



M 2706 MEC 10. 173 78. 389

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

**MAINE CENTRAL**

# MESSENGER

VOLUME 11, NUMBER 11

OCTOBER - NOVEMBER 1973



From the desk of . . . .

E. SPENCER MILLER



## A GOOD IDEA THAT DIDN'T WORK

It was only three years ago that the Maine Legislature, with sincere good intentions, brought forth novel legislation to protect Maine citizens from the rape of our natural environment by rich, powerful, black-hat profit-seeking private industry.

The birth of a seemingly beneficial plan to guard the quality of the Maine environment has grown into a harmful, retarding drag upon efforts to provide an improved quality of life for the working society of Maine. A desirable quality of life in Maine is based first upon ability to provide for certain creature comforts through gainful employment and second, on the success of efforts to protect and improve the purity of the environment.

For many years the Water Improvement Commission classified fresh surface and tidal waters and acted upon violations of these classifications. In 1967

the authority of the Commission was expanded to include air quality, and the name was changed to the Water and Air Environmental Improvement Commission, and still later changed to the Environmental Improvement Commission.

In 1970 the Legislature greatly extended the authority of the EIC by enactment of the Site Location Law. The purpose of the Law as expressed in the legislation was, "to provide a flexible and practical means by which the State . . . may exercise (its) police power . . . to control the location of those developments substantially affecting local environment in order to insure that such developments will be located in a manner which will have a minimal adverse impact on the natural environment."

These objectives were laudable. Across the nation, Maine was praised as a leader in the then popular crusade to protect the natural environment at any cost. But, it was this very notoriety that motivated the industrial community, in Maine and outside of Maine to ask, "Does Maine want to grow industrially?"

There are two important words in the stated purpose of the Site Location Law, **flexible** and **practical**, to which we will draw particular attention. Recent events and decisions clearly illustrate that the present structure and procedures of the EIC (now renamed the Board of Environmental Protection, BEP) are inadequate for that agency to discharge its duty in line with its stated purpose.

First, the intention that the law should be **flexible** has been violated by recent legislative action. Reasonable legislators, supported and encouraged by the

Department of Commerce and Industry and industrial leaders, suggested that economic considerations should be added to environmental concerns in connection with new developments.

In some radical minds, any industry affects the environment adversely simply by its existence. But, the same industry might very well provide a better way of life for hundreds of people in terms of good-paying jobs and subsidiary benefits such as lower taxes, and a healthy community economy; with social services otherwise unobtainable.

The 106th Legislature defeated this sensible bill, apparently influenced by the intense lobbying of the Department of Environmental Protection and the well-heeled, sophisticated environmental lobby. It is hypocritical for the DEP not to have the authority to consider the economic value of an industry to a community. Decisions of this nature should be reached by an evaluation of what is best for Maine's overall good. There is no flexibility in the present law and the DEP will attempt to prevent any potential flexibility.

Second, recent events have also demonstrated that the law is not **practical**. The bizarre activities of the BEP in handling the application of the Pittston Company are a case in point. When faced with the expressed displeasure of the environmental branch of the Canadian Government, the DEP went to Eastport, took a short boat ride, sat in session briefly and voted to postpone the hearings for six months. This action left a large group of experts gathered from worldwide sources with no opportunity to testify.

An informal letter from the Canadian Minister of Fisheries and Environment, entered into evidence with no cross examination of the author, was cited as the basis for the lengthy delay.

The **Maine Sunday Telegram** expressed an opinion that reflects our view: "We think the DEP mishandled its job and did badly by the State in calling off hearings. We think it is duty under law for DEP to hold a full hearing, not a mere truncated facade. They weasled on their

responsibility by voting to suspend all hearings for six months."

This view was vindicated by a court of law and by the Department of State. On July 11, Judge William McCarthy ordered that the BEP resume full hearings, saying that the Board had neither the legal discretion nor statutory right to suspend the hearings. A letter to the BEP from the State Department on July 3 said: "I can only suggest that the BEP proceed with its examination of the merits of the Pittston proposal, leaving the question of the attitude of the Canadian authorities to be addressed, if necessary, through diplomatic channels in the normal course."

The subsequent delays in the Eastport hearings have been enough to discourage any businessman from attempting to locate a major industrial development in Maine. Holding hearings only two or three days a month, while the expenses for Pittston Company as well as construction costs severely escalate, is a direct violation of the principle of the Site Selection Law. There is talk that the hearings may now run for well over six months. As a result the bad word on Maine is nation, if not worldwide.

Although the DEP is staffed with professionals for the purpose of research, advice, and enforcement, the decision making is in the hands of a lay body, the Board of Environmental Protection. The appointments to the 10-member Board, potentially subject to political whim, represent five areas; municipal, conservation, public, air pollution and industry. The impractical nature of this non-professional Board has become apparent when an interest, such as municipal or industry, is disenfranchised as members withdraw from the proceedings alleging ill-defined potential "conflicts of interests."

Another fault in the present system has been demonstrated by the actions of certain members of the BEP. While the Department of Environmental Protection was talking with Pittston about forthcoming hearings

for an oil refinery at Eastport, members of the Board testified at public legislative hearings expressing their strong personal objections to oil refineries on the Maine Coast. Having made their judgment without the benefit of the particulars of the case, one might question their objectivity in sitting in judicial capacities on an application. No withdrawals from Board decisions have occurred on the part of the environmentalist members as a result of their obvious and self-expressed conflicts of interest. They are above ethics.

It is not enough to be critical of the composition and decisions of the BEP. What follows is a suggested plan of action that will provide the practicality and flexibility that was the abortive intent of the Site Selection Law.

First, we recommend the repeal of the present Site Location Law and the abolition of the layman Board of Environmental Protection.

Second, we recommend the retention of the professional personnel and three DEP divisions; air, water and land quality control. The function of the air and water divisions would encompass enforcement of present law and issuance of air and water discharge licenses. The land division would encompass many of the present functions of the Land Use Regulation Commission and act in an advisory capacity to local governments in terms of site locations.

Third, we recommend that the DEP be administered by three full-time commissioners, each with professional leadership and expertise. The chairman of the Commission would represent the overall best interests of the public, including environmental protection, while the other two commissioners would come from the ranks of industry and labor respectively, but would be bound by the same objectives.

It is difficult to retreat from what was a new and perhaps constructive concept and return to old ways, such as local control. We do not suggest that. We do suggest a professional, full-time, adequately compensated three-member commis-

sion of able people enjoined to protect Maine in the largest and widest sense.

*Essex Miller*

President

## SOME THOUGHTS ON "POST INDUSTRIAL AMERICA"

Some delightful writings inspired by "Utopia" have, over the years, titillated the literate in their libraries. Disturbed at the social maladjustments created by the migration from agriculture to cotton spinning, Samuel Butler in "Erewhon" envisaged a land divested of machinery, and Edward Bellamy in "Looking Backward" looked forward to financial equality, as well as political equality, for all.

All of this was just entertaining buffoonery which no thinker took seriously. Today there has been a recrudescence of that nineteenth century phantasy with mindless repetition of something called the "post industrial society." This unhappy and insignificant phrase is current with the Eco-Freaks and their more articulate supporters.

No reflective intellect finds any meaning in it as a chosen course. If we are entering a "post industrial society" in America and Western Europe, then Oswald Spengler was quite right in 1920. It will usher in the "Decline of the West." As factory production slides, so will national prosperity and comfort, and so will intellectualism and spiritual well-being.

We cannot view with joy an America dominated by the indolent, the nature boys, and the lotus eaters, with the more educated among them writing edi-



torials for tabloid newspapers (presumably inscribed on birch bark), teaching environmental subjects in state schools with a Tempean vale for the classroom, or engaged in something equally useful. The prospect of a western world overrun by the great unwashed, living at subsistence levels on hard scrabble in a land from which industrial workshops have been rooted out in a mad bionomic crusade, and therefore from which culture has been extirpated, is not amusing.

It would not be, even if the Slavs and the Mongols would leave us alone in our bucolic sloth—a mighty slim chance.



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
- W. B. Lewis    Rockland
- W. G. Shea    Sports
- Wade Richardson    Waterville Shops
- Arthur Doucette    Waterville Yard
- Lucette Huard    Waterville Station
- Alice Allen    General Offices
- Mary Morse    General Offices
- Connie Davis    General Offices
- Dorothy Proctor    General Offices
- Gloria McCullough    General Offices

**COVER PHOTO**

Engine 14 of the Portland and Ogdensburg Railroad at Bemis, N. H. This location is now known as Notchland on Maine Central's Mountain Division in Crawford Notch. The engine was built by the Portland Co. in 1888. This 1897 photo is a reproduction from an old tin plate photo.

**CONTENTS**

From the Desk of E. Spencer Miller 2  
 News Briefs ..... 4  
 Remember When ..... 6  
 Twins out of the Past ..... 8  
 Never Say Die ..... 10  
 Grapevine ..... 12

# news briefs

## CHANGES IN RAILROAD RETIREMENT

Recent legislation, jointly recommended to Congress by railroad labor and management, has brought about significant changes in the railroad retirement system. The two major provisions of this legislation are; a lowering of employee's railroad retirement taxes, thus increasing employer's contribution; and full retirement benefits at age 60 for all employees with 30 years of service.

On October 1, 1973, employee's tax rate will be reduced to the social security rate. The railroads will now contribute an amount about 50% higher than previously. Employee taxes were 10.6 percent, but have now been reduced to 5.85 percent. The railroads have been contributing an amount equal to the employee, but that percentage will now be increased to 15.35 percent. These new rates apply to earnings up to \$900 per month in

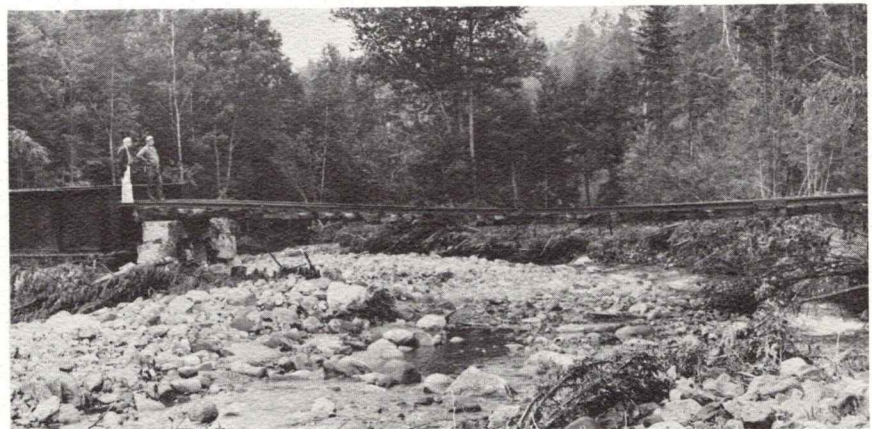
1973 and \$1,050 per month in 1974. This change will amount to an increase in employees' pay checks of up to \$42.75 per month. The annual cost to Maine Central is about three quarters of a million dollars.

Under previous law, female employees with 30 years of service could retire at age 60 without a reduction in benefits. This provision will now be extended to male employees retiring July 1, 1974, or later. This benefit will not apply to annuities beginning before July 1974. An employee must still be age 65 before he can be eligible for a supplemental annuity or before his wife can be eligible for an annuity.

There are several other changes in the railroad retirement law, and employees who have questions should contact the Railroad Retirement Board in their locality.

## BEECHER FALLS BRANCH

Maine Central has petitioned the Interstate Commerce Commission for abandonment of its



*A view of some of the damage to the Beecher Falls Branch from flooding caused by heavy rains on June 30.*

Beecher Falls Branch, most of which is in the State of New Hampshire.

The 58-mile-long branch begins at Quebec Junction in the town of Carroll, N.H., and extends through Lancaster, North Stratford, Colebrook (all in N.H.) to Beecher Falls, Vt., at the Canadian border. Maine Central owns 36 miles of the line and has operating rights over nine miles owned by the Boston and Maine and 13 miles owned by the Canadian National.

The branch received serious flood damage from the heavy rains of June 30 and has been embargoed from North Stratford to Beecher Falls since that date.

## WILBER STROUT

Maine Central's Calais agent since 1960, Wilber E. Strout, 50, died in a Bangor hospital on August 2, 1973, following a brief illness. He held several railroad jobs between 1949 and 1955 and became a telegrapher on the Eastern Division in 1955. He is survived by his wife, Marie (sister to Roger Wakefield, Machias agent), his mother, three children and five brothers and sisters.

## HERMAN DODGE AND ENGINE 1055

After more than 50 years of Maine Central railroading, Herman Dodge, Jr., says, "Yes, I'd do it all over again." He retired on July 30 after serving through a period that saw the railroad industry fall from great prosperity to its present financial woes.

In an interview with the **Portland Evening Express** he said, "The railroads are down now. They may be near the end of the line, but I certainly hope not. The future is getting pretty dark for the railroads. There's a lot to be straightened out.

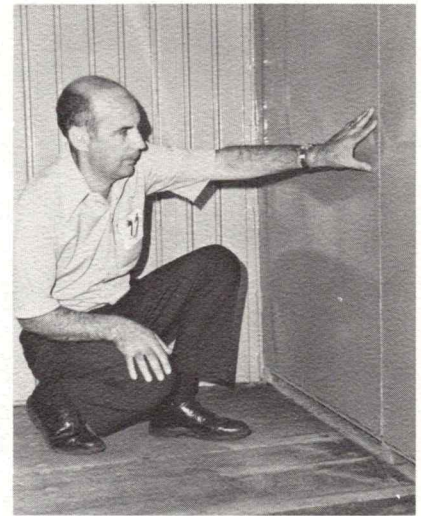
"It's been a good life for me. There was very hard work some days and some days when things were easy. I had my share of each," he added.

Dodge started as a trackman in 1922. He was in the engine house at Rigby from 1929 to

1944, but later became a fireman and then an engineer in 1950.

For the past three years he has operated a switching engine in the Deering Junction area. His favorite switcher is 1055. "I'll miss it," he says of that engine and of railroading. "But I've been looking forward to retirement. There'll be fishing on Sebago Lake and Panther Pond," he adds.

Dodge is from a railroad family. His father, Herman, Sr., also worked for Maine Central for over 50 years. He died in 1962. Now his brothers, Norman, Guy and Forest are working for Maine Central with 17, 17 and 31 years of service respectively. That's over 165 years of railroading for one family, with three members still going strong.



Foreman Roland A. Giroux of Waterville Shop examines the smooth steel lining which replaced wood in the current box car rebuilding program. Also, visible is the new high-strength steel end lining as well as the long wearing hardwood floor.

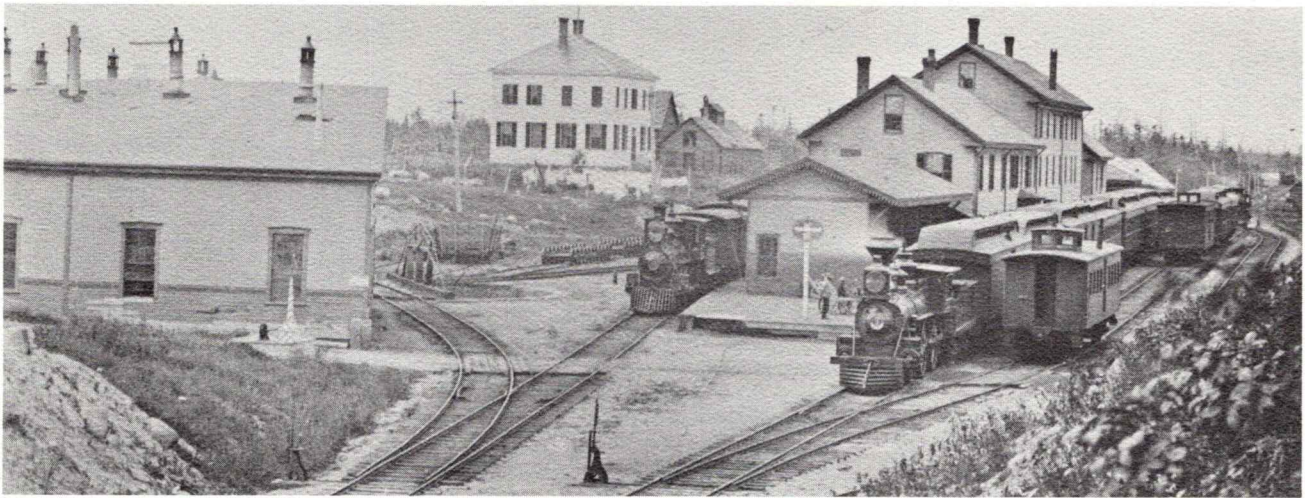


MeC 6427 is one of the current 50 forty-foot box cars being rebuilt at Waterville Shops. These cars are completely upgraded for paper service, with new all steel interior lining with lading strap anchors, hardwood flooring, 8-foot wide doors and high capacity draft gears. In addition, new roof, under-frame reinforcement, roller bearings and the latest design brake equipment result in a car that is virtually brand new.

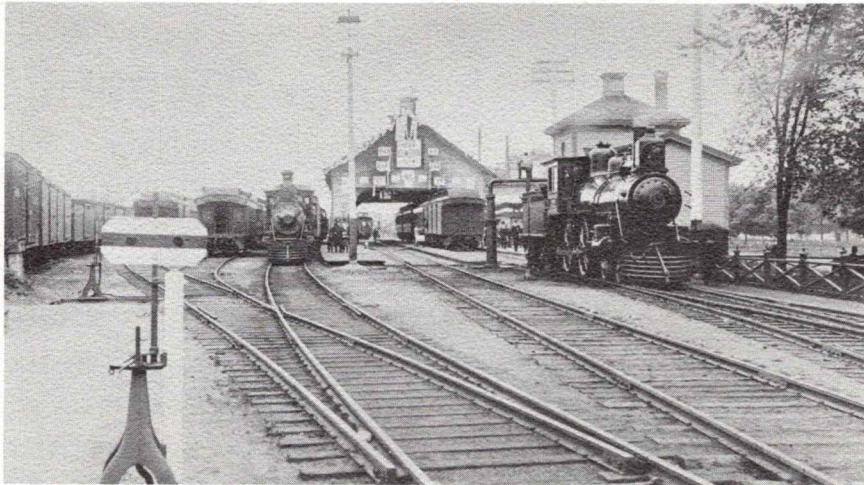


Herman Dodge, Jr., at the controls of switcher 1055.

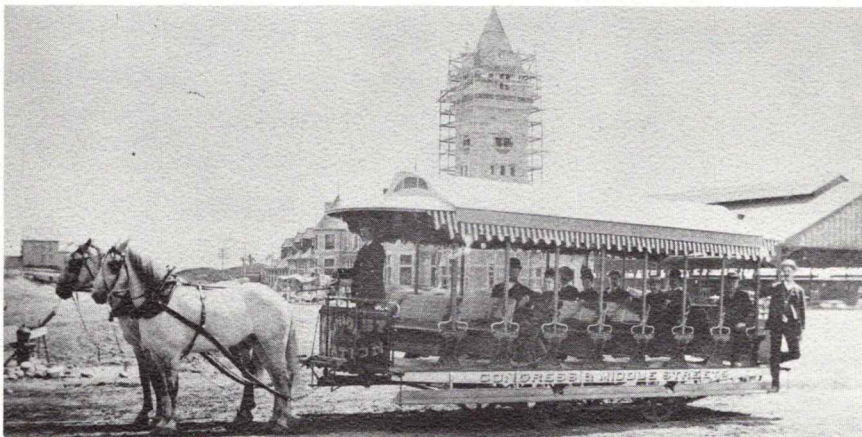
# remember when



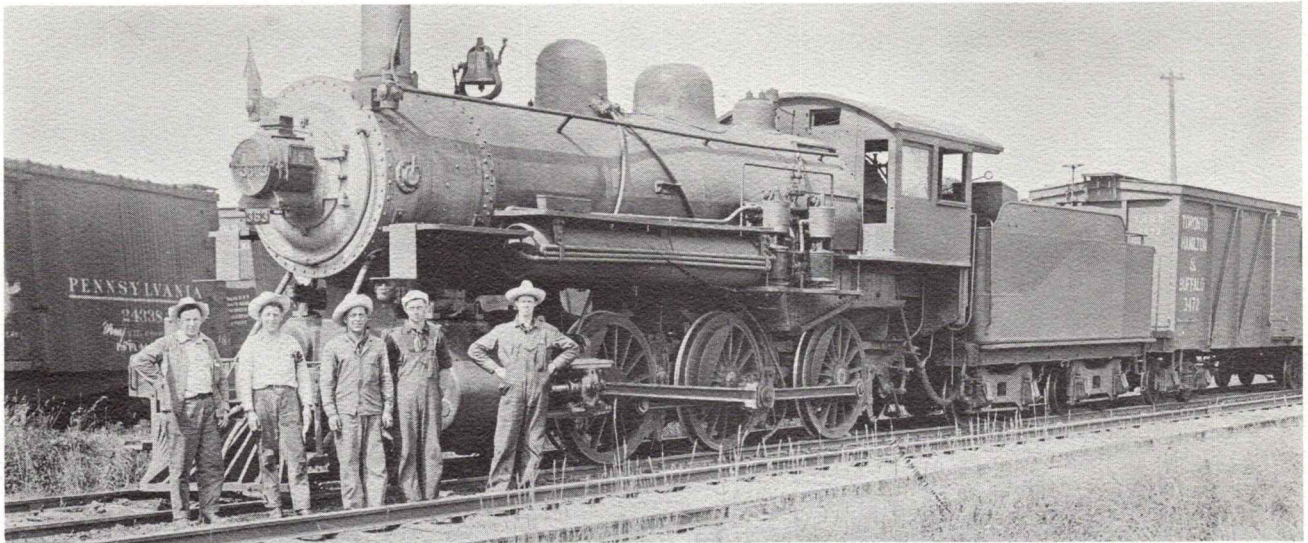
*The Maine Central Station at Vanceboro, circa 1885. At the left is Canadian Pacific engine 45 and at the right is Maine Central engine number 63, the "William G. Davis." Photo provided by Robert C. Baker of Brunswick.*



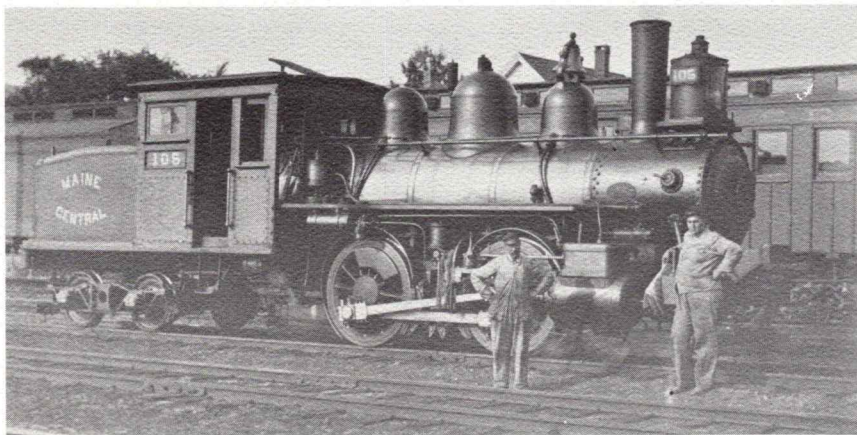
*Maine Central Station in Brunswick in 1894. The picture was taken during the 100th anniversary of Bowdoin College. Photo provided by Robert C. Baker of Brunswick.*



*We don't have much information on this photo except that it was taken during the construction of Union Station in Portland about 1890.*



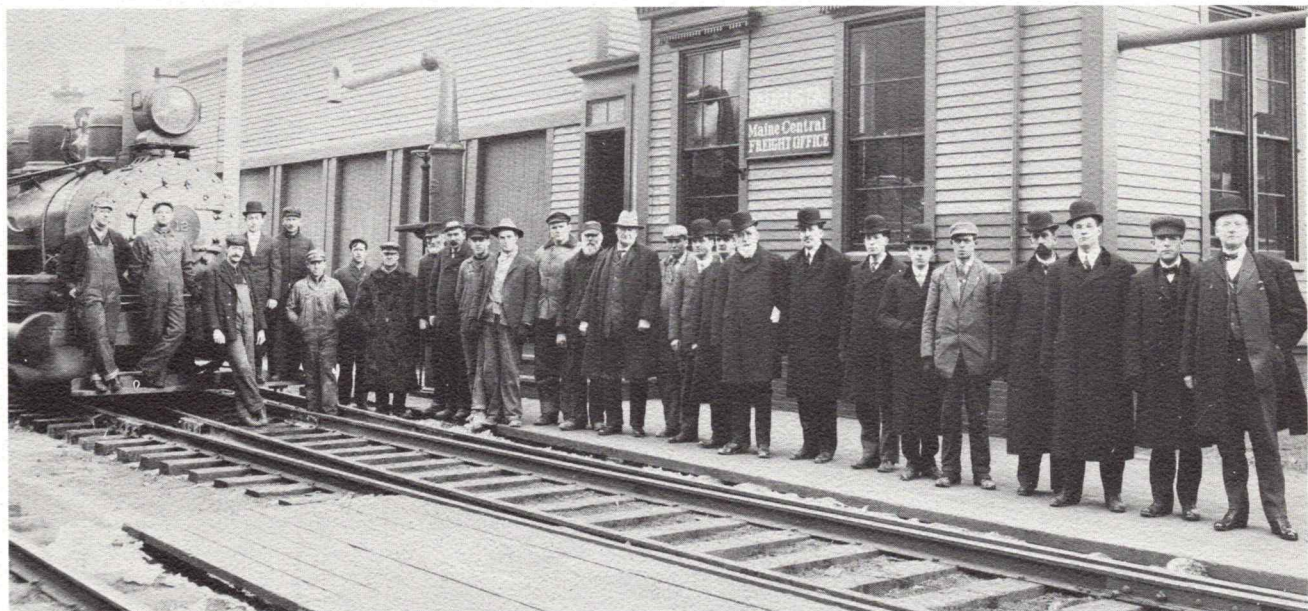
*The Bingham Road Switcher engine in 1916. Left to right are: Ernest Edgecomb, Lester Libby, George Stanchfield, Bill Morse, and one unidentified railroad employee.*



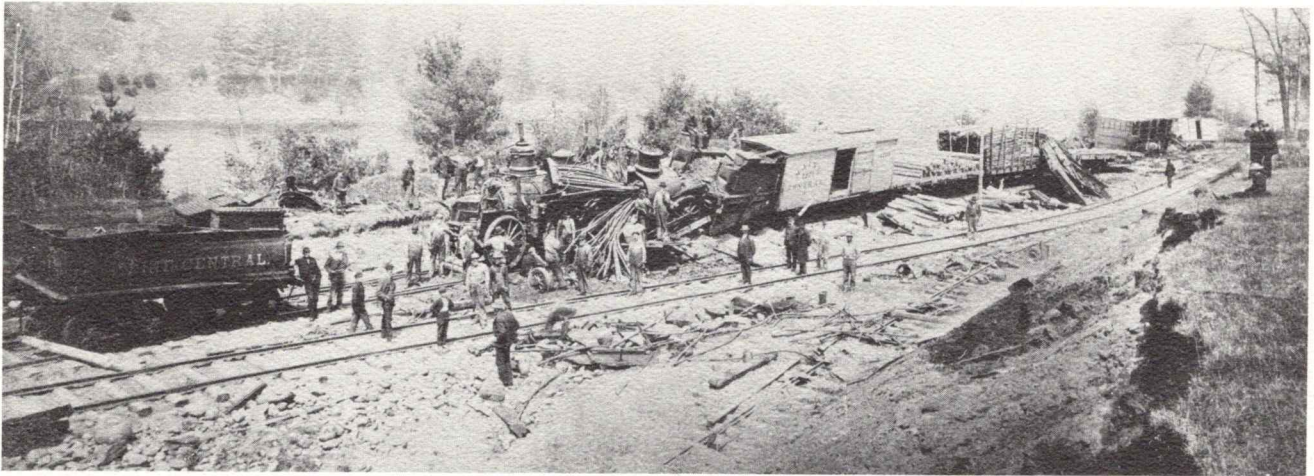
*Engine 105 at Portland, circa 1911. Photo provided by R. H. Perry.*



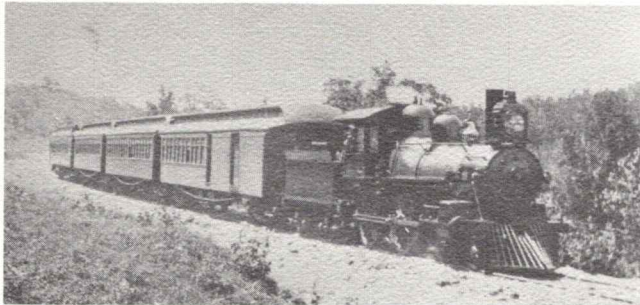
*We don't know anything about these three gents except that they enjoyed posing before the camera.*



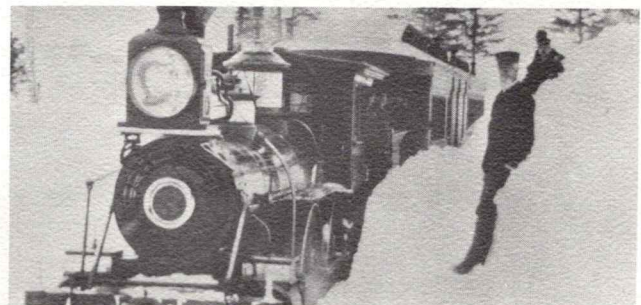
*The station and train crew at the Augusta Freight Station posed for this picture in December 1909. The photo was given to H. L. Rodrigue by Wallace Frost, son of Melvin Frost, shown 11th from the left.*



*We do not have any information on this wreck. If anyone knows the "where and when," drop us a line.*



*Portland and Rumford Falls Railway Engine #7 and train near Canton, circa 1898. Photo provided by Eugene A. Ellis of Milledgeville, Georgia.*



*A Rumford Falls and Buckfield Railroad train blocked by deep snow west of Canton, Circa 1890. Conductor Nahum Moore is standing on the snow bank. Photo provided by Eugene A. Ellis of Milledgeville, Georgia.*

## twins out of the past

The Whitneyville and Machiasport Railroad was built in 1843 to haul lumber from mills in Whitneyville to the sea at Machiasport. At its peak of 24-hour-a-day operation, the annual traffic was 10 million board feet of lumber, 10 million laths and 1 million shingles.

The road, only eight miles long, owned no passenger equipment, but free passage was available to anyone willing to assume the risk. The accommodating engineer would always slow down for passengers who wished to ride the lumber cars up and down the line.

For half a century two locomotives, working on alternate days, transported boards and finished lumber to the waiting schooners at the Machiasport wharf. The first locomotive, the "Tiger", arrived at Machiasport by schooner

in 1842. Built by Hinkley and Drury, it was the sixth locomotive to be used in Maine. An 0-4-0 outside-connected engine with a combination wood and iron frame, it cost \$3,000 with tender. In 1846 a second locomotive of the same design, the "Lion", was purchased from Hinkley and Drury at a cost of \$2,700 without tender.

The twin locomotives, well proportioned and balanced, rode easily and were considered very powerful for their size. Riding on a track of 8-inch timbers, topped with 3 x 4-inch joists and a 3 x 3/8-inch metal strap spiked to the top, the little engines could run light at up to 25 mph. The normal speed with a load was about eight miles per hour.

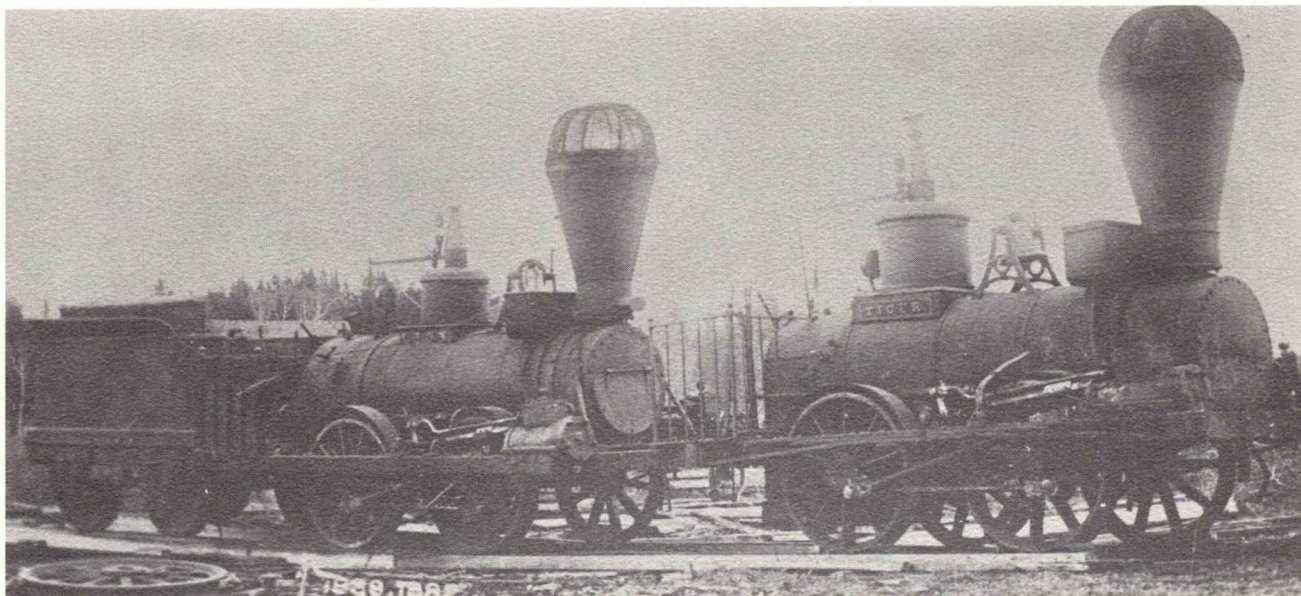
The end of the Whitneyville and Machiasport came in the early 1890's as the lumber business

declined and the railroad was no longer needed. The "Tiger" was dismantled for scrap, but the "Lion" was spared a similar fate through the efforts of Alderman Edger E. Rounds of Portland who arranged for its purchase by the city.

The "Lion" made its first public performance by taking its place in Portland's Fourth of July parade of 1898. The old boiler was fired up and the engine gasped through the streets of Portland only to break down directly in front of the poorhouse. Here it remained rusting for several years.

Alderman Rounds reappeared and arranged for its presentation to the University of Maine at Orono as a museum piece. It was placed, however, unattended beneath the bleachers at the football field.





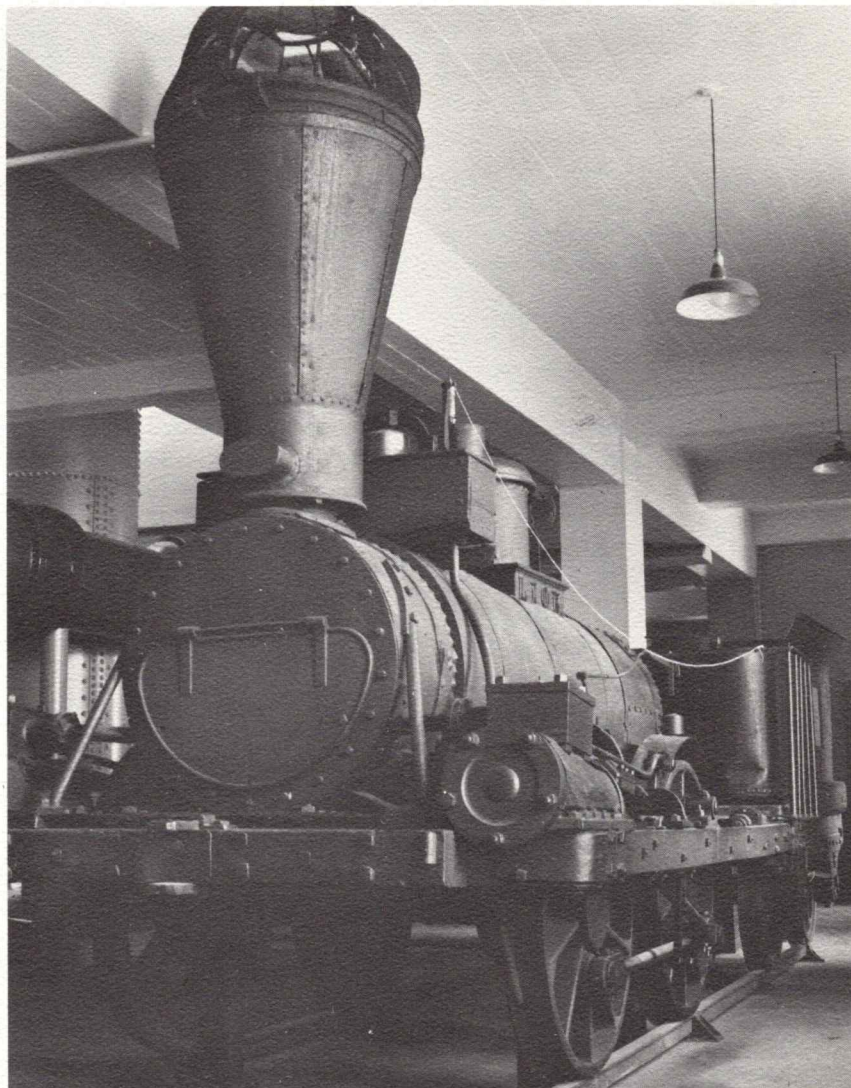
*The "Lion" and the "Tiger," when they were working on the Whitneyville and Machiasport Railroad in the mid-1800's. The "Tiger" was scrapped just before the turn of the century, but The "Lion" was preserved.*

The "Lion" had one day of glory in 1922 as part of the University's 100th anniversary program. A short section of track was laid across one end of the football field and the "Lion", pushed by hidden students with a small fire of green twigs in the firebox, hauled an improvised coach across the field.

But it wasn't until 1928 that the "Lion" reached its peak of dignity. It was then housed in Crosby Hall, of the University's Mechanical Engineering Department, in its stately and well-deserved ease as the oldest New England locomotive in existence.

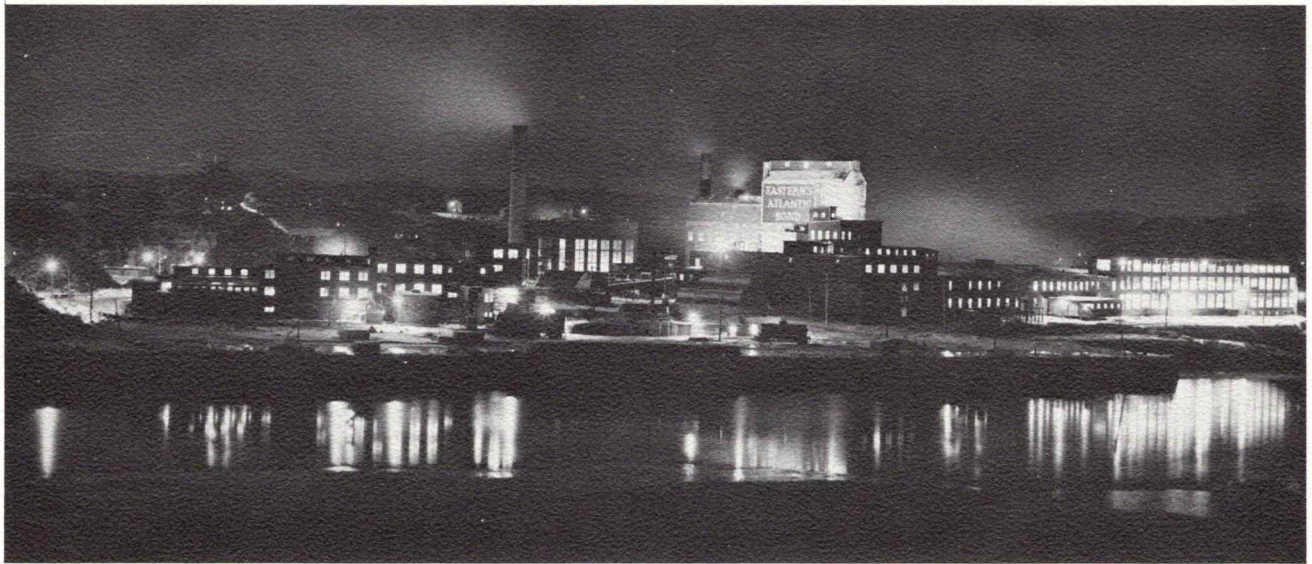
It was painted and polished and compressed air piped to its cylinders. A turn of a valve admitted air to the cylinders and the old "Lion" was off again with "puffs", "chugs" and "whistles" just as it did in the days when it hauled strings of lumber-laden cars to Machiasport.

But as the University grew, the space was needed for more academic pursuits and the "Lion" was removed again to obscurity. A shed was built, just large enough to house the tiny engine, and there the "Lion" remains, unseen and mostly unloved. But, it is not forgotten by those who know the story of the little engine that is so much a part of Maine's historic past.



*The "Lion" when it was in Crosby Hall at the University of Maine in Orono.*





*View of Eastern Fine Paper, Inc., from across the Penobscot River. This picture was taken in the mid-1960's when the sulphite plant was still in operation.*

## never say die

What happens when the largest private employer in the Bangor area and the largest single taxpayer in the City of Brewer shuts its doors putting nearly 700 men and women out of work

What could have happened is only pessimistic speculation. What did happen is one of the most encouraging industrial success stories in 20th century Maine.

About 90 years ago Fred Ayer bought the Palmer and Johnson saw mill in South Brewer. A sulphite pulp mill was built on the site in 1889 to make use of the accumulation of slabs and edgings which were previously going to waste. When the question of what to do with unsold pulp was raised, a paper mill was built on the same site in the mid-1890's. Thus began Eastern Manufacturing Company in South Brewer.

The production of "fine paper" began in 1905 and in 1914 Eastern acquired the Katahdin Pulp and Paper Co. in Lincoln. The Company built an electro-chemical plant in 1916 and later acquired the Orono Pulp and Paper Company in Basin Mills in 1930 which operated through

World War II before being shut down.

During the 1930's, Eastern Mfg. had serious financial problems and was reorganized in 1939 as Eastern Corporation. In the early 1940's a substantial interest was acquired by Gottesman and Co. In 1958 the company merged with Standard Packaging Corp., a New York-based conglomerate.

It was in the mid-1960's that things began to go sour. First, the electro-chemical plant was shut down. Then, in 1967, the pulp mill was shut down affecting over 100 employees.

Facing economic problems, not the least of which was the necessity for huge expenses for pollution abatement facilities, the whole division, with the exception of the tissue mill in Lincoln, ceased operations in March of 1968. In the Brewer plant alone, an additional 580 men and women were out of work. Including both mills and the woodlands operation, 1400 employees had to look for jobs.

It was a devastating blow to the City of Brewer and to the hundreds of families who had depended on the mill for their livelihood for generations.

That was five years ago. On October 14, 1973, the mill and the City of Brewer celebrate the results of the determined efforts of three men and nearly 1000 local people who wouldn't "say die".

On the day of shutdown, three long-term Eastern employees sat down together and asked, "What are we going to do?" Bruce Hamilton, with 10 years in the Technical Service Department; Arthur Tilley, with 25 years in the Accounting Department; and Frank Knight with 30 years had a lot at stake.

With a few things on the plus side, such as; a mill with one of the best coatiers in the industry, brand names such as Atlantic Bond, a continued interest from customers, and an optimistic view of the paper market; the three men set about to purchase the Brewer facility.

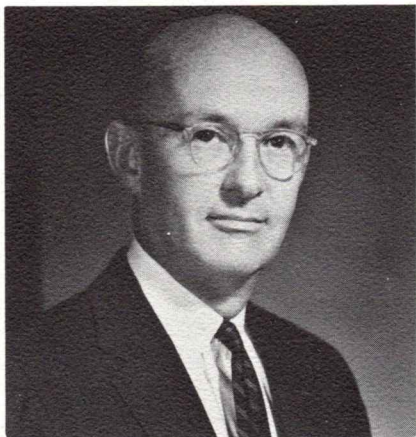
It was necessary to put together a financial package in excess of \$4 million, including working capital, and \$1 million for capital improvements. With the assistance and advice of Peter D'Errico, industrial development director for the City of Bangor; John E. Hess of the law firm of Eaton, Peabody, Brad-

ford, and Veague; and Robert Haskell of Bangor Hydro Electric Co., the complex financial negotiations got under way. As expressed by Frank Knight, the next seven months were filled with "misery, trials, tribulations, hopes, success and failure; the full gamut of emotions".

The first mortgage was taken by Canal National Bank of Portland, backed by a guarantee from the Maine Industrial Building Authority. The second mortgage was to be held by the Economic Development Administration, but only with a very important stipulation. In order to obtain the EDA loan, a third mortgage was to be held by Maine residents to the tune of \$750,000.

To raise the third mortgage money, the Greater Bangor-Brewer Development Corporation was established with Robert Haskell as its president. Investments ranged from \$25,000 by Maine Central Railroad Company and other local corporations to hundreds of \$100 contributions from individuals, many of them former Eastern employees. After several weeks of effort, the goal was exceeded by a small amount.

When the dust had settled, 982 bond holders owned the third mortgage on the new corporation. Many considered their investment a charitable gift, never anticipating that they would actually receive the regular 8% return which has re-



Frank Knight, president of Eastern Fine Paper, Inc. in Brewer was one of three men most responsible for the salvation of the paper mill in 1968. (Photo by Bel-Air Studio).

sulted. Others, such as Maine Central, expressed their faith in the men involved and their dependence upon the mill by investing their money.

Operation of the new Eastern Fine Paper, Inc. began on October 14, 1968, with almost 300 men and women back at work. Frank Knight was president; Arthur Tilley, financial vice-president; and Bruce Hamilton, technical vice-president. The Lincoln Mill was also now in operation under new ownership.

In the Spring of 1969 Eastern began to show a profit, but was immediately faced with the most devastating slump in the pulp and paper industry since the days of the depression. Across the country almost one million annual tons of production went out of business in the next two years.

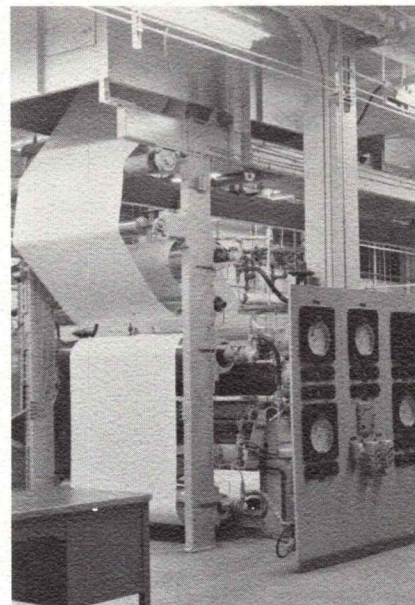
Eastern was hard hit, but managed to stay in business even though working capital became dangerously low. Frank Knight and the rest of the management team was worried. As Knight put it, "When we sneeze, Brewer catches cold. We were afraid Brewer might catch pneumonia the way things were going."

Just when the future again looked hopeless a corporate partner was found. In November, 1969, Eastern became a part of the Eddy Paper Company, Limited of Ottawa, Ontario. That company has been in the "fine paper" business for many years with several paper machines scattered throughout Canada.

For the last two years Eastern has enjoyed financial success and corporate stability. The paper company has annual sales of about \$20 million, employs 460 men and women, and pays annual wages in excess of \$3 million.

Through a cooperative arrangement with the City of Brewer, a contract has been awarded for the construction of a \$4.5 million pollution abatement facility for use by the City and the paper mill. Completion is projected for mid-1975.

Although Eastern will continue to produce their well-known name brand papers, the



Eastern Fine Paper's Specialty Coater is used to produce special-grade papers involving solvent-type coatings. It was installed in 1965 at a cost of close to \$1 million. (Photo by Bel-Air Studio.)

mill expects to be producing 50% specialty papers within a few years. Research in this area is a top priority. The mill now produces many different types of specialty papers such as: braille, tamper-proof label, gumming base, perforator, wet strength, and silicone-coated release papers.

According to Knight, the future looks good. "Our marriage with Eddy Paper Co. has been a successful and compatible one. We expect paper to be in short supply, and therefore demanding a good price, for the next 3-5 years. By the end of that time we plan to be so thoroughly entrenched in the specialty paper field, that we will be relatively immune to the traditional ups and downs in our industry."

What happens when a major industry in Central Maine goes out of business? Thanks to three imaginative men named Knight, Tilley and Hamilton and 982 trusting citizens of Maine, as far as Eastern is concerned, we may never really know.



# The Grapevine

## GENERAL OFFICES



*The lady and her horn. Gloria McCullough (Mechanical Department) at a performance with the Don Doane Band, sponsored by the Portland Symphony Orchestra's series of summer concerts. Gloria has been playing the trombone since childhood.*

Linwood E. Lamson retired August 3, 1973, from his position as office assistant in the Engineering Department. He began his career with Maine Central in 1943. Linwood was presented with a gold watch from his friends and co-workers. We all wish him a long, happy, healthy retirement.

Congratulations to Kay Shevenell of our Credit Union, who recorded a hole-



*Matthew Thomas Provencher, first grandson of Walter Provencher.*

in-one August 18 at Gorham Country Club. Mrs. Shevenell, member of a golfing family from Massachusetts, aced the 133-yard, par three sixth hole.

Sonia and Wally Duplessie announce the birth of their second child born July 10th. Rene Marie was born at the Osteopathic Hospital, weighing 6 lbs. 1 oz.

Alfred E. Goodwin, publications supervisor, retired September 22nd climaxing a 47-year railroad career. He was employed by the Boston and Maine Corporation from 1926 until 1955 when he came to Maine Central as chief of Tariff Bureau. In 1960 he was promoted to assistant general freight agent, and in 1967 became publications supervisor.

A surprise party for Nancy Butler was held in the Disbursement Office August 31st. Nancy was married to Gary "Tall Pine" Vayo on September 2, 1973. After the reception, which lasted till the following morning, Nancy and Gary spent their honeymoon painting their house (getting more paint on themselves than the house).

Sincere condolences are extended to Mary Ann Berry of the Credit Union on the sudden death of her sister, Mrs. Robert True. Mrs. True was the wife of Public Utilities Commissioner, Robert True, who is a former Maine Central employee.

Eric Smith, director of cost analysis, has returned to his desk after nine weeks absence due to a broken hip. He has displayed great agility with one crutch, going about his work with his usual diligence and making up for lost time. All his friends are happy to see him back.

Scott Scully, general counsel, flew to Germany for the "Oktoberfest" with a group that included other Maine Central people. Among them were Mary Morse of the Signal Department and her husband, and Charlie Anderson of the Disbursements Office with his wife and daughter. Sounds like a great time!

Shirley Wilson, stenographer in the Treasurer's office, and her husband, Bill, visited relatives in New Brunswick during a late September vacation.

July 18, 1973, was a "red letter" day for Rosemary McConough of the Data Processing Department. She not only celebrated her birthday, but her 35th wedding anniversary as well. Congratulations also came her way at a party given in their honor. Happy anniversary Rosemary and Marty!

Bob Finley, Engineering Department, recently made his annual visit to Massachusetts to see the air show at Weymouth Naval Air Station. He and his wife both enjoyed the trip, and combined it with a relaxing stay with Bob's family. Bob is a flying enthusiast and recently began learning aerobatics.

Walter, son of J. Emmons and Ruth Lancaster (supervisor of bridges and buildings), recently registered for a two-year course at the University of Maine

in Orono. He is majoring in forestry and working toward an Associate Degree.

The Engineering Department welcomes Tom Perry, who joined the Department as office assistant. Tom formerly worked in the Car Accounting Department.

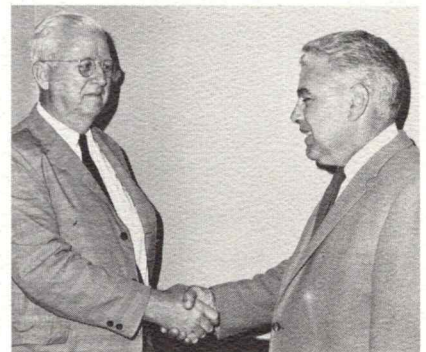


*Ann Marie, year-old daughter of Milton (auditor Revenue Office) and Sue Ann Stevenson. Adorable, isn't she?*

Miss Carlene Quimby, niece of Wendell Quimby (circuit draftsman), won the title of Miss Maine of 1973. She took part in the Miss America contest at Atlantic City in September. Carlene is the daughter of Carl and Marjorie Quimby of Auburn, Maine.

Friends of Clarence Dixon (supervisor of bridges and buildings, Eastern Division), are pleased to hear that he is out of the hospital. He is recuperating at the Ross Home, 44 Ohio Street, Bangor, Maine, and he would be pleased to hear from his friends.

Steven Herbert, born September 19, 1973, is the new son of Herb Higgins (head mechanical accountant) and Susie Higgins. Steven is the first child born to Herb and Susie. Although tired



*Alfred E. Goodwin, publications supervisor, (left) is congratulated upon his retirement by Forest C. Ryder, director of pricing.*

and bleary eyed, Herb came to work the next morning wearing a grin that wouldn't quit—cigars for everyone.

Mary and Francis Cameron (head clerk misc. bureau-disbursements) together with their sons, Robert and Richard, enjoyed an extensive vacation trip "Seeing America First." They covered 7500 miles from Maine to California. During their travels they visited such places as the Grand Canyon, Hoover Dam, Las Vegas, Disneyland and San Francisco. They especially enjoyed touring Fisherman's Wharf in San Francisco and eating in some of the fabulous restaurants for which the Wharf is famous.

Another vacationer traveling to distant places was Bob Rounds (head clerk stores bureau disbursements), who was one of approximately 20,000 veterans who wended their way to Hawaii to attend the American Legion National Convention in Waikiki.

Amy and Walter J. Provencher (auditor disbursements) are mighty proud grandparents of their first grandson, Matthew Thomas Provencher, who is two and a half years old. His parents are Navy Lt. and Mrs. Michael J. Provencher of Newport, Rhode Island.

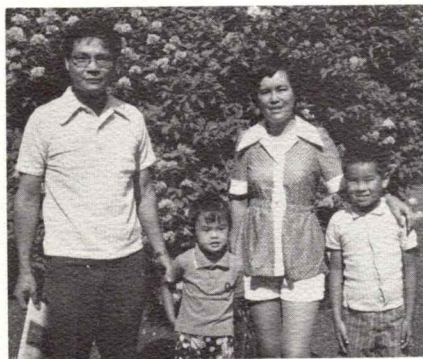
## BANGOR

Mr. and Mrs. Edward B. Hartery (machinist—Bangor Engine House) announce the birth of a son, Aaron Elliott, born August 29, 1973, at St. Joseph Hospital in Bangor. Maternal grandparents are Mr. and Mrs. John E. Carter of Bangor. The paternal grandmother is Ida M. Hartery, and the paternal grandfather is the late Bernard P. Hartery of Bangor.

## RIGBY SHOPS

Forest C. Hoar, 82, of South Portland has spent his recent summers in Florida. He worked for Maine Central for over 50 years, mostly in the Portland area.

Getting into the last days of summer, the Rigby gardeners report they are reaping the efforts of their summer's



Harris Chick (left), formerly employed by MeC, and his family were recent visitors of Mary and Vinnie Morse. Harris is now employed as an engineer for General Electric in Ontario. His wife, Yu Bing, teaches chemistry in the College at Guelph.



*The distinguished proprietor of "Tate's Snack Bar," Mr. Leslie "Tate" Cummings and his dog, "Cup Cake." Tate has been associated with the railroad for 38 years, many of those years as a red cap. Tate's Snack Bar first came into existence shortly after World War II and is still in operation. Tate hails from Malden, Mass., where he was well known for his athletic ability. In 1929 he came to Maine where he attended Westbrook Seminary. His daughter, Ellen, resides in Scarborough. Tate and his wife, Lillian, reside on Valley Street in Portland.*

work. Arthur Thompson, retired janitor at the engineers' quarters, says he has had a successful year on that score.

The grand opening of the Catholic Senior Citizens' apartments was recently celebrated. Governor Curtis was present during a ribbon-cutting ceremony. Monsignor Vincent Tartarczuk acted as Master of Ceremonies. He is a cousin of car shop blacksmith, "Bronnie" Tartarczuk.

Marjorie Wetmore, daughter of electrician and Mrs. "Bert" Wetmore, Jr., is a recent graduate nurse from the Central Maine General Hospital in Lewiston. She will remain at the hospital employed as a nurse. In September she will take the examinations qualifying her as a registered nurse. She is the granddaughter of Albert Wetmore, Sr.

Chief clerk Frank Garland reports that the Freeport "Babe Ruth" Leaguers have had a good season. His two sons, Steve and Dave, are members.

Former janitor at engineers quarters Charles Ready, who retired on disability in 1971, died at the Veterans' Hospital at Togus at age 63.

Alfonso Bellfontaine, 70, died at a local hospital after a short illness. Al was an employee at the Engine House for over 30 years, before retiring. He was the brother of chief clerk Leo Bellfontaine.

Engine House employee Roland Gildard is a patient at the Veterans' Hospital at Togus. He would appreciate cards from his friends.

One of our real "old timers", Oscar Irish (a former welder at the Thompson's Point Shops, and son of Engine House foreman Fred Irish) died at age 86 at a local hospital after a brief illness.

Retired machinist "Bert" Jewett has had quite a spell at the hospital. He is now convalescing at his cottage at Bath. The employees who know him, wish him the best of luck in his recovery.

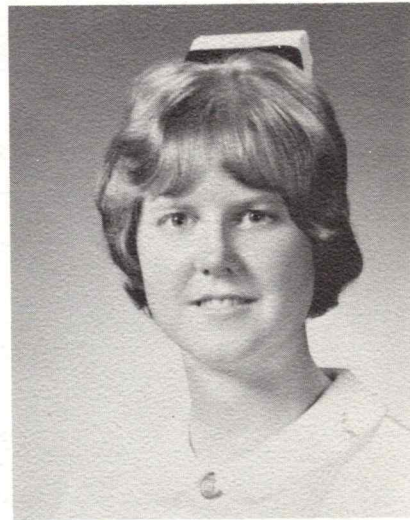
Retired machinist Fred Johnson reports that his wife, Rose, and his daughter, Marsha, have returned from a recent round-the-world trip, visiting many countries.

Guy Thompson, 80, died recently after a brief illness at a local hospital. Guy was foreman of the Rigby Section Crew for many years, having been retired for 17 years. Foreman of electricians, 3rd trick, Walter Browne is his son.

We extend our sympathies to truck driver, Russell Proctor in the recent death of his brother, Eddie, who was an employee in the stores department.

Mary Foley, 84, died recently after a short illness. She was the wife of Michael Foley, a former Engine House employee.

The Senior Citizens of Westbrook were given a lawn party by the City of Westbrook. Several members of the railroad retirees were in attendance from all departments of the railroad family. A good time was enjoyed by all.



Marjorie M. Wetmore

Steam fitter and plumber Bill Grace and Mrs. Grace enjoyed a wonderful vacation visiting the Hawaiian Islands.

Two recent retirements from the Car Department include: carmen Carl Sylvester and Joe Geoffroy.

Carman Leonard Bean, while on vacation, put his spare time to good use, as well as having a good time mixing



pleasure with business. He followed the fairs around the State operating a concession.

Ira H. Durgin, 80, died recently at a Bath hospital after a brief illness. He was employed as a Shop welder, serving for a number of years at the Thompson's Point Shops under general foreman Frank Bennett.

Former engineer Herbert Amadon, 84, died recently after a long illness. He formerly resided in Bartlett, running on the Mountain Division as an engineer for over 30 years.

## ROCKLAND

Vacationing were yardmen J. E. White and R. G. Cook from the Rockland Switcher. V. C. Tardiff from Waterville covered both jobs concurrently. Also vacationing was conductor R. L. Willey. His job was covered by trainmen Frager and Keniston. Spare operator G. A. Harjula covered agent W. B. Lewis' vacation as well as clerk Stan Prescott.

Sporting a new 1973 Buick LeSabre 4-door sedan is conductor R. L. Willey. From all accounts he seems to be getting fabulous gasoline performance. (When carman Floyd Montgomery asked what he gets for mileage, Russ told him about 2800 miles?!?!)

## WATERVILLE SHOPS

Most of the Shop employees have had their annual vacation. From all reports, many enjoyed the leisure time by camping and traveling. Machinist helper Morris Roberts and his wife enjoyed what I believe to be the longest trip. With their pickup camper, they drove to Alaska and back. Morris says the Coho salmon fishing in Alaska is really something. His first attempt left him standing with only the fish pole; a salmon made off with his lure and line. After switching to heavier tackle, he landed several Cohos; the largest was an 18 pounder.

Retired rip track foreman Edwin "Chick" Pooler and his wife had distinguished company at their cottage this summer. They entertained, as dinner guests, Ambassador and Mrs. Benler and their son and daughter. Mr. Benler is the Turkish Ambassador to the United States. Their son, Dr. Benler was attending Colby College at the time of their visit. Though Chick may not be an ambassador to any foreign land, those of us who know him are sure he and Mrs. Pooler would be at the top of the list as Ambassadors of Good Will.

Electrician and Mrs. Robert Ayer of Mt. Vernon have a new son, Robert Richard, born September 2nd at Farmington. His dad is the electrician on 3rd track at Waterville Engine House.

Carman Larry Michaud of the Rip Track crew has his foot in a cast. It seems the box in which he was carrying a 16-pound bowling ball, let go. The ball scored a perfect strike on his toes, resulting in several broken bones.

Retired machinist "Benny" Black has a most unique method of pest control. When tomato worms started to attack



On September 18, 1973, the assistant editors of the Messenger gathered in Portland for lunch and lengthy discussions about publication of the Company's employee magazine. Above, left to right, seated are: Gloria McCullough, general offices; Linda Briggs, assistant to the editor; Alice Allen, general offices; and Jerry Shea, sports. Standing, left to right, are Wade Richardson, Waterville Shops; Lucette Huard, Waterville Station; Wendell Lewis, Rockland; Dorothy Proctor, general offices; Theodore Cote, veterans; and Brad Peters, editor. Unable to attend were: Horace Rodrigue, Augusta; Barbara Spaulding, Eastern Sub-Div.; Albert Wetmore, Rigby Shops; Arthur Doucette, Waterville Yard; Mary Morse, general offices (who was flying across the Atlantic for a vacation in Germany); and Harold Kenniston, veterans.



At the meeting of assistant editors, trophies for outstanding reporting were awarded to three people. Above, left to right, Brad Peters, editor, presents an award for best stories to Wade Richardson, Waterville Shops; and best general coverage to Wendell Lewis, Rockland. Arthur Doucette, Waterville Yard, was unable to attend, but received an award for best photography. The unique trophies were made at the Waterville Shops (without Wade's knowledge.) They consist of a piece of 67-pound rail and a "chip" from the wheel lathe mounted on a mahogany board.

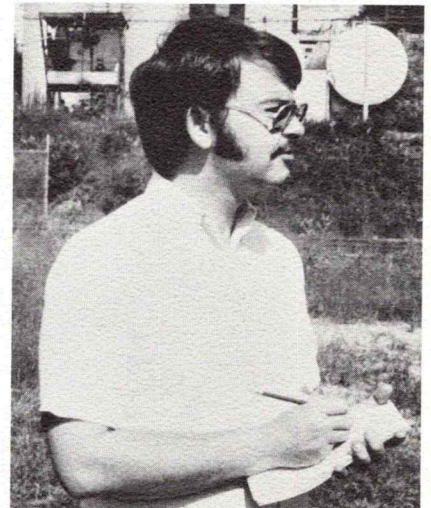
his garden, Benny placed a paper cup containing a small amount of beer under each plant. Given a choice, the worms preferred the beer to the tomatoes. We suspect Benny may have had the happiest garden in China.

Laborer Hollis Hodgkins of the Stores Department is back to work after several weeks on the sick list.

Miss Marcia Sherrard and Mr. Rodney Buck were married August 24th at Fairfield's United Methodist Church. Marcia is the daughter of assis. shop supt. and Mrs. Diamond Sherrard of Fairfield.

Carman Ralph Roberts was a recent visitor to the Shops. We're pleased to see how well Ralph is recovering after major surgery.

Being a "conscientious and good friend," sheetmetal worker, Bill Brown, called boilermarker, Laurence Cote at home to remind Laurence that it was his last day of vacation. Another "good friend," carman welder Joe Bickford, says the call wouldn't have been quite so bad if it hadn't interrupted the Merv Griffin Show, which is one of Laurence's favorite programs.

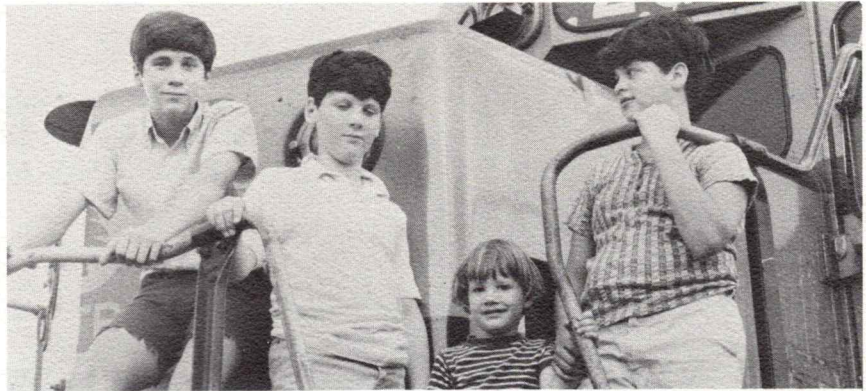


Roger St. Amand, spare checker and bill rack clerk. Roger is a school teacher from Winslow. He has been filling in as spare checker and bill rack clerk for the past 7 years, during the summer. He is currently a principal/teacher at the Halifax School in Winslow.

David Ballew, son of carman and Mrs. John Ballew, is a freshman at the University of Maine at Orono. David is studying pre-med. courses in preparation to become a dentist.

Miss Catharine Carmichael, daughter of Machinist helper and Mrs. Cecil Carmichael, is a freshman at Nazarene College in Boston. She plans to major in education.

Laborer Eugene Ketchen is enrolled in his third first aid course. The course is being given at Waterville's Seton Hospital. Eugene says it's amazing how much some of the basic first aid techniques have changed since he finished the first course.



*The Doucette boys, sons of conductor and Mrs. Arthur L. Doucette, with their friend visiting the Waterville Engine House during their summer vacation. Left to right: John Doucette, Bobby Doucette, Sean Doherty and Jimmy Doucette. The little fellow, Sean, is a great admirer of the "470" and is always ready to visit it.*



*Marc Giroux*

Electrician foreman and Mrs. Donald Dickey celebrated their 25th wedding anniversary on August 15th. Their children honored them by hosting a surprise party at their home in Clinton.

The proprietor of a Waterville ice cream stand was somewhat stymied when carman Reny Jacques asked for a special "Watergate" sundae. When asked for the list of ingredients Reny explained, "you completely cover up the top with sauce and no one knows what is underneath."

Miss Martha McAleer became the bride of Mr. Carman Morseli on August 25th at Waterville. Mr. Morseli is a student at Unity College and a native of New York City. Martha is the daughter of Machinist and Mrs. John "Eddie" McAleer of Oakland.

Electrician and Mrs. Roger Touchette of Canton, are the very happy parents of a baby boy named Warren Lee.

Marc Giroux, son of mill and paint shop foreman and Mrs. Roland Giroux, is a freshman at M.I.T. Marc is tentatively planning a career in chemical engineering.

It's been reported, though not confirmed, that carman Earl Burgess might be considering operating a bakery after his retirement.

Though the snowmobile season is still some weeks away, carman Robert Harding has already experienced some trouble with one of his new machines. That new "Scorpion" packs quite a sting, especially when applied to the knuckles.

After seeing his Honda loaded with several cases of ski bindings, it would appear that air brake foreman Blaine Ladd is expecting a busy winter. For the past several seasons, Blaine has done a lot of ski repair and binding installation.

We were shocked and saddened at the sudden death of engineer Millard H. Grant on September 15th. Millard was a long-time Maine Central employee, and at the time of his death held the WH-1 job operating out of Waterville. We extend our condolences to his wife and family.

Clerk Larry Ridley and wife, Connie, left for Germany on September 23rd for a 10-day visit with their daughter and family.

## WATERVILLE YARD

Over Labor Day weekend, brakeman Leo Bujold and his kids went on a camping trip on the Arnold Trail, starting at Rumford and traveling south. Climbing mountains was an exhausting but enjoyable experience.

Conductor Roger Veilleux of Switcher #5 is sporting a new 1973 Dodge Swinger. He says he got it by saving a lot of S & H Green Stamps.

Yard checker Connie Mason had to make an emergency trip to New York City recently when his brother-in-law passed away. He left after work and drove all night, was there one day and returned the next. Our sympathies to the family.

## WATERVILLE STATION

Division engineer Bill Schloth and his wife, Louisann, celebrated their 25th wedding anniversary on August 26th at a party held in their honor in Dover, New Hampshire. The party was hosted by Mrs. Schloth's sisters.

Supervisor, work equipment Ray Coulombre and his family went to Long Island, New York in July. They visited former assistant track supervisor Fred Sutter.

Clerk Ruth Brochu and chief clerk Gloria Laliberte flew to Chicago in September for a short vacation. While there they toured the city.

Clerk Jeanette Perro is recuperating from surgery. We wish Jan a full and speedy recovery.

A new face in the freight office is Elaine Snow. Elaine will be working as a spare clerk, filling in vacancies. Her husband, Ken, is a checker in Waterville Yard.

We would like to extend our condolences to clerk Marilyn Stubbart and family on the recent death of her father.

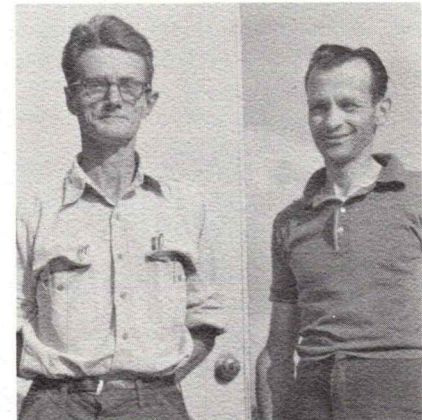
Sympathies are also extended to the Roland Cook family on the death of his grandfather.

Our friend, Charles (Popeye) Green, is still recuperating from a knee operation. Pop was hoping to be in action soon, but his doctor is planning another operation on his knee. We wish you a speedy recovery, Popeye, and hope to see you soon.

Another friendly face that we miss is Oak Perry who is out on sick leave.

Work equipment maintainer Leo St. Pierre has also been sick since July.

Recent visitors to the Station were retired track supervisor, Maurice Thorne; former trackmen Gid Veilleux, Henry Lessard, Joe Doyon; and retired chief clerk Dennis Chamberlain.



*Bobby Sweet (left) and Florian Warren (right), janitors at the Waterville Yard, are busy these days keeping the Freight Office tidy and also keeping the freight cars clean in Waterville Yard.*



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

J. M. Shaw C-11  
36 FLAGSTEWART RD.  
GORHAM, ME 04038

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

Congratulations to conductor and Mrs. Marc Michaud who recently celebrated their 25th wedding anniversary. The reception was given by their children.

Our sympathy to the family of engineer, Harold Stinson, whose mother passed away recently.

Conductor and Mrs. Robert McPherson recently returned from a camping trip to Nova Scotia. They visited some oil refineries and were there during the Canadian Railroad strike. They also visited Prince Edward Island.

Conductor Arthur Genest with his family visited New Hampshire and Vermont recently. They visited friends in New Hampshire and took a side trip to Steamtown USA. He said that he looked for the "Flying Yankee" but could not find it. This trip was for breaking in his new 1973 Chevy Capri, which helped make the trip most enjoyable.

Conductor and Mrs. Tom Barnett spent two weeks visiting New York City. They took a side trip to Wheeling, West Virginia, where they took in a country and western show.

## 25-YEAR SERVICE PINS

Oct. - Nov. - Dec. 1973

Editor's Note: It has been brought to our attention that a couple of individuals have been overlooked in our listing of twenty-five-year service pins. If we missed you or you know of someone that we overlooked, please let us know.

Brad Peters, Editor

R. E. Auger, Yard Clerk  
M. E. Boucher, Laborer  
L. A. Compagna, Operator  
P. A. Knowlton, Jr., Div. Crew Foreman  
F. J. McManus, Bangor Engine House  
F. A. Montgomery, Carman  
J. E. Oberg, Chief Dispatcher  
E. P. Otis, Dispatcher  
F. E. Pickens, Signalman  
R. A. Powers, Operator  
J. H. Rand, Signal Testman

## SCORECARD

by Jerry Shea

The Men's Bowling League started on September 17 at West-Port Lanes with twelve four-man teams. Ted Jewett and Charlie Redstone are in charge and could use a couple extra bowlers to complete the teams. They could also use a couple of spare bowlers to fill in for absent players.

Bowling starts at 6:45 p.m. every Mon-

day night and they request all alleys to be cleared no later than 9:00 p.m. (Football game on TV every Monday night at 9:00).

Those interested in bowling in the Couples League, please get in touch with Sam Drown, General Office Building, or Warren Smith, West Yard Office—Rigby. They opened with a practice night, September 27, at 6:45 p.m. at West-Port Bowling Lanes.

Bob Chapman won most of the individual awards in the 14-week Portland Terminal and Maine Central Golf League with low average of 39.2, most pars with 64 and best round with a 36. Due to the League Rules limiting players to only one individual award, Bob only received the award for low average.

Team No. 6, captained by George Phillips, won first place. Other members of the winning team were John Barnes, Merv Greenlaw, Brownie Tate, Ken Webber, Gene Guilmette, Russ Proctor and Harry Lawrence. Team No. 2 came in second five points behind the leaders. Team No. 2 was made up of the following men: Dick Brown, Dick Perkins, Ralph Gordon, John Luttrell, George Stanley, John Broderick, Tug Wilson and Gary Bondeson. Other individual trophy winners were: Jim Campbell, Most Birds—8; John Tracy, Most Pars—56; Low Gross—Dick Perkins—36; Low Net—George Colton—28.

Portland Terminal Company's first softball team in quite a few years ended up with a 9 won—10 lost record. They started off slow, but won five of their last six games. Highest batting average was held by Dick Downes with .556. The most valuable player award was



**MOST VALUABLE PLAYER** Joe Kemna (center) was presented with a 25-dollar Savings Bond by Paul Larnier, team manager (left) and Dick Downes, coach (right). The presentation was made at an end-of-season field day held at Fort Williams in Cape Elizabeth.

given to Joe Kemna who played more innings and had more hits—29—than any of the other sixteen players. The team ended their season with a post season game at Fort Williams, Cape Elizabeth against a team from Rigby Engine House, with refreshments and field day games, etc. for the whole family. According to the Engine House team, they defeated the PT team at least once and maybe twice that day, but the debate still rages on.



Warming up to pitch for the PT softball team is half of the Moore twin-team, Andrew. Marty Moore's other twin, Alen, busy eating potato chips, is said by his mother, Anne, to be as good a catcher as Andrew is pitcher. The above action took place during the post-season game played at Fort Williams.