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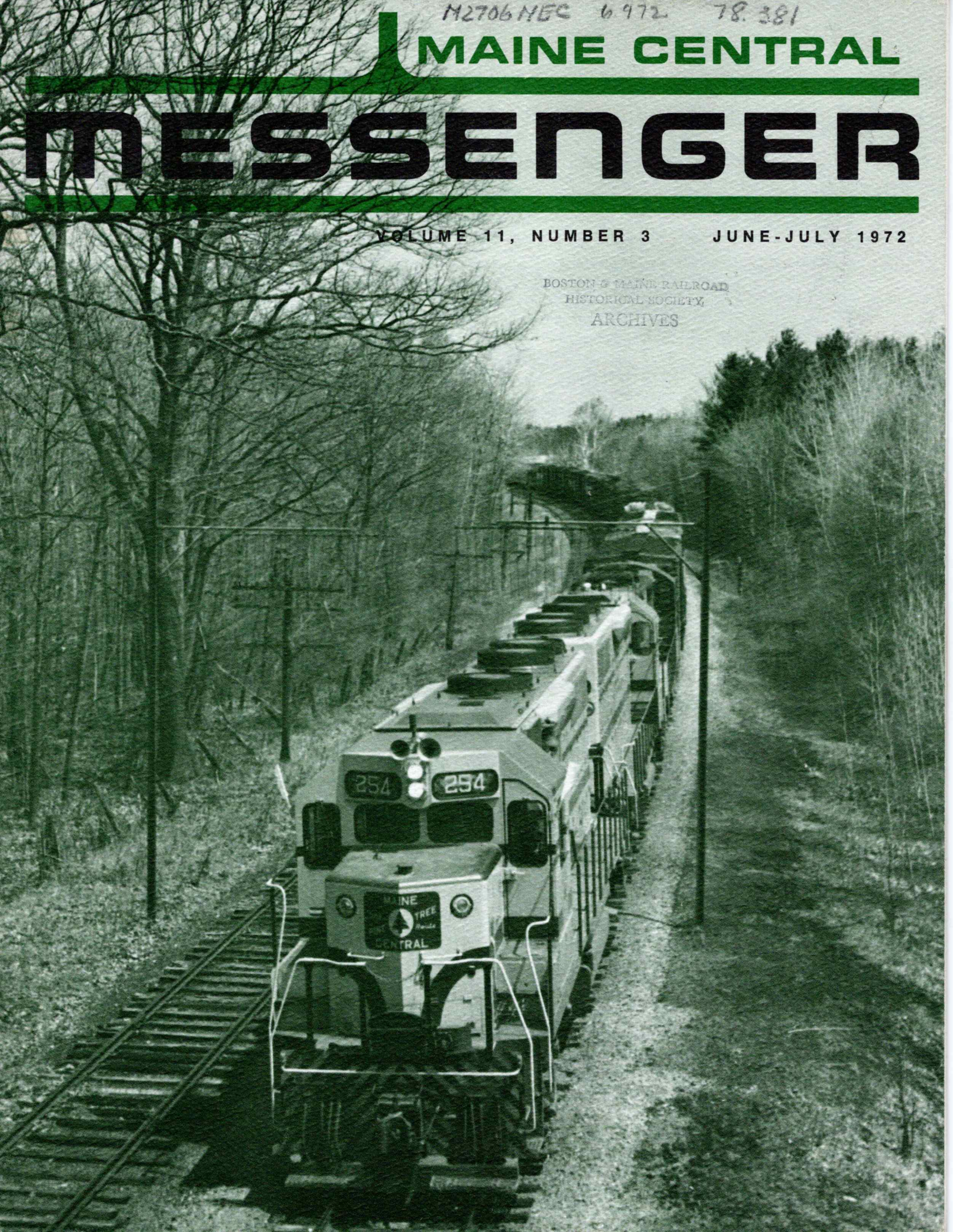
MAINE CENTRAL

# MESSENGER

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From the desk of . . .

E. SPENCER MILLER



## THE AMERICAN RAILROAD CORPORATION

In the April - May "Messenger" our editorial was entitled, "Whose Responsibility?" and dealt with the decaying railroad situation, the causes therefor, and past and present responsibility.

He who sits in the seat of the critical deserves to be censured unless he advances a constructive remedy. Past mistakes which have brought about the near catastrophe in this country are water over the dam and the hands of the clock are not going to be turned back. Recovery cannot be obtained through institution of the conditions of 1910, but only through an entirely new departure. The most obvious one, namely nationalization, is not the best. Its fatal drawbacks are emphasized in another article in this magazine. There is another course which will save and improve the railroad industry, produce economy and efficiency for patrons, render better and more stable working conditions for railroad men and wom-

en and create a profitable and powerful corporate unit in the free enterprise system attractive for capital investment on several different levels.

The concept to which reference is made is consolidation of all American railroad properties into a new corporation similar to American Telephone and Telegraph Company. It will then be desirable for this company to organize a number of operating subsidiaries, each of which will be responsible for railroad service in a particular geographical area. As we shall see, such a concept should have great appeal for investors, railroad owners, and most of all for railway labor. The chief objection will probably come from managers like myself who will be eliminated or greatly reduced in overall number. However, attrition in this area is of minor social importance compared with the goals which the plan promises.

First, let us consider dispassionately the present railroad labor scene. Without assessing any blame, it is just plain factual that railway labor relations have been in a state of turmoil since World War II, and have declined into chaos recently with no present indication of improvement. At the risk of being considered pro-labor, I believe that some of the allegations of railway labor leaders are correct. There has not been the ability on the part of industry to engage in strong, practical, collective bargaining. The poverty of many carriers is a cause, and the bankruptcy of others assures increasing difficulties. Recent mergers without regard to an overall national pattern have weakened the system and aggravated its illness. One national railroad corporation would have on its side the muscle to bargain forcefully and fearlessly and

would have the responsibility to meet those demands of labor which are justified and which would bring about treatment for railroad employees equal to that accorded to the employees of the nation's more prosperous industries. Under such circumstances and in view of recent statements by AFL-CIO President George Meany, and others, there is little likelihood that any work stoppage of the nation's railroads would ever occur. The Railway Labor Act could be repealed and labor and management could bargain under the National Labor Relations Act applicable to industry generally. Uniform wages and working rules would be effected nationwide. The possibility of whipsawing by striking weak carriers would be eliminated and labor would have every advantage which could come from nationalization of the carriers plus a far better bargaining position than employees of the United States would enjoy.

Secondly, the great majority of Americans believe in a free enterprise, capitalistic system. Organized labor is a particularly staunch supporter of, and huge investor in, such and is naturally opposed to national socialism as practiced in communistic states. The proposal for one railroad corporation would add great strength to the American free enterprise system. There would be a new and responsible corporation employing 544,000 men and women; providing a payroll of \$5.9 billion annually; representing an investment of \$28 billion; paying taxes to all levels of government of over \$1 billion annually; and producing yearly revenues of \$12.7 billion and net ordinary income of \$355 million. This American Railroad Corporation would become a growth industry instead of a fading one.

Thirdly, the savings and efficiencies inherent in this concept linked with better service to shippers and to the public, are almost impossible to over-emphasize. Duplicate facilities would be eliminated just as in the case of nationalization. Wasteful competition among rail carriers would end. Improvident rate give-away programs through the whipsawing of one carrier against another by hard-trading

traffic managers would no longer be possible. Branch lines sought to be abandoned would be preserved, as would be the jobs of those operating them, because in most cases a line which can be shown to be unprofitable to the owning carrier could not be proven unprofitable to a national railroad system. Over 100 corporate organizations would be eliminated. The Association of American Railroads and dozens of national railroad associations costing millions of dollars annually could fold their tents. Railroad labor organizations and personnel representing both carriers and employees would be drastically reduced as would the cost to workers and owners. Competition between railroads in settlement of loss and damage claims would be completely eliminated resulting in uniform settlement according to law and regulations, resulting in savings to the industry of millions of dollars annually. Rates unfavorable to shippers in one territory and favorable to competitors in another would be equalized.

Fourth, with the elimination of competing railroads, LCL freight traffic should return to the carriers with free pick-up and delivery economically feasible. And for the future, a real development of intermodal transportation dictated by economics would be possible without the inhibiting factor of invasion by one railroad of another's territory.

Fifth, we would look toward preservation of the Interstate Commerce Commission which is now in jeopardy. It should be retained to regulate a rail monopoly in fact and to impose on the carrier a system of rates which would be neither unreasonable nor prejudicial. However, many sections of the Interstate Commerce Act, such as those having to do with mergers and competing carriers, could be eliminated or simplified. The Commission along with its responsibility for regulation should be enjoined with the duty of seeing to it that the American Railroad Corporation earns a fair return on its property. This would in turn assure investment capital which has ceased to flow to our industry. Our national corporation would indeed be a railroad

monopoly, duly-regulated. It would not be an objectionable transportation monopoly. A T & T, for instance, has only Western Union and the U. S. Post Office for competition. Our American Railroad Corporation would compete vigorously with carriers by highway, water, and air.

Sixth, vast economies would come in the field of railroad operations from the elimination of dozens of junctions and terminals, car inspection, and car accounting at each, movement of through trains and power over longer distances, elimination of per diem accounting and of interline accounting. Everyone knows that railroads operate at very low cost between terminals but the terminal and switching costs kill their inherent efficiency and create unnecessarily high rates for shippers. The chronic problem of adequate car ownership and distribution would be solved automatically. Standardization of power, rolling stock, equipment supplies, track, signals, and engineering would produce enormous economies and better service. Five or six geographical subsidiaries would permit sensitivity to local conditions and better supervision without loss of overall benefits.

Seventh, not the least of the benefits would be an entirely new hope for railroad men and women. Suddenly, they would become employees of a dynamic and expanding industry affording more jobs, better jobs, and higher paid jobs, with railroad employment rising as the curve of the gross national product ascends.

Accomplishment of the foregoing program must come from Congress through compulsory legislation creating a commission with full and final power to find values and terms and as the court of last resort on questions of fact.

Just one word in conclusion with respect to the very material question, "How would Maine Central people come out of such a deal?" We have already painted the rosy picture which railroad employees should readily see. But what about the owner of Maine Central securities? It seems to me that his position would be greatly enhanced as would his investment and pros-

pects for appreciation. In 1971, the railroads of the United States earned a return of 2.49% on their investment. The Eastern carriers as a whole suffered a serious deficit. The Western lines earned a return of 3.92% and the more prosperous Southern lines a return of 4.83%. Our little Maine Central did very well, relatively, earning 4.03% which indicates where it should place in this brave new world of railroading.



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**COVER PHOTO**

Maine Central Train B-12 at Bowdoinham, Maine. Photo by Herman Shaner.



*Downeast story-teller "Mike" Dodge rides on a Maine Central velocipede in Brewer while recalling the old days of railroading in Maine in the public television series "A Downeast Smile-In."*

# downeast humor on a velocipede

Marshall Dodge is best known as the "I" of the "Bert and I" recording team. He worked with the Maine Public Broadcasting Network for a year in 1969 in the production of a series that brought to the video world the gentle humor of downeast Maine. The three half-hour film productions were aired in Maine and then nation-wide on the Public Broadcasting System in the fall of 1970. A portion of one of the programs consisted of downeast railroad stories filmed on the Maine Central Railroad in Brewer. In May and June of this year the series was rebroadcast in Maine.

Prior to becoming Maine Central's director of public relations, and more recently editor of the "Messenger," Brad Peters was a producer for the Maine Public Broadcasting Network and acted in this capacity on the original series, "A Downeast Smile-In: with Marshall Dodge." The film director for the series was Jim Garvin. The railroad stories were filmed by Dodge, Garvin, and Peters in the fall of 1969.

It was a perfect day for filming — clear skies and clean, cool air — when the film crew and Mike Dodge met Dave Eldridge, Maine Central's division engineer in Bangor, and Morris Blanchard, yard foreman, at the Maine Central crossing on Parkway South in Brewer.

Plans had been made to film a five-minute scene relating Camden Pierce's trip to New York City. Camden was one of several fictional downeast characters used in Dodge's stories. It was a story of a trip by rail to the big city. In fact, as Camden said on his return, "There was so much going on at the depot, that I didn't have time to see the village."

The segment originally called for railroad stories told over the video of Dodge pumping a railroad handcar. Upon contacting Maine Central, it was discovered that handcars, at least ones that are operable and in a convenient location, are hard to come by. It was later agreed that a velocipede, available in Bangor, would do the job just as well.

Over \$13,000 worth of film equipment was loaded aboard a

high-rail van known as the "Yellowbird," which was provided by Maine Central. With his cargo of equipment and people in place, Eldridge drove the yellow van a half-mile down the track to get out of the sight and sound of the population.

For the first sequence, Dodge was staged pumping the old velocipede down the tracks. He was to get off, throw a switch, and play the role of a Maine Central train starter for the line from Bucksport to Vanceboro. There was none of the big time movie jargon of "quiet please," "roll 'em," or "it's a take, print it," just a shout a quarter-mile up the track, "Okay, Mike, anytime you're ready," and the scene was filmed.

Well, it wasn't quite that easy. The first time Dodge got the switch padlock unlocked but couldn't get it off. The second time he fumbled a line. For the third run the sound wasn't acceptable. The fourth run was a success.

Lacking an opportunity to view this segment, one might ask, "What is so amusing about station calling?" In urban America, hundreds of miles from Maine, a viewer can't help but smile when he listens to a colorful downeast accent calling stations that include: Bucksport Centah, Brewah Junction, Veezie, Basin Mills, Orono, Ooolamon, Pass-ah-dum-keag, Lincoln Centah, Matt-ah-wam-keag, Wy-to-pit-lock, Eaton, Tomah, Lambeht Lake, and Vanceburah. And to anyone who lived in eastern Maine a few years back, it recalls some very fond memories.

To complete the segment, film director Garvin shot another angle as Dodge locked the switch, got on the velocipede, and pumped off into the distance. But he kept on going and going. The crew chased him down the track in the van and finally caught up. He said he didn't realize the scene was over, never admitting that he just wanted a long ride on a velocipede.

The railroad tales were to be recorded later, to be heard over a video background of Dodge riding a velocipede. On the one hand, there was Camden Pierce's story of one passenger

train that was so fast, "a man leaned out to kiss his wife in Boston and kissed a cow in Kittery instead," and on the other hand, Camden told about a train that was so slow he suggested to the engineer that the cow catcher be "moved to the other end of the train to protect against the cows catching up."

The shooting of Dodge on the velocipede was accomplished through the open back doors of the "Yellowbird." The van travelled slowly and steadily on the tracks as Dodge pumped along behind it, with Garvin filming him "head on." Another angle was made possible by driving the van in reverse down the track with Dodge travelling ahead being filmed from behind. A third angle

was achieved by the "Yellowbird" travelling beside the velocipede making use of double track.

The filming completed and the equipment packed away in the van, Peters volunteered to ride the velocipede back to Parkway South. He vainly tried to keep up with the "Yellowbird" as it disappeared around a curve. As he pumped faster and faster, the velocipede began to sway and before he could slow down, found himself on the ground beside a derailed velocipede. After re-railing the velocipede with much effort, he continued slowly on down the track and in his embarrassed condition he didn't say a word to Dave Eldridge. And he still hasn't to this day.



*Marshall Dodge of "Bert and I" fame throws a Maine Central switch as part of the action in a television film production.*

The following appeared in a feature story in the Wall Street Journal, headlined "Government Chugging Toward Nationalization of America's Railroads":

*The Government is heading reluctantly but perhaps irreversibly toward some sort of takeover of the nation's troubled railroads.*

*Almost everyone cringes at the prospect. Railroaders are generally opposed. The Nixon Administration free-enterprisers resist on both philosophical and practical grounds. "Railroad nationalization is the last thing the Administration wants," Transportation Secretary John Volpe said not long ago. Many in Congress have been equally cool.*

*Nonetheless, both the Administration and Congress are being driven toward this "unthinkable" end by railroads' persistent financial troubles, notably the continuing cash crisis plaguing the Penn Central, the biggest railroad of them all.*

*"It's conceivable that we will propose some kind of nationalization," concedes James M. Beggs, Undersecretary of Transportation. And Capitol Hill planners are already on the move . . .*

*Any takeover of the Penn Central would open the door for takeover of lesser lines in trouble. Four others are undergoing reorganization and rank high among takeover candidates: the Central of New Jersey, Lehigh Valley, Boston & Maine, and the Reading. Railroad experts say just about every railroad in the northeast, including the Erie Lackawanna, Delaware & Hudson, Bangor & Aroostook, and the Maine Central, could eventually join the parade.*

Not since the beginning of World War II has talk of national-

# nationalization: a costly alternative

ization of the nation's railroads been so prevalent. It has been brought on by serious problems facing this industry, problems that are multiplying at a rate that will bring on the total collapse of railroads as private enterprises within a few short years, if the status quo is maintained.

The question is not a matter of the existence of the railroads. They are vital to this country's future and will continue to carry an ever-increasing amount of inter-city freight. The question is: who is going to run the show — railroad men or the Federal Government?

Transportation experts are in general agreement that government takeover of the railroads would not be a solution to their problems, but would only divert the crisis from private enterprise to the taxpayer. Luis Armand of France, perhaps the most noted transportation authority in Europe, has said, "Government takeover is pointless. It solves no problems. It merely transfers the responsibility for them. Europe's experience shows how badly this can work out in all too many cases."

Non-industry sources have placed the cost of nationalization as high as \$60 billion, merely to acquire privately-owned railroad

facilities and equipment. Certainly the government would not be permitted to merely expropriate the railroads without compensating the owners. The bill of acquisition would be paid by the taxpayer. It could cost every man, woman, and child in this country nearly \$300.00 apiece. Another \$36 billion is needed for capital improvements in the next ten years. Taxpayers, too, would pay this bill for a nationalized rail system.

Foreign experience has shown decisively that nationalization is a costly proposition even after the initial cost of acquisition. In virtually every country where the railroads are nationalized, they operate at a deficit. In Western Europe and Japan, governmentally-owned railroads find that, on the average, rail revenues fall 20% short of rail expenses.

A study of nine major rail systems shows that only the privately-owned railroads of the U. S. and Canada showed a net income in 1968. Table I shows the system, net income, the route length, and the income or loss per mile of railroad. Although the latest figures available for all these systems are for 1968, the overall outlook is not changed in 1972.

**TABLE I**

National System	Net Income (\$ Millions)	Route Length (Miles)	Net/Mile
United States (all Class I)	\$ 565*	208,648	\$ 2,720
Canadian Pacific Railway	21*	16,652	1,310
Netherlands Railways	d 41	1,955	d 21,000
Canadian National Railways	d 116*	24,500	d 4,830
British Railways	d 354	12,448	d 26,000
Japanese National Railways	d 376	12,941	d 29,100
Italian State Railways	d 578	10,160	d 57,200
German Federal Railway	d 704	18,630	d 37,800
French National Railway	d 901	23,885	d 37,600

d deficit  
\* Includes net income from non-rail subsidiaries

If the average deficit of railroads in Western Europe and Japan of 20% is translated to the mileage of U. S. Class I railroads, one could predict an annual loss of \$2.5 billion, money that would have to be contributed by the taxpayer. While nationalized railroads pay no taxes, all U. S. Class I railroads paid a tax bill of over \$1 billion in 1971.

Nationalization has implications for both the railroad employee and the shipper. Table II shows the average freight revenue per ton mile, or the shipper's cost. Table III shows the average yearly salary per employee. All figures are as of 1968.

Table II shows dramatically that the cost to ship freight is far greater in those countries of Western Europe and Japan where the railroads are nationalized. In Britain alone, the cost to ship per ton mile is nearly three times the cost for all U. S. railroads.

It is clear from Table III that railroad employees in the U. S. make far more money than those working for nationalized railroads. The myth that nationalization provides job insurance for employees — and guarantees no shrinkage of the railroad plant — must be dispelled. Since nationalization, British Rail has cut its employee ranks by 58% and abandoned 40% of its mileage. It is true that during this same period, employment on U. S. railroads was also in a decline, but the point is that nationalization, in and of itself, will not stabilize railroad jobs.

Government takeover of the nation's railroads could be the beginning of a trend that would eventually engulf all other forms

of transportation. The truckers and water carriers are aware of such a danger and they do not relish it. They realize they have a vital stake in the solvency of the railroad industry. It has been this threat of progressive nationalization of the surface carriers that brought these modes of surface transportation together to support solutions to common problems. Their mutual support of the Surface Transportation Act of 1971 is considered a big step in the direction of staving off the threat of nationalization.

For long range answers, the railroads look to the ASTRO report, America's Sound Transportation Review Organization, a study of the nation's transportation problems which was published in 1970. ASTRO concluded that government policies

were at least partially to blame for the industry's sickness. It proposed corrective action through a limited amount of financial assistance, largely in the form of loans and loan guarantees, and a speed-up of the regulatory processes.

The protection of the world's most efficient freight transportation system as private enterprise holds a top priority for railroad leaders.\* They see nationalization as the least efficient and the most costly solution to the ills that now beset the railroad industry.

\* In his editorial in this issue of the "Messenger," E. Spencer Miller has proposed a solution to the crisis faced by the railroad industry which he feels is a viable alternative to the threat of nationalization. See page 2.

**TABLE II**

	Frts. Rev./ Ton Mile
Canadian Pacific Railway	1.28¢
United States (all Class I)	1.31
Canadian National Railways	1.32
Japanese National Railways	1.66
Netherlands Railways	2.07
Italian State Railways	2.40
French National Railway	2.83
German Federal Railway	2.88
British Railways	3.34

**TABLE III**

	Avg. Salary
United States (all Class I)	\$8,654*
Canadian Pacific Railway	5,749
Canadian National Railways	5,645
Netherlands Railways	3,357
French National Railway	3,271
German Federal Railway	3,216
Italian State Railways	2,989
British Railways	2,554
Japanese National Railways	2,073

\* Average annual earnings are now over \$11,000.

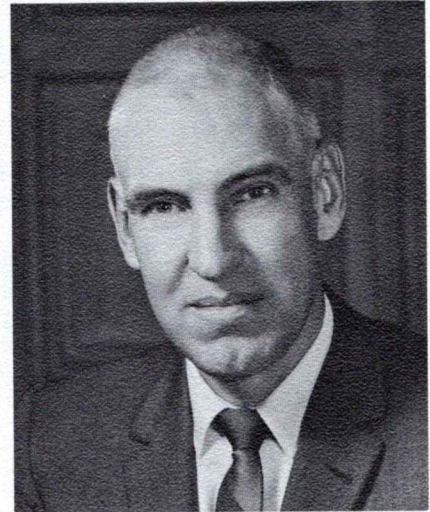
# piggyback: made to order

The first regular customer for Maine Central piggyback service in the late 1950's was the Sheridan Corporation. Sheridan, now located in Benton and South Portland, is the Maine franchised builder for Butler Manufacturing, the oldest manufacturer of steel building systems in the country. Lyle M. Cutchin, President of Sheridan, said recently, "Piggyback is made to order for our kind of operation. Many of the steel buildings we erect are a long way from rail service and piggyback gives us the flexibility we need to transport building components. We can enjoy all the advantages of rail transportation and then hook a tractor to the trailer and drive to the construction site. If we did not have piggyback, it would mean costly and time-consuming loading and unloading."

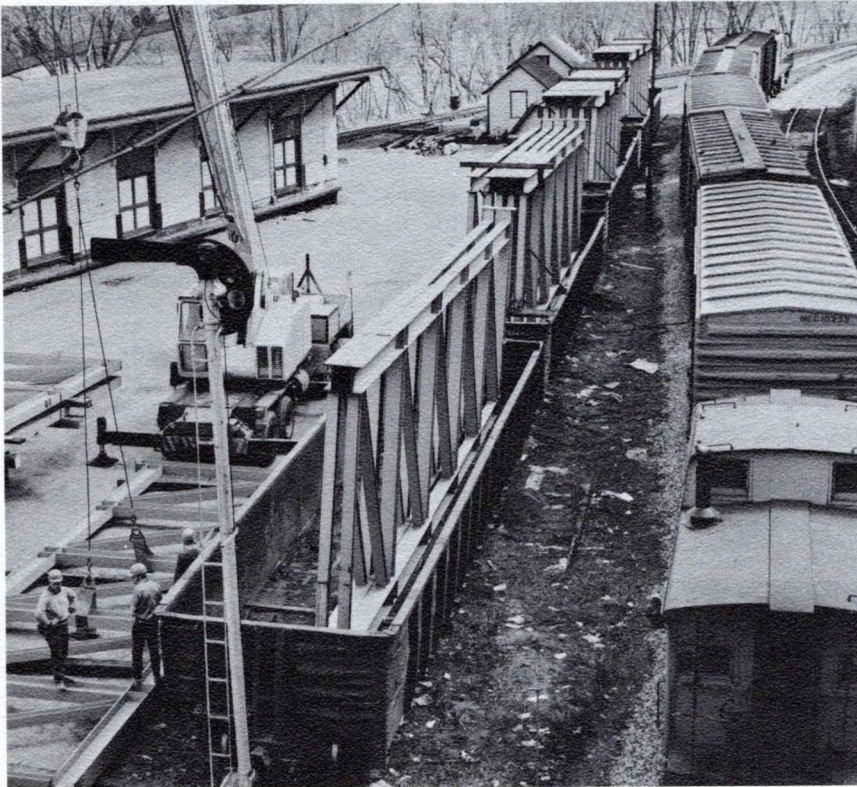
On Saturday, April 15, 1972, four flat cars loaded with steel left Wichita, Kansas, destined for Augusta, Maine, and the Sheridan Corp. A roundabout route was necessary due to the unusual height of the load — 19 feet.

The shipment arrived well ahead of schedule, taking only a week for the long trip across the U. S. and Canada over six railroads.

The four flat cars held 20 steel sections that form the beam trusses for the roof of the new Augusta Civic Center. Each of the five trusses weighs almost 30 tons. The Center is one of the largest clear span buildings east of the Mississippi River, with inside dimensions, between columns, of 204 feet by 210 feet, and 54 feet high to the edge of the eaves.



*Lyle M. Cutchin, Sheridan Corp. President, graduated from Iowa State in 1941 as a chemical engineer. In 1958 he acquired control of the Sheridan Corp. with the Butler franchise for the state of Maine and proceeded to develop the franchise into a \$2 million a year business, erecting steel buildings throughout Maine. Currently, he represents the Butler Builders of the Northeastern United States on the Butler Builders Advisory Council.*



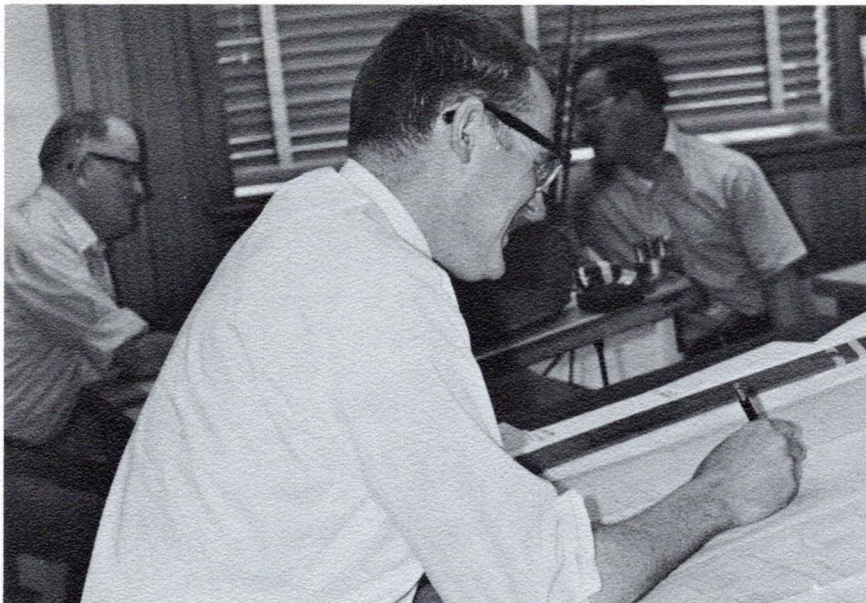
*Four flat cars containing 20 sections of beam trusses for the roof of the Augusta Civic Center are unloaded at the Maine Central freight station in Augusta as a MeC local freight train passes by.*

Sheridan Corp., established in 1948, is the third oldest Butler buildership in the nation. Butler is an international company with franchised builders in all 50 states, Canada, Great Britain, and parts of Europe.

Butler, with headquarters in Kansas City, Mo., designs and supplies all building components for use in heavy industrial, light industrial, commercial, and institutional buildings. The company has manufacturing outlets throughout the U. S. and in Canada, which provide the components for pre-engineered system steel buildings.

Sheridan Corp. provides real estate, engineering, and architectural services, as well as procurement and construction on any project, ranging from the erection of a small steel building to a major industrial complex.





*Preparing plans for future Sheridan projects are, left to right, Willard Brooks, engineer; James Ault, chief engineer; and Andrew Ireland, draftsman.*

In 1955, Lyle Cutchin designed a revolutionary potato starch processing method. Located in St. Agatha, Maine, it was one of the smallest units in the state, but had the largest output. He used a Butler building to house the process. Favorably impressed, he went to work for Sheridan, then located in Auburn, and in 1958, bought the franchise from John Marshall.

In recent years, Sheridan has erected buildings of a wide variety throughout the state including: Maine Sugar Industries in Easton; Deer Isle Granite Corp. in Stonington; Pioneer Plastics Corp. of Auburn; a student union dining hall complex at Thomas College in Waterville; a two-classroom building at Monmouth Academy; several automobile agencies, banks, motels, and animal hospitals; and the new merry-go-round pavilion at Old Orchard Beach. Sheridan has built at least one building in each of seven out of the last eight years for Stinson Canning Co. of Prospect Harbor.

Doing a business of between \$3 and \$3.5 million a year, Sheridan employs over 20 non-construction personnel in addition to nearly 50 year-round workers in the field. As many as seven jobs may be going on simultaneously. There are five fully-staffed, self-contained crews,

each with a heavy construction trailer containing over \$15,000 worth of equipment. The construction payroll runs between \$18,000 and \$20,000 a week.

Sheridan Corp. has been rail-oriented for a number of years, receiving about 200 trailer loads of steel by piggyback each year. But all-rail shipments are not unusual as many loads arrive by gondola and flat car. Sometimes these loads are extra large and call for special treatment such as the steel for the Augusta Civic Center.

Sheridan officials are quick to point out that their continued satisfaction with Maine Central service is a result of concern shown by Maine Central employees for each individual shipment. They point out that "Frank Alger (Maine Central's Manager-Highway Operations) has given us outstanding personalized service on our piggyback shipments."



*The Augusta Civic Center with most of the roof beams in place. The building is one of the largest clear span buildings east of the Mississippi. Sheridan Corp. is a major sub-contractor for the project.*



*Near Unity, the first unit of a B & ML train crosses a secondary road on the way to its Maine Central connection at Burnham Junction.*

## a helluva way to run a railroad

The president and vice president of this railroad don't get paid. The treasurer's salary is the same as it was in 1900 — \$100.00 a year. While almost every eastern railroad is in deep financial trouble, this road made money in 1971, its largest profit on record. While most railroads strive for an operating ratio around 75%, this road is consistently under 60% and hit an all-time low in January 1972 of 37%. The company is also free of funded debt.

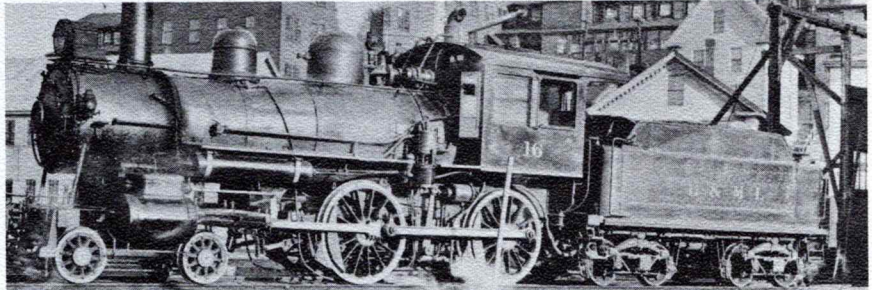
The Belfast & Moosehead Lake Railroad (B & ML) was only an idea in 1853. Community and state leaders envisioned a through rail route from Belfast, Maine, to Quebec City. In 1867, financial realities won out over vision and the directors determined to construct a railroad from Belfast to Burnham Junction. But the original idea remained, and the name continues today as the Belfast & Moosehead Lake Railroad. (It sounds much better than the Belfast & Burnham Junction Railroad.)

But it takes money to build a railroad and it was the city of Belfast that came forward with the cash. On April 6, 1867, Belfast subscribed to 3,604 shares of common stock with the remainder held by the town of Brooks — 200 shares. These two communities still own all the common stock in the road. At present, there are 2,005 shares of preferred stock outstanding with Belfast owning 1,396 shares.

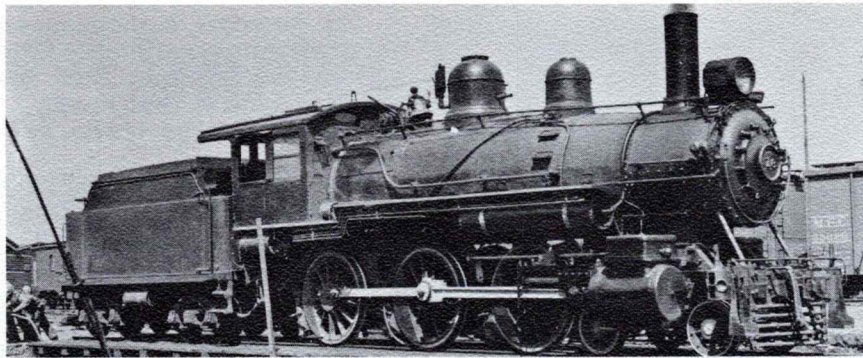
At a cost of \$25,900 per mile, 33 miles of 56-pound rail were

laid by 1870. The road was operated in the beginning under its own name but less than a year later a 50-year lease was negotiated with Maine Central Railroad for \$36,000 per year. After operating the line for 54 years, Maine Central gave up the branch in 1926, leaving Belfast in complete control.

With leased locomotives, a plow, three passenger coaches, and later, three locomotives purchased from the Bangor & Aroostook, the country's only



*The first Belfast & Moosehead Lake locomotive, No. 16, was built by Manchester in 1893 and acquired by the B & ML in December, 1927. It was formerly BAR 211 and was traded back to the Bangor & Aroostook in 1936. Photo by Linwood Moody.*



*Locomotive No. 18 was built by Manchester in 1901 and acquired by the B & ML in 1928. Photo by Linwood Moody.*

city-controlled and independently-operated railroad was in business for itself.

Passenger service was a vital part of early operation of the B & ML. In 1926, 42,721 passengers were carried, contributing 22% of the road's total revenues. As automobiles became popular, patronage of the railroad steadily declined until the beginning of World War II. With the war and gas rationing, passengers started riding trains again. But from the end of the war until the last full year of service, passengers dwindled until in 1959 they provided less

than 0.5% of the total revenues. The Belfast & Moosehead Lake was no exception as people across the country left rail transportation for the convenience of the automobile.

Despite the demise of passenger service there was a lingering memory that prompted the beginning of summer excursions in 1961. Tourists were given rides in open gondola cars on a slow trip through Waldo, Brooks, Knox, Thorndike, Unity, Winnecook, and Burnham Junction. The ride included a stop at Unity Pond for a swim and a chicken barbecue. In recent years, high

insurance rates have made the trip prohibitive.

At peak employment, the railroad currently has over 30 employees, including: a general manager, agents, clerks, section foremen, sectionmen, trainmen, mechanics, and a diesel electrician.

If you are looking for high speed, modern, efficient railroading, this isn't the place to look. Average speed is now about 10 M.P.H. But as Wilfred Hall, general manager, says, "Why bother to hurry? With only one train a day, our customers don't care as long as we get it there before the next morning."

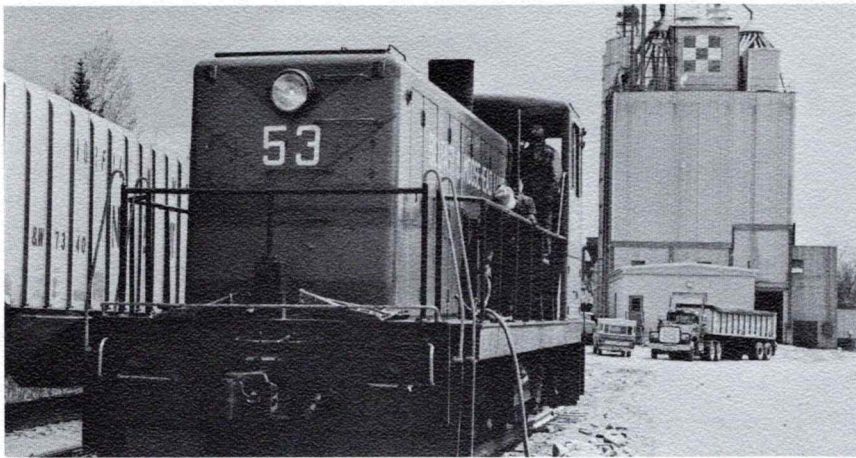
Freight shipments over the years have varied. For many years, pulpwood and lumber provided a large percentage of the freight revenue.

But it has been the growth of the broiler industry in Waldo County that has kept the road alive in recent years as poultry feed has become the road's mainstay. With nearly 90% of its business related to the poultry industry, any shift in this traffic would spell certain death for this 33 miles of railroad.

*Continued on next page*



*Belfast & Moosehead Lake train No. 1 near Thorndike with two lead locomotive units and one helper unit at the rear. The train consists of 20 cars and is headed to its Maine Central connection.*



*Locomotive No. 53 being refueled at the new feed plant in Thorndike. This plant provides feed for chicken farms in central Maine. Nearly 90% of B & ML business is related to the poultry industry.*

The officials of the B & ML have not been ones to allow the railroad to go downhill. Seeing its tonnage drop from a high of 176,000 tons in 1947 to 104,000 tons in 1961 when feed began to be trucked from bulk feed plants off-line, management decided to do something about it. In 1961, when feed company officials expressed interest in a Belfast bulk feed plant, the railroad decided to build the facility with their own funds, at a cost of \$65,000. As a result of this move, rail tonnage jumped from the 104,000 tons of 1961 to 140,337 tons the following year. The structure has provided many times its original cost in rental income alone.

The 12 miles of railroad from Burnham Junction to Thorndike may be the most important to present day B & ML operations. Once a day on weekdays, the train picks up cars of fish meal, middlings, yellow grease, gluten meal, hominy feed, spent mash, soy bean oil meal, and corn from its Maine Central connection. These materials are carried to a \$750,000 feed plant in Thorndike. There the feed is mixed with vitamins, sprayed with fat and prepared for the 190 chicken farms served by this operation. The modern, computer-operated plant is only about a year old.

Since 1926, the road has shown a deficit in 20 out of 46 years, including a red figure in 9 of 11 years from 1960 to 1970. The cumulative net income for this 46-year period through 1971 is about \$150,000. The largest deficit ever recorded was \$41,-814 in 1967.

But it was the railroad's performance in 1971 that raised a few eyebrows. Over the years the road has been financially sound with modest profits and deficits that were never devastating, but 1971 showed the largest profit ever recorded — \$98,582. This was accomplished with record tonnage of 214,214 tons and record revenues of \$429,872, about 30% higher than in 1970.

The Belfast & Moosehead Lake Railroad is dependent upon Maine Central Railroad in a variety of ways. Maine Central is the small road's only connection to the rest of the nation. Most of the traffic is inbound, received from MeC. Maine Central provides engineering expertise as well as assistance when the road has a derailment. On the other side of the coin, Maine Central received a large amount of revenue from inbound freight that terminates on the B & ML. In 1971, this traffic produced revenue of nearly half a million dollars for Maine Central.

Men with years of railroad experience have operated the B & ML. Walter L. Bowen was general manager for 18 years until his retirement in 1964, after 38 years of service on the road. He began his railroad career with the Maine Central in 1915. He was followed as general manager by Wilfred I. Hall, who acted as the railroad's general auditor as well. Hall started at age 16 as a freight clerk in 1929 and has never had another employer.

Linwood W. Moody, the road's retired agent at Brooks has made a name for himself as one

of the foremost authorities on narrow gauge railroads. He worked for railroads from the age of 15. He is best known as the author of "The Maine Two-Footers."

The Belfast & Moosehead Lake Railroad is not a dull railroad. In the spring, especially when beavers dam up the streams, the tracks will flood. In the winter, with huge snow drifts on each side and the track little more than a funnel, a moose will challenge the train, give up, turn, and walk slowly down the track as the train follows. Frost heaves, washouts, equipment problems, etc., have caused train derailments, but they are cleared quickly with Maine Central crews occasionally helping out.

And then there is Matilda. She is a fat and happy black cat who acts as a mascot. But, lest the ICC worry, her food doesn't come from operating revenues. She is supported by donations and profit from the office vending machine.

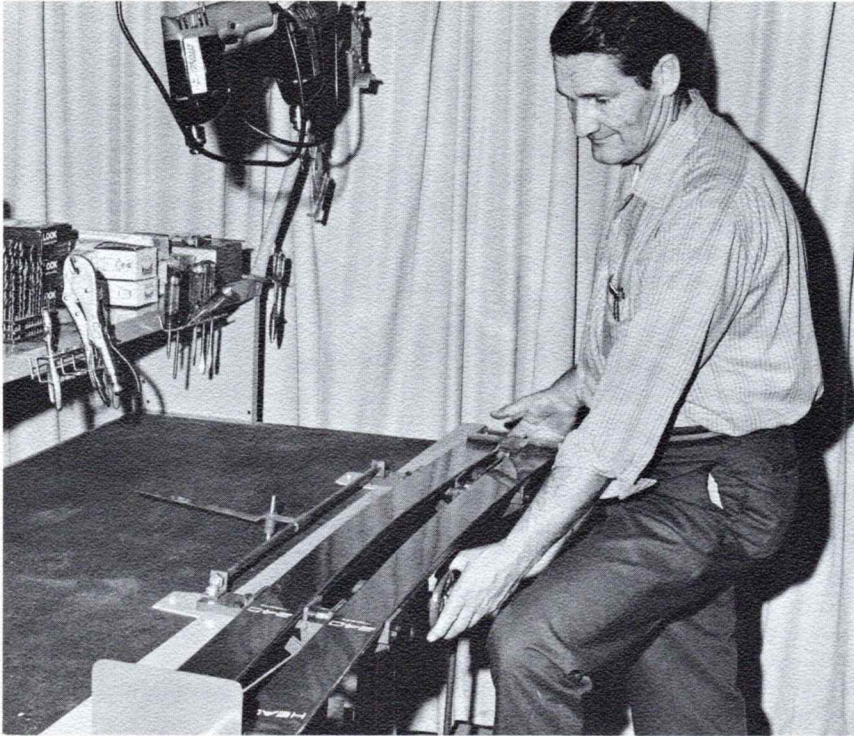
In recent months, the shortline railroad has been faced with the threat of extinction. There has been talk of a feed grain cooperative with storage facilities in Searsport. While others argue the merits of the proposal and the fate of the railroad, the little Belfast & Moosehead Lake Railroad continues to operate successfully and profitably.



*Belfast & Moosehead Lake General Manager Wilfred Hall.*

Maine Central Messenger

# news briefs



*Blaine Ladd demonstrates his invention, as a cable and drum arrangement activates movable end stops to align skis. When the foot pedal is released, two sets of spring loaded jaws clamp the skis into place. A hinged, movable "T" square locates the center line for scribing. This whole operation takes only a few seconds.*

## FOREMAN-INVENTOR

Maybe it was all the snow around here — there must be some way to turn those feet of cold wet stuff to your advantage. At any rate, Blaine K. Ladd has capitalized on Maine's most plentiful winter commodity and invented a new bench-mounted ski vise for binding and repairing. After two years of patient waiting, his hard work and ingenuity have been rewarded with Patent #3,642,269.

Blaine, Air Brake and Wheel Shop foreman at Waterville Shops, has developed a cable and drum arrangement which enables ski repairs and binding work to be done faster and more accurately. The idea is already catching on as several ski shops in Maine and New Hampshire installed Blaine's vises while under Patent Pending. Some of the cus-

tomers come from as far away as West Virginia.

Blaine and his wife, the former Madelyn Brown, live in Oakland. They have two children: Timothy, who is with the U. S. Army in Germany, and Kathleen, who is studying medical technology at the Berkshire Medical Center in Massachusetts.

And while the snow keeps falling, Blaine keeps smiling.

## FLYING BEAUTY

Miss Peggy McAleer, a stewardess for American Airlines, was chosen Miss Stewardess of the World on April 22, in Rio de Janeiro, Brazil. She represented American Airlines in the competition with 57 other stewardesses from airlines all over the world.

Winning beauty pageants is nothing new for Peggy as her former titles include: Miss Broiler Queen, Miss Maine Ski Queen, Miss Maine World, and Miss Maine U.S.A. In the latter pageant, she was one of the national finalists in the Miss U.S.A. competition.

Her parents are Mr. and Mrs. John McAleer of Waterville. Her father is a machinist at Waterville Shops. Peggy has been a stewardess for a year and is stationed in New York City.



*Recently chosen Miss Stewardess of the World, Waterville's Peggy McAleer is shown on the "470", Maine Central's last steam engine. Photo provided by Waterville Area Chamber of Commerce. A Dick Maxwell photo.*

## PROMPT ACTION

On the morning of April 24, 1972, Maine Central Railroad received a phone call from Mr. Allen C. Dumont of South Windham. He informed Maine Central that the railroad bridge at Mallison Road had been struck by a hit and run truck. Investigation revealed that the bridge had been moved and the track misaligned in the accident. At the time of the accident, a special train with a high value shipment was about to depart from Portland. Mr. Dumont's call may have prevented a costly accident.

## OLDEST RETIREE

Abbie B. Ryall died in Orlando, Florida, in March of 1972. At the age of 100, she was the oldest retired Maine Central Railroad employee. Born in Manchester, England, on November 10, 1871, she went to work for Maine Central in 1912, and continued working for the railroad until her retirement in 1940. She was a matron in the Operating Department of the General Office Building in Portland. She received railroad retirement for 32 years, the longest time on Maine Central records.

## CREDIT UNION

During the past year a new Federal law was enacted to cover credit union share insurance known as the National Credit Union Act. This provides insurance protection on members' shares to a maximum of \$20,000, much the same as the F. D. I. C. protects bank savings accounts. Credit unions who wished to obtain this insurance had to meet criteria governing assets, reserves, operation, and protective fire equipment.

The Railroad Workers Credit Union was one of the first state-chartered credit unions to be accepted and now provides this protection to all shareholders. Hugh Flynn

President and General Manager  
Railroad Workers Credit Union

## CARLTON BRIDGE

The Carlton Bridge in Bath is well-known as a highway bridge, but few realize that it is a railroad bridge as well, with tracks directly under the road on the bridge. When it was constructed in 1927, Maine Central Railroad

became obligated to pay for over one-half of the cost of the general structure and all the cost of the track structure and draw mechanism. The railroad is responsible for maintenance on the same basis.

Sixteen operating cables control the draw mechanism which has counter-weights of concrete and steel that almost exactly balance the weight of the draw span. The cables are 1 1/8 inches in diameter with two in each of the four corners of the bridge to raise it and two more to lower it.

In 1962, it was necessary to replace three of the original cables. In 1969, a program to replace all original cables was instituted, with completion scheduled for the summer of this year.

In March, four up-haul cables were installed by Maine Central's Bridge & Building crews. The new 700-lb. cable is swapped with the old one by raising the draw span to its full height, playing the old cable onto the highway deck as the bridge goes up. The cables are exchanged and the procedure is

reversed as the draw is lowered running out the new cable.

There is a great deal of pressure on the crews at this point because the procedure closes the bridge to highway traffic. Carlton Bridge is on U. S. 1, the major North-South coastal artery. The job is always done at low traffic density hours but each minute's delay causes traffic to be backed up further.

The average time to replace a cable in this manner is about 40 minutes, but the last up-haul cable to be installed established a record, with a time of 25 minutes.

Although installation of down-haul cables is not as spectacular, it is harder work as 14 complete turns of the cable (over 200 feet) are passed over the drum, where up-haul cables only require two turns and the draw bridge mechanism does the rest of the work.

Crews involved in this work in recent years include: W. L. Morang, R. R. Grant, and D. A. Pomeroy, under the supervision of J. Emmons Lancaster.



Governor Kenneth M. Curtis signing the Proclamation establishing the week of May 14th as National Transportation Week in Maine. Left to right are: Edward S. Crawford, Chairman, Executive Committee, New England Shippers Advisory Board and Traffic Manager of S. D. Warren Co.; Robert D. Hunter, Division Engineer, Federal Highway Administration; Benjamin B. Braasch, President, Delta Nu Alpha Transportation Fraternity and Assistant to the Auditor of Revenue Claims, Maine Central Railroad; David H. Stevens, Commissioner, Maine Department of Transportation; R. I. Travis, Chairman, National Transportation Week; and Walter J. Graves, President, Maine Traffic Club and Sales Representative for Associated Transport, Inc.

# The Grapevine



*This photo was taken sometime in 1945 when employment at the Rigby Engine House was at its peak due to World War II. Al Wetmore, Sr., believes this record still stands. Does anyone know of one that will beat this? Recognize anyone?*

## GENERAL OFFICES

We know there must be a lot of better cooks in the Portland area this spring. Glenda, wife of Phil Lentz, supt. of signals & communications, held a class in gourmet cooking at the Cape Elizabeth H. S. every Thursday evening for 10 weeks and also appeared on local television.

Evelyn, wife of Reid Potter, engineer of structures, received a B.S. degree in Elementary Education from the University of Maine in June.

Marie, wife of Stan Jordan, asst. engineer of structures, received an M.S. in Education with a major in biology from U. of Maine. She is currently engaged in part-time teaching and officiating at various high school girls' sports events.

Wanda, wife of Mike Pellerin, engineering aide, graduated in June from U. of Vermont with a B.S. in Home Economics.

Charles Jackson, Jr., son of Irene and Charlie Jackson, draftsman, returned from Army active duty, part of which was spent in Viet Nam as a crew chief on a Chinook helicopter.

Mr. and Mrs. Wes Martin, engineer of track, while visiting son Bob and wife Linda and their grandchildren Debbie and Denise in Westport, Md., met a fellow bee-keeper who also was a retired B & O carman. During their visit, the B & O had a derailment and where was Wes? Right at the scene, of course.

Stephen, son of Nathalie and Dick Aylward, chief clerk, engineering, graduated in June from Deering H. S. He was a member of Student Council, elected to the National Honor Society,

a member of the track team and played trombone in the school band and orchestra. Stephen has won a 4-year scholarship from the Army ROTC to use at U. of Maine next fall.

Charlotte Sullivan, wife of Herb Sullivan, signal sup., with her mother Mrs. Robert Lillianthol and sister-in-law Sally Roberts took Air Lingus to Ireland where they toured Dublin for 3 days. They then journeyed to Killarney and saw the Ring of Carey, the Blarney Stone, and Tralee and then to Shannon where they visited Bunratty Castle and Durty Nellie's.

Nancy Butler, is a newcomer in the Disbursements Office. She is a 1964 grad of South Portland H. S. Nancy loves animals and is acquiring quite a menagerie.

Jerry Shea, asst. mgr. car acctg., is feeling real proud. His son and daughter-in-law, Mr. and Mrs. Dennis Shea of Hammond, Ind., presented him with his first grandson on May 1st. Brian Michael Shea weighed in at 8 lb., 13 oz.

Amy Provencher, wife of Walter Provencher, auditor-disbursements, has returned home after spending several weeks in the hospital. We all wish her a speedy recovery.

Newcomer Leonard Mulligan is being welcomed in the Disbursements Office. Lenny is a 1968 graduate of Husson College. He, wife Gail, and young son Patrick live in Hollis Center.

Paul Larner, Disbursements Office, and Sally, Revenue Office, are eagerly looking forward to moving into a new home they have bought on Ocean Ave., Portland.

Karen Severy, Disbursements Office, and husband Dick are watching with happy anticipation their new home be-

ing built on Highland Cliff Rd. in So. Windham.

We are sorry to report the death of Bill Welch, Disbursements Office, recently retired. His widow, Anna, wishes to express her appreciation to all Maine Central and Portland Terminal employees for their kindness and generosity on his retirement.

Scot Bradley, husband of Sue Bradley, Public Relations, exhausted himself by completing the 26-mile Boston Marathon in April. Scot finished the race in a little over 3 hours and immediately headed for the pools outside the Prudential Center to cool his aching feet. The family Irish setter, Maggie, who trained with Scot for months running up and down Old Orchard Beach, was not allowed to compete even though females could enter the Marathon this year.

Jay Gross, son of Mrs. Anne Gross, Accounting, graduates from Cheverus H. S. this month. He has been active in drama activities and was senior editor of the yearbook.

Linda and Sandra Foster, twin daughters of Horace Foster, VP-Acctg. and Finance, and Mrs. Foster, are graduating from Westbrook Junior College. Linda was in the general studies program with a major in office procedure. Sandra concentrated on the executive asst. program.

Stan Watson, treasurer, and his wife, Toni, have completed the spring overhauling of their cabin cruiser, "Fazination," and it has been launched at Yarmouth for another season of summer relaxation and exploring the Maine coast.

Asst. to comptroller Marty Holmes and his wife Helen became first-time



J. Gross



S. Foster



L. Foster



S. Aylward

grandparents this spring of young Glenn Patrick Stevens whose parents are Mr. and Mrs. David Stevens of Portland.

MeC bookkeeper Erroll Libby of Scarborough is starting his 23rd year of attending races at Beech Ridge Speedway without missing a race.

P T bookkeeper George Lowell and his wife Violet are finding their home very quiet since their daughters concluded 3 weeks vacation with them on Mother's Day. Daughter Barbara Lindsay was visiting from New Hartford, N. Y. with her husband and two little girls and daughter Mary Melgard made the trip from Middletown, Ohio, with her baby girl.

Cashier Gordon Williams is happy to have his daughter and son-in-law, Mr. and Mrs. Dana Rogers and 3 children return to Maine and start building a home in Windham after living several years in Connecticut.

Karen Slattery, niece of Theresa Slattery of the Acctg. Dept., is taking a semester from Newton College to study at the University of Vienna in Austria. She has had the opportunity of visiting several European countries and is scheduled to travel in Russia with her group. Some employees in the General Office Bldg. will remember her father, Pat Slattery, who worked in the Acctg. Dept. some years ago.



The Railroad Veterans held their meeting on May 28th. Details to follow in the next issue of the "Messenger." Don't forget the Annual Banquet in Waterville, Sept. 10.



Rejected marathoner and family.

## AUGUSTA

Agent-telegrapher Doug Thomson was a recent caller at the freight office. Doug is on sick leave and we all wish him a speedy recovery.

Retired conductor Leonard Luttrell was a recent caller, also. Leonard and his wife enjoy camping and are anxiously awaiting warmer weather.

Clerk Athleen Bryant has been on sick leave for several weeks and wishes to thank everyone for the many acts of kindness, cards, letters, and flowers received.

Swing operator Richard Lougee has purchased a new camper. Many trips are being planned for this summer. Two of them are a trip to Canada in July and one to Florida in October. Rick claims the refrigerator will be well-stocked.

Attalie Boynton, spare clerk, has been working at the freight office. Attie also operates Boynton's Bus Line in Readfield, Me. transporting school children when not working at the office.

## BANGOR

Mr. L. J. Jewett, secretary of BRAC Lodge #76, Bangor, presented 25-year service pins to O. W. Quinn, retired ticket clerk, A. T. Sullivan, car clerk, and H. W. Pomeroy, cashier.

Maurice "Mop" Blanchard, section foreman, Bangor Yard, and his wife, Phyllis, captured the first place trophies of the Sunday night mixed-couples league at the Twin Cities Bowling Lanes in Bangor. The couple has participated in candlepin leagues for a number of years with many trophies to their credit, while "Mop" was reigning men's titlist for 2 weeks on the recently concluded televised candlepin bowling show at the Twin City Lanes.

## RIGBY SHOPS

Employees will remember former engine house worker Arthur Thompson who retired to his Beech Hill Road farm at Freeport. For this spring, Arthur plans to have his usual garden, but not quite as extensive, due to a recent serious operation. He maintains a herd of cattle, including 5 milk producers and young stock. Arthur's son Ray is an engine house hostler.

If you are interested in grandfather clocks, see Al Stiviletti, machinist, engine house. He has several on hand or

he can make you one to order. Al makes and sells these clocks as one of his hobbies.

Carman Don Perkins and Mrs. Perkins took an extensive vacation visiting Curacao, in the Netherlands Antilles.

At a recent reception greeting new members, Woodfords Women's Club welcomed Mrs. Frederick Lombard, wife of retired general foreman Fred Lombard. The reception was high-lighted by a fashion show.

Our condolences go to the family of Car Dept. foreman Percy Tomlin, who died after a long illness. "Perce" at one time was owner and operator of a Cape Elizabeth trucking concern on a part-time basis.

Visitors at the shop in May included retired general foreman Malcolm Billington, retired boilermaker Charlie Jackson, and Ralph Snow, former sup. of heating and plumbing.

Hurrah! Car Dept. office worker Tom Foley is back on the job after recuperating from a heart attack.

Charlie Ready, janitor, engineer quarters, was stricken on the job with a heart attack. We are happy to report that he is okay and on the road to recovery.



Switching into Rockland Yard is train crew Charles McLain, left, Michael Mitchell, Roland Cook, and Joseph White.



L. J. Jewett, right, presents 25-year pins to H. W. Pomeroy, left, and A. T. Sullivan, center.



Marjorie Wetmore, daughter of electrician and Mrs. Albert Wetmore, Jr., is home on spring vacation from the Grace School of Nursing in New Haven, Conn. She is also a grand-daughter of your reporter.

Suzie, the mascot cat of the Car Dept. is as regular as clockwork in producing a litter of kittens. This time it's four — anybody want one?

Jimmie Faye, 86, a retired Maine Central engineman, has died after a long illness. He is fondly remembered by his many friends and co-workers.

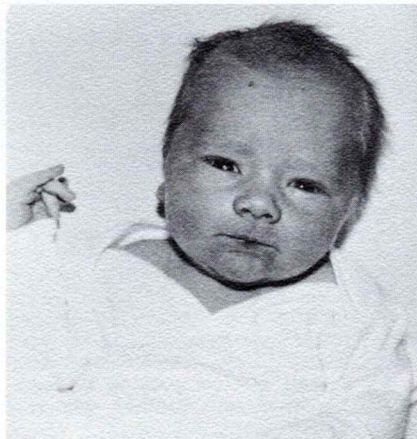
Russell Proctor, Stores Dept., is Post Commander of the South Portland VFW and participated in a meeting held in Sanford last month. Present were many members of the post as well as National Commander, Joseph L. Vicites. U. S. Rep. Peter N. Kyros was the keynote speaker.

## RIGBY YARD

Joyce, daughter of Mr. and Mrs. John LaRose, demurrage clerk, graduated



*Patricia Powers O'Donnell, daughter of Mr. and Mrs. Roger A. Powers.*



*Brian Michael Shea, first grandson of Jerry Shea.*

June - July 1972



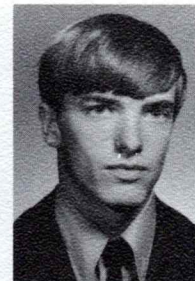
**J. LaRose**



**D. Prescott**



**A. Barnett**



**T. Barnett**

from South Portland H. S. Joyce works at Jordan Marsh and will be attending Westbrook Junior College this fall.

Douglas, son of Mr. and Mrs. William Glen, head clerk per diem, has graduated from Deering H. S. Doug was an active member of the track and cross country teams. He is a very talented artist who has a pen and ink drawing on exhibition at the Kennedy Museum in Washington, D. C.

Mr. and Mrs. Roger A. Powers, operator, Tower #1, announce the marriage of their daughter, Patricia, to Stephen O'Donnell on May 6, 1972. The new Mrs. O'Donnell is also the grand-daughter of retired engineer M. C. Powers.

## ROCKLAND

Another set of proud grandparents is Wendell Lewis, general agent, and his wife. Katrina Lynn made her appearance at 7 lb., 7 oz. to Mr. and Mrs. Kenneth Lewis at the Camden Community Hospital.

Shades of the old sailing days — our erstwhile yardman J. E. White donned sea legs quite rapidly recently, when he was "shanghaied" aboard a trawler and spent nearly 10 days as ship's cook off the fishing banks. "Whitey's" vacation cruise around the harbor became a full-fledged tour of sea duty, boots and all.

Chief clerk Stan Prescott is making a very poor weather prognosticator as he shows up sporting a plaid golfer's cap one day and the next he has his winter cap back on and then it rains! A different cap for every occasion. Sure hope something gets settled weather-wise before long.

Sporting around in a 1972 Dodge "Demon" is our wheeler-dealer carman's helper Fred LaBranche. However, you can never tell what Freddie will show up driving. At least when he ran into the hind end of a moose, he did it with a ten-wheel truck. He told us that moose steak this time of year is excellent, but we never saw any of it.

Spring must surely have arrived, with all the grass and rash of brush fires around lately. We're expecting a call from the fire dept. that they'd put out a "brush" fire in the upper yard, that is, unless engineman Ken Farrar shaves it off before it ignites.

It is with regret that we say good-bye to our old friend, Bill Moulton, manager of H. K. Webster Satellite Feed Mill, as he is being transferred to their new consolidated facility at Augusta Kennebec Siding. Our loss is Augusta's gain, so to those of the Augusta freight office, use Bill well.

Listed under "Vital Statistics" in the Rockland Courier-Gazette, April 29th: "Walker-Finley: At Rockland, April 26, Carlton Elmer Walker of Owls Head and Eva Stearns Finley of Owls Head, married by Gerald U. Margeson, Notary Public." Our congratulations to "Jakey" and best wishes to them both.

Douglas, son of chief clerk and Mrs. Stanley Prescott and grandson of retired conductor and Mrs. Frank Prescott is graduating in the top ten of his class from Rockland District H. S. He has been a member of Student Council, president of the Math League, and participated in cross country running. He plans to enter Northeastern University in the fall in the field of engineering.

## WATERVILLE YARD

It's a small world, as Guy Coro, brakeman, experienced recently. As he was operating his ham radio, he talked to a fellow from Hanover, N. H., who asked if he knew a MeC employee named Cedric Russell, yard brakeman in Rumford!

April, daughter of T. W. Barnett, conductor, is graduating from Mt. Blue H. S. in Farmington. She also plans to be married this month to William Henry of Carthage, Me. Her brother, T. W. Barnett, Jr., is graduating from Dixfield H. S. and plans further studies in the field of business administration.

B. C. Hillman, yardmaster 2nd trick, is spending a few days of his vacation in Boston and vicinity visiting old World War II buddies, while his wife is attending a 25th reunion of her nursing school. Maybe it's a third honeymoon?



*Nancy Butler is a newcomer to the Disbursement Office.*



*Moose steak, anyone?*

Deborah Therriault, daughter of Mr. and Mrs. J. R. B. Therriault, brakeman, graduated from Husson College in Bangor. She has taken the medical secretary course and been on the Dean's list.

Skip Houdlette, engineer, is sporting a new pick-up and camper to boot. A lot of camping and fishing is in store for this summer for Skip and wife. Charles "Honko" Richardson, engineer, is also sporting a new pick-up, a Ford "Ranger," while Robert Blair, brakeman, has a GMC "Sierra Grande."

## WATERVILLE SHOPS

Scott F. Rines, son of Mr. and Mrs. Donald Rines, machinist, graduated from Thomas College with a B.S. in Business Administration, majoring in accounting. He plans to take his CPA exam this fall.

Marcia J. Sherrard, daughter of asst. shop supt. and Mrs. Diamond Sherrard, is graduating from Lawrence H. S. Marcia has been active in many school activities including: National Honor Society; Tri-Hi-Y; Spanish Club; Future Teachers club; band; chorus; Kennebec Valley band and chorus; All-State Chorus; and, in addition, was D. A. R. citizenship candidate for her school. She plans a career as a medical secretary.

Paint Shop and Mill Room foreman George K. Stevens retired April 10th after some 35 years at the shops. Steve's talents were responsible for many clever designs ranging from safety posters to emblems on box cars. He



*Mr. and Mrs. James C. York on their 30th anniversary.*

was also a reporter for the "Messenger" in years past.

Carman and Mrs. Maynard Boivin have a new son. Ryan was born May 1st.

Another new face has appeared, Stacie Lee Crowell, born April 18th to machinist Robert and Mrs. Crowell.

Machinist welder, Laurice A. Varney, has been appointed to serve as District Deputy Grand Master for the 12th Masonic District of Maine. Laurice received his appointment early in May and will serve for two years.

Karl Finnimore, son of shop supt. Alden and Mrs. Finnimore, is sailing on the Sun Oil Co. tanker "Western Sun." Karl is a junior at Maine Maritime Academy and will spend at least 60 days in this phase of his training. The Academy and private companies cooperate in giving the Cadets actual job experience.

The Shop Horseshoe League is in full swing. Each noon hour, weather permitting, games are played and percentages figured to determine the latest standings. The Shop teams would like to initiate a system-wide tournament similar to the golf or bowling tournaments. If any other locations have horseshoe teams and are interested, please contact our League Commissioner, Mr. Harold Vear, 13 King St., Waterville.

Rip track foreman Chick Pooler says the Red Sox will definitely finish the season ahead of the Yankees. From what this writer understands, if the Sox were as hard to shut out as a Pontiac's horn is to shut off, they'd be a cinch to win the pennant.



*Robert Doucette, son of yard brakeman and Mrs. A. L. Doucette, is holding the Certificate of Merit he received for his print depicting a Maine deer in the 7th Annual Students Art Program sponsored by the Bangor Daily News.*

## WATERVILLE STATION

Alden C. Cook, swing operator, and his wife are the parents of a baby girl born April 18, at Seton Hospital in Waterville. The new arrival's name is Heather.

Ronald Dunbar, son of track sup. D. G. Wolfe and Mrs. Wolfe, is graduating from Winslow H. S. Ronald was active in skiing, dramatic club, and was voted best dancer in his class. He is presently working at the Winslow IGA store.

Mr. and Mrs. James York observed their 30th wedding anniversary with a dinner party at the Candle Light Restaurant in Skowhegan. Mr. York is employed as an electrician. The Yorks have two daughters and four grandchildren.

Thomas, son of Mr. and Mrs. Wilfred Poulin, stenographer, will be graduating from Winslow H. S. He plans to attend the Culinary Institute of America in Hyde Park, N. Y., this fall.

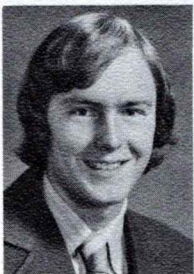
Mrs. Susan Veilleux, daughter of B & B foreman and Mrs. Ernest Henry, has returned from a 2-week vacation to Hawaii where she met her husband, SP-4 Alan Veilleux.

Bob Esty, rate clerk, occasionally rides his 3-speed bike to work. It's only a matter of 3 miles one way, and besides, it's not that he needs to lose weight, he just needs some exercise.

Newcomer to the home of general agent Cal Clark is a few ounces of dachshund puppy love.

We extend our sympathies to Francis Richards, section foreman, who lost his mother in April.

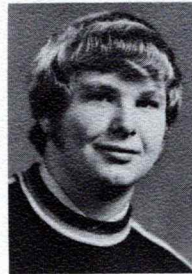
Ret. track sup. Maurice Thorner and wife made an 11-day cruise on the MS Europa, touring the Caribbean Islands.



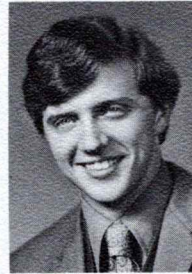
S. Rines



M. Sherrard



T. Poulin



R. Dunbar



By Jerry Shea

The date announced in our last issue for the E. Spencer Miller Golf Tournament was in error; the correct date is Sept. 23. Frank Bartasius, owner-pro of the Fairlawn C. C. says he has added 6 more golf carts to his fleet but recommends reserving one as soon as possible. Frank's telephone number is 998-4277 and his address is RFD 4, Box 115, Auburn, Maine 04210. Greens fees have gone up to \$4.00 so we will only charge \$1.00 entry fee for the tourney. Jim Campbell, P T engineer, plans to be on hand to take home the trophy again this year. Your reporter, Jerry Shea, car accounting, will try to add a second leg on the Ben Whitney trophy for low gross.

The MeC-PT Golf League got off to a bad start with a couple of postponements due to rain, but the 48-man league is scheduled to finish on August 23. The team captains are: Bob Chapman, Rigby Stores; Jerry Shea, Car Acctg.; Ivan Perkins, formerly of Rigby Car Dept.; Jim Campbell; Dick Pyne, last year's league commissioner; and George Phillips, Marketing.

Final results of the R R Bowling Tournament held in Waterville at Metro-Bowl Lanes show Lindy Burgess, General Office Stores, hitting high single with 144. Leo Goodwin, Bangor Yard, had high 5 strings of 593. The winning team was Jim Campbell's Raiders of Portland with a 2,580 5-man total. The members of the team scored as follows: Frank Garland, 541; Ed Peterson, 526; Campbell, 511; John Tracy, 510; and John Broderick, 492.

The rest of the teams and their totals were as follows: Portland #1 - 2561; Bangor #3 - 2547; Portland Dispatchers - 2480; Waterville #1 - 2460; Portland Couples League - 2436; General Office - 2359; Waterville #2 - 2252; and Bangor #1 - 2182.



Winning Team #3 of the Monday Night League, left to right: William Kopacz, Dave Merrill, Ernie Clark, Ralph Foster.

## OBITUARIES

We regret to report the death of retired engineer Purdy E. Robinson. Mr. Robinson worked for the MeC for many years and will be sadly missed by his many friends. Our sympathies go to his

daughter and son-in-law Mae and Andrew Glassford of Portland.

Our condolences go to the family of Lawrence J. DeRoche, former yard brakeman for the Portland Terminal Company.

The family of Malcolm S. Grover, former yardmaster, P T Co., receives our sympathies on his death in Westbrook.

## PROMOTIONS & RETIREMENTS

The two year absence of the Maine Central Messenger has created quite an information gap. It would be impossible to catch up on all changes in railroad personnel that have taken place during that time, but the following list of officers and supervisors that retired, were promoted, or appointed to positions since May of 1970 will be of interest to all employees.

### RETIREMENTS, with years of railroad service

Lawrence W. Sparrow, Safety Supervisor, 20 years.  
Herbert L. Baldwin, Public Relations Consultant.  
John M. Shaw, Director of Pricing, 48 years.  
Randolph W. Williams, Transportation Assistant, 42 years.  
Randall J. Thurell, Audit Examiner, 55 years.  
Robert A. Woodill, Real Estate Representative, 44 years.  
Arnold A. Dow, Storekeeper, Waterville, 53 years.  
Horace M. Budd, Treasurer, 46 years.  
Everett K. Goddard, Manager, Car Accounting & Statistics, 43 years.  
Richard F. Dole, Chief Mechanical Officer, 45 years.  
Edison B. Hattie, Detective Sergeant, 48 years.  
Willard E. Pierce, General Manager, 52 years.  
John P. Stanford, Signal Engineer, 43 years.

### PROMOTIONS & APPOINTMENTS

Bradley L. Peters, to Director of Public Relations.  
Stanley L. Jordan, to Assistant Engineer of Structures.  
William M. Auger, to Safety Supervisor & Hearings Examiner.  
Laurence E. Harding, to Real Estate Representative.  
Charles A. Niles, to Transportation Assistant.  
Forrest C. Ryder, to Director of Pricing.  
Edward E. Libby, to Assistant Director of Pricing.  
Stanley W. Watson, to Treasurer.  
Eric P. Smith, to Assistant Treasurer and Director of Cost Studies.  
John Michaels, to Assistant Comptroller—Expenditures.  
Walter J. Provencher, to Auditor—Disbursements.  
Clifford P. Hawkes, to Assistant Comptroller—Revenues.  
Leroy A. Taylor, to Auditor—Revenues.  
James P. Coffin, to Trainmaster, Portland.  
Richard A. Burnham, to Trainmaster, Bangor.  
Joseph A. Cosgrove, to Storekeeper, Waterville.  
Ralph H. Gordon, to Director—Management Services.  
James R. McFarlane, to Manager—  
Industrial Development, Real Estate & Taxation.  
David G. Merrill, to Assistant Vice President—Mechanical.  
Stewart P. Park, to Chief Mechanical Officer—Engineering.  
John E. Hamilton, to Manager—Labor Relations.  
William E. Maloy, to Assistant Manager, Labor Relations.  
Willis P. Moon, to General Agent, Bangor.  
Frank E. Curran, to Market Manager—TOFC-COFC.  
Donald P. Looby, to Market Manager—  
Fuel, Forest Products & Chemicals.  
John J. McGinnis, to Regional Manager—Sales & Service.  
Richard L. Achorn, to Superintendent of Agencies.  
Phillip C. Lentz, to Superintendent—Signals & Communications.  
Steven E. Packard, to General Agent, Vanceboro.

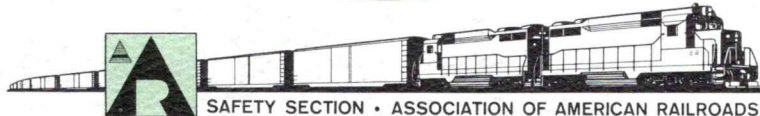
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Public Relations Department  
Maine Central Railroad Co.  
222 St. John Street  
Portland, Maine 04102  
Address Corrections Requested

## MAKE COUPLING ADJUSTMENTS BEFORE MOVEMENT BEGINS

Stepping in front of moving locomotives or cars to adjust drawhead, knuckles or pin, when they are coming together is prohibited.



## COUPLING SAFETY

Coupling or uncoupling cars in an unsafe way can result in serious injuries.

Reaching in to adjust couplers by hand or attempting to kick them into position as the equipment comes together is unsafe and is prohibited. The proper time to adjust couplers is when the equipment is stopped

and the distance between the couplers is sufficient to insure safety.

When operating the uncoupling lever, face the direction of movement and watch your footing.

Safety and  
Fire Prevention Bureau

# If you can't manage now, how are you going to manage later?

Money's tight. You feel pretty lucky if you can stretch your paycheck enough to meet all the everyday expenses. It's harder than ever to save a buck. And how are you going to take care of the future, when you've got enough trouble just taking care of the present?

But, you *can* manage to save—by joining the Payroll Savings Plan where you work. It's a sure way to get started on a nest egg that you can depend on in the future.



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