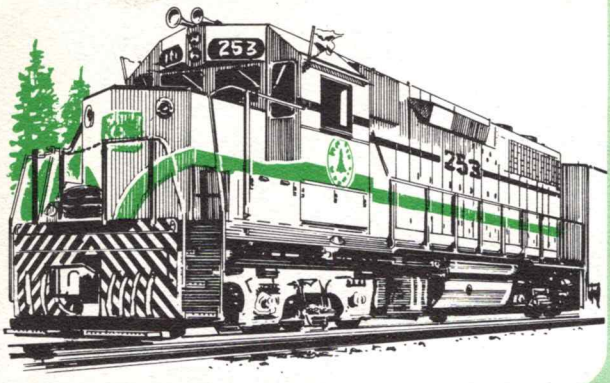


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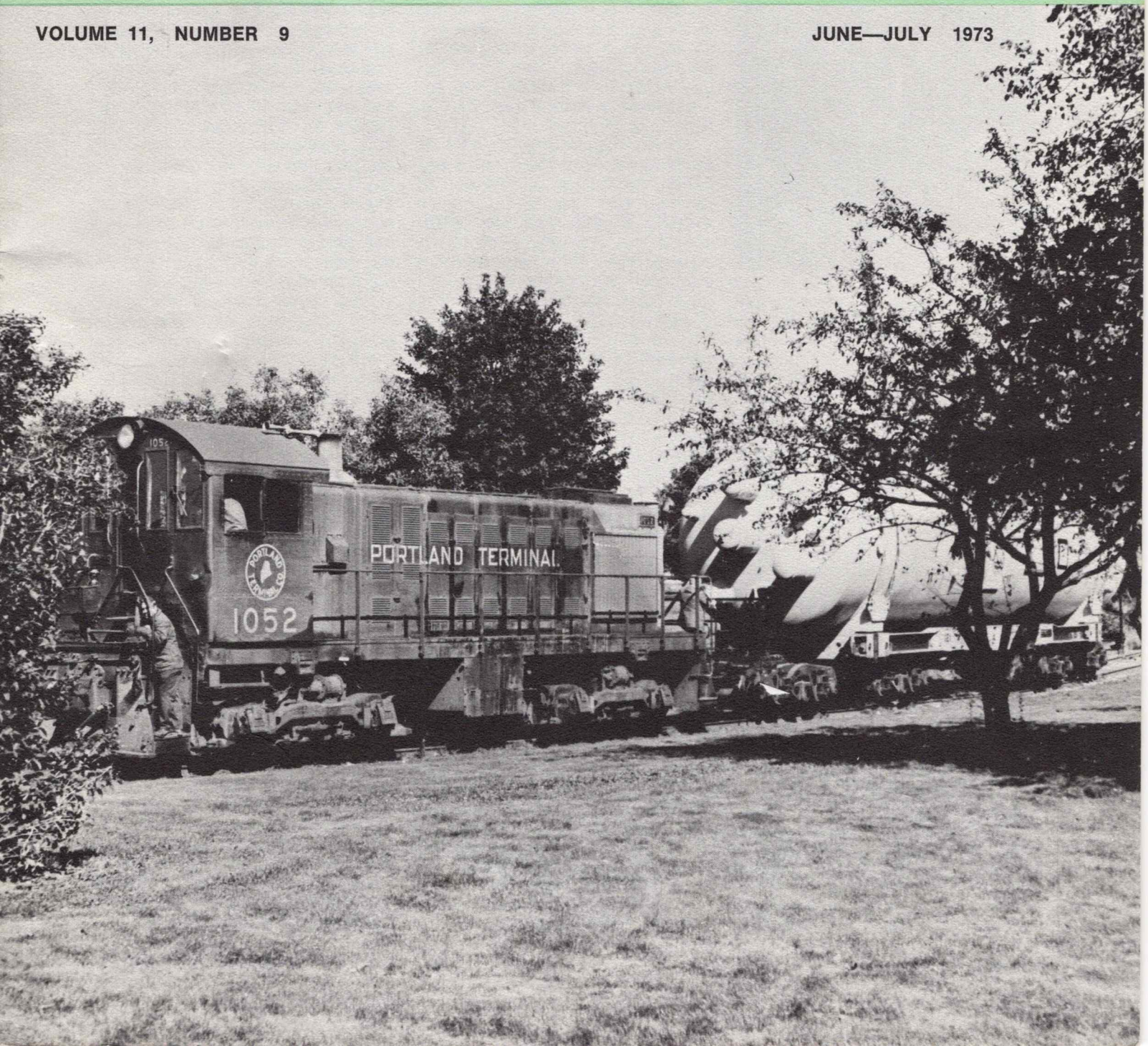
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MAINE CENTRAL

MESSENGER

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JUNE—JULY 1973



From the desk of . . .

E. SPENCER MILLER



LET'S GET BACK TO FUNDAMENTALS

Often times when a controversy becomes widespread and emotion filled, basic fundamentals are totally lost in a wave of irrational statements and unsupported conclusions. Such is the case in the current debate over building oil facilities on the Maine coast.

The fundamentals of any industrial development can be stated in one brief sentence. Economics is the only factor that will encourage a responsible developer to choose a given site. It is true, of course, that engineering considerations may make it impossible to implement a project, but this will be determined by technical experts. Environmental factors may ultimately veto a specific development. In Maine the Legislature has created an agency, the Department of Environmental Protection, to make this delicate judgment.

An effort to answer a simple, almost too obvious, question

may bring us back to the fundamental issue. Why is anyone interested in building an oil refinery in Maine? Is it because Maine is close to the marketplace for oil? Is it because we have the available raw material, crude oil? Is it because no other state wants a refinery? Is it because there is no opposition to an oil refinery in Maine? Is it because Maine constitutes a great and growing market for oil? No, it is none of these.

Although there may be several considerations involved in a decision to locate a refinery in Maine, one factor is more weighty than all others. It involves the economics of transporting crude oil in supertankers and the availability of natural deep water harbors on the Maine coast.

The Pittston Company has submitted a proposal to the Department of Environmental Protection to build a 250,000-barrel-per-day oil refinery and marine terminal at Eastport. Pittston has said that "a key requirement in making this project viable as a business proposition is a site which is located on a sheltered, very deep water, natural harbor such that crude carriers of the supertanker classification can be brought in safely and berthed at fixed pier structures located close to shore. Eastport is one of the few locations on the Eastern coast of North America that meets these criteria. The other locations are also north of Portland, including two alternatives . . . in New Brunswick and Nova Scotia." Pittston has also said that a "very important factor is the ability to receive crude oil supplies in supertankers of the 200,000 to 250,000 dead weight ton size. Supertankers of the 100,000 dead weight ton size are not large enough to make this project viable."

The cost of transporting crude oil is determined by the size of the tanker. For a 16,500 DWT, or T-2 class, tanker the cost is about \$20 per ton; for 120,000 DWT, \$8.50/ton; and 250,000 DWT, \$5.50/ton. The larger the tanker, the greater the depth of water that is necessary to berth the tanker. For a 16,500 DWT tanker, the draft is about 30 feet; for 120,000 DWT, 52 feet; and 250,000, 66 feet.

The proposed Eastport location on Moose Island provides a well-protected, deep water harbor which can safely accommodate the deep draft vessels which make an oil refinery in Maine viable. The site is directly opposite Campobello Island, which shelters it from the Bay of Fundy. The site is seven miles from open sea with a rather straight approach channel that ranges in width from 1500 to 4000 feet with a depth of greater than 75 feet. Water depths of 45 to 75 feet exist within 50 feet of the shore making it feasible to construct fixed pier unloading facilities for crude oil instead of the expensive and operationally difficult mono-buoy system.

After saying all of this one might ask, so what is the problem? In November, 1971, Governor Kenneth M. Curtis appointed a 26-member Task Force on Energy, Heavy Industry and the Maine Coast. Parenthetically, the Task Force included several distinguished Maine business leaders, environmentalists, legislative leaders and state department heads, but it did not include one expert on the construction, operation or economics of an oil refinery facility.

The report concluded that oil development should be limited to a Portland area industrial zone. It also recommended that "if oil development does occur in this zone and if the refined oil moves to southern New England" (presumably Boston) "by pipeline rather than coastal tanker, a refinery located inland to the southwest of Portland is a possibility." It is also noted that the oil would be unloaded at an offshore buoy and piped to the refinery site several miles inland.

Several hard, cold facts should confront those who carelessly speak of Portland as an econom-

ic place for a refinery. First, the approach channel to Portland Harbor has a minimum depth of 35 feet, with 45 feet to the pipeline pier in South Portland. This fact precludes the use of supertankers at a fixed pier berth in Portland Harbor and effectively destroys the economic advantages of building a refinery in Maine.

Second, the enormous cost of piping to and from an inland refinery, from and to an island marine terminal destroys the logistics of the proposition.

Third, the alleged advantage of a Portland location in that the oil could be transported south by pipeline is without reasoned logic. A pipeline is extremely expensive. If this method were to be used, the objective would be to locate the facility as far south as possible. Portsmouth, New Hampshire would be 50 miles closer to the marketplace and the Governor of New Hampshire has expressed his desire to locate a refinery in his state. Refineries located inland near Boston and having oil delivered by pipeline from off-shore buoys served by supertankers would be even more economically sound in terms of transporting the finished product to the major eastern market.

If we dispute Pittston's claim that the viability of locating a refinery in the northeast is dictated by the ability to discharge crude oil at a fixed pier close to shore then we must conclude that there is little or no reason to build a refinery in Maine. Maine's sole advantage is deep water harbors in Washington County. Refineries which get away from this advantage can be more economically located as close as possible to the big metropolitan markets.

Assuming that those among the Task Force members who recommend limiting oil facilities to Portland must have considered these obvious economic and geographic factors, we are led to the following conclusion. Due to the political and social pressure generated by a small minority of vocal anti-oil zealots, it must be the intention of this group to prevent building any oil facilities in Maine by limiting

construction to a location that is without economic attraction.

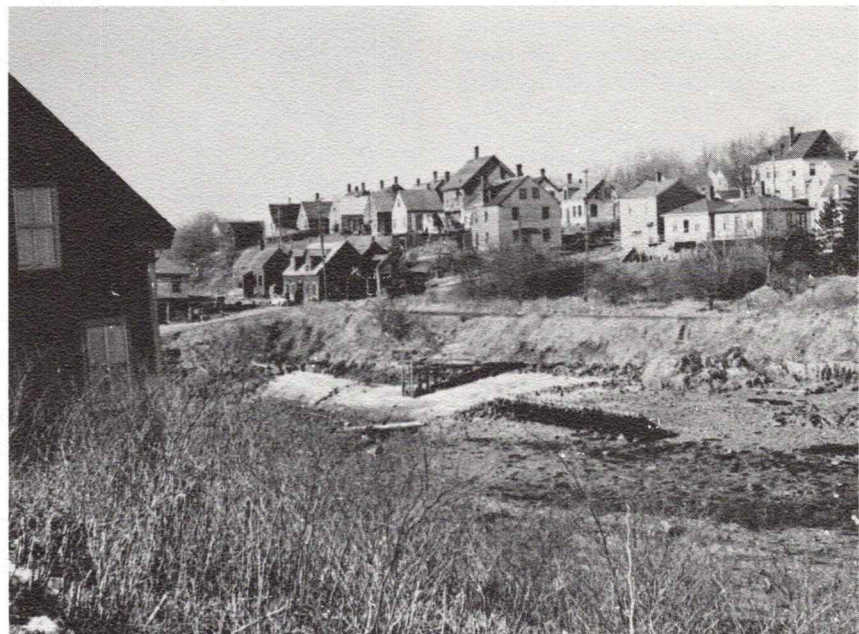
It is my fear that the outspoken industrial development obstructionists have succeeded in projecting an image that Maine doesn't want industry, and in this connection it is important for holders of public office to note that industries desire a refinery in Eastport; labor unions representing thousands of Maine men and women add their united support, while the highly organized and shrilling professional environmentalists represent a very tiny part of the electorate and an even smaller proportion of men and women working hard in productive enterprises.

Esmer Miller

President

FROM THE DESK OF LABOR

(Editor's note: The following letter was written to Gov. Kenneth Curtis with copies to Maine's Congressional Delegation by Paul A. Currier, chairman of the Brotherhood of Locomotive Engineers for Maine Central Railroad and Portland Terminal Companies. We are pleased to reprint the entire letter here with Mr. Currier's permission).



Eastport, Maine. An oil refinery in this area could return prosperity to this small coastal community.

May 13, 1973

The Honorable Kenneth Curtis
Governor, State of Maine
Augusta, Maine

Dear Sir:

In view of the present discussions entailing from the proposed establishment of an oil refinery in the Eastport, Maine area, I wish to express to you and other elected government leaders the opinions of this Labor body.

First let me state that where the environment is concerned, everyone is touting his or her own special interest and our interest as employees of the Maine Central Railroad Company is for a growing amount of rail tonnage hauled. That fact is quite distinguishable to all who read this letter, I am sure.

Second, let me state that the writing of this communication was in no way prompted by any urgings of our employer, the Maine Central Railroad, but was as a result of a May 6, 1973, meeting of this Committee in wishing to provide greater employment security to our members and also to hopefully raise the standard of living for other men and women residing in this state.



Estimates are made of how much damage would be wrought on the environment in the wake of any theoretical oil "spill" or associated refinery process.

But, has anyone given to the public facts and figures on how the lives of the Maine native, his offspring, and the following generations would be improved if he were allowed the opportunity of year-round employment at an adequate rate of compensation? This would be the case once an oil refinery and the associated industries were to be allowed to locate in the Eastport area.

It seems that some individuals with lucrative means, who are not of the "blue collar class", and are apparent part-time residents, perhaps owning property within the State desire to keep the entire State of Maine a June thru September recreational area, vast park, second home-site, or what have you. To those of the part time resident category, we would simply ask to explain why, of the five New England states, Maine must rest on the bottom of the group in per capita income and high in the ratio of the number unemployed, or underemployed.

Do we rest on the bottom of the per capita income group in order that, being the least industrialized, the June thru September part time resident may always continue to enjoy our scenic beauties while leaving the natives to be caretakers of their property for the remaining nine months.

It was stated above that we all have our own special interest paramount where industry and conservation seem to be in conflict. This Labor body which represents a group whose livelihood is moving freight in the mode proven most ecological, desire to see support given from our elected government leaders for the establishment of an oil refinery in the Eastport area. And with full compliance of the laws of the state in regard to any potential water, air, or land pollution hazards.

We, in the Operating Department of this state's largest railroad, have opportunity to travel some of the less frequently seen and most beautiful areas of

Maine, New Hampshire, and Vermont and are certainly among those in appreciation of the beauty of nature and cannot be accused of wanting any of these lands or waters to be subject to desecration. However, between industry and ecology there must be a common meeting point found to be of benefit to both without great deterrence to the other.

With best regards, I am

Very truly yours,

P. A. Currier, Chairman



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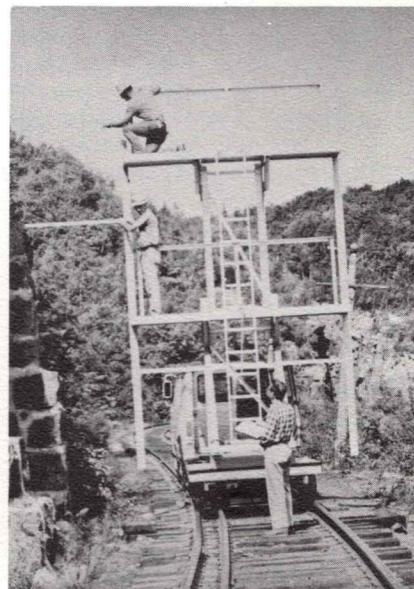
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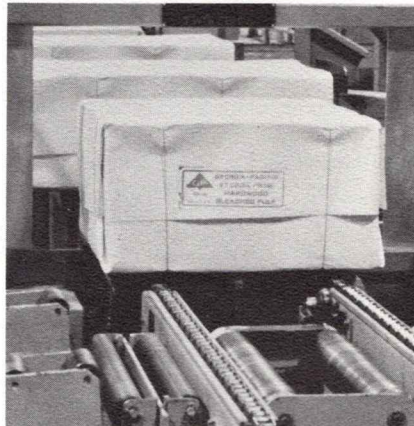
A Portland Terminal Company switcher moves a huge G. E. moisture separator reheater through a park in South Portland to Rigby Yard. It then moved by Maine Central special train over the Mountain Division destined for Oregon.

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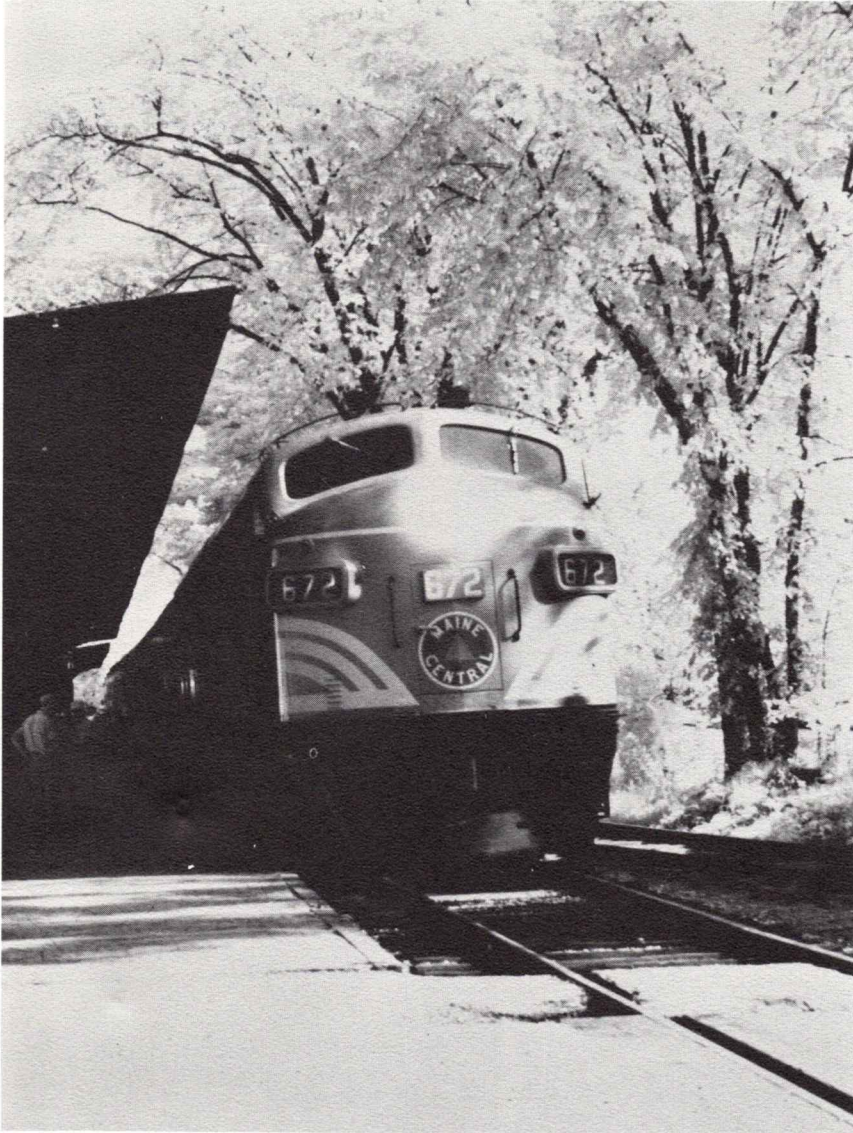


Maine Central's Clearance Department uses its clearance frame to measure the railroad's physical characteristics. Designed by Bridge and Building Department engineers, the adjustable, aluminum frame is 10 feet wide and 19 feet high. Story on page 8.



Pulp from Georgia-Pacific's new pulp dryer is packaged in 500-pound bales for shipment. Story on page 6.

the bar harbor express



The Bar Harbor Express at Ellsworth in 1951. The picture was taken using an infra-red filter.

Bar Harbor, Maine on Mt. Desert Island in Acadia National Park was one of the world's most exclusive and elegant summer resorts in the late 1800's. The island abounded in stately castle-like homes surrounded by high walls with ornate gates, and displaying terraced gardens overlooking the Atlantic Ocean.

Railroads played a vital role in the development of the island resort. In 1884 the Maine Shore Line Railroad, operated by Maine

Central, began service between Brewer and the Mt. Desert Ferry dock at Hancock Point. At about the same time, Maine Central obtained control of the Portland, Bangor, Mt. Desert and Machias Steamboat Company, which operated in Penobscot Bay and Frenchman's Bay. Thus began an historic summer rail-steamboat service to Bar Harbor that lasted until 1931.

The Bar Harbor Express operating from Boston to Bangor,

was initiated in 1885. It ran non-stop between Waterville and Bangor, connecting with a local train to the Mt. Desert Ferry.

The purchase of the Steamer Norumbega improved ferry service in Frenchman's Bay, and sleepers were initiated in 1902 from New York to Portland where they were picked up by the Bar Harbor Express. In 1917 a new era was born with the beginning of a train with sleepers, running from Washington, Baltimore, Philadelphia and Trenton to Penn Station in New York where it then operated over New Haven, Boston and Albany and Boston and Maine to Portland and the Maine Central to the ferry dock in Hancock.

But the automobile began to take its toll and demand grew for a bridge from the mainland to the island. On May 30, 1931, the train only ran to Ellsworth, and as steamer service was discontinued Maine Central busses transported passengers to Bar Harbor.

Later, as cars became more prevalent, especially among the affluent who inhabited most of the island, patronage declined to the point where only weekend service was provided. The last trip westward was September 5, 1960, which was the last day of passenger service on the Maine Central Railroad.

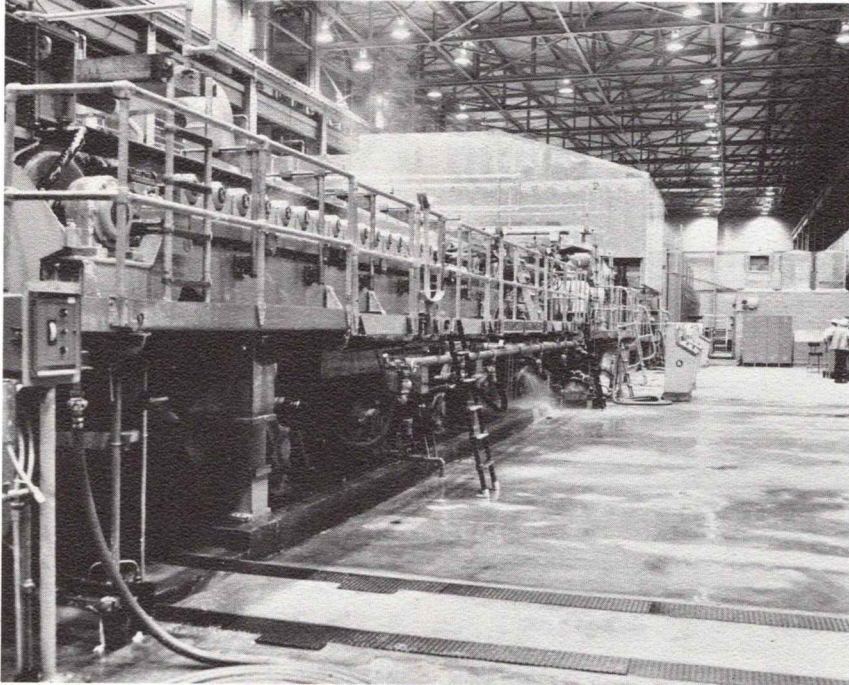
Today, after losing many of its mansions in the fire of 1947, Bar Harbor has become a highly commercialized tourist community with wall-to-wall shops, automobiles, and people.

At Hancock Point only memories remain of the rail line, the hotel and the ferry dock, but for those who rode the Bar Harbor Express in the early 1900's the memories are vivid and won't fade quickly.



the flying yankee

(georgia-pacific style)



The "wet end" of the "Flying Yankee", Georgia-Pacific's new pulp dryer. The dryer produces 500 tons per day of bleached hardwood and softwood pulp.

Many years ago the "Flying Yankee" was a trim, three-masted clipper ship built in Frankfort, Maine. In more recent years, back when railroad passenger service was at its peak, the "Flying Yankee" was the name of a passenger train that ran between Boston and Bangor, Me. The "Flying Yankee" name took on a new role as Georgia-Pacific at Woodland put into operation a new, massive pulp dryer in January 1973.

The first of its kind in Maine, the "Flying Yankee" is longer than a football field and stands fifty feet from its base to its highest point. The huge dryer produces 500 tons per day of high-quality, bleached hardwood and softwood pulp.

Blanket of Air. The "Flying Yankee" forms a sheet of pulp 225 inches wide at its wet end. Trimmed to 212 inches, pressed

and pre-dried, the sheet is then carried on a blanket of air through a 21-deck, 12-section dryer and cooling section after which it is cut into 32 x 30 inch sheets and stacked. The stacked sheets are pressed into 500-pound bales, wrapped and conveyed to a new 80,000 square foot warehouse where they are loaded into boxcars for shipment.

Pulp Markets. The "Flying Yankee" produces 500 tons per day of high quality market pulp under the trade name "St Croix Prime" for other Maine paper mills including: St. Regis, Fraser Paper, Keyes-Fibre and Kennebec River Pulp and Paper. Other tonnage is destined for overseas markets.

Construction of the pulp dryer and installation of auxiliary equipment and other facilities highlighted a year in which

Georgia-Pacific spent more than \$15 million at its Woodland operation. These most recent expenditures boosted G-P's outlay for modernization and improvements at Woodland to more than \$100 million since 1965.

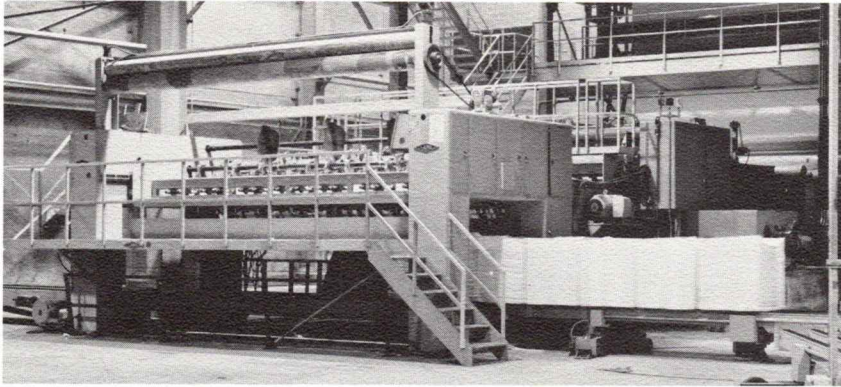
International Corporation. Georgia-Pacific, an international corporation, had net sales in 1972 of \$1.8 billion, employed 34,000 men and women and had total assets of \$1.7 billion. Sales are broken down into: plywood and wood specialties 43%, pulp and paper 24%, lumber and specialties 15%, gypsum 6% and other products 12%.

The Woodland facility was built before the turn of the century and operated as the St. Croix Paper Company until G-P acquired it in 1963. G-P also owns 800,000 acres of woodlands, 450,000 in Maine and 350,000 in New Brunswick.

End of the Line. G-P is the major employer and contributor to the economy of Washington County and Western New Brunswick. The mill employs about 800 people with an additional 400 people employed in the woods



Robert Ricker, G-P's Northeast Division traffic manager is also the current president of the New England Shippers Advisory Board.



After drying, the 212-inch sheet of pulp is cut into smaller sheets which are carried on a conveyor to be packaged.

department. The annual Woodland payroll totals over \$10 million, with an estimated total contribution to the economy of over \$20 million a year.

Located near the Canadian border, a few miles from Calais, Maine, the Woodland Mill is at the end of the Maine Central Railroad's Woodland Branch near the end of the 135-mile Calais branch. As the only heavy industry in Washington County, it generates most of the business for this long branch line. Raw materials and equipment are brought to the mill by rail, and

about 14 cars of pulp and paper are shipped out each day.

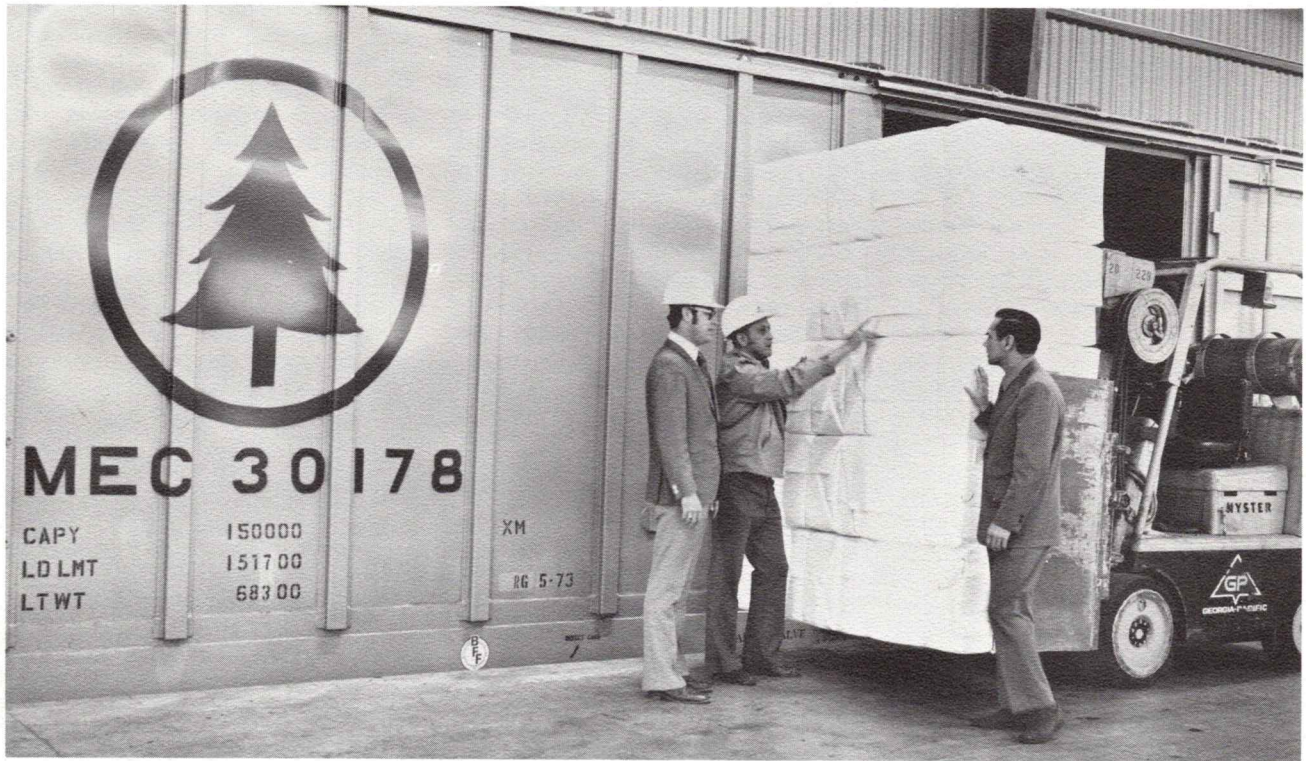
Production. In addition to the "Flying Yankee" pulp dryer, the Georgia-Pacific Woodland mill operates two paper machines. A newsprint machine produces 300 tons per day of paper for metropolitan daily newspapers in Maine, Boston, Connecticut, New York and other Eastern markets. G-P is one of two Maine paper companies producing newsprint.

Another paper machine produces specialty printing papers such as: business forms, computer papers, tablets, etc. The

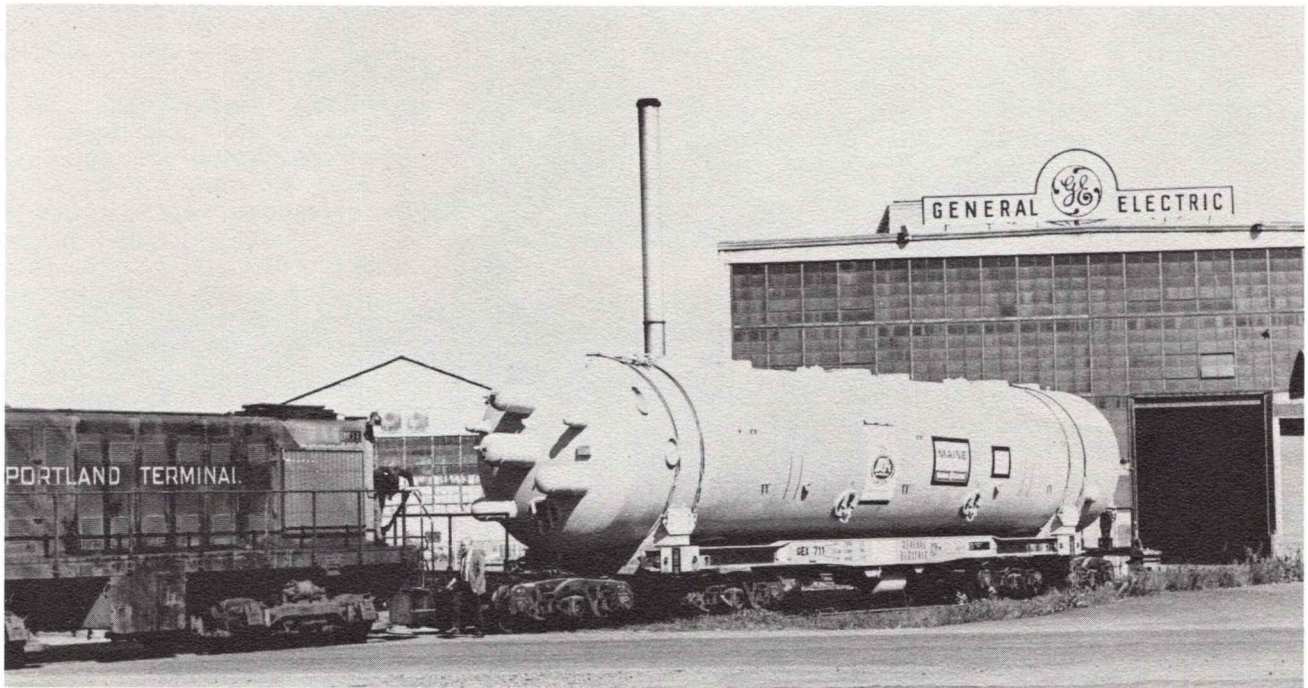
machine produces 120 tons per day with the primary market New York City.

Modern Technology. The "Flying Yankee" pulp dryer is a highly mechanized unit operated by eight specially trained men. The crew underwent 12 weeks of intensive training to learn to operate the new and complex machine. The all-electronic process is easily recognized by brightly lighted, intricate control panels and a closed circuit television system.

G. Fred McCaig, Woodland mill general manager, at recent dedication ceremonies for the new dryer pointed out "that the 'Flying Yankee' was a Maine-built clipper ship launched at Frankfort in 1852. The clipper ships set many records crossing the seas, and they returned profit to their owners. We hope our 'Flying Yankee' will do the same as it turns out quality pulp for domestic and overseas markets."



G-P Woodland Division general manager G. Fred McCaig, right, checks bales of kraft pulp from the "Flying Yankee" dryer. Woodland Division traffic manager Tom Golden is on the left and Dale Fickett, superintendent of finishing and shipping is in the middle.



A moisture separator reheater being pulled out of the General Electric Heat Transfer Products Plant in South Portland.

the big ones

A Maine Central train with a couple of locomotives, several boxcars, gondolas, hoppers, tank cars and a caboose seldom draws attention as it passes through a Maine town. But in recent years there has been an increase in the number of unusual and gigantic loads moving by rail. The Maine Central Clearance Department is frequently faced with diversified challenges involving huge generators, high building trusses, heavy heat transfer units and extra long bridge girders and in the process provides the public with a view of some very exotic trains.

The small, but busy clearance staff consists of: Reid Potter, clearance engineer; Stanley Jordan, assistant clearance engineer; and Charles Jackson, clearance technician. They also occupy primary positions in the Railroad's Bridge and Building Department as engineer of structures, assistant engineer of structures, and draftsman, respectively. The number of clearance shipments moving through the Portland Terminal and over the Maine Central has increased

dramatically; in 1970, 868; in 1971, 1056; and in 1972, a total of 1125 were moved.

Clearance Procedures. The Clearance Department establishes Maine Central's Published Railway Line Clearances, including Weight Limitations. This information determines what shipments Maine Central will accept for movement without prior approval. In addition, the Department analyzes each potential shipment which exceeds published clearances and determines under what conditions it will be accepted or if, in fact, it can safely move at all on Maine Central. When such a shipment originates on Maine Central, it is necessary to determine the conditions under which Maine Central and all other railroads on the route will accept it.

Before the Clearance Department can be of value, its personnel must know the railroad's physical characteristics which pertain to clearance work. The only way this information can be obtained is by field measurement which is obtained through the use of a clearance frame mounted

on a push car and towed by a hy-rail vehicle or motorcar. With this information in hand, the Clearance Department is prepared to respond to a request by a Maine Central shipper for clearance on a shipment destined off-line.

Clearance personnel next prepare an inquiry to be sent to each railroad on the proposed route whose published clearances are exceeded. In a few days, responses are received and analyzed, and the shipper is notified as to the limiting configuration, weight, combined center of gravity, etc., that are permissible from his plant to the destination. In some cases, a shipment cannot be handled by a certain railroad, and the routing must be reconsidered.

Special Trains. The majority of clearance shipments are handled in regular train service. Occasionally a shipment, considerably exceeding published clearance limitations, would impose severe operating restrictions on a regular freight train or could not be moved safely in regular service. After careful analysis

by the clearance engineer and the general superintendent, a decision may be made to move the load in a special train.

Special trains operated for clearance purposes are indeed special. They normally consist of a locomotive, an empty flatcar (to separate the heavy engine from the heavy load), the shipment (which may be on one or two cars), and a caboose. Traveling with the train are representatives of the Clearance, Mechanical, Transportation and Freight Claims Departments, each prepared to deal with specialized problems.

Maine Central has operated thirty-three special trains since 1969; five shipments destined to Maine Central points and twenty-eight originated by Maine Central and destined for points off-line.

Huge Shipments. Probably the most dramatic special train ever handled by Maine Central was a huge Westinghouse Electric generator stator transported from Yarmouth Junction to the Maine Yankee Atomic Power Plant at Wiscasset in July 1970.

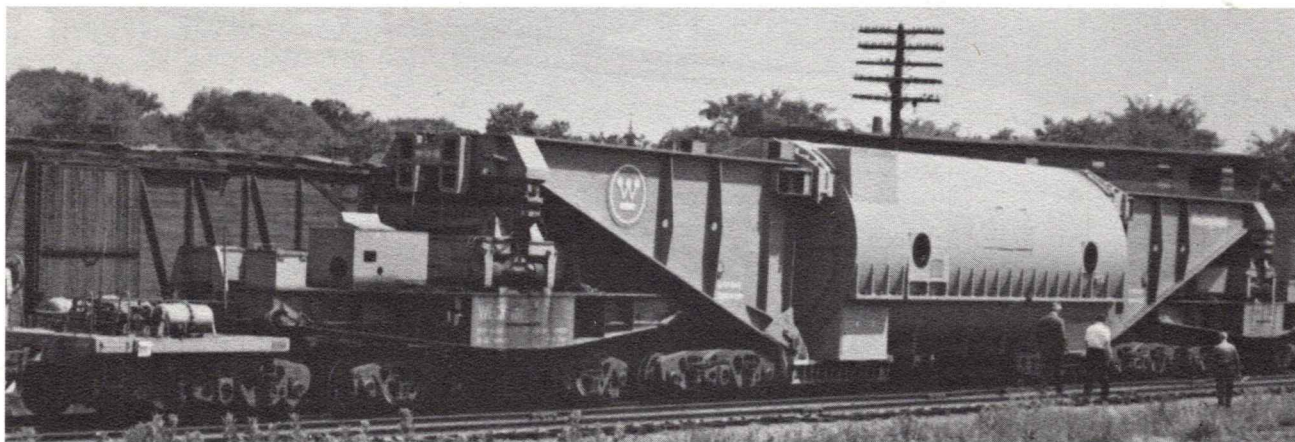
The shipment, having a gross weight of 1,346,000 pounds, had a height of 16 feet, 3 inches and a width of 13 feet, 5 inches. The 20-axle rail car, custom built for Westinghouse, was nearly 160 feet long and could move the load up, down and sideways to negotiate obstructions encountered along the route. This unique capability was utilized by Maine Central as the shipment was moved laterally three times and downward once to clear rock cuts and an overhead bridge.

In October, 1972 an adjustable-length, 12-axle flatcar was used to transport a 77-foot-long, General Electric moisture separator reheater to St. Johnsbury, Vermont. With a gross weight of nearly 650,000 pounds, it was the heaviest shipment ever originated by Maine Central. The unit, with a height of 17½ feet and width of over 12 feet, 9 inches, traveled from Portland, Maine, to Portland, Oregon, by a circuitous route due to the size and weight of the load.

For the past several years, the trend in rail shipment has been towards longer, higher, wider and heavier loads. For many of these shipments, it would be impractical, if not impossible, to ship other than by rail. The Maine Central Clearance Department is performing a vital role in the railroad's service to its shippers.



Two steel girders, nearly 140 feet long and fabricated by Bancroft & Martin, Inc., in South Portland, were taken by Maine Central special train to New Hampshire to be used in the construction of a Boston and Maine railroad bridge. The 120-ton load was carried on two six-axle, heavy-duty flatcars with a four-axle flatcar used in the middle to properly space the load.



A huge generator part destined for Maine Yankee Atomic Power Plant traveled ten miles per hour or less from Yarmouth Junction to Wiscasset with four stops to move the load to clear obstructions.

news briefs



Checking over the steam locomotive used at the Boothbay Railway Museum shortly after its arrival at the Waterville Shops for an overhaul are two employees very familiar with steam: John E. Larracey, machinist, front; and Earl P. Crandlemire, machinist helper.



Working on the Boothbay Railway Museum steam locomotive are: William E. Brown, sheet metal worker, right; and John E. McAleer, machinist. Both men have had years of experience working on steam engines.

OVERHAULED STEAM ENGINE

The Boothbay Railway Museum contracted with Maine Central's Waterville Shops for a major overhaul of its steam engine used to haul rail buffs on a short ride around the outskirts of a 19th century community. Although the museum, located in Boothbay Harbor, includes antique cars, a schoolhouse, a general store, a toy shop, a barber shop, jail, post office and bank; railroading is the key attraction, with Maine Central well represented.

George H. McEvoy bought the abandoned Freeport Station in 1965, cut it into nine pieces and moved it to Boothbay. It now serves as the main museum building. The section once occupied by the Maine Central station agent could well convince the visitor that the agent had just stepped out to lunch.

Other railroad memorabilia include the restored Belfast and Moosehead Lake Railroad Station which once served at Thordike, a standard gauge Maine Central caboose, a narrow gauge coach, baggage trucks, signs, signals and rooms full of photographs and artifacts.

The work at Waterville on the engine included a major overhaul of the running gear and valve and piston assemblies plus a paint job. Brass castings of many parts were made by taking the old parts and lagging them up (by adding layers of cardboard and a coat of varnish) to the original specifications. This work was done by J. F. Hodgkins Company of Randolph, Maine.

The 1913 engine was built by Henschel & Sohn in Germany and was bought by McEvoy in 1965. It puts on about 2500 miles a year. The little coal-fired, steam-powered engine is completely self-contained. It does not have a tender, but has a coal hopper on each side of the boiler and the water tank is built into the underframe.

FAIRBURN AND FOSTER ELECTED

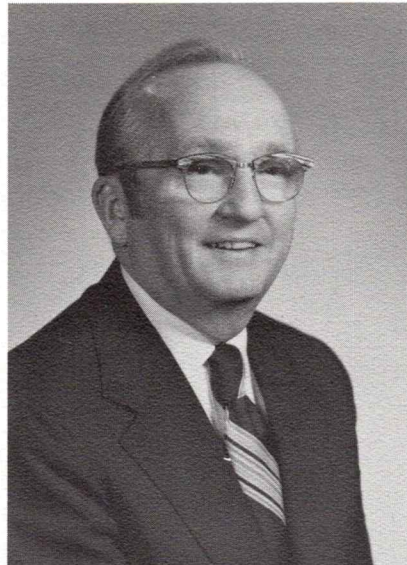
Following the Annual Meeting in April, Maine Central announced the election of Robert G. Fairburn, Jr., to the Portland Terminal Company Board of Directors and the Executive Committee of the Maine Central Railroad Company Board of Directors and of Horace N. Foster to the position of corporate vice-president. Foster will also continue to head the Railroad's Accounting and Finance Departments.

Foster has been with Maine Central since 1955 when he joined the Accounting Department after serving for several years with the Boston and Maine Railroad. He became Maine Central's vice-president accounting and finance in April 1970. He is a director of Casco Bank and Trust Company and of the Federal Loan and Building Association and a trustee of Nason College. He is the immediate past chairman of the Accounting Division of the Association of American Railroads.

Fairburn, who is the chairman and chief executive officer of Keyes Fibre Company was elected to the Maine Central Board of Directors in April 1970. He served as president of Diamond International Corporation from 1947-1959 and as chairman until 1961 when he joined Keyes Fibre. He is presently a director of Canadian Keyes Fibre Company Ltd., Hantsport, N.S., and Erin Peat Products of Birr, Ireland. He is also a trustee of Thomas College in Waterville.



On May 25 Horace Foster and his wife were in a serious automobile accident in Cape Elizabeth. Mrs. Foster received several minor injuries while Mr. Foster's condition was still critical at the time of this writing due to several serious injuries. All Maine Central employees express their sympathy and their hope for a speedy recovery.



Horace N. Foster, newly elected Maine Central corporate vice president.

G-P STUD MILL

Georgia-Pacific Corp. has announced plans to construct a \$6 million stud mill at Woodland about 1½ miles north of the Company's pulp and paper mill. The new mill will employ about 100 persons and result in an additional 80 persons being added to the Woods Department work force to supply additional timber needs of the mill.

G-P filed applications with the Department of Environmental Protection for approval in early May. A 44-acre site between the old Princeton railroad line and the St. Croix River has been cleared. Construction will take

about a year after D.E.P. approval.

The annual consumption of logs by the lumber mill is expected to exceed 165,000 cords, harvested mainly from the Company's 800,000 acres of woodlands. The mill will also depend, to some degree, on timber purchased from other producers. The mill is expected to produce 50 million board feet of two-by-four spruce and fir building studs per year.

G. Fred McCaig, Woodland division manager said the stud mill will greatly improve the company's forest management program. He said it will divert high grade logs to create badly needed building material, while insuring a continuing fibre supply for the pulp and paper mill through chipping facilities and waste wood utilization.

"Our forests are a tremendous renewable resource", said McCaig, "and the new facility will allow the highest degree of use we have ever been able to obtain in our Maine operations."

This is the third stud mill construction announced by major paper companies in Maine in the past year. All of the proposed mills are located on Maine Central lines. Diamond International Corporation is building a 30 million board foot mill at Passadumkeag and St. Regis Paper Company is building one of 50 million board feet capacity at Costigan.



Roger Mitchell, left, Georgia-Pacific, Woodland Division, resource manager, points out the cleared site for a proposed stud mill to second district Congressman William Cohen. Woodland Division manager, G. Fred McCaig is on the right.

RUNNING FOR THE MARCH OF DIMES



Harold J. Vear, left, Waterville Shops rip track laborer won the trophy for having the most sponsors in the March of Dimes walkathon. He is shown here with Sidney J. Brown, Jr., rip track foreman.

At the end of April, the Waterville and Fairfield Jaycees sponsored a walkathon as a fund raising project for the March of Dimes. Nine hundred people either walked, jogged or ran the 15-mile course in times ranging from 1½ hours to 6 hours. Each entry was sponsored by a civic group or individuals who pledged a certain amount for each mile completed. The project is expected to raise nearly twenty thousand dollars for the March of Dimes.

Rip track laborer, Harold J. Vear, represented the Waterville Shops and walked away with several honors. Canvassing the Shops, Vear obtained pledges from over 130 Shop employees. Walking three miles and jogging twelve, he covered the course in 2½ hours. The 37-year-old Vear finished first in his age group and 23rd overall.

He was awarded the trophy for having the most sponsors and presented it to the Shops commenting that it was the employees who made it possible for him to win.

Jogging isn't new to Vear. He started his own fitness program over three months prior to the walkathon by jogging three miles

every day. He also commutes six miles each way to and from work on a bicycle when weather permits. All of this exercise resulted in a loss of 36 pounds including seven lost on the day of the event.

THE GOLD CANE

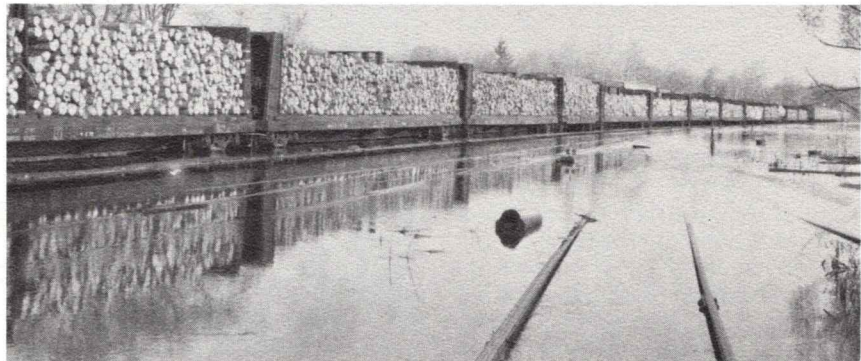
History repeated itself when 95-year-old Reuben Merrill was presented the gold headed cane as Falmouth's oldest citizen. He is the grandfather of David G. Merrill, assistant vice president-

mechanical. Town Council Chairman Roger V. Snow, Jr., made the presentation at the Merrill home on Woodville Road.

It was 1915, 58 years ago, when Reuben Merrill's father John Alexander Pope Merrill, was presented the gold-headed cane in the same house on Woodville Road. Both his father and his mother, Elizabeth Susan Merrill, were Falmouth natives.



Five generations of Merrill men. Standing is David G. Merrill, assistant vice-president—mechanical, and grandson of Reuben Merrill. Sitting left to right is James G. Merrill, great great grandson; Thomas A. Merrill, great grandson; Peter D. Merrill, great grandson; Reuben Merrill; and L. Gardner Merrill, son.



The April flooding caused cancellation of service between Bangor and Vanceboro for several days. Above is Great Works at Old Town on May 1, 1973, after the water had receded four inches.

The Grapevine

GENERAL OFFICES

Pamela J. Gerity is a member of this year's graduating class from South Portland High School where she has participated in soft ball and cheerleading. She will continue her studies at Westbrook College in the secretarial field. Pamela is the daughter of comptroller J. F. Gerity and Mrs. Gerity.

Bob Finlay, Jr. (civil engineering technician) and wife, Lila, have moved from Turner to Gray, where they have purchased a new home.

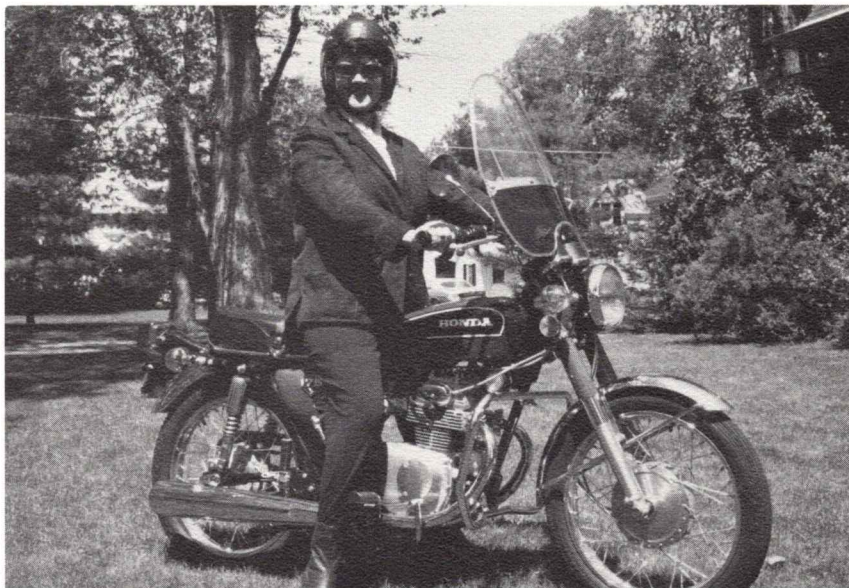
Wes Martin (engineer of track), Mrs. Martin, and daughters, Beth and Diane, attended the graduation of son, Larry, from the University of Connecticut at Storrs, Connecticut in May. He has earned his B.S. degree in civil engineering.

Theresa, daughter of Margaret Berry, file clerk, graduated from the University of Maine in May with a B.A. degree in political science.

Mary, also a daughter of Peggy Berry, graduated from McAuley High School, Portland, this spring. She will attend college in the fall.

Cindy, daughter of Mr. and Mrs. Pete Beckwith (assistant supervisor maintenance of way) graduated from the University of Maine, Orono in May with a B.A. in education. She plans to teach history.

After many years of efficient service as a P.B.X. telephone operator in the General Office Building, Portland, Mrs. Gertrude Kimball retired in March just to have some fun. (What better reason!) "Meader", as she is called by her co-workers, is married to Melvin



Mary Morse, Signal Department, has a new Honda motorcycle. She has been thinking about getting one for years and says now, "Well, we did it! It's a lot more fun than riding a bicycle and you don't have to peddle."

and has a son, Malcolm, who is employed by the Railroad as an operator at Cumberland Mills Station. Friends from the Maine Central and Portland Terminal Companies gave her a suitcase and purse of money, which was presented by Phil Lentz, superintendent signals and communication. She is planning a trip to Arizona in the fall. Best of everything, Mrs. Kimball!

"My sincere thanks to my friends at Maine Central and Portland Terminal who honored me with their generous gifts upon my retirement." Gertrude Kimball.

All of us at Maine Central welcome back Dottie Proctor, who has been on sick leave since last September. We are also glad to hear that her husband, George, is recovering well. Our best to both of you.

Scott L. Lentz, 18, a Cape Elizabeth High School June graduate, will enter the University of Maine in Gorham this fall. He will study industrial arts and plans to become a teacher. Scott is the son of Glenda and Philip C. Lentz (supt. of sig. and comm.) and the grandson of the late Louis M. Lentz, former Maine Central signal supervisor.

A surprise 35th wedding anniversary party attended by family and friends, was given to Mr. and Mrs. Everett N. Stowell by their son Edward Stowell, signal maintainer, and his wife at their home in Yarmouth, Maine. Everett has been employed as a Maine Central conductor for 36 years; he is presently on the Rumford to Rigby run. Congratulations to Mr. and Mrs. Stowell!



Phil Lentz presents Gertrude Kimball with a retirement gift from her co-workers at a surprise party given in her honor.

RIGBY SHOPS

Clerk, Dom Fortin, who is general





Mary Margaret Berry

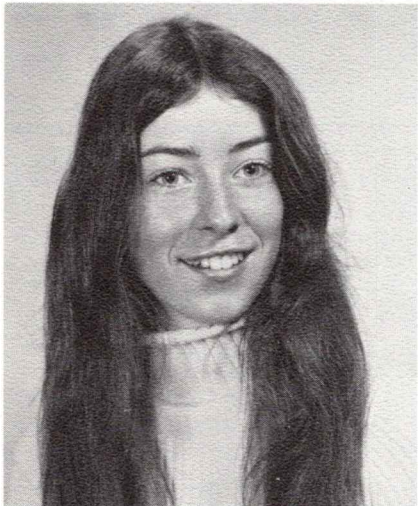
chairman of the Railway Clerks Organization, has been a busy man during the past two months. He has attended two important meetings, the System Board in Boston and later the National Convention in Washington, D.C.

After a period of hospitalization, Mrs. Albert McCann, wife of our Shop welder, will resume preparations for the spring recital of her class of dance pupils. She also has started a class for adults in "body fitness" exercises, at Peaks Island. Al McCann reports his son, William, a sergeant in the Marine Corps, is now located at the Marine Base on Guam. He recently finished a tour of duty in Viet Nam.

An out-of-town visitor at the Shops, retired boilermaker Charlie Jackson, was in town recently. He and Mrs. Jackson were visiting their daughter, Virginia.

Car department clerk, Joe, and Mrs. Malloy spent 18 days on a Florida circle tour, visiting Bush Gardens, as well as Disney Land and other places of interest.

Section crew foreman at Rigby, Jake Greenwood, who has been out sick for an extended period of time, is reported to be improving during his convalescence.



Pamela J. Gerity

Johnie Antone, former engine machinist and boilermaker helper, died recently at the age of 84. Johnie also served as a locomotive fireman. Our condolences to the family.

Thanks to the S.O.S. call we sent out through this periodical in the last issue, the Car Department cat mascot "Suzzie" has been replaced.

At the news of "Ice Out" at the various lakes and ponds, the Rigby "Anglers" were out in force visiting their lucky spots for fishing. As usual, their luck was varied.

Byron Twomley, a retired carman since 1955, died after a long illness at age 82. His son, Wayne, is a carman in the Car Department. Friends wish to express their sympathies.

Machinist Al Stiviletti finished his most recent project, a three-foot ship model. His next attempt in the field of hobbies will be another grandfather clock.

Marjorie Wetmore, daughter of electrician Bert and Mrs. Wetmore, and a student nurse at the Central Maine General Hospital was home recently on spring vacation. She will graduate the later part of this year.

Chief clerk Frank Garland, who is interested in the Babe Ruth little leaguers, tells us his son, Stevie, is a member of the Freepport team. Frank is a former coach for the team.

Mrs. Jerome Berry, 73, passed away recently after a short illness. A lifetime resident of Portland, she was the wife of Car Department foreman, Jerome Berry, who for many years served in that capacity until his retirement in 1959. Mrs. Berry was also a sister-in-law of carman Carl Sylvester. Sympathies to the family.

Machinists Martie Stratton and Harry Lawrence have joined the ranks of amateur golfers. They are seen on the local putting greens quite frequently during their spare time.

There is a new face in the ranks at the Engine House—Joe Chadwick. Joe is serving as the portable hoisting crane operator.

A group of retired railroad men and their wives travelled to Augusta to attend the matinee of the feature "Disco on Parade", which was a live stage production. This trip was sponsored by the Westbrook "Senior Citizens" organization. Al and Mrs. Wetmore attended the event which was held at the new Augusta Civic Center.

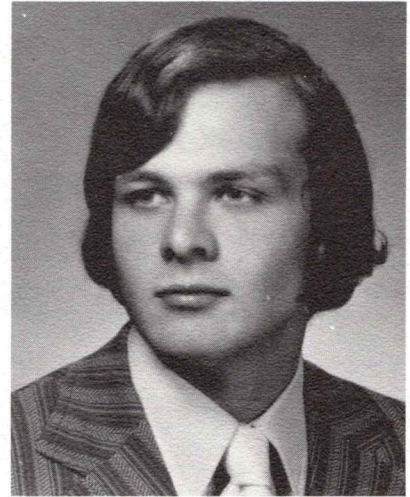
Edward R. Stanton, 74, passed away March 22, 1973. He retired from Maine Central after 52 years of service in the interchange per diem office at Rigby. We would like to send our condolences to the family.

ROCKLAND

Conductor Maurice Johnson is out and around after his hospitalization and has paid us several visits. He expects to return to work on No. 324-325 about the middle of June.

Yardman Arthur Voisine has bid in the summer job flagman on the Rockland Yard Switcher.

It is with regret that we report the passing of two retired and long-time employees of the Rockland Branch pas-

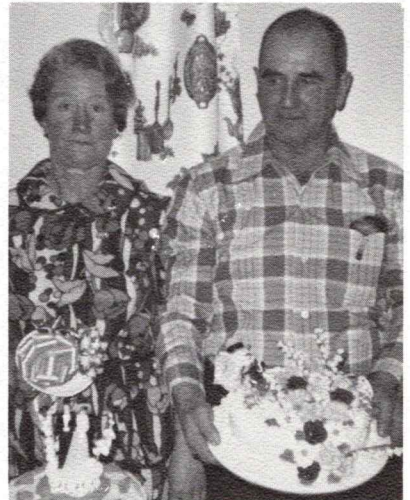


Scott L. Lentz

senger train period. Conductor Frank Prescott, 79, passed away after a long illness. A life-long resident of the Rockland area, he was conductor on Nos. 52 and 57, as well as other trains for about 40 years. He was a member of the Aurora Lodge of Masons, the First Baptist Church of Rockland and 50-year member of the Brotherhood of Railroad Trainmen.

Retired conductor Carl Pierce, 88, died at Salem, Massachusetts after a long illness. He was a life-long resident of Bath, Maine and is well remembered in regard to Rockland passenger trains. Carl worked for Maine Central for 50 years until his retirement. He, too, was a member of the Masons, holding membership at Waterville, Lewiston and Portland. He was also a member of the Brotherhood of Railroad Trainmen.

Wendell Lewis was a recipient of a nice letter from a former telegrapher, R. R. "Bob" Houle, now employed by Western Union at Manchester, N.H. Bob was inquiring for old friends and contacts and wanted to be remembered to the boys. He would appreciate it if anyone who is in the Manchester, N.H. area



Mr. and Mrs. Everett Stowell celebrate their 35th wedding anniversary.

would pay him a visit at 110 Bow Street. Bob formerly worked as telegrapher in PA-PN-WR and as extra train dispatcher back around 1950.

WATERVILLE SHOPS

On April 12th, Mr. Robert Monks, well known in Maine political circles, hosted a dinner for the presidents of the local shop craft unions. The event was held at Steve's Restaurant in Waterville and afforded the opportunity for the presidents and Mr. Monks to exchange views and discuss a variety of topics of interest.

Blacksmith helper and Mrs. Harold Bowman of Sidney became parents of a baby girl born March 16th. Tracy Jay was born at Seton Hospital in Waterville and weighed in at 6 pounds, 11 oz.

Machinist John Larracey recently received his reappointment as a licensed detective. The appointment was made by Governor Curtis and his Council.

Stores Department clerk and Mrs. Leonard Boucher spent 10 days' vacation in Italy. While there, they visited Rome, Naples, Florence, Sorrento and the Isle of Capri.

In a recent National Skeet Shooting Association event at Kittery, Maine, Freight Department laborer, Lyndon McCommic, scored 99 out of a possible 100. Even with this remarkable score, Lyndon was tied and received runner up honors after losing out in a shoot off.

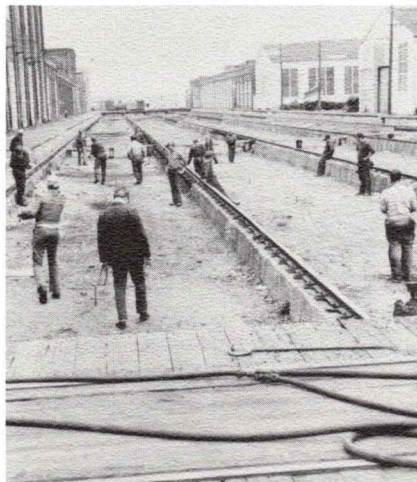
Electrician John G. Beeh died May 9th at the Veterans Hospital in Togus after a long illness. John had 25 years of service with the Maine Central. His many friends join in extending our sympathy to his wife and family.

Waterville storekeeper, Joseph Cosgrove, is recuperating at home. Joe was a surgical patient at Thayer Hospital.

Rip track carman Clarence Pomroy is building a new home in Hartland.

Millman Richard "Dick" Boucher has returned to his wood working duties after several weeks on the sick list.

Machinist helper Dan Otis is building a new home in Benton.



Waterville Shop employees play horseshoes during lunch hour in the middle of transfer table pits.



The landmark Grand Trunk grain elevator is being torn down. One million board feet of lumber from the grain elevator was transported to Rockland by Maine Central to be used in the construction of a new resort hotel. The facility will be constructed on the site of the former Samoset Hotel which burned recently. The Samoset was once owned by the Maine Central.

The Shops' horseshoe league is back in full swing. Eight teams are competing this year. They would welcome competition from other railroad or industrial teams. Anyone interested in a tournament should contact Commissioner Harold Vear at 13 King Street, Waterville, Maine.

While trying to repair a bucket loader at home, carman welder O. B. "Jake" Hanson had difficulty in making the weld hold. The problem is believed to have been cold air cooling the weld too rapidly. Several of Jake's carman friends have offered helpful suggestions, such as wait for July and August weather, move to a more southern climate and one even suggested using the right welding rod.

Machinist welder Laurice Varney has been reappointed District Deputy Grand Master for the 12th Masonic District of Maine. A short time ago, Laurice and his family were somewhat upset to find a grave stone and some bones under their garage. Needless to say, this resulted in a lot of kidding from Laurice's fellow workers. The song "Dry Bones" and the nickname "Digger Odell" appeared funny to everyone but the Varneys. Thankfully, the bones were animal and the stone had been moved there several years ago from a distant cemetery.

On May 18th, machinist Sherwood Bumps of China took his third step in Masonry. The degree was performed by the Maine Central Degree Team of Waterville. The team is made up of Shop, Yard and Operating employees in the Waterville area.

With warm weather upon us, several Shop employees are riding bicycles to work. Even Wade Richardson has managed to pedal home at least once. A small mechanical problem he encountered has brought forth many "sincere suggestions". Though training wheels might help, he feels they'd cut down maneuverability, and you never know when you might want to dodge a "horse".

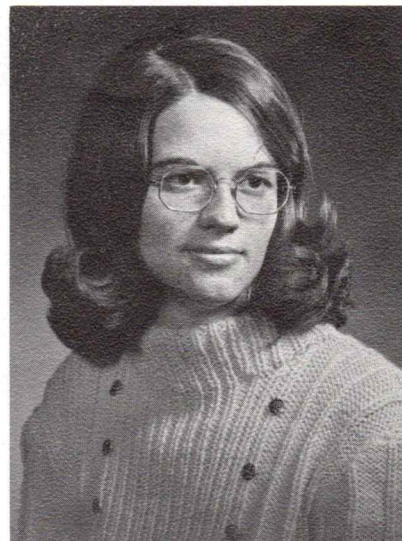
Recent retirees visiting the Shops were John and Ralph Patterson, Harold

Boucher, Benny Black, George Beesley, Floyd Case, George Stevens and Sam Merrow.

In a previous issue of the Messenger the retirement of Erwin "Chick" Pooler was announced. It should have read Edwin W. Pooler. Our apologies to Chick.

Cynthia Sherrard is a May graduate from the University of Maine at Farmington. She is a member of the Alpha Chi National Honor Society and graduated with high honors. Cynthia is the daughter of Diamond Sherrard, shop superintendent, and Mrs. Sherrard.

Catherine Carmichael is a June graduate from Waterville Senior High School. She will be attending Eastern Nazarene College in Quincy, Mass. in the fall. Catherine is an active member of the Church of the Nazarene singing



Cynthia Sherrard

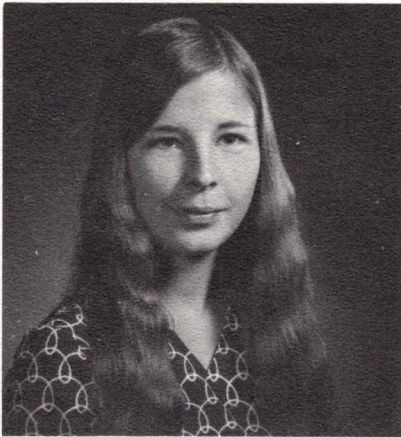


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group, "The Young and Free". Catherine is the daughter of Cecil Carmichael (machinist helper) and Mrs. Carmichael.



Catherine Carmichael

WATERVILLE STATION

Car clerk Ruth Brochu has been on sick leave since April. We all wish her a quick recovery and hope to see her back soon. Spare clerk Lil Poulin has been filling in while Ruth is recovering.

Stephen Schloth son of division engineer and Mrs. W. G. Schloth was married on May 6th to Rebecca Knox of Fairfield Center. The reception was held at the Schloth residence. Stephen is employed at the Waterville Shops.

Track repairman Chet Haskell is making his final plans to leave on a three-month tour, beginning July 1st. He will tour the States bordering the Mississippi River.

Signal helper Forrest Strout (Moose Foot) served on jury duty in May.

Carpenter Kenneth P. Strout retired on May 30th. We all wish Ken the best of everything in all his future plans.

Foreman Linwood Decker from Oakland has been on sick leave since March.

Work equipment maintainer Leo St. Pierre and wife went on a 10-day European tour. They had a good time and plan to return soon.

Recent visitors at the Waterville Station included Ken Reed, Arthur Lennon, Denis Chamberlain, Maurice Thorne,

Gerry Roy and Sam Ruth.

Sympathies are also extended to Carol Huard and family on the death of his father.

On the Baby Parade this month we have a new grandson for rate clerk and Mrs. Bob Esty.

An electromatic tamper school was held at the Fenway Motor Inn in Waterville the week of April 23 and was attended by all the work equipment maintainers and machine operators, along with several men from the Bangor & Aroostook Railroad. The instructor was Rick Durrant from Winnipeg, Manitoba.

25-YEAR SERVICE PINS

April, May and June

Vern R. Awalt, Truck Driver
Hueling M. Babbidge, Frmn. Carpenter
Raymond E. Beers, Trackman
Perley C. Campbell, Trackman
C. T. Carson, Clerk
Linwood G. Decker, Section Foreman
Charles E. Guptill, Clerk
John H. Hilton, Section Foreman
Roland L. Hinkley, Trackman
Carroll W. Kelley, Section Foreman

Alton C. Leach, Trackman
G. M. Lemoine, Electrician
P. G. McIver, Yard Conductor
A. J. Rossignol, Machinist Helper
Robert L. Rustin, Track Repairman
Howard T. Spencer, Div. Crew Foreman
A. F. Stevens, Watchman
Leroy A. Taylor, Auditor Revenues
Levi R. Tourtillotte, Trackman
Albert W. Wetmore, Jr., Electrician

SCORECARD

by Jerry Shea

Portland Terminal Company has fielded a team in the South Portland Recreation Commission's Slow Pitch Softball League under the coaching of Dick Downs, PT Co. carman.

Although a little rusty and stiff in the first practice, they've got a strong club now and look toward a better than average season.

Rumor has it that some of the old timers in the General Offices, after observing the practices, feel courageous enough to challenge the team to a game this summer. Something tells me there's more talk in those old bones than action.



Portland Terminal Company will participate in the South Portland slow-pitch softball league this summer. Back row, left to right: Dick Greene, Mike Pratico, Marty Moore, Tom Perry, Lenny King; middle row, left to right: Paul Larner, Milt Stevenson, Don Andrews, Al Dyer, Bill Keniston, Steve Keniston, Herb Higgins, Dick Downs; front row, left to right: Steve Magyar, Frank Michaud, Joe Chadwick, Joe Kemna, Glenn Eisenhower. The team is coached by Dick Downs, with assistant coaches Mike Pratico and Joe Chadwick, and manager Paul Larner.