 28%, while the number of farms went from 23,000 to 13,000 during the same time. There seems to be little hope that this trend will be reversed in the near future.

Providing 109,040 jobs and a product value of \$2.5 billion, manufacturing is the source of the greatest expectation for improved economic health in Maine. But trends are discouraging. Maine's five largest manufacturing industries; paper, food, leather, lumber and wood, and textiles account for over 75% of the State's total value of manufactured product. From 1960 through 1971 all but one declined significantly in the average number of jobs.

Leather	24,100 to 22,890
Paper & Allied Products	18,150 to 16,720
Lumber & Wood	16,900 to 13,390
Food	11,400 to 11,640
Textiles	14,100 to 8,900
Total	84,650 73,540

% decrease from 1960 to 1971 - 15%

From 1969 to 1970 alone, Maine manufacturers paid about \$1 million less in gross wages, attributed essentially to a loss of nearly 6,000 manufacturing jobs in that period.

Another measure of the State's prosperity, or lack thereof, is personal income. While the per capita income in New England increased from \$2,424 in 1960 to \$4,277 in 1970, in Maine the increase was from \$1,842 to \$3,257. Maine has had the lowest per capita income in New England for several years. Maine Central Railroad employees have been fortunate during recent years with average annual wages increasing from \$6,142 in 1961 to \$9,892 in 1971, an increase of 60%.

The income gap between a Maine family and a N. E. family is increasing alarmingly. The difference or gap in "per household effective buying income" between Maine and N. E. increased from \$1,948 in 1967 to \$2,260 in 1970.

The out-migration of Maine's educated young people, many educated at public expense, is a result of this serious income gap. In 1968 over 50% of former University of Maine graduates were found living out-of-state five years after their graduation.

During this period of industrial illness and with little prospect for improved health, the citizens of this state demanded new, expanded and improved services on both the state and local level. Legislators and local officials responded, often reluctantly, by appropriating money to meet these demands.

Employment in state government has increased from 10,340 in 1960 to 18,960 in 1971, while the increase in local government employees rose from 19,140 to 34,730 in the same period. In both cases, employment in education was the major factor.

The general fund appropriation has increased from over \$29 million in 1951-52 to nearly \$64 million in 1961-62 to about \$209 million in 1972-73. All state departments have increased budgets, employees and physical facilities.

In a period of industrial decline, high unemployment and wages far below the national average, the taxpayer is in a serious financial squeeze. It is brought on by the lack of major industrial development compounded by skyrocketing public spending.

The sales tax enacted in 1951 at 2% has increased steadily to 5%. A state income tax was adopted in 1969. The state gasoline tax has increased from 6¢ to 8¢ per gallon since 1955. Several other taxes, including those on alcoholic beverages and tobacco have steadily increased. On the local level, the tax on real and personal property has gone from \$72 million in 1961 to \$197 million in 1971.

Having presented a seemingly pessimistic picture of the plight of the Maine citizen and taxpayer, we must now look to solutions.

Although some trimming of state and local government costs may be possible and surely is desirable, we cannot recommend a general slashing of services presently provided, because many are valuable and desirable.

Environmental concerns are important, but they are wealth depleting rather than wealth producing. Surely it is obvious that further decrease in industrialization, which seems to be the goal of the radical environmentalist, will not provide the means or technology necessary to accomplish the cleaning up of our surroundings. It is interesting to note that, in general, those persons most opposed to industrial development are the loudest in their demands for expanded state services.

There is only one answer to the present dilemma in Maine; expansion of the industrial base. As we stated in the August-September "Messenger", a steel industry or auto maker will not locate in Maine. But we do possess the natural deep water ports to make our coastal communities, especially in such locations as Eastport and Machias Bay, appealing to the oil industry. There appears to be little prospect for increased prosperity from any other development presently being proposed.

If the citizens of Maine allow an impassioned minority to snuff out major industrial development in this state, and if this present industrial decline continues, Maine's economic illness will soon become incurable. Economic sickness is only another face of social disease; for proof,

look at the world's impoverished nations.

E. Spencer Miller



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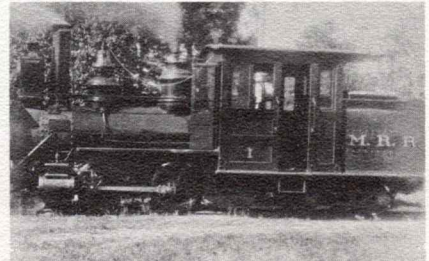


COVER PHOTO

Over 50 years ago, Anna McLaughlin, two other young women and a dog spent a cold winter in a Maine Central car at Cherokee Siding. The cover photo shows Anna, with her rifle and Teddy, on a velocipede near their winter home. Story on page 10.

CONTENTS

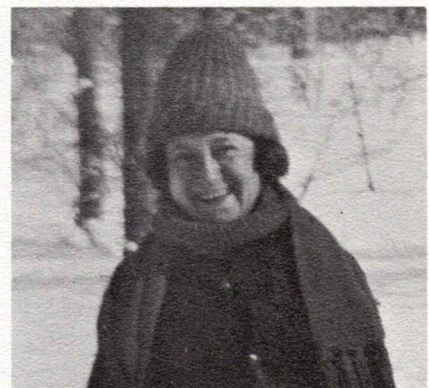
From the Desk of E. Spencer Miller	2
Some Narrow Gauge Memories ..	4
A Wooden Foundation	8
Four Months on a Siding	10
News Briefs	13
Grapevine	16



Monson Railroad No. 1 was an 1884 Hinkley Forney. Story on page 4.



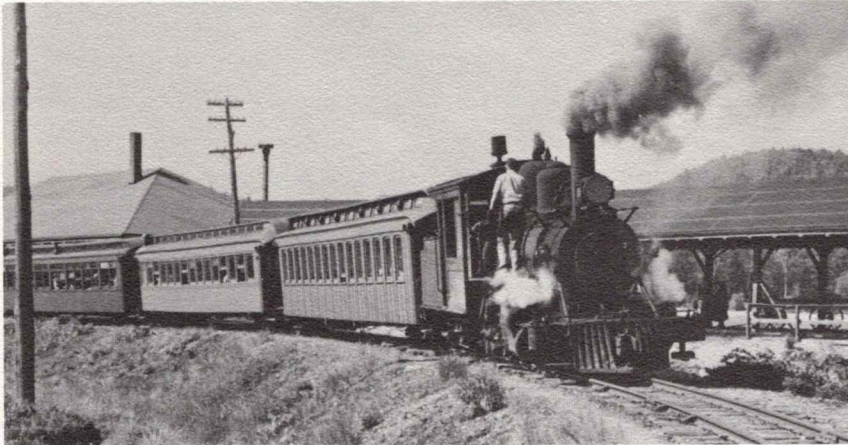
Bridge ties milled at tie treatment facility. Story on page 8.



Anna McLaughlin at Cherokee Siding. Story on page 10.

some narrow gauge memories

by Susan Bradley



A Bridgton at Saco River "Campers Special" about to leave Bridgton Junction.

(This is the concluding article in a two-part series that began in the last issue. The first article briefly described the characteristics of the narrow gauge railroads, and recounted the history of the Sandy River Railroad in Franklin County.)

While the Sandy River Railroad was being run professionally in Franklin County, another money-making narrow gauge road had been chugging along 60 miles to the south. In the late 1870's, the town of Bridgton began to feel they needed a rail connection with the Maine Central, 16 miles away, to improve the flow of summer visitors to this tourist mecca. The alternate mode of travel was by the bouncing buckboard or via steamer, both highly inconvenient. Having heard great praise

of "The Mansfield System," Bridgton asked George Mansfield to take a personal hand in financing and building a third narrow gauge railroad. The Bridgton & Saco River Railroad (B & SR) was chartered in 1881 and its 16 miles completed in a speedy six months. The work was done during the winter of 1882-83 and temperatures fell as low as -25° . Newspapers took note of the first run, announcing, "On January 20, 1883, engineer Marcque had the felicity of running the first train over the entire roadbed."

Since the road catered to the tourist trade, the B & SR's first coaches were lush. The "Mount Pleasant" and the "Pondicherry" had mahogany panelling and were equipped with vacuum brakes, the latest innovation. Passenger fares were 5¢ a mile. Rail-water excursions were arranged after the road extended tracks five miles to Harrison to lure the June-September rusticated crowd up Sebago Lake. To make the trip memorable, the management was fond of staging an Indian attack on the steamer as it passed the bluff called Frye's Leap. Painted and feathered hired hands would whoop



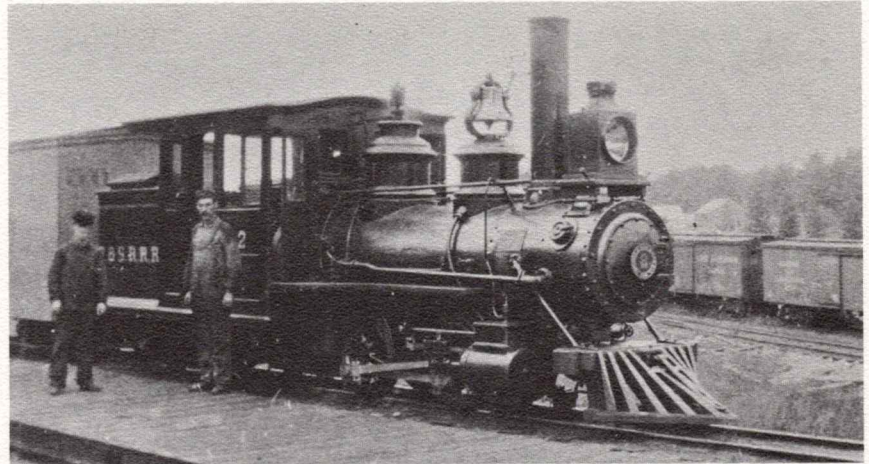
A very mixed Monson train crossing State Highway 15. Little No. 5 is surrounded by crated slate products with an 1883 vintage combination car at the rear.

wildly and fire blanks at the helpless passengers. In later years, "Campers' Specials" took the under-16 rusticators up to summer camp. The "Railroad Fan Trade" boomed in the late 1930's when the B & SR was the only two-footer left within easy reach. Sometimes excursions started as far away as Boston, jointly sponsored by the Boston & Maine, the Maine Central and the B & SR.

The road made money almost from the start, another great advertisement for the financial advantages of the narrow gaugers. By the time Maine Central Railroad bought control in 1912, this lucrative Lilliput had six engines, almost 50 passenger and freight cars and traffic was rapidly expanding. Peak revenues of \$112,000 were hit in 1921. Maine Central made many improvements; they added the outside-frame engine No. 7, replaced 16 miles of track with 56-pound rail, and later purchased the last engine built for narrow gauge, a 38-ton Baldwin, No. 8.

So, in the first quarter of this century, Maine Central-owned Lilliputs worked profitably at their prosaic tasks of hauling tourists and lumber. Up the coast, a more romantic scheme was struggling to fruition. The Wiscasset & Quebec Railroad (W & Q) had been chartered in the dim antiquity of 1854. Since at that time, there was little railroad trackage in the state of Maine, the W & Q was free to go practically anywhere it pleased. And it pleased the promoters to envision Wiscasset becoming the deep water port of Maine and funneling both foreign and domestic traffic up to Quebec via the obliging W & Q. The scheme lay dormant—the gauge of track wasn't even specified — until 1890 when it was revived during the narrow gauge building mania. The new promoters obtained funding, bought an engine from the Sandy River and began laying two-foot tracks north to Quebec. Concurrently, they built deepwater docks in Wiscasset and a 1000-foot trestle across the Sheepscot River tidal flats to connect with the Knox & Lincoln Railroad transfer yard.

The track reached over 43



B & S R No. 2, a 12-ton Forney built by Hinkley in 1883, at the Maine Central depot at Bridgton Junction.

miles to Albion within a year and a half. It went over "The Mountain," a heavy mile-long grade, and "The Horseback." One hazard was the 5½-mile flat over the swamp between Albion and China. Engineers were warned not to go off the track here as the engines would sink in the mud. Regardless, it was on this straight that they usually set mile-a-minute speed records.

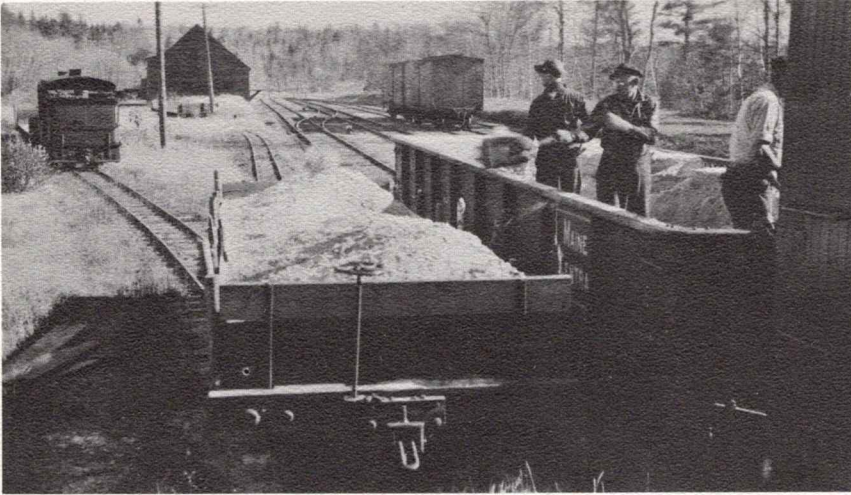
At Albion, progress paused as several alternate routes were considered. Typical of the W & Q's high-faluting backers, none of the proposals were very practical. Branches to Waterville or even to Augusta were discussed, but the most improbable plan was settled on. The Lilliput would go north to Burnham, cross the Maine Central tracks and continue to Pittsfield. Then it would confiscate the standard gauge Sebasticook & Moosehead Railroad, narrow it to two feet, and continue its inexorable progress to Quebec. It is not clear what the Province of Quebec could offer in the way of freight that did not abound in Maine. The scheme also lacked potential passengers. Over 90% of the Quebecois spoke only French and felt no need for rail service in Maine. Yet, on the drawing board were plans for elegant Victorian sleeping cars and diners and a "3-way" car, the "Taconnet," was actually built combining a Railway Post Office, express, and passenger facilities.

Progress north was stopped at Burnham when the Maine Rail-

road Commissioners put too many strings on crossing Maine Central's tracks. Stymied, but undaunted, the promoters decided instead to tie up with the Sandy River at Farmington via Waterville and Weeks Mills. They actually got as far as Winslow and completed two-thirds of a bridge across the Kennebec River, all the work being done by horses hauling dump carts. The grandiose plans were again thwarted by a controversy over use of a right-of-way and the Wiscasset & Quebec got no further than Winslow.

With the evaporation of the Farmington connection, the W & Q promptly went into receivership and a holding company optimistically named the Wiscasset, Waterville & Farmington Railroad was formed. The Quebec dreams had placed the road so heavily in debt that it was always strapped for operating funds. This Lilliput was so poor that it didn't even have paint for the engines and had to pay cash for any purchases. In fact, this poverty gave rise to one of the local legends about the W W & F. It seems they got an engine from the Bridgton & Saco River and reportedly couldn't pay for it. In retribution, one night some B & SR boys slipped into the Wiscasset yard and pirated off a passenger coach: One of the W W & F's coaches did end up on the Bridgton road but most likely it was the result of a legitimate purchase.

Not to be outdone by the



Monson Railroad crews transfer polishing sand (for the slate mill) from a standard gauge Maine Central gondola to their own Lilliput car. At the time of this photo, about 1940, the Monson was nearing abandonment and the train crew did the transferring.

Sandy River, the W W & F had its share of pile-ups, too. Once a tiny engine ran off the track right before a trestle at the foot of The Mountain. The bridge collapsed anyway. The coaches ended up nestled beside the derailed engine. The scene was so picturesque that it was put on color postcards.

In the winter of 1930, a spill occurred when two or three box cars jumped the tracks. They rolled down the embankment by the Sheepscot and went skating off over the frozen river. It took three days to retrieve them.

Romance certainly did not inspire the chartering in 1882 of the Monson Railroad. The "Two by Six" as it was nicknamed, was designed to connect the slate quarries of Monson with the six miles distant Bangor & Piscataquis Railroad. Lack of romance did not lead to profits, however, as the Monson ran up more red ink than probably any other two-footer. Unlike the profitable Sandy River and Bridgton & Saco River roads, which were run like standard gauge railroads only with miniature equipment, the Monson cut back the scale everywhere — in maintenance, facilities, employees.

The road had only 16 employees at its peak. Often the conductor would "pitch hit" as an engineer or double as the ticket seller. Trainmen also acted as track crews or as stevedores.

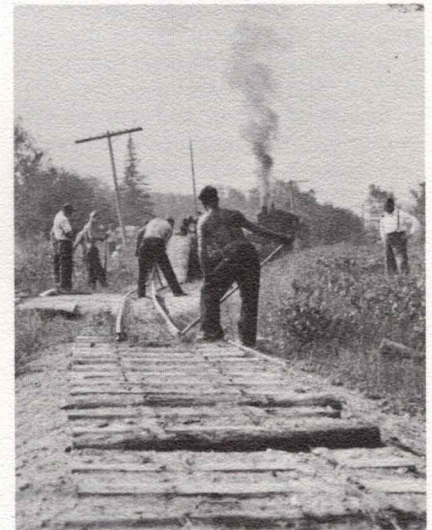
The only turning facilities were for two midget snowplows so engines had to back up for the return trip. This was not all that inconvenient as the Forneys ran better that way. Sometimes cars were hitched in front of the engine, sometimes behind, sometimes on both ends. The Monson crews were rather casual about their train's appearance.

Another deviation of the Monson from standard gauge-type operations was that it was the only common carrier which never had air brakes or automatic couplers. Maybe the ICC didn't want to face the north woods winters. It took a husky brakeman on the lever to stop a train; often a pick handle was used for emphasis. The locomotives never had headlights. The crews said they didn't need them because they never ran at night. It was rumored that one of the engines when new had an oil lamp but it was lost over the years. When lights were needed, an old automobile headlamp wired to an ordinary storage battery sufficed.

Despite these lapses in style, the Monson did do a good job of hauling slate. At the slate plant, tracks rayed out in all directions. The quarry was a maze of subterranean tunnels, some as deep as 900 feet. The only way down was a single "elevator" — a steel platform hooked to a cable. Down in the mines ran more narrow gauge

tracks with electric Lilliput engines.

As freight traffic fell off during the Depression and the private automobile made further inroads in the Lilliputs' territories, branch lines were torn up and abandoned. Death for the tiny railroads was literally by inches. The W W & F ceased operations abruptly in 1933 when a minor derailment was deemed too much trouble to clean up and the equipment was abandoned. The Sandy River scrapped its rolling stock in 1936 and not one engine escaped the torch. Even with all the red ink, the Monson was the last narrow gauger to fold, lasting until 1944. Many station houses were burned or converted to other uses. The one in Rangeley became a bakery until it was gutted by fire. Today, along the original right-of-way, little remains to mark the former existence of the two-footers.



The end of an era was near as crews ripped up the 35-pound Franklin and Megantic rail near Strong.

Happily, equipment from narrow gaugers around Maine has been preserved on the Edaville Railroad in southeastern Massachusetts. This road was the brainchild of Ellis D. Atwood (hence E.D.A.-ville), who built it as a backyard toy on his 1800-acre cranberry farm. The equipment came from all over: engines from the Monson and the Bridgton & Saco River, cars from the B & S R and some overlooked ones from the Sandy River, and best of all, the parlor-

car "Rangeley." The little cars were all refurbished and in some cases rebuilt, and are now run in daily trips on the 5½-mile track around Atwood's cranberry bog.

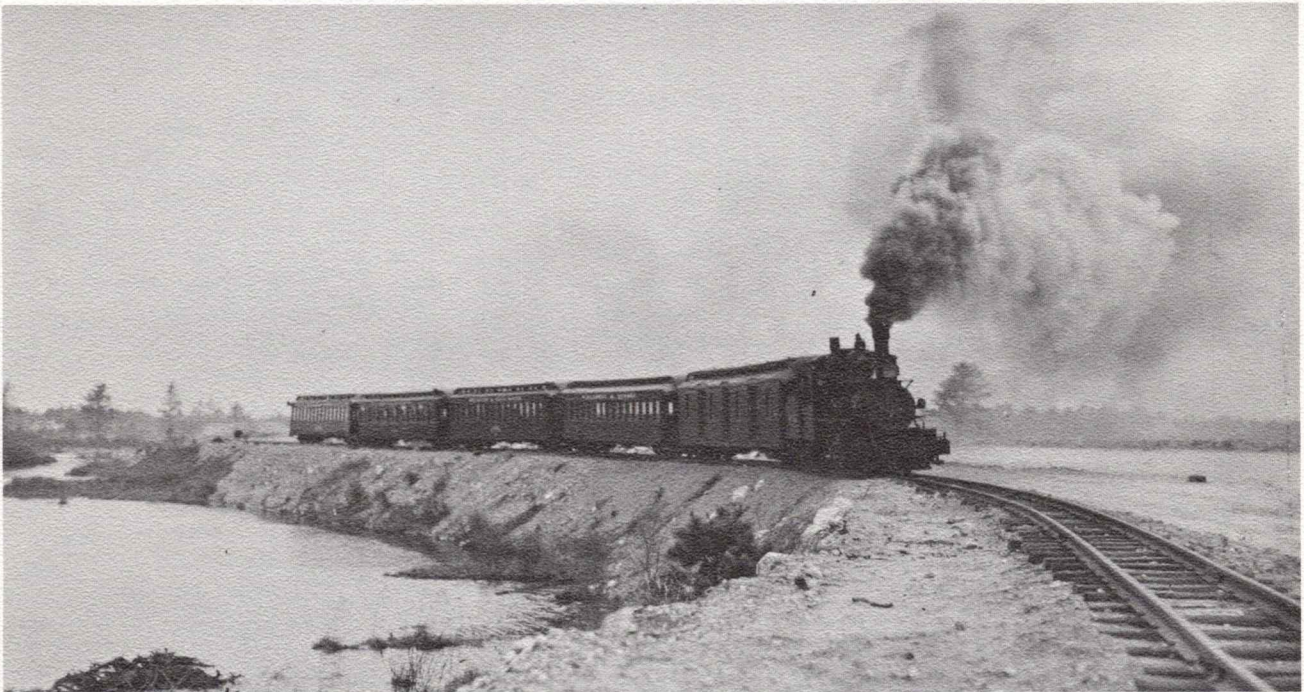
Although none of the original two-footers are with us today, their memories thrive. Pictures of the valiant trains hang in our minds: a Lilliput engine chugging so slowly that a tailwind pushes the steam ahead of the train instead of behind; a new Forney engine that oscillates so badly that the crews insist on running it tailend first; a brave train trying to plow through drifts higher than its smoke stack; a trim little passenger train wheeling into Rangeley with a load of elegant summer rusticators.

What was it that made these trains so well-loved? Perhaps it was because they somehow fulfilled a childhood dream—a boy-sized railroad that did a man-sized job.



Operations on the Wiscasset, Waterville & Farmington were abandoned on June 15, 1933, when the early morning train derailed near Whitefield. Seven years later, after the rails had been torn up, No. 8 still rested in this same location.

We would like to acknowledge the contribution of Linwood W. Moody, author of "The Maine Two-Footers," who supplied the railroad tales and much of the factual background for this series.



At Edaville Railroad a few years ago B & S R No. 7 with a string of Bridgton, Wiscasset and Sandy River cars crossing the dike separating the reservoir from the cranberry bogs. The parlor car "Rangeley" brings up on the rear.

a wooden foundation

From the days of the Bangor and Piscataquis Canal and Railroad Company, built in 1836, to modern, heavy, freight train operation; cross ties have literally been the foundation of the railroad industry.

When this line, which was the first steam railroad in Maine, was built from Bangor to Old Town, it was supported by cross ties. The road was built on piles driven under each rail about every 12 feet. Stringers, six inches square, were laid on the piles and supported wooden cross ties. The running surface or rail was a 2 X 4, capped with an iron strap only ¼ inch thick.

In the 1860's the use of wooden cross ties was advanced a step further. The Portland and Kennebec Railroad had a crude tie-treating facility in Augusta which was short-lived as it was later destroyed in the Augusta fire.

From these early days of railroading to present day operating demands, almost everything has changed: track, roadbed, power, rolling stock. The exception is the wooden cross tie, which has a history in Maine of over 135 years, and all indications are that it will be around for quite a few years to come.

Although Maine Central, with about 1000 miles of track, is the largest railroad in Maine, it is small when compared to the nation's largest lines. Even so, its track is supported by well over three million cross ties. In addition, the railroad has thousands of bridge ties and switch ties.

The installation of treated cross ties on Maine Central Railroad began in 1930. The average life of a treated cross tie on the road's main line track is 35 to 40 years. At the present time, better than 90% of main line and

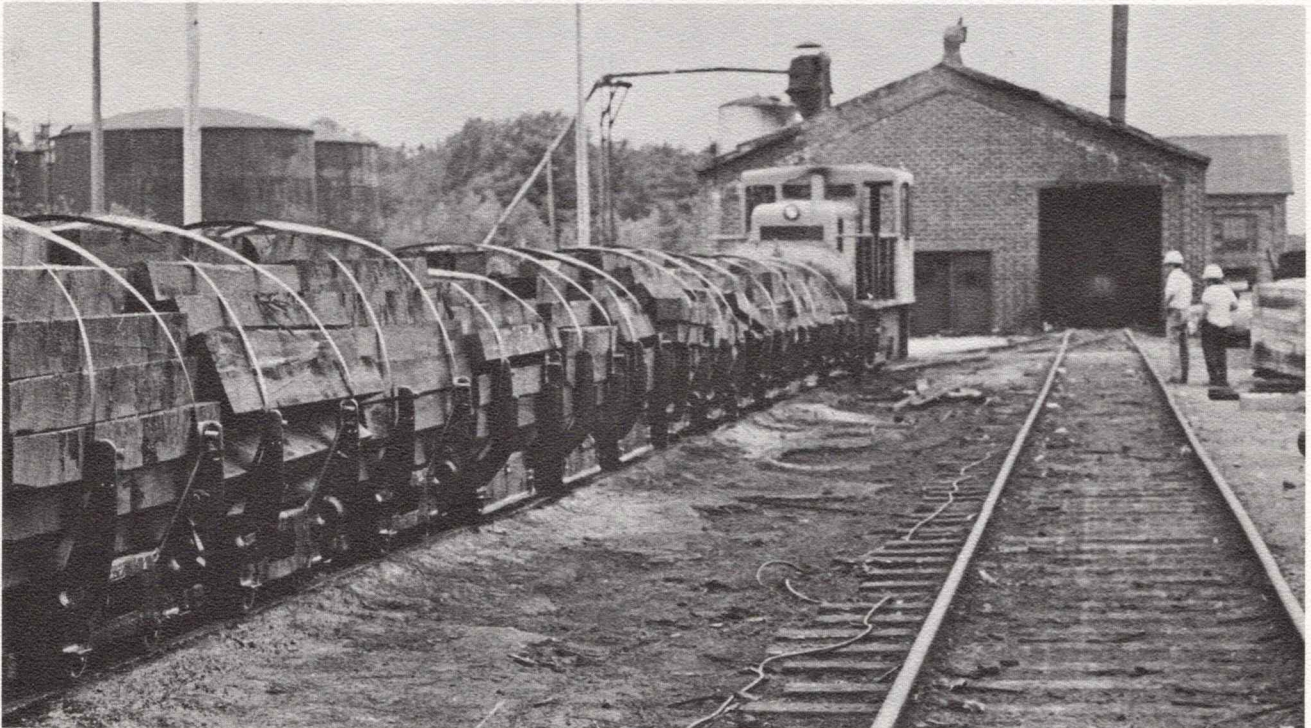
branch line cross ties are treated hardwood ties.

The history of a Maine Central tie might begin deep in the north woods of Maine. A large percentage of the wood for Maine Central ties comes from timber sources within the state. A major supplier is the Gillis Lumber Company of Danforth, which is the major industry of that town.

The green ties, 8½ feet long, are transported by rail to the Nashua, N. H. plant of Koppers Company, one of the country's largest producers of treated ties. The ties are unloaded and passed over a conveyor system, where each is visually inspected for quality and graded by size.

Each cross tie prepared for Maine Central use is then passed through an incising machine that punches about 1100, ¾-inch-deep, slotted holes in the tie. This process accelerates the drying time, and when ties are later chemically treated, promotes deeper penetration of the treatment chemicals.

The ties are then stacked for seasoning by air drying. Depending on size and species, seasoning time may range from three months to a year with an objective of a moisture content of about 25 percent. The ties are then ready for treatment.



Cross ties just removed from a treatment cylinder after six hours of empty cell treatment.



Seasoned and treated hardwood cross ties are loaded into a Maine Central gondola.

The preparation of bridge ties for treatment is quite different. After proper seasoning, each bridge tie is custom milled to detailed plans prepared by the railroad's engineering department. The tie is cut according to specific instructions that are dependent upon its position on the bridge.

In May of 1972, 442 ties were replaced by Maine Central crews on the 518-foot-long Frankenstein Trestle in Crawford Notch in New Hampshire's White Mountains. With less than favorable weather conditions and working around train schedules, the crew completed the job in a remarkable six days. This was made possible by the detailed plans that were laid out in advance between the railroad and the Koppers plant in Nashua.

Of the 442 ties to be replaced,

284 different designs were needed. It was a one-at-a-time job at Nashua. The ties were generally milled in the order they would be placed in the track.

If this was not the largest single bridge tie job for both Koppers and Maine Central, it was at least one of the most complex.

At the treatment plant, in the case of the cross tie and the bridge tie, the next step after seasoning is the loading of the ties on a tram that travels on a track into the cylinders for treatment.

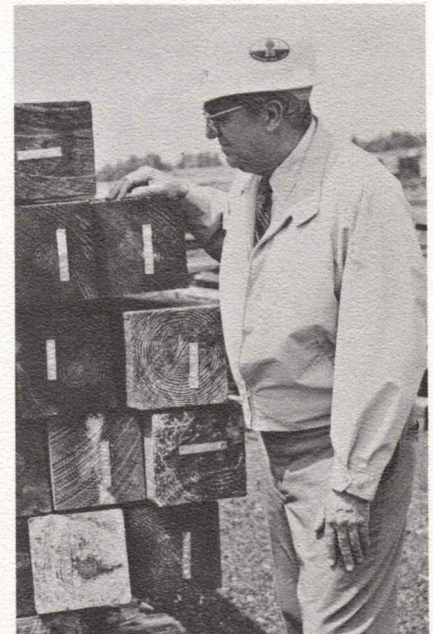
The tie treatment chemical is a 50/50 solution of creosote and petroleum oil. The rueping process, commonly referred to as empty cell treatment, begins by building air pressure in the cylinder to 35 pounds per square inch. Then the solution is intro-

duced into the cylinder, completely covering the ties and further building the pressure up to a maximum of 200 pounds per square inch. Pressure is then held for a specific period of time, depending upon the species of wood being treated.

After the pressure period is completed, the preservative is removed from the cylinder allowing the air pressure within the cells of the wood to force out any excess preservative not needed in the treatment of the tie. A vacuum is then applied for a period of one hour, drawing out the remainder of excess preservative and drying the surface of the tie. The entire process takes about six hours.

The treated or "black" ties are then cooled and loaded into rail cars for transport to the job site and installation. The treatment process increases the life of mixed hardwood ties up to ten times.

For all the synthetic products of modern technology, experts agree that wood remains as more reliable, economical, and versatile for many industrial purposes and is in large supply. The longevity of the wooden cross tie as the foundation of the railroad industry is, in itself, convincing evidence.



Winfield Crowell, Maine Central, tie and timber supervisor, inspects ties milled and treated at Nashua and destined for a Maine Central bridge.



An unlikely home for three young women during a cold winter in 1919.

Editors note: Anna McLaughlin is eighty one years old, at least chronologically. Physically and mentally she isn't a day over 50. The story that follows was written 44 years after the events took place. Mrs. McLaughlin worked for several years as a spare operator for Maine Central and retired a few years ago from her long tenure as Postmaster of Dryden, Maine. This story was first published in Yankee Magazine in 1963 and in the July, 1972 issue of Maine Life. The photographs used here were taken from the original negatives, developed by Mrs. McLaughlin herself; 53 years ago.

She designed her own home three years ago, regularly drives her car, recently published another of her railroad stories, and beat this editor in a close game of pool in the basement of her new home. This adds up to conclusive evidence that she cannot be 81 years old.

This is her story, a story of courage and fortitude under extreme conditions: "Four Months on a Siding."

four months on a siding

by Anna M. McLaughlin

"Next stop Cherokee Siding!" This was the call three young ladies from Portland, Maine heard the conductor sing out, after leaving Bancroft on a Maine Central Railroad train bound from Portland to Vanceboro, on the 24th of December, 1919. We disembarked. Our trunks and suitcases were unloaded in the snow beside the tracks, and we stopped to look over our home for the next four months. We were telegraph operators, from the spare board, sent to cover one of three car jobs, on sidings between Matta-

wamkeag and Vanceboro.

There happened to be a section crew working at the siding when we arrived. They were a welcome sight, as there was a stretch of nine miles of wilderness between Bancroft and Danforth, and we were half way between the towns with not a single house in sight. The men carried our baggage in for us, but did not give us any inkling of what we would see. It was our understanding that the car would be ready. What a surprise to see the condition it was in!

Formerly used as a boarding

car, it had a long table and benches, a small sink, an old stove in one corner, and, in the opposite corner, a table on which was the key and sounder. There were no beds, no dishes or other necessities, and with a couple of broken windows in one end of the car, our outlook for a Merry Christmas was discouraging.

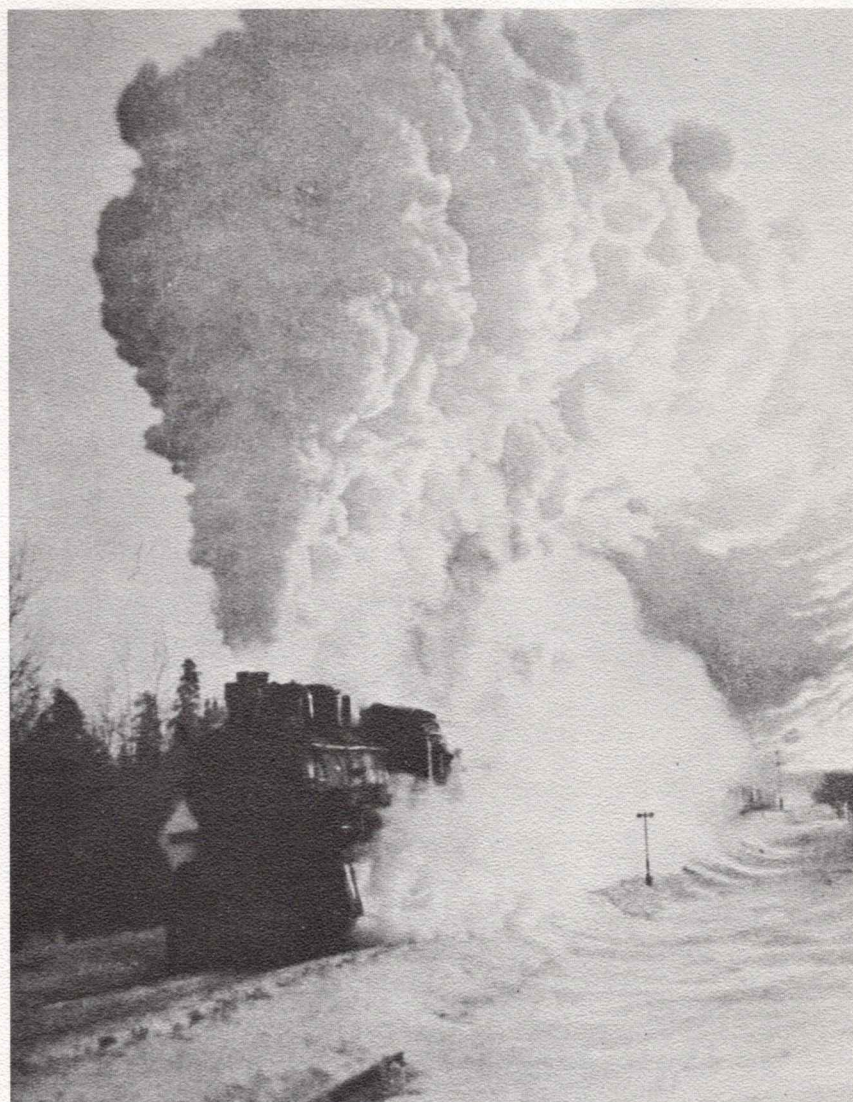
Getting in touch with the train dispatcher to tell him we were there, we were told our "furniture" would come down from Danforth on the next freight train. It arrived an hour later with two steel double-deck bunk beds and mattresses, and a box of dishes. The fireman unloaded a pile of soft coal junks onto the ground to cover our needs until a larger supply could be brought in. The section crew helped in setting up the beds and carried some water from a nearby spring, after leading us to it, then went on their way. After building a fire in the old stove, we were ready to start housekeeping, and work.

The men had covered the broken windows as best they could, and the old stove was throwing out plenty of heat to keep us comfortable; but as the sun went down we began feeling the cold creep in around the many windows. It was an old passenger coach, still on wheels, seats removed, set on a short siding close enough to the main line so that, standing on the lower step, we could hoop the trains going by. On the other side of the main line was a fairly long siding. A sharp curve in the road turned trains towards the west; towards the east there was a long straight-of-way. The scenery around was bleak, as though a fire had ruined the beauty of the woods, leaving straggling trees here and there.

This might be a good time to introduce ourselves. Our names: Mildred, Monica and Anna. I am Anna. We met at Shaw's Business College in Portland during the first World War when the Maine Central Railroad Company was conducting a class in telegraphy, with mostly girls attending, to learn the jobs of men called into service. All three of us had covered summer jobs. We decided to try for one of



The three girls with Anna on the left.



Anna's favorite photograph. A Maine Central Freight train, near Cherokee Siding, on a clear, frosty morning over 50 years ago.



Anna McLaughlin is intent upon her game of pool in her new home in Dryden.

these car jobs for the winter. And what a winter it turned out to be.

The car jobs were established mainly to receive train orders and messages, and to report all trains as they passed by. There were a good many of them in those days. With the long distances between some stations, it helped to get word through in case of storms or breakdowns during the winter months.

Getting back to our first night, none of us was used to running a coal fire and burning soft coal was something we had to learn about. We knew it would not be too warm in the car that night, with its open condition and only one little old stove; but we did not realize until morning that our night operator, Monica, was nearly paralyzed with the cold and had worn her heavy outside coat, boots, cap and mittens while trying to work and keep the fire going. We bundled Monica into bed, heavy clothing and all, and thawed her out with hot coffee. The mercury had dropped to below zero.

Christmas day was clear and sunny. Things looked brighter when, after telling the dispatcher of our experiences the night before, he later notified us that a crew of carpenters from Waterville would be sent up to do some work. The broken windows were replaced, two partitions were installed, making an office in the west end, bedroom in the middle, and a kitchen in the other end.

We still lacked a very necessary convenience. After several letters and some delays, we finally got results. It was customarily a daily habit of the dispatcher to ask if the siding was clear. As a rule it was, but this morning he was told that there was a flatcar out there with a little house on it, which brought a "ha-ha" from him. Next day the carpenters were back. They moved what turned out to be a former crossing-tender's house out back of our car and built us a two-holer. We kept, behind the stove, two blanket-covered seats, which were a great help in such wintry weather.

On the first trip from Waterville, the carpenters brought with them a big, beautiful, Scotch collie dog named Teddy, given to us by a friend of mine. Teddy proved to be a real companion and protector, and was always around to watch us and the car. He was a great favorite with all the trainmen, with the exception of one brakeman, the only one ever to make improper advances, and the only one never to enter the car again. Teddy made sure of that!

It was a very cold winter, with plenty of snow and wind. The temperature dropped to thirty-five below zero at times. With no banking around the car, and the wind getting a full sweep under and around us, we really felt the cold.

We found it a full-time job keeping both fires going, and often asked the dispatcher for permission to stop the next train to unload some coal from the engine. The firemen were good about saving large junks of soft coal. It burned longer and gave out more heat. They would throw it onto the snowbank at each end of the car. Sometimes a storm would cover it before we

could get it all inside.

We were known all along the line as "The Cherokee Girls." Every morning at 7 A.M. when Train #71 from Portland to Vanceboro went by, we were on the platform to wave to the crew, who were lined up in all the cars from the engine to the last Pullman. They never failed to throw off a bundle of newspapers, picked up in the coaches (several of them in foreign languages) and, once in a while a box of chocolates. They usually slowed up a little as they went by, by way of greeting.

A freight car was set off on the siding one night, in bad order, leaking badly. We did not know what it contained, but before long the section men appeared and, with pails and cans of different sizes, quickly filled them from the various leaks. The car was loaded with molasses in hogsheads, and some of them were broken open. After it had leaked through long enough to be running clean, we also filled a pail, and for many days had hot gingerbread, cookies, candy, popcorn balls, and just plain bread and molasses.

Our mail and groceries were brought every day from Danforth by the signalman who checked the tracks, switches and lights to below our siding, traveling by hand-car. This was our means of going to town a few times, returning on the next train. By making an improvised seat on the back end, two were able to ride on the hand-car with him, while one stayed behind to work the wire. The signalman proved to be a life-saver too. One day after a particularly heavy snowfall, he went after some water from the spring and found it covered to a depth of five feet. He had taken a shovel along, knowing quite well what to expect. Snowshoeing with two pails of water was not easy for us, so his help that day saved us from having to melt snow for drinking and cooking. He also taught us to set rabbit snares, which of course were illegal — but game wardens were scarce in that part of the country.

I had brought with me from home a shot gun and a small revolver, not knowing whether I dared use them or not. One late

afternoon, we saw a man, probably a tramp, coming down the track from the east. We did not know if he planned to make us a call, or if he was aware that there were three scared females inside. Taking no chances, however, after calling Teddy inside and locking both doors, we all crawled under the kitchen table, out of sight of windows and doors, holding our breath for fear the dispatcher would call at that time. The man walked on by, as we watched through a slit in the paper covered windows, without a glance in our direction.

On Sunday we nearly had all-day callers when the engine of a Canadian Pacific train developed trouble and pulled in on the long

siding, while repairs were being made. Boiled dinner was on our menu that day, and the crew came into the car to eat as they could be spared from their work. Taking pictures was one of my hobbies, and we all, including Teddy, had snapshots taken, looking out of the cab window.

Developing and printing the pictures was not so easy, as I had to use the sink, and the open drain was a straight piece of pipe from the sink down through the car. The only covering was a flat piece of soft coal, wrapped in newspapers and tied with strings. With the wind whistling through, the developer and water was ice cold. My light to print by was a small

lantern with a sliding, red-glass door.

The pictures were not perfect, but are still in fairly good condition. I am quite pleased with one in particular. It shows a Maine Central freight train coming down the long, straight stretch from the east, early on a very cold, clear, frosty morning, steam shooting out fifteen feet on each side of the engine, smoke rising to a height of thirty-five feet and rolling back over the long stretch of cars. A beautiful sight to see! It is one of my choicest enlargements, and a daily reminder of the four months spent in a railroad car.

news briefs

SAMUEL P. RUTH RETIRES

Samuel P. Ruth, director car utilization, retired October 20, 1972, after seventeen years with Maine Central and nearly forty-four total years of service with the railroads of Maine.

A Maine native and a graduate of Houlton High School, Ruth began his railroad career as clerk-messenger with the Bangor and Aroostook Railroad Company in 1929. He served in many capacities with that carrier before accepting an appointment to the position of assistant manager — car accounting and statistics with Maine Central on November 1, 1955. He became assistant superintendent car service in 1962, and director car utilization in 1969.

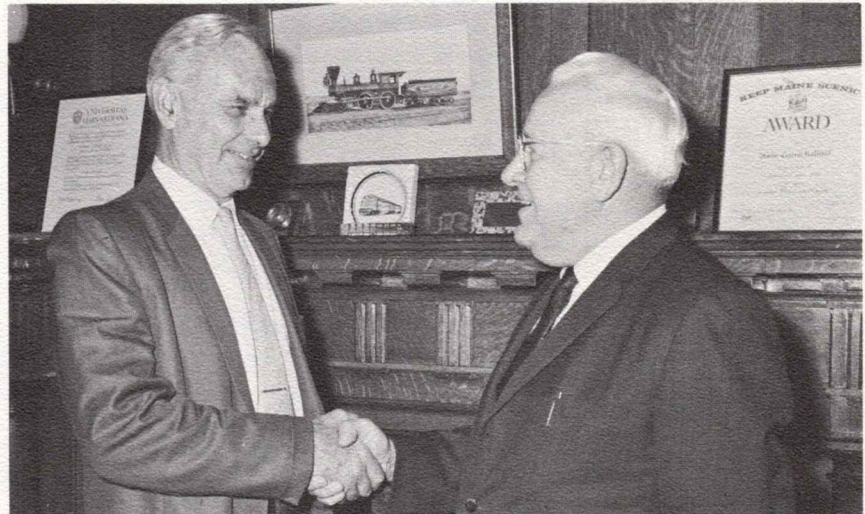
Ruth is married to the former Ruby A. Sharpe, a native of Woodstock, N. B. They now reside at 42 Dorset Street in Portland.

Ruth's retirement has resulted in the promotion of Ralph W. Libby to the position of director car utilization, and of Robert P. Nurse to the position of assistant director car utilization.

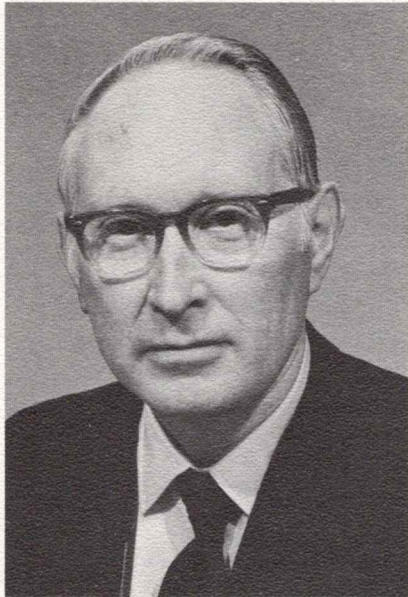
Libby, who graduated from Mechanic Falls High School and attended Auburn Maine School of Commerce, began his career as a clerk with Maine Central Transportation Company in 1939. He transferred to the railroad's stores accounting section in 1955, and accepted a promotion to the position of assistant traffic engineer in 1961. He was appointed car service agent in

1965 and assistant director car utilization in 1969.

Nurse, a native of Portland and a graduate of Deering High School, began his railroad career in 1956 as statistical clerk in the Car Accounting Department. He later became the railroad's demurrage clerk, and in 1969 was promoted to the position of car service agent.



Samuel P. Ruth, director car utilization, congratulated by E. Spencer Miller upon his retirement after 44 years of railroad service.



Ralph W. Libby, newly appointed director car utilization.



Robert P. Nurse, newly appointed assistant director car utilization.

TODAY

The September 15 NBC "Today Show" featured an interview with E. Spencer Miller, Maine Central president. Edwin Newman talked with Mr. Miller about his proposal to consolidate all U. S. railroads into one privately-owned, nationwide corporation. The concept was first outlined in the June-July issue of the "Messenger" and has since received widespread publicity, both in Maine and nationwide. The **Washington Star and News**, the **Wall Street Journal** and the **New York Times** have explored the subject in detail. Most major railroad magazines, including **Progressive Railroading**, **Railway Age**, **Modern Railroads** and **Trains Magazine**, have published stories or interviews examining Mr. Miller's plan.

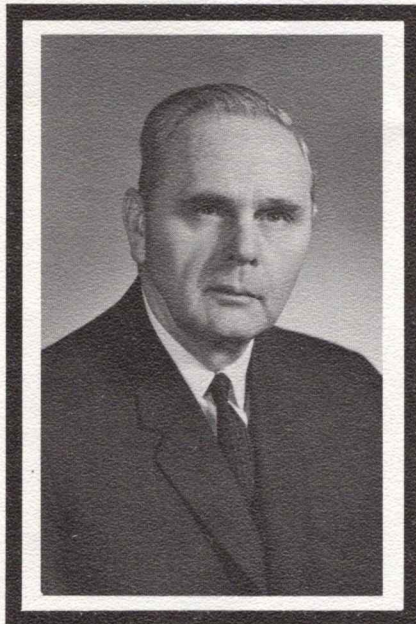
The "Today Show" interview centered around some of the economies and efficiencies that could be realized from a one-railroad system and the necessity to maintain a prosperous and viable rail system. Speaking of the importance of rail transportation Miller said, "The railroad business is a tremendous segment of business today. We do something like \$13 billion of business, we employ 550,000 men and women, the investment is \$28 billion, the payroll is \$6 billion; it can't be written off. It has been determined that if they suddenly ceased, the steel mills would shut down in three days, the automobile industry would

Maine Central's director of sales in 1967 and was elevated to his latest position in 1970.

He was a member of the Maine, New England and New York Traffic Clubs and of the National Defense Executive Reserve of the Office of Emergency Transportation.

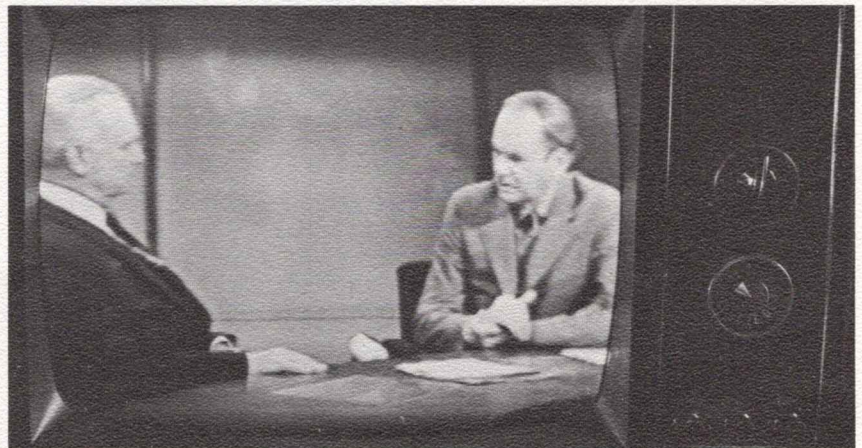
George H. Ellis, vice president traffic and marketing paid the following tribute:

"Herman Buchheim was a man of thought provoking ideas who earned the admiration and respect of Maine Central customers and of his associates. He is sorely missed by all of us who knew and respected him as a man and as a co-worker."



HERMAN E. BUCHHEIM

Maine Central Railroad employees were shocked and deeply saddened by the sudden death, August 24, 1972, of Herman E. Buchheim, assistant vice president, sales and service. Born June 19, 1907, in Iron Mountain, Michigan, he joined Maine Central in 1959 as sales manager, after 20 years on the Rutland Railroad as general agent, general freight agent, traffic representative and assistant sales manager. He became



E. Spencer Miller discussed his proposal for the consolidation of all U. S. railroads on the NBC "Today Show" on September 15. He was interviewed by Edwin Newman in the New York studios of NBC.

be down in a week, New York City would starve in two weeks."

Newman asked Mr. Miller about his views on nationalization of the railroads. He responded with, "I am very fearful, as are many others in the industry and many outside experts, that we are headed toward that goal, and I think it would be a catastrophe for America."

When asked about labor reaction to this concept, he quoted from a letter that he received from Al Chesser, president of the United Transportation Union. He said, "I am more than intrigued with your plan for a one-railroad system. We had better take a long, hard look at this industry, otherwise we are headed for failure or government ownership, neither of which pleases me."



Greeting the guests at the Waterville Shops open house was Linda Briggs of the Public Relations Department. Guests received copies of the "Messenger", railroad photographs, and safety pamphlets.

OPEN HOUSE

As part of the annual observation of "470 Days" in Waterville, the Maine Central Shops were opened to the public for an afternoon in early August. With the Shops in full operation, the public had its first close-up look at locomotive repair and maintenance, car repair and maintenance and box car rebuilding since the Maine Central Centennial observation in 1962.

Over 500 people, including retired employees, families of employees, Maine residents, rail fans and many tourists, took the 45-minute tour. The tourists came from such places as Minnesota, Washington, California, Alabama, Louisiana, Florida, New Jersey, New York, Pennsylvania, Canada and even two families from Germany.

After a greeting from Alden Finnemore, shop superintendent, the guests were turned over to the tour guide. The guides were Roland Boulette, Joseph Cosgrove, Donald Dickey, Arnold Giroux, Roland Giroux, Blaine Ladd, George Lemoine, Leroy McCommic, Wade Richardson, and Basil Thompson. John Laracey was in charge of the parking lot, assisted by Freeman Rollins.



Blaine Ladd, far right, explains the work involved in rebuilding locomotive "574" to a group of children and adults. Originally a GP-7, the "574" was rebuilt in the GP-38 style and color scheme following an accident involving the locomotive.



A short ride on the transfer table was part of the Shops tour.

The Grapevine

GENERAL OFFICES

The employees in Car Utilization, as well as fellow employees throughout the rest of the building, wish to extend best wishes for a rapid recovery to "Dottie" and George Proctor who were involved in an automobile accident Sunday evening, September 10th. They were enroute from their summer camp to their home in Yarmouth. Both suffered severe injuries and were taken to the Maine Medical Center by ambulance. Many people from the General Office Building have since visited them and report that their progress is good. Again, our very best wishes to both of you.

Eric Smith, director of cost analysis, spent part of his summer vacation at Katahdin Iron Works in northern Maine, which he reports to be a scenic and secluded area on the shores of a lake. Mining activities have long since ceased there, and it is now a vacationer's delight.

Colleen Andrews, stenographer in the Comptroller's Office, took her little daughter, Tammy, to Montreal this summer to visit "Man and His World". They had a marvelous time seeing the fair and the city.

Gordon Williams, cashier, and his wife travelled through northern Maine, New Brunswick, and Nova Scotia, re-



Chrissie, 18 months old, is the daughter of A-1C William and Kathy Shea, stationed at Robbins AFB, Macon, Georgia. Chrissie is the granddaughter of Jerry Shea, assistant manager, Car Accounting, and Hylda Shea, car distributor, Rigby.



Marion Faibisy celebrated her retirement with a surprise farewell. A few of those attending are, from left to right; Betty MacDonald, Edna Crimmins, Peggy Berry, Marion herself, Dee Stanley, J. O. Born, and R. A. Jackson.

turning by the Prince of Fundy. While away they learned that their house at Windham Hill had been struck and severely damaged by lightning, which also stunned their daughter, Martha.

Shirley Wilson, stenographer in the Treasurer's Office, and her husband Bill, drove to Moncton, New Brunswick, in September to visit with relatives and sample the shopping in Canada.

"I wish to thank my friends in the Freight Audit Office for their visits and their cards while I was in the Maine Medical Center." — Erland J. Libby

Archie Knowles, vice president and general counsel, and his wife enjoyed a summer visit from their daughter Mrs. Kendra True and her sons, Mitchell and Carter of Bozeman, Montana. Mr. True is an instructor at Montana State University. He is preparing for his doctorate in advanced mathematics.

C. E. Chamberlain, Jr., recently joined the office of Superintendent of Signals as circuit designer. Charlie has been leading signal maintainer in the Portland Terminal Company.

A large group participated in a farewell gathering to honor Marion Faibisy, file clerk, Engineering Department, who retired in September and will return to Nova Scotia to reside with her family. She plans to visit Maine often. Marion was presented a silver charm bracelet engraved with all of the initials of Engineering Department personnel, a corsage of roses, gift of money, a framed picture of a steam locomotive, and several other gifts, including a poem written especially for her and presented by Eric Smith. Best wishes, Marion!

"I would like to take this occasion to thank my many friends at the Maine Central and Portland Terminal Companies for the wonderful party and the lovely gifts given to me prior to my leaving for Nova Scotia where I will be

residing. I won't forget my associates here. A warm welcome is extended should they ever come to Stellarton."

— Marion Faibisy

Just before Charlie 'O McCarthy, clerk in the Engineering Department, flew to Ireland and England on his three weeks' vacation, he was given a surprise Bon Voyage "coffee break" and presented an album and travel book. In Ireland he visited relatives in the City of Cork, Tralee, saw the Dwyers of Schull in County Cork, and kissed the Blarney Stone on his way to



Carroll Bragdon, former stenographer, Engineer Department, and daughter of Bill McDonough, building mail clerk, recently adopted a new puppy. Already it has outgrown this stage.

Dublin. In Dublin he visited Trinity College and had dinner at the world famous Jury's Hotel while watching the cabaret. Thence to London by jet, he toured Shakespeare's country, visited the Tower of London, Canterbury, Westminster Abbey, Parliament Houses, saw the changing of the guard at Buckingham Palace, Big Ben, and Scotland Yard. In England he visited his relatives, the Carrolls of Brighton.

Bill and Irene Hayward (instrumentman, Engineering Department) flew to Bogota, Colombia, South America, to visit their son, Bob, who is academic director of the BI-National Cultural Centers in Bogota, and met their new daughter-in-law, Dora, who is executive secretary for the Chevron Petroleum Oil Company of Colombia. Highlights of their trip were meeting Dora and enjoying the hospitality of her family and friends, as well as scenic trips through the small mountain towns and visiting the museums with their Colombian art dating back to 300 A.D. They also visited the salt mines with its 200 miles of roadways. Its main chamber houses the Salt Cathedral which could accommodate a congregation of 10,000 people.

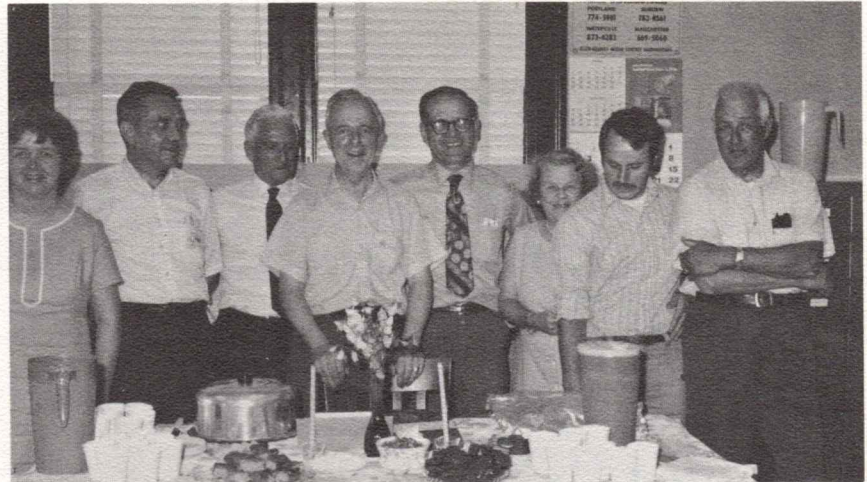
Achim Henss of Frankfurt, Germany, visited Scott Lentz, son of Phil (superintendent of signals and communications) and Glenda during August. This was Achim's first visit, and several trips throughout New England gave him a good idea of life in the United States. Needless to say, he gained several pounds on Glenda's super cooking.

Wayne Dorman, our summer rodman, Engineering Department, returned in September to his senior class at the University of Maine at Orono, where he is majoring in Civil Engineering. Wayne hails from Thomaston, Maine and is the son of Kendrick and Norma Dorman.

Reid Potter (engineer of structures and clearance engineer), wife, Evelyn, mother and daughters, Nancy and Bethany, took a trip on their vacation this summer. They left Montreal by Polish passenger ship, landing in South Hampton, England a week later, touring England by train. On a ferry they sailed to France, where they toured, seeing Paris, of course. From France they travelled to Switzerland, seeing Geneva and the countryside. They left from Zurich by Swiss-Air jet to Bangkok, Thailand. Here



A photo taken in the wine cellar of the Zambra Club in Bogota features, from left to right; Bill & Irene Hayward; Dora, daughter-in-law; and son, Bob.



A surprise Bon Voyage "coffee break" was given to Charlie McCarthy before leaving on his trip to Ireland and England. Pictured among those attending are, from left to right; Peggy Berry, Dick Aylward, John Corcoran, Charlie, J. O. Born, Marion Faibisy, Mike Pellerin, and Cliff Clifford.

they visited friends and toured for a week. From Bangkok they flew via jet to Tokyo, Japan, seeing the many attractions. From there they travelled to Waikiki Beach, Honolulu, spending several days, and finally returned direct to Boston. A trip of a lifetime!



W. H. Davis, Jr., left, receives his 25-year pin from Bill Moon, general agent, Bangor.

BANGOR

W. H. Davis, Jr., received his 25-year pin from Bill Moon, general agent, Bangor. "Whitey" came to work as a brakeman for the Maine Central on August 27, 1947. If you want to hear a funny story, just ask "Wiry Whitey".

Dave Johnston, second trick yard clerk, Bangor, is the proud father of a new baby boy, born in July. This is the second boy for the happy Johnstons.

John E. Corbett is a new spare clerk at Bangor Yard Office. John's father is Ed Corbett, spare crossing tender, here at Bangor.

RIGBY SHOPS

A pretty wedding was officiated at the home of the bride, Alyce R. Stanley, Lebanon, N. H., when she was married to our foreman, Charles Tetreault. After a brief honeymoon in the State of Vermont, they returned to Charles' home in Sunset Park, Thornton Heights, South Portland.

Electrician, and Mrs. Bert Wetmore, Jr., while on vacation, visited Quebec City for a couple of days. On the way home they stopped at the hunting and fishing camp of retired electrician, Walter Emery Lockwood. While there, they managed to get in some time for fishing on Moosehead Lake.

Carman Emile Casey covered Merle Cook's job on the airbrake cripple rack equipment, during Merle's vacation. Emile has thoroughly winterized his cottage at Sebago Lake and plans to use it for a year-round residence. A do-it-yourself proposition.

Gilmore Rounds, carman, has had a new swimming pool installed at his residence. It was completed in time for him and his family to enjoy it during their vacation. His dad, retired clerk, Elmer Rounds enjoyed it too on some of those hot, muggy days.

We have had two retirements recently, Jim Quincannon, clerk and spare engine dispatcher, and Charles Ready, engineers' quarters janitor.

A tragic accident occurred recently involving shop welder, Al McCann and a friend, John Fletcher; both of Peaks Island. They were trying out a new outboard motor on a boat when the boat capsized, throwing both Al and his friend overboard. In spite of a valiant effort on the part of McCann, his friend drowned. A passing yacht rescued Al.

An engagement dinner party was given to Jan Pray and Ernest MacVane, Jr., by friends and relatives of the couple. The event took place at the home of machinist, Ernie and Mrs. MacVane. No definite date has been set for the wedding.

A pretty wedding was solemnized

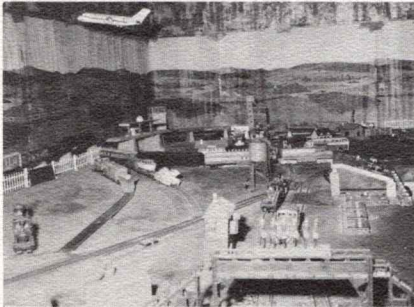
when Lauris Pillsbury and Michael Morang, bridge and building crew employee, were united in marriage. After a short honeymoon, the couple took up residence on Broadway in South Portland.

Blacksmith "Brownie" Tatarczuk informs us that his cousin Reverend Monsignor Vincent Tatarczuk has charge of financing of most of the Catholic building projects in the Portland Diocese. The latest is the new high-rise apartment building being built and readied for occupancy for early 1973. Vincent is the son of former Machinist Bill Tatarczuk at the enginehouse.

John Feeney, 85, a retired employee of the steam era days and leading man at the old coal and sandhouse, died at a local hospital after a long illness. A floral tribute was donated.

Former general foreman, Malcolm Billington recently sold his home located at Ludlow Terrace and has moved into a condominium apartment in the Hiram Ricker setup, Baxter Blvd.

Retired foreman, Maurice Weeks spent the day at Steamtown, U.S.A., accompanied by several of his railroad buddies, all of whom have fond memories of steam days on the Maine Central.



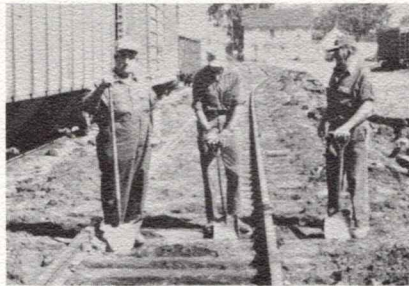
H. O. model railroad track and operational layout owned by Albert B. Wetmore, Sr., "Messenger" assistant editor for Rigby Shops.

Donna Madjerac, daughter of electrician, Joe and Mrs. Madjerac, really celebrated her birthday in a modern way. She took her first airplane trip to the West Coast to visit her aunt, who lives in Santa Barbara, California.

Bridge and building crew carpenter, George Beckwith, says he plans to visit Frankfort, Germany, where his son, a specialist 4th class in missiles electronics, is located.

A letter from retired engineer, Ray Forbus, Venice, Florida, says he is feeling hale and hearty, and wishes to be remembered to all of his buddies. His son and family, who reside in Washington, D. C., visited Mrs. Forbus and him recently.

Retired machinist, Larry Lanciault, 68, died after a long illness. Larry had quite an illustrious life. He was chairman of the local lodge for the machinists, I. A. of M. for several years. He was a noted musician in local dance bands, and also had a band of his own known as "The Larry's Ramblers". He owned and operated the Steep Falls Dance Pavilion for a number of years. A floral tribute was donated by the shopmen.



Shown above in Rockland Lower Yard replacing and tamping ties are, from left to right; section foreman, Earl Miller, and trackmen, Robert Bonney and John Bodman.

ROCKLAND

Carman's helper, Fred LaBranch is getting settled and preparing for winter at his newly purchased residence, "Happy Hollow," in the Town of Union. Fred sold his former home in Jefferson and now owns a rambling country estate with a private road that traverses a scenic wooded area and bridge over a pretty stream. Now with all the comforts of a big, roomy house, stable, and pertinent out buildings, plenty of acreage, with numerous assorted livestock he is well set. He., of course, traded his car for the more essential mode of travel requirements for country life, namely a heavy duty, 4-wheel drive, Ford pickup, complete with snow plow and accessories. Fred believes in the Boy Scout motto of being prepared.

Also getting settled in his newly purchased home at 17 Mechanic Street Rockland is yard brakeman, J. E. White and family. "Whitey," now a close neighbor to engineman, Charlie McLain, has an excellent view of the harbor and ocean. He has a nice, roomy back yard bordering the water, with ample space to play golf, go swimming, launch his own boat, and still raise a garden. After a long period of apartment living, we wish them the best in this new venture.

Recent visitor to the Rockland Freight Office was retired agent, S. W. Smith of Waldoboro, Delaware. Looking very good, Mr. Smith says he and Mrs. Smith have been fishing quite a bit this summer and expect to travel some with their van camper to some of the vacation areas before cold weather sets in.

It is with heartfelt sympathy that we report the passing of Charles Montgomery, father of carman, Floyd Montgomery. Monty has asked that this column carry a grateful "thank you" to all those who so graciously contributed the flowers in respect of his dad.

Glad to report that Mrs. Frank Prescott has now returned home after being hospitalized and is improving daily. Mrs. Prescott is the wife of retired MEC conductor, Frank Prescott, and mother of chief clerk Stan Prescott.

Retired engineman, George Bean was recently spotted. George is looking well and is riding around in a new Buick Skylark. Also sporting new cars are Rockland Yardman Roland Cook with his flashy Pontiac Catalina hardtop, and W. B. Lewis with a Buick LeSabre, 4-door sedan.

WATERVILLE SHOPS

Machinist Regie Ellis has a new bicycle. We understand that it is quite unique, being equipped with dual wheels, overload springs and training wheels.

John D. Daprato, son of Carman and Mrs. John Daprato, is in his senior year at the University of Maine, Orono. John is majoring in history.

In September, Julian T. Berard, son of Stores Department clerk and Mrs. Don Berard, entered his freshman year at Thomas College in Waterville. He is studying for a B.A. degree in Business Administration.

We were saddened at the recent death of retired machinist, Burr Blanchard. Burr had been retired a little over two years. Our sympathy is extended to his wife and family.

Blacksmith helper, Harold Bowman is building a new home in Sidney.

Our chief clerk, Gloria Laliberte, is on the sick list. Mrs. Ruth Brochu has been appointed "Chief" until Gloria returns. Mrs. Lillian Poulin is handling the steno duties in place of Ruthie.

John Beeh, Jr., resigned August 30th. John was an electrician and had been with the Maine Central since 1948.

Leading plumber, Harold Finnimore retired August 25th after some 44 years of service. He and his wife plan to spend a good part of their time at their cottage on Cranberry Island. Harold was well liked by all his fellow railroaders and we wish him a long and happy retirement.

In September, machinist and Mrs. John "Eddie" McAleer vacationed in Hawaii and Australia. They travelled with their daughter, Peggy, who is a stewardess with American Airlines.

Painter Earl McCaslin retired August 31st after over 40 years of service. Earl's talents and friendship will be missed around the Shops.

Carman and Mrs. Charles Philbrick are the proud parents of a new son. Steven Ray was born September 8th, weighing 7 lbs. 12½ ozs.

His "Senior Citizen" status,
Among his railroad peers,
Might be too much for hostler Dow
(He's not that old in years.)
Cause he rested at the campground
On a Recent Holiday,
But! too much rest can make one "ill",
It cost him two days' pay.

WATERVILLE YARD

Roger St. Amand, spare clerk, has relinquished his spare status to that of full-time teacher at the Garand St. School, Winslow. Roger and his wife are sports car enthusiasts. Of course, the Mrs. is the navigator in this endeavor. Roger is past president of the Somerset Sports Car Club for 1971-72. This year they finished 4th in the last race.

O. J. Bouchard, swing yardmaster, Waterville, has returned from his vacation. His travels during his vacation extended as far as Shawmut, Winslow, Skowhegan, and Mt. Vernon. "Butch" is an ardent bird watcher, but claims that air pollution is raising the devil

with his hobby. When not too preoccupied, he also plays handball.

Brakeman Vic Tardiff and engineer Bob Hooper are in the building business. They are not making money at it, as they are doing it for themselves. Neither are they partners, as Vic is from Augusta and is helping his son-in-law build a house, while Bob is doing the same in Oakland for himself. Bob is formerly from Rockland.

Believe it or not, a fellow brakeman says he doesn't wear his false teeth to work because they are too expensive. No name, please.

Engineer Alden Higgins presented Calvin Clark, general agent, a gift-wrapped present at a ceremony held in the yardmen's lobby. The gift was a jar of vaseline, which was for services rendered on Engine #954.

Dennis Chamberlain, chief clerk, was presented a retirement gift at the Freight Office. In the process of unwrapping, stenographer, Marilyn Stubbart injected a comment that the contents could be put to use later the same evening. It was also his wedding anniversary. Dennis' reply was, "I only hope it is a battery."



Mr. and Mrs. Herbert E. Jenkins celebrated their 60th wedding anniversary. This picture was taken at an outdoor party given in honor of them last July.

Our sympathy is extended to the family of locomotive engineer, George Clark who recently passed away. Mr. Clark was the instigator of the back boards on yard switchers, as he was quite handy with tools. His last assignment was on Waterville Yard Switcher #7. Mr. Clark was also quite active with the Brotherhood of Locomotive Engineers & Firemen serving on the grievance committee.

Our sympathy is also extended to the family of Phil Messier, yardmaster, whose mother passed away recently.

A. E. Genest, after returning from a week's vacation with a side trip to Quebec City and St. Anne with wife and two daughters, is now resting comfortably on Relief Switcher #1 with his crew. He says those Canadian drivers are really something to keep away from. While in Canada, Arthur visited the CNRR, while wife and daughter were shopping.

Recently awarded 25-year pins in Waterville area were O. J. Bouchard, yardmaster, and A. E. Genest, conductor.

Carl Stevens, retired locomotive engineer, and his Mrs. celebrated their 50th wedding anniversary in August with

an open house at the Grange Hall in Fairfield Center. The open house was arranged by their children. Carl retired this past year and one of his last assignments was Switcher #3 on the West Bound. Congratulations, Carl!

WITH THE VETERANS

by Harold R. Keniston

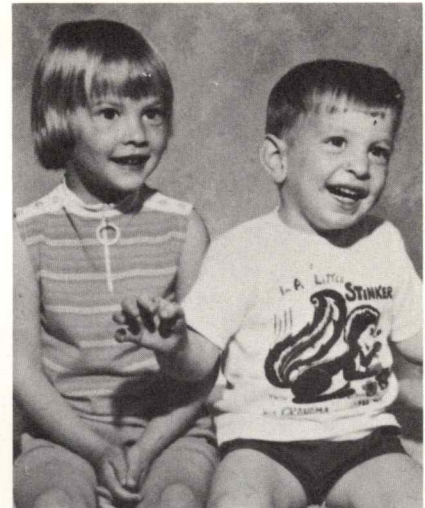
The statewide annual meeting of the Railroad Veterans was held in Waterville at the Benton Grange in September. Two hundred forty-eight veterans enjoyed a sit-down dinner and the entertainment that followed.

The featured speaker was Senator Margaret Chase Smith accompanied by her executive assistant, William Lewis. Both Sen. Smith and Mr. Lewis voiced their support for a proposal to tie in the Railroad Retirement System with the Social Security System. Sen. Smith told those in attendance that her Washington office would be happy to answer any questions about railroad retirement and encouraged railroad veterans to call upon her services at any time.

August 7, 1972, was a "Golden" day for Mr. and Mrs. Harold Keniston, who celebrated their fiftieth wedding anniversary. The happy couple was honored with a reception in St. Patrick's parish hall. Mr. Keniston, a retired Maine Central ticket agent, is president of the Maine Association of Railroad Veterans.

Mr. and Mrs. Herbert E. Jenkins also celebrated an anniversary — their sixtieth! An outdoor party was given the honored couple in July. Mr. and Mrs. Jenkins were married in Portland on July 1, 1912. Mr. Jenkins is retired from the Boston & Maine Railroad, where he was a conductor. He is a

member of the Railroad Veterans Association.



Mr. and Mrs. Fred Eames of Winslow are the proud parents of these happy children, Lee Anne, age 4, and Bradley, age 2. Their grandparents are Mr. and Mrs. John Eames of Benton. John is a machinist in the air brake room at Waterville Shops.



Some of the winners of the 13th annual E. Spencer Miller Golf Tournament held at Fairlawn Country Club September 23; left to right 1st row: Don Collelo, Penn Central, 2nd net Callaway; Hack Spellman, MEC, 2nd net, A; Gene Guilmette, PT Co., 1st net, B; Bob Chapman, PT Co., 1st gross, A and winner of Ben Whitney award for low gross; Roma Drouin, MEC, nearest the pin, A. Left to right 2nd row: George Stanley, MEC, longest drive, B; Jack Tardiff, MEC, 1st net, A; John Conner, PT Co., 3rd net Callaway; Bob Messer, PT Co., 1st net Callaway; Arlen Freeman, Jr., MEC 1st gross, B; Bob King, MEC, 2nd net, B. Winning trophies but not pictured are George Ellis, MEC, 2nd gross, A; Slim Travis, 2nd gross, B; Dick Perkins, PT Co., longest drive, A; Nelson Violette, MEC, nearest pin, B.

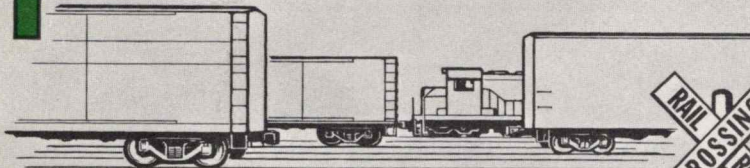
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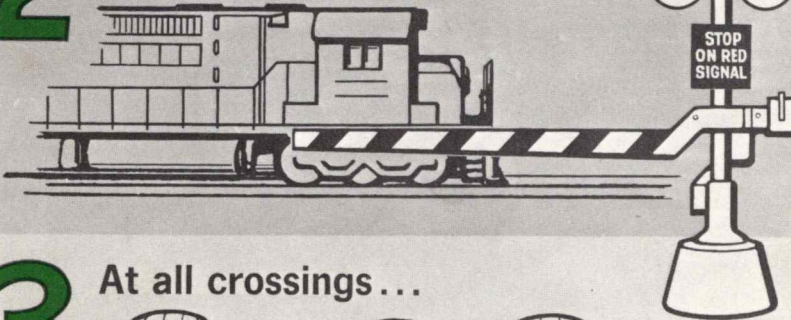
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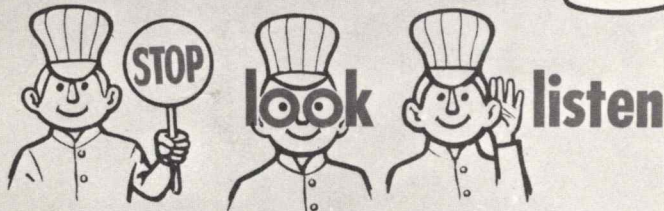
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