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BOSTON & MAINE RAILROAD  
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ARCHIVES

**MAINE CENTRAL**

# MESSENGER

VOLUME 11 NUMBER 12  
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*Seasons  
Greetings*



From the desk of . . .  
**E. SPENCER MILLER**



### **PUTTING YOUR MOUTH WHERE THE PUBLIC MONEY IS**

In the wave of local euphoria following the announcement of a dual-purpose pier in Portland Harbor to serve a container port and to be used as a pipeline terminal to a Sanford oil refinery, even the usually cynical press placed a tentative foot on a shaky and rotten-planked platform.

Subsequently, sober-minded people, including those of us professionals who know a little about transportation, take a dimmer and dimmer view of the project from every angle.

First, let's look at the economics and then take a very secondary peek at the environmental aspects.

Why has Maine held attraction for builders of oil refineries? Simply because at certain points, land and very deep water come together. This occurs at Eastport with 90-foot water depth. It does not obtain at Portland.

After spending 15 million dollars (and probably much more for dredging), construction of a berth for tankers of 45-foot draft is proposed. The cost of transporting oil from the Mideast in such ships is \$1.50 per barrel. The cost in a tanker three times as large, such as Pittston will use to Eastport, is 80 cents. Transshipment 1500 miles away in the Bahamas might lower the \$1.50 figure, but will not eliminate a significant spread in transportation costs.

Secondly, and of even greater economic importance, the refinery at Eastport will be located where land and deep water meet while the Gibbs Oil refinery will be thirty-five miles from the tanker berth. The piping cost is not only enormous, but the availability of route unclear.

Thirdly, Pittston will use the most economic means of transport of finished product—barge and rail—while Gibbs from Sanford would be stuck with pipeline and truck. Ton mile transportation costs are lowest for barge, next lowest for rail, higher for pipeline, and highest for truck.

Economic principles which indicate that this project is doomed should be carefully evaluated before Maine pledges its credit in support. The private capital is dependent on public capital and public expenditures, namely; costly dredging, costly pier construction, and maybe a free pipeline right of way.

Gibbs would be putting its mouth where public subsidy is available. But so did Vahlsing and so did Knox Piers at Rockland. Those who will not learn from history are condemned to have history repeat itself, as Harvard Professor Santayana put it.

Can this state and its industrial and financial reputations af-

ford another sugar beet or Rockland pier fiasco?

At Eastport no public funds will be required for dredging, for pier construction, or for pipelines. This is going first class, not on a taxpayers' sleigh ride.

Now let's look at the container port proposal. The concept is to barge from Halifax to Portland. Halifax is Canadian National's Atlantic port from which it reaches Detroit and Chicago on its own iron, therefore, there won't be any container cargo from Portland to the West.

Can there be any traffic from Halifax to Portland by barge and then to Boston by rail or truck? Right now container cargo is trucked to Boston from New York. It is also railed from Montreal to Boston which indicates that volume does not warrant direct calls by transatlantic containership at Boston and certainly not barging from Halifax with double handling at Portland and Boston. But, if barging from Halifax is desired, why barge to Portland, why not barge all the way to Boston eliminating two handlings?

To a transportation expert, the container port concept is a fantasy of the first water. It dies completely when it is realized that there is no loaded return movement from production in the Greater Portland area.

We are not our brother's keeper in the field of environment, but the hypocrisy of CRAC and other environmental groups in blessing the Gibbs concept and contesting that of Pittston calls for a dispassionate examination.

Sixty percent of air pollution comes from vehicular traffic. Gibbs will truck any oil produced by the refinery to Maine points of consumption.

The danger of tanker spills (while not great anywhere) is just as real in Portland as in Eastport. But in event of such, the relative damage would be far greater to the highly developed Casco Bay area than in the sparsely settled Eastport area.

We now see the mask of CRAC ripped away. They really speak for a few rich summer residents of the eastern Maine coast and have no real interest in the welfare of Maine, its people, or its overall environment.

Incidentally, has a list of contributors and contributions to CRAC ever been made public? It should be illuminating.

There is one economic aspect of Maine industrial development which has generally gone unnoticed. Where manufacturing plants are established in eastern Maine, the flow of prosperity is west to Bangor and Portland. When they are constructed in Berwick, Sanford, or York, the flow is west and south to Portsmouth and Boston. The way to make Maine's economy boom is to develop underdeveloped Washington County.

If we are to avoid another sugar beet mess, let Gibbs understand that it must dredge a channel and build a pier and pipelines at its own expense. The pipe dream will then quietly fade away and Maine people will have happily escaped another ignominious conclusion to a pretentious undertaking.

Recently Governor Thompson of New Hampshire, with an eye to sound industrial development and new job opportunities, unveiled plans for a refinery in the Portsmouth area. The concept includes docking huge tankers on the deep water side of the Isle of Shoals and piping three miles to a shore refinery.

Obviously this proposal is far superior to the Sanford scheme in areas of transport by the largest tankers, a refinery close by thus eliminating many miles of huge and costly pipe lines and cheaper and more flexible distribution of refined products.

Bracketed by the superior New Hampshire concept and the vastly superior Eastport proposal, the Sanford project can best be put in perspective by looking at it through the reverse end of the telescope.

*E. Spencer Miller*

President

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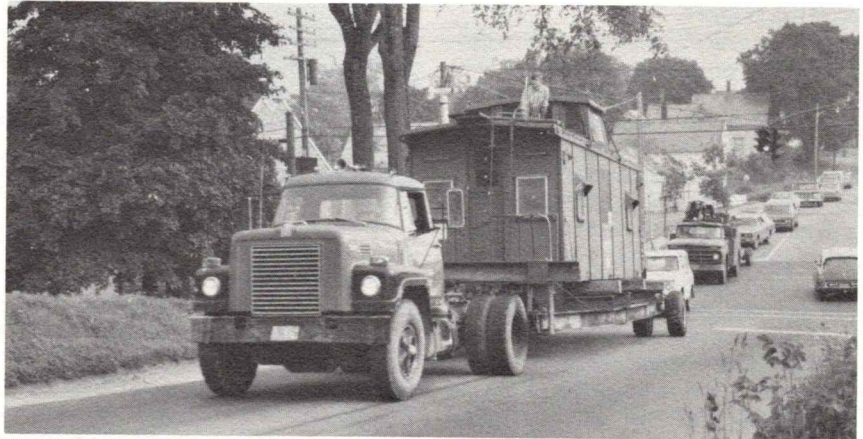
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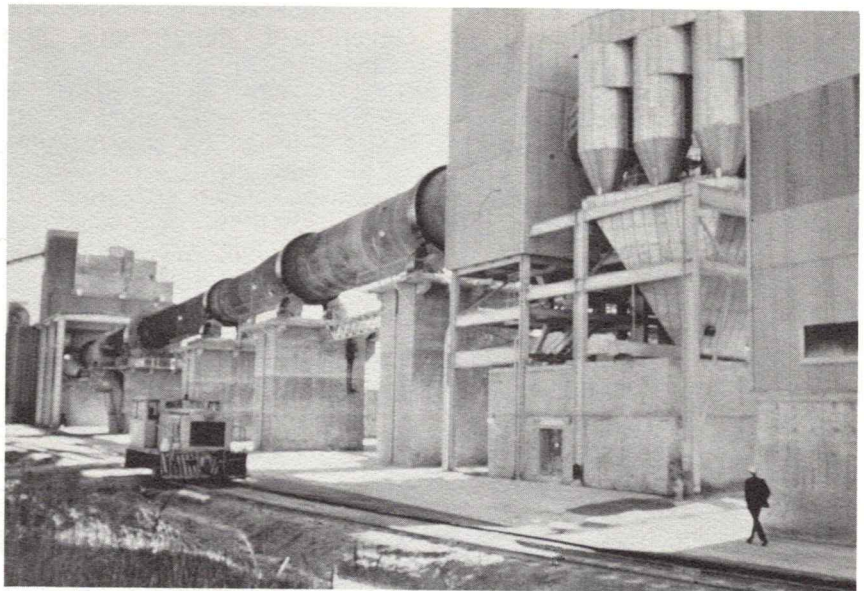
The Maine Central MESSENGER is published bi-monthly at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends throughout the nation.

**COVER PHOTO**

Train YR-1, St. Johnsbury, Vt., to Rigby Yard in South Portland, at Mountain Junction in Portland. The photo was taken by Herman Shaner in February 1973.



*On the road, the little red caboose enters U.S. Rt. 1-A enroute toward Rockport. Story on p. 10.*



*Martin Marietta's huge 520-foot-long rotary cement kiln at their Thomaston facility. The small switching locomotive is owned by the plant and used to switch cars on their property. Story on p. 8.*

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# the saxbe bill

In the June-July 1972 issue of the Maine Central Messenger, E. Spencer Miller proposed that the only solution to the nation's rail crisis was to consolidate all U.S. railroads into one nationwide, privately-owned, profit-motivated American Railroad Corporation.

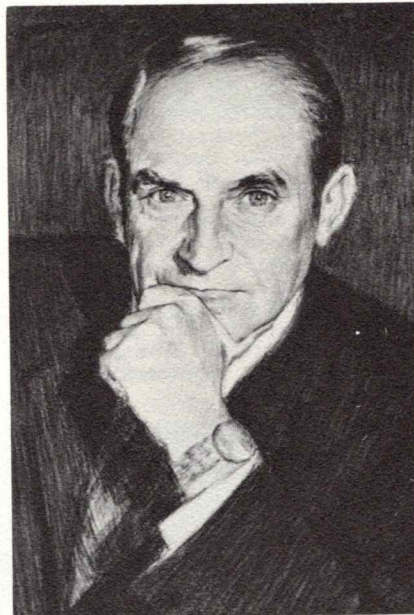
In the months that followed, national publicity brought the proposal to the attention of the general public and leaders in the railroad industry. Meanwhile the Northeast crisis grew and spread to other sections of the country.

Proposals from Congress, the Administration, railroad executives and academicians to solve the Penn Central and Northeast problems indicated a total absence of a consensus. None of the more than a dozen proposals dealt with the rail crisis except on a limited and regional basis.

**Ohio Reacts.** A comprehensive story outlining the Miller Plan appeared in the Toledo, Ohio BLADE on May 27, 1973, and was followed by an editorial in the BLADE supporting the concept. The story came to the attention of Senator William B. Saxbe, Ohio Republican, and things began to happen.

On July 24, 1973, the Maine Central president met with several senators in Washington to discuss his proposal. Over a period of several weeks, he conferred with Senator Saxbe and his associates in the development of legislation to be introduced before the U. S. Senate.

On October 3, 1973, at a press conference in the Capitol, Senator Saxbe accompanied by Mr. Miller, announced that he would introduce a bill in the U.S. Senate to "Provide for the formulation of a plan for the consolidation of all common carriers by railroad in the United States into one private corporation."



Senator William B. Saxbe

**Saxbe Bill.** The bill further states, "There is established an American Railroad Consolidation Commission. The Commission shall consist of nine members appointed and to serve at the pleasure of the President, three representing railroad management, three representing railroad labor organizations, and three representing appropriate Government departments and agencies."

"The Commission shall; after investigation and study, formulate a plan for the consolidation of all Class I, privately-owned, common carriers by railroad, including their railroad subsidiaries and affiliated terminal companies, in the United States, exclusive of Alaska and Hawaii, and excluding lines wholly owned and operated by Canadian National and Canadian Pacific Railways, into one private corporation and to assess and determine the value of such railroads as a whole, the value of each separate component and proper capitalization of securities to its components."

**Consuming Cancer.** The following consists of excerpts from the remarks of Sen. Saxbe on the floor of the U. S. Senate up-

on introduction of his bill:

"Earlier this year I introduced a bill to provide for the nationalization of the seven bankrupt railroads in the midwest and northeastern corridors. My aim at that time was to provide a stimulus for a detailed analyzation of the American railroad system. Since then I have determined that nationalization in any form would be in our worst interests. For this reason, I am today introducing a bill that might serve as a solution to the cancer which is insidiously consuming an industry which enjoyed robust economic health not too many years ago."

"The deterioration of our railroads is not confined to the seven bankrupt lines that are presently getting so much attention. It is a growing affliction destined to spread throughout the entire rail industry if preventive measures are not taken immediately. The ROCK ISLAND line is teetering on bankruptcy, the C&NW, the MILWAUKEE and KATY have been saved by abnormal grain movements and other lines are experiencing difficulties which make their future operation questionable at best. The point is that the malaise of the Northeast and Midwest lines is not local but is only the predecessor of nationwide problems."

**Band-Aid Solutions.** "Congress can no longer afford to sit on its hands, or to rely on band-aid programs to keep the railroads operating. Halfhearted solutions will only lead to further complications at a later date. My bill clearly provides a reasonable and practical alternative to disaster on the one hand, or full nationalization on the other."

NOTE: The Saxbe bill calling for a study of consolidation of all American railroads into a single, private corporation was approved by the Senate December 11, 1973, as an amendment to an act designed to restructure the failing railroads in the Northeast and Midwest.



# Miller responds to employee questions

Speaking of his proposal for an American Railroad Corporation before the New England Railroad Club, E. Spencer Miller said recently, "We look not to protection of men and women laid on the shelf of uselessness, but to ever increasing employment of men and women taking pride in their work."

The following is a brief interview with the Maine Central president concerning the future of employment on the nation's railroads.

**Q:** Mr. Miller, what effect will passage of the Shoup Bill have on railroad employment on Northeast railroads?

**Miller:** The Core System proposed in the Shoup Bill would result in the elimination of thousands of miles of branch lines. Although employees will be protected they will lose their dignity by sitting home and getting paid for not working. As railroad workers retire or obtain other jobs, the ranks of railroad workers will continue to decline.

**Q:** In your plan, now known as the Saxbe Bill, what do you think will happen to railroad employment?

**Miller:** We do not propose to cut employment but rather to increase it, and we know we can. The American Railroad Corporation will be a growth industry. With all the efficiencies of a nationwide system, railroads will haul more and more freight. This increased business will mean that railroad employment will grow dramatically and reverse the downward trend of the past several years.

**Q:** Do you anticipate eliminating unprofitable branch lines with your plan?

**Miller:** We do not propose to abandon any branch lines but only side-by-side facilities serv-

ing the same localities and industries. Besides cutting out railroad jobs, branch line abandonment also means loss of freight to the nationwide system. With an American Railroad Corporation the reasons for abandoning branch lines would be eliminated in most cases.

**Q:** Granting that the American Railroad Corporation will provide increased jobs for contract employees, what about non-contract employees, supervisors, and high railroad officials; won't it put some of them out of work?

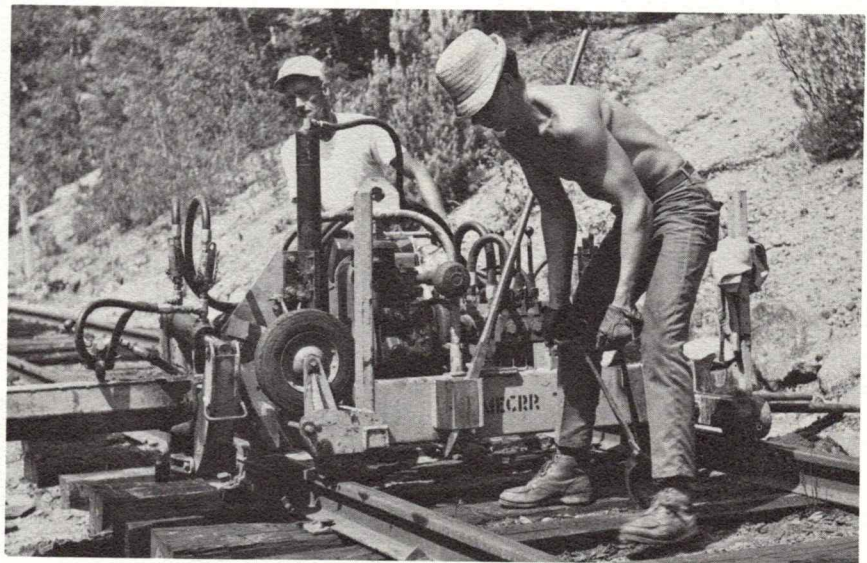
**Miller:** Our plan would protect all railroad employees, contract and non-contract, so that no employee would be in any worse financial position up to normal retirement age. As efficiencies are put into effect, business will boom, and there will be plenty of work for an increased work force at all levels.

**Q:** Railroad retirement is in trouble; do you think your plan

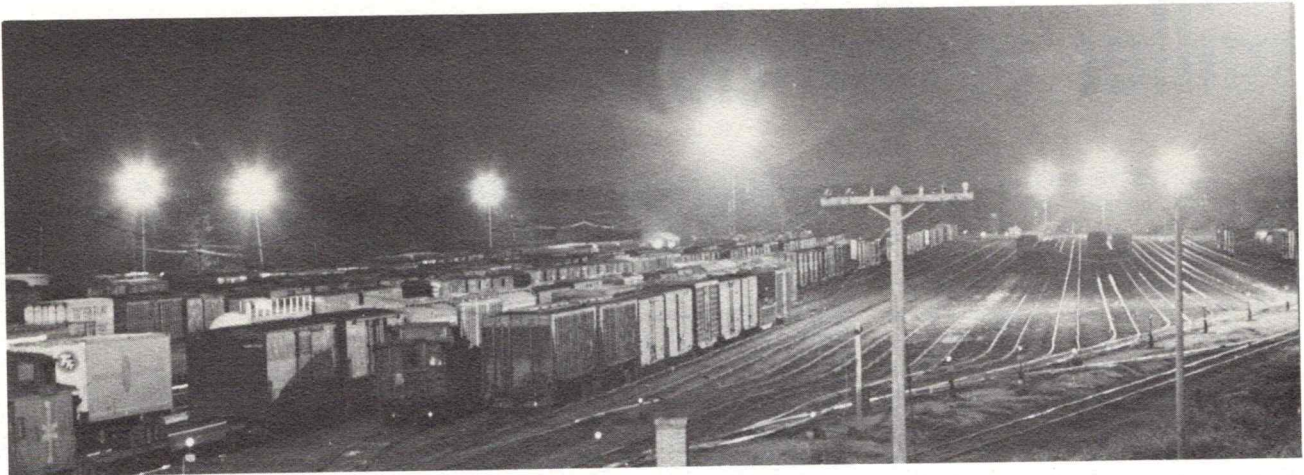
will help that situation?

**Miller:** Yes, I am sure it will. The deficit in railroad retirement has resulted from the steady decrease in railroad employment, making more railroad people on pension than employed. With an American Railroad Corporation, the reverse will be true, and the problem will be cured.

For the benefit of Maine Central men and women and railroad workers across the country, it is my hope that laws will not be implemented that will seriously reduce railroad employment. The American Railroad Corporation will not only preserve the dignity of its employees, but will provide more good-paying railroad jobs.



*A Maine Central tie crew working on the Eastern Sub-Division. Mr. Miller believes railroad employment will increase with an American Railroad Corporation.*



Rigby Yard is well lighted at night to deter theft and vandalism. Between 400 and 500 boxcars pass through the Yard at night, many loaded with thousands of dollars of freight. *Portland Evening Express* photo by Charlie Merrill.

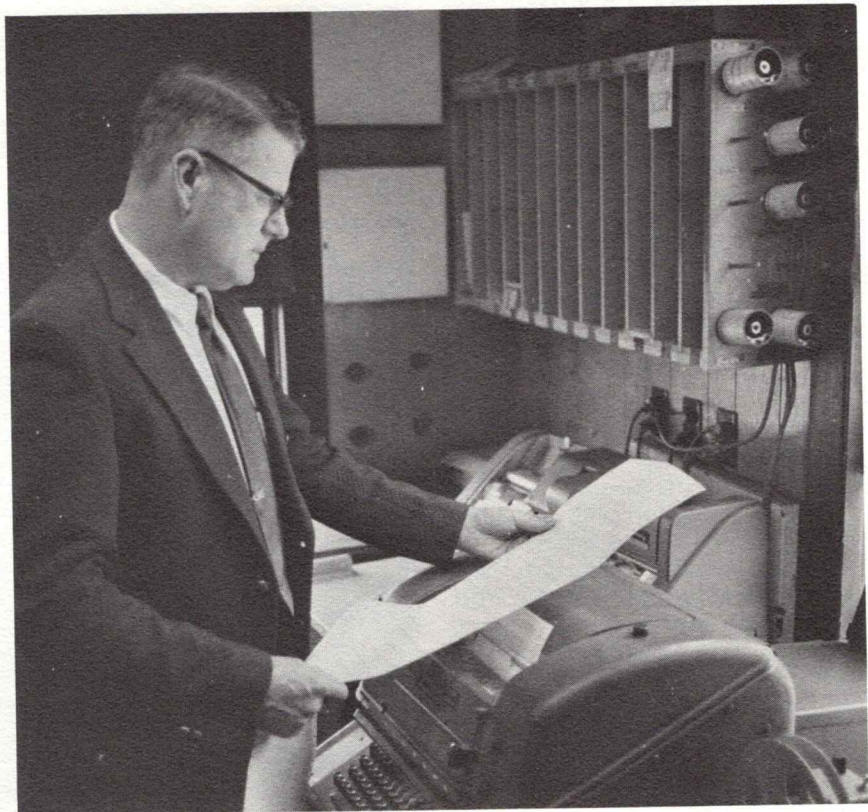
## crime on the high iron

Maine Central hauls nearly a billion ton miles of freight a year over 900 miles of track in Maine, New Hampshire and Vermont. The responsibility for the security of this sprawling rail network falls to a small but professional police force.

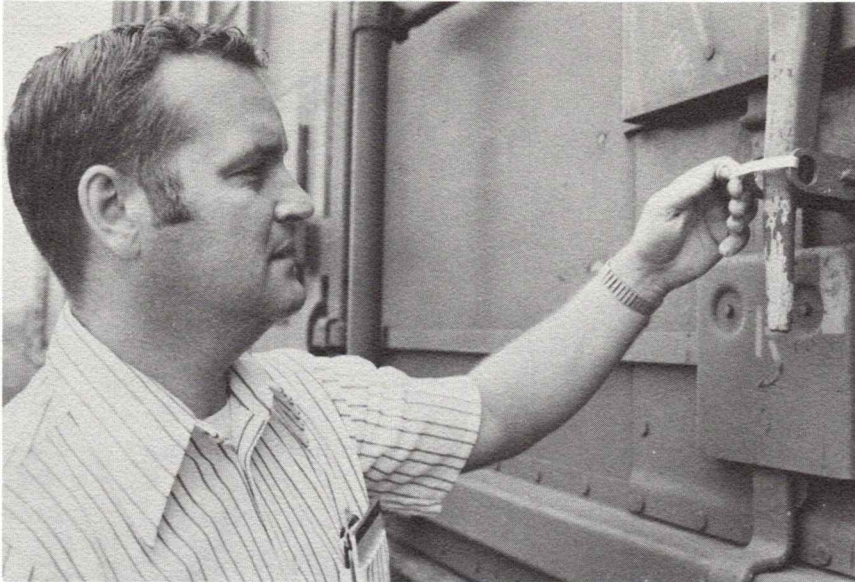
Robert Baker has a background of 7 years with the Portland Police Department and has been chief of the Maine Central Police for the past seven years. Detective Richard Gay has been with Maine Central for 4 years and previously was with the Portland Police Department for 5 years. Stationed in Waterville is Detective Harry Littlefield, who has been involved with the Maine Central police force since 1970.

**Train Robbers.** The days of bandits on horseback who stopped and robbed trains at gunpoint are long past, but theft and vandalism are serious problems in the transportation industry today. Several million dollars worth of freight and equipment is stolen from the national railroad system each year.

The Maine Central Police Department operates much like any other law enforcement agency.



Teletype print-outs make it easier to keep track of high value rail shipments. Robert Baker, Maine Central police chief, checks over the list making note of valuable cargoes. *Photo by Merrill.*



Detective Richard Gay checks a small metal band attached to the boxcar door. If the seal is broken, an investigation is immediately started. Photo by Merrill.

As sworn sheriffs, the men have arresting power in most counties and conduct criminal investigations. They are part of a national network of railroad police and one of their primary functions is to work closely with federal, state and local law enforcement officials, making use of the resources of their agencies.

**Computers Help.** The high-jacking of an entire freight car would be very rare in Maine, but pilferage from boxcars does occasionally occur. A computer system helps monitor movement of high value loads. A theft from a boxcar which has traveled across the country may not be discovered until the car reaches Maine, and the railroad must trace its route to locate where the theft occurred in order to determine liability.

The railroad's biggest problem is vandalism. The annual price tag of rock or bullet-smashed lights, broken switches, damaged signs and other senseless vandalism is nearly \$20,000 on Maine Central property and more than \$10 million nationally.

Investigation of train derailments and crossing accidents is another function of the railroad police. They work with the Legal Department and outside agencies on all forms of accidents which involve the railroad.

**Railroad Safety.** Safety on

railroad property, especially involving children, is a problem that is of great concern. The Maine Central Police Department and Safety Department conduct information campaigns in schools throughout the state to educate children to the dangers around railroad tracks and yards.

Railroad tracks and property owned by the railroad is out-of-bounds for the public. People seem to think the rails belong to them. They would never think of walking down the middle of airport runways, but children and adults are frequently seen walking down railroad tracks.

An incident in Ellsworth, Maine a few months ago when a girl about 10 years old played chicken with a train illustrates the danger of tempting fate. The engineer put the train in emergency braking, risking damage to freight and derailment as the girl jumped off the track and ran away.

A few weeks later, however, a young boy did the same thing in another state, but he tripped and fell. Again the engineer went into emergency braking, but this time the youngster was killed instantly when hit by the train.

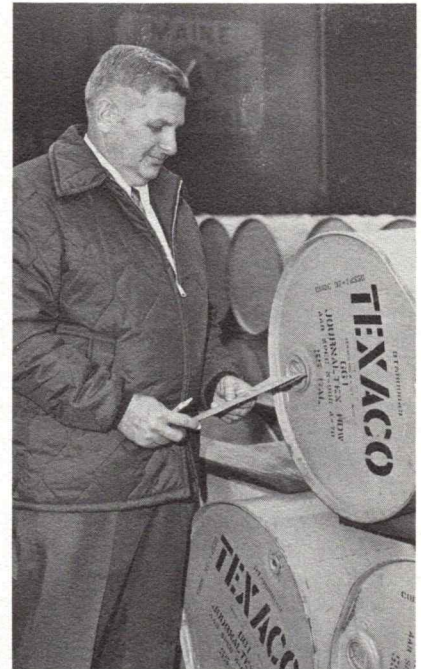
The extremely dangerous practice of train hopping is not as popular a method of free transportation as it once was. Nevertheless, railroad police are on

the lookout for freeloaders who may face arrest as trespassers.

**Employees Help.** The railroad's greatest security asset is its own employees. It is the alert employee who usually first discovers theft or vandalism, especially in remote areas.

On one occasion two members of a track crew working in a sparsely populated area caught several men stealing copper wire. On another occasion an off-duty supervisor spotted a man placing debris on the tracks in Bangor Yard. He reported the incident, the man was apprehended by Bangor Police and a possible train accident was avoided. A section foreman on the Eastern Sub-Division has stopped two thefts in progress and apprehension was made possible by his alert action.

Crime on the high iron will not vanish, but the Maine Central Police Department, with the assistance of federal, state and local authorities, will do a great deal to deter illegal activities to the benefit of the railroad, its customers and the general public.



Detective Harry Littlefield on the job in Waterville.





## the stacks are gone

*Twin 230-foot stacks were carefully demolished in an awesome spectacle on June 29, 1972. They were replaced by a tiny steel stack only 85 feet high. This was part of a project to modernize the Martin Marietta Corp. cement plant at Thomaston between 1968 and 1972.*

A large banner on the side of a freight train moving out of Thomaston on May 14, 1928, told the story. "Solid Train, Dragon Portland Cement, First Shipment from New England's Own and Only Cement Mill, Thomaston, Maine. Lawrence Portland Cement Co."

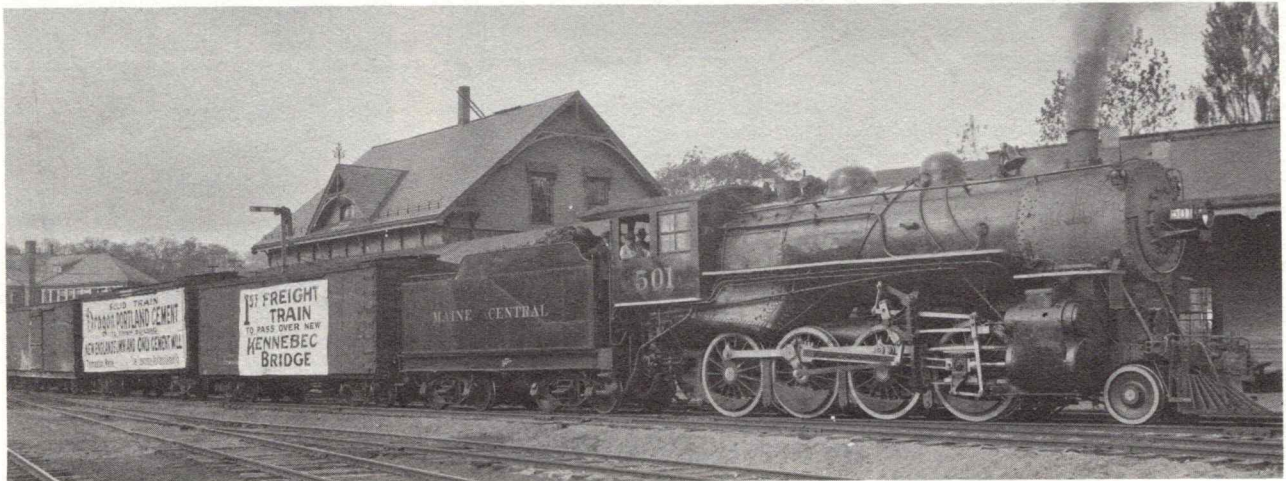
Thus began the relationship between Maine Central Railroad and the cement plant at Thomaston. The original one-million-barrel-a-year plant was built in 1928 by the Lawrence Portland

Cement Co. It was improved over the years, and in the mid-50's the name was changed to Dragon Cement Co. The facility had grown to a capacity of two million barrels when it was taken over by American Marietta Corp. in 1956. In 1960, American Marietta merged with Martin Company to form the present parent company, Martin Marietta Corporation.

Ground was broken in 1968 for the construction of an improved plant with a capacity of 2.5 mil-

lion barrels. The project is now completed and provides a modern, efficient, pollution-free operation with greater capacity and flexibility to meet present and future needs of the cement market.

**First Train.** Returning to that first solid train of cement to move out of Thomaston, according to the **Rockland Courier Gazette** of May 15, 1928; "Last night's big train cleared the Rockland upper yard at 7:10, and consisted of 33 cement-la-



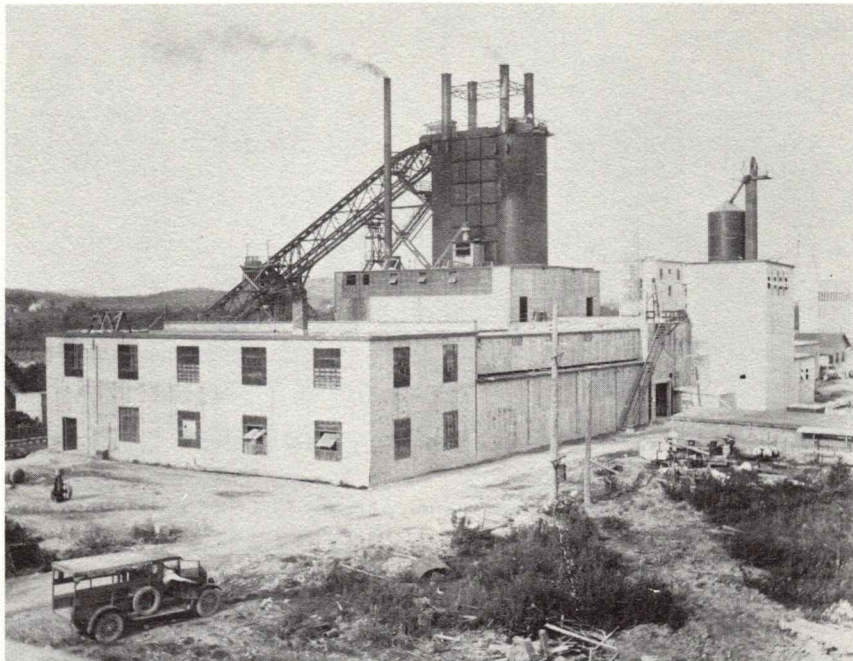
*The Dragon Special. The first freight train over the new bridge between Bath and Woolwich in 1927, was a train of cement to be used in completion of the new plant at Thomaston.*



den cars drawn by two powerful locomotives 523 and 355, the entire train representing 1655 tons."

The story continued, "With the exception of conductor Fred Kister of Rockland, it was a Portland train crew which had charge of the cement special. Williams held the throttle on 523 and Stone was fireman. Brown was the engineer on 355 and Toothaker did the stoking. R. Gallerson was head brakeman and W. L. Tirney was flagman."

**Modern Facility.** Railroad and cement plant nostalgia have been replaced by diesel locomotives and a completely modern facility at Thomaston. Nearly \$3 million is invested in dust suppression alone. The most important item, serving the largest source of dust, is the baghouse for the kiln exhaust gases. It has 1512 fiberglass bags, each 12 inches in diameter and 30 feet in length. There are 26 other



*The Lawrence Portland Cement Co. as it appeared at the completion of construction in 1928. (Photo by Rockland Courier Gazette)*



*Martin Marietta's air-activated 530-barrel tank cars used to transport cement from Thomaston to the Company's terminal near Boston, Mass. This photograph, taken with a wide-angle lens, shows the plant with its 520-foot rotary kiln in the background.*

bag-type collectors strategically placed to serve a total of 156 dust-retrieving points from the quarry to the silos and pack-house.

It is difficult to imagine how fine cement is and, therefore, how difficult to contain. Cement is 10 times finer than baking flour and household dust. Finished Portland cement is so fine it will flow through a sieve that holds water. There are 10 million grains of salt or sugar in a pound. It takes 15 billion grains

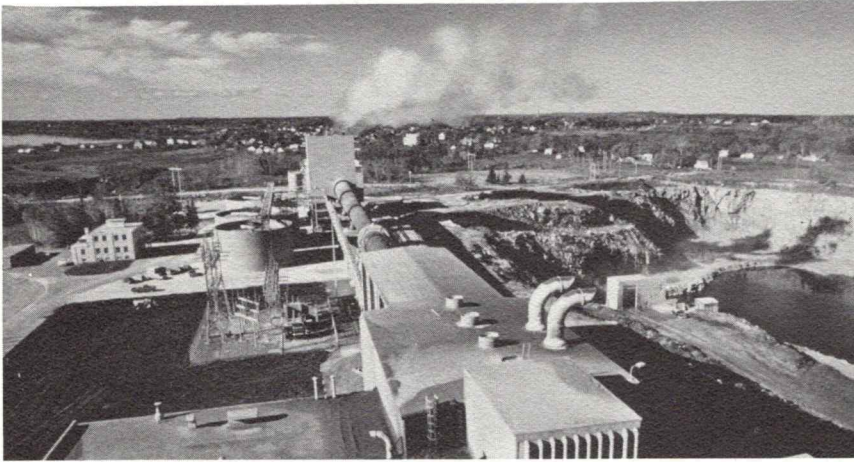
of flour to make a pound. It takes 150 billion particles to make a pound of cement.

**Limestone Supply.** Most of the raw material for the manufacture of cement is obtained near the Thomaston facility. The original deposit alongside the plant is still being worked. With additional deposits acquired in 1967, the plant is insured of an ample supply of stone for many years to come. The stone is highly metamorphosed limestone of the Ordovician age. It is

known to extend to a depth in excess of 300 feet.

All crushing operations now take place on the floor of the quarry. An open twin-tram railway, previously used to transport raw materials up from the quarry floor to the crusher on the plant level, has been replaced by a conveyor belt covered with a steel half-shell to prevent dust from escaping to the atmosphere.





*Aerial view of the Martin Marietta Cement Plant at Thomaston. A portion of the quarry can be seen at the right. The 520-foot-long rotary kiln is in the upper center.*

Environmental policy has been in evidence. The Thomaston cement plant became an example of the Company's corporate policy which "requires that all new construction include the most effective waste control program. Older facilities are being updated as the state-of-the-art in control devices advanced. Adherence to this policy is not only a matter of good neighborliness and good housekeeping, it is good business."



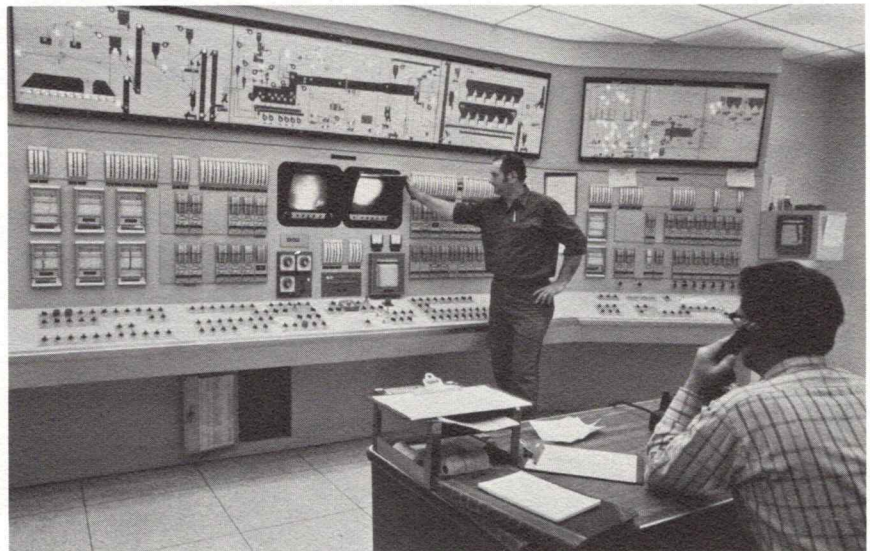
**Control Center.** The central control room of the new Martin Marietta operation has a separate panel for each of the three major circuits; the raw mill department, the kiln and cooler, and the finish mill. The panel is completely instrumented with recorders, indicators, ammeters, switches, etc., as well as TV monitors for the kiln hood and cooler.

The most visually impressive part of the plant is the huge rotary kiln. It is 520 feet long and ranges from a diameter of 17 feet to 14 feet. Powered by a 400 horse-power engine, the maximum kiln speed is 90 plus revolutions per hour.

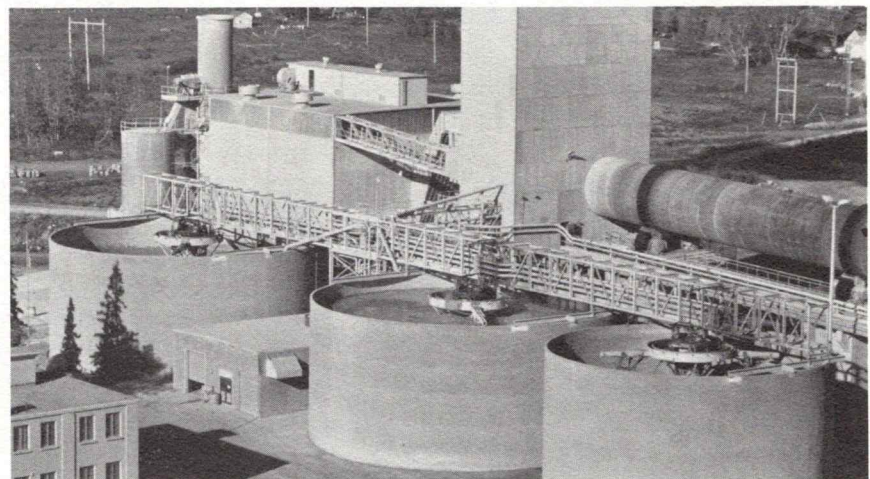
**Lost Landmark.** As with every modernization and improvement, there is a loss of one form or another. For the lobstermen and pilots of mid-coast Maine a landmark is now missing. Twin masonry stacks, 230 feet in height, were replaced by a thin steel stack 85 feet high.

It is said that the old stacks will be missed most by local lobstermen and halibut fishermen who were able to tell just what "bottom" they were over by lining up the huge stacks with surrounding islands of Penobscot Bay. Seat-of-the-pants pilots will have to pick out new landmarks. The stacks themselves were visible at 2000 feet over the Augusta airport and from much further away when there was white smoke rising.

**Pollution Free.** Throughout the construction of the new Martin Marietta facility, the firm's en-



*Three electronic control panels operate the raw-mill department, the kiln and cooler, and the finish mill; coordinating production at the new modern cement plant in Thomaston.*



*Part of the complicated and efficient dust-collecting facilities at the pollution-free Martin Marietta cement plant in Thomaston are shown here in the upper left.*

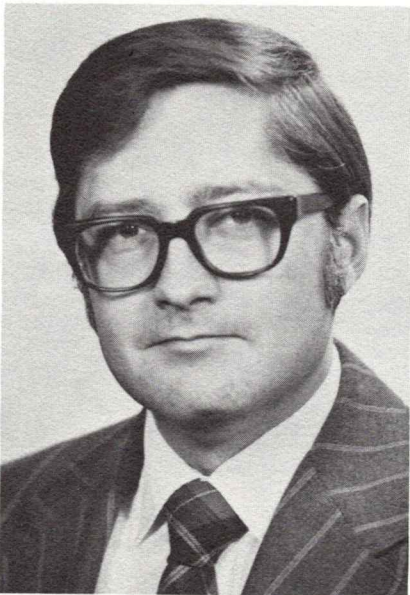
# news briefs

## MOORE APPOINTED ATTORNEY

Maine Central Railroad Company has announced the appointment of Philip L. Moore as attorney. Since 1970 he has acted as a transportation attorney for the Interstate Commerce Commission in Washington, D. C.

Moore, a native of Eastport, graduated from Bucknell University in 1967 with a B.S. in Administration and from George Washington University in 1970 with a Juris Doctorate Degree. He is a member of the American, Federal, District of Columbia and State of Maine Bar Associations and the Maine Trial Lawyers Association.

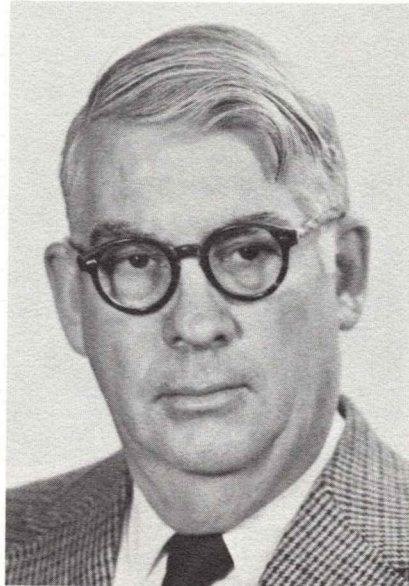
Moore resides on Falmouth Road in Falmouth with his wife, the former Susanna Elizabeth Long of Baltimore, Md., and his daughter, Jane Lawton.



*Philip L. Moore*

## DRESSER AND MCGINNIS APPOINTED

Maine Central Railroad Company has announced the appointment of John W. Dresser as assistant director of pricing-tar-



*John W. Dresser*

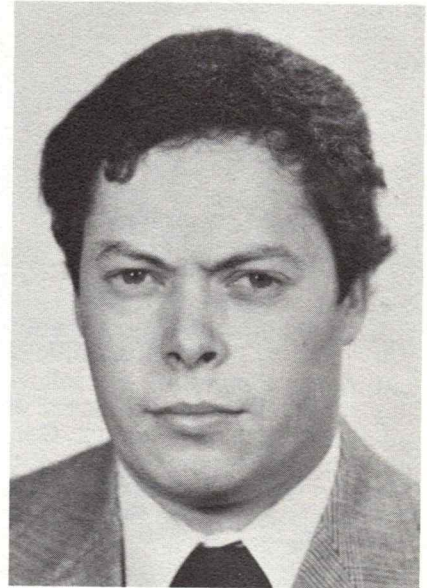
iffs and John J. McGinnis as marketing analyst.

Dresser began his railroad career in 1943 with the Boston and Maine Railroad and joined Maine Central Railroad's Auditor Revenue Department in 1955. In 1965 he became assistant traffic engineer and later marketing analyst, the post he held until his new assignment.

He was educated in greater Portland schools and has attended the University of Maine. He is married with one child and his wife is a teacher in the Cape Elizabeth School System.

McGinnis is a native of South Portland and received a Bachelor's degree from the University of Maine in 1968. He was employed summers by the Maine Central Accounting Department while attending college. He joined Maine Central in 1970 after serving two years in the Navy. In 1973 he was appointed regional manager — sales and service.

He is presently pursuing a Master's degree in business administration at the University of Maine—Portland. He and his wife, the former Betsey Foster, have one child and reside in Scarborough.



*John J. McGinnis*

## MESSENGER RECEIVES AWARD

The Maine Central "Messenger" received a Special Merit Award in the annual employee publication contest of the Association of Railroad Editors. The "Messenger" was one of 20 railroad and labor union magazines to receive awards in this year's contest. The top award went to the Bangor and Aroostook's "Maine Line".

The "Messenger" was rated favorably in several categories with special praise going to the "Desk of E. Spencer Miller" column.

## MODEL RAILROADERS

The Northeast regional convention of the National Model Railroad Association was held in Waterville in early October. The convention was attended by nearly 400 model railroaders from Maine to Connecticut and New Jersey.



As part of the convention, over 200 rail fans visited an open house at the Waterville Shops on October 5, 1973. Many of the visitors had toured railroad facilities all over the United States. Some of the comments that were received from the model railroaders follow:

"The cleanest shops we have ever seen."

"The guides really knew what they were talking about."

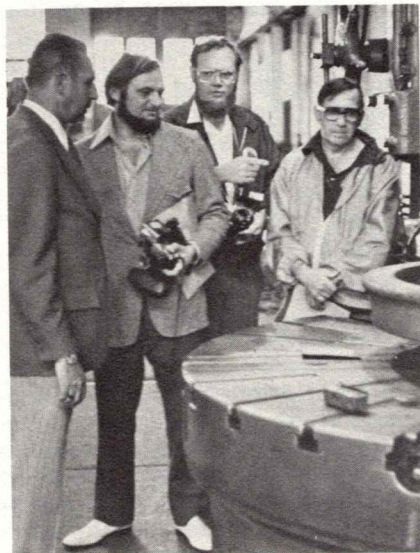
"Everyone was polite, patient and most hospitable."

"Maine Central rates near the top of all railroads in its treatment of rail fans."

Under the guidance and supervision of shop superintendent, Alden Finnimore, the following supervisory people acted as guides: Diamond Sherrard, Donald Dickey, Glendon McCarrison, Sydney Brown, Roland Giroux, Andrew Miles, Wade Richardson, and Merle Swett, Jr.

The following Shop employees gave up a Saturday to represent several union crafts and help out in various ways in the open house, Roland Boulette, Arthur McConkie, Earl Crandlemire, Reny Jacques, Eugene Ketchen, Lawrence Brown, Freeman Rollins and John Larracey.

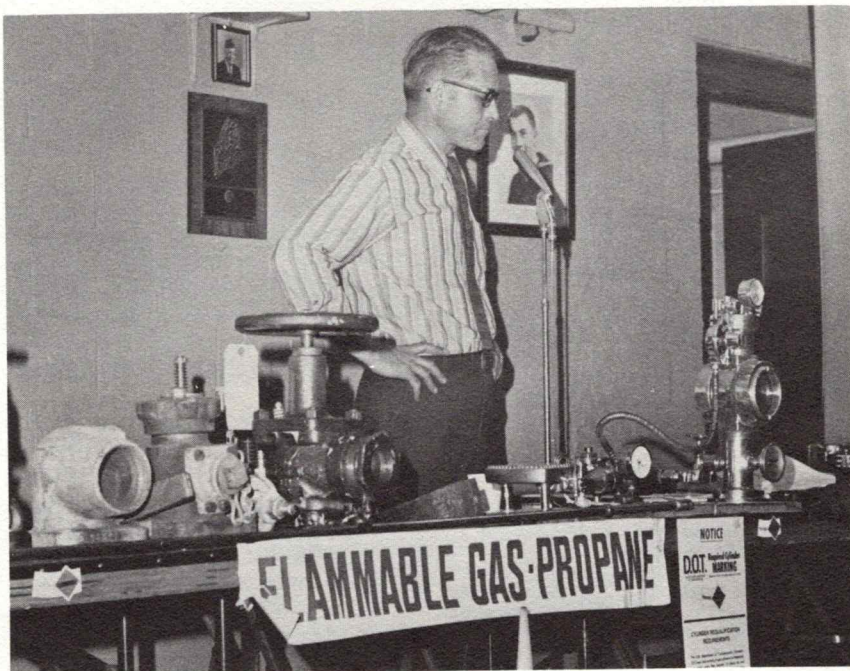
Others helping out in the open house were Police Chief Robert Baker, Linda Briggs, Public Relations Department and Bradley Peters, director of Public Relations.



Alden Finnimore, left, Waterville Shop superintendent answers questions from model railroaders during the open house tours in October.



Roland Boulette, carman, Waterville Shops, above center, was one of several employees who helped out on the tours for the Model Railroad Association of the Waterville Shop facilities in October.

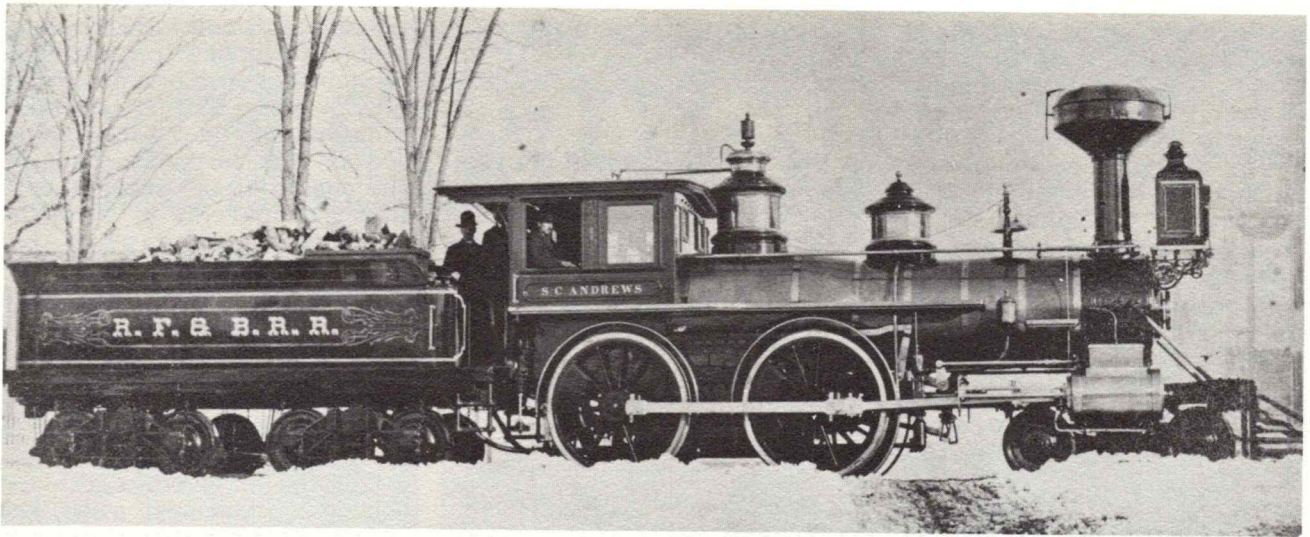


Suburban Propane conducted a safety meeting in Waterville in October which was attended by Maine Central employees from various departments and by representatives of the Maine State Fire Instructors. The three-hour meeting, conducted by Richard Maker, above, Suburban safety director, included outlining the characteristics of Liquid Petroleum Gas, a film, and information on the various parts of LPG railroad tank cars.

## REMEMBER WHEN REVISITED

In the last issue of the Messenger we printed several old photographs. Many readers re-

sponded providing additional information, especially on the photo of the head-on collision. Retired Maine Central Chief mechanical officer and unofficial Maine Central historian, Dick Dole, provided the following



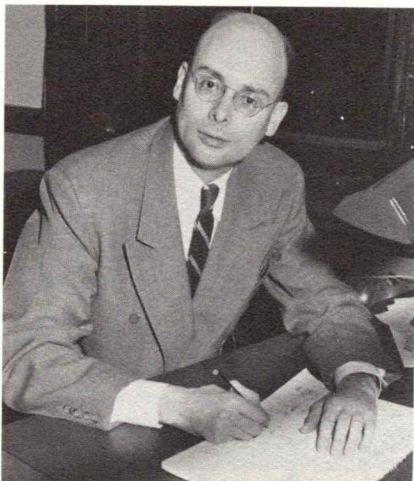
*There must be a lot of history behind this photo, but to date our information is very limited. Let us know if you can help out. Photo provided by Dave Allen.*

notes which may be of interest to our readers.

The cover picture of the P&O #14, called AVALON, was taken in 1887 before Maine Central leased the road in 1888. The station was originally called Bemis for the local doctor who built it for the P&O. The engine was built by the Portland Company in 1884 at a cost of \$10,000.

The picture of MEC engine #105 must have been taken between 1896-1900. The engine was originally owned by the Sebecook & Moosehead Railroad Company and swapped to Maine Central for one of its engines in 1896. It was renumbered to #3 in 1900 and scrapped in 1920.

The snowbound Rumford & Buckfield train picture was taken in the winter of 1888.



*Eric P. Smith*

The wreck at Riverside, about 5 miles east of Augusta, occurred on 5/18/1883 at 11:55 a.m. Engine #15, shown on the left was running wild and collided with engine #59 on train #28. A bell from one of the engines was found in the Kennebec River and an engine water pump was found in a bank across the river in Sidney. The sound of the collision was heard 10 miles away in Belgrade and the townspeople thought it was an earthquake.

## NEW ENGLAND RAILROAD CLUB

The Executive Night meeting of the New England Railroad Club held in November in Boston featured E. Spencer Miller as the evening's speaker. He spoke on the subject, "Restructuring America's Railroads." He outlined his plan for an American Railroad Corporation which was recently introduced in the Senate by Ohio Senator William B. Saxbe. He spoke of the railroad crisis and the dangers in the establishment of a Core System of ailing Northeast railroads.

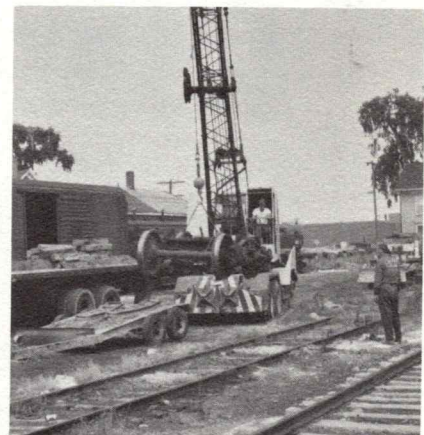
Eric P. Smith, assistant treasurer and director cost analysis, presided over the meeting as club president. He will serve in that capacity until next spring. Several other Maine Central officials attended and among the

head table guests were: Horace N. Foster, vice president; Arnold J. Travis, assistant to the president; and James W. Wiggins, vice president, operations.

## LITTLE RED CABOOSE

(Text and photos by Wendell Lewis, Rockland Agent)

A curious stir was created around Rockland when a little red caboose was placed on a spur track at Rockland's lower yard in late July. The former Central of New Jersey caboose rode from Reading, Pennsylvania



*Both sets of trucks are removed to be moved first to retirement site where caboose body will be later set back onto them.*

to Rockland on its own wheels to be delivered to U. S. District Court Justice and Mrs. Herbert A. Fogel. They will renovate the caboose into a study and guest house at their coastal summer home, while retaining its railroad appearance throughout. A 28-foot rock ballasted roadbed was prepared by Maine Central trackman Bill Heath and the move from Maine Central tracks to the present site was handled by Laite Construction Co. of Camden.

## A PINT OF LIFE

Beginning the first of the year, Maine Central Railroad Company will become involved in the Regional Blood Bank programs in Portland, Lewiston, Waterville and Bangor. This involvement will provide an opportunity for most Maine Central employees to donate blood at their job site in less than a half hour's time.



*The Caboose, which has been picked up and lowered onto mobile "I" beams, begins its 5-mile final leg over the highway moving by Rockland City Hall, (former Maine Central passenger station).*



*The Fogel's caboose on the iron at its final destination ready to be renovated into a study and guest house with all its railroad charm retained.*

Regional Blood Banks, Inc., a nonprofit service organization, has facilities in these four cities to draw blood as well as mobile units that can be put into operation on the business property. The aim of the organization is to supply all patients in all Maine hospitals with free blood, but more importantly to make certain that the blood is there when it is needed to save a life. This objective can only be met with donations provided by you, me and our co-workers in industry.

Human blood cannot be manufactured. As the supply is used, it must be replaced. The blood you donate can save a life, just as the blood someone else is donating right now could save your life or the life of a member of your family.

Prior to Regional Blood Banks, hospitals made four basic charges for blood used: (1) Drawing and processing; (2) Crossmatching to the patients; (3) Transfusion to the patient; (4) \$25.00 (or more) per pint for blood itself (which charge could be eliminated by replacing the blood used). If the patient could not replace the blood, the money was used to buy commercial blood.

The first three charges are the hospital's cost of doing business and are covered by most hospital insurance plans. The fourth charge is not covered by insurance.

It has been proven that in all voluntary blood systems, hepatitis is 90% less prevalent than in a commercial system. Regional Blood Banks can eliminate any charge for blood itself. Blood given freely by one person should not be paid for by another, and blood given by enough will cover the needs of all.

If you or a member of your family should require blood it is very likely that the blood will be provided free through one of the Regional Blood Banks. The question each employee must ask himself is, "If I don't give and my fellow workers follow my lead, where will the blood come from if someone in my family should need it?"



# The Grapevine

## GENERAL OFFICES



*Mrs. Charles J. Kahill and new-born son, Douglas Charles.*

Justin E. Buzzell, mechanical inspector, retired November 8, 1973, after 44 years of service. He entered railroad service on August 5, 1929, as a laborer at Waterville Shop and held several positions in Waterville until he entered the supervisory field in 1941. A retirement dinner party was held at Heatherstone November 2, 1973, in honor of Mr. and Mrs. Buzzell. Approximately 90 of Mr. Buzzell's co-workers and friends were in attendance. The Buzzells reside at 35 Churchill Road, South Portland, Maine. They wish to extend their sincere gratitude to friends and co-workers for their lovely gifts and contributions.

Martin (Marty) Moore, leading designer in the Mechanical Department, and his wife, Anne, welcomed a new baby boy, Roger Martin Moore, on September 19, 1973. We now call Marty "Dr." because he more than assisted in the delivery room, bringing 8.4-lb. Roger into the world. Marty's twins Andrew and Allen will soon be grooming their brother for the softball team.

Congratulations are also in order for



*Mr. and Mrs. Justin E. Buzzell at his retirement dinner.*

Mrs. Beryl Farrar, secretary in the Purchasing Department. Her son, Stephen, and his wife, Dorothy, also welcomed a baby boy, Stephen Randall Farrar, Jr., on September 19th.

Treasurer Stan Watson and his wife, Toni, visited such exciting places as Scottsdale, Arizona, and Monterey, Pebble Beach, San Francisco and Lake Tahoe, California on a fall vacation. From San Francisco they drove north into the wine country, then over into Reno, Nevada, and Lake Tahoe on the border of the two states. They reported it was all beautiful country, but the Monterey Peninsula was perhaps their favorite spot, jutting into the Pacific Ocean.

We would like to express our sincere sympathy to the family of Patrick (Pat) Scanlon who passed away October 30, 1973. Pat retired from the Revenue Office a few years ago.

We would like to welcome "Bucky" Gato (overcharge claim clerk) back to work after a stay in the hospital and a period of convalescence at home.



*Karen Severy at her surprise shower.*

Donald H. Svenson (traveling auditor-freight claim representative) and his wife, Catherine, drove to San Francisco on their vacation to see their first grandson, Douglas Charles, (nicknamed "The Golden Bear" by Grampa Don). Born September 9th, he is the son of Atty. and Mrs. Charles J. Kahill (Suzanne Marie Svenson, R.N.) of San Rafael, California. During their travels they visited Salt Lake City, Utah, the Casinos at Reno, Nevada, and Cheyenne, Wyoming. They especially enjoyed unique San Francisco with its fabulous restaurants and night clubs.

Bob Nurse, Car Service, and Sam Ruth, retired, spent a vacation at their camp "The Lost Caboose," hunting for that elusive deer. Good luck!

We all send our best wishes to Grace Hoglund who recently retired on disability. She will be missed by all of us who know her and worked with her. Grace sends her best to all her friends and co-workers, and wishes to thank those who contributed to her retirement gift.

Edith Young, who has worked in the



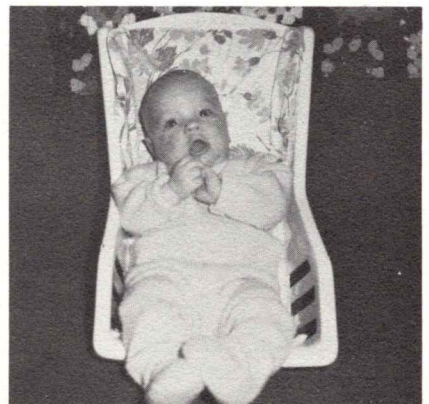
*Nancy Vayo at surprise party given by her co-workers before her recent marriage to Gary Vayo.*

building as a spare, is now filling a permanent position in the Executive Department.

Karen Severy (Disbursements) was recently honored at a "stork shower" held at Crescent Beach Inn. There was a large attendance of gals from the General Office Building, and Karen was presented many nice gifts. Baby Severy will unquestionably be one of the best dressed and maintained babies of 1974! The shower was preceded by a social hour followed by a delicious buffet. Marion Adler and Anne Gross did a wonderful job in organizing the affair. We will all miss Karen while she is out on maternity leave.

St. John the Evangelist Church was the setting October 13 for the wedding of Miss Janice Ann DiMauro and Gerald A. Farr. Janice is the daughter of Mr. and Mrs. Joseph R. DiMauro (senior rate clerk). Our best wishes to the happy couple.

On October 19 friends of George Lowell gathered for a party in the General Office Building to wish him well in

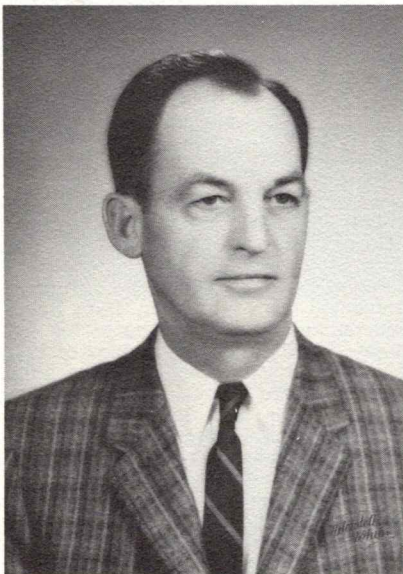


*Roger Martin Moore*





German-American Club during their trip to Germany. Daughter Julie and Charlie Anderson are first in line, Scott Scully (Gen. Counsel) sixth, and 11th Mary Morse and Vinnie Morse (12th).



Don Sinclair

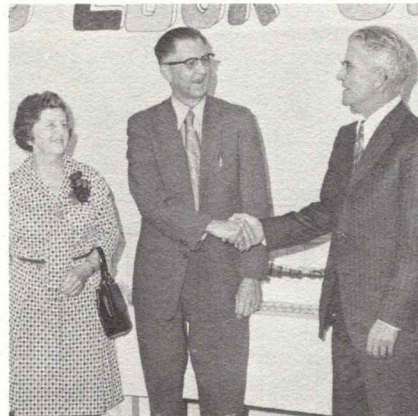
his retirement. George has served more than 42 years with the railroad, the last 30 of which were as Portland Terminal bookkeeper. Mrs. Lowell was invited to share in the festivities and was presented a corsage. Among several retirees and other former employees present was Father Robert E. Lee of St. Domenic's Church in Portland, who as a teen-ager worked in the railroad Accounting Department. George had a busy time writing thank-you notes before leaving on a trip to Chicago to visit daughter Mary and two grandchildren, and if anyone was overlooked on the thank-you list, please be assured that George was most appreciative of what was done by one and all.

The Presumpscot River Bottom Boys Dixieland Band, of which our own Charlie Anderson (Disbursements) is a member, recently took a fabulous trip to Germany, where they took part in the festivities of the famous annual Oktoberfest. The Band's headquarters were in Munich, located in the beautiful area of Bavaria. They played at two very well-known places while in Munich, the Lowenbrau Haus and the Hofbrauhaus.

They also played at the home of Dr. Manfred Judt, a scientist in charge of the Institut Papertechnisch Stiftung, where they were presented with a citation on behalf of the Paper Industry in line with the goodwill created by the Band's playing for the various functions. Charlie is principal trombonist of the Portland Symphony Orchestra in addition to his activities with the Dixieland Band. Charlie's wife, Phyllis, and daughter, Julie, accompanied him on the trip.

The Maine Central employees who flew to Munich, Germany, with the German-American Club for the Oktoberfest in September for 10 days, had a great time! One tour included a visit to Berchtesgaden, the site of the famous salt mines. All donned outfits which were provided for a small fee and rode the little cars in and out. You could tell the boys by their black pants; the girls wore white. Strapped around their waists was a leather apron which hung down in back to prevent burns when sliding down the sluices. Needless to say, some of them slipped.

Don Sinclair, carpenter for the General Office Building, has been promoted to bridge and building supervisor with headquarters at Bangor, until the return of C. E. Dixon who is recuperating



George Lowell (center) being congratulated on his retirement by Marty Holmes, (assistant to comptroller). Mrs. Lowell is standing at left.

from an auto accident. Don has worked for the Maine Central and Portland Terminal Companies for approximately 33 years.

Debbie Aylward, daughter of Dick (chief clerk, Engineering Dept.) and Nathalie Aylward, was recently presented the Maine Medical Award of the 1000 Hour Pin, Engraved Bowl Award, and Certificate for completion of 1000 hours of Candystripping, the highest ever awarded. After high school graduation in June, Debbie looks forward to a nursing career specializing in pediatrics.

Note: In the last issue of the Messenger we had a photograph of the assistant editors. We apologize that we left out the name of our able correspondent from the Car Accounting office, Connie Davis. She is second from the left in the back row. Sorry, Connie.

## AUGUSTA

Recently retired on disability is clerk Athleen Bryant. Athie, as she is known to many, worked many years at the



Mrs. David A. Smith

Augusta Freight Office. She will be missed by many all over the system, as Athie was known for her kindness and unselfishness toward others. We wish her well in her retirement.

Spare clerk Attalie Boynton was recently married to Robert Whitemore. We extend our best wishes to Attie and her new husband.

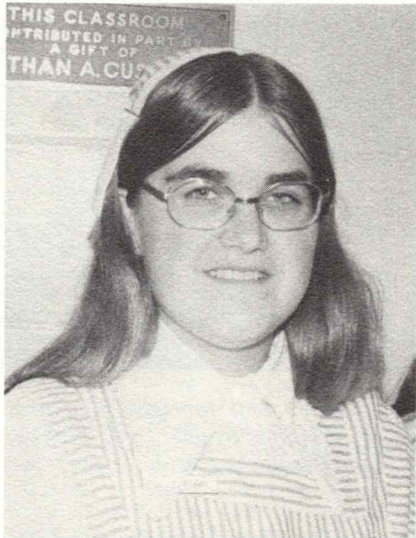
Recent callers at the Augusta Freight Office were conductor Leonard Luttrell, retired agent Doug Tompson and retired clerk Burleigh Foster.

Another new face working as a spare clerk is Bruce Toner. Bruce is a brother-in-law to relief agent Richard Lougee.

## BANGOR

Mark Higgins is one of thirteen children of Mr. and Mrs. Richard Higgins, trainman. Mark is a quarterback and one of the captains of this year's football team at John Bapst High School, Bangor. He was chosen the most im-





*Debbie Aylward—1000 Hour Candy-striper!*

proved athlete in football, basketball and baseball. Mark has been class president for two of the past three years. In addition to being a top-notch athlete, Mark maintains an "A" average in his studies. He plans to go on to college.

Recognition should be given the men at Bangor Car Shop for their contributions during our recent United Way Campaign. This year 23 men gave a total of \$703.00. The percentage of men giving decreased 2.6%, but the amount they gave increased 331% over last year! Thanks again, Car Shop, for doing more than your Fair Share helping Ray Spaulding, chairman of the drive.

Whitey Davis, brakeman on Switcher #2, Bangor (also a great golfer), is recuperating from a serious operation. All his friends (and he has many) wish him a speedy recovery.

When you drop something in a puddle of water, what is the best way to get it out? Simple—borrow a broom and sweep the puddle dry. Right, Teddy L.?



*Lasse Erick Lutick, grandchild of Theresa Lutick, cashier Rumford Freight Office; daughter of Mr. and Mrs. Frank Lutick.*

F. E. Drew, laborer at Bangor Engine House, has been off duty since September 27, 1973, after suffering a heart attack. He is home from Eastern General Hospital recuperating. For those who wish to send a get well card, his address is: R.F.D. #1, Frankfort, Maine 04438.

## RIGBY SHOPS

While on his vacation, John Maclean, clerk at the Car Department, made use of his spare time. Mixing business with pleasure, he did over rooms in his home which needed repairs.

Mrs. Maude L. Pillsbury, 89, wife of Arthur Pillsbury past foreman, 2nd trick, died at a local nursing home after a long illness. Our condolences.

Retired engineer Leon Boynton and Mrs. Boynton celebrated their 51st wedding anniversary at a party given by their children. Congratulations to the happy couple.

Carmen Earle Jones, and Herbert Sampson took a trip to Kansas City to attend the Grand Lodge convention. They are both local officers of the Brotherhood of Carmen.

Visitors at the Shops were former general foreman Malcolm Billington, Stores Department clerk Frank Kane, and John Gary. All are retired employees. John is a former boilermaker who walks several miles a day to keep in trim.

Retired machinist helper Joe Ashley was hospitalized during October for ailments resulting from a recent automobile accident.

Johnnie Weeks is still in the business of raising prize Hereford cattle on his ranch at Cumberland. He is a regular visitor.

Mrs. Albert McCann has returned to her home after a short visit to her native England. This visit was due to the death of her father.

Al McCann, welder at the Shops is well represented in the U. S. Air Force, having two sons who served in Germany and Viet Nam. A third boy was stationed in Germany and later at the air base in Limestone.

Former engineer George Ellis, 85, died recently after a short illness. He served with Maine Central Railroad for a period of more than 60 years in various capacities. Our condolences to his family.

## ROCKLAND

Glad to report that engineman, Charlie McLain is now home from the hospital recuperating from a heart condition. He is making good progress and wants to thank all of his fellow employees and friends who remembered him with their cards, gifts and visits.

Retired cashier Fred "Father" Snowman has been able to stay out of his four-wheeled gasoline "corn cob" long enough to paint and clean up around the house preparing for winter. He wants to be remembered to all his old railroad friends.

Retired engineman George Bean paid a visit to the Engine House recently. Looking hale and hearty, he inquired about old friends. Understand he has been retired 12 years now.

It is with regret that we report the passing of retired engineman Isaac Hooper, at the Fieldcrest Nursing Home in Waldoboro. "Ike," 79, had about 43 years of service with Maine Central. He is survived by three sons, one of which is Maine Central engineman Bob Hooper of Oakland. Our condolences to his family.



*It seems that Rockland is fast becoming a source of retirement of old cabooses. Shown above is Bangor and Aroostook caboose C-70, purchased by George Ingram III of Spruce Head, which arrived last September and is shown being lifted into a low bed truck for transporting to its permanent resting site on Clark Island. This is the second caboose to be retired from service thru the Rockland Terminal.*

Retired machinist Joe Clough has been sporting around in a brand new pick up truck with a camper on it. If he follows the pattern of "Pappy" Snowman, the ash tray must have filled up by now and so hence the trade. Trust he and the Mrs. will be able to derive a good deal of pleasure from their travels in it and we wish them safe trips wherever they go.

Among those who are taking their pensions in January 1974 are section foreman Earl I. Miller of Waldoboro and carman Floyd A. Montgomery of Rockland. Earl has over 40 years service with Maine Central starting as trackman and for the past 15 years as section foreman. He also served as Brotherhood committeeman and secretary-treasurer for the past 10 years, and has been active in Waldoboro town affairs as first selectman. "Monty," has over 25 years service with Maine Central, serving as car cleaner, carman's helper and car inspector. He also worked a tour with the Railway Express Agency prior to coming to Maine Central. Both Earl and Monty will be missed, but we wish them both many years of enjoyment in their well-deserved retirement.

Agent Wendell Lewis underwent surgery at the Knox County General Hospital the last of November and is now back at work. He wishes to thank those who remembered him with their visits and cards while convalescing.

Early one morning a couple of months ago a skunk fell into the turntable pit when frightened by the locomotive coming onto the table. Unable to get out, but with water in the pit and well satisfied with the hospitality from plenty of food scraps dropped to him by engineman Ken Farrar and the neighboring boys at Shurtleff Salt Company, he invited one of his friends to join him about two days prior to being photographed.



Needless to say, with the prospect of a slight aroma being added to falling snow (which would require sectionmen in the pit to shovel it out), several planks were left, lowered on end with food scraps to entice our "pole kitties" to come out. They apparently did, as investigation since reveals that Maine Central has now rid itself of its turntable pit residents. During the period that the first skunk was in the pit, two electricians from Waterville had worked on the turntable motor and braking system unaware that they probably had an interested apprentice eyeing them.



One of two mascots of Maine Central turntable pit at Rockland casts a wary eye at the cameraman, who for some reason, was using a telephoto lens.

## WATERVILLE SHOPS

The Maine Central employees did a commendable job in the recent Waterville area United Fund Campaign. Happily, the \$1573 collected, exceeded the quota of \$1400 and deserves a hearty thanks to all those responsible.

Retired supt. of car maintenance Joe Rourke and retired safety director Larry Sparrow were recent visitors at the Shops. Their presence was enjoyed by many of their long-time friends.

Machinist and Mrs. Gerald Knox, of Sidney, have a new son, Kirby Keith. Born September 26 at Waterville's Seton Hospital, Kirby weighed 10 lbs. 7 oz.

Carman Alfred Wentworth had a narrow escape recently. While disconnecting jumper cables from his tractor, the machine jumped into gear, knocked Al down, ran over him, continued on and



Marty Jo Hall



Winners of Waterville Shop Horse Shoe League. Left to right: machinist Alan Cote; carman James "Jimmy" Steeves receiving trophy from assistant shop supt. Diamond Sherrard; league commissioner Harold Vear; and machinist Ralph Kneeland.

smashed into his car, causing extensive damage. Luckily, Al was only bruised and shaken and did not sustain any severe injuries.

Aimee Anne Trafton was born October 26th in Waterville. She is the daughter of machinist and Mrs. William Trafton of Sidney. The young lady weighed 6 lbs., 8 oz.

Carman welder and Mrs. Howard Knight of Rome, have been recent visitors at the home of their son William and his family in Lutz, Florida. After serving nine years in the U. S. Navy, William was discharged last April. He enlisted in the U.S. Coast Guard this past September and is now serving as a Marina inspecting officer at Davis Island in Tampa, Florida.

Several Shop employees have taken or are taking advantage of the Adult Education Program at Waterville High School. Those enrolled in machine shop courses are machinists Richard Huard, Alan Cote, Richard Williams, Gerald Knox and Ralph Kneeland and machinist helpers Gerald Buck and Ralph Meader. Carman John Ballew is enrolled in the plumbing course.

With hunting season here, a few employees have managed to get their deer. Among them are carman Carl Denis, painter Don McCaslin and hostler Norman Dow. One machinist who we won't name, had a very good shot at a standing bear. He missed completely. The reason for the poor marksmanship was reported to be, "very slippery conditions under foot."

Members of the Shop Horseshoe League have pitched their way through another season. Eight teams participated throughout the summer and trophies were awarded at their annual banquet. The banquet was held October 17th, at the Roosevelt Motor Lodge in Waterville. Carman James "Jimmy" Steeves presided over the event and also won the singles trophy. Other winners were machinist Alan Cote and Jimmy Steeves, doubles; machinist Ralph Kneeland, most improved; and machinist Robert Crowell was presented the "Big Horseshoe" made by Eugene Rancourt. Commissioner Harold Vear was presented a gift by league members. Officers of the league are as follows: laborer Harold Vear, commissioner; machinist John Larracey, assistant commissioner; carman James Steeves,

rules committee; machinist John McAleer, blacksmith Gideon Gagnon, Jr., machinist Robert Crowell, also on the rules committee. Next year the league hopes to expand to twelve teams and it would still welcome competition from other railroad or industrial teams.

Roland Giroux has taken over as supervisor of maintenance of way equipment. Roland was foreman of the Paint Shop and Mill Room prior to taking over the position vacated by Ray Coulombre. On his last day at the Shop, Roland was presented with a gift by his fellow supervisors. We all wish him well on his new job and we hope he doesn't resent not being able to take his desk and his bottle of "Vitalis" with him.

Carman Roland E. Boulette has been promoted to foreman of the Paint Shop and Mill Room. As well as having been with the Maine Central for over 26 years, Roland has been very active with the Maine National Guard and has attained the rank of captain.

Machinist and Mrs. John "Eddie" McAleer spent a week in November



Mrs. Rose Vigue, mother of conductor, J. N. Vigue, Waterville Yard. Taken 60 years ago, this was the entrance to the Waterville-Fairfield bridge across the Kennebec going to Bangor. Mrs. Vigue is the widow of Gideon Vigue, former Waterville Shops employee and still lives in Waterville.

touring Mexico. They flew to Mexico City and traveled to Acapulco before flying home.

The Shops are well represented in the Merchants Bowling League at the Elm Plaza bowling lanes. Members of the team are foreman Roland Boulette, carman helper Eugene Rancourt, carman Jimmy Bickford, carman Larry Michaud, foreman Donald Dickey, carman Ralph Fletcher and machinist Charles Derocher.

Miss Marta Jo Hall, ten-year-old daughter of Mr. and Mrs. Kenneth W. Hall of Albion, has been chosen queen of the Albion Volunteer Fire Department. In winning her title, Marta competed with twelve other girls. As part of the contest, she was dressed in a modified engineers costume and recited a poem entitled "The Little Red Depot." Her costume and poem were quite appropriate as Marta comes from quite a railroad family. Her dad has worked for Maine Central for 32 years and is a carman on the Rip Track. Her brother



*Renee and Peter Huard, children of Mrs. Lucette Huard, Waterville.*

Douglas is a laborer in the vat room, Allen Higgins, an uncle, is a carman in the Freight Department and her brother-in-law, Herbert Crommett, also works in the Freight Department. Marta has seven older brothers and sisters.



*Count Dracula's Wedding Party. Left to right: Florence Mincher, Bev Anderson, John Mincher, and Les Anderson as Dracula (in coffin). They won first prize at a masquerade ball held at the Waterville Armory.*



*Arthur Genest gets news about state lottery victory.*

## WATERVILLE STATION

Division crew foreman Edmond Veilleux flew to California on his last vacation to visit friends and relatives in the Los Angeles region.

Clerk Larry Ridley recently underwent surgery and will be on leave for a few months; replacing him in the freight office is Horace Barstow, spare clerk.

Electrician Jim York and signal supervisor Herb Sullivan purchased a gun case at discount price for their friend, Larry Caret, signal maintainer. It seems that the reason they purchased it at such a low price, was that the zipper did not want to go down. Better luck next time, Larry.

Raymond A. Coulombre, supervisor—work equipment, resigned on October 12 to accept the position of supervisor of maintenance of way equipment on the Long Island Railroad in New York. On his last day, Ray was presented with a going away gift and a cake. Replacing Ray is Roland A. Giroux, former fore-

man—paint shop at Waterville Shops. Welcome aboard, Roland.

## WATERVILLE YARD

O. J. "Butch" Bouchard says he's going to stick to his black and white TV. If he needs any color, he's going to Laverdiere's Drug Store and buy colored crayons and paper. That's the only way to get color as far as he is concerned.

Engineer, Johnny Gray tells us that his dog, Duke, has mastered the art of drinking from a hose but as yet, hasn't learned how to turn on the faucet. Duke is a St. Bernard pup, which John has had about a year.

Congratulations to trainman J. R. LeBlanc and the Mrs. on the recent birth of a baby girl.

Conductor R. J. Veilleux was seen wearing waterproof rubbers. He says, "Once the water gets in, it doesn't get out." He hopes to retire them for his overshoes in the near future.

Our sympathy to the family of Millard Grant, engineer, who passed away recently. Millard held the Madison job for the past 5 or 6 years.

Our sympathy to conductor Thomas Barnett and family, whose son Tom, Jr., recently passed away.

The family of Harvey McCaslin, car inspector 1st trick, is looking forward to a family reunion in the near future when his family will be getting together for the wedding of his son, Carl, to Mary O'Donnel of Houlton, Maine. Harvey has seven children from ages 15-26. Harvey has over 32 years of service with the Maine Central.

A. E. Genest, conductor relief switcher #2, and a state representative, is very pleased with the approval by referendum vote of his bill for a state lottery. Arthur worked long and hard for this bill to be passed. Arthur studied the lotteries of other states to determine their success and used the plans of the states of New Jersey and Maryland to set up a plan for Maine. He received the good news of the passing of this law while on duty in Waterville Yard on the 2nd trick.



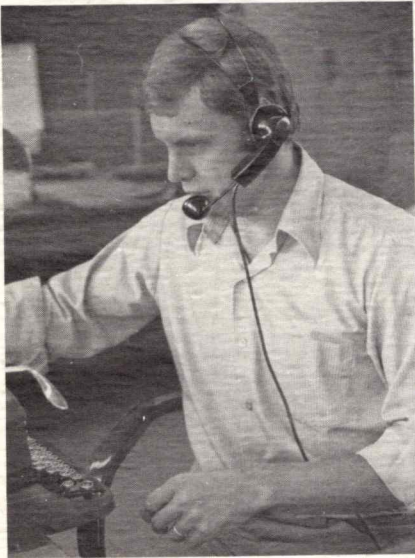
*Lucette Huard, Waterville Engineering Department clerk, imitating an engineer.*



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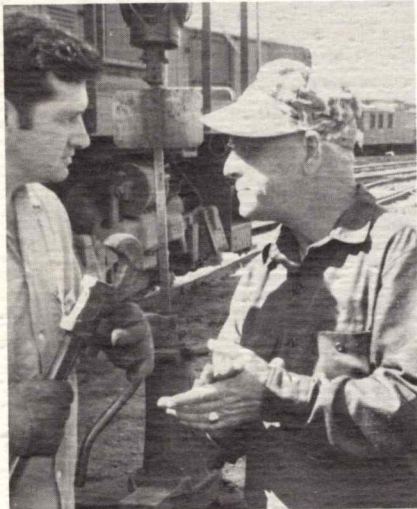
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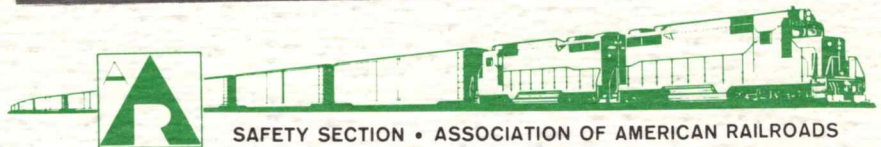
John Witham, Waterville swing telegraph operator, taking orders for R-B 1.

**BREAKING RULES  
INVITES TROUBLE**

Keep up to date on rules—and follow them carefully—they were made to protect you.



Roger Veilleux (left), brakeman and Everett "Peanut" Libby (right), car inspector. Could Roger be getting a lecture or instructions as to the use of a monkey wrench? Whatever, they both appear serious minded in their discussion.



Left to right are conductor E. Y. Morris; trainman, L. P. Donahue; and J. R. LeBlanc, trainman. The crew of WG2 posing for Yard photographer.



Waterville Station Employees pose for photographer. Left to right; Dick Fecteau, Ray Coulombre, Lucette Huard and Bill Schloth.