



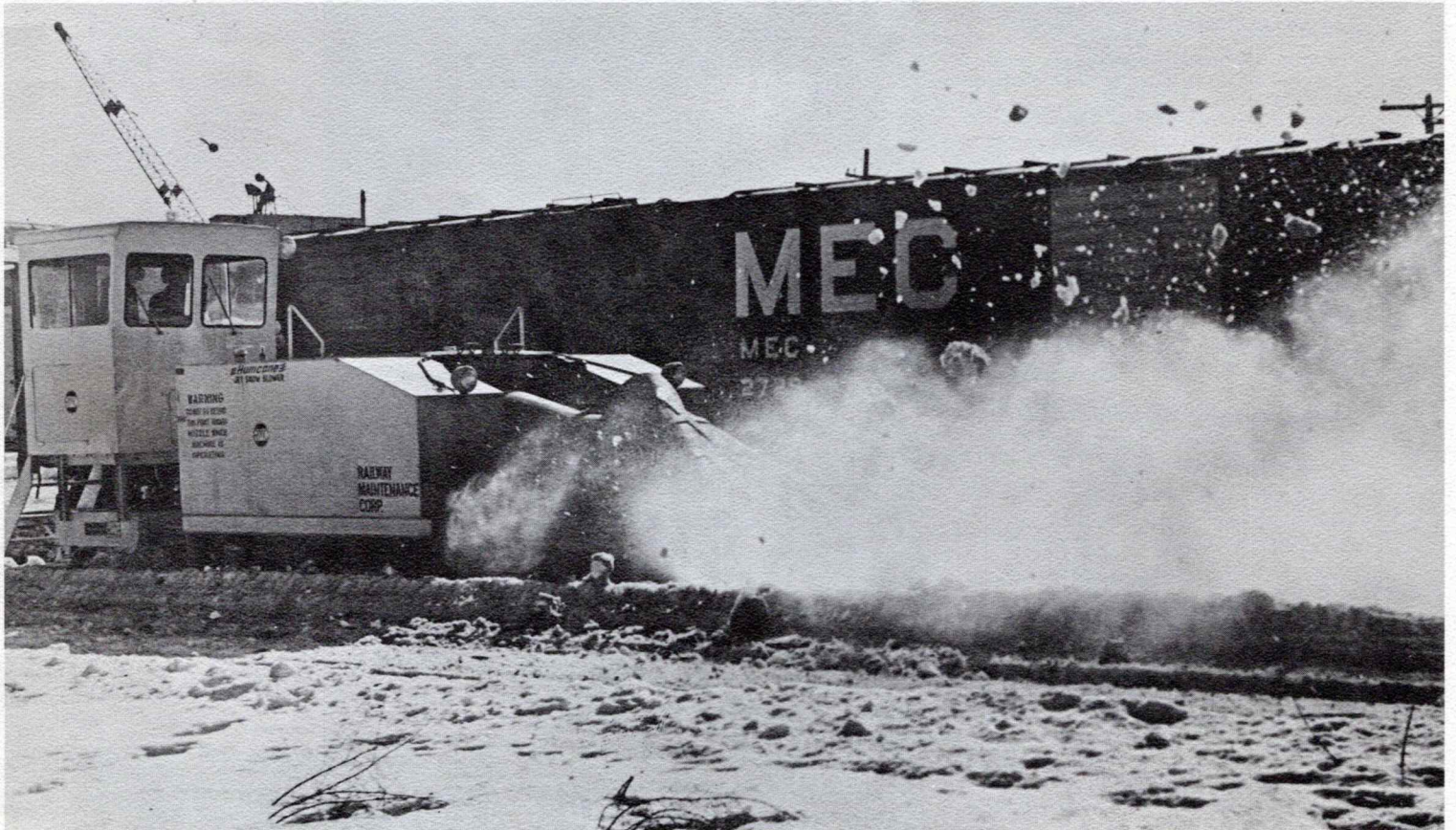
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The Maine Central MESSENGER is published bi-monthly at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends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

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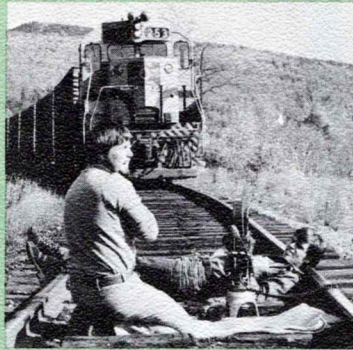
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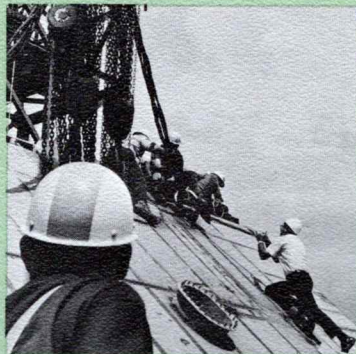
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Cameraman Deiter Geabler, left, and actor Doug Travis discuss film sequence while the Maine Central special train waits in the background. Story on page 4.



BIW workers preparing a hull section for erection. Bath Iron Works employs about 2800 workers with total annual wages of over \$20 million. Story on page 8.



Paul Bickford works on box car in Maine Central rebuild program. Story on page 10.

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THE COVER

"Hurricane" jet snow blower clearing tracks after a winter storm. Maine Central and Portland Terminal now have three jet snow blowers ready for the next storm to hit. Story on page 10.

From the desk of

E. SPENCER MILLER



MY FELLOW EMPLOYEES:

Commencing in 1893, a Maine Central Railroad Company magazine has carried news of the railroad to its employees and friends for 45 years. The publication was issued continuously from October 1944 to May 1970 when the "Messenger's" voice was stilled as part of the austerity program undertaken to return our Company to prosperity.

If there was ever a question of the need which this paper filled, all doubts were resolved by the many letters, telephone calls and personal visits which deplored suspension of "The Messenger." Many protests were from our own family, but even more from friends all over the country. Examples include letters from a physician in Windham, a Yardmaster in Louisville, Kentucky, the Manager of the Safety Deposit Vaults of a huge metropolitan bank, a financier in Wall Street and the Traffic Manager of a large Philadelphia manufacturer.

Some of the hardest answers had to be given to former employees who looked upon this

little paper as their link to a lifetime, often hard, often exciting, and always challenging, of railroading.

With the first excuse of an upswing in financial fortune, the periodical is now re-born in a new dress style and dedicated to the old purposes, and a new one.

We shall try to publicize and help those major industries which support the Maine economy and the Railroad, and shall personalize the stories with a good deal of biographical material on the men and women who direct the destinies of those wealth-creating enterprises upon which all the people of Maine depend.

In addition, we hope to awaken new employee interest and participation to the end of informing our Maine Central brothers and sisters, spread widely and thinly, over 921 miles of road about personalities, families, individual accomplishments, and just plain folksy news.

My mission will be to try to report to each of the 2,000 members of the Maine Central family on the affairs of their Company and how it can help them and how they can help it.

It is good to be back again in print. Communications from friends and members of the family will be welcome, read, taken to heart and may be published where common interest indicates. Such correspondence should be addressed to Bradley L. Peters, Editor.

With best wishes to every reader and with expressions of hope that the new "Messenger" will please you and that our management will merit your respect, I am

Sincerely yours,

E. Spencer Miller

NOTCHLAND ADVENTURES



Actor Doug Travis as he runs toward Maine Central train during the filming of "TWO" in New Hampshire's White Mountains.

A Maine Central train traveling 20 miles an hour was just west of Fabian, New Hampshire, when Engineer James Lowery spotted something moving in the middle of the track. As the train drew closer, now a few hundred feet away, it was obvious that it was a man—a man running toward the train.

He watched intently as the gap closed, neither the train nor the figure slowed down at all. Fifty feet apart, 25 feet, 15 feet, 10 feet from the nose of the big GP-38 and the man jumped off the track and rolled into the bushes.

A sigh of relief by Lowery—

and a comment, "That was close, much too close." But it wasn't over. A few feet ahead was another object in the middle of the track and a man lying behind it. It was too late to stop. The man got up in a hurry and with the help of someone who emerged from the bushes pulled the object from the track just as the train hurtled by.

It was over a month earlier that Charles Close, the production manager for an independent film company, cornered Boston and Maine Corporation's Chief Executive Officer, John Barriger. Close explained that he was making a film and needed a train

for one of the scenes. It would be good public relations for the B & M and would help out the film crew if they could delay the train for about an hour to shoot the scene.

Barriger seemed to show some interest and asked what location he had in mind. Close indicated the film was being photographed in the area of Crawford Notch, in New Hampshire. Barriger said he was sorry he couldn't help out. It was Maine Central track in that area of New Hampshire.

Close contacted Maine Central's Operating and Public Relations Departments to ask if the regular train from St. Johnsbury,

Vermont, to Portland could be delayed for the filming. After determining that trains ran only in the nighttime in the filming location and learning that it is very difficult to arrange for retakes with an 80-car plus train, he agreed that a special train was the only answer, even though it could stretch his budget to the breaking point.

Maine Central made arrangements to put together a train consisting of one GP-38 locomotive, #253, five 50-foot 29,000 Series boxcars, and a caboose. The date was set. After a one-day delay due to poor weather and another day's delay brought on by production problems, the train and crew left Portland to participate in the filming at Fabian.

The scene called for the star of the film, Doug Travis, to be lying across the track, nonchalantly eating an egg and listening to his tape recorder. As the cameras roll, he hears a train approaching. He slowly gets up, sets the tape recorder on a cross-tie, walks, trots and runs towards the oncoming train. He dives out of the path of the locomotive at the last moment.

Although the entire scene would last only three to four minutes, it took over three hours to film. There were about 15 "takes" with many different angles and action.

The cameramen were both German with extensive film experience including one working on "2001, A Space Odyssey." The star, Travis, was a newcomer to film. His acting experience included stage and television.

The film was described by the writer-director as a "suspense love story." The title of the film is "Two." Filming took place in the area of Littleton, Franconia, and Crawford Notch, making full use of the beauty of the White Mountains and the colorful fall foliage.

Maine Central people involved in the filming were William Bickford, Trainmaster; James Lowery, Engineer; Charles Hohorst, Conductor; Dominic Vecchione, Flagman; and Bernard Faulkner, Brakeman.

But those looking forward to seeing a Maine Central train at their local theater will be disappointed. Maine Central got its publicity through newspaper accounts of the filming, but the following story from the Littleton "Courier" explains what happened:

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

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

"It was intended to have its premiere at the Littleton Theater as an expression of appreciation to the townspeople," said Trieschmann. "We were just six weeks too late in getting started on the project resulting in a more than normal amount of detailed work involved while shooting of the film was going on. Despite the very excellent cooperation on the part of everyone with

whom we came in contact during our 3½ weeks on location, progress could not keep up with the declining foliage and problems of weather," he continued.

Production Manager, Close, repeatedly complimented Maine Central and the train crew for their cooperation in the planning and shooting of the scene.

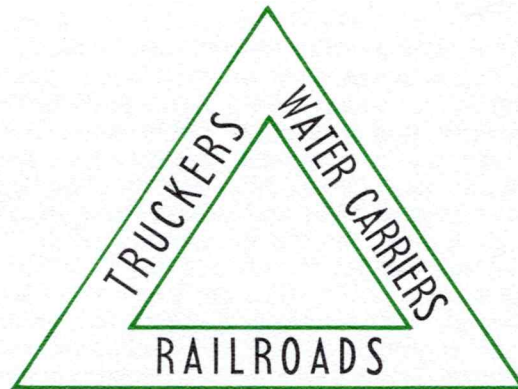
But Maine Central people know what Trieschmann means when he talks about delays and weather problems—15 takes for one scene—the battery goes dead on the cherrypicker—a dog running up the track delays one take for a few minutes—waiting for the sun to come out from behind a cloud—speed of the train a little too fast or a little too slow—and endless discussions among the production staff debating how the scene should be filmed.

No. 253 won't become an international film star as a result of this effort, but she can chalk it up to experience. Her movie future is a big question mark, so for now she has gone back to hauling freight; not quite as exciting, but admittedly a greater contribution to public need.



The star of the ill-fated "TWO", Doug Travis, poses with the train crew: left to right, Charles Hohorst, conductor; Dominic Vecchione, flagman; James Lowery, engineer; and Bernard Faulkner, brakeman.

TRIANGLE



It's a triangle. The three involved parties have decided that all the bickering of the past has not helped the real problems of their relationships. The intense feuding is over now and they agree on some basic principles.

This doesn't mean they agree on everything, but that's human nature. You might say it is sort of a recognition of mutual needs.

It took a crisis and common solutions to bring the three parties together.

The crisis a slow painful death.

The solution The Surface Transportation Act of 1971.

The sides of the triangle Railroads, Truckers, and Water Carriers.

This is what their leaders have to say:

Stephen Ailes, President of the Association of American Railroads: "The proposed Surface Transportation Act of 1971 represents an important step toward solving urgent problems affecting American surface transportation—its railroads, truckers, and water carriers. The bringing together of these highly competitive modes of travel to work for a common cause is, in itself, a significant development. Certainly it underscores the seriousness of the situation and the need for prompt action that will help restore the stability of our nation's transportation system"

William J. Bresnahan, President of the American Trucking Association: "The trucking industry strongly supports the proposed Surface Transportation Act of 1971. The actions proposed in themselves are of sig-

nificant and vital importance to the health of the surface transportation industries—trucking, rail, water. Of equal significance is the fact that the trucking, rail and water industries have cooperated wholeheartedly in this effort to develop common solutions to common problems.

John A. Creedy, President of the Water Transport Association: "Today as never before there is a need for new thinking and constructive thinking on the part of the entire transportation industry and its customers. Signs are clear to me that most of the industry leaders are ready for it. There is an eagerness to cooperate on a sound industry program. We believe the areas for common action are broad enough to rescue transportation for private enterprise and lead to substantially improved public service."

The vital nature of freight transportation is without debate. The most productive enterprise—farm—or mine—or factory—would be standing still spinning its wheels without sufficient transportation to move materials and goods to where they are needed.

Without efficient transportation—a total system capable of doing all parts of the job at the lowest possible cost—the price of everything we use, eat or wear would be affected. About 20 cents of every dollar spent in this country goes for transportation. And if we're talking about freight transportation, it's 10 cents of every dollar.

It follows that as the nation's manufacturing and agricultural

output grows to meet the ever-increasing demands of a growing population, so must the transportation system grow. Over recent years the volume of intercity freight traffic has been increasing at three times the population growth.

Therein lies the critical problem. Estimates indicate the country's transportation capacity must be expanded by as much as 100 percent in the next 15 years.

Transportation, as an industry, is beset by many problems—outdated regulation, declining profits, difficulty in obtaining capital. The result is a financial squeeze that stifles investment in plant and equipment—in modernization and expansion needed to hold down present costs and meet future demands.

In the railroad industry, concern over mounting problems led to the formation of America's Sound Transportation Review Organization (ASTRO), a study group which recommended solutions, many of them requiring legislation. At the same time, the trucking and water carrier industries were recommending ways to solve their own problems.

A number of those solutions have now been incorporated in a bill introduced by Senator Vance Hartke and Representative Brock Adams. It is called the Surface Transportation Act of 1971. The bill is designed to help insure the survival and continuing improvement, not only of railroads, but also of the other major surface transportation modes—motor and water carriage.

Briefly, the Surface Transportation Act of 1971 would:

ESTABLISH A NEW DIVISION IN THE DEPARTMENT OF TREASURY WHICH WOULD MAKE AVAILABLE UP TO \$5 BILLION IN LOANS AND LOAN GUARANTEES FOR TRANSPORTATION COMPANIES UNABLE TO OBTAIN FINANCING ELSEWHERE.

This would be of special benefit to the shipper and the public in general. In the public interest, carriers would be permitted to upgrade their equipment and facilities without being forced to borrow at prohibitive rates.

DEVELOP CRITERIA FOR DETERMINING THE REVENUE NEEDS OF CARRIERS AND ESTABLISH MACHINERY FOR ACTING SPEEDILY ON RATE ADJUSTMENTS.

If the transportation modes are to remain as private industries they must return reasonable profits. They must be permitted to price their services in accordance with economic reality and not have to wait months for approval. Shippers and consumers would continue to be protected since the ICC would retain authority to reject unreasonable or discriminatory rates.

PROHIBIT DISCRIMINATORY TAX PRACTICES BY STATES WITH REGARD TO TRANSPORTATION PROPERTY.

REQUIRE THE FILING OF REPORTS AND THE PUBLICATIONS OF RATES BY ALL CARRIERS ON DRY BULK COMMODITIES.

At present water carriers are not required to make public their rates on exempt movements of dry bulk commodities. Open pricing is essential to prevent discrimination among shippers and to promote competition among the modes.

EXTEND ECONOMIC REGULATION OF FOR-HIRE TRANSPORTATION TO CERTAIN AGRICULTURAL COMMODITIES NOW EXEMPT.

PROVIDE SPEEDY AND REALISTIC PROCEDURES FOR THE ABANDONMENTS OF LITTLE-USED BRANCH LINES.

Many railroads are required to operate miles of money-losing branch lines. Abandonment of such lines is a long, painful, drawn-out procedure. Meanwhile, the railroad continues to lose money on these lines, money that damages a road's ability to upgrade the more essential segments of its service.

REQUIRE THAT 5% OF ALL FEDERAL FUNDS GIVEN TO A STATE FOR HIGHWAY PURPOSES BE USED TO IMPROVE GRADE CROSSING SAFETY.

This provision attacks a problem which claims some 1500 American lives annually, accidents at rail-highway crossings. In the past, many states have failed to use all the money available from the Highway Trust Fund for grade crossing safety projects. It has been used, instead, for other purposes, an option present law permits. It would also remove an existing restriction that limits expenditures to federal aid highways.

In an unprecedented move, the three modes of surface transportation have joined forces to support the Surface Transportation Act of 1971. In the past, we wasted a lot of time and energy taking pot shots at each other, but now we look to mutual help to ensure survival.

We will continue in vigorous competition for the shipper dollar and we will continue to disagree on many major issues, but our united support of this bill is a beginning toward a sound transportation policy.

These measures will not solve all of the railroads' problems and other parts of the railroad-oriented ASTRO program will remain to be achieved.

But there must be a beginning—now—in this session of Congress. The beginning is the Hartke-Adams bill.

Despite the all-out backing of these three industries, its enactment cannot be assured without a sincere and broad-based demonstration of public support.

Those who use transportation directly—manufacturers and other shippers—should need no strong urging to support legislation that will result in more efficient, more competitive service. Railroad employees should not need to be convinced of the necessity of passage of this bill. It is vital to the survival of the railroad as private industry.

But this legislation isn't important only to those who send cargo or receive it—or work for these three industries.

It's important to everyone.

Better transportation will provide the foundation to allow America to grow as it should. A transportation system that remains static, or deteriorates, will result in a static America—an America where there isn't enough of anything to go around—an America where the amount of available goods grows smaller while population grows larger.

No one wants that to happen—and you can prevent it.

If you're convinced that improved transportation is vital to our growing economy—

If you believe that the Surface Transportation Act of 1971 represents a realistic program for improving transportation—

Then do something about it.

Write your Congressman.

Write a "letter to the editor" to your local newspaper.

Talk to your friends and business associates—get them to do something.

The time is now.



MODERNIZING A FOUR-CENTURY TRADITION

In 1607 Sir George Popham and his colonists from England built the first ocean-going trading ship constructed in the New World on the banks of the Kennebec River near Bath, Maine. Since that time over four thousand ships of wood, iron, and steel have been launched from the shores of this river.

The history of Bath Iron Works began in 1826 when a small iron foundry was established in Bath by William and Oliver Moses to make castings, principally for stoves. In 1865, General Thomas W. Hyde, then only in his twenties, returned from the Civil War to Bath and purchased this foundry. He soon added the manufacture of equipment for the wooden ships being built in the Bath area at that time.

In 1884, General Hyde reorganized the business as Bath Iron Works, Limited, and began building ships in 1889. In 1890, contracts were obtained from the United States Navy for construction of the steel gunboats, MACHIAS and CASTINE. These vessels were the first of a long list of vessels, including a battleship, cruisers, torpedo boats, destroyers, destroyer escorts, and frigates built for the Navy by BIW.

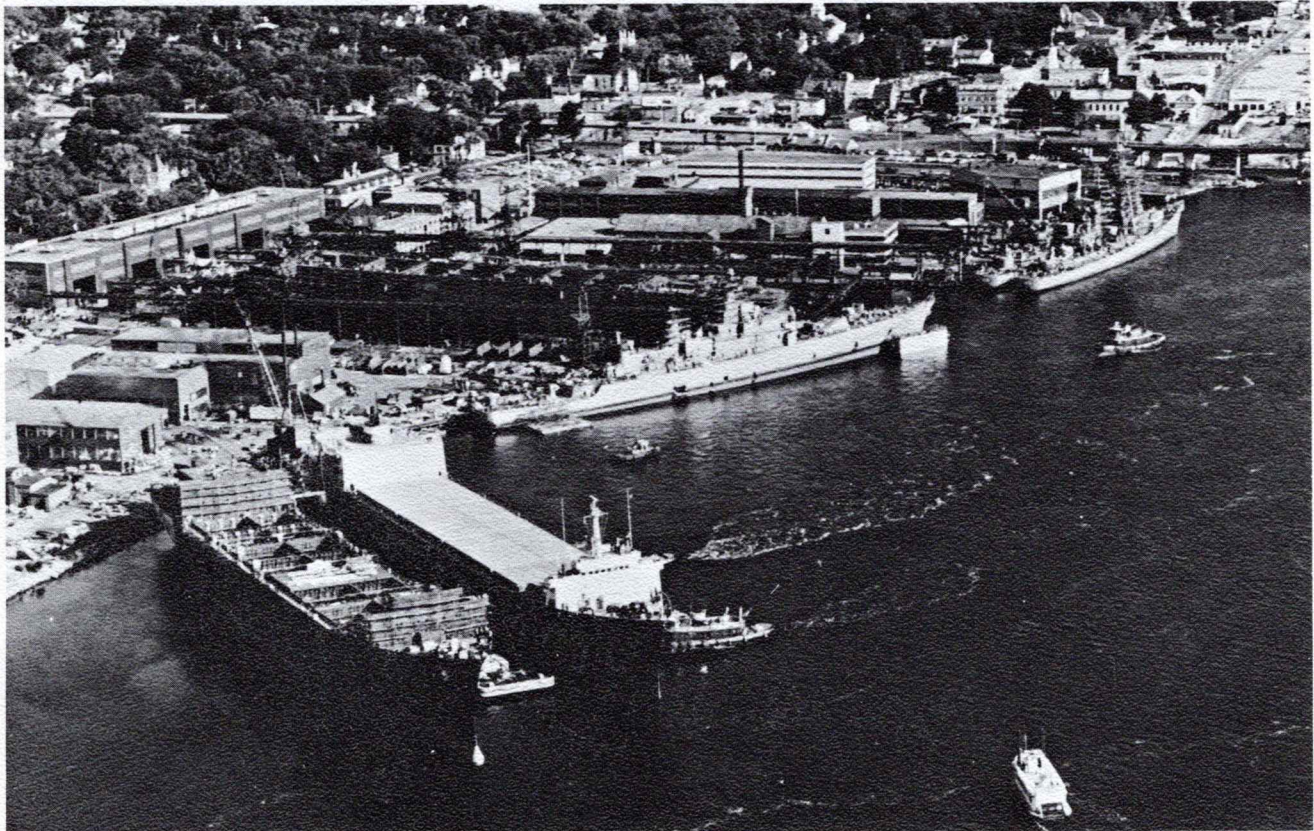
In 1927, the present company was incorporated as Bath Iron Works Corporation. The plant built a considerable number of steel yachts, fishing trawlers, Coast Guard patrol boats and tugs in succeeding years. Among the vessels built in the early days of the new company was the 343-

foot turbo-electric yacht CORSAIR for J. P. Morgan.

In 1937, the company built the America's Cup Defender RANGER for Harold S. Vanderbilt. This was the last Class "J" sloop built. The RANGER defeated the British Challenger, ENDEAVOR II, in four straight races.

Just prior to and during World War II the naval shipbuilding program was considerably expanded and Bath became one of the principal destroyer building yards in the country. Destroyers were built at a rate of twenty-one ships per year in 1943 and 1944 and sixty-seven such vessels were delivered between 1941 and 1945. Nearly one-fourth of all the destroyers built for the U.S. Navy during the war, more than were built by the entire Japanese Empire, were Bath-built ships. Employment grew to 12,000 at the height of the war program.

Bath Iron Works continues to hold its place among the nation's leading private shipbuilding firms. While construction of destroyer-type vessels for the Navy is still a primary function—BIW



View of Bath Iron Works on the west bank of the Kennebec River. In the foreground are two containerships, one destroyer and two guided missile frigates. (BIW photo)

has delivered a total of 159—efforts to diversify have been successful.

In 1969, Bath completed a three-ship contract for container ships. These vessels, 610 feet in length with a beam of 78 feet and displacing 26,500 tons, are the largest ships ever built in Maine. In 1970, BIW signed a contract to build three additional ships of the same class. With the first launched in January, the second and third 20-knot Sea Witch Class ships are scheduled for delivery later in 1972 and in 1973.

Looking at the future, BIW is involved in a \$9 million expansion and modernization of its facilities at both Bath and Brunswick. Commenting on the program, BIW President James F. Goodrich said, "Our modernized shipyard will provide the opportunity to efficiently construct ships of greater beam and weight than is now possible, while still retaining the flexibility to be even more competitive in destroyer construction. With Bath's proven record and reputation as a foremost builder of quality ships, plus its new and modernized facilities, the company will be in an excellent position to share in the projected shipbuilding boom over the next decade."

The modernization program is in three areas. First is an upgrading of the firm's steel fabricating plant in East Brunswick. Second, a 130' by 460' steel assembly building has been constructed. With nearly 60,000 square feet, this will be one of the largest enclosed structures in Maine. Third, a 200-ton capacity crane, the largest of its type in the United States, will be installed to service redesigned building berths of increased capacity.

BIW is presently competing for contracts for Navy destroyers, merchant ships, and tankers. Decisions on these programs are expected in the first six months of 1972.

In a recent development, Bath Iron Works has signed a conditional contract to construct five 25,000-ton tankers which will be chartered to the Military Sealift Command of the United States Navy.

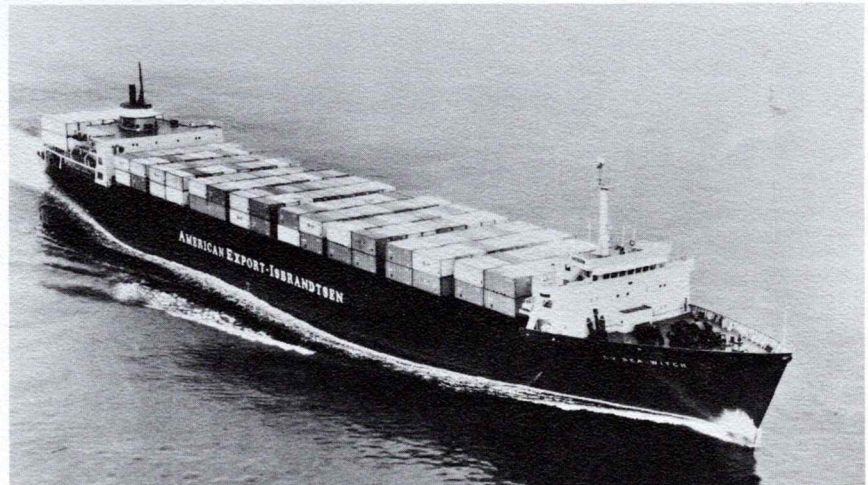
BIW President James F. Goodrich commented, "Upon finalization of the essential documentation, the five ship contract, valued in excess of \$80 million, will extend Bath's shipbuilding backlog through mid-1974. Likewise, the projected 900-day construction period will continue the shipyard's work force at current levels well into 1974. Bath has been competing for this contract since early 1971. Obviously we attach real significance to the program and are greatly encouraged by this major step toward a final binding contract."

Bath Iron Works, along with numerous other Maine industries, is of vital importance to Maine Central Railroad Company. George H. Ellis, Maine Central's Vice President-Traffic and Marketing, commented, "We hauled 412 cars for a total of 19,311 tons of steel and other materials for BIW last year. The modernization program will continue to provide additional traffic of construction materials for the railroad. The anticipation of new shipbuilding contracts is encouraging both for Bath Iron Works and Maine Central Railroad. With their construction of container ships and the ever-increasing role of the railroad in this mode of transportation our relationship is even closer."

The State of Maine and Maine Central Railroad Company are fortunate to have a company such as Bath Iron Works within their boundaries.



BIW President, James F. Goodrich, attended the University of Michigan and received a B.S. degree in Naval Architecture and Marine Engineering. After two years at sea, he was associated with Seattle-Tacoma Shipbuilding Corporation, Todd Shipyards Corporation, Seattle Division, and Todd Shipyards Corporation, Los Angeles Division, where he was general manager. In 1964, he came to Bath Iron Works and was elected president in 1965. He is also a vice president and director of Bath Industries, Inc. He is a member of the Department of Defense Industry Council; NAVSHIPS shipbuilding Industry Advisory Committee; and the Society of Naval Architects and Marine Engineers, where he presently serves as vice president.



A Bath-built containership in the English Channel with a full load of containers on her maiden voyage to Europe in October, 1968. Construction of this type of vessel generates about \$17 million worth of business for BIW per ship. (BIW photo)

EDITOR'S NOTE

Bradley L. Peters

It's a real pleasure to add my name to the distinguished list of editors of the Maine Central magazine; Nat Alward, Joe Cobb, Dick Aylward, George Hill, Nils Lennartson, and many others. I am looking forward to this opportunity to provide a communications link in all directions for the Maine Central Family, retired family and many friends.

It was nearly impossible, for a variety of reasons, to include a section in this issue on employee news. I can assure you that it will become a vital part of each issue that follows. The success of this part of our "Messenger" will depend upon the willingness of employees to supply information to our assistant editors.

I repeat Mr. Miller's invitation to send your comments about the "Messenger" to me for consideration. Each one will be carefully studied and evaluated. We may not please everyone but your contributions will make the "Messenger" a better publication.

Since we have been out of publication for nearly two years, our mailing list is somewhat outdated. Please help me out by sending address changes to my attention.

REBUILD PROGRAM

Waterville Shops have completed a program to rebuild 50 boxcars. The 40-foot, 50-ton cars were originally built by Pullman Standard in 1951. Fifty men

worked on the project from August, 1971, through January, 1972.

The rebuilding included: a new roof, floor, and inside lining; new roller bearings, wheels and axles, and high capacity draft gears; and new air brake equipment of the latest design. The seven-foot doors were replaced with eight-foot doors and each car received a new paint job.

The completed car is the equivalent of a new box car and carries a value of about \$14,000.

The funds for the rebuilding program came from Maine Central's Incentive Per Diem account. This is a daily surcharge paid by the using road to the owning road for plain, unequipped boxcars. During the months from September through February the charge is imposed as an incentive to promote better utilization of boxcars.

According to studies by the Association of American Railroads, Maine Central owns more than its proportionate share of the national freight car fleet and thus receives more in incentive per diem charges than it pays out. The net credit balance received from this charge must be earmarked for the purchase, building, or rebuilding of plain unequipped boxcars.

The present Maine Central fleet contains over 3,250 boxcars. This number includes 250 new and 250 rebuilt boxcars received in 1970 as well as 200 boxcars reconditioned in the Waterville Shops in 1969 and 1970.



Waterville Shops employee Ralph Roberts preparing a boxcar for installation of trucks which have been modified with new roller-bearings wheel assemblies.

SNOW COUNTRY

Arriving in plenty of time to take care of 1971-72 snowstorms, Portland Terminal Company had its newest "Hurricane" jet snow blower ready for action in November. Two jet snow blowers are now in operation at Rigby Yard and one in Maine Central's Bangor Yard.

The self-propelled machine, more than ten feet high and over thirty feet long, discharges a high-speed blast of heated air. The hot air is produced by a jet engine of the type used in the B-36 Air Force bombing plane.

Vice President-Operations, James W. Wiggins, said the addition of this piece of equipment will help cope with the extreme weather found in Maine. He added, "We have a variety of winter conditions in Portland. Our standard snow blowers can take care of light snow but are of little value in wet, heavy snow. Our flame-throwing melters successfully take care of ice. The "Hurricane" jet snow blower will handle just about any kind of winter condition."

With a record 144.5 inch snowfall in Portland in 1970-71, the railroad, and especially Rigby Yard, must be prepared for the very worst.



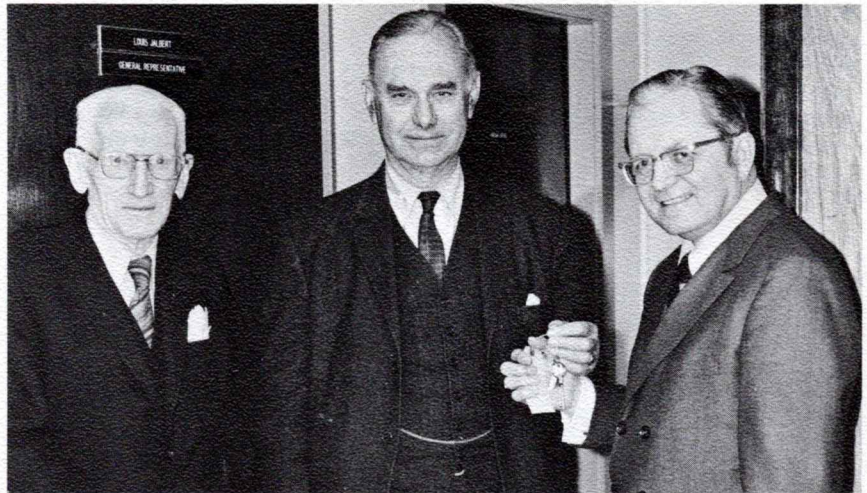
A WORTHWHILE WALK

On Sunday morning, November 21, 1971, the Maine Central engineer on YR-1 noted a rough spot in the track as he travelled through Hiram Falls. After Harold Robinson arrived in Rigby he got in his car to travel home to West Conway, New Hampshire.

He was concerned about the rough spot and when he arrived in Hiram Falls he parked his car and walked the tracks for about a mile to the location. There he found a broken rail, a condition that could have caused a derailment. He reported the broken rail and by this action may have saved Maine Central a great deal of time and money.

GENERAL REPRESENTATIVE

In September, 1971, Maine Central Railroad appointed Louis Jalbert as General Representative associated with the road's Executive Department. He is working to establish a closer liaison between Maine Central and the several hundred communities served by the railroad. Mr. Jal-



bert is assisting in the areas of public relations, industrial development, and taxation.

A Lewiston native, he has served as a member of the Maine State Legislature as a Representative from the city of Lewiston since 1945.

Commenting on the appointment, E. Spencer Miller said, "The railroad is fortunate to obtain the services of a man of Mr.

Jalbert's stature. He is known for his extensive knowledge of Maine and its finances. His many years of public service will prove invaluable to Maine Central."

Mr. Jalbert is shown, above right, receiving the keys to his Lewiston office from Mr. Miller. On the left is John P. Scully of Lewiston, retired executive assistant for Maine Central Railroad.

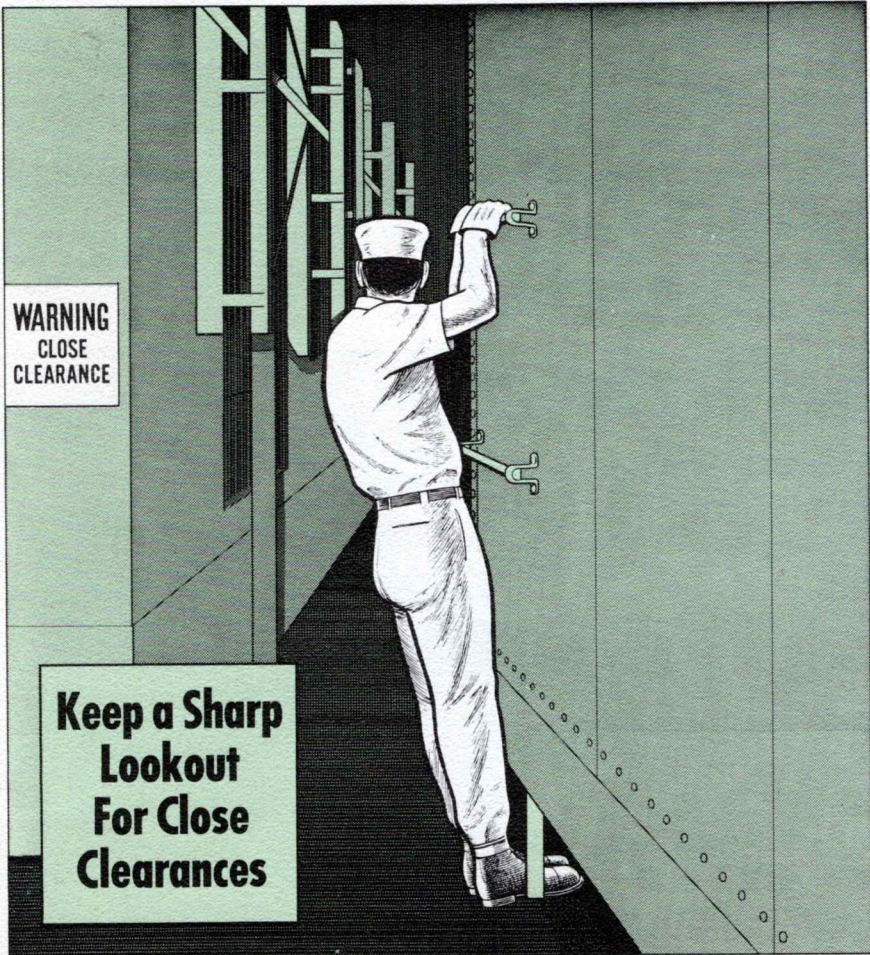


"The Maine Central", Maine Central Railroad's company magazine of the late 1800's was published by the Tucker Printing Company of Portland. The above photograph from the December issue of 1897 shows a wagon load of the paper on which the 10,000 copies were printed. The paper was made at S. D. Warren Company at Cumberland Mills and each monthly issue consumed a ton and a half of paper. The magazine was distributed throughout the country and called itself, "the greatest advertising medium in New England."

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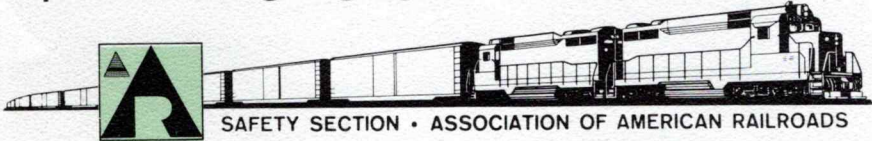


Close Clearance

Trainmen and yard brakemen must be alert to the hazards of close clearance. Signs and bulletins warning of this condition won't do a bit of good by themselves. You must remain alert at all times and not assume that the way is clear. Be on constant lookout for close or restricted clearances especially during winter operating conditions. Always face in the direction of movement. When you are not certain about conditions, take the conservative, safe course, even if it means walking ahead of the movement in hazardous areas.

W. H. Auger
Safety Supervisor

When in doubt, stop movement and get in a safe place before giving signal to resume movement.



SAFETY SECTION • ASSOCIATION OF AMERICAN RAILROADS