

From the desk of . . .

E. SPENCER MILLER



THE BURDEN OF SUBSIDIZED COMPETITION

For nearly a century the railroads of this country held captive the bulk of intercity freight transportation. But then as other modes developed as competitors to rail transportation, the government, at all levels, subsidized these modes to the detriment of the most efficient, least polluting, least costly mode of freight transportation, a steel wheel on a steel rail.

America's railroads now face an industry-wide crisis which has been brought on primarily by huge subsidies for their competitors, usually granted in the form of assumed capital costs. A portion of these subsidies are recovered in the form of user charges from highway and air carriers, but the balance is absorbed by the overburdened taxpayer.

Before we discuss subsidies given to other modes in detail, we must lay to rest the ghost that haunts America's railroads; the Federal land grants. It is draped upon the railroad industry to justify all unfair treatment of the railroads—past, present and future.

The facts of the matter are that: 1) more than 92 percent of U. S. railroad mileage was built entirely by private enterprise—without benefit of Federal land grants; 2) the primary purpose of the grants—limited to a few trail-blazing railroads—was the necessary inducement to open up vast new areas, mostly west of the Mississippi, for settlement and development; and 3) the grants were not gifts but part of a business transaction that ultimately resulted in the railroads repaying the government more than 10 times the value of the lands received.

Railroads receiving land were required to haul government freight and personnel at reduced rates averaging 50 percent. Mail was hauled at a 20 percent reduction. The first land grant was made in 1850 and the reduced rates continued in effect until 1946. It was estimated by the Interstate Commerce Commission that the value of the land at the time it was granted was not more than \$126 million. The total estimated value of the railroad's contribution by reduced rates is about \$1.25 billion, a neat profit to the government of nearly 10 times the original land value. The railroad land grants were one of the sharpest business deals Uncle Sam ever made.

Subsidy for non-railroad freight transportation is difficult to assess, but the following table is a summary of government expenditures, including: Federal, state and local, for highways, air transport, waterways and railways, since 1921.

Government Expenditures on Inland Transport Facilities (Millions)

Highways	All Air Transport-a
\$350,218	\$28,375
Waterway-b	Railway
\$16,851	\$119
Total	
\$395,563	

- a. includes airway control, airport and direct subsidy
- b. excludes Merchant Marine, Coast Guard and intercoastal costs

In 1972 a total of over \$27 billion was spent by the government on various transportation modes. Of this, the railroads got about one-tenth of one percent, most of it to reimburse passenger-carrying railroads in the Northeast for losses suffered in commuter operations.

It is interesting to note that highway subsidies grew from \$11.6 billion in 1961 to \$23.5 billion in 1972. Air transport subsidies increased from \$1.1 billion to \$2.7 billion and waterway subsidies from \$.6 billion to \$1.4 billion in the same period. In the next ten years, airline taxes are expected to fall about \$3.2 billion short of planned government aid to airport facilities. In the past 25 years there has been a dramatic increase in air subsidy.

A study made by the Bureau of Public Roads in 1965 suggested that heavy truckers enjoyed a subsidy of about \$170 million in that year, and presumably a larger subsidy today. For all truckers combined the estimated subsidy was \$435 million excluding costs of local streets, etc. In 1944 railroads hauled nearly 70% of the intercity freight while trucks hauled about 5%. As the federal government spent huge sums to develop the interstate highway system, the railroads' share of intercity freight dropped to below 40% by 1972 while the truckers' share rose to over 20% as they were assisted by the taxpaying public.

Barge lines are even greater beneficiaries of government generosity than truckers in that they absorb no portion of the capital costs in improving the waterways, nor do they pay any user charges whatever. According to data obtained from a Transportation Association of America study in 1965, the subsidy enjoyed by barge operators could be calculated at 2 mills per ton mile compared with operating costs of between 3 and 5 mills per ton mile. This estimate excludes subsidies provided to the Tennessee Valley Authority and the St. Lawrence Seaway project. The latter cost nearly \$200 million in capital outlay and incurs heavy annual deficits. The estimate also excludes Coast Guard services which have cost the taxpayer about \$10 billion and are provided free to waterway users.

Parenthetically, the St. Lawrence Seaway was largely responsible for the diversion from rail of huge amounts of bulk commodities which once constituted the backbone of the

Penn Central's traffic. This project, coupled with the interstate highway system, is recognized as being one of the major factors responsible for the Penn Central's progressive deterioration and ultimate collapse.

It is widely recognized that those who use public facilities of transport should bear their appropriate share of the cost, a principle which becomes particularly important in the case of those who use such facilities competing with others for commercial gain.

The President's 1972 Budget recognizing this principal, states: "Federal funding for inland waterways is estimated to be in excess of \$250 million annually. Unlike highway and airport/airways users, waterways users bear no portion of the costs of the facilities and services provided for them . . . Legislation providing for the recovery of a portion of the costs of inland waterways will be submitted to congress."

In terms of highways, the recent Budget proposed legislation that would result in a "more equitable sharing of highway costs." This legislation calls for: "a 2-cent-per-gallon increase in the present 4-cent-per-gallon tax on diesel fuel."

Also according to the 1972 Budget message related to air transportation, "charges should be set so that the user faces the cost he imposes on the system by his demand for service."

Should compensatory user charges ever be imposed, the railroads might either gain additional volume through diversion from other modes by leaving their rates at present levels or they might increase their rates to the level of other modes thus increasing profitability.

The burden of subsidized competition has brought the once prosperous railroad industry to a crisis that threatens its very existence as part of America's private enterprise system. Rather than bringing the railroads into the fold of government subsidy at taxpayer expense we can insure the solvency of the railroad industry by implementing compensatory user charges to competitive modes and by implementing a reorganization of the nation's railroads into a viable nationwide system of efficient freight transportation.

E. Spencer Miller
President



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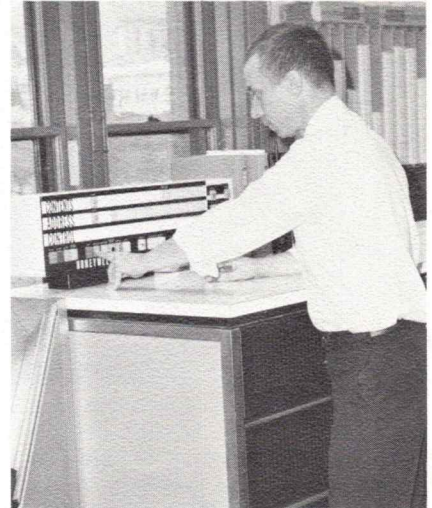
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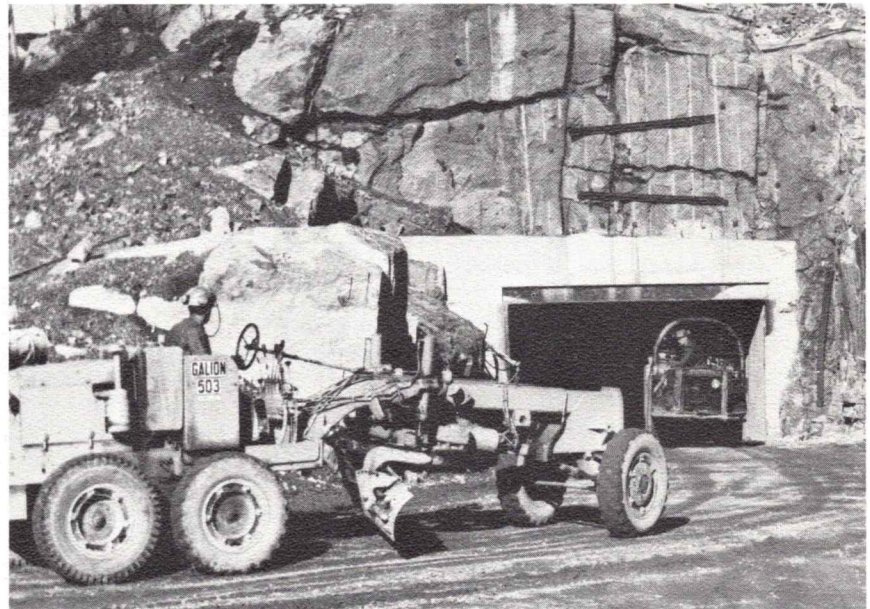
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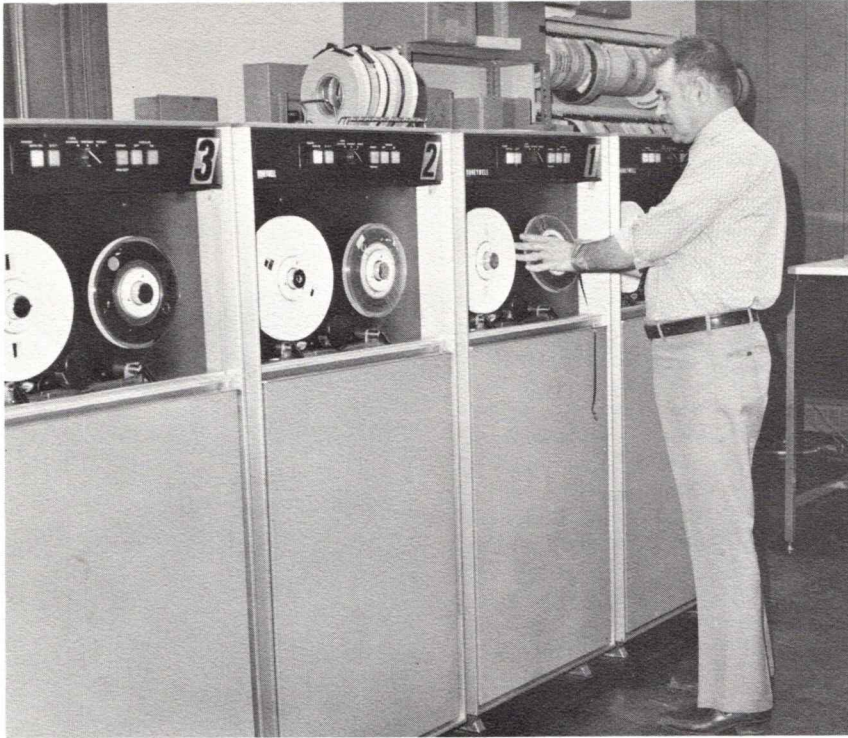
Maine Central train RY-2, Rigby to St. Johnsburg, at Fryeburg, Maine. The photo is superimposed over computer punch cards to indicate the dependence of modern railroading upon computers. Story on page 4.



Computer room supervisor, Charles Clark, operating console where the computer program is entered. Story on p. 4.



The entrance to the Kerramerican mine which leads to a maze of tunnels. Low-profile designed equipment enters the mine here to extract the mineral-bearing rock from hundreds of feet underground and bring it to the surface to be processed. Story on p. 6.



Leonard Forest, computer operator, mounts tape on one of four computer tape drives.

monster or marvel

To the engineer, computers mean central processing units, core, bits, bytes, nano seconds and a numbering system few others understand. To the programmer, computers mean COBOL, FORTRAN, PL/I, machine language and program bugs. To the general public a computer means form letters written by a mechanical monster in response to three-page, hand-written letters, explaining in great detail a \$10 error in a credit card statement. But despite its cloudy public relations image, the computer has made its place in society and is here to stay.

The history of data processing utilization frequently refers to railroad contributions. The punch card, so familiar to all of us, is called a Hollerith

card after its inventor, Dr. Herman Hollerith. The story is told that Dr. Hollerith got the idea of the punch card from a railroad conductor punching tickets.

The railroads were the first industry in the United States to extensively use data processing equipment, which was then a faster way of dealing with statistics, through the use of the punch card. Railroads were so involved in data processing, that in the late 1930's IBM kept three separate sets of books; one for the U. S. Government, one for the railroads and one for all other users. As computers became the major thrust of data processing, railroads moved in the same direction, so that today railroads are industrial leaders as ef-

fective users of computers. For many years railroads have used computers for statistical and financial purposes, and in 1956 the first computer was used for railroad operational purposes.

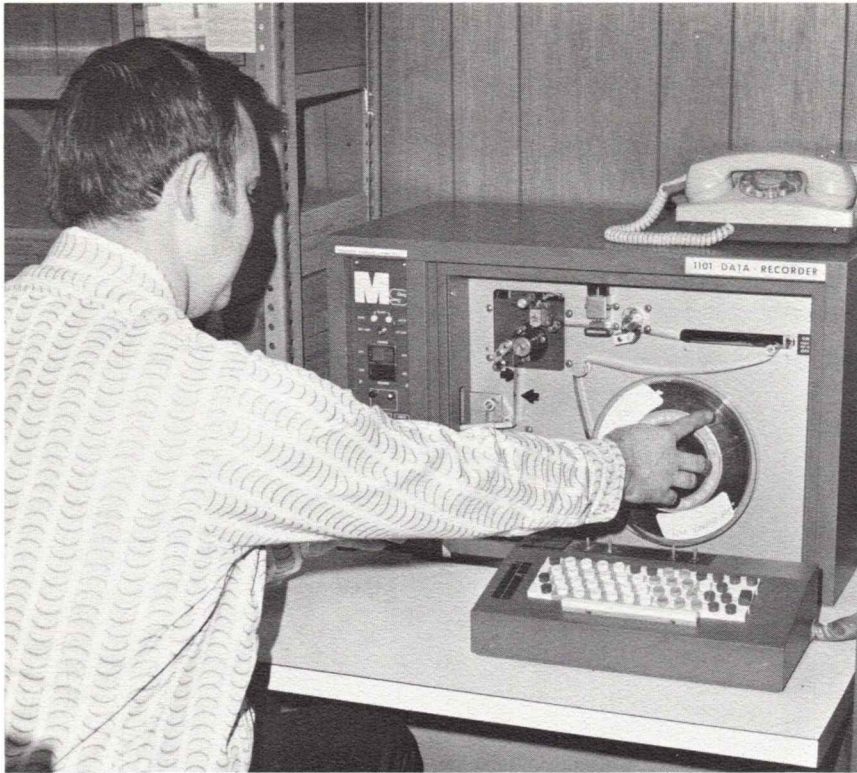
Maine Central's Data Processing facility was started in 1955 when accounting functions, which were previously handled by the Boston & Maine Railroad, were transferred to Portland. The first computer to be installed in Maine was included in the initial Maine Central installation. Since that time, the computer portion of the installation has been replaced five times, due to the rapidly developing computer industry which is constantly providing increased computer capabilities at little or no increase in cost.

At the present time, Maine Central's data processing equipment consists of a Honeywell 115-2 computer with keypunches and other devices furnished by IBM, Univac and Mowhawk, all of which are leased. The Honeywell computer consists of a central processing unit with 32,000 characters of core storage and a disk storage unit of nine million characters, which transfers data at a rate of 208,000 characters per second. Four magnetic tape drives read or write at 44,000 characters per second. The computer also has a 950-line-per-minute printer, a 1050-card-per-minute reader and 300-card-per-minute punch.

Data Processing personnel consists of 19 employees, including computer operators, supervisors, systems analysts and programmers and ten key-punch operators. Over 4 million cards per year, most of which are manually keypunched, are processed by the department. The computer is on the job twelve hours a day, with very little slack time.

There are very few areas of railroad operation which do not require information furnished by the Data Processing office. To Maine Central employees, the most notable function is timekeeping and payroll. The weekly paychecks are computed and printed by the computer, and supporting this operation are a multitude of reports including time returns, labor distribution, payroll registers, deductions, bond purchases, railroad retirement reports and income tax statements.

Material and supply inventory records include information for about 20,000 items located throughout the



Computer operator, John McAnallen, Jr., mounting tape on TRAIN communication device which is used for automatic transmission of information to and from Washington, D.C.

railroad. In addition to currently pricing issues of material and developing new prices for items purchased, a historical record is maintained in the computer of activity of each item so that material on hand can be evaluated for current usage and needs.

Freight Revenue, which is accounting for the contents of the car and the freight charges associated with it, is another major area processed within the system. This includes not only local station statistics and cash posting of monies received, but also computing the divisions of revenues for roads involved on all traffic received from foreign lines. The Marketing Department is also aided by monthly reports dealing with volumes of traffic and routings by customer and commodity.

One of the most important uses of the computer, unique to the railroad industry, is the preparation of reports for car accounting and operating statistics. The major concern in car accounting is to compute the number of days and miles each foreign car travels on Maine Central lines. This information is used at the end of

each month in order to determine the amount of money due each car-owning road. A master file of thousands of rates, based upon the original cost of a car and its age is maintained on computer tape for preparing the monthly account. It is also necessary to compute the number of days Maine Central equipment is offline in order to determine that proper payment for the use of our equipment is received from other roads. Operating statistics such as car miles, tonnage, ton miles handled by each train and time involved is prepared on a daily, weekly and monthly basis. Other areas requiring computer processing include accounts payable, roadway accounts, accounts receivable and various financial statements.

All programs written by the Maine Central staff are written in COBOL language, which is a business oriented computer language in contrast to FORTRAN, which is math and engineering oriented. Approximately 400 programs are presently in use, most of them written by Maine Central programmers.

As part of a nationwide network, Maine Central participates in TRAIN

(Tele-Rail Automated Information Network), which is an industry-developed system connecting each Class I railroad in the country to a computer located at the Association of American Railroads Building in Washington, D. C. Each railroad prepares a magnetic tape on a computer for all cars received from or delivered to another railroad. This tape is then mounted on an unmanned teleprocessing unit. When the AAR-based computer wants information, it calls the Maine Central via dataphone, and if information is available, it is automatically transmitted to Washington. As soon as the transmission is completed, the computer in Washington then transmits information regarding Maine Central cars, which have been interchanged between roads throughout the country. If any railroad wants information on a particular car, it makes an inquiry to the AAR computer and receives the answer on the same terminal.

The AAR has developed a number of computer-oriented programs, including automatic car identification. On an average, a car number is written every 17 miles of travel, and the errors were understandably high. This problem pointed up the need for better car identification, and as a result, all railroad cars now bear special red, white and blue labels attached to the sides, which identify the railroad name and car number. A scanner installed at trackside reads the color pattern on each label, which is then converted by the scanner into a readable car identification. This basic information can then be fed to a computer, where it is processed according to management needs, which have been translated into computer language by a programmer.

Computer use is not only a tool of the future, but a useful tool today. The use of computers costs a great deal of money, but the cost must be balanced against the multiple areas of savings that have been evidenced in the past and will continue to be seen in the future.

Computers are not mysterious monsters, but simply an extension of man's intellect. There is little technology that man has imagined, that he has not had the ability to accomplish. The future use of the computer, therefore, is limited only by man's imagination.



underground for zinc and copper



View of the zinc-copper mining operation in Blue Hill. Note the mine entrance in the lower left corner. The buildings in the foreground are for the concentration process. The mine itself is under the pond. (photo by Hugh W. Bowden).

Blue Hill, Maine: a peaceful, picturesque coastal community, a haven for artists and artisans, a home for retired Mainers and out-of-staters, and a little surprisingly, the location of a large underground mining operation. A few miles from the coast, on a dirt road, out of sight of the shops and retirement homes, is a modern industrial facility with new steel buildings and big, powerful equipment. Mining is not new to Blue Hill; in fact for many years it has been the only major industry in the area.

Kerramerican, Inc., a subsidiary of Kerr-Addison Mines Ltd. of Toronto, Canada, began construction of ore concentrating facilities and development of the mine itself in the summer of 1971. The location was formerly

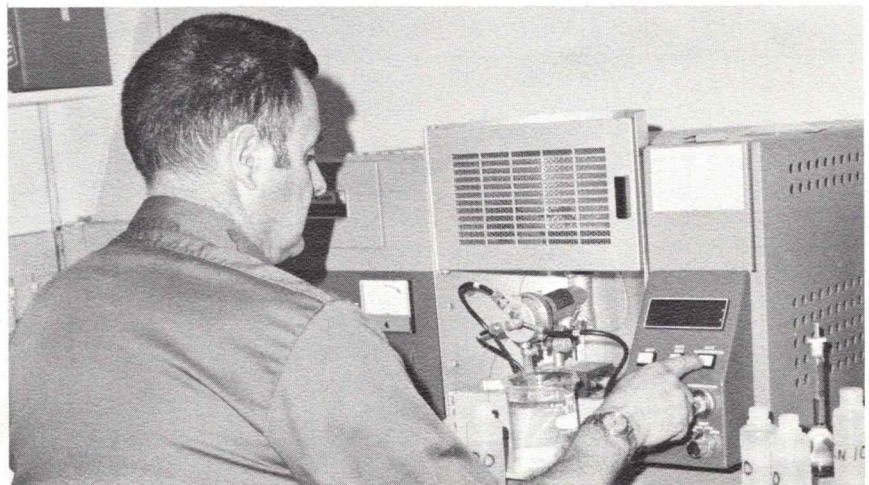
developed by Black Hawk Mines for several years. The new mine, which has a different approach, reaches a vertical depth of nearly 500 feet and is entirely under a small pond a few hundred feet from the mine entrance.

Rubber Tires. In the past, most mining has been done with rail-mounted vehicles, but the Kerramerican operation has all equipment—trucks, drills, graders, front-end loaders, etc., riding on pneumatic tires.

The mine generated 53,000 tons of material in 1972, which was milled to produce 8,400 tons of zinc and 800 tons of copper concentrate. In addition, small amounts of cadmium, silver and lead are found, but is not separated in the Blue Hill operation. At maximum production 1400 tons a day of ore will be brought up from underground to be separated into the concentrate.

There are two basic steps to the mining process: first, getting the ore from the mine to the surface; and second, separating the desired mineral from the ore. The first is an underground operation; the second takes place above the ground.

Underground. Pneumatic drills, underground, make a predetermined pattern of 1¾-inch holes in the rock. Explosives are set to break up the



Robert Howard, Kerramerican chief assayer, analyzes material on the modern Atomic Absorption Analyzer.

rock and extend the length of tunnel at the same time. Large pieces, up to one foot square, are picked up by a front-end loader and dumped into

a 10-ton capacity truck. The ore is transported nearly a mile up to the surface and stockpiled to be milled into the desired mineral. The back-

log of ore assures continuous operation of the mill and prevents costly shutdown while more ore is being extracted.

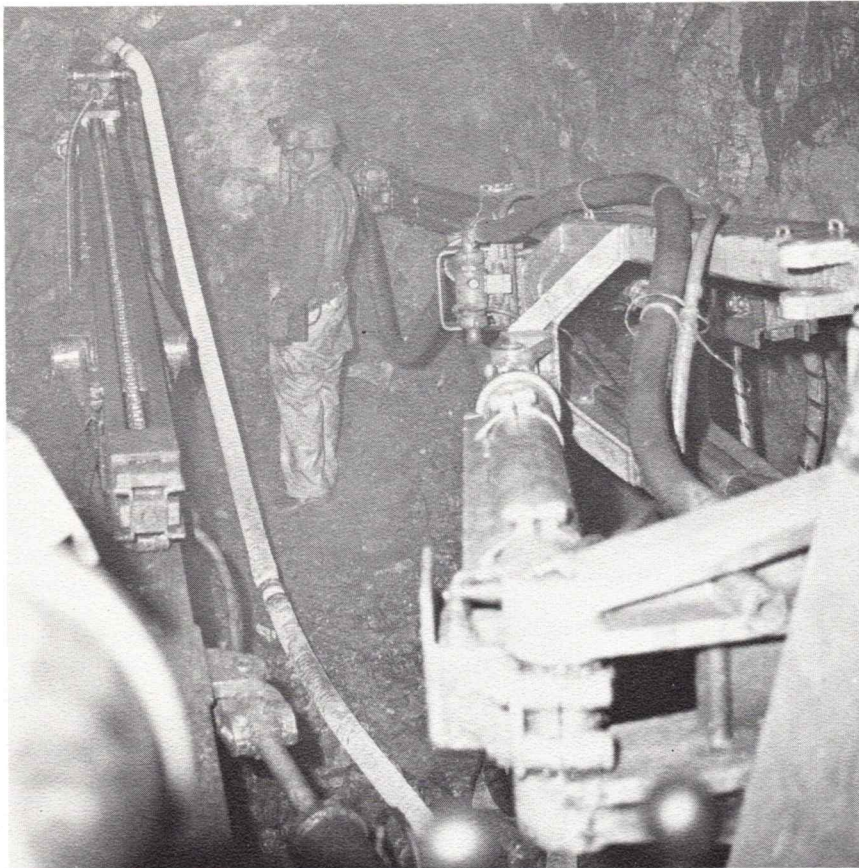
Milling Process. On the surface, the ore is crushed first to 4-inch pieces, then to $\frac{3}{4}$ -inch pieces, then reduced to a fine powder in two large cylinders, one containing steel rods and the other steel balls.

The heart of the process of mineral extraction is a large room of flotation cells or tanks. In the flotation process, the ore is treated with chemicals which cause the mineral particles to attach themselves to air bubbles. The bubbles carry the mineral to the surface, where the froth is skimmed off.

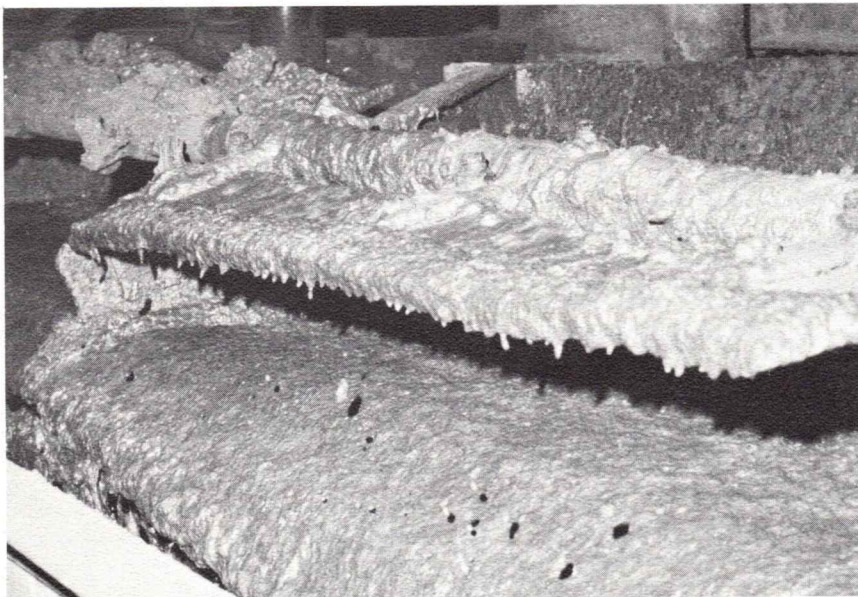
The concentrated froth in the copper circuit results in a copper concentration of 25%. The zinc is removed in the zinc cells to a concentration of over 50%. In both cases vacuum filters remove the water and the ore is then dumped into bins to be loaded into 20-ton trucks. It is then transported to Bucksport in these trucks where it is loaded into open-top gondola cars. The zinc is transported by rail to Oklahoma and the copper to Canada, and in each case the ore concentrate is smelted to produce the primary metal.

The Environment. There are several environmental concerns in any mining process. In the Kerramerican operation the mining is carried out hundreds of feet underground and thus does not create the visual problems of strip mining. The tailings, or undesired material from the milling process, are pumped into holding ponds, where the solids settle out and the water is recycled into the concentrating process. There is almost a complete absence of air emission from the mine, as dust is carefully contained. Although the noise level in the process of reducing the size of the pieces of ore requires ear protection at certain locations, outside the buildings there is almost no sound at all.

The Future. It is difficult to speculate on the future of the Kerramerican mine. Officials predict that it may operate, producing 1,000 carloads of concentrate a year, for several years. Active exploration is currently under way to develop new mining potential at the Kerramerican mine.



Deep within the mine, workers use heavy drilling equipment and explosives to break up the ore and lengthen the tunnel at the same time. (photo by Hugh W. Bowden, Weekly Packet.)



Mineral-carrying froth is scraped off by rotating paddles. Mineral particles are attached to air bubbles which carry the desired minerals to the surface.

highlights of 1972

The year 1972 was one of the most disappointing in Maine Central Railroad Company history. The railroad industry is particularly vulnerable to an inflationary economy, and Government wage-price controls permitted very large cost increases in 1972 compared with small and delayed increases in freight rates. Compounding these difficulties was a general weakness in the Maine economy resulting in a decline of over three percent in the railroad's net ton miles. The final figures showed a slender net income of \$125,000.

Financial Notes. The lack of adequate earnings in 1972 contributed to a considerable decrease in cash and working capital. Yet, despite this, Maine Central's financial position was strengthened by a reduction of about \$1.5 million in long term debt.

Because of inadequate earnings and the need to conserve cash, the Board of Directors voted to defer payments of interest on promissory notes and debentures. Future payments on these securities will depend upon earnings and cash position. No dividends on common stock were paid in 1972 and the number of shares outstanding in the hands of the public was 139,784 at the end of the year. No dividend payments were made on preferred stock and the arrearage was \$12.50 per share as of December 31, 1972.

Encouraging Signs. E. Spencer Miller, in the President's Message in the 1972 Annual Report, had some optimistic words. "Fortunately there are some encouraging signs. An analysis of the last quarter of 1972 shows that freight revenue ran ahead of that of the comparable quarter in 1971 by about four percent. In January 1973 net ton miles exceeded those of January of the previous year by nearly ten percent. These increased levels are caused essentially by a healthier pulp and paper industry in the territory which we serve. Maine customarily lags behind the rest of the nation in economic pick-up, thus we believe that manufacturing in our area will show a strong upward trend for the rest of 1973. Our best estimate is that 1973 will pro-

duce net income substantially higher than resulted in 1972, but not equaling the good results of 1971. Our long-term forecast is more favorable, with development of significant new traffic sources. It is hoped that this mildly bullish picture will not be wiped out by runaway inflation in the areas of wages, material costs and railway taxation."

Freight Rates. The railroad asked for selective freight rate increases averaging over four percent on February 28 requesting an effective date of April 1, 1972. It was not until eight months later, on October 23 that the increase went into effect, but with certain exceptions. Critical commodities to Maine Central were excluded from the increase including woodpulp and recyclable materials.

Eastern carriers approved a reduction in rates on paper which became effective July 10, 1972. This action has the effect of reducing Maine Central revenue by about \$400,000 a year.

New Traffic Sources. A number of developments provided significant contributions to freight tonnage and revenue in 1972. Kerramerican, Inc., a new Canadian-owned mining operation in Blue Hill began shipping zinc and copper which will amount to 1,000 carloads a year from Bucksport. (See feature story on page 6).

Several new building material outlets were located on the railroad in 1972. They include: Diamond International Corporation in Bangor, Georgia-Pacific in Bangor, and Wickes Corporation in Fairfield. These new facilities, along with expansions in this industry, will increase lumber and building materials handled by rail.

Two salt companies, Chemical Corporation and Cayuga Rock Salt Company have located on the Maine Central. They anticipate handling respectively 25,000 and 6,000 tons a year of industrial salt by rail.

Future Prospects. Looking ahead to 1974, Diamond International Company and St. Regis Paper Company, Lumber, Plywood and Door Division have announced plans to locate multi-million dollar lumber mills on Maine Central lines. The Diamond facility

will be built at Passadumkeag, planning to be operational May 1, 1974, producing 70 million board feet of studs annually. St. Regis will locate at Costigan, producing 50 million board feet a year with an anticipated start-up date of July 1, 1974.

Several other potential industrial developments are in the preliminary stages with Maine Central working closely with a number of companies attempting to locate new industry on Maine Central lines.

New Equipment. Two hundred-fifty new 50-foot, 77-ton box cars arrived on line in early 1973. The cars are of single sheathed design with ten-foot flush doors, hardwood floors, lading strap anchors, cushion underframes and roller bearing trucks.

A new caboosie was acquired in October 1972. The unit, first of its design on Maine Central, features an extra wide cupola which extends the range of vision of the crew.

Conversion of Equipment. In addition to a carry-over of 11 cars from the 1971 program, thirty-five 40-foot, 55-ton box cars were rebuilt at Waterville Shops using incentive per diem funds. An additional 50 box cars will be rebuilt in 1973. Four jumbo wood-chip cars were modified at Waterville Shops to permit overhead loading and unloading. These cars are the largest in wood-chip service in New England.

Hours-of-Service Law. The maximum number of hours that train and engine crews can work continuously was reduced from 16 in 1970, to 14 in December 1971 and to 12 in December 1972. Good operating conditions during the winter of '71 and '72 aided in adapting to the new law. A limited number of additional trains have been required in some areas to service customers and handle traffic without exceeding the 12-hour limit.

Special Trains. Seventeen special trains were operated in 1972 from Portland to St. Johnsbury, Vermont, handling oversized, overweight moisture-separator reheaters manufactured by General Electric in South Portland. Each year the number of shipments continues to grow and to produce substantial revenue.

To the Employees. Mr. Miller concluded his letter to the stockholders as follows: "The Board of Directors has instructed me to express its appreciation to the excellent management team, of which Maine Central can be proud, and its gratitude to each and every railroad man and woman for attention to duty and concern for the welfare of our company."

ARCHIBALD M. KNOWLES

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES



Archibald M. Knowles, Maine Central vice-president and general counsel, died February 14, 1973, after a brief illness. He had also been a director of Maine Central and Portland Terminal Company for five years.

Mr. Knowles was a railroad man for over 30 years joining the legal staff of the Boston and Maine Railroad in 1942 after several years of private practice. He was a member of the Maine and Massachusetts Bar Associations. He was appointed Maine Central general attorney in 1946 and general counsel in 1952. He was elected corporate vice-president in 1969.

Mr. Knowles was known as a leader in politics, community activities and his church. He was president of the Young Republican Club of Massachusetts, chairman of the Falmouth Town Council for three years,

and Falmouth town moderator for 12 years. He was president of the Portland Lions Club in 1952 and was named "Man of the Year" by the Falmouth Lions Club in 1967. He was a former senior warden of the Church of St. Mary the Virgin in Falmouth and was Sunday School Superintendent there for 17 years.

In an unusual tribute, the Portland Press Herald editorialized about Archie Knowles. "Archibald M. Knowles of Falmouth died last Wednesday, death caused, the doctors said, as the result of a heart attack. Well, doctors can be wrong. A heart as big as Archie Knowles' just doesn't quit like that. Archie Knowles was a kind, good man, both a gentleman and a gentle man; one of those rare men who gave much more to the world than he took from it . . . He had time for every man."

news briefs

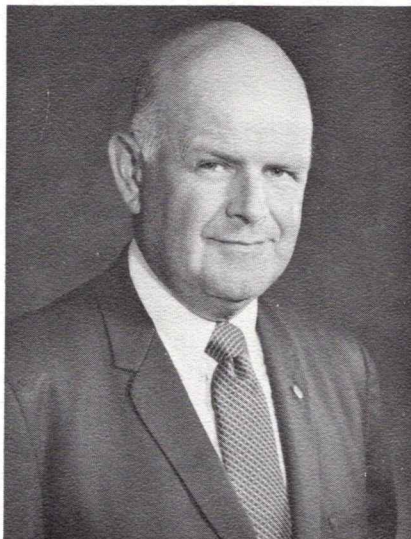
AAR COMMITTEE

Two Maine Central Railroad Company officials will represent New England on national committees of the Association of American Railroads. James W. Wiggins, vice president-operations, has been elected to the General Committee — Operating-Transportation Division, and George H. Ellis, vice president-traffic and marketing, to the Committee on Compensation. Each committee consists of seventeen members, one from the American Short Line Railroad Association and sixteen representing various geographic regions across the country.

Wiggins, a native of Houlton, began his railroad career with the Erie Railroad in 1930 after graduating with a B. S. in civil engineering from the University of Maine. He later was employed as an officer in the Engineering Department of the Bangor and Aroostook; as assistant to chief engineer on the Boston and Maine; and as engineer maintenance of way and chief engineer on Maine Central. He became Maine Central vice president-engineering and transportation in 1963 and was appointed vice president-operations in 1970.

Ellis, a native of Waltham, Massachusetts, served ten years in the Accounting Department of the Boston

and Maine Railroad before joining the Maine Central Accounting Department in 1955. He became vice president-traffic and marketing in 1969 after serving as assistant vice president of Maine Central's Marketing Department.



George H. Ellis

PERKINS RETIRES

Forrest B. Perkins, Maine Central track supervisor for the railroad's Eastern Division, retired March 1, 1973, after 45 years of service.

Perkins began working for Maine Central in 1927 as a trackman in Washington County. In 1945 he was made foreman of the extra crew for that area. In 1954 he was promoted to the position of track supervisor which he held until his retirement.

A retirement party, attended by about 100 of his friends and fellow workers, was held in his honor at Pilot's Grill on February 23, 1973.

Perkins has been replaced by John R. Mincher, who was formerly assistant track supervisor at Waterville.

COMMON CARRIER ASSOCIATION

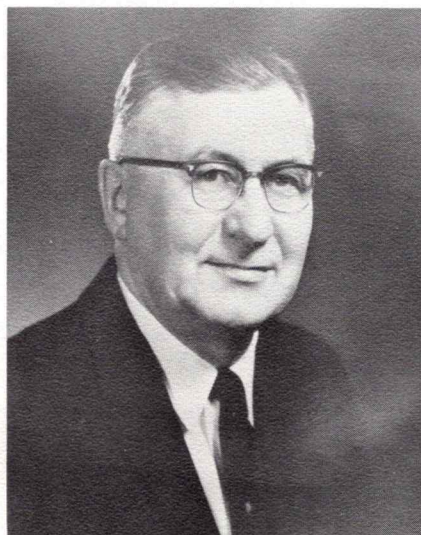
Four Maine common carrier trucking companies and two Maine rail-

roads took a long step toward reducing the traditional rivalry between the two modes of transport, thus providing a forum to consider common problems.

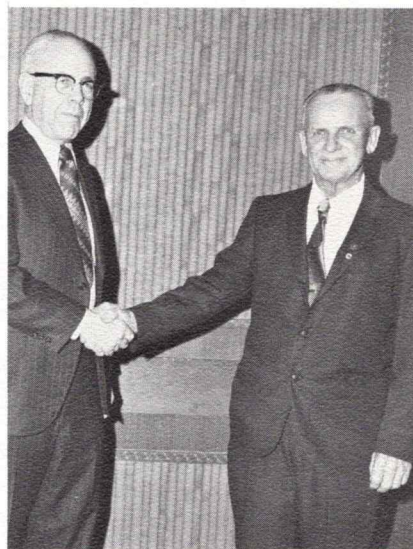
The carriers involved in the Maine Rail-Truck Common Carrier Association are Maine Central and Bangor and Aroostook Railroads, Cole's Express, Fox & Ginn, O'Donnell's Express and Sanborn's Express.

Blain Sanborn, chairman of the Association and president of Sanborn's Express, said, "This venture doesn't mean that there won't be vigorous competition between the two modes; it does mean that both rail and motor carriers have a vital stake in a healthy system of common carriage in Maine."

The trucking executive added that the thrust of the new organization will be a "positive thing" but that the Association is also concerned with the uniform enforcement of existing laws for all surface transportation. The impetus for the Association came last spring when an epidemic of highway accidents involving unregulated truckers threatened to give the common carrier truckers, whose safety record is very good, a black eye.



James W. Wiggins



Forest B. Perkins, right, Maine Central track supervisor for the Eastern Division, is congratulated upon his retirement by Wesley M. Martin, engineer of track.

"All common carriers, including railroads, suffer from illegal transportation practices, poor safety performances and the poorly maintained equipment of many unregulated carriers," Sanborn added.

Maine Central is represented in the organization by Horace N. Foster, vice president—accounting and finance. Alan G. Dustin, executive vice president of the Bangor and Aroostook is vice chairman of the group.

GENERAL COUNSEL

Scott W. Scully has been appointed general counsel for Maine Central Railroad Company and Portland Terminal Company.

Scully is a native of Philadelphia, Pennsylvania, was graduated from Yale University in 1944 and received his law degree from the University of Pennsylvania in 1948. He was associated with the office of Louis C. Stearns in Bangor from 1949-1951.

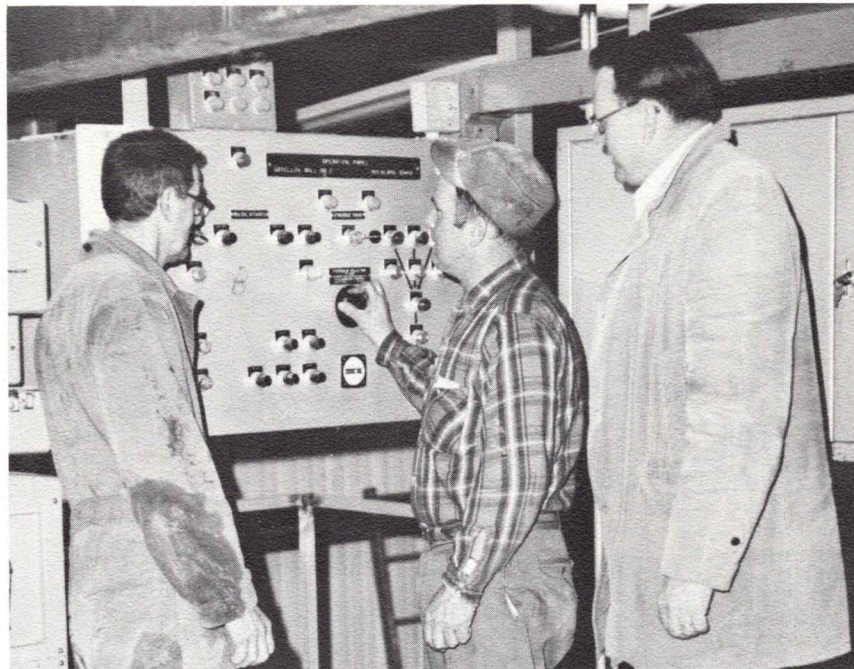
He joined Maine Central as attorney in 1952 and was appointed general attorney in 1955. He is a member of the Cumberland County, State of Maine and American Bar Associations and the Association of Interstate Commerce Commission Practitioners. He is a director of Sugarloaf Mountain Corp. and is on the Executive Committee of the State Y.M.C.A.



Scott W. Scully, newly appointed general counsel.

NEW FEED MILL

H. P. F. Milling, Inc., a new poultry feed mill facility, began operation in Cumberland Center in mid-March. The mill is expected to produce 600 tons a week of poultry feed



Checking out final details at the new feed mill at Cumberland Center are left to right: building contractor Raymond Segars, mill manager Thomas Estes, and George Humphrey of Humphrey's Poultry Farms.

and is the newest addition to an integrated operation with an end product of table eggs. The feed mill was built primarily for Humphrey's Poultry Farms of Gray, which supplies eggs for Humphrey's Poultry Farms Stores in Gray and Portland. The complete operation is under the direction of George Humphrey who is president of the mill and stores and owner of Humphrey's Poultry Farms.

cil design with "Maine Central" in large green letters, and "The Pine Tree Route" in smaller letters on one end, and a large green pine tree inside a circle on the other end.

The 77-ton cars are of single sheath design with ten-foot flush doors, vertical laminated hardwood floors, lading strap anchors, cushion underframes and roller bearing trucks.

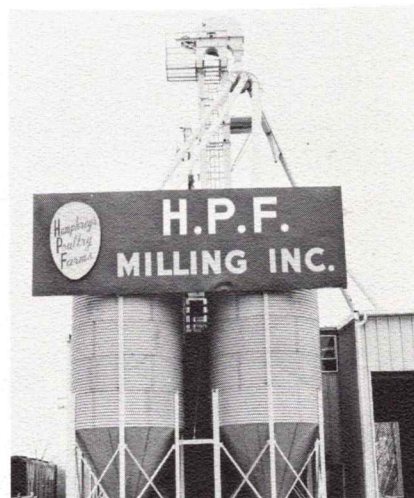
CLINTON A. PLUMLY

Clinton A. Plumly, 87 year old retired Maine Central principal assistant engineer, died March 10, 1973, at his home in Portland after a brief illness. He was a graduate of the University of Maine, class of 1909, and following his graduation was employed by the Maine Central Engineering Department as a rodman.

After 43 years of railroad service, he retired in 1954. He then became associated with the Maine Turnpike Authority and the Highway Commission. He was active in several local fraternal and social organizations.

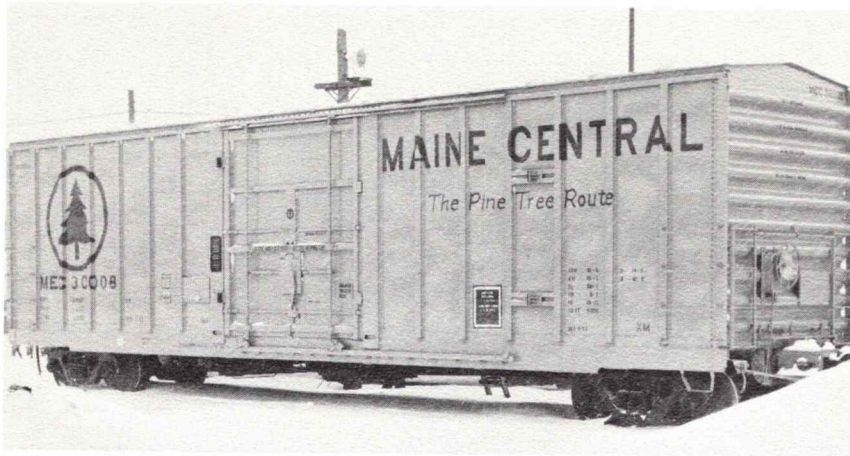
NEW BOX CARS

Maine Central Railroad has 250 bright, new, yellow and green 50-foot box cars. The cars are of a new sten-

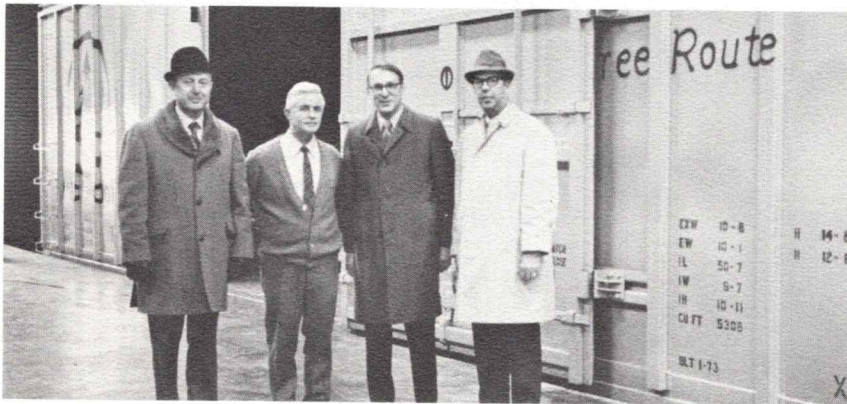


New poultry feed grain facility at Cumberland Center began operation in March.





The first of Maine Central's new boxcars to arrive on-line is shown here in Rigby Yard in South Portland during a snow storm.



Inspecting new Maine Central box car at Great Northern Paper Co. in Millinocket are left to right: Arnold J. Travis, Maine Central assistant to the president; John D. Nicholson, Great Northern's foreman of finishing; Philip P. Paul, Great Northern's traffic manager at Millinocket and Linwood W. Littlefield, Bangor and Aroostook Railroad's vice president, operations.



The third in a series of three 610-foot containerships has been launched by Bath Iron Works. In the background is the new BIW 200-ton capacity crane, the largest of its type in the United States. BIW photo by Tom Jones.

25-YEAR SERVICE PINS FOR JAN., FEB., MARCH 1973

- A. H. Adams, Electrician
- R. M. Aylward, Chief Clerk
- W. M. Bickford, Trainmaster
- D. M. Bragon, Dispatcher
- J. H. Broderick, Yard Conductor
- M. L. Campbell, Carman
- H. N. Clark, Bangor Engine House
- G. J. Coulombe, Section Foreman
- R. A. Coulombe, Supvr. Work Equip.
- C. O. Derocher, Machinist
- W. F. Durant, Loco. Engineer
- K. H. Farrar, Loco. Engineer
- E. B. Flannery, Carpenter
- R. J. Greenwood, Section Foreman
- R. B. Harriman, Carman
- E. L. Kennedy, Clerk
- P. G. McIver, Yd. Conductor
- M. E. Michaud, Yd. Conductor
- E. P. Murphy, Carman
- E. E. Nadeau, Trackman
- H. C. Philbrick, Jr., Loco. Engineer
- K. E. Richardson, Carman Helper
- R. H. Sawyer, Signalman
- H. K. Slaney, Laborer
- K. W. Snow, Clerk
- C. H. Whitten, Crew Dispatcher
- G. W. Wilder, Carman
- D. J. Wilson, Chief Dispatcher

**Improves
with age.**



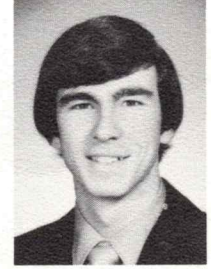
**Take stock in America.
Buy U.S. Savings Bonds.**



The Grapevine



Laurie Scott Joseph Rodrigue



Martha Williams Wayne Bryant

GENERAL OFFICES

Peter Provencher, son of Mr. and Mrs. Walter Provencher (auditor disbursements), was recently notified of his acceptance to the University of Maine at Orono. He plans to major in forestry. Peter has been an active Portland High School student. Besides being an avid skier, hockey player and hiker, he has been an outstanding football player for PHS and was awarded the most valuable player trophy for the Thanksgiving Day game.

Scott W. Scully, general counsel, spent a midwinter vacation skiing in Utah. He made his headquarters in Salt Lake City and traveled to various surrounding ski areas, including Alta and Park City. He found the condition uncrowded and "even better than last year."

"Billie" Maloy, stenographer in the Law Department, was briefly hospitalized while on a trip to Florida with her husband, "Bill" Maloy, our assistant manager—labor rela-



Linda Briggs, left, and Cathy Doyle, General Offices, on their April vacation in the Caribbean.

tions. Edith Young substituted in her absence.

Among Accounting Department employees who enjoyed the Ice Follies in Boston during February were Colleen Andrews with her little daughter, and Ken Austin with his family. The kids just loved Snoopy, the featured star.

Gordon Williams, cashier in the Treasurer's Office, and Mrs. Williams announce the engagement of their daughter, Martha, to David A. Smith. Martha attends Plus-Gray School of Business, and David is employed by Frank Rossi and Sons, Gardiner. Congratulations to the happy couple.

Stanley Jordan, assistant engineer of structures—Engineering Department, has been made president of the Western Maine Chapter of Maine Society of Professional Engineers, a National Society.

Dick Esty, valuation statistician, and wife, Pearl, are parents of a new daughter, whom they named Karen.

Welcome to our new clerk-stenographer—Engineering Department, Mrs. Kathleen Britting of Freeport. Kathleen is married to David, and they have a family of four children, Susan, Christopher, Ann and Jane.

Charles McCarthy, Kathleen Britting and Mary Morse attended a three-hour seminar held March 14th at Howard Johnson's. The program, featuring the operation of the Telex machine, was sponsored by Western Union and proved to be very enlightening as well as interesting.

Laurie Scott, daughter of Maynard and Marjorie Scott (personal stenographer to vice-president—operations), has been accepted to Moody Bible Institute in Chicago. A senior at Greely High School, Laurie is an excellent seamstress. She also enjoys a variety of outdoor activities and is an active member of the Faith Baptist Church of North Yarmouth.

AUGUSTA

Wayne, son of Athleen Bryant and the late Wilbur Bryant, will graduate from the University of Maine at Orono in June with a Bachelor of Arts Degree in sociology. He will also be qualified to teach secondary education. While at Orono he was a member of the Delta Epsilon Fraternity, served as social chairman, newsletter editor, intramural athletic association representative, pledge committee chairman as first vice president. Wayne also worked as reporter for the Central Dormitory Activities Board and for two years as an advertising salesman for the Maine Campus student newspaper.

Joseph Rodrigue, son of cashier Horace L. and Mrs. Rodrigue, will graduate from Cony High School in June. While at Cony, Joseph was a member of the regular band, the dance band and was active in the annual minstrel Chizzle Wizzle. Joseph has been accepted at the Maine Maritime Academy at Castine, Maine.

BANGOR

Mrs. "Al" Sullivan, car clerk, celebrated her birthday recently. Spare clerk Kathy Forbis presented her with a lovely cake, and all wished her "Many Happy Returns."

John J. Farwell, Bangor Yard switchtender retired at the end of January after many years of service with the Maine Central. We wish him a happy retirement.

Belfast Methodist Church was the scene of the February wedding of David Bowen, son of Mr. and Mrs. Harry A. Bowen, Jr. and Miss Elizabeth Lambert of Belfast. Harry is chief clerk at the Bangor Freight Office. Dave and Betty make their home in Bangor where they are both employed. Best wishes to the happy couple!



Elizabeth and David Bowen on their wedding day.

RIGBY SHOPS

Bartley Flaherty, Car Department clerk, underwent surgery recently. He is now back at his desk, and says he feels none the worse for the inconvenience.

Engine House employee, Elmer Andrews, has retired after many years of service with Maine Central in various capacities. He tells us he has no definite future plans at this time.





John J. Farwell, Bangor Yard switch-tender, receives best wishes from Bill Moon, general agent, on his retirement.

"Ronnie" Buzzell, son of Car Department superintendent, Justin Buzzell, has been appointed manager of the Appliance Department at Sears, Roebuck and Company in South Portland.

Engine dispatcher, Charles Whitten, is back on the job after surgery, and says he feels OK.

"Bob" Messer is subbing for 1st trick foreman, Charles Tetreault. Charles took general foreman Don Russell's position, while Don was confined in one of our local hospitals for treatment.

Alvina M. Billington, wife of former engineer Frank Billington died at a local hospital. Funeral services were performed jointly by the Harold T. Andrews Post Auxiliary, and the A.R.O.K. Temple, Daughters of the Nile.

Does anyone have a spare kitten? "Suzie" the mascot cat at the Rigby Car Department died, and the fellows are looking for a replacement.

Bob Grimmer, Car Department clerk retired after a period of long service in several capacities in that department. The Grimmers have planned several trips around the country.

Former Engine House employee, Stanley Janowski, 93, died recently after a long illness. He retired in 1959.

Engine House employee, Joseph, and Mrs. Ashley were involved in an automobile accident. They were both hospitalized for treatment, and after a period of time released. The car was a total loss.

Stores Department employee Charles Gup-til, who deals in antiques during his spare time, has moved to a new and larger location in the Munjoy Hill area.

Machinist and Mrs. Russell Hammond plan several Senior Citizens' trips during the coming summer.

Foreman Don, and Mrs. Donald Perkins, Car Department, enjoyed a late winter vacation at Acapulco, Mexico.

Charles E. Coombs, 71, Sabattus, Maine, father of machinist Milton Coombs, died after a brief illness.

Retired machinist helper, Lee Butler, 72, died after a long illness. He was also associated with the Cudahy Packing Company. During the last of his active years he was a special officer, serving at the street crossing at the Roosevelt School.

Shop electrician Rigby Engine House, Carl Gilmore, died at a local hospital after

a long illness. Carl retired several years ago after working for Maine Central for more than 30 years. For many years Carl was a skillful landscape gardener in his spare time.

ROCKLAND

Trainman Maurice Johnson is at home recuperating from surgery he underwent to correct a back problem. We hope that by the time this comes out in print, he'll be fully recovered and able to get back to his favorite pastime of "pasture pool" (golf that is). Maurice sent us a nice "thank you" card passing along his thanks to the many friends and fellow employees who contributed to the purse that was collected for him while laid up.

B & B work outfits moved into Rockland the first of March to renew ties on Mill Creek Bridge. The three crews of Pomeroy, Grant, and Dyer came enmasse, remained about a week, then moved out again in the same fashion. One party remarked that it looked like the "World of Mirth" had moved into town.

Our congratulations to trackman and Mrs. Pete Davis of Waldoboro on the March 14th birth of a 7 lb., 4 oz. daughter, Colleen Barbara. This is their second child, and of course at this time of year we reminded Pete that she made another tax exemption.

Section foreman, Earl Miller is getting to be a popular fellow in the Town of Waldoboro. He had his picture in the Waldoboro and Bangor newspapers, and of course the "Messenger". The last heard was that he had been approached to accept the position of town manager of Waldoboro. Having been first selectman a number of times in the past, he would have first hand knowledge of town needs and administrative



Mrs. "Al" Sullivan celebrating her birthday at Bangor Freight Office.

ability. We understand he declined the offer, but perhaps a good supply of "Red Man" as a bonus might help persuade him.

The Rockland branch was well represented at a recent T-C union meeting held at the "Silent Woman" restaurant in Waterville, by the presence of Henry Preble, Cliff Varney and Wendell Lewis.

Foreman Earl I. Miller and Ruel Eugley were issued undated hunting licenses 54 years ago. The licenses expire only "when the licensee ceases to be a bona fide resident of Maine." Eugley stated he was 12 years old at the time the license was issued with parental consent. Earl Miller advises he also retains a boyhood license of the same kind. Mr. Miller, Mr. Eugley and others doubt that the State would honor it today. Earl, presently with 41 years of Maine Central service, is also a former



Is my hunting license still good after 54 years, Ruel A. Eugley, right asks Earl T. Miller in the O'Brien Barber Shop at Waldoboro? Both men have boyhood licenses sold years ago on the stated presumption that each would be good as long as the licensee remained a "bona fide" resident of Maine. (Boutillier Photo)

First Selectman for the Town of Waldoboro. Describing the hunting license, Earl aptly put it when he is reported to have said, "You can't change your contracts with the politicians, but the politicians can change their contracts with you. You wouldn't get far using it today."

WATERVILLE SHOPS

Mr. and Mrs. Bernard Linnell of Benton have a new daughter, Dorothy Wyone. Weighing 6 lbs., 14 1/2 oz., the little lady was born March 11 in Waterville. Her dad is a laborer at Waterville Engine House.

Our sympathy is extended to the family of Mr. and Mrs. Harry W. McCaslin. Harry, retired paint shop laborer, died February 25th. Mrs. McCaslin passed away March 10th.

With the advent of longer-earned vacation periods, many employees are taking time to spend a few days in a warmer climate. Recent vacationers to Hawaii were machinist helper and Mrs. Raymond Reny; Stores Department clerk Ralph and main office stenographer Shirley Barton; sheet-metal worker and Mrs. William Brown, Engine House hostler and Mrs. Edward Joseph; and machinist and Mrs. Richard Chamberlain.

Vacationers in Florida were machinist and Mrs. Otho Crowell; Stores Department laborer and Mrs. Orman Stevens; Engine House clerk and Mrs. Harry Nason; Engine House laborer and Mrs. Bernard Ladd; and Engine House laborer and Mrs. Edward Gurski.

Machinist and Mrs. Con Rines spent a week in London, England; and lead Freight Department foreman and Mrs. Wallace Jewell visited Acapulco, Mexico.

After consuming what was thought to be pure ginger ale, carman Robert Harding broke the starting ropes on **both** of his snowmobiles. It is now suspected that the drink was spiked with a hefty dose of vitamins.

While ice fishing on Lobster Lake, machinist Charlie Baxter turned as red as a lobster when the warden asked to see his license.

Laborer Eugene Ketchen is trying to organize a chapter of the Penobscot Wheelers Bicycle Club in the Waterville area. Eugene is an avid cyclist and plans to enter several cycling events this year. One of his goals is to pedal from Ft. Kent to Kittery establishing a documented time record for what he hopes might become an annual racing event. For anyone interested in helping Eugene in his efforts, his address is Abbott Road, Winslow, Maine.

Rabbits in Central Maine must be of a ferocious nature. Hostler Norman Dow is furnishing yardmaster Ralph LaLiberty with 410-gauge rifle slugs to hunt with. It could not be verified whether or not Ralph was charged by a rabbit, though it was reported that he required four shots to bring one of the critters down. There are those, especially Ralph, who think the supply of ammunition could have been a mischievous prank. While inspecting cars in Ronova Dime and Marty chanced to spy, Spruce trees so blue and beautiful, So appealing to the eye.

The young clerk at the nursery A sale had almost made, When they found the "blue" Was painted on, The trees had all been sprayed.

WATERVILLE STATION

Alfred Boucher, track foreman at Richmond Section, wishes to send his thanks to all his fellow workers and friends who sent him a purse while he was on sick leave.



David Dulac, swing billrack clerk, is an ardent carpenter. He is also a police officer for the Town of Fairfield.

Harry F. Clark, foreman in Madison served on jury duty from January 9 to February 8. Jeanette Perro, clerk in the Freight Office, is back to work after being on sick leave for several months.

Spare clerk Marilyn Stubbart has been filling in at the Freight Office. Marilyn is learning the billrack clerk job in the Yard Office.

B & B foreman Ernie Henry and wife Trudy recently spent 8 days in Hawaii attending a square dance convention.

Recent visitors to the Waterville Station included retired track supervisor Maurice Thorne, retired P & H foreman Ralph Snow and retired foreman Joe Haskell.

Congratulations to Al Henderson on becoming a grandfather again—this time it's a girl. John Mincher became a grandfather for the second time—a boy named John Roger Mincher III. Oak Perry also has a new grandson. Foreman and Mrs. Milan Kelley are the parents of a new baby girl.

Sympathies are extended to Tom Mac-

Donald on the recent death of his mother.

Our condolences to clerk William Hanscom on the death of his father. Bill took some time off to attend the funeral in Illinois.

Sympathies are extended to Gerry Gagnon and family on the death of Mrs. Gagnon's mother.

Condolences to the family of Ora Frost who died recently. Mr. Frost was employed by the railroad for 43 years; he was 75 years old.

B & B foreman Carl Foss and wife Avis have been spending their weekends at their camp at Peaked Hill Falls.

WATERVILLE YARD

John McCommic, road trainman on the Gardiner job, says his pet cat, "Hobo", likes to go fishing so much that every time he wants to go, he scratches at the door where John keeps his fishing gear. Incidentally, John says "Hobo" is the only male cat that ever had kittens.

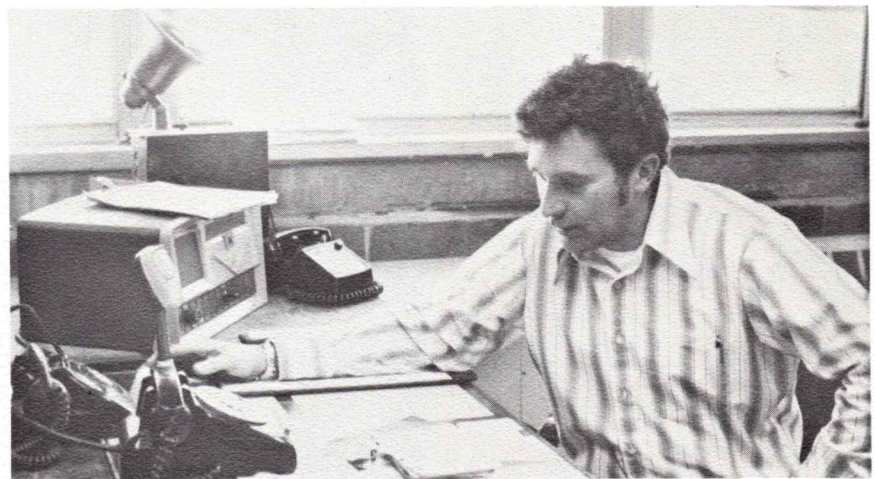
Dave Dulac, swing billrack clerk, was listening to Harold Stinson, engineer, and during the conversation, Harold said he was thinking about going on a diet. Dave remarked that it was either that or increase the horsepower on his plane.

Our sympathy to the family of Hugh Travers, Sr. Mr. Travers was general agent in Waterville back in the 40's.

Condolences to the family of Roy Adams, retired locomotive engineer, who passed away while vacationing in Florida. The last job Mr. Adams held was the Madison job.

Sympathies to the family of Ora Frost. Mr. Frost was a freight handler back when the freight shed was on Chaplin Street in Waterville.

L. K. "Mr. Haney" Powers, spare brakeman, has finally come back after six weeks vacationing with his family and friends down South and checking on his recent investment, an orange grove. The first crop was partially successful as the trees were in their first blooming. During his stay in Virginia a family gathering was held, and some of the places he visited were Disney World, Cape Kennedy Space Center and Anheuser-



G. E. Coro, brakeman, filling in as yardmaster. Guy is a gun expert and is active in the Sportsman's Association.

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Maine Central Railroad Co.
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Portland, Maine 04102
Address Corrections Requested

Busch Garden. His son Alan, former billrack clerk at Waterville Yard, visited him. He is now working as a carpenter in Virginia and has just completed building a house, and it looks as though he is going to stay in the South.

From the sick list Joe Vigue, conductor, and Al Thiboutot, brakeman, returned to work after being off for some time. Joe took his old job back on Switcher #7 which started the merry-go-round going. Arthur Genest went to Switcher #1 as conductor, Arthur Voisine moved to Relief Switcher #2 as conductor, which sent Victor Tardiff to Switcher #4 as conductor. Now that everyone is settled, it's time for vacations to begin. Many of the boys are preparing their campers and their fishing equipment for the vacation season.

Roy Adams, 72, died recently. Roy was employed with Maine Central for 49 years. Our condolences to his family.



A team from the General Office and Portland Terminal Company Men's Bowling League won the E. Spencer Miller Bowling Tournament at Portland on Saturday, March 17 with a 2,480 five man total. The members of the team scored as follows: Lenny Forest (Data Processing) 550; Ted Jewett (supt.—car maintenance) 523; Ralph Foster (electrician) 498; Ralph Coffin (dispatcher) 481; George Stanley (revenue accounts) 428.

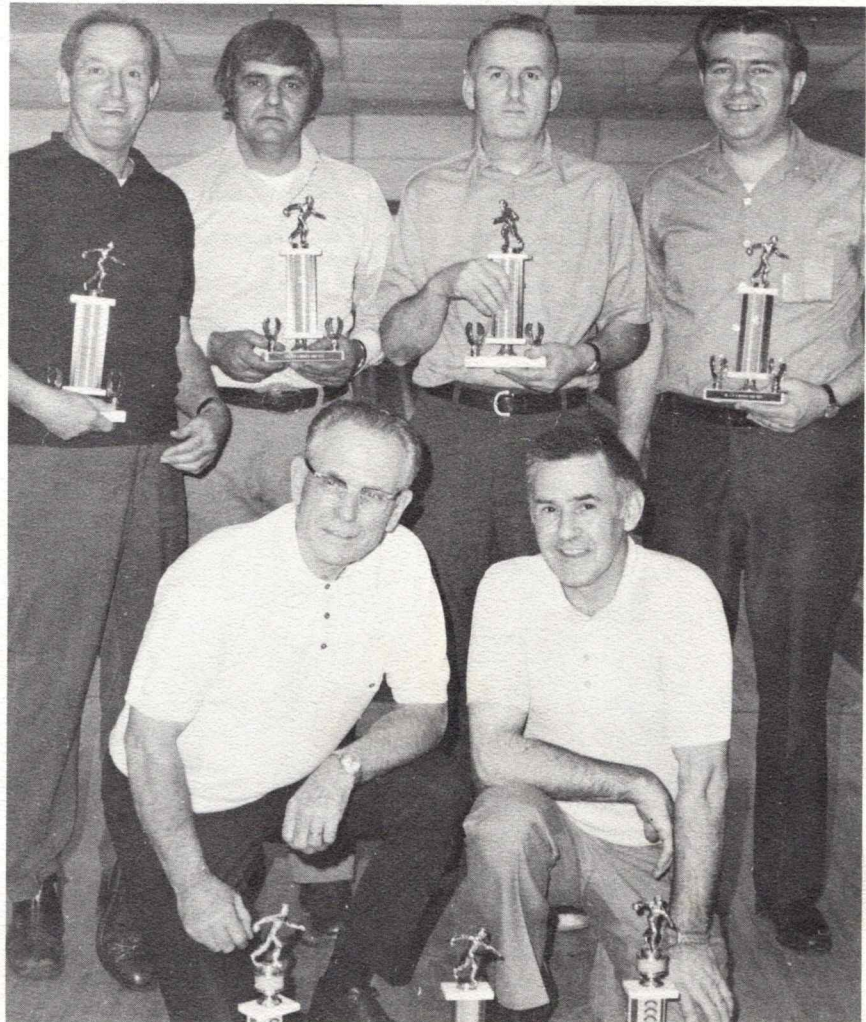
The winner just edged out Bangor 'A' by 12 pins. A couple of spares made the difference between winning and coming in second. Bangor 'A' team and their scores: M. Blanchard, 512; A. DuMont, 527; L. Goodin, 486; Paul Gallant, 478; and Larry Gallant, 465.

Larry Warren, retiree from Bangor Freight Office, was high for five strings with a fine 552. Larry was followed by Lenny Forest with 550. Other bowlers that broke the magic 500 were: Warren Smith, 530; Bob Chapman, 524; John Broderick, 512; and L. Rancourt, 512.

Other teams and their totals: G. O. Couples, 2411; Bangor 'B', 2404; Casey's Clowns, 2383; Waterville 'B', 2382; Campbell's Raiders, 2357; Men's 'B', 2353; Coombs' Crumbs, 2345; Men's 'C', 2336; Waterville 'A', 2335; Dave Gardner's Gorillas, 2269; Men's 'D', 2226.

The sound of Bowling Balls and Pins will be replaced by the 'Click' of a well hit golf ball at Bangor Municipal Golf Course on Saturday, June 2. Golfers from all railroads will be welcome to compete in the Bangor and Aroostook Railroad tournament with a special invitation to Railroad Retirees to play in this event. The entry form will be available from Larry Severance, Bangor Engine House or Jerry Shea, Car Accounting Office, Portland.

The General Office and Portland Terminal Golf League will start May 2 at Willowdale Golf Course in Scarborough with forty-eight men signed up. There will be a limited number of openings for new members this year, but league size must be limited in order to complete games before dark. Those who wish to play please get in touch with Dave Merrill, asst. vice president-mech., ext. 383 or John Luttrell, ext. 238 or 799-2366.



The winning team members for the E. Spencer Miller Bowling Tournament are left to right, standing; Ted Jewett, Ralph Foster, Ralph Coffin and George Stanley. In the front, left, is Larry Warren, high for five strings and Lenny Forest, high for one string and a member of the winning team.