



BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

**MAINE CENTRAL**

# MESSENGER

VOLUME 11, NUMBER 2

APRIL-MAY 1972



M 7700 MEC

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.

**EDITOR**

Bradley L. Peters, Director of Public Relations

**ASSISTANT TO EDITOR**

Susan C. Bradley

**ASSISTANT EDITORS**

Horace Rodrigue	Augusta
Barbara Spaulding	Eastern Sub-Div.
R. S. Thing	Brunswick
Albert B. Wetmore	Rigby Shops
Joan Green	Rigby Yard
Christian Nielsen	Eng. & Train Crews
W. B. Lewis	Rockland
W. G. Shea	Sports
Wade Richardson	Waterville Shops
Arthur Doucette	Waterville Yard
Beverly Cook	Waterville Station
Alice Allen	General Offices
Mary Morse	General Offices
Anne Gross	General Offices
Connie Davis	General Offices
Dorothy Proctor	General Offices

Printed in Maine on Maine-made Paper.



*Maine Central GP-38 locomotive No. 253. One of the company's 75 diesel locomotives, hauling freight with less air pollution per ton mile than any other major mode of transportation. Story on page 8.*



*The "470" dedication plaque and stand made by Waterville Shop employees out of rail and a locomotive wheel. Story on page 6.*



*Utility tongs made by Forster Mfg. Co. Story on page 10.*

**CONTENTS**

From the Desk of E. Spencer Miller	3
Review: 1971	4
"470" Era of Steam	6
Clearing the Air	8
Toothpicks and Bobsleds	10
Million Mile Facelift	12
Grapevine	13

From the desk of . . .

E. SPENCER MILLER



### WHOSE RESPONSIBILITY?

It is almost impossible to present too dim a view of the eastern railroad picture. In the first quarter of 1972, we find that most of the railroad mileage in the northeast is being operated by court appointed trustees pursuant to reorganization provisions of the Federal Bankruptcy Acts. Commodore Vanderbilt's 10,000-mile New York Central empire was merged in desperation with the even larger and once soundly prosperous Pennsylvania Railroad and the combined properties are not only in the hands of trustees but continue to lose colossal sums each year. The Lehigh Valley, the Reading, the Central of Jersey, and the Boston & Maine are in similar legal positions and the future of every one is far from clear. Norfolk & Western President John P. Fishwick recently commented upon the Erie Lackawanna and the once prosperous Delaware & Hudson, saying, "If both go into receivership, we'll just write them off and they'll go through the wringer."

In New England, two small

railroads, the Bangor & Aroostook and our own, are at present producing net income but the situation is far from healthy. For many years the Bangor & Aroostook has lived from car-hire, while its railway operating expenses have substantially exceeded railway operating revenues and its traffic pattern progressively worsens. The Maine Central suffered severe losses in 1969 and fell just short of breaking even in 1970. Although net ordinary income exceeded \$1 million this year, the quality of earnings in 1971 leaves much to be desired.

With this present picture in the East, which forecasts an extremely unstable future, it is pertinent to inquire into the cause and into the responsibility for improvement. While sensationalists enjoy writing articles pointing to poor stewardship on behalf of certain railroad managements, it can be authoritatively stated that such was a contributing factor of negligible degree. As a matter of truth, the mistakes of some managements were probably caused in part by the severe pressures of a deteriorating situation which was beyond their control. This was the motivation for investment in other enterprises.

The single chief cause of the decline of the railroads has been the enormous governmental expenditures on the interstate highway system. These roads, often costing \$2 million a mile, are paid for out of taxpayer's money. Railroads, on the other hand, cost as little as \$200,000 a mile, are paid for by private enterprise, and are geared to handle most economically mass movements of persons and goods. The public has found that in addition to the destruction of a viable railroad system, the highway network begets more motor vehicles

which in turn beget more highways and, coupled with the internal combustion engine, are the chief cause of the country's air pollution problems. While John Q. Public slept, his government unintentionally, but with negligent irresponsibility, nearly destroyed the most efficient common carrier and now the more irresponsible political spokesmen speak of nationalization, presumably at little compensation to railroad owners, of the industry which government policies have caused to fail.

We now see that the primary responsibility is governmental and that little criticism can be made of the ASTRO program seeking what we may call "reparations" to restore to health a once mighty bastion of private enterprise overrun by government disregard, misregulation, and malfeasance.

There is also a user responsibility. There is room for more statesmanship on the part of the leading corporate shippers including realization that the saving of a few cents a ton on rail rates is minor compared with the destruction of good rail service or its elimination altogether to a plant on a branch line.

Railroad managements, shippers, and politicians should bear in mind a little simple economic logic and we use Maine Central figures for illustration. In 1971 our freight revenue amounted to something over \$27,500,000. It is obvious that a 10% rate increase would effect a greater net revenue of \$2,750,000, on the assumption that there is no erosion of traffic, which would be entirely brought down to net income. Great stress is sometimes laid upon volume. However, an increase in revenue ton miles entails an increase in operating expenses. Your Company in 1971 had an operating ratio of 83.52%. Assuming a ratio of 80%, it follows that only 20% of any volume increase will be brought down to net. In other words, in order to derive \$2,750,000 of additional net income through greater traffic volume, we would have to find over \$13,000,000 of new business, an increase of nearly 50% in current

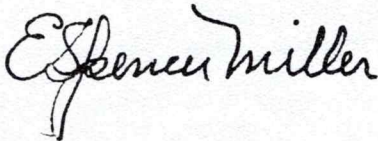
Continued next page

**"WHOSE RESPONSIBILITY?"**

revenues, which is most unrealistic. Conversely, it is unreasonable to think that erosion of traffic as a result of rate increases could approximate destruction of half of our dollar business.

There is a responsibility on railroad management of a higher order than ever before. This management must first of all be one of integrity. Secondly, it must direct operations with maximum capability and thirdly, it must protect the shippers in its territory from unreasonable rate discrimination and with the best possible service and equipment. And sometimes railroad management must protect its shippers from themselves.

Sincerely yours,



**review: 1971**

A review of Maine Central's income account for 1971 compared with the large deficit year of 1969 and the small net loss of 1970 shows that a substantial earnings recovery is in progress. In accordance with I.C.C. accounting, net income for 1971, after all fixed charges, contingent interest, and taxes, was \$1,320,843, compared to a loss in 1970 of \$45,620.

This is technically one of the best earnings performances in the Company's history, although several unusual and extraordinary items deserve explanation.

A number of items were classified as non-recurring charges. These included:

- \$306,168 in write-offs of uncollectible receivables from railroads currently in reorganization proceedings under Federal bankruptcy laws.
- \$151,464 in exceptionally large strike insurance premiums occasioned by U.T.U

strike against several major railroads.

- \$310,212 from the derailment at Clinton in October, 1971, caused by collapse under load, of an experimental jumbo wood rack car of foreign line ownership.
- \$170,000 in extraordinary accounting and legal items.

On the other side of the ledger, it should be pointed out that earnings included \$408,455 representing profit on purchase of funded debt. Also included in net income was \$850,077 representing earnings from incentive per diem, which escrowed funds can only be used for acquiring

new box cars or rebuilding old box cars under specified conditions.

In view of the reported earnings, Maine Central Directors voted in January to provide for payment on February 1, 1972, of all arrears and current sums due on the Promissory Notes and on March 1, of one year's interest on the Debentures with the probability that arrears and current interest on them will be brought up to date on September 1.

Looking at ordinary railroad operations contributing to the earnings recovery, we see that freight revenues for 1971 increased to \$27,531,000, or 9%

**HIGHLIGHTS OF 1971 ANNUAL REPORT**

**INCOME AND EXPENSE ITEMS:**

	1971	1970
Operating Revenue .....	\$ 28,589,466	\$ 25,864,201
Operating Expenses .....	23,876,713	22,369,065
Net from Railway Operations .....	4,712,753	3,495,136
Railway Tax Accruals .....	2,024,664	1,965,455
Net Equipment and Joint Facility Rents .....	181,691	437,103
Net Railway Operating Income .....	2,506,398	1,092,578
Net Non-Operating Income .....	225,172	362,365
Available for Fixed Charges .....	2,731,570	1,454,943
Fixed Charges .....	1,218,303	1,301,558
Contingent Interest .....	192,424	199,005
Net Ordinary Income .....	1,320,843	Def. 45,620
Rate of Return (net railway operating income) on average depreciated investment in properties used in transportation service, including cash, materials and supplies .....	4.03%	1.73%
Operating Ratio .....	83.52%	86.49%

**FINANCIAL POSITION:**

Investment in road, equipment and other properties, less accumulated depreciation and amortization .....	\$ 58,606,121	\$ 59,459,224
Investment in affiliated and other companies .....	1,336,215	1,416,565
Current Assets .....	8,658,028	7,313,434
Current Liabilities (exclusive of long-term debt due within one year) .....	7,783,506	7,100,368
Working Capital .....	874,522	213,066
Bonds, equipment and miscellaneous obligations, including amount due within one year .....	25,302,449	27,191,111

**FREIGHT FIGURES:**

Tons of Revenue Freight Carried .....	7,996,794	8,350,715
Tons of Revenue Freight Carried one mile .....	920,535,713	950,205,322
Revenue per Ton of Freight .....	\$ 3.44	\$ 3.02
Revenue per Ton per Mile .....	2.991 (cents)	2.655

**EMPLOYEES:**

Average number of employees .....	1,436	1,456
Total Wages paid employees .....	\$ 14,204,962	\$ 12,996,538
Percentage of Payroll to Railway Operating Revenues .....	47.74	49.59
Retirement and Unemployment Insurance Taxes .....	\$ 1,529,535	\$ 1,473,389

**SHAREHOLDERS:**

Number shareowners of record—		
Common .....	507	487
Preferred .....	191	200

Def. — Indicates Deficit

over 1970's figure, despite a 3% decrease in revenue ton miles. Two rate increases since November 1970 totalling 11.8% were largely responsible for the revenue improvement. The drop in ton miles was due both to general softness in national and local economies and to unusual labor unrest affecting connecting roads and shippers. However, our on-line business was stable and if receipts from our northern railroad connections had held up, ton miles for 1971 would have shown a substantial increase.

In response to the decline in ton miles, every effort was made to hold operations to an opti-

mum level consistent with service requirements. Train miles were reduced over 5% and the average train load increased to a record high of 2,380 gross tons.

Maintenance and improvement of road property was continued in 1971 in accordance with long range planning. Maine Central relaid main line rail, built new industry sidetracks, added thousands of rail anchors and thousands of tons of ballast, strengthened bridges, and provided increased automatic highway crossing protection.

Using incentive per diem funds, the Waterville Shops re-

built fifty 40-foot box cars reducing expenditures which would otherwise have been made in repairs to older cars in our fleet. Fourteen locomotives were upgraded and repaired in the heavy locomotive maintenance program.

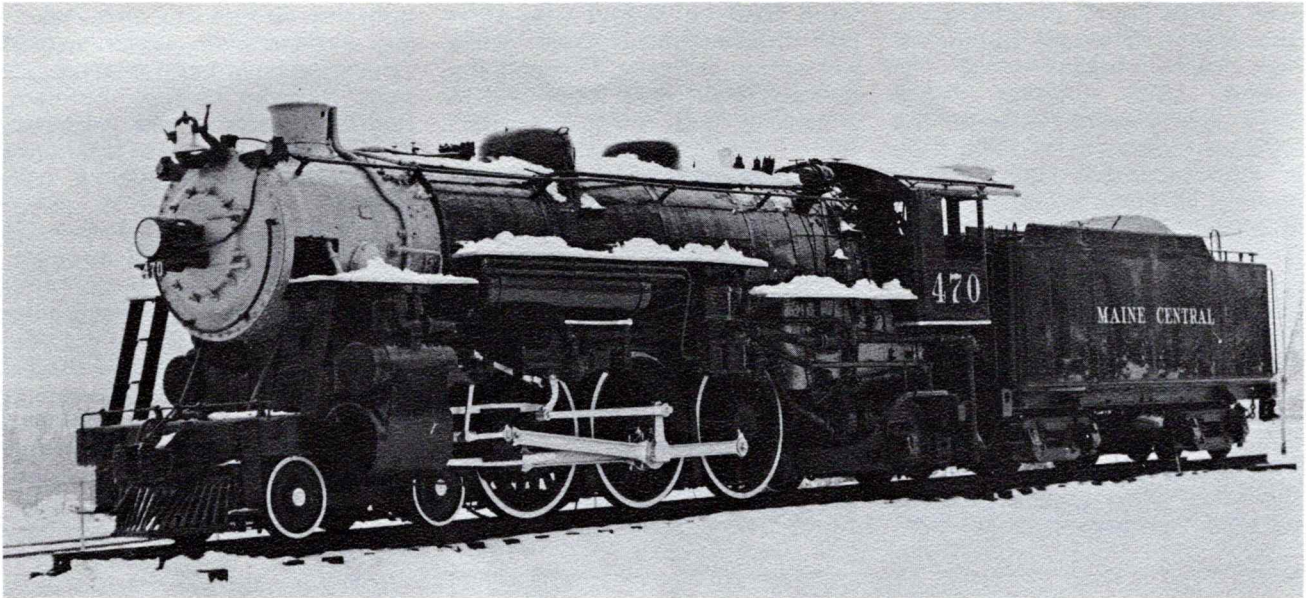
The total value of invoices in 1971 for material and supplies, including fuel and forest products but excluding new equipment, was \$3,382,992. This represents an increase of \$573,843 over 1970, due in large part to the purchase of 91,929 additional cross ties made necessary by the drastically reduced cross tie procurement of 1970.

### PRINCIPLE SOURCES OF FREIGHT TONNAGE AND REVENUE

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles .....	43,244	25.0	1,649,888	20.6	\$ 7,990,072	29.0
Woodpulp .....	13,834	8.0	789,894	9.9	3,407,243	12.4
Gasoline, Fuel and Lub. Oil, Petroleum Products ..	31,104	18.0	1,427,313	17.8	2,743,725	10.0
Pulpwood Logs .....	17,179	9.9	904,271	11.3	1,707,928	6.2
Feed, Animal and Poultry, Mill Products .....	9,830	5.7	385,395	4.8	1,582,498	5.7
Corn .....	3,464	2.0	323,704	4.0	845,037	3.1
Clay and Bentonite .....	3,335	1.9	260,989	3.2	750,915	2.7
Caustic Soda .....	1,998	1.2	126,809	1.6	531,706	1.9
Canned Food Products (Not Frozen) .....	2,423	1.4	135,471	1.7	503,092	1.8
Chlorine .....	1,126	.7	61,255	.8	421,834	1.5
Potatoes .....	4,924	2.9	143,726	1.8	413,159	1.5
Cement, Natural and Portland .....	2,532	1.5	166,069	2.1	403,257	1.5
Fiberboard and Pulpboard .....	1,795	1.0	96,791	1.2	392,894	1.4
Lumber, Shingles and Laths .....	2,501	1.4	100,285	1.3	319,184	1.2
Pulpwood Chips .....	3,159	1.8	140,681	1.7	277,970	1.0
All Other Carloads .....	30,472	17.6	1,292,448	16.1	5,233,525	19.0
Less Carloads .....	—	—	1,126	.1	13,550	.1
<b>TOTAL .....</b>	<b>172,920</b>	<b>100.0</b>	<b>8,006,115</b>	<b>100.0</b>	<b>\$27,537,589</b>	<b>100.0</b>

### FREIGHT TRAIN OPERATION

	System		Portland Division		Mountain Sub-Division		Eastern Sub-Division	
	1971	1970	1971	1970	1971	1970	1971	1970
Gross Ton Miles (000)	1,991,035	2,087,686	1,406,435	1,487,970	302,030	305,980	282,570	293,736
Net Ton Miles (000)	932,732	959,806	644,167	667,781	150,354	150,086	138,211	141,939
Train Miles	836,644	881,468	497,980	548,221	124,214	119,247	214,450	214,000
Train Hours	63,466	67,029	38,845	42,665	8,514	8,060	16,107	16,304
Average Train Load	2,380	2,368	2,824	2,714	2,432	2,566	1,318	1,373
Average Train Speed	13.2	13.2	12.8	12.8	14.6	14.8	13.3	13.1
Average G.T.M. per Train Hour	31,372	31,146	36,206	34,876	35,475	37,963	17,543	18,016
Average Cars per Train	41.7	42.8	47.1	48.1	46.6	53.1	30.2	30.6



*The "470" as displayed on College Avenue in Waterville, Maine.*

## "470" era of steam

- Built in 1924 by Schenectady Works, American Locomotive Company
- Orig. cost: \$62,296.90
- Pacific 4-6-2, C-3b.
- Loaded weight including tender: 471,400 lbs.
- Length: 78 ft., 7 $\frac{1}{8}$  in.

Cold facts describing a Maine Central Railroad Company steam locomotive generate little excitement. But this isn't just another old steam locomotive. It's the "470". It represents to the City of Waterville, where it is now displayed, and to the State of Maine, an era of railroading; an era—now past—but well remembered; fond memories, especially for rail fans and photographers.

But more than that, it stands as a tribute; not only to the men who worked the railroad in the early days, but also the many men and women who have labored to see that the "470" would be placed on display in Waterville as a monument to the colorful history of the railroad's

steam-powered era.

A lot of people worked hard, giving time and money: the City of Waterville, rail fans, the Waterville Chamber of Commerce, retired railroad men, and a lot of just plain interested citizens.

But holding a special place of prominence are the men of the Waterville Shops. They are the ones who spent their own time to restore the engine. Hundreds of hours of volunteer labor went into getting the engine into prime condition for display. Their efforts have been rewarded by the many favorable comments heard about the condition of the "470".

For 30 years, the "470" carried freight and passengers all over Maine. Its first trips in 1924 carried passengers between Bangor and Portland, but its final trip was the best known. On June 13, 1954, the "470" pulled coaches loaded with hundreds of rail fans in Maine Central's final run under steam. Some had travelled across the country to be a part of this bit of history. The last steam train travelled from Portland to Bangor and return

with the then-Governor Burton M. Cross and Maine Central President E. Spencer Miller in the cab.

In 1962, as a highlight of Maine Central's Centennial observances, the engine was presented to the City of Waterville. It was placed on display in front of the station on College Avenue. In 1964, it was removed to make way for highway construction and was stored in the Waterville Shops for six years.

On a cold December day in 1970, the locomotive was moved to its present location. Over the next few months, the engine was restored and on August 14, 1971, the formal dedication ceremony took place. Speaking at the ceremony, Mr. Miller pointed out that the history of the railroad and the City of Waterville are very closely tied. He said, "We know that the old "470" will continue as one of the most popular tourist attractions in Maine and will remain as a symbol of the cooperation and community of interests of Maine Central and the City of Waterville."



The "470" with passenger coaches stopped in Waterville on its final run from Portland to Bangor and return on June 13, 1954.

The "470" dedication ceremony was the occasion of the introduction of a song titled "470". It was written by Ed Beaudoin and Maine Central's division engineer Bill Schlothe and recorded on the Lucky label by Eddy Gibson and the Country Ambassadors. The following are the lyrics:

*When I was just a lad  
I'd watch the trains go by,  
There's one above all  
That fancied my eye.  
She was big and she was black,  
Gold numbers on her back,  
FOUR SEVEN OH was her name.*

*The engineer was proud,  
His fireman, too,  
Whenever going by  
There'd be a whistle or two.  
She was tough and she was strong,  
Hauling a hundred cars along,  
FOUR SEVEN OH was her name.*

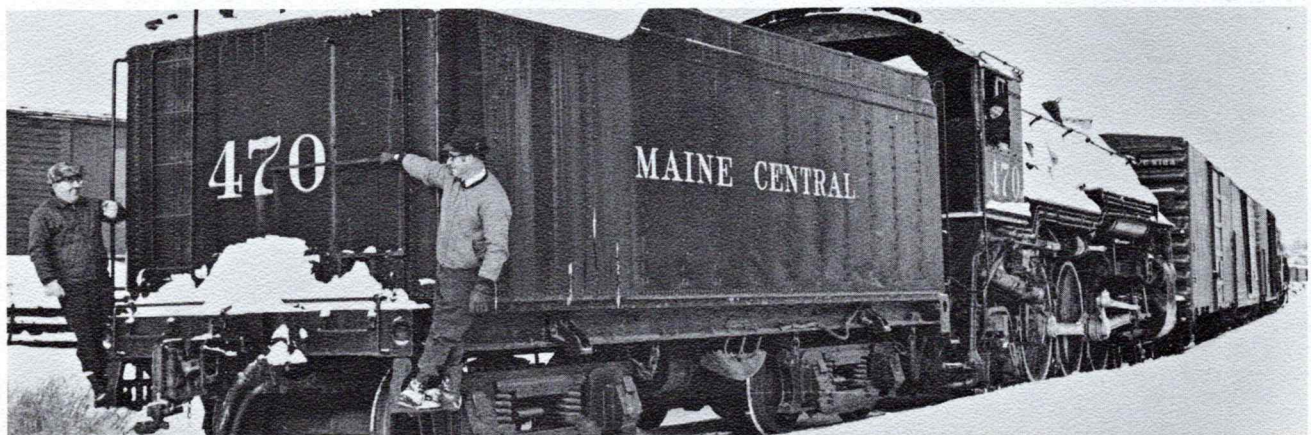
*We gathered here one day  
To place a crown upon her head,  
For what she's done for Maine.  
She's done it well.  
Folks from near and far  
Will come and they will say,  
"There's the Queen of Steam  
Of many yesterdays."*

*Now she's resting by the depot,  
Heading toward the morning sun  
To reminisce her past  
Of all the things she's done.  
She'd like to thank the people  
Who put her there to rest.  
For many good years  
FOUR SEVENTY was the best.*

*And if there's a Heaven  
Where old Steamers go,  
I'm sure there'll be a high place  
For the FOUR SEVEN OH.*



Maine Central President E. Spencer Miller addresses the audience at the "470" dedication ceremony on August 14, 1971.



Moving the "470" to its present location in December, 1970. Maine Central's Joe Vigue, left, and Arthur Genest, right, ride the tender while John Gannett, "470" club member, rides the locomotive.

# clearing the air

A breath of fresh air is no longer to be taken for granted.

The facts of modern life have given birth to a valid concern; about air pollution, water pollution, pollution of the landscape, and perhaps on a wider scale — about the wasteful use of resources, including land.

There are some fanatics on this subject, people who apparently believe that a conspiracy exists to poison the world for profit. They suggest that we do away with everything modern; ban the internal combustion engine, break up the highways, tear down the cities, factories, and power plants, and return to a pastoral existence.

A more thoughtful approach, one which is widely taken, is to seek ways in which America can continue to provide the most in goods and services with the least damage to the natural environment.

Freight transportation must be a consideration in any discussion of this subject. The idea is to get the most for the least pollution. America's need for freight transportation will grow dramatically in years to come. Comparing the two forms of transportation that carry the biggest share of this load, in terms of intercity freight, the scorecard reads: Railroads, 41% of the ton miles, Trucks, 21%.

The diesel engines of both give off about the same amount of air polluting emissions on a per-horsepower basis. Railroad locomotives have about 10 times the horsepower of a truck. A locomotive need only be pulling five piggyback flatcars, with two trailers on each, to make pollution even out mathematically. It is obvious that a locomotive can pull a lot more than five flatcars, due to greater horsepower efficiency.



*A steam locomotive in the winter is a photographer's delight but recent concern for the environment focuses attention on the great amount of emissions produced by a steam engine when compared to a modern diesel electric locomotive. Above is westbound freight WR-4 at Gardiner, Maine.*



A steel wheel on a steel rail offers much less resistance than a rubber tire on an asphalt highway. Not surprising, therefore, are the results of a recent study which indicated that, in 1970 railroad emissions amounted to about 1.03 grams per ton mile as compared with about 3.76 grams per ton mile — or nearly four times as much — from trucks.

There is a second factor to consider in addition to air pollution. Railroads can move more — people or freight — with less right-of-way than is needed for automobiles, trucks, and buses. Just consider the difference in land use between a 100-car piggyback train and the equivalent load carried by 200 trucks fighting for highway space. Considering the big new freight cars, the gap may widen to 500 trucks matching what is loaded into 100 box cars.

The present mixture of trucks, buses, and passenger cars al-

ready fills many highways to near capacity. In contrast, on a national basis, railroads could triple their capacity without increasing significantly their land use.

Another area of consideration is fuel consumption. The amount of fuel available is great, but not unlimited. It shouldn't be surprising that railroads move twice the ton miles of freight that trucks move, while using only half as much fuel.

All this does not justify a conclusion that all freight should move by rail. On the contrary, a balanced transportation system recognizes the particular role each mode must play in getting the total transportation job done.

Within the railroad industry itself, the conversion from steam power to diesel electric power significantly reduced air pollution in an evolution that began about 25 years ago. Experts es-

timate that if steam were to return and replace all diesel locomotives and still carry the same amount of freight, there would be a significant increase in almost every form of air pollution.

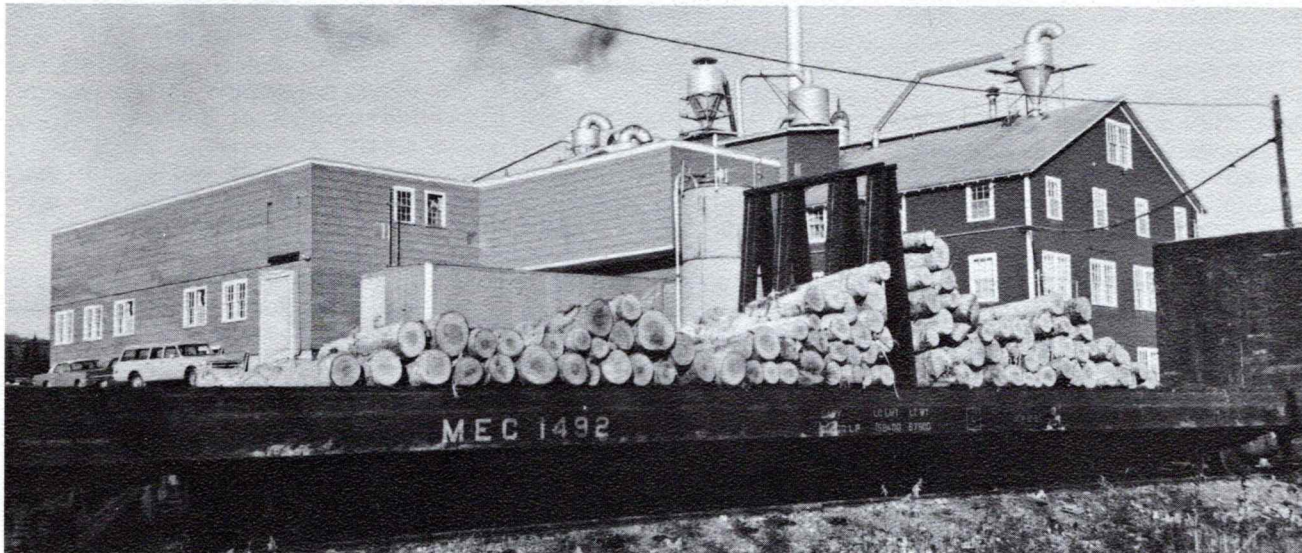
For example, there would be fifty times as much SO<sub>2</sub> emission, and this alone would raise the total sulfur dioxide content of the air 50%. Secondly, steam locomotives would emit 250 times as much CO as diesels and would double the carbon monoxide content of the air. Thirdly, steam power would emit 10,000 times as much particulate matter and would raise the total particulate matter content of the air by 20%.

The diesel locomotive today is not a serious air polluter, but ways will be found to reduce emissions still further. Railroads have a head start on the rest of the transportation field — they plan to remain ahead of the competition.



*Three-locomotive Maine Central Railroad freight B-11 at Yarmouth, hauling raw materials and products with maximum efficiency and minimum pollution. Photo by Herman Shaner.*

# toothpicks and bobsleds



*Two different manufacturing technologies are housed in the E. Wilton plant at Forster Mfg. Co. — wood and plastic. It is not uncommon to see a car of styrene on the siding one day and a carload of white birch being unloaded the next.*

Start with a toothpick in 1887. Develop it to four plants scattered throughout Maine employing about 1,000 people. Produce nearly 50 products of woodenware and plasticware. Distribute to a world-wide market. Now that's Yankee ingenuity and a success story to boot.

Many companies make clothespins. A clothespin is a clothespin. Not really . . . not according to Forster Manufacturing Company. This is what their advertising says, "All Forster wood spring clothespins are now being manufactured with notches on the ends to give the user a firmer grip on the clothespin." Granted, it's a little thing, but multiply this kind of thinking hundreds of times and you describe a successful operation. It means not only responding to consumer demands, but also anticipating what the public will buy even before they imagine it could exist.

But it all began with a toothpick. Following the Civil War, Charles Forster, an exporter's agent, was in South America where he met native boys selling whittled slivers of wood for use

in removing particles of food from between their teeth. Impressed with the beauty of the native's teeth, he purchased some of these "toothpicks" and sent them to his wife in the States.

Mrs. Forster made them available to her guests, where they met with immediate acceptance. When Forster returned to the States, he brought with him a quantity of picks and an idea. The idea was the birth of Forster Manufacturing Company.

Forster settled down to designing a machine which would make toothpicks on an economical basis. He then set up a small plant in Oxford County and began to produce and publicize his product. Forster was an imaginative publicity man from the beginning.

His earliest stunt was to hire a personable, well-dressed young man to dine at fashionable Boston eating establishments. After his meal, the young man would ask the waiter for a toothpick. Most waiters had never heard of such a thing. By the time a few restaurant managers heard loud

complaints that any eating place worth patronizing should have a supply available for its customers and that Charles Forster was making toothpicks up in Maine, the orders started coming in.

In 1887, Forster Mfg. Co. got its start when Forster purchased the starch factory on Valley Brook in Strong. By 1897, the demand for products far exceeded the production capabilities of such a little plant, so the company purchased the J. W. Potter Mill, which had been manufacturing excelsior, croquet sets, and clothespins, on the site of the present Forster plant in Strong. Forster was growing steadily.

1936 saw the beginning of a new era under the leadership of T. R. Hodgkins, the Company's President. New methods and markets enabled the industry to expand. After directing its production to military channels during World War II, it purchased plants in Phillips and North Anson and in 1947, a new plant was leased in South Portland.

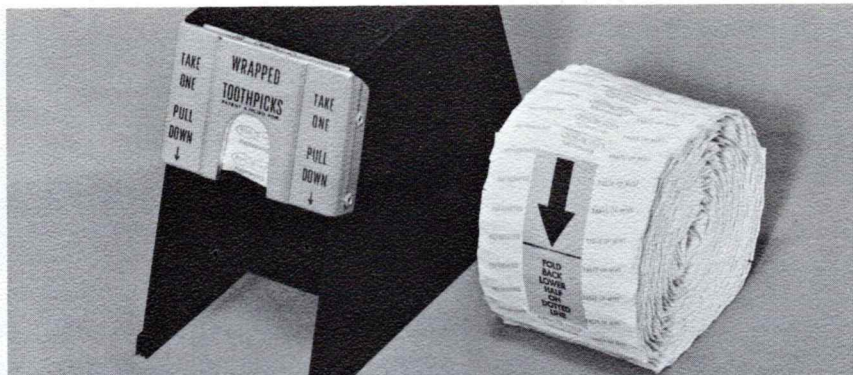
Two major disasters in Forster's history would have spelled

death of a lesser company. In October of 1947, the plant at North Anson burned to the ground. Hardly were the ashes cool when, on December 4, 1947, a wood dust explosion rocked Strong. Five hours later, Forster's million dollar plant was glowing embers and wisps of smoke.

With the resolution and stamina of the New England Yankee, it was agreed that it would be "business as usual." A plant was purchased at Mattawamkeag to manufacture clothespins, skewers, and applicators, and another new plant at East Wilton joined the Forster family to make ice cream spoons and sticks, cocktail forks, and mustard paddles.

Today the company's main office and largest plant is in Wilton with facilities in Mattawamkeag, Stratton, and Strong to complete the operation. In addition, Forster owns the Knowlton & McLeary Company, a 100-year old printing company in Farmington.

A sample of Forster products is an indication of the company's response to consumer demands. The list, mostly woodenware, includes: toothpicks, clothespins,



*Forster toothpicks and automatic toothpick dispenser.*

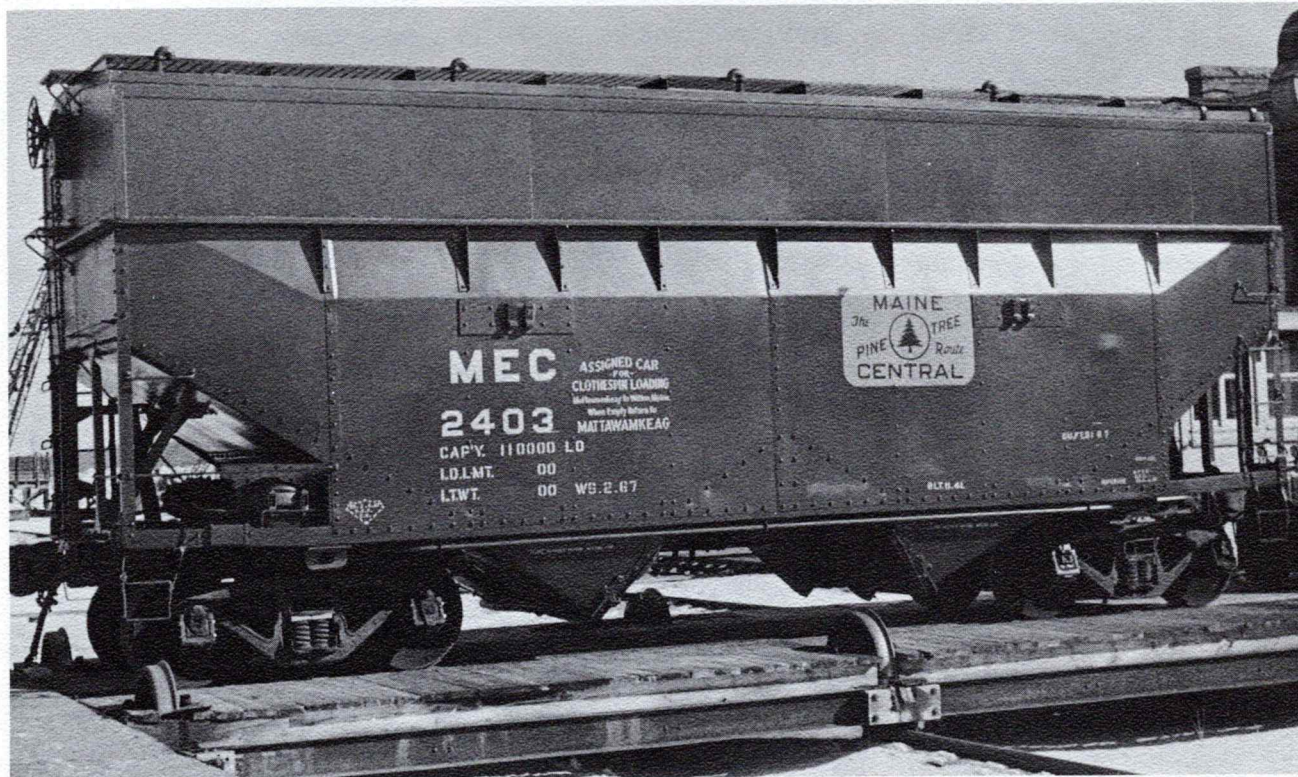
picnic paks, coffee stirrers, steak markers, ice tongs, plastic spoons and forks, ice cream sticks, tongue depressors, croquet sets, baseball bats, toboggans, golf tees, furniture legs, yo-yo's, play blocks, rolling pins, spools, hardwood dowels and many more. Manufacture is by machinery designed and engineered by Forster's own people who have developed many exclusive methods and products.

Forster Mfg. distributes in 50 states and all over the world through military distribution systems. Civilian export includes Canada, Puerto Rico, Bermuda, Dominican Republic, Greece, Guatemala, Jamaica, Nether-

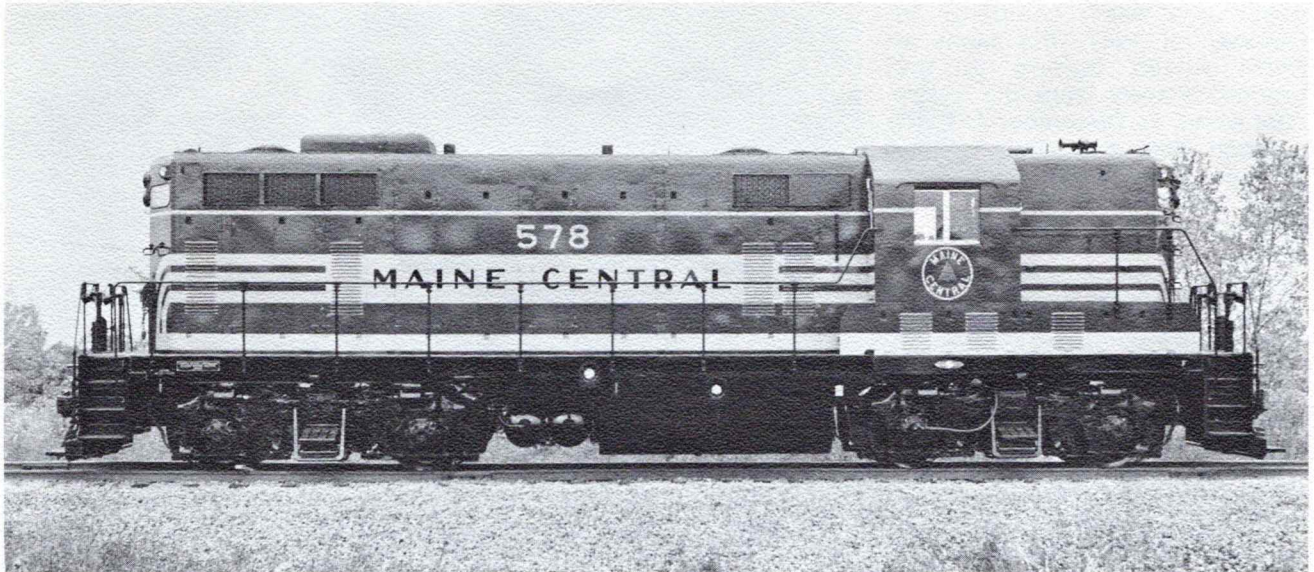
lands Antilles, Panama, Surinam, Venezuela, the Bahamas, Honduras, and Martinique.

Forster baseball bats went all the way into the finals of the Little League World Series at Williamsport, Pa., last season. Bats were provided to the four teams in the Maine finals and Augusta East carried them all the way through Maine and New England play-offs right to the final bracket of the World Series.

Maybe making toothpicks doesn't sound very impressive, but a close look at present day Forster Mfg. Co. revises a famous quotation to read, "Make a better toothpick and the world will beat a path to your door."



*A Maine Central clothespin car, modified from a cross hopper car in the Waterville Shops. The fleet of cars is used in the transportation of clothespin woods between the Mattawamkeag and Wilton plants of Forster Mfg. Co.*



*GP-7 1500-H.P. road switcher No. 578 as it looked from the time of its purchase in 1952 until August 1971 when it was extensively damaged in a collision in Brewer.*

# million mile facelift

Some ardent railroad observers are at a loss to explain the bright, new Maine Central GP-38 locomotive No. 578. The problem is that all of the road's GP-38's are in the number series 251 to 263. The answer is simple. It isn't a GP-38; it's a 1500-horsepower GP-7 that just looks like a GP-38.

Here's the story behind the confusion. On August 9, 1971, Maine Central's locomotive 578 was severely damaged in a collision in Brewer. To that date, it had been operated 1,037,336 miles since it was purchased from the Electromotive Division of General Motors Corporation in 1952 at a cost of \$161,871.

Preliminary estimates of the damage and the age of the locomotive called for consideration of replacement. The estimated delivery price of a new GP-38 2000-H.P. road switcher is \$250,000 and a rebuilt GP-7 type is \$175,000.

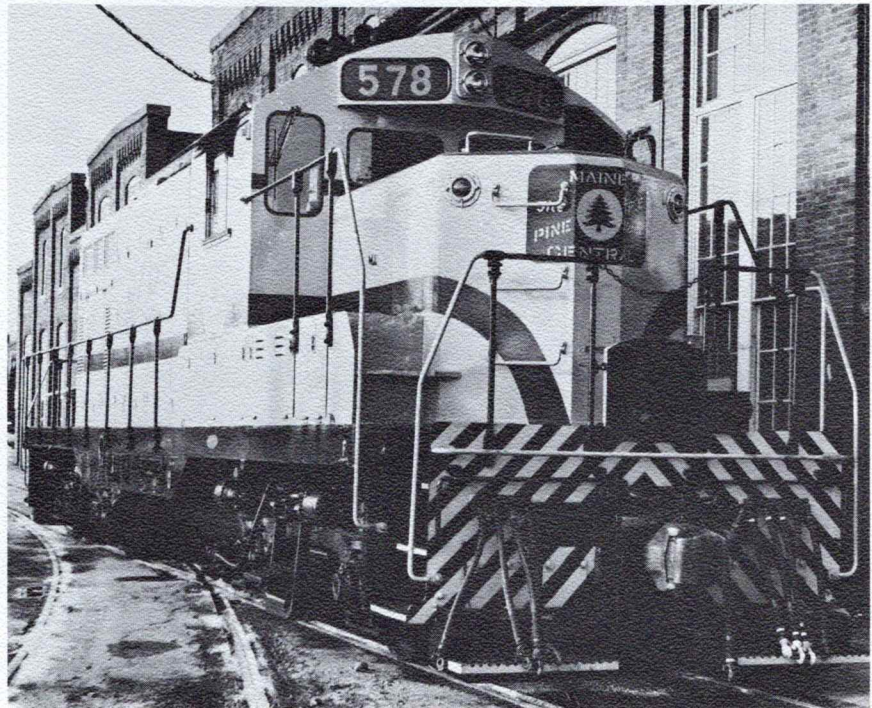
After weighing all factors, the

decision was made to repair the damage in the Waterville Shops. Although the necessary work was extensive and time-consuming, the Shops had both the expertise and the equipment to accomplish the task. The job included replacement and repair of the front end, short hood, cab, and long hood, and required replacing the complicated control, electrical and air brake apparatus.

The reason for the GP-38 ap-

pearance is two-fold. The short hood and cab were replaced with a new unit having the low profile hood, similar to the GP-38 locomotive, providing much better visibility. Secondly, the repaired GP-7 was painted with GP-38 markings and color scheme.

Engine 578 was outshopped on January 19, 1972 with a new appearance and ready for continued dependable use as a road locomotive.



*No. 578 as it looks today. The repaired GP-7 looks like a GP-38 because of the new low profile hood, the markings and the color scheme.*

# The Grapevine

## GENERAL OFFICES

Miss Louise Scannell, who recently retired from Maine Central after 41 years of service, was guest of honor at a buffet supper at the Lafayette Town House given by her former co-workers in the Auditor-Disbursements department. The large guest list included many recent retirees as well as friends and family. Louise was presented with a cash gift in addition to several useful gifts that can be used in the house or on her travels.

Scott Scully, General Attorney, flew to Alta, Utah, in the Wasatch Mountains near Salt Lake City for a week of skiing in mid-March. He has not neglected the Eastern slopes, however, as he can be seen frequently at Sugarloaf and is a director of Sugarloaf Mountain Corporation.

Gordon Williams, Cashier, has enjoyed the late winter snows for snowmobiling on his property in Windham. His daughter, Martha, recently returned home from a lengthy hospitalization for back surgery.

FLASH! Blair Walls, Supervisor-Employee Group Insurance, was elected Selectman for the town of Raymond.

A1C William P. Shea recently returned to Cold Bay, Alaska, after a 30-day leave spent with his wife, Kathy, and year-old daughter, Chrissy. Bill is the son of Jerry Shea, Car Accounting, and Hylda Shea, Car Distributor-Rigby.

Dick Luce, Management Services, was welcomed back after a lengthy hospitalization and convalescence.

We seem to have a run of new cars. Don't know what the significance is — but bright red seems to predominate. That flash of fire engine red is Herbie Higgins, Payroll, in his new MG, followed by Paul Crawford, Personnel Records, in his Dodge Charger of same



*It's a dog's life! Herb Sullivan, Signal Supervisor, Portland Division, certainly enjoys his rabbit hound beagles. At home in the living room as well as on the trail, they have the best of both ways of life.*

hue. John Michaels, Assistant Comptroller-Expenditures, is a little more conservative in his dark red Chevy Impala. Likewise, Tug Wilson, Payroll Bureau, in his blue LTD Ford.

Kay and Dick Greene — he's in Payroll — finally received their wish — snow and lots of it. They have since been touring the countryside in their new Arctic Cat.

After being away from Maine Central for five years, Dana Bean returned in February as a Circuit Designer with the Signal Department. During his four years in the Air Force, he met and married the former Natalie Jo Mays of Canton, Conn. Dana and Natalie live in South Portland and our welcome mat is out to both.

John D. Faibisy, son of Mrs. Marion D. Faibisy, Engineering Department, received his Ph.D. in American History from the University of Massachusetts. His dissertation studied piracy and privateering during the American Revolution. He is presently the Director of Admissions at St. Joseph's College in North Windham.

Gloria McCullough, Mechanical Department, has been very busy these past few months playing the trombone in Don Doane's Orchestra. They've been packing them in at the Bridgeway Restaurant in South Portland every Sunday night where they are broadcast over WCSH radio from 8:30 to 9:30 P.M.

Margaret Foley, formerly Mechanical Department, has been ill for many weeks this past winter and resigned in January. We will miss Margaret and give her best wishes for good health in the future.

George Marcroft, formerly Chief Clerk in the General Superintendent's Office, has retired and he and his wife Fay are spending the winter in Florida. Lucky Folks!

Mollie Fehlau, Labor Relations, with husband Martin and son Ricky drove to New York during the winter's worst snowstorm, a trip normally requiring six hours. They managed to make it in only eleven! Ricky enjoyed the view from the Empire State Building and his ride on the subway.

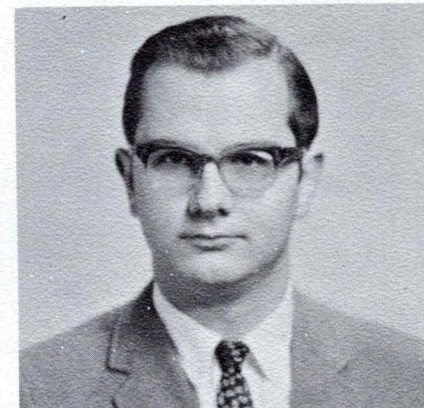
Grace Hogland, Executive Department, and her sister-in-law flew to Denmark and Sweden last October. They stayed with her husband's relatives on the west coast of Sweden. She especially enjoyed the ferry ride from Copenhagen to Sweden, the tour through the brewery (with free samples), and Hamlet's castle. Grace commented that the Swedish passenger trains looked very impressive as they zoomed across the countryside.

## RIGBY YARD

In January, the Portland Lodge of the Brotherhood of Railway, Airlines, and Steamship Clerks, Freight Handlers, Ex-



*Louise Scannell recently retired after 41 years of service and here admires the generous gifts of her friends.*



*A Ph. D. in History has been awarded to John D. Faibisy, son of Marion Faibisy.*

press, and Station Employees held installation of new officers for four-year terms at the Stage Coach Restaurant. Installed as President of Local Lodge #152 was Mrs. John E. LaRose; Vice President, Donald K. Gillies; Secretary-Treasurer, Hylda M. Shea; Chairman of the Board of Trustees, Calvin Caler; and Local Chairman, Paul B. Ward.

William Graham, first trick operator, spent his vacation in Miami and Wisconsin.

Our condolences are sent to Calvin Caler, Crew Dispatcher's Office, whose mother passed away in Falls Church, Virginia.

## RIGBY SHOPS

Bob Casey, ICC Machinist and Spare Foreman, has changed his residence to the town of Buxton. He has a new split level, 3-bedroom home with six acres of land. A nine-hole golf course figures prominently in his future plans for the land.

Foreman "Johnnie" Weeks, Engine House, tells us that his wife has fully



Grace Hogland approaches the summer palace of the Danish kings in Fredericksburg.



Elizabeth Ifill West, daughter of Mr. and Mrs. Jim Ifill, after her marriage to James Emery West.



Cathy Doyle is a pretty new face in Mechanical Department. A 1971 graduate of Deering High School, she comes from a family of three brothers and enjoys sewing and art work.

recovered from a fall sustained a while ago. He also has purchased a new Chevy pickup truck which he is using for commuting purposes as well as for work around his Hereford Cattle ranch in Cumberland.

"Frankie" Garland, Chief Clerk in the General Foreman's Office, is Chairman of the Freeport Republican town committee. At the recent caucus of 107 party members called by Frankie, the slate of candidates was chosen for presentation and voting upon at the town meeting.

Fred J. St. Peter, a retired section foreman, died in a Portland hospital after a brief illness in February. Fred retired in 1962 due to poor health at that time. His son, Roy, is a hostler helper at the Engine House.

Our condolences go to Car Department Foreman, Joe Gillikson. His wife, Ethel, died in February after a long illness. Our sympathies also go to retired Boilermaker Charles Jackson whose sister passed away.

John MacLean, Car Department clerk, and his wife spent a week in Hawaii on their vacation, visiting a niece who lives in the Waikiki Beach area.

Dustin "Dustie" Greenlaw, Sand House operator, has just returned from his annual vacation. He calls this his recuperative period, when he gets into the "Great Outdoors" and enjoys life tramping the trails.

The wedding of Elizabeth Ann Ifill to James Emery West took place in March at the Thornton Heights Methodist Church. Elizabeth, the daughter of Car Department General Foreman "Jim" and Mrs. Ifill, is a mathematics teacher at Winslow High School. Mr. West is employed by the General Electric Company at Bangor.

Ed Montgomery, Third Trick Foreman, Car Department, and Mrs. Montgomery announced the marriage of their daughter Margaret on March 18th to George Ventresca.

Mr. and Mrs. James P. Small, Rigby Electrician, announce the engagement of their daughter, Marcia Ann, to Vinal Pendexter of South Hiram. Marcia is attending Westbrook College and hopes to be an executive assistant. Vinal is employed in the office of W. B. Tripp, Inc. in Cornish. A June wedding is planned. Marcia's brother Phil is a member of the Section Crew at Rigby.

Laurice Varney, outgoing Master, is now serving as Chaplain. ICC Machinist Charlie Sweet is Master and electrician George Lemoine was installed as Marshal.

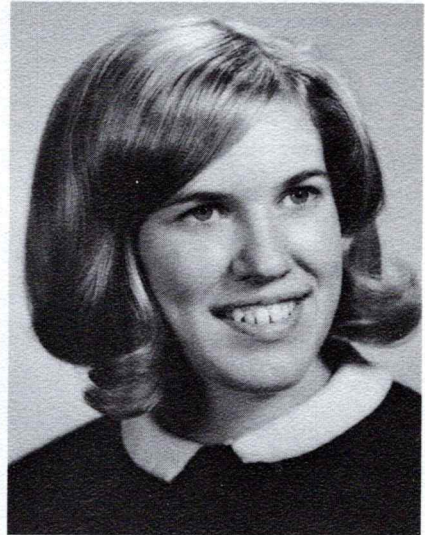
Stanley W. Martin, carman checker, retired recently after 32 years with Maine Central.

Carman checker LeRoy McCommic spent a week in Florida. "Mac" is also sporting a new Ford LTD.

At the beginning of the year, Stores Department laborer Leonard Stevens was promoted to the rank of Captain in the Waterville Fire Department. Leonard took over the position previously held by machinist John Larracey. John recently retired after 31 years with the department.

Sheetmetal worker William E. Brown is flashing a brand new smile. Some of Bill's closest friends say it's had a marked effect on the noise level around the lower end of the Shops.

Retired Steel Room Foreman, Floyd Case and his wife, Nellie, are wintering in Florida. From some of the "picturesque" post cards received, it would appear that "Casey" is enjoying his retirement.



Marcia Small, daughter of Mr. and Mrs. James Small, is engaged to Vinal Pendexter.

## WATERVILLE SHOPS

Retired laborer Archibald Smith has taken over as Assistant Secretary and Treasurer for the Maine Association for Railroad Veterans from electrician Ken Reed. "Archie" will be covering the Waterville area. His address is 19 Bunker Avenue, Fairfield, Maine 04937.

Machinist Don Rines and members of his family took a week's vacation in Paris, France, in mid-March. Several sources have indicated the trip was taken under the "Marshall Plan."

Edgar "Eddie" Johnston, retired General Car Foreman and Wreckmaster, died in early March at Waterville. He retired in 1958 after 40 years of service with the railroad.

The Shops are well represented among the officers of Waterville Lodge #33, A. F. & A. M. Machinist welder,

## WATERVILLE STATION

We extend our sympathy to the family of Romeo Beaulieu, former Track Foreman, who passed away in February. Romeo retired in July 1971 after 43 years of service.

Raymond Coulombre, Supervisor-Work Equipment, A. D. Tillson, and Les Anderson were in Columbia, S. C., for one week attending school sponsored by Tamper, Inc. They learned maintenance and trouble-shooting techniques for the two new electromechanical tampers operating out of Waterville.

Dick Fecteau, Engineering Department, and his wife took their granddaughter Susan with them on a vacation to Florida. One of Susan's favorite stops was Disney World in Orlando.

Roland Cook, Brakeman, and wife Beverly, Car Clerk-Stenographer, with



Mr. and Mrs. William E. Brown at their 25th anniversary celebration.

son Ricky travelled to San Juan, Puerto Rico, for a ten-day vacation. They took an ocean cruise with neighbors and square dancing friends. The warm water and 84° daily temperature were "just heavenly."

We welcome Mrs. Lillian Poulin back to the railroad family once more. Lillian left several years ago to bring up her family, and has now returned to fill in as spare clerk in the Freight Office.

## WATERVILLE YARD

During their vacations this year, Don Bartlett, Brakeman, and Lucien LeFebvre, Brakeman, donned their carpenter clothing to do repair work around the house.

There's a new game at the John Gray, Special Engineer, home. Johnny owns a year-old St. Bernard pup named "Duke." Anyway, he's a great lover of ice cream. So unless there's some in the refrigerator to give him, when you talk about ice cream, you had better spell it.

Lloyd "Mr. Haney" Powers, Brakeman, took a trip to Florida to visit orange groves and stopped by West Virginia to visit his parents and friends. He did bring back some samples.



Cynthia Sylvain has joined Maine Central forces this year as a spare clerk in the Waterville Freight Office.

Bob McPherson was also in Florida, but his taste was a little different. His stop was at the Daytona Races with his wife. Bob said he enjoyed the display of different automotive equipment at the races — very appealing and most impressive. Incidentally, Bob bought himself a camper for the trip — and a second honeymoon, no less!

Our sympathy goes to the families of Alex Nicholson, Conductor, and John McLeod, Conductor, who passed away this last month.

The green chair on the third track is now occupied by Romeo Roy, and O. J. "Butch" Bouchard has taken the relief position.

Our "bush pilot" Ken Ireland, Engineer, has bid off SW #4 so he'll have daylight flying. Don't let him kid you fellows — he's still taking lessons from Harold Stinson.

Things are bad all over. "Donat" Lucien LeFebvre is quite disturbed about the unemployment situation. He said he saw two nuns standing in line at the unemployment office recently.

Sheetmetal worker William Brown and his Mrs. recently celebrated their 25th wedding anniversary. Mr. and Mrs. Gerald Dessent, their son-in-law and daughter, had an open house of friends and relatives to honor the couple.



By Jerry Shea

The E. Spencer Miller Annual Bowling Tournament was held at Waterville on April 8 at the Metro Alleys. The results and pictures of the winning team will be in the next issue.

In the Couples Bowling League of Portland Terminal and Maine Central General Offices, three couples have won berths in the final roll-off, with the last quarter's winners not decided at press time. Abby and Charlie Clark beat out Karen and Ken Austin to win the first quarter. Gigi and Everett Spires took the second quarter with Tressa and Fred Bither coming in a close second. Helen and Bill Brownell won the third quarter by a half point over Wanda and Mike Pellerin. This fun group's banquet and prize award night was held at the Ralph Caldwell American Legion Post on April 1.

Bob Woodill, Al Ferguson, Dana Bragdon, and Ralph Coffin, Team 6, won the first half of the Men's Bowling League. They bowled Team 3 winners of the second half, Ralph Foster, Dave Merrill, Bill Kopacz, and Ernie Clark, in late March. The first place trophy went to Team 3. The 48-man league held their banquet on April 3 at the "Higbee" at Higgins Beach, Scarborough.

Everyone now seems to be putting their bowling balls and shoes away for another year and at the same time cleaning up their golf clubs and shoes. The Men's Golf League will start at Willowdale Golf Club on May 3. Gary Bondeson and Gene Guilmette, this year's committee chairmen, do not ex-

pect to have any openings for new members as they feel all of last year's duffers will be signing up this year. Get in touch with Gary or Gene, however, if you want to sign up for a sub on a first-come, first-served basis.

The Bangor & Aroostook Railroad Golf Tournament will be held at the Bangor Municipal Golf Course on Saturday, June 3. All interested in playing at Bangor should get in touch with one of the tourney chairmen: Bill Alexander, BAR; Howie Cousins, BAR; Larry Severance, MEC; or Jerry Shea, MEC.

Another date to mark on your calendar is September 9 when the Annual Maine Central Railroad Tournament will be held again at the Fairlawn Country Club, East Poland, Maine.



The Railroad Veterans meeting of February 27th was cancelled due to one of our ferocious winter storms. The next meeting was held March 26th at the regular meeting place: Howard Johnson's, Thornton Heights, South Portland. All veterans are invited to come to these meetings, held the fourth Sunday of every month.

We heard recently from Elmer Higgins, Colonel, USA Ret., a friend and classmate of Jim Wiggins at the University of Maine, who reminisced about his early experiences on the Maine Central as a spare telegrapher at various stations over the system. Since then he has worked at Westinghouse and the Army Signal Corps while also getting a M.A. in Personnel Administration. He now has plans to either get a Ph.D. or write a book about his experience, or maybe both!

## OBITUARY

Our sympathies are extended to the family of James W. Breen, Vanceboro General Agent, who died in February after 26 years of railroad service. He came to Maine Central in 1946 as a police patrolman and was promoted to Superintendent of Police in 1949. He was appointed to the position of General Agent in 1969.

## CORRECT ADDRESS?

If a Maine Central or Portland Terminal Company employee does not receive his copy of the "Messenger" it is most likely due to outdated information in our payroll files. We have no way of knowing when you move if you don't tell us. Many copies of the last "Messenger" were returned by the Post Office as "Moved, Not Forwardable." Any employee who did not receive this issue should fill out a new Federal Income Tax Withholding Form, AD-320, and send it to the Auditor-Disbursements, Portland, and his address will be updated in the records.

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

Public Relations Department  
Maine Central Railroad Co.  
222 St. John Street  
Portland, Maine 04102  
Address Corrections Requested



## LET'S "TOOL UP" FOR SAFETY

- USE THE RIGHT TOOL FOR THE JOB.
- KEEP A FIRM GRIP.
- MAKE SURE WRENCHES ARE SECURELY APPLIED.
- AVOID SUDDEN JERKS AND STAND IN A BALANCED POSITION.



SAFETY SECTION • ASSOCIATION OF AMERICAN RAILROADS

### HAND TOOLS

As anyone knows who has hit his thumb with a hammer, hand tools can hurt. Although hand tools may not look dangerous — they are. In using them, you are usually applying substantial force. If the tool slips or is used improperly, you may severely hurt yourself.

The assumption that everyone knows how to use the more common wrenches and hand tools is not borne out by accident records. One out of sixteen disabling work injuries is caused by accidents with hand tools.

To avoid injury when using hand tools, make it a habit to follow the safety precautions given in this month's safety poster.

Safety and  
Fire Prevention Bureau