

M2706 MEC 8-9.1972 2019.99.7



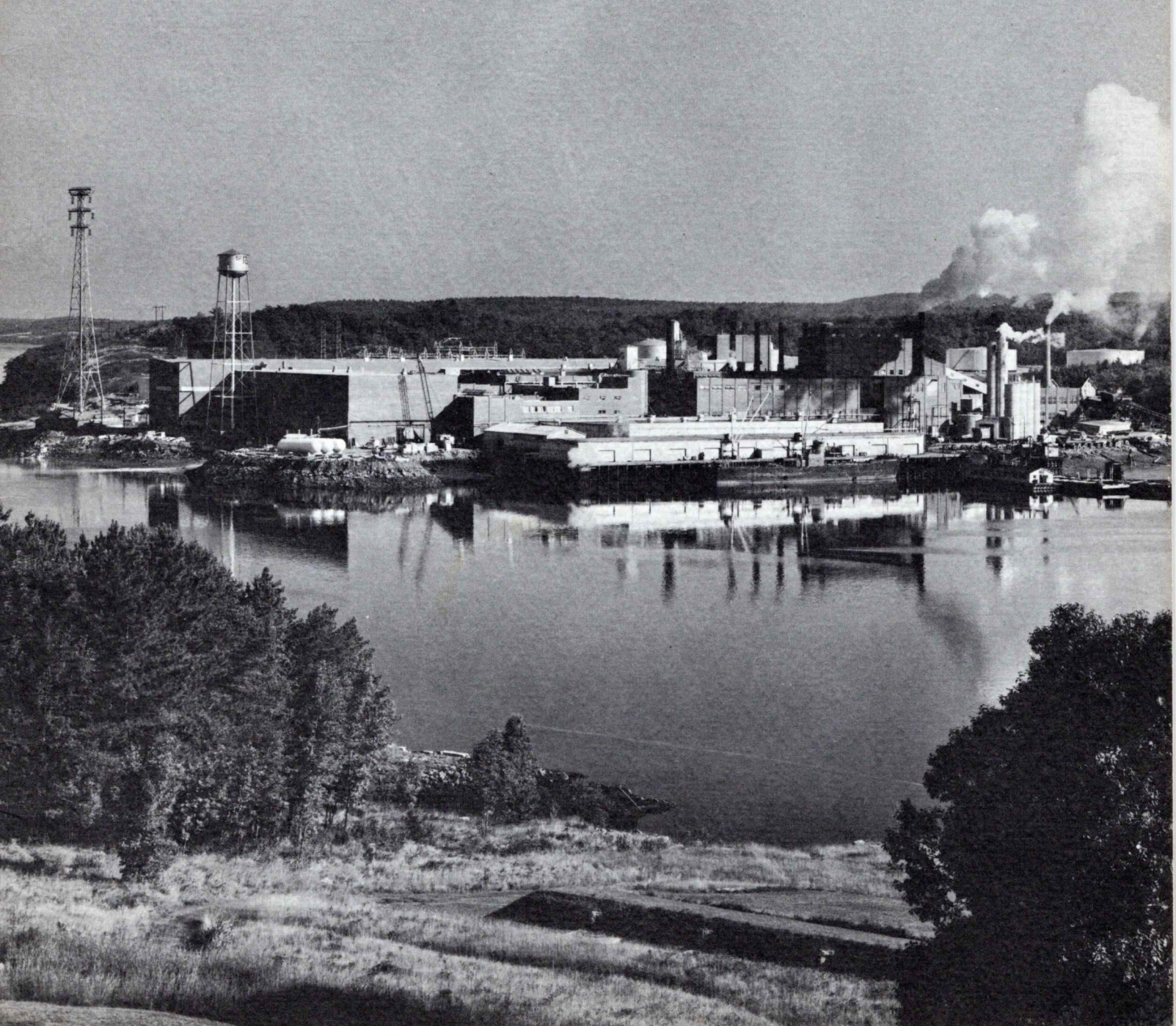
BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

**MAINE CENTRAL**

# MESSENGER

VOLUME II, NUMBER 4

AUGUST-SEPTEMBER 1972



From the desk of . . .

E. SPENCER MILLER



## MAINE'S ECONOMIC FUTURE

Maine Central employees have a huge stake in the economic future of the State of Maine. Our railroad's prosperity and level of employment is completely dependent upon the direction taken by Maine's leadership over the next few years.

In the June-July "Messenger" I outlined my thoughts about a plan that can save the nation's railroads from wholesale bankruptcy and subsequent nationalization; namely the formation of the American Railroad Corporation. Even with the implementation of such a plan, the railroad jobs available in Maine will be dictated by the growth of Maine industry.

In another story in this issue of the "Messenger" the importance of the pulp and paper industry to the economy of Maine, and especially to Maine Central, has been documented. This great industry has taken advantage of two of Maine's great natural resources,

trees and rivers; thus providing thousands of jobs and developing the State's great financial and commercial centers.

A similar attitude toward future industrial development is the only course that will create a favorable climate of growth in Maine. A careful evaluation of our natural resources and how they can be developed must be the number one priority for those who control the State's destiny.

Maine has exploited its natural beauty, millions of acres of forest, hundreds of miles of rough coastline, and relatively clean air and water, into a prosperous tourist industry. One problem is that a large percentage of the tourist dollar does not stay in Maine. A second drawback is that as more people take advantage of these resources they become less desirable. Massive expansion of the tourist industry is, in itself, self-defeating. The cost of funding highways, park rest areas and sanitation facilities is enormous and may offset the income from tourism.

Being realistic, we can never expect to have a steel industry in Maine because we do not have coal or iron mines. We cannot persuade the auto maker to locate in Maine, such a great distance from finished raw materials and with a limited labor force. The electronics industry is not beating down our door because there is little to be offered here that cannot be found in upper New York State and southern New Hampshire and Vermont, and indeed there exists a geographic disadvantage.

We may have some future in mining, but it is limited by the availability and marginal character of the ore, and there is little reason to expect great expansion of present mining operations in the future.

We will not develop a sound industrial base by state or federal inducement. Schemes developed by people sitting behind desks who propose to bring industry to Maine by some form of give-away and without regard to sound economic, marketing and engineering evaluation are doomed to failure. The collapse of such developments usually results in losses that must be picked up by the taxpayer.

But all is not dismal on the horizon. There is one proposed development where the facts point toward success, one which will not only be successful, but will provide hundreds of good paying jobs and is not asking for any favors from the taxpayer. But the mere mention of this development raises an irrational, emotional stir that is heard from Kittery to Fort Kent.

Maine has some of the best potential deep-water ports on the Atlantic Coast. Economic advantages in the oil industry produced by construction of huge supertankers, have made such locations as Eastport and Machias Bay attractive to oil companies searching for increased refining capacity.

An oil refinery will be built in Maine. It will be built with the safeguards necessary to protect the environment. It will be built first because the plan has grown from sound economic demands and secondly because Maine needs industrial development.

There are those, however, who would lobby to keep Maine free of further development of heavy industry, even that industry which can demonstrate that it will not contribute to the deterioration of the environment. There are those who would make it impossible to develop an oil refinery in Maine by imposing discriminatory taxes on this single industry. There are those, mostly non-Mainers, who would like to keep the State as a playground for the wealthy.

All of this may sound very good if you happen to be rich, but it doesn't do much to help the jobless of Washington County.

Recently in an Associated Press story, headlined in the Portland Press Herald, "Maine's Golden Egg Yet to Hatch," an

aide to Gov. Kenneth M. Curtis said that a group of wealthy summer residents had failed to attract new industry to Maine.

Oil was the catalyst a year ago for the formation of a committee of bankers and industrialists under the leadership of David Rockefeller, president of Chase Manhattan Bank. The Governor's aide, Michael Kane, said the Rockefellers, who own an estate at Seal Harbor, expressed their fears to Curtis that the oil industry might take over the Maine Coast, and voiced their desire to bring alternative industries to Maine.

Kane was quoted as saying, "Unfortunately this has not begun to happen. Corporations don't make decisions on the basis of local need but profit considerations." He added, "Tourism and the so-called services industries won't produce enough revenue by themselves to keep Maine alive economically and could lead the state down the hot dog and gift shop road."

We agree with Mr. Kane and only add this. Maine's "Golden Egg," as envisioned by the wealthy anti-oil interests, won't hatch, because it is a sterile egg. Only industrial development based on sound economic logic will succeed.

A second, rather dramatic development has raised serious questions about the best location for the development of oil facilities. An oil spill in Portland Harbor, the largest in recent years, seems to contradict the recommendations of a recent study citing Casco Bay as the best potential location for an oil refinery.

Conceding that anytime oil is transported or transferred, the potential of an oil spill does exist; it does not follow that we must oppose all such developments. It does dictate that the location of any oil refinery should take this factor into consideration. In Casco Bay and Penobscot Bay where population is dense, summer recreation is prominent and the depth of water is marginal, the threat of an oil spill is magnified.

In contrast, in Eastport and Machias Bay, where population is sparse, summer residents are few and the water is the deepest

anywhere on the East Coast, we see a sound basis for the development of an oil refinery. The danger of an oil spill already exists in this area, with supertankers a few miles off the coast on their way to Canada. The danger is present now with none of the economic advantages coming to Maine.

If we want to see the State stagnate industrially, then we must in turn reduce our demands for services. We must be willing to educate fewer young people, cease highway construction, reduce welfare and aid to the elderly and provide less assistance for the mentally and physically defective. We cannot have the best of both worlds.

The question that must now be asked is, "In whose hands is the economic future of Maine?" Is it in the hands of a minority of preservationists who would keep the State primeval? Or is it in the hands of citizens eager to improve their lot in life and encourage progress, soundly based upon those economic advantages which nature has provided?

It is a vital question for every Maine Central employee to ask, and if he doesn't like the answer, he is obligated to do something about it. The best way is to make his voice heard in the press, in his clubs and organizations and his everyday conversations; not overlooking reminders to holders of political office when occasion warrants.

*E. Spencer Miller*



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

Linda E. Briggs

ASSISTANT EDITORS

Horace Rodrigue	Augusta
Barbara Spaulding	Eastern Sub-Div.
Albert B. Wetmore	Rigby Shops
Joan Green	Rigby Yards
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.



COVER PHOTO

St. Regis Paper Company at Bucksport, Maine, the leading producer of periodical publishing papers in the paper industry. See story on page 10.

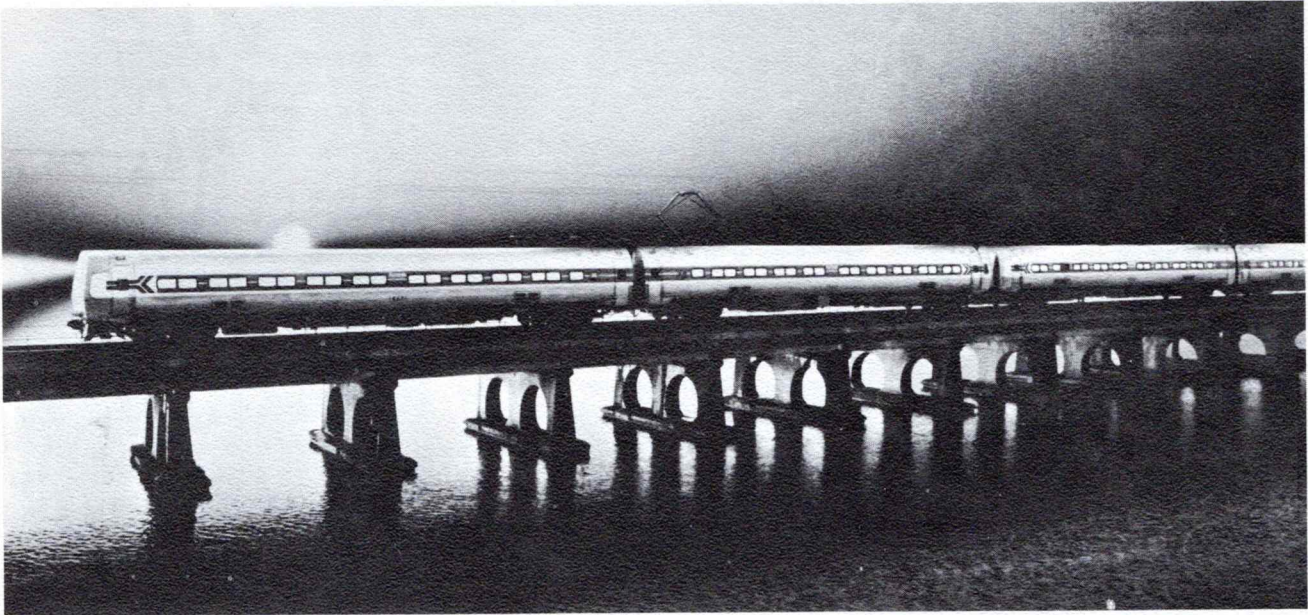
CONTENTS

From the Desk of E. Spencer Miller	2
A New Beginning	4
Some Narrow Gauge Memories	6
An Economic Oasis	10
Automatic Gates	12
News Briefs	13
Grapevine	16



*Narrow gauge Phillips and Rangeley Railroad locomotive No. 2 works in a log yard. See Feature story on page 6.*

# a new beginning



*AMTRAK'S modern, high speed Metroliner crossing the Susquehanna River between Baltimore, Md. and Philadelphia, Pa.*

The golden age of the passenger train is generally agreed to have occurred from 1900 to 1930. The depression of the 1930's cast a dark cloud over rail travel, but it was followed by the colorful era of streamliners. World War II showed that the masses could move by rail. Following the war, with big ideas and a hope for a profitable future, the railroads plowed money and promotion into bringing the dwindling rail travelers back to the fold. Between 1945 and 1955, the railroads invested \$1.5 billion in new passenger cars and locomotives. They spent \$175 million advertising and promoting passenger service. During that era, American passenger trains were the equal of any the world has seen.

During that decade, the railroads lost \$5.5 billion on passenger service on a full-cost basis, and their share of the intercity travel market was cut in half. Patronage continued to dwindle and many railroads were given permission to abandon passenger service. In 1971, such well known railroads as the Frisco, Kansas City Southern, Katy, Lehigh Valley, Maine Central, Soo, and Western Pacific hauled

only freight. The average daily intercity passenger train riders dropped to 45,000, just over .02% of the country's population and 0.5% of all intercity passengers.

For many years the freight shipper subsidized passenger service as profits from freight movement were poured into passenger service just to keep it running. And service did deteriorate in the dying years. Railroad officials argued that it was difficult to justify spending huge amounts of capital for an operation that had been modernized and re-modernized and continued to fail financially.

The shipper began to say that he was fed up with paying the bills, and an industry with a rate of return of 2.5% was receiving little support from stockholders to put more money into passenger service when its death was imminent. Passenger train losses had already contributed to the financial crisis faced by the railroad industry in the late 1960's.

The cause of the death of privately-operated passenger service has been well documented by experts, but, according to those in the railroad business, in

many cases irresponsibly reported by journalists. Writers complained in the 1960's that railroads were foisting dirty trains, poor schedules, and irregular service on a public that would return to rail passenger service if only management would improve the service. But very few wrote about the public's love affair with eight cylinders, or about federal subsidies of \$5.5 billion for highways, \$1.5 billion for airways, with billions more spent by states and communities, and at the same time only a paltry few million spent by the federal government for high-speed rail research.

Railroads couldn't cope with this kind of competition but they made an all-out effort. It would be difficult to come up with an idea U.S. railroads hadn't already tried; lounge and club cars with bar service, barber and beauty shops, telephones, hostesses and secretarial services, entertainment, champagne dinners, reclining seats, family and group travel, and excursion fares. In fact, one railroad several years ago even tried the auto-train idea which has attracted so much recent attention.

In Maine, rail passenger ser-

vice felt the effect of the automobile early. Passengers fell off sharply in the 1950's as Maine's Interstate Highway System was built and rapidly expanded. With a population of less than one million, small communities scattered throughout its 33,000 square miles, and cars able to travel faster than trains; the door-to-door convenience of the automobile took over and won the battle with the trains.

But Maine Central also made every effort to keep passengers. Even with some of the best equipment in the country and promotional gimmicks to lure passengers, Maine's railroads watched and endured until the number of passengers was often less than the train crew. Only then did they petition the ICC for abandonment of passenger service in the late 1950's.

The hearings were held and people testified about how they could not exist without the passenger trains. Then on cross-examination they admitted that they came to the hearing by car and the last time they rode the train was four years before to see a baseball game in Boston. Many stories were told, like the elderly gentleman who liked to hear the sound of the whistle as the train passed his house.

And the railroads testified about their efforts to retain passengers, the decline in rail travellers, the escalating expenses of operation, and the severe financial losses suffered over a period of years; losses that could no longer be absorbed by the meager freight profits earned by the railroads.

On September 7, 1961, the last scheduled passenger train ran on the Maine Central Railroad. It is reasonable to predict that Maine Central will not be in the passenger business for many years to come.

But even as passenger service suffered a slow death nationwide, politicians, ecologists, and the public looked and saw the country being choked by crowded skies, wall to wall automobiles and noxious fuel emissions. A cry went up to save the passenger trains while the railroads still in the passenger business pleaded for someone else to pick up the tab for devastating

financial losses.

Enter the federal government. The vehicle was the National Railroad Passenger Corporation (NRPC) which became known as Railpax. In late April of 1971, the formal name was born, "AMTRAK," taken from **American, Travel and Track**.

On May 1, 1971, AMTRAK took over most of the nation's passenger business. It started with a number of restrictions. All existing labor agreements were to be honored. AMTRAK was to contract with individual railroads for all services, rather than using its own personnel. Funding was meager, \$40 million in direct government grants, \$100 million in government-guaranteed loans, and about \$200 million paid by railroads to "buy into" the system.

The AMTRAK act provided that any railroad desiring to join the system could drop all intercity passenger service except that service paid for by AMTRAK. A railroad that refused to join would have to continue all present service until 1975. A railroad could buy into the corporation with either cash or equipment according to a complex formula based on deficits, or avoidable losses, and would receive AMTRAK common stock in return.

The new corporation has built-in potential — a national reservations and ticketing system, a national pool of nearly-new equipment, coordinated schedules, and strict service standards. The corporation had achieved something the railroads never had — total freedom from regulation. It can add or subtract service and change fares at will with the exception that certain routes established by the Secretary of Transportation must remain in service until July 1, 1973.

Above all, AMTRAK was expected to make money. Early forecasts, however, were far too optimistic.

AMTRAK is now running 214 trains, most of them daily. Before May 1, 1971, 24 railroads were operating 547 intercity trains. Those routes having the least potential were eliminated in the hope of establishing a basic network upon which to build for the future.

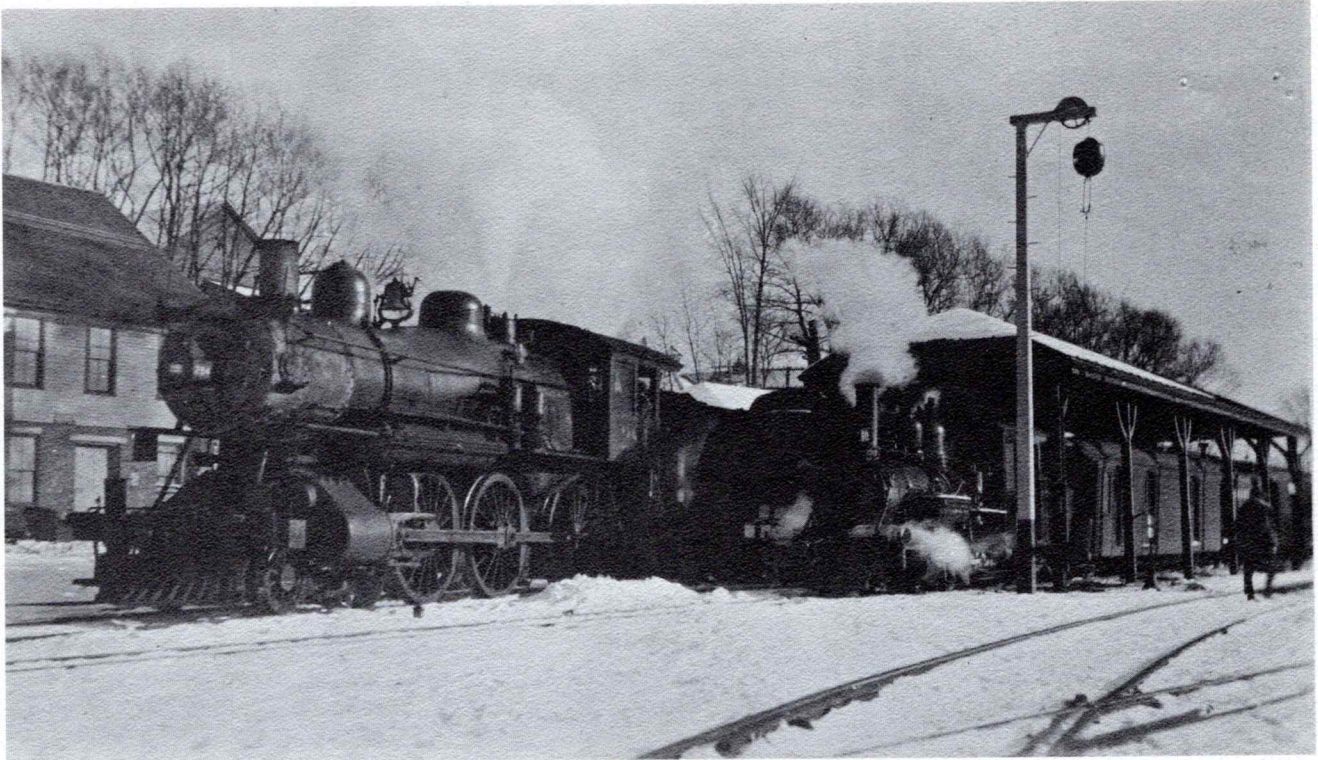
Fourteen railroads are running AMTRAK trains. A very limited amount of service is provided by four railroads outside the system. In at least one case, a railroad could not afford to "buy into" the system, even though it was losing money on passenger service.

AMTRAK pays the railroads only those costs solely related to running trains, plus 5% overhead. Also paid is an additional 4% for liability coverage. But little or nothing is paid for maintenance of way, real estate taxes, and other fixed charges on rights of way and operating property.

Passenger service is far from becoming a money maker. AMTRAK is losing money at a rate of about half a million dollars a day. The public says it won't ride trains until service and equipment are improved. Both have been improved, but there is a long way to go. It takes money and lots of it. If service is to improve, two things must happen. More people must use the service where it is available, and the public must demand that Congress fund AMTRAK in a way that will provide the capital necessary to provide the best available equipment and service. The technology is there but it doesn't come cheaply.

What about Maine and its future for rail passenger service? Daily service between Portland and Boston is at best still a few years in the future. AMTRAK is unlikely to expand when it is losing money with its present pared-down routes. And as long as a person can drive from Portland to Bangor in 2 hours, and have no traffic problems, trains have little appeal to the traveler. Portland to Bangor is a long way off, but things could change. If they do and the demand is there, the mechanism has been established to provide rail passenger service between those metropolitan centers that can demonstrate the need.

It is more than a little naive to think that passenger trains will ever again run into the many small isolated communities in Maine that were long ago liberated by the automobile. Boston to Portland to Bangor — maybe — but Lincoln to Vanceboro — probably never again.



*A midwinter lineup in Farmington, Maine Central No. 284 towers over the narrow gauge Sandy River engine No. 10.*

## some narrow gauge memories

*by Susan Bradley*

The tracks stretch off into the wooded hillside, two parallel lines a mere 24 inches apart. A puffing and chugging is heard, followed by the appearance of a Lilliputian engine overhanging the track by two feet on each side and towing two or three baggage cars so small a man has to stoop to enter them. Hitting full speed, around 35 m.p.h., the little train careens by, cars rocking wildly back and forth, looking as if it will jump the track any minute. Through the windows of a miniature passenger car, several riders can be seen, thrilled but white-faced and clutching their seats.

A new ride at Disney World? No, these little trains were a familiar and well-loved sight in the first quarter of this century in the backwoods lumbering towns of Maine. Narrow gauge tracks were being laid rapidly before

the turn of the century as more and more towns discovered they "needed" one. A two-foot road had many attractions for a growing, struggling town—a link with the outside world, efficient transportation, a low cost of maintenance, and more importantly, an initial cost per track mile to build that was a fraction of the standard gauge's cost.

Lilliputs had all the features of their standard gauge big brothers. Every variety of rolling stock could be seen. There were Lilliput box cars, open hoppers, passenger cars, cabooses, and even Railway Post Office cars and tiny tank cars. Some of the passenger cars were truly elegant. One, the "Rangeley" of the Sandy River & Rangeley Lakes Railroad, had been built especially for the summer trade. It was finished in mahogany and featured green plush swinging chairs and plate

glass mirrors. Heated by hot water, this parlor-car had a smoking compartment on one end and a huge ladies toilet room on the other. The seats were single with a spacious aisle down the middle and all told, the car held the enormous sum of 28 people. And the narrow gauge passenger got a ride that was nearly as smooth as a standard gauge ride; it just seemed more dangerous because of the tiny equipment.

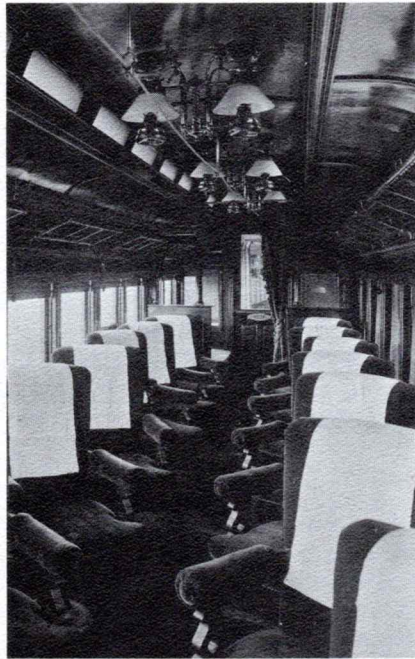
The Lilliput locomotives looked like big toys but were amazingly efficient. On the straightaway, many could hit 60 m.p.h. Their low center of gravity ensured a relatively secure ride, even though the overhang was so great. The little engines came in all styles and sizes. Some were the popular and speedy Forney types, a single-unit locomotive with the tender attached. Others were scaled-down versions of

the wide gauge Moguls (2-6-0) and Prairie (2-6-2) types, with separate tenders. The weight ranged from a 12-ton Bridgton & Saco River No. 2 to the "huge" 39-ton Sandy River No. 10. These weights compare to the average 235-ton standard gauge locomotive, including tender. The biggest dimensions were boasted by the Sandy River No. 23 with a 48-inch boiler diameter and a 3-foot overhang on each side. In spite of that, it was the only Sandy River engine that never rolled over.

Built mainly to haul lumber when the tourist trade was slow, the two-footers had their own peculiar lumber cars. They consisted of two log trucks or "bunks" which were just four wheels and a cross member. There were no underframes — just the logs connecting the bunks. Obviously, they couldn't be fitted with air brakes and the hand brakes had to be set one at a time. Coming down a long slope, the brakeman had to scramble the length of the train to set all the brakes. More than once, an astounded conductor in the caboose would see a hapless brakeman go bouncing off into the night, to be found later along the track, and luckily, usually unhurt.

The first avid promoter of narrow gauge railroads in New England was George Mansfield, who was inspired by the little slate trains of Wales. Mansfield tinkered with his new designs on an experimental 24-inch track in his own backyard, trying to run 6-foot wide standard gauge cars on the narrow track. His designs completed, he sold his new idea — and its low comparative cost — to the penny-wise folks of Bedford and Billerica, Mass., in 1875. Unfortunately, what was overlooked was that not much passenger demand existed between these two Massachusetts towns. Operating for only six months, the road went bankrupt and Mansfield headed north. What survived was his innovative idea and two tiny engines which came to power Maine's first two-footer, the Sandy River and Rangeley Lakes Railroad.

The Sandy River region is an historic and picturesque one. It was through here in 1775 that



*The interior of the plush Sandy River parlor-car, the "Rangeley." Ornate brass chandeliers hang from the clerestory roof.*

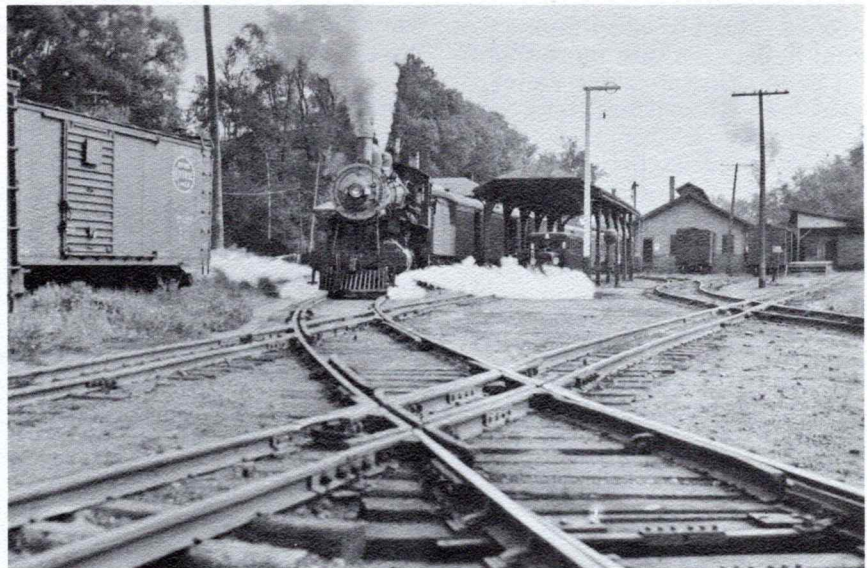
Benedict Arnold led his troops from Augusta en route to Quebec. The region had great potential for tourist trade. In 1895, a railroad advertisement would claim:

Rangeley and Dead River Region, New England's Great Summer Resort — reached via narrow gauge Sandy River and Phillips & Rangeley Railroads.

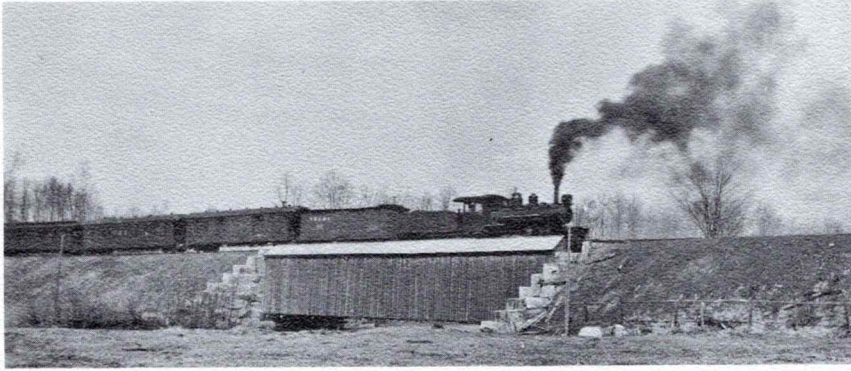
Commodious steamers ply the Rangeley Lakes, making close connections for Mooselookmeung, Cupsuptic, Millechunkamunk, Welokennebacook, Umbagog, and Parmachenee Lakes, and by buckboard with Kennebago and Seven Ponds.

A railroad was needed as an alternate form of transportation in this region as the only other travel was by means of buckboard, stage, or steamer. So, in 1878, George Mansfield appeared with facts and figures, backed up by a civil engineer and his optimistic survey. He spread his gospel to Farmington, Strong, Phillips, Madrid, and Rangeley. The people loved it and finally Mansfield drummed up enough town credit to organize a railroad. There was only one hitch — the town of Phillips wanted its \$14,000 back if the railroad hadn't reached it from Farmington by November 20, 1879.

Work started off in March of 1879. By a happy coincidence, the newly-defunct Bedford & Billerica had its equipment for sale. The B & B's 25-pound rail began to be laid north. The 18 miles to Phillips was covered slowly and an extra crew had to be put on for the last seven miles. This slow progress was not surprising in view of the fact that 74 wooden trestles had to be built along this stretch.



*The Farmington Yard in 1934 as Maine Central No. 284 leaves for Portland. A tiny Sandy River railbus sits under the canopy. The standard gauge tracks curve off to the right, crossed diagonally by two sets of parallel narrow-gauge tracks.*



*A brisk tail wind helps along the Rangeley to Farmington passenger job as it passes over a sheathed trestle at Fairbanks about 1920.*

On November 19th, the crews were within one mile of town when one of Maine's unpredictable blizzards struck with twelve inches of snow. That evening, the struggling crews were suddenly augmented by volunteer workers as the whole town of Phillips turned out to help lay rail and build bonfires. The last spike was nailed shortly after 9:00 p. m. and Phillips' \$14,000 investment was secured.

The first regular passenger train arrived a few days later carrying, according to an old newspaper clipping, "sixteen passengers and a Frenchman." The Sandy River Railroad was launched and the whole thing had been built, including those trestles, for \$1,500 per mile.

Sandy River's first two engines were the "Ariel" and the "Puck" from the old B & B. These little Forneys ran on wood instead of coal because it was more plentiful in the Carrabassett Valley.

In 1884, 15 miles of track were added from Strong to Kingfield and were christened the Franklin & Megantic Railroad. This branch never did run at a profit since the tracks were so poor. There was a 5% grade at one point and sharp curves all along the route. Snow was a serious problem. Sometimes it was so deep there were relays of men to shovel it off the tracks and up over the banks.

Although the rail was only 35-pound, compared to the 85 to 115-pound standard gauge weight, the F & M had a problem with thin ballast causing the rails to spread. The railroad was always "standard-gauging itself."

Also from the F & M arose a classic anecdote concerning the

narrow gaugers' universal problem of "oscillation." The height of a car off the rail or the width of a water tank, for example, could cause this dangerous swaying back and forth which often ended with the train on its side.

The story goes that the F & M was always short of money for improvements so the engines and trains "oscillated something fierce." The new boss was a banker and wouldn't authorize a penny. There was so much complaining that he finally announced that he would personally come and see for himself.

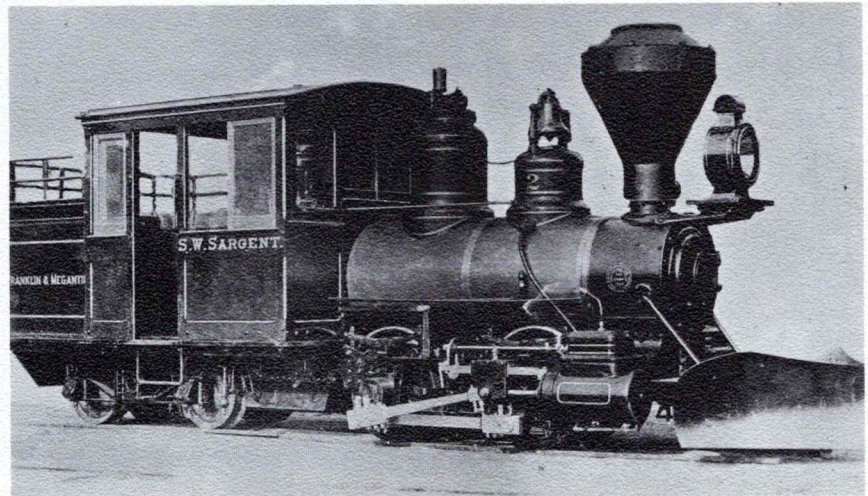
The F & M boys were ready. The oldest, most rickety caboose was chosen for the presidential train. With all aboard, the engineer high-balled it down the track. Before the ride was over, the banker was lying flat on the floor. This was partly, the story says, because no one could have

stayed right side up, but partly because he was getting the dickens scared out of him, at every turn.

The money was approved. Meanwhile, the town of Rangeley was unhappy. The Sandy River had stopped 29 miles short of town. So another railroad was chartered and in July, 1891, the last rail clanged down on the Phillips & Rangeley Railroad. This little road contributed several colorful nicknames to the narrow gaugers' vocabulary — Toothacher Pond, Devil's Elbow, Hole-in-the-Fence. But the worst place was "Sluice Hill." As the old railroad hands spoke of it, it was the "longest, toughest, steepest, crookedest" of all the climbs on the Lilliput roads. That hill was so long and so steep that often an engine could pull only one freight car at a time over the top.

Branch lines were splitting off right and left. In 1894, the Kingfield & Dead River Railroad was completed with the primary purpose of hauling lumber. The trains ran mostly at night when the leaves were covered with dew so sparks from the engine wouldn't catch the track-side brush on fire.

The Madrid and the Eustis Railroad made their appearance in 1903 and '04 and the miles of narrow gauge track in Franklin County now numbered over 120. A preliminary consolidation of all the roads was effected in 1908 under the Sandy River name and



*The S. W. Sargent was the Franklin & Megantic's second engine. Built by Baldwin, she was an outside frame Forney. The roof of the cab was so low that skull cracking was a constant hazard.*



in 1911, the Maine Central Railroad fortuitously bought out all the stock.

The Franklin County system was a money-making proposition. It operated 13 locomotives, 14 or 15 passenger cars, 150 freight cars, four or five cabooses, several snow plows, and numerous log bunks and flats. All the freight from the narrow gauge interchanged at Farmington into the big cars and Maine Central received a steady stream of freight. In 1919, MeC received the equivalent of 6,000 wide-gauge carloads. Applying the standard of one wide gauge to three narrow gauge cars, this means the little Sandy River hauled about 18,000 carloads that year.

There were solid advantages to running narrow gauge roads in Franklin County. The Sandy River & Rangeley Lakes hauled all of the region's freight. While the standard gauge trains could carry three times the tons that the Lilliputs could, they cost five times as much to run and fuel. So, a wide gauger would have been strapped for a way to boost revenues to offset its higher expense burden. Also, the two-footers could go through where the big trains couldn't. And imagine constructing those 74 trestles between Farmington and Phillips to fit standard gauge.

These years were also the hey-day of the lumber era and the "Golden Age of Rusticating." A Maine Central publication in 1903 touted Maine as the "Summer Playground of the Nation." Rusticators, or tourists, escaped from the city to learn the delights of hunting and fishing in rustic backwoods Maine and they came via two-foot railroads.

Some of the delights were the hazards of riding the trains themselves. On one occasion, through a slip in signalling, two trains careened into the yard at Strong, oblivious of each other's presence. At the last second the engineers saw each other and applied the brakes, but it was too late! The impact crumpled the cow catcher under the northbound engine. She climbed up on it, teetered, and then toppled over. Like dominoes, every baggage and passenger car twisted over in turn. But they say that

not even a pane of glass was cracked.

An even more unusual experience happened to engine No. 16 on the Sandy River. She had stopped at the Madrid Water Tank one day in a sharp curve and the crew was outside examining an overheated journal. Suddenly, they were shocked to see the wheels slowly rising from the elevated outside rail. And as they watched, dumfounded, the baby Baldwin slowly lifted higher and higher and rolled over on her side. Talk about oscillation — the No. 16 had tipped over while standing still!

When winter came, the two-footers were really challenged to keep the trains running. Often the snow came down faster than it could be shovelled out from in front of a stalled engine. The SR No. 22, a big Forney, was hauling freight on the Madrid branch one snowy, blowy day. The going got harder and harder. Soon the engineer had the throttle wide open and still no progress. The engine stalled. The crews waded around in hip-deep snow trying to dig her out. After much work, the boys finally got down to — bare ground! There were no tracks! No. 22 had gone off the track in the deep snow. And not only was she off the track, it was discovered she was in the middle of a field about 50 feet away from the track and had been plowing over frozen ground for a couple hundred yards.

Mishaps aside, Maine Central ran the narrow gauge road profitably for 12 years. Under MeC management, new cars and cabooses were built, which some call the finest among the Lilliputian rolling stock.

Perhaps Maine Central saw the handwriting on the wall as the lumber boom faded in the 1920's and the private automobile made further inroads into Franklin County. In 1923 the wide gauge road sold its narrow gauge stock and the SR went back to independent operation until its demise in 1935.

Possibly to mark the occasion on the day the road changed hands, a northbound passenger train went through the girder bridge near Kingfield. Engine No. 18 made it across with her tender hanging. But, as one yarn-teller says, "a baggage car and a coach were pretty well toward the Happy Fishing Grounds, while the parlor car was still hanging to the mainland by the skin of her teeth." Of course, no one was hurt.

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

(This is the first of a two-part series. The conclusion will be published in the next Messenger.)



*This spectacular wreck happened the day Maine Central relinquished control of the Sandy River, May 29, 1923.*



Switching Maine Central box cars at the Bucksport Mill of St. Regis Paper Co. About 600 tons of paper per day is shipped across the country by St. Regis in Bucksport.

## an economic oasis

In his column in the *Portland Press Herald*, Frank Sleeper said recently, "The paper industry, the fifth largest in this country, is one of the least known. This is, of course, paradoxical. The paper company towns and cities sit among us (in Maine) like economic oases in a desert, paying higher wages than almost everyone else."

For half a century or more, the pulp and paper industry has been the backbone of the Maine economy. It presently provides 17,500 jobs directly with an annual payroll of \$135 million. It is impossible to estimate the total economic impact and the many thousands of additional jobs that are generated by this industry.

Vital to the Maine economy, the industry is the lifeblood of Maine railroads. Maine Central Railroad depends upon the pulp and paper companies for nearly 60% of its business, transporting most of their raw materials and finished products.

Maine paper companies are among the leaders in producing coated papers for magazines and catalogues — partly because the pulp manufactured from the long-fibre, softwood species growing in Maine timberlands lends itself effectively to this kind of paper.

St. Regis Paper Company in Bucksport, Maine, produces the coated papers that are used in a variety of publications ranging from small, little known, trade and special interest magazines to the largest and best known general interest magazines and catalogues. St. Regis is the leading producer of periodical publishing papers in the industry.

At the Bucksport mill, the emphasis has been on lightweight, coated papers. As the postal system has increased its charges for handling second class mail,



David Pollard, St. Regis resident manager at Bucksport.

publishers and printers have demanded that paper companies produce lighter papers.

But, says David Pollard, resident manager at Bucksport, "Along with this, the publishers and printers have demanded that the quality of the finished product not suffer. They, of course, want to come out with magazines which attract readers who in turn are attracted by the advertisements which support the product."

Thus, at Bucksport, St. Regis has been turning out "thinner" papers. To this end, the company has just spent 2.6 million dollars to "rebuild" one of its three paper machines.

According to Mr. Pollard, paper machines are never static in design. "We're constantly making changes — some minor and some major. We'd reached a point with our No. 1 machine where we were limited in both speed and type of paper. Thus, last year, the company elected to adopt a rebuild program."

The St. Regis mill in Bucksport has an interesting history. It was originally owned by Central Maine Power Company. CMP built the mill in the 1930's as an outlet for the extra power which would be generated by Wyman Dam at Bingham, then

under construction. It is, therefore, operated almost entirely by electricity. It was later sold to Time-Life Corporation early in 1946 which operated the mill for a brief period before selling it to St. Regis in late 1946. A significant amount of the paper manufactured at Bucksport still goes to Time-Life printers.

Paper from Bucksport travels far and wide. The Chicago area is the largest printing and publishing area in the U. S. About 31% of the paper from the Bucksport mill goes to the state of Illinois, 11% goes to both Connecticut and Indiana, and 9% goes to both New York and Tennessee. Ohio, Pennsylvania, and Kentucky are also major destinations of Bucksport paper.

St. Regis is one of the major pulp and paper manufacturers in the country, producing millions of tons a year. The company operates out of 110 manufacturing locations scattered across the country from Bucksport, Maine, to Tacoma, Washington and from Dallas, Texas to Jacksonville, Florida. In 1971, alone, the Bucksport mill employed about 1,000 people with a payroll of nearly \$10 million. The St. Regis Paper Company owns 760,000 acres of Maine woodlands with wood harvesting activities centered in the area of Washington, Hancock and Penobscot Counties.

The small Maine Central Railroad freight office in Bucksport is one of the railroad's most productive. More cars are han-



*Michael J. Walsh, Jr., St. Regis vice president, transportation and distribution.*

dled by this agency than any other on the Maine Central system except the Portland station.

St. Regis Paper Company is the reason. In addition to about 600 tons of paper per day shipped from the Bucksport mill by rail, an average of more than 6.5 cars per day of pulpwood are delivered to St. Regis by Maine Central. Also, 6.5 cars per day of other raw materials such as clay, starch, Kraft pulp, and propane gas are received at the mill.

As an industry with nearly total reliance upon rail transportation, the pulp and paper industry is concerned about the future of the nation's railroads. St. Regis has been active in its support of legislation that will modernize outdated transportation policy.

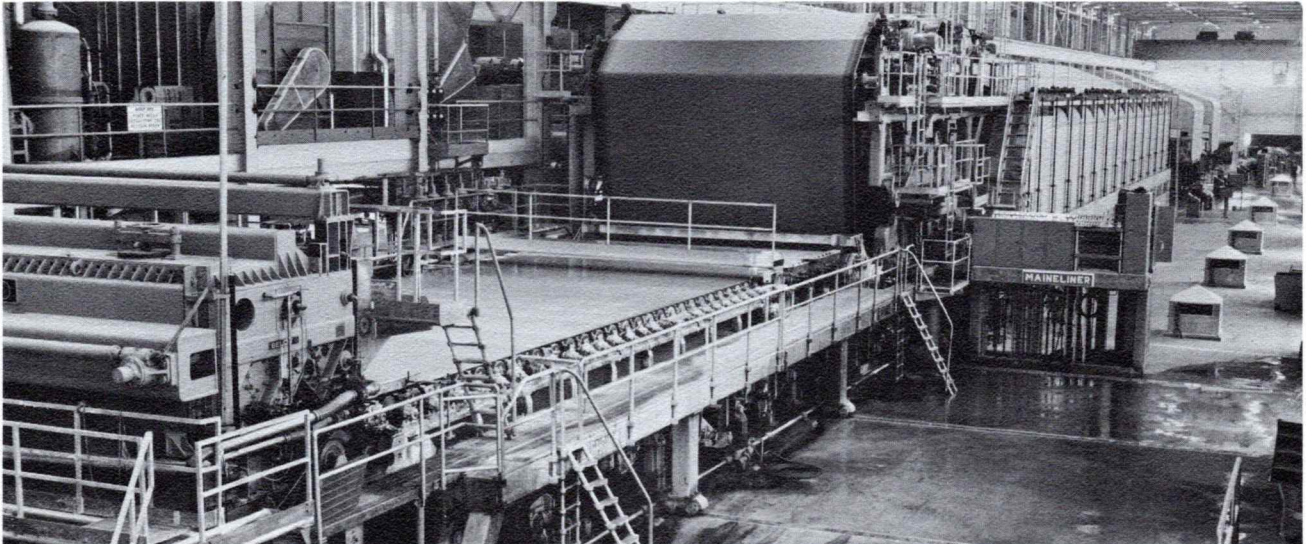
Michael J. Walsh, Jr., St. Regis vice president, transportation and distribution, testified recently in Washington on behalf of the Forest Industries Council. He told a subcommittee of the House Interstate and Foreign Commerce Committee that the forest products industry represents the "largest single source of revenue to the railroads of the United States."

"86% of the total mill volume of the paper industry and 78% of all lumber, plywood, and other wood products move to market by rail," he said.

"We look to the bills now before the subcommittee and other pending legislation as significant efforts toward improvement of the railroads and other modes of transport," Walsh said, adding:

"The time is overdue for a major change in national policy with respect to railroads, and such a change, we believe, should be designed to afford the railroads an opportunity for lasting improvement in their position."

St. Regis has developed an economic oasis in Bucksport as have other paper companies in their respective communities. Although the industry has experienced a slight decline over the past two years, present signs point to a reversal in this trend and the future looks bright for the paper industry, the state of Maine, and the railroads serving this, the nation's fifth largest industry.



*The "Mainliner," newest and largest paper machine at the Bucksport mill.*



*The first train through the new automatic crossing gates at Woodford's Corner in Portland. Maine Central signal department employees carefully monitor the first operation.*

# automatic gates

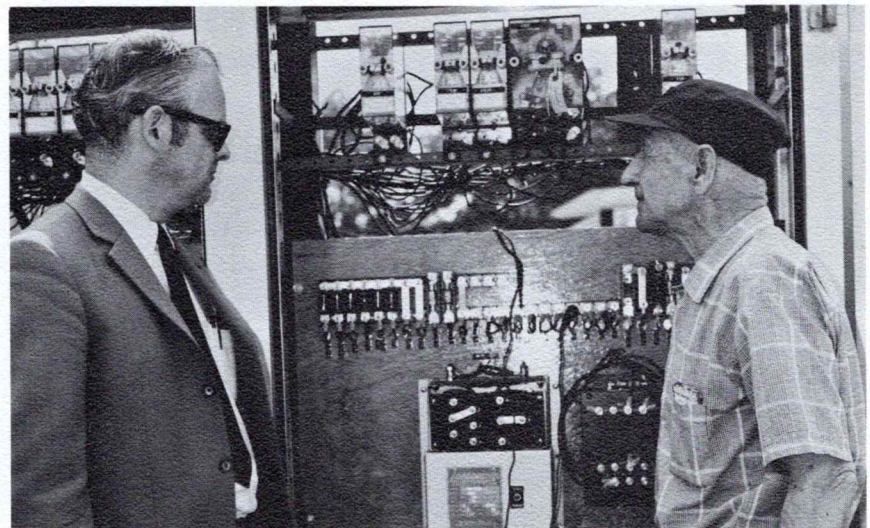
On June 14, 1972, an historic event of rather insignificant proportions took place in Portland. Automatic crossing gates on Forest Avenue and Saunders Street in the Woodfords' Corner area went into operation replacing old style manual gates. This was the last major highway crossing in the state protected by a manual gate.

Similar action on the Maine Central system has taken place over the years with little attention. But this crossing is located on a stretch of highway that is one of the busiest in the City of Portland. Thousands of commuters and residents pass the crossing every day on their way to and from work. Everyone had an opinion on how successfully the new automatic gates would work. Most had no idea of the variety of safeguards built into the new system.

David G. Stevens, Commissioner of the newly formed Maine Department of Transportation, said, "Automatic crossing protection has been proven safer than manual gates, primarily from the elimination of the factor of human error. In addition, the automatic gates have a fail-safe control system whereby a



*Old Style hand cranks used to operate manual gates.*



*Phil Lentz (left), Superintendent, signals and communications, discusses the operation of the most modern automatic crossing protection available with retired P. T. Co. signal maintainer, William Coombs.*

failure of any component in the circuitry will cause the gates to go down and the flashing lights to operate. In the event of a commercial power failure, the gates will continue to operate normally on stand-by batteries."

Maine Central's James O. Born, chief engineer, said, "The railroad has taken another step in its continued efforts to improve highway-railroad crossing safety by installing the most modern automatic controls and protective devices."

He went on to describe the operation of the gates. "A timing device has been installed that will operate the highly visible reflectorized gates in advance of an oncoming train, dependent on the speed of the train. The gates' operation will be tied in with the traffic signals on Forest and Ocean Avenues in a way that an approaching train will activate a pre-empting circuit to the traffic lights, thus providing the best traffic flow to clear the tracks."

In an interview with the Portland Evening Express, Henry Finch of the Traffic Division of the Portland Public Works Department said, "There will be no tie-ups if motorists obey the traffic signals and make only permitted moves." He requested drivers who regularly pass through the crossing not to "jam into the intersection when the lights change and there is no place to go."

# news briefs



**Sumner S. Clark**

Sumner S. Clark, 54, retired Maine Central Railroad vice president, died July 28, 1972 at his cottage in the Ocean Park section of Old Orchard Beach.

Born in Portland, Mr. Clark was the son of Frank E. and Mildred Woods Clark. He spent his youth in Saco and was a graduate of Thornton Academy, the University of Maine and received his law degree from Harvard Law School in 1943.

Mr. Clark was married April 19, 1942, to the former Dorothy Sherman. Besides his widow he is survived by two daughters.

Mr. Clark's railroad career began in 1946 with his appointment to the Maine Central Legal Department. He was named general attorney in 1952 and assistant to the president in 1955. In 1963 he was elected vice president and retired in July 1969 because of increasing ill health.

Mr. Clark served two terms on the Portland City Council from 1957 to 1963 and acted as chairman in 1959. He was also a past president of the Portland Parking Association, a former chairman of the Board of Trustees of Waynflete School, a former trustee of Thornton Academy, a former director of Maine Savings and Loan Association and a former director and vice president of the Passamaquoddy Ferry and Navigation Co., Eastport. He was a member of the

American, Maine and Portland Bar Associations.

E. Spencer Miller, Maine Central president said, "For fifteen years Sumner Clark served as my right hand. His loyalty to the Railroad coupled with unusual ability and mental capacity, earned for him the deep respect of his colleagues in the industry who were saddened at his premature retirement for reasons of health in 1969.

"Mr. Clark was also a civic and educational leader, well known and highly respected in Portland and throughout this State.

"All of his hundreds of friends mourn the loss of this unusual and able man."

## REACTION

In response to E. S. Miller's article in the April-May "Messenger" titled, "Whose Responsibility?" retired Eastern Sub-division engineer Lewis R. Grasse wrote a letter to Mr. Miller with his opinions of the cause of the railroad's decline as the number one common carrier. Lewis retired in 1945 after 44 years of faithful service as a fireman and engineer. Portions of the letter follow:

"There are many factors that caused this deterioration. Unwise management, unreasonable labor demands, but the most serious deterrent was the lack of understanding and coordination between the people who managed our railroad and the men and women who worked in its operation.

"If there could have been a way to meet in peaceful discussion, to achieve an honest appraisal of the needs to keep our railroad running on a paying basis, that would be beneficial to both management and labor; I firmly believe the Maine Central Railroad would now be a model of industrial cooperation. But human selfishness and human hoggishness took control of all efforts made in this direction, and the

result was loss to everyone . . .

"I know from experience that our railroads could move both freight and passengers more economically, more safely, and with far less pollution than any other means of transport known to man. Why this colossal giant of transport is reduced to a mere minimum of its potential, is beyond my comprehension . . .

"I have a love for our railroads. They have made America. Although I am retired and living in luxury here in the Sunshine State (Florida), I owe it all to my years of service on the Good Old Maine Central. I spend many leisure hours reliving the exciting and nerve tingling events that happened to me while firing and running engines over the Maine Central Lines, from Bangor to Portland, from Bangor to Calais and Bangor to Vanceboro. "I have nothing but the best wishes and continued prosperity for the Old Maine Central, its management and many employees."

## FROM WASHINGTON

President Richard M. Nixon has appointed Nils A. Lennartson, President of the Railway Progress Institute, as a member of the United States National Commission of the Pan American Railway Congress. The Congress promotes the improvement and expansion of railroad transportation systems throughout the American Republics.

After a tour of duty as a reporter for the Portland Press Herald, Lennartson acted as Editor of the Maine Central Magazine. He worked in various government positions prior to becoming President of R.P.I., the national association of the railway supply industry. He is a summer resident of Falmouth Foreside, Maine. He succeeds Everett Hutchinson, a former member of the I.C.C. and former Under Secretary of Transportation, who has resigned from the Commission.



## LABOR-MANAGEMENT DINNER

Representatives of several labor unions and Maine Central management gathered in mid-June at the Portland Country Club for a Labor-Management Dinner. E. Spencer Miller, Maine Central president, addressed the group briefly and in response to a number of requests, discussed in some detail his recent proposal for the creation of an American Railroad Corporation.

Labor representatives attending the dinner were: J. E. Burns, gen. chair., Int. Assoc. of Machinists and president, System Federation #18; V. J. Cammerota, gen. chair., Int. Bro. of Firemen & Oilers; R. J. Coffin, Jr., gen. chair., ATDA; Samuel Covino, ass't gen. chair., Sheet Metal Workers; P. A. Currier, gen. chair., BLE; Oscar Dederian, gen. chair., BRAC; Harold Erickson, gen. chair., UTU(E); W. D. Graham, Jr., gen. chair.,

Trans.-Comm. Div., BRAC; E. D. Jones, gen. chair., Bro. Ry. Carmen; E. F. Lyden, gen. chair., UTU(CT); J. R. Mazzochia, vice gen. chair., IBEW; W. B. Mochrie, Jr., gen. chair., Int. Bro. of Boilermakers; A. E. Omand, assist. gen. chair., BRAC; Eugene Plourd, legis. representative, UTU; Paul Sullivan, retired gen. chair., Int. Assoc. of Machinists and retired president of System Federation #18.

Maine Central officials attending the dinner were: E. S. Miller, J. O. Born, G. H. Ellis, H. N. Foster, J. E. Hamilton, W. L. Harris, A. M. Knowles, W. E. Maloy, D. G. Merrill, B. L. Peters, K. W. Phillips, A. J. Travis, A. N. Tupper, R. G. Wheeler, and J. W. Wiggins.

## OUR SYMPATHIES

Lacy W. Judkins, retired general agent, died June 15, 1972, shortly before his 77th birthday. He served eight years as general

agent at Rumford and over 36 years in the Operating Department. He resided in Mexico, Maine at the time of his death.

## OBITUARY

(From the Portland Evening Express)  
June 30, 1972)

GEORGE P. MCCALLUM

MONTREAL, Que. — George Prinn McCallum of 4404 St. Catherine St. West, Westmont, died unexpectedly at his residence Thursday.

He was born in Portland, Maine, son of Mrs. Katherine Prinn McCallum of Portland and the late Eugene McCallum. A graduate of Deering High School, Portland Junior College and Boston University, he was an Army veteran of World War II.

As a young man, Mr. McCallum was employed on the editorial staff of the Guy Gannett Publishing Co., Portland, includ-

ing an assignment as education reporter.

Later he served in a public relations capacity for the Maine Central, Boston and Maine, and New Haven Railroads. He eventually joined the advertising and public relations firm of J. Walter Thompson, New York, and five years ago was transferred to the company's Montreal office where he was employed at his death.

## ACCIDENT PREVENTED

It was Sunday morning and he was on vacation when Larry Severance, head clerk in the Bangor Engine House, drove across the old Bangor-Brewer Bridge on his way to Old Town. He spotted something unusual taking place on Maine Central tracks below. After doubling back to get a closer look, he confirmed his suspicions. A man was placing ties on the main line track to Vanceboro. A quick telephone call to the yard office resulted in a call to Royce Wheeler, assistant superintendent, and the Bangor Police Department who apprehended the man. Later in the day, Larry identified the suspect in custody as the man he saw on the tracks. On Monday, he went to the County Attorney's office with Royce Wheeler to discuss the case with the authorities. As a result of his quick action and willingness to take his own time to help the railroad, the man was convicted and sentenced, and a potentially serious accident was prevented.



Larry Severance, head clerk, Bangor Engine House, may have prevented a costly derailment by his alert action.

## AUTOMATED FEED MILL

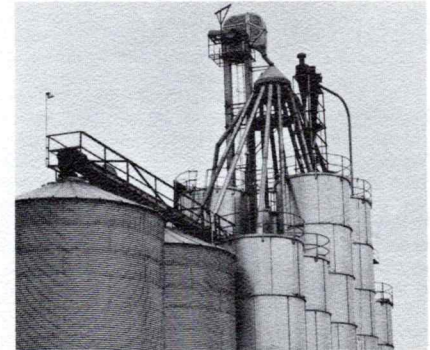
A unique new H. K. Webster Satellite Feed Mill is in full operation in Augusta. The automated poultry and dairy feed mill, newest in the Webster chain, operates by electronic switchboards designed by the Webster Company.

The mill has its own rail siding where ingredients arrive in hopper cars or box cars. Box cars are unloaded by a small electric car while hopper cars are unloaded by a large underground auger, which can unload 100 tons in 45 minutes.

The mill, 120 x 100 feet, is designed for a production capacity of 40,000 tons of poultry mashes a year and 20,000 tons of dairy pellets. Overall storage capacity for ingredients in huge bulk

tanks is in excess of 1800 tons, largest of all the company's satellite mills.

All poultry feeds are made fresh and conveyed at the rate of one ton a minute directly into the bulk truck ready for delivery to the farm.



New H. K. Webster Satellite Feed Mill in Augusta is in full operation.



E. Spencer Miller, Maine Central president, appeared on State-wide public television to discuss his proposal to create an American Railroad Corporation as outlined in the June-July "Messenger." The 25-minute interview was for the Maine Public Broadcasting Network's nightly news program, "Maine News and Comment." Mr. Miller was interviewed by David Platt, executive producer for public affairs and Lee Loring, producer-reporter.



Maine Public Broadcasting video control room minutes before the start of an interview with E. Spencer Miller.

# The Grapevine

## GENERAL OFFICES

Off to the gorgeous, magnificent Big Sky Country of Montana, flew Milt Chaplin of the Voucher Bureau for a two week vacation. Milt and his wife visited their daughter and her family in Helena and planned trips to Butte, Billings, and Yellowstone National Park, where our reserved Miltie would be a match for any big, black grizzly who might happen to cross his path.

I suppose we really can't report Voucher Bureau Chief, Bob Clark's tour of duty with his army reserve unit as a vacation, but then what else does two weeks in the Payroll Division at Fort Knox constitute? Isn't working for the government always a vacation, especially the off-duty entertainment; such as river boat rides, where one can enjoy the fabled Southern hospitality?

Paul Crawford of the Insurance Department and his family spent their two weeks' vacation at Sebago Lake. That meant two weeks of dismal weather for the rest of us, as Paul's luck ran true to form.

Nancy and Arthur Gilbert, along with their three teen-agers, enjoyed the June Week festivities at the U. S. Military Academy at West Point, where their nephew was among the graduates receiving their commissions into the Army. Upon their return, they watched their daughter Debbie receive her diploma from Deering High School. Debbie has accepted a position with New England Telephone Company in Portland.

The Revenue Office of the Accounting Department recently gave a big send-off to their "Excedrin Kid," Gordon F. Barron, who retired on June 30th after 15

strenuous years of service with the Maine Central Railroad. Many of Gordon's friends throughout the General Offices were on hand, as well as his wife and many retirees, whom we are always glad to have visit with us. Gordon's desk was gaily decorated and was highlighted by a ceramic steam engine made for Gordon by Mary Conroy of Management Services. Gordon intends to enjoy the summer at his cottage on Long Island.

Stephen Hansen, son of Mr. and Mrs. Axel Hansen, Car Accounting, graduated from Northeastern University in June with a B.S. in Electrical Engineering. Stephen began work with Fairchild in South Portland following graduation.

Susan Quimby, daughter of Penny and Wendell Quimby, Engineering Dept., graduated from Gray-New Gloucester High School. She had been working in the Town Office on the Co-op Program sponsored by her school.

Marilyn MacDowell graduated from U. of Maine in June with a B.S. in Human Development. After a trip to Europe this summer, Marilyn plans to teach in the fall. She is the daughter of Mr. and Mrs. Leonard MacDowell, Car Accounting and Cost Studies Department.

Nathalie and Dick Aylward, chief clerk, Engineering Department, had the pleasure of being two of eleven chaperones for 71 students of the Deering High School Band, Orchestra, and Majorettes, sponsored by the Music Parents' Club on their annual trip. They traveled by chartered bus to Jackman, Maine, where a concert was held at the local high school in the afternoon for the students in surrounding schools. Daughter, Debbie, plays the French horn, and son, Steve, plays the trombone. The next stop was Quebec City, where they stayed at the Chateau-Fron-

tenac Hotel and spent their time touring the city and shopping.

Gail and Leonard Mulligan, Disbursements-Payroll, are the proud and happy parents of a baby girl. Katherine Ann was born June 20th and weighed in at 8 lbs. ½ oz.



*Katherine Ann Mulligan, sound asleep? She is the daughter of Gail and Lenny Mulligan, Disbursements.*

Betty J. MacDonald, having purchased a new riding lawn mower, has adopted the "fun" way of mowing her lawn. If she's clever, she can use the Huckleberry Finn strategy on all of her friends; and she won't have to lift a finger!

J. Emmons Lancaster, wife Ruth, and son Walter attended the 13th Annual New England Square Dance Convention at Springfield, Mass., to trip the light fantastic.

Miss Theresa A. Berry, daughter of Mrs. Peggy Berry, stenographer, Engineering Department, visited London, England, recently. Her sightseeing included Buckingham Palace, Piccadilly Circus, Houses of Parliament, Westminster Abbey, Carnaby Street, the Wax Museum, and many other famous tourist attractions.

Bob Nurse, car service agent, landed a beautiful 19 lb. striped bass last week. This is not a fisherman's story . . . we saw pictures to prove it!

It was a pleasant surprise to welcome back Margaret Park, wife of S. P. Park. Margaret was substituting in the Executive Department.

Molly Fehlau, her husband Martin, and son Rickie travelled to Newfoundland in their Volkswagen bus.

Jerry Shea, Car Accounting, tells us his son, A-1C William P. Shea, is being transferred from Cold Bay AFB, Alaska, to Robbins AFB at Bacon, Georgia. This will be quite a transition in weather for Billy.



*Gordon F. Barron admires gifts from friends received at his retirement "send-off."*





Theresa Berra, world traveler, at the airport in London, England.

## BANGOR

The Bangor relief train now boasts of having the number one cook car on the system. It was recently equipped with a restaurant-type, 6-burner gas stove, double oven, and 2' x 2' grill and broiler. We understand that Rigby and Waterville will soon follow.

Among new faces on the Eastern Sub-Division are: Kathy J. Forbis, employed as a spare clerk at Bangor and E. G. Nowell, employed as a spare operator, formerly a clerk at Northern Maine Junction. Also back with us again for the summer months is Fenton W. Priest. Mr. Priest works in Florida during the winter months and covers the crossingtender's position at Mattawamkeag during the vacation time.

Our new general agent at Vanceboro is Steve Packard. Taking Steve's former job, as agent at Danforth, is D. C. MacKehnie.

Bangor Engine House has a new general foreman, G. M. McCausland. Mr. McCausland is taking the position formerly held by H. R. Eames, now retired.

Among those Eastern Sub-Division employees receiving trophies on June 3rd at the Bangor and Aroostook Golf Tournament were N. M. Violette, yard clerk; Ken DeBeck, operator; Larry Gallant, brakeman; and Jackie Tardiff, brakeman.



Congratulations are due Harry A. Bowen, Jr., chief clerk, Bangor Freight Office, shown on the right, receiving his 25-year pin from W. P. Moon, general agent.

## RIGBY SHOPS

"Dom" Fortin, clerk, General Foreman's office at the engine house, attended the clerks' union state convention at Waterville. General chairman of the local clerks' union, Dom was elected senior vice-general chairman of that organization. At a later date Dom traveled to Boston on business pertaining to railroad retirees.

Gordon Sears, Maine Central engineer, has been assigned to the Boston and Maine as a traveling machinist with headquarters at Dover, New Hampshire.

Speaking of hobbies, among our employees, hostlers helper, "Roy" St. Peter has attained quite a reputation as a philatelist. Roy has a United States stamp collection dating back to 1920. The collection is fully cataloged.

Welder "Al" McCann announces the marriage of his son Terrance to Laura MacIssac of Quincy, Massachusetts. "Al" also tells us he is a granddad for the second time. His son "Billie" and wife have announced the birth of their second child, William, Jr.

Mrs. "Al" McCann, dance instructor, held a recital recently at Peaks Island. The event featured Irish and Scotch folk dances as well as acrobatics, all performed by local young people.

"Fred" Lombard, retired foreman, has been working in his spare time at the Cumberland Farms stores. Fred was recently transferred to the Allen's Corner Store in the North Deering area. He has worked at several locations in the past three or four years.

The McCann family again made the headlines when "Al" McCann, Jr., participated in the Maine All-star Relay Team. The team consisted of 10 men, each man running 27 miles in relays of a mile. A total of 269 miles and 250 yards were run in a 24-hour period. The proceeds of \$200.00 were donated by the Maine Mall to charity.

Foreman William Bean, Car Department, has returned to his job on the 3rd trick after a spell of illness.

"Charlie" Chamberlain, head maintainer, Signal Department, received the honor of being chosen as District Deputy Grand High Priest of Grand Royal Arch-chapter of the Masonic Order. Only 6 members hold this office, including Charlie.

Foreman Maurice Weeks, 2nd trick at the Engine House, was given a surprise party in honor of his recent retirement. The event was held at his home in Falmouth where many friends attended.

Marcia Small and Vinal Pendexter were united in marriage at the Hillside Congregational Church, Cornish. Marcia is the daughter of "Jim" Small, electrician, and Mrs. Small.

Foreman Charles Tetreault, 1st trick, was awarded a bronze plaque designating a lifetime membership in the Sunset Park Men's Club at Thornton Heights. This award was presented in appreciation of his services in the neighborhood and for lending a helping hand where needed.

Electrician Francis DeGruchy was appointed to the 2nd trick foreman's position upon the retirement of foreman Weeks. Machinist "Bob" Messer has

been assigned to cover foremen while on their vacations.

We have a new employee on our roster. Ralph Foster, electrician, will cover swing jobs at the engine house.

Peter Nilsen, retired car inspector, died at age 80. Condolences to his family. The men at the Car Department remember him as just plain "Pete."

Retired electrician Walter Emery is spending the summer at his cottage on Moose Pond in Rockwood where he does all his hunting and fishing for 6 months of the year. The remainder of the year (including winter) is spent at Homestead, Florida.

It saddens us to report that two enginehouse employees, Asa Worcester and John Nally, died suddenly on the same day, July 17, 1972. Each was 59 years old and a Portland resident.

## RIGBY YARD

Stephen J. Green has recently been awarded a scholarship to Dartmouth College for this fall. Stephen, ranking second academically in his class at Cheverus High School in Portland, is the son of Joseph H. Green, yard conductor, Portland Terminal, and Mrs. Green. Stephen has been a member of the National Honor Society for three years. In addition to his scholarship to Dartmouth, Stephen has received numerous other awards including: a certificate of merit for his active participation in the Pi-Cone Mathematics League; a Maine Teachers Association Award, with high honors, in English, mathematics, and total achievement; and has been designated a Presidential Scholar to Providence College. In addition to his academic achievements, Stephen has run crosscountry, indoor track, and has been a member of the Cheverus tennis team throughout his high school years.

## WATERVILLE SHOPS

Painter Warren Underwood retired June 30th, after serving over 30 years with the Maine Central.

Weighing in at 8 lbs. 9 ozs., Dale Martin was born June 6th at Waterville. Dale is the son of machinist helper and Mrs. Sherwood Bumps of China.

Machinist Michael Bosko retired June 30th, after 28 years of service. "Mike" was the man behind the design and construction of the "Wheel and Plaque" standard, which is on display with the "Old 470."

After a hot day of traveling, Foreman Glen McCarrison spotted a sign advertising a "Bucket of Suds." Being in the mood for a cool beverage, Glen later returned to the spot from his motel, only to find the sign on a "Laundramat."

Delia Jean Desveaux graduated from Waterville H. S. in June. She was on the staff of the yearbook, "Nautilus." Delia is the daughter of Carman Alphonse and Mrs. Desveaux.

Nature item. It's been reported that a "Crow" has learned how to tame a "Weasel." Instead of the usual salt on the tail method, sour chocolate milk is poured over the "head."



D. Desveaux



S. Green



S. Hansen



M. MacDowell



S. Quimby



D. Voisine

## WATERVILLE STATION

Grandparents for the first time are Raymond Coulombre, supervisor of work equipment, and Mrs. Coulombre, when their daughter presented them with a new granddaughter.

A first grandchild was also born to rate clerk Robert Esty and Mrs. Esty, Freight Office. The proud parents are Mr. and Mrs. Alan (Debbie) Seymour.

Assistant superintendent Arthur Lennon and Mrs. Lennon once again traveled to the other side for a two week vacation. This time they enjoyed stops at Spain and Portugal.

## WATERVILLE YARD

Deborah, daughter of conductor Arthur Voisine, graduated from Lawrence H. S. in Fairfield and plans to further her studies in nursing.

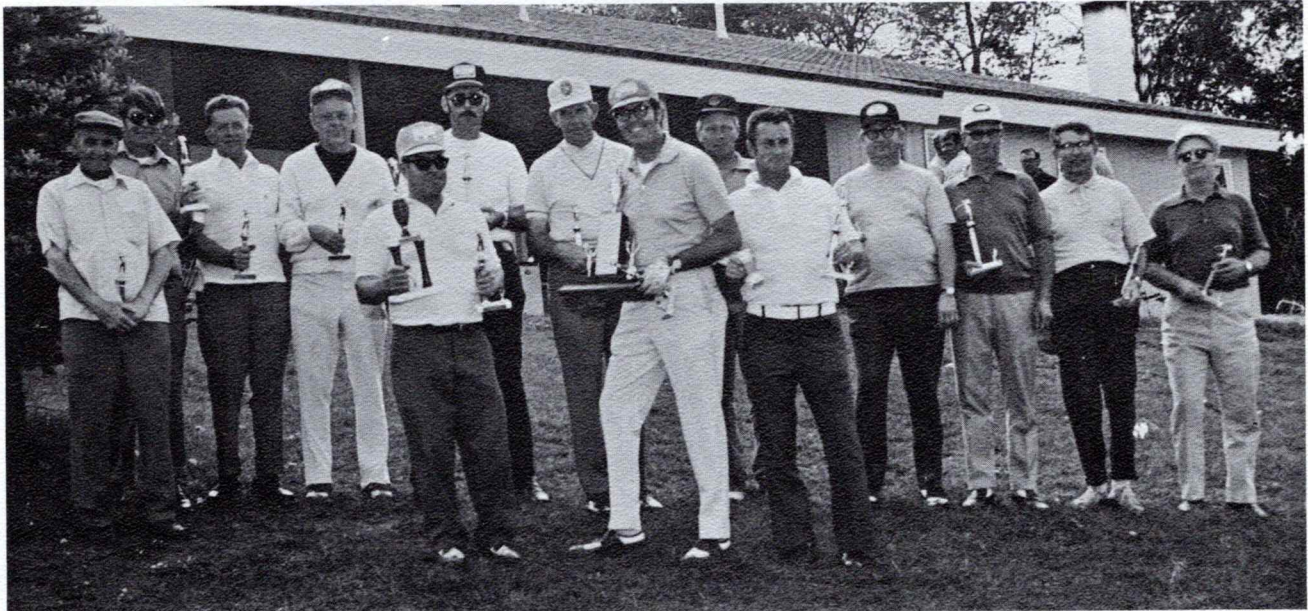


By Jerry Shea

The Annual Maine Central Railroad Golf Tournament will be held again at the Fairlawn Country Club, East Poland, Maine (just off Route #122) on Saturday, September 23, 1972. This is where the event has been held the past few years. As in the past, the first to send in entries will receive assigned starting times. We will start all others as best we can. Therefore, get your entries in early. You may use four names on one entry blank if you wish; but, be sure to fill in the time you plan to arrive at the golf course. The Owner-Pro Frank Bartasuis, would like us to start off the back side as close to 7:00 a.m. as possible.

The big prize, which is the E. Spencer Miller Trophy, will be awarded to the player with the lowest net of the tournament. We will have another big trophy, the Ben Whitney Annual Award; this will be awarded to the lowest gross of the tournament. Prizes will be awarded for the longest drive on the 18th hole and nearest the pin on the 11th hole. The highest handicap we will give anyone is 45 strokes.

Any further information may be obtained by contacting Jerry Shea, Car Accounting, Ext. 386; Bob Brewster, Engineering Department, Ext. 370; or Larry Severance, Maine Central Railroad Engine House, Bangor.



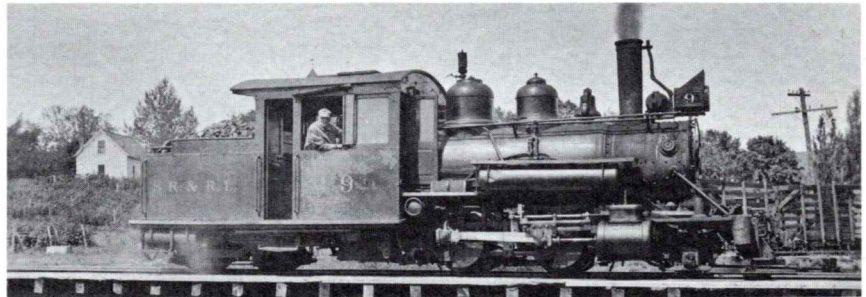
Some of the winners of the Bangor and Aroostook Golf Tournament held at Bangor June 3, are pictured at the Municipal course. They are, left to right: B. Tate, MEC, 2nd net, C; R. Brown, MEC, 1st net, A; M. Greenlaw, MEC, 2nd net, B; G. Phillips, MEC, 3rd net, A; N. M. Violette, MEC, F. C. "Buck" Dumaine, Trophy for low net; K. K. Debeck, MEC, 2nd gross, C; L. Gallant, MEC, 3rd gross, A; W. M. Houston, BAR, W. Jerome Strout, trophy for low gross; R. Chapman, MEC, 2nd gross, A; J. Tardiff, MEC, 2nd gross, B; M. Graham, MEC, 3rd gross, B; Frank Beaulier, BAR, 1st gross, B; D. Merrill, MEC, 1st net, C; and J. Brice, MEC, 3rd gross. Winning trophies but not pictured were: J. Green, BAR, 2nd net, A; L. Forest, MEC, 1st net, B; John McGuff, 3rd net, B; and O. Prince, 3rd net, C. Longest drives in A, B, and C, respectively, were Larry Gallant, Jack Tardiff and John Mcanallen.

(PHOTO COURTESY BANGOR AND AROOSTOOK RAILROAD)

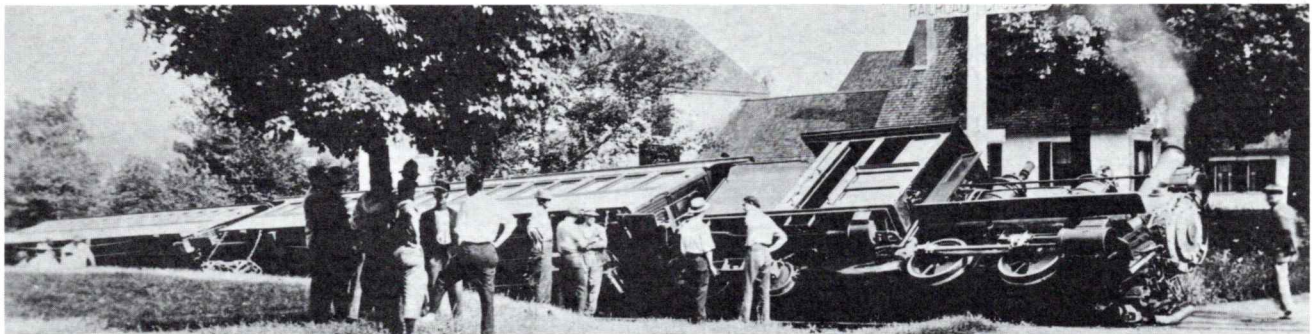


Gerard P. Conley, Portland's mayor and a Portland Terminal Company employee, is believed to be the first mayor in the nation with 12 children. The whole family is shown here, from left to right: Ann Nora, 4 years old; David, 6; Daniel, 7; Patrick, 8; Peter, 10; Thomas, 13; John, 14; Jean Marie, 15; Richard, 16; Gerard, Jr., 18; Mrs. Conley and Kevin, 2; and the Mayor holding his youngest, Donald, 1. Gerry is third trick revision clerk and has found time to serve as state representative in the 102nd and 103rd House and as state senator in the 104th and 105th Legislatures. (PORTLAND EVENING EXPRESS PHOTO)

**MORE  
NARROW GAUGE  
PICTURES**



*Puffing away on the turntable at Strong is Sandy River No. 9.*



*It looks bad, but there wasn't even a window cracked. Sandy River engine No. 7 and her seven passenger cars collided with a Franklin & Megantic train on July 8, 1916.*

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

Mr. Aire M. Wynn C-11  
109 So. Main St.  
Florence, MA 01060

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



## CROSSING TRACKS

When walking near tracks, movement of equipment can be expected at any time, in either direction, on any track. Be alert at all times; keeping a good lookout in both directions, and using the authorized routes in going to or from the enginehouse, yard office, car shops and other locations.

When walking along, do not step on rails, frogs, or guardrails. They provide poor footing at best and can be extremely slippery when wet or frosty. Never try to look backward while walking. If you must look back, the best thing to do is stop and turn.

Safety and  
Fire Prevention Bureau

## EQUAL EMPLOYMENT OPPORTUNITY

Most Maine Central employees are well aware that their railroad is an "Equal Opportunity Employer," but some have asked just what that means. Essentially, it means that Maine Central has agreed among other things:

1. Not to discriminate because of race, creed, color, sex or national origin;
2. To take "affirmative action" to employ, upgrade, demote, transfer, recruit, layoff, compensate, etc., without regard to race, creed, color, sex or national origin;
3. To include the several anti-discrimination clauses in all subcontracts or purchase orders.

The law requiring equal employment opportunity and prohibiting discrimination in employment is complex and extensive in its coverage. It is embodied in the Civil Rights Act of 1964 and Executive Order 11246 against discrimination by government contractors. In addition, most states now have some form of state law and a number of cities have local ordinances on the subject.

The railroad industry was one of the first to be affected by Equal Employment Opportunity. Executive Order 10590, issued in 1955 applied to employers holding government contracts,

including mail contracts held by many railroads. This order has since been superseded by Executive Order 11246, as amended. In later years, even though many railroads ceased to enjoy mail contracts, Maine Central and other railroads voluntarily complied with the Order, since through passage of the Civil Rights Act participation of companies with 100 employees or more is mandatory.

An Equal Employment Opportunity Commission was created to administer and enforce the Civil Rights Act, while the Post Office Department was charged with the administration and enforcement of the provisions of the Executive Order in the railroad industry.

Maine Central Railroad is involved in an affirmative action program which means that in addition to the railroad's compliance with the law on this matter, every effort is made to disseminate the company policy on equal opportunity within the company and to the general public.

As a part of the affirmative action program Maine Central has secured signed statements from all labor organizations representing the employees stating that they concur with the railroad's policy.