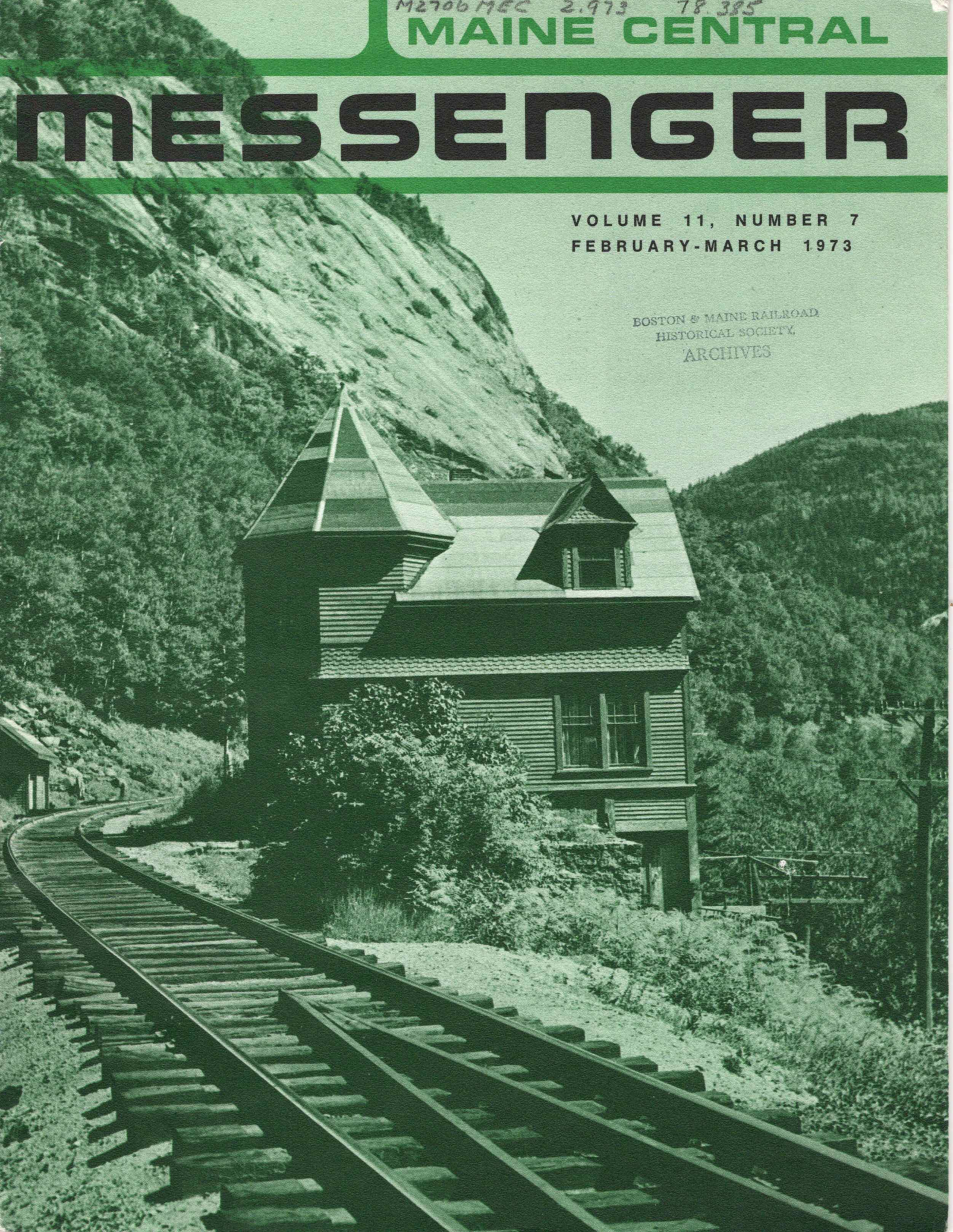


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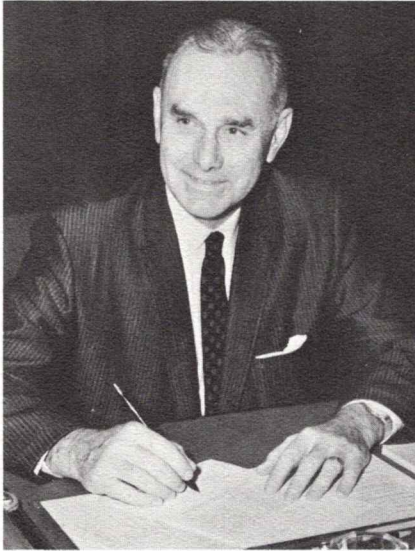
VOLUME 11, NUMBER 7
FEBRUARY-MARCH 1973

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY,
ARCHIVES



From the desk of . . .

E. SPENCER MILLER



AN ANATOMY OF RAILROAD PRICING

The three essential conditions for business success are: (1) a wanted product, (2) efficiency in its production and (3) proper pricing. Rail transportation is not only wanted, but necessary. Its efficiency is built-in and inherent, but managerial control of pricing is limited and tenuous.

Railroads are generally classed as utilities and are so defined by the statutes of many states. Indeed it is their "utility" nature which justifies the Interstate Commerce Act. It is axiomatic that utilities should be regulated as to pricing, but the power to regulate carries with it a duty to fix rates which will ensure a fair return upon investment.

During the profitable twenties, Section 15a of the "Act", which is the "Rule for Rate Making", directed the Commission to fix rates which would enable the carriers to earn a fair return upon their properties held for trans-

portation. By amendment in 1933, an entirely new set of rules was introduced and Section 15a now says nothing about a fair return to the railroads, but states that the Commission shall give due consideration to the effect of rates upon the movement of traffic, to the need of adequate railway transportation service at the lowest cost consistent with furnishing such service, and to the need of revenues sufficient to enable the carriers to provide such service.

This legislative change entirely ignored the welfare of railroads and their need to attract both financial and human capital. Administered by a quasi-political, quasi-judicial body, the "Act" has become a blueprint for disaster. Nowhere is financial soundness, which means suitable profitability of the railroads, considered. The judgment of the Commission is substituted for that of management as to whether a rate level will hold or drive away business. The public interest in the lowest possible transportation cost is emphasized, but not its overriding, long-term interest in a prosperous, capable railroad system. The Commission is practically told to keep rates at a bare subsistence level consistent with good service, and it has responded accordingly.

Let us look at the decision in ICC Ex Parte 281 filed by the railroads February 28, 1972. In the first place the railroads' proposal was not made upon the industry's overall need, but, as in every recent case, upon the one-time necessity to offset increased costs which would be certain on April 1, 1972. Due to the law and the Commission's attitude, no basis for any recent rate request has ever been advanced except increased costs, which means that we are playing

hopeless catch-up football. Secondly, this application was suspended by the Commission for seven months and the decision to grant increases somewhat lower than requested was not published until September 27, with the effective date 15 days thereafter. Thus the carriers were left unprotected from spring to fall with millions of needed dollars forever lost. The time bomb was ticking away while we knew that solvency of the only true common carrier system was at stake. Further, wage increases were certain on October 1, 1972 and January 1, 1973.

In justice to the Commission, the railroads had unwisely proposed selected commodity increases with varying percents. This contributed to the delay and brought forth from the Commission new requirements of proof so unworkable as to render future rate changes impossible of accomplishment with businesslike dispatch.

The final decision on Ex Parte 281 granted the proposals with 29 hold-downs. Some were important; some were not. Hardly one was justified. Two hold-downs of crippling impact on Maine Central applied to commodities largely captive to the rails.

The judicial criterion is welfare of the shipper, not welfare of the railroads, and that is one reason why seventeen percent of the Country's rail track is under jurisdiction of bankruptcy courts today. The shippers are not in trouble; the carriers are, and only when this simple fact is recognized by Government can a cure be expected.

Two bizarre phenomena deserve prominent mention.

The first is the interference of a busybody group of law students pretending to be protectors of the environment. As nearly as your writer can follow their hazy mental processes, the argument seems to be that any rate increase may divert traffic from railroads to trucks and so increase air pollution. Such a group has actually been successful in Court in knocking out a recent rate increase as it applied to recyclable materials (scrap metal is the fourth largest revenue producing commodity

for the Eastern roads), and they are now trying to knock out the most recent general rate increase altogether. Such a result would throw a few more roads into bankruptcy, dangerously weaken others and lessen their ability to acquire equipment and would result in great diversions to the highway.

Also generated within the "hallowed halls of ivy" is the latest theory on rate making which proposes elimination of all rate control by the ICC and the substitution of the antitrust laws as policeman, thus preventing communications between railroads on rates. An academician in the federal administration and a professor at a Western university now propose this ultimate in rate chaos. The result would be bankruptcy for all but a few strong carriers, with service cessation on most of the country's rail mileage.

This perilous concept reminds us of another university-born mistake. In the fifties, when much publicity was being given to the passenger train deficit problem, a teacher at a Midwestern institution suddenly discovered that the passenger deficit was a mere accounting "phantom". Of course the ICC Formula was never intended to be more than a mathematical apportionment, but practical tests on Maine Central showed that it understated rather than overstated the savings from the elimi-

nation of the last passenger train on any particular line. Similar in result was the scholarly finding in a report by a Research Committee of the Aeronautical Research Foundation entitled "Avoidable Costs of Passenger Train Service" published September 1957. But in the meantime the "Phantom" poison had seriously blinded well-intentioned public opinion leaders and popularity oriented politicians.

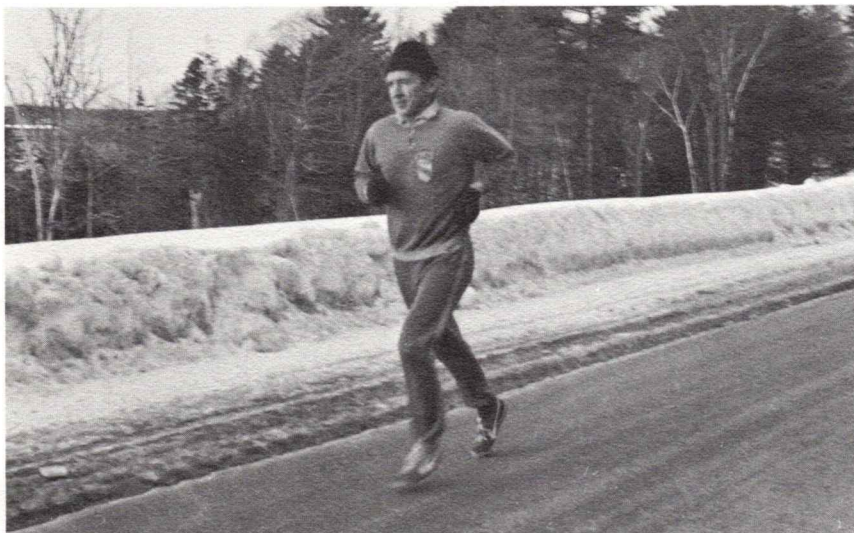
Let's return to the railroad professionals the right to price transportation and let the communities of scholars titillate themselves and their captive students with their amusing theories well within those ivy-covered walls and far from public notice.

Spencer Miller

President

COVER PHOTO

The Mount Willard House in Crawford Notch as it looked in 1944. Tourists will find it missing when they look up from the highway this summer to locate a familiar landmark. Story on page 4.



Maine Central's Dick Goodie runs on a cold, gray winter day. He trains 25-30 miles a week and writes about long-distance running. See his story on page 8.

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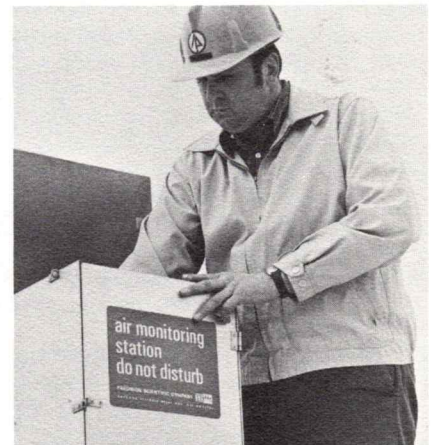
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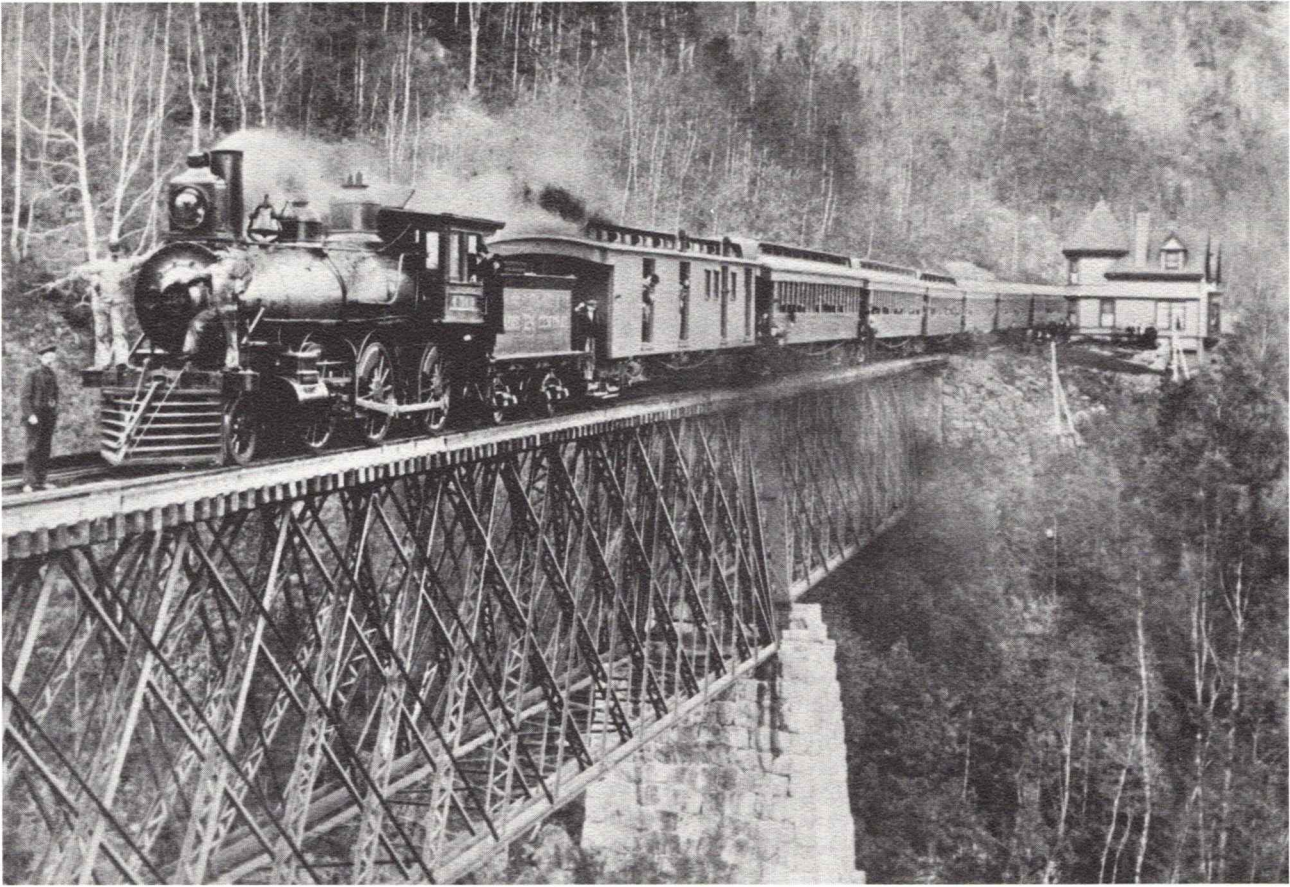
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Printed in Maine on Maine-made Paper.



Clinton Cushman, an International Paper Company air and water specialist, makes periodic checks of air monitoring stations. Story on page 6.



At the turn of the century, Maine Central engine Number 184 with its passenger train and its crew posed for a picture at the Mount Willard House.

heart of the notch

In October 1968, Maine Central announced that after the first snowfall it would burn the famed section foreman's dwelling perched high on the cliffs of Mount Willard at the end of Willey Brook Bridge. Shortly thereafter there was talk of a group establishing a scenic excursion train in Crawford Notch, so the doomed house received a stay-of-execution.

But the old building continued to be vandalized, as it was impossible to keep it secure against the souvenir hunter. It was also being used for unauthorized, overnight accommodations in the summer months. The threat of personal injury or fire in one of the most scenic forest

areas in New England, along with possible damage to track, concerned Maine Central officials.

After a heavy snow cover was built up, the house was burned to the ground on December 13, 1972, ending its 85-year history.

For more than 80 years, the Mount Willard House served as a home for the section foreman and his family, and as a bunkhouse for his crew. For more than half of those years it was occupied by members of the Evans family; section foreman Loring S. Evans, his wife, Hattie, and their four children, all of whom were born there.

Return to the Homestead. The two brothers and two sisters returned to the mountainside home

of their childhood in September of 1968 and recalled memories of a half century ago.

Raymond W. Evans, Whitefield, N. H., whose middle name is Willard, pointed out the dark recess under the overhanging cliff beside the track. "We called it the blacksmith shop," he said, "because they told us it was used as a smithy when the rails were being laid."

Gordon L. Evans, Portland, found the rock where he scratched his name with a nail nearly 50 years before. It was 20 feet up the face of the cliff, but he remembered the hand-holds in the rock.

Mrs. Mildred Robinson, Portland, found the low out-cropping



The Four Evans children visited their birthplace in September 1968. Left to right are; Gordon, Mildred, Raymond and Enola.



The Mount Willard House was burned to the ground on December 13, 1972.

of ledge in the tiny front yard of the old home. "This was second base," she said.

Mrs. Enola Ruggles, Littleton, N. H., pointed out the dry culvert under the tracks just a few yards above the house. "When the family left for a couple of days in town, Mother hid her valuables here," she said.

Mrs. Robinson recalled that every morning, all four children would line up 40 feet apart next to the track and as the train slowly labored up the grade the conductor would scoop them up one after the other as the train moved by. It was their only available transportation to school in nearby towns.

The four children also remembered the winter of 1921, when they were snowed in for a week, and they recalled the railroad plow that was buried under a 21-foot drift.

Original Occupant. Responding to a December 1968 story in the Portland Press Herald about the proposed razing of the house, Mrs. Janet Ross of Forks, Washington, wrote the newspaper saying, "The Notch House was built for James E. Mitchell, my father, who was section foreman for that part of the Maine Central Railroad. Before the house was built we lived about a quarter of a mile up the track." She was 9 years old at the time.

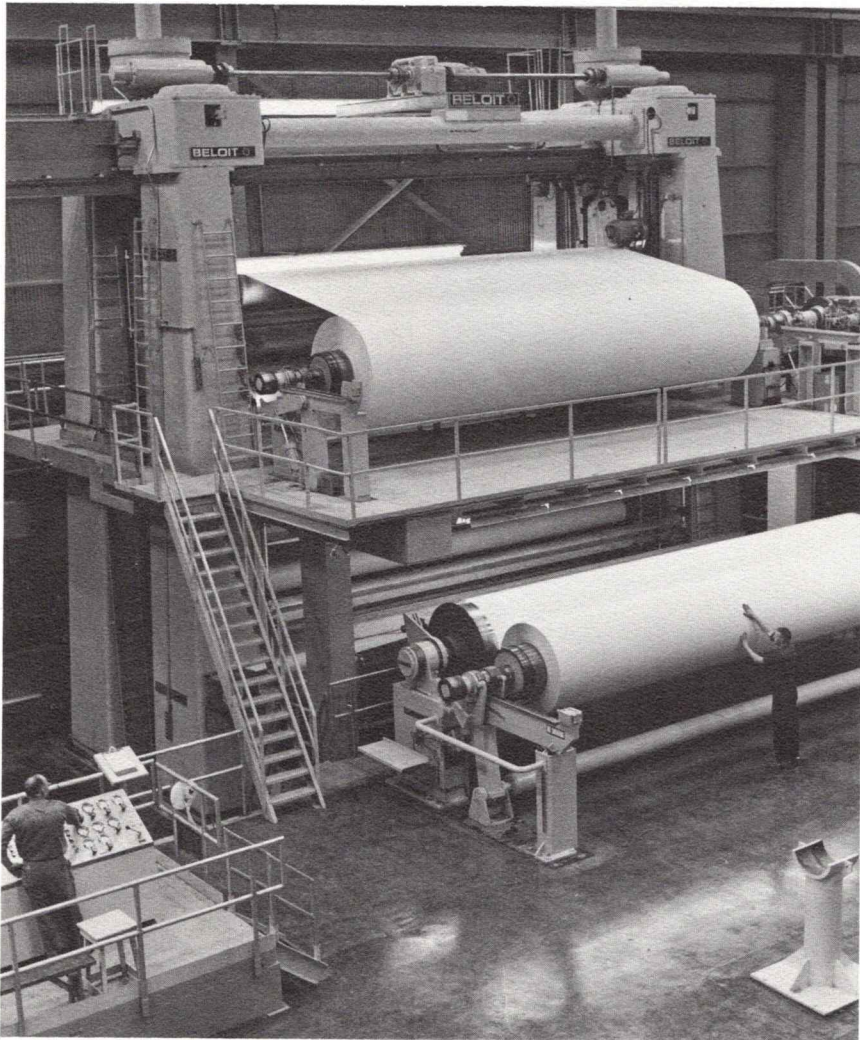
Mrs. Ross's father changed his initial decision to resign when the superintendent urged him to reconsider, promising to build a house for him at the Mt. Willard location if he would remain. "So Father agreed, the house was built and we (Father, Mother, two brothers and I) moved into it in 1887," she added.

Through the years on her living room wall hung a large painting of her old home. It is entitled, "The Heart of the Notch".

The "Heart of the Notch" will remain as a pleasant memory to those who lived and traveled in Crawford Notch.



IP's environmental commitment



The world's largest supercalender processes rolls of paper for the Number Three machine, the largest machine in the world producing coated publication paper.

Maine's Androscoggin Valley has been one of the production centers of International Paper Company since the corporation was founded in 1898. IP is the largest producer of paper in the world and its new Androscoggin Mill in Jay, built in 1965, is one of the most modern pulp and paper mills in existence today.

The mill produces 185,000 tons of paper annually, employs over 900 persons and has an annual payroll of nearly \$8 million.

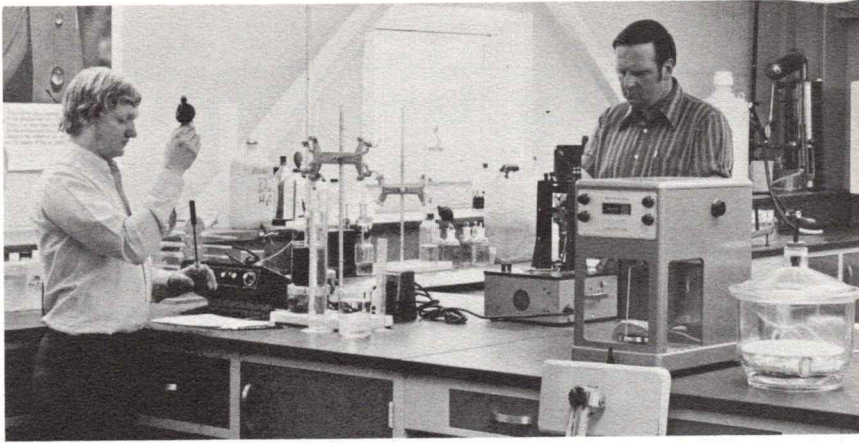
The three huge paper machines make register bond for a variety of business purposes, coated publication grades for magazines and other periodicals and specially-treated, one-time carbonizing tissue for multiple forms. Each of these paper machines is the largest in the world producing its respective grade of paper.

Number Three paper machine produces a roll of coated publication paper up to 282 inches wide. Operating in conjunction with Number Three is the world's largest supercalender, processing rolls of paper as fast as the paper machine can produce them.

Environmental Concern. The pulp and paper industry, the most important single industry in Maine's economy, is responding to the growing concern for our natural environment. IP's Androscoggin Mill is a leader in developing and implementing methods of solving the problem of getting the most in goods and services for the least damage to our surroundings. A \$125 million, four-year program to control air and water pollution is underway at all the Company's mills.

The IP mill at Jay has primary treatment, and secondary treatment is currently under construction. A physical process, primary treatment is relatively compact and easy to design. Secondary treatment, a biological process, is new to the paper industry and is complex in both theory and implementation. These methods are used to control water pollution problems inherent to the paper-making process.

The primary treatment plant's 190-foot diameter clarifier, built when the mill was constructed,



A staff of ten persons is engaged in the air and water improvement program at the Androscoggin Mill to continually monitor and assist all departments in arresting pollution problems which come from the paper-making process.

removed 33,000 dry tons, or 165,000 total tons of solids from the effluent during 1971. These solids are centrifuged to remove water and then hauled to a landfill area. A project is currently underway to dewater the sludge in presses and burn it along with bark in one of the mill's power boilers.

Secondary Treatment. The mill's \$3.7 million secondary treatment project will remove most of the oxygen-demanding materials in the mill's effluent. The treatment will take place in a 37-acre lagoon which is being constructed adjacent to the mill's existing primary waste treatment plant.

Secondary treatment duplicates the biological process of the river, using high concentrations of bacteria and oxygen supplied by mechanical aerators. By treating the concentrated wastes with large numbers of bacteria, the process which takes miles of river is completed in the space of a few acres.

The six-day, biological treatment period will duplicate the cleansing and neutralizing action that takes place in nature, but at a greater speed and under controlled conditions. This secondary treatment plant is scheduled for completion in the fall of 1973.

With both treatment facilities in operation, the mill will be removing all settleable solids, 95 percent of suspended solids and more than 85 percent of the biological oxygen demand, the factor in the mill's effluent water

that acts to reduce the oxygen that is normally present in rivers and streams.

Eggs and Cabbage. Air pollution is the second environmental problem faced by pulp and paper mills, especially where the Kraft process is used. The human sense of smell can detect organic sulfur compounds in concentrations as small as 20 parts of gas per one billion parts of air, or .000002 percent. So it doesn't take much to raise the unpleasant odor of rotten eggs or cooking cabbage.

The reason the Kraft process is used is that it permits recovery and reuse of the cooking chemicals; thereby, reducing water pollution and improving economics. In addition, the process makes stronger pulp.

Kraft mills can handle this odor problem by bubbling large quantities of air through the spent cooking chemical. This is called black liquor oxidation and is used in the Jay mill. Other odor emissions at the mill are handled by thermal oxidation by piping the gases into a lime kiln.

An electrostatic precipitator on the recovery furnace at IP's mill removes more than 90% of the solid matter found in the recovery stack gases, thus nearly eliminating the problem of emission of particulate matter.

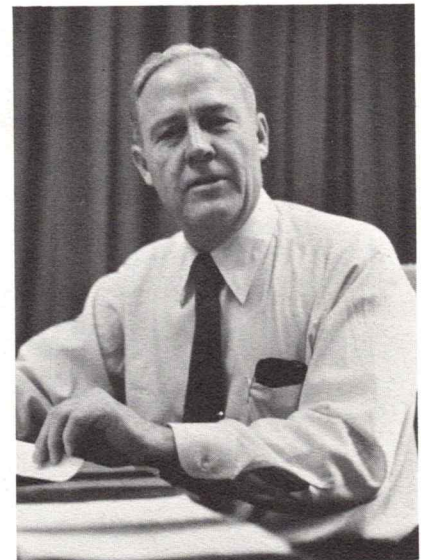
Environmental Policy. International Paper Company recently announced its environmental policy:

"There is a growing concern that our natural environment is being taxed beyond its inherent

powers to restore itself. All of us — individual citizens, industry, agriculture, communities, state and federal agencies — contribute to this burden.

"International Paper Company believes that the aspirations of our society for a better life can be met, that the pollution of our environment can be controlled, and that the vital quality of the basic resources we all share can be maintained within the framework of our economy. International Paper Company is dedicated to do its part as an industrial citizen to achieve these goals, and pledges to apply its technology, its resources and the efforts of its people to this end."

When you are the biggest, the leadership obligation is the greatest, and IP is fulfilling its obligation with a commitment.



As the largest producer of paper in the world, International Paper Company has developed one of the most advanced distribution systems in the industry. The primary method of distribution is by rail, but all modes of transportation are used. The Company owns two railroads, an extensive truck fleet and is involved in barge and cargo ship transportation. James Morse, above, is IP's general distribution and transportation manager.



Editor's note: Dick Goodie is a clerk in the Maine Central Auditor-Revenues office. A long distance runner for several years, he also writes about his running experiences. His by-lined articles have appeared in Runners World, Maine Sports in Action and the Maine Sunday Telegram. The following is his "in-pack" account of Maine's longest road race held in August, 1971. The race was sponsored by the Winthrop Lions Club.



On the morning of the race, Ralph Thomas stood looking out across the lake to where the black road lifted through the trees toward Readfield.

Some of the runners were out in the street, going through their stiff-legged, ballet-like warm-ups; and others were scattered among the concession stands, near the beach, doing situps.

A crowd was already gathering to see how many of the runners could finish the 14.3-mile run around Lake Maranacook, Maine's longest road race.

We looked up toward the head of the lake and could see the hills, purpled by distance, where Route 41 would circle in toward Readfield, nine miles into the run.

"What's your competition, Ralph? Is Rowley here?" I asked as we suited up in the Legion Hall.

"No. Someone said he's running in New York. But Paul Thompson is here."

"Thompson?" I tried to recognize the name.

"A young intern," Thomas said. "He took a good place in the Boston Marathon this year. I don't think I can take him."

This was Thomas's distance, I mentioned. Anything over ten miles. He'd won nearly every road race in Maine this year, and took third in the hilly, Syracuse Marathon.

"Even so, this fellow is good," the little 35-year-old distance runner noted in his appraisal of Paul Thompson.

We rechecked the strings on our track shoes and went out to the starting line. The runners were beginning to form a pack. An official of the sponsoring

chasing the winner

by Dick Goodie



The start of the 1971 Cape Elizabeth 9-mile road race. The subject of this story, Ralph Thomas, is in the foreground. The author of this story, Dick Goodie, is in the middle of the pack. Press Herald photo.

Winthrop Lions Club gave the signal, and the runners started around the lower side of the lake at an easy pace.

Before the pack had reached the second corner, we could see Ralph and Paul, both wearing white, running together in perfect lockstep up one of the hills Ralph and I had been studying earlier.

The two runners, slender of build, about 130 pounds, five-foot-two inches tall, moved evenly behind the pace-car, its light flashing brilliant blue against the dark green of the upper hills.

"Take a last look, boys," someone in the group yelled. "We won't see those two the rest of the morning."

It was going on ten o'clock on an autumn-like Sunday morning — a perfect day for running. We knew Rick Rowley held the course record in one hour, 18 minutes and 15 seconds.

The advantages of running with the age groups on long jaunts are that you can set your own comfortable pace and get in on some good conversation. We refer to ourselves as the friendly age groups, ranging in age from 40 to 75.

There is no concern, among most of us, for professional con-

siderations such as oxygen-debt; nor do we request three stop watches to bracket our times to a microsecond. We plod somewhere between the point of a race and the dogmeat bringing up the rear.

The pressure at our level is not nearly as intense as it is up front. Up there it is pure combat.

I ran with Phil Harmon. We talked about bad-tempered dogs, raising kids, cross-country skiing, and compared memories on our adventures in the Battle of Normandy.

All of this was interspersed with things we saw in the farmyards along the course.

At the five-mile mark we came onto Frank Cook of our Maine Masters Track Club, clocking the runners. He gave us our times and told us Ralph had a half-mile lead on the intern, Thompson. We ran up a slight rise.

"Ralph wouldn't open up a half-mile gap so soon in a long race," I said, "unless he knows what he's doing."

"He's after Rowley's record," Harmon said.

"It'll be tough without someone prodding him," I said.

The finely conditioned, little athlete was moving well over the rolling back country.

The day was coming warm. Phil Harmon and I were running together coming up to Readfield Corner. He was moving alongside smoothly, seeming to share the gentle surge of power that comes off the legs when the stride is working well.

We found it helpful to match strides at this point in the run. Harmon is 50, nearly two years older than me. He had done very well on the Dartmouth cross-country team 30 years ago. His father held one of the best times in the country.

We came up to the Corner, where race guides from the Winthrop Lions Club offered us cups of water, soaked sponges and slices of oranges.

Being cautious of stomach cramps, Harmon and I only took water in cupped hands to relieve mouth dryness. Going away, the guides told us Ralph was flying low.

We turned right and ran along the stores and beyond to where the country became flat with few trees and the sun, now dead ahead, laid heavy hands on our shoulders.

Finally, we crossed the railroad tracks before Readfield Depot, then turned right and climbed a steep hill where spotters told us Ralph was a little over 45 minutes for nine miles and had a good lead on Paul Thompson.

"Not much over five-minute miles," Harmon pointed out.

"With the hills, that's excellent time," I said. "He might get Rowley's record, yet."

"It's doubtful without anyone to push him," Harmon replied.

I had to slow my pace for a steep climb and at the crest wondered why people get into road races—for the agony of the steep hills, or the ecstasy of finishing long runs? I decided not to explore the thought in depth, since Irving Stone already had done quite well with it.

At mile 11 I ran up to Frank Cook. He gave me my time. "Ralph Thomas broke the course record," he said. "I just came from the finish line."

"He must have flown."

"He finished powerfully."

At mile 13 I was surprised to see Ralph. He was driving toward me in his red sports car.

He'd been in for a long time. He leaned out of the car window. "Hold on, Dick! About a mile left!"

I thought it was decent of him to come on course. He looked as fresh as if he had just risen from a night's sleep.

A tired runner values this encouragement — especially from the race winner. Frugally, I reset the cadence of my pace — trying to save something for a good finish.

The crowd at the finish line soon came into view and I could see the lane they made for us to run through. The flash bulbs had all been used on the stars and were well-cooled in the trash cans, but the applause was warm-feeling as I crossed the finish line. I saw Ralph under a shade tree. He was holding his young, pretty daughter.

The crowd was still milling around the finish line, staring up the road for other finishers. Someone handed me two cups of water with ice cubes floating on top. It was the cleanest taste I can remember.

One of the runners told me Ralph's trophy was so big someone had to help him hold it for the victory picture. Another said his record time was one hour-17 minutes and 37 seconds.

So it goes with civilization's most ancient game — distance running. As a scholarly Greek once reflected: as it is meant for birds to fly: so is it for man to run.

Here in Maine they are running well. In summer they run the low roads because of the coolness along ocean inlets and lakes. In autumn they run the upland dirt roads along woodlands, stonewalls and apple orchards. In winter they run where they find bare road. And they bundle warmly.

In the States' organized AAU road races, runners of all ages sign the starters' roster — many advanced in years but conditioned and determined to follow after the pack is well thinned, simply because they find meaning in the pure joy of running.

There are Ralph Thomases, gifted with innate ability, who can defeat most men in the state at the longer distance and who quite often sip from the sweet

cup of Victory — even if it means traveling out of state.

Perhaps when Thomas reaches age 40, he may give up competing in the youthful open-division and run with the "friendly" age groups. If so, many veteran plodders will shudder with concern.

After all, who in his advancing years enjoys being wiped out in a distance race Sunday after Sunday?



"Messenger" sports editor, Jerry Shea, recently interviewed Goodie about his long-distance running:

Goodie: At the outset, Jerry, we should establish one premise. I'm not a distance running star; not at my age — 49. I just happen to like to run and have been running many years.

Shea: You run in road races as a "Maine Master." What is a "Master"?

Goodie: By national definition, a "Master" is a runner 40 years or older.

Shea: How many road races do you enter a year?

Goodie: Around 20.

Shea: What distances?

Goodie: From 3 to 14.3 miles.

Shea: Why do you run?

Goodie: I knew you'd ask that one.

Shea: Is it for health reasons? Doctors recommend running as one way to good health.

Goodie: It's more than that, Jerry. I suppose it's a composite of many benefits, not the least of which is the health factor, but many of my friends speak of the competitive, tranquil and social advantages found in distance running. These are fine. But, if you pinned me down, I'd have to say it's because I just like to run — pure and simple. There is basic satisfaction moving over the earth without the help of a gasoline engine. Cross country skiers also know the feeling.



flying yankee

The summer of 1883 inaugurated three-quarters of a century of passenger travel in the Northeast via the now famous "Flying Yankee". The elite express train, planned for summer tourists, made its first run between Boston and St. John, N. B., in June of 1883.

The original route was from Boston over the Eastern Railroad, the Maine Central and the St. John and Maine Railway, terminating at Fairville, N. B., across the river from the City of St. John. In order to get to the City, the tourist transferred to a horse-drawn buckboard or the ferry.

The train was scheduled to leave Boston at 12:30 p.m. arriving Portland, 5:00 p.m., leaving Bangor at 10:00 p.m. (with a 15-minute layover) and arriving St. John at 6:30 a.m. the next day. The 450-mile run took about 15 hours.

Leaving St. John on June 18,

1883, the first westward train arrived at 10:15 a.m. in Boston, only 15 minutes late. Dignitaries from St. John, representatives of the three railroads and the U.S. Counsel to Canada were on board. Engine "Alex Jardine" hauled the train to Vanceboro, Maine Central engine #84 to Bangor and #87 to Portland.

Business was good and service continued until the season ended on October 13. The train ran for several years as a summer special between Boston and St. John, but on May 7, 1923, year-round service between Boston and Bangor was initiated.

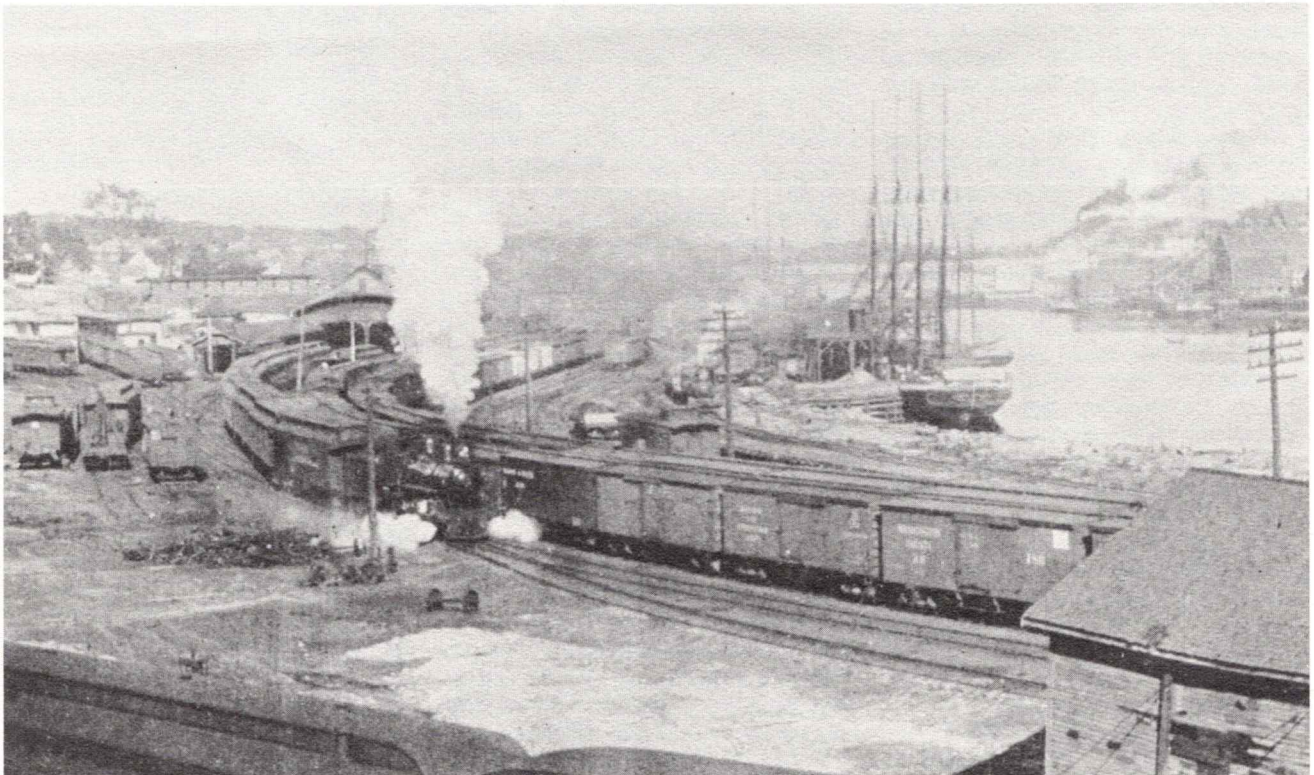
In its first year of operation, the "Flying Yankee" developed several innovations designed for the comfort of passengers. One was passing ice water to the patrons. On a hot July day, a large barrel of ice water was emptied in the three-hour and twenty-minute ride between Portland and Burnham Junction. Another

improvement was the use of coil springs in the seat cushions of the coaches and parlor cars.

The motive power changed from steam to diesel streamliner on April 1, 1935, and in 1947 to conventional passenger-type diesels. In that year the train used stainless steel coaches, combines and diners, the most modern equipment available.

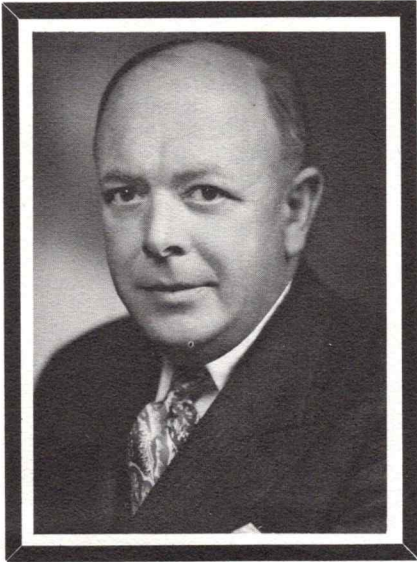
The passenger patronage decline of the 1950's hit the "Flying Yankee" hard, and the service was discontinued with its last trip west on April 25, 1959. But, the "Flying Yankee" remains a part of Maine Central history as one of the railroad's famous "name trains".

Our thanks to Richard F. Dole, retired Maine Central chief mechanical officer, for providing the information for this story.



The Flying Yankee leaving Bangor for Portland from the Maine Central Station about 1884.

news briefs



Herbert L. Baldwin
Photo by Fabian Bachrach

HERBERT L. BALDWIN

Herbert L. Baldwin, public relations and advertising manager of the Maine Central and Boston and Maine Railroads for 19 years, died in Concord, Massachusetts January 25, 1973, at the age of 79. He acted as public relations consultant to Maine Central Railroad for 10 years until his retirement in 1970. He also acted as vice-president of public relations and advertising for the New Haven Railroad for six years.

Mr. Baldwin worked for several years as a reporter for the Boston Post and served as night city editor for 11 years. He resided with his surviving wife, Barbara, in Oak Knoll, Lincoln, Massachusetts for the past ten years.



RUMFORD PHOTO

In the last issue of the "Messenger" an old photograph of the Rumford Station was printed. John Lean of Rumford, author of a new book, "A History of Rum-

ford, Maine — 1774-1972", wrote to provide additional information. He has a photograph taken from a different angle which seems to have been snapped at almost exactly the same time, on the same day. His picture was taken in 1895.

Lean adds that, "the mill buildings in your picture are those of the first paper mill in Rumford — the Rumford Falls Paper Company which went into production on July 12, 1893. The first passenger train into Rumford was in August, 1892. This was on the line of the Portland and Rumford Falls Railway."

Lawrence Brown, of the Waterville Shops, also wrote to say that the picture was taken before 1897 and that it is not Rumford Station but Rumford Falls Station.

CREDIT UNION

This year the Board of Directors of the Railroad Workers Credit Union voted a six percent dividend on share accounts. This dividend will be credited to the share accounts semi-annually as of January 1 and July 1, 1973.

In addition, the Credit Union has adopted a new system of

dividend payment beginning January 1, 1973. The new method replaces the six month basis with a more equitable monthly basis of computing the dividend on monies in share accounts during the entire six-month dividend period.

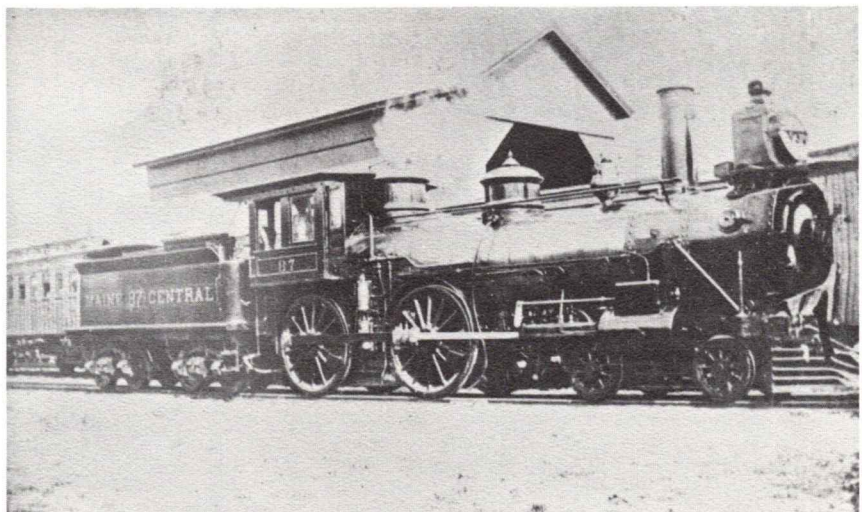


DID YOU KNOW

Who got the first-ever patent from the U.S. Patent Office? Well, in a way, two people did.

Sen. John Ruggles of Maine was issued Patent number 1 on an idea designed to give a greater tractive power to steam locomotives and to avoid the problem of sliding of the wheels.

That was July 13, 1836, when the Patent Office first started to number patents. Previously, patents were not numbered, and Samuel Hopkins of Pittsford, Vt., actually received the first patent July 31, 1790, for an improve-



Maine Central engine number 87 was used in Flying Yankee service on its first run between Bangor and Portland in 1883. The engine, built by Hinkley in 1882, is shown here at Belfast. Flying Yankee story on page 10.

ment in the production of pot ash and pearl ash by a new apparatus and process. His grant was signed by George Washington.

(From the Portland Evening Express)



DEAR ABBY

(From the Portland Evening Express)

DEAR ABBY: A stamp collector's wife should appreciate a good thing.

The husband who is a real pain is the rail fan. Everything he goes in for costs money, from model railroads to travel abroad to ride on some kind of steam or diesel he's never experienced before. He will take the slower train for the longer ride. He plays recordings of train whistles and counts the wheels on locomotives. If he goes in for electric railroads he may drive a thousand miles to ride a trolley somewhere, and his dream is to ride up front with the engineer.

The stamp nut may go to auctions or meetings but he doesn't get his family up at the crack of dawn to ride a railroad train to nowhere with stops to photograph switches, signals and rolling stock. Count your blessings!

CLEVELAND

DEAR CLEVELAND: Count yours. Railroad trains are becoming as extinct as the whooping crane.

DEAR ABBY: Occasionally you put your foot in your mouth, and in reply to the wife who was bugged by her husband's hobby of model railroading you really did it.

Your statement, "Railroads are becoming as extinct as whooping cranes," is not true for actual railroads, and is less true for the scale-model railroad hobby.

T.J.C.

DEAR T.J.C.: I made no mention whatsoever of the scale-model railroad hobby. I was referring to passenger trains. In 1929 there were 20,000 daily passenger trains in the United States; today there are fewer

than 400, hence my whooping crane comment.

DEAR ABBY: So that gal who's married to a railroad nut thinks she's worse off than the one who's married to a stamp collector? Well, my husband is not only a railroad fan and stamp collector, he is a football fanatic!

His idea of heaven would be attending a stamp auction on a railroad train, en route to the Army-Navy football game.

From now until the Super Bowl, my husband won't even know I'm alive. But I will know he is because every room of our

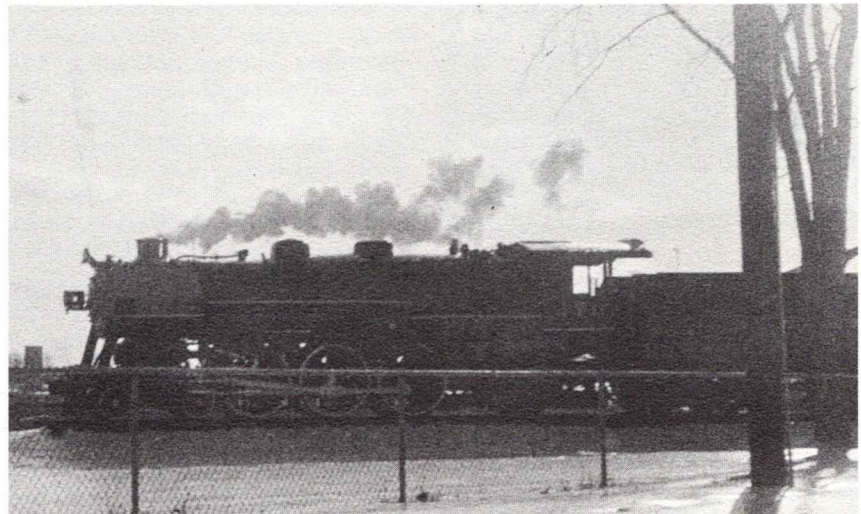
house will be littered with stamp catalogs, old railroad timetables and football magazines.

When he got the September Playboy, he read the Pigskin Preview before he even looked at the centerfold playmate.

Would you say I had a problem?

MARION

DEAR MARION: Yup. A triple whammy. Lotsa luck.



The old "470" building up steam? This Morning Sentinel photo taken last winter in Waterville gives false hope to steam locomotive fans. It is only the smoke from Scott Paper across the river in Winslow.

Your Tomorrow may be canceled

because of
your carelessness
today



The Grapevine

GENERAL OFFICES

"We both wish to express our sincere thanks to our many friends for their cards, hospital visits, phone calls, gifts, and the words of encouragement during the period we have been out of circulation due to our accident last fall. Most sincerely." Dottie & George Proctor

Congratulations and best wishes to Nancy Butler (Disbursements) and Gary Vayo, who have recently become engaged. Nancy says they haven't set the

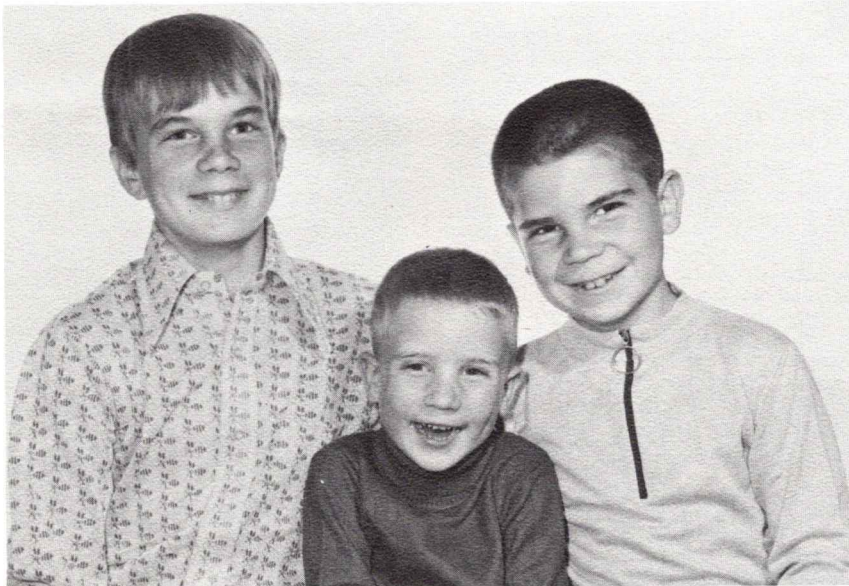
date for the wedding at this time.

Tom (Car Accounting) and Betsy Perry enjoyed a wonderful week of skiing at Sunday River, Bethel. Although the weather was quite cold part of the time (-15° on one day), the sun was so warm that the low temperatures didn't seem possible, Tom said. The snow conditions were excellent, and they had the ski slope almost entirely to themselves!!

Welcome to Bob Finlay, Jr., who was recently hired to replace Arthur Bridges, who recently resigned. He is a civil engineer technician in the Drafting Room.



Bob Finlay, Jr., Drafting Room, Engineering Department



These youngsters are the sons of Catherine and Bill Wilcox (track clerk for Portland Terminal Company). Left to right are James, William and Brian. Bill and his family recently moved to 22 Hanlin Road, Falmouth, where they purchased a home in the country.



These adorable bookends are the twins of Marty (Mechanical Department) and Anne Moore. Alan Everett (left) and Andrew Howard (right) find something good to eat.

Bob is a graduate of the University of Massachusetts and commutes each day from Turner, Maine. His wife, the former Lila MacLean, teaches nursing as an R.N., B.S. faculty member at the Central Maine General Hospital School of Nursing in Lewiston, Maine. Bob's hobbies include flying and photography, which he frequently combines.

Stan Watson, treasurer, and his wife, Toni, had 16 days of beautiful weather for a pre-Christmas vacation at St. Croix in the Virgin Islands. The highlight was snorkling in an underwater national park over coral formations and among many fish. The return trip from San Juan to New York was in a 747 jumbo jet, providing another new thrill.

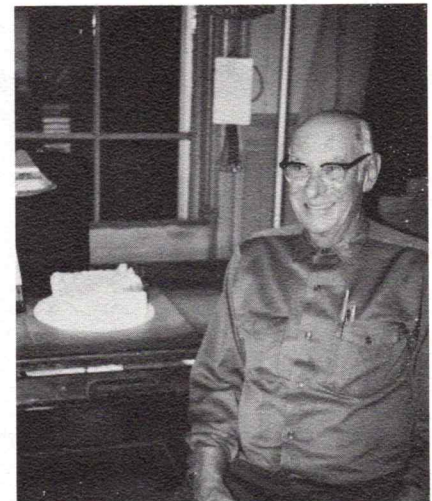
Gordon Williams, cashier, and his wife, Kay, of Windham Center, celebrated their 31st wedding anniversary in mid-January with a gala weekend in Boston.

AUGUSTA

A. Burleigh Foster, yard checker, retired December 29, 1972, after twenty-eight years of faithful service. Burleigh was presented a travel case and battery charger at a party given in his honor where refreshments were served. We all wish Burleigh and Mrs. Foster many healthy and happy years in their retirement.

Retired agent, Douglas Thomson, was recently hospitalized and is now at home recuperating. We wish him a speedy recovery.

Our sympathies to the family of Phillip Tracy, operator, on the recent passing of his father, Ralph Tracy. Ralph was agent at Augusta until he



A. Burleigh Foster at his retirement party held December 29, 1972.



retired after fifty years of Maine Central service.

Recent callers at the office were retirees Herb Hathaway, George Pease, Horace Newhouse and Alton Hamlin of the REA. Also visiting were Leonard Luttrell, conductor; Sam Fisher, conductor; and Millard Tracy, foreman.

No. 1 operator, Jasper, is installed on his own private pad at the freight office and seems quite at home.

Rae Ann Bishop, daughter of Ray and Mrs. Bishop, recently celebrated her seventh birthday with a party at Howard Johnson's. Ray is an agent in Augusta.



Rae Ann, daughter of Mr. and Mrs. Ray Bishop, posed with her friend, Jasper.

BANGOR

Heather Gail DeGrasse, 19, daughter of "Ed" DeGrasse, road conductor Bangor, is attending the University of Maine at Orono. Heather plans to become a law enforcement officer upon graduation. We wish Heather success in her chosen field.



Heather G. DeGrasse

Another charming DeGrasse daughter, Megan, age 13, is an eighth grade student at St. Mary's School, Bangor. Megan took part in the YWCA gymnastics competition this past fall in Boston.

Mr. W. E. Batchelder was hired by the Maine Central on January 3, 1944, as coach cleaner and retired after over 28 years of faithful service on November 29, 1972. He was presented with an envelope containing money after his retirement. Mr. Batchelder's fellow workers and many friends wish him a long and happy life during his well-earned retirement.

RIGBY SHOPS

Milfred "Andy" Goodwin, retired machinist helper, received a visit at the Portland City Hospital from several of his buddies who worked with him at the engine house. The occasion was his 73rd birthday. He received several cards and a purse of money.

It has been reported in this area of the terminal that deer were shot by John Jones and Ray Harriman, carmen; Jim Small, electrician, (6-point buck); and his son, Phil.

Crane operator, Willard Derrah, was a contestant in the 12th Annual Fiddler's Contest held at the Windham Junior High School. The proceeds of the event were donated to the Windham Community Church to be used for needed repairs to that edifice. Willard finished among the leaders.

Chief clerk, Frank Garland, was recently re-elected for the fifth time as a member of the Town of Freeport School Committee. The Freeport High School Band attended the Presidential inaugural ceremonies February 20th. Frank's son, Larry, is a member of the band, playing the trumpet.

Al Hanson, Stores Department employee, has retired. He was employed at Union Station for many years before transferring to Rigby.

Bob Chapman, our representative from Rigby Shops on the Maine Cen-



Megan K. DeGrasse

tral golf team, has taken an assignment as an engine dispatcher.

Engine house employee, Martin Conley has recently purchased a new home in the Sunset Park area at Thornton Heights, on New York Avenue.

Since the last issue of the Messenger, engine dispatcher, Charlie Whitten, underwent surgery at one of our local hospitals. He came through with colors flying, and after a period of six weeks he reported back to work.

Mathew Frank Kane, retired Stores Department clerk, underwent surgery after the holidays in January. He is recovering well.

Remember the name, Alton Coombs. He is the son of machinist, Milton Coombs. Alton is an up and coming athlete. He will be on the Portland High School varsity football and baseball teams this year.

Edward Cribbey, 50, who retired on disability in 1972 due to injuries re-



V. W. Karlsson, switchtender, Bangor Yard, receives his pin for 25 years of service from Bill Moon, general agent. Congratulations Vinnie!

ceived in World War II, died suddenly at a local hospital. He served as an employee, in various capacities for over 28 years. A floral tribute was donated by the Shop men at the burial.

Frederick Lombard, retired foreman, was a busy man in his spare time around the holidays. In his home workshop he manufactured various pieces of doll furniture for the Clearing House, consisting of cradles and other items to be given to needy children.

Doris Boisse, retired machinist, was a recent visitor at the Shop. He tells us he is keeping that skillful touch, as machinist on lathe work, doing odd jobs at local shops.

A late report on deer killed by Arnold Perkins, foreman and Lyle Dorr, both of the Car Department.

ROCKLAND

What was once a busy operation here



W. E. Batchelder, carman at Bangor Car Department, upon his retirement on November 29, 1972, being congratulated by B. C. Wheelden, general car foreman.

at Rockland for a number of years has disappeared and all that is left of the facility is the foundation and footings. The H. K. Webster Company, in a consolidation move, closed their satellite feed plant the last of April, 1972, and moved into a new plant at Kennebec Siding, Augusta. The H. K. Webster Company left a closed and idle building and silos, until they were recently sold to Humphrey's Poultry Farms of New Gloucester. It took about two months of dismantling and moving to transfer the buildings, elevators, scales and silos. With the silos intact, 14 rail gondolas transported the load to Cumberland Center, where the complete facility has been set up again and should be in operation soon.

Retired general agent, and Mrs. Frank Carsley mailed us a card from the Hawaiian Islands where they have been touring. On to California, they attended the Lawrence Welk Show. If we watch the reruns on TV, we just might spot them — who knows?

Our trading Fred LaBranche, carman's helper, was recently hospitalized for a heart ailment and can no longer do any laborious work. It is with regret that he must retire on a disability. He will be sorely missed as he was always faithfully wearing a big grin while he worked. Fred has asked that we pass along his thanks to the many friends who contributed to a purse while laid up in the hospital. We hope he will take care of himself and follow doctor's orders.

Your correspondent recently ran across retired pullman conductor and Mrs. Richard Hopkins. "Hoppy", looking healthy and active, inquired for many of his old associates and friends of the railroad and would like to have

anyone, when in the Damariscotta area, pay him a visit.

Glad to report at the time of this write-up that Frank Prescott, retired MEC conductor, has returned home after a stay in the Knox County General Hospital. It is our hope and prayers that he will continue to recover.

The annual trek of registrants to the Motor Vehicle Office (located in the Old Rockland Passenger Station across from this office) for the 1973 license plate tabs is in full swing (all trying to beat the March 1st deadline). When the mad rush ends, we can calculate that Spring will be just around the corner.

Well, our old buddy, retired cashier, Fred "Father" Snowman, is at his old checker game of trading cars again. This time poor old Ray Fuller was the one who took the beating. "Father's" ash tray got filled up in the Plymouth; now he's sporting around in a new 1973 Olds Cutlass. Only confusing thing about the whole subject is that he doesn't or isn't able to describe what color it is, other than that it has a wood-pattern, plastic siding and vinyl top. Looks like we had better get Rumford operator, John Tardiff, down here to straighten Father Snowman out so he'll know his own car when it's parked in a shopping center.

Joe Clough, retired machinist, is home recuperating from surgery and is able to get around the house some. He would appreciate a visit from any of his railroad friends and acquaintances, I am sure.

WATERVILLE STATION

Clerks of the Waterville Station enjoyed themselves for an evening at the Candlelight Restaurant with their husbands and wives.

Clerk Dick Fecteau and wife, Frances, are looking forward to February 19th

for a week's vacation in Disneyland Florida with their two grandsons, Stevie and Scotty.

Looking forward to February 7 is chief clerk, Beverly Cook, who is going to Hawaii for eight days to a square dance convention with husband, Roland, and son, Ricky.

Congratulations to Larry Ridley on becoming a grandfather again; his eighth grandchild is a girl.

Recent visitors to Waterville Station included retired employees Denis Chamberlain, Pete Boucher, James Cameron, Gerry Roy, Gid Veilleux, and Slim Morin (who has been on sick leave since 1971).

Clerk, Jeanette Pero, has been out on sick leave since early September. Jeanette was a recent patient at the New England Medical Center in Boston. We all wish her a quick recovery and are looking forward to having her back with us again soon.

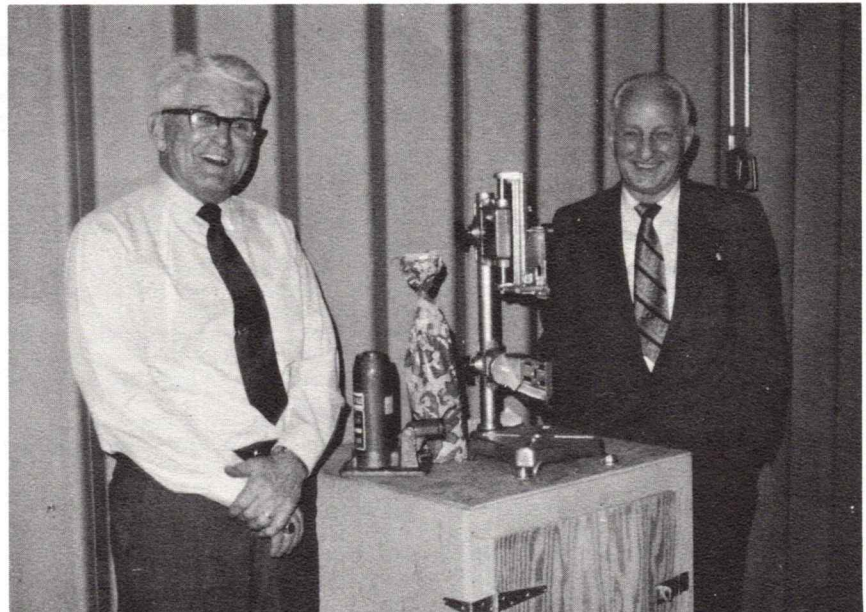
Sympathies are extended to superintendent, Arthur Lennon and family on the death of his mother, Mary Lennon. Mrs. Lennon made her home with Arthur and Jeanette in Winslow, She was 88 years old.

Sympathies are also extended to Mrs. W. J. Williams and family on the death of her husband, Bill, December 1st. Bill was a trackman in Waterville Yard. He came to work for Maine Central in 1949. He was 64 years old.

Retired section foreman, Pete Boucher (Uncle Pete), who is a frequent visitor in the Engineering Department, says his dog "Princess" is so smart, he thinks she could talk if fitted to false teeth.

WATERVILLE SHOPS

Miss Kathaleen N. Ladd, daughter of



Erwin "Chick" Pooler, rip track foreman, at retirement banquet held December 1, 1972.

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held Sunday, December 17th at Howard Johnson's Restaurant in South Portland. The officers for the year 1973 were installed by past president, John Briggs. Fifty-one members and guests were present and a Christmas tree with the exchange of gifts was enjoyed by all.

SCORECARD

By Jerry Shea

The E. Spencer Miller Annual Bowling Tournament for men will be held at the West-Port Bowling Lanes, Westbrook, on Saturday, March 17th, starting at 1:00 p.m.

Jim Campbell's Raiders are the defending champs. Jim, with the help of Frank Garland, Ed Peterson, John Tracy and John Broderick, rolled a 2,580 five-string total to beat Portland #1 team by 19 pins. Trophies will be donated by the Company for each person on the winning team plus a trophy for high individual five-string total and for high single string. All those planning to take part in this year's event, please contact Jerry Shea, Car Accounting Office, Portland, as soon as possible so that alleys can be reserved.

Your reporter guessed wrong on the winning team for the first half of the Men's League. In the last edition of the Messenger, I reported that Team #3 including Ted Jewett, Tom Caulfield, Paul Bourque and Joe Chadwick, would pull away and win, but Team #10 consisting of Al Dyer (laborer), Jay Welch, (car inspector), Al Stivalietti (machinist helper), and Gary Bondeson (data processor) beat Team #3 by six points and against the winners of the second half.

In the Couples Bowling League of the Maine Central General Office & Portland Terminal, Team #6 won the first half with 82 wins and 28 losses. Team #6 consists of Rita & Tom Caulfield and "Rabbit" & Bea Berrick. In second place was Team #7, Joe & Warren Smith and Fran & Charlie Redstone, just four points behind Team #6. Mary Phillips still holds high average for the ladies with a 93, plus high three-string total of 297. Kay Greene holds 114 for high single score. Warren Smith holds all the records for the men with a 105 average, 359 high three-string and 144 high single.

WATERVILLE YARD

Nothing is impossible at Waterville Yard. For instance, would you believe that the "Fox" worked for the Wolf? The "Fox", better known as Arthur Vol-sine, conductor Relief Switcher #1, caught a job recently on his day off unloading cars of ties for Don Wolfe, track supervisor, of the Engineering Department.

John Witham, tower operator 2nd year, has been looking at a magazine from the State of Arizona, and would like to hop over to Arizona. Since the snow has come and things are hopping with extra trains and plow jobs, etc., John has temporarily put his dreams on the shelf.

Our old friend, "Mr. Railroad" Bob Hughes, who now holds the position of yardmaster on the Penn Central at Stamford, Connecticut, is on his honeymoon. He is visiting his old friends with his beautiful bride, Lynn.

Car inspector, Paul Hallee, took his yearly trip to Canada on a moose hunting excursion with his son. Seems the trip was part by land and part by sea. The land part was OK he says, but the trip by sea was something else—he got seasick. Who do you think the good Samaritan was who happened along to give him a helping hand—a gentleman whose name he doesn't recall, but whose trade or occupation was "under-taker".

Our congratulations to Arthur Genest, former conductor of Relief Switcher #2, who was recently elected to his second term as representative in the 106th State Legislature. He is head of two committees, Public Utilities and Liquor Control.

WITH THE VETERANS

The monthly meeting of the Maine Association of Railroad Veterans was

Mr. & Mrs. Blaine Ladd of Oakland, received her diploma December 18th from the Berkshire Medical Center's School of Medical Technology in Pittsfield, Massachusetts. The course prepared her for the national certification examination in medical technology. She also recently received a Bachelor of Science degree from Nasson College in Springvale, Maine. She is now employed at Waterville's Thayer hospital. Kathy's dad is foreman of the Wheel Shop & Air Brake Departments at Waterville Shops.

The Shop's Freight Departments are busy helping to augment our company's freight carrying capacity by rebuilding and upgrading fifty of the 8000 series box cars. The finished cars are a fine example of the workmanship and capabilities of the Shop forces.

Electrician & Mrs. Richard Eames have a new son, Sheldon John, born November 30th at Waterville. Machinist & Mrs. Randy Huard are the proud parents of a son born December 9th at Waterville. Mark Allen weighed in at 8 lbs. 13 1/2 oz. Mark's dad is one of only a very few people in the State of Maine who has earned the black belt in judo.

Garman helper Charles Philbrick is recovering from a broken collar bone. The injury occurred as a result of a snowmobile accident. It's been reported that machinist Bob Crowell has had his faith in the tooth fairy restored.

Rip track foreman Erwin "Chick" Pooler retired December 1st after working over forty years for the Maine Central. Chick was presented with a sizable purse by Shop employees as a token of their friendship and esteem. Chick's good natured and timely comments on the occasion, were enjoyed by all present at the Shops as well as those attending a banquet held in his honor at Waterville's Silent Woman Restaurant. The banquet was hosted by the Shop foremen and attended by supervisory personnel from Bangor Car Department, Rigby and the General Offices in Portland. Gifts of a drill press, hydraulic jack and work cabinet were presented. We all wish Chick a long and happy retirement.

The advantages of modern medicine Can readily be seen, I feel there's a need for a wide angle lens On the Thayer's X-Ray machine.