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MESSENGER

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From the desk of....

E. SPENCER MILLER



A VIEW OF THE FUTURE

Maine Central management is constantly assessing the road's present financial condition with a view toward where we will be a few months or a few years in the future. As one of the few solvent railroads in a perilous and deteriorating northeast rail system, we are proud of the results of management and labor's united efforts to stave off the demoralizing effects of bankruptcy.

The following is more a report than an editorial; a report to our employees, our security holders and our shippers, reviewing some developments now underway that will help Maine Central in the near future, and some sound prospects that if realized will benefit Maine Central traffic flow in the years to come.

Looking ahead to 1974, Diamond International Co., St. Regis Paper Co., and Georgia-Pacific Corp. have each announced plans to locate multi-million-dollar lumber mills producing building studs on Maine Central lines in central and eastern Maine. The three facilities are in various

stages of construction with each anticipating a startup date in the summer of 1974.

The Diamond facility will be built at Passadumkeag with projected annual production of 70 million board feet of studs. St. Regis will locate at Costigan producing 50 million board feet a year. The Georgia-Pacific mill site is 1½ miles north of the Company's pulp and paper mill in Woodland and is expected to produce 50 million board feet of two-by-fours a year.

Another encouraging sign was the recent sale of the first lot in our Railroad Industrial Park in Westbrook. Construction of a warehouse and sales facility for J. L. Morin Co., wholesalers of specialty materials and acoustical contractors, began in June. The park contains an additional three lots available for rail-oriented developments.

Scott Paper Company announced in June that it has contracted for engineering and environmental feasibility studies of an 850-acre tract near Hinckley for possible location of a new multi-million-dollar pulp mill.

Scott purchased the property early this year and is considering the pulp mill as a possible alternative to remodeling its existing pulp facility in Winslow to meet Department of Environmental Protection standards. Another possible alternative for the paper company would be to shut down the Winslow pulp mill and procure pulp from sources in the U. S. and Canada.

Scott Paper Company is also reportedly actively studying the feasibility of building a modern sawmill operation in Central Maine.

On several previous occasions in this column I have discussed in detail the proposal of Pittston Company to build an oil refinery in Eastport. On July 16 hearings before the Board of Environmental Protection (BEP) began

after attempts by various parties to prevent Pittston from presenting its case.

In mid-June the BEP suspended the hearings because of the objection of the environmental branch of the Canadian government to the passage of supertankers in Canadian waters. When the U. S. State Department advised the BEP to proceed with the hearings, and when Judge William McCarthy issued the rarely necessary writ of mandamus ordering the State body to do its duty, and when the Maine Supreme Court refused to stay the lower court order, the refinery opponents suffered a setback.

Pittston Company has brought forth several expert witnesses to testify that the proposal is environmentally sound and that supertanker operation in the Eastport channel is entirely safe. It is our hope that Pittston's application and presentation is so complete, perfect and irrefutable that the BEP will willingly and unanimously agree that the project can be fitted properly into the Washington County environment.

Several other potential industrial developments are in the preliminary stages. Maine Central's Industrial Development and Marketing Departments are working closely with a number of companies studying location of new rail-oriented industry on Maine Central lines.

Maine Central's future is dependent upon its ability to retain present business by providing the best possible service at the lowest possible rates and upon its success in locating new traffic producing industries on Maine Central's lines. We attempt to accomplish the latter in the face of environmental opposition which has created a national image that Maine doesn't want industry.

Apparently it is not well known that the environmental movement in Maine has discouraged industry from locating here. A recent editorial in the **Portland Press Herald** concluded as follows: "It is frivolous to lay the blame for the absence of an oil refinery exclusively on the shoulders of environmentalists." I can personally testify to two con-

crete examples of the negative image Maine is projecting concerning industrial development. I am certain other industrial leaders can testify to several others.

In the last week in May the Chairman of one of America's leading manufacturing corporations flew me from Portland to his home office to meet with the president and executive staff of the company. The purpose was to inquire as to whether Maine is hostile to all new manufacturing enterprise and, secondly, whether his company would be wasting its time to consider construction of a multi-million-dollar plant in Maine. I did the best that I could with a very bad situation, and the company's decision is pending.

Just prior to this experience, the president of a large oil company, now doing business in Maine, paid me a courtesy call. In the course of the conversation, he stated that his firm now finds it necessary to build an oil refinery, but that he had ruled out Maine, even though geographically and economically it is the most desirable location. He ruled it out because he felt failure was probable and, in any event, he could just not bear to run the gauntlet of criticism which proceedings under our laws would entail.

We do not believe the working men and women of Maine desire to have their state so represented. We are dedicated to do all in our power to dispel this image of backwardness and to continue our efforts to develop more tonnage for this railroad thus providing more railroad jobs and good-paying industrial jobs for the people of Maine.

E. Spencer Miller
President

COVER PHOTO

The Sperry Rail Service car, shown at Old Town is returning to Bangor to tie up for the night after a full day of testing Maine Central rail for internal defects. Story on p. 4.



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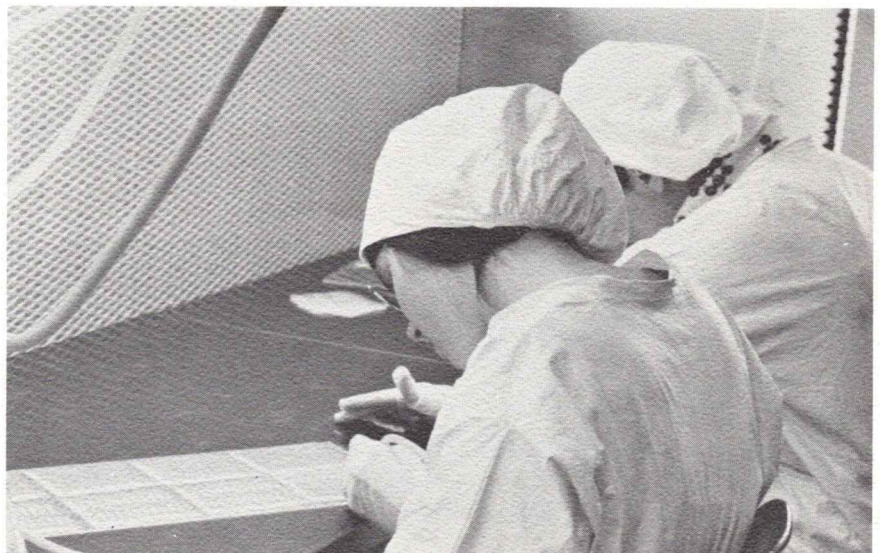
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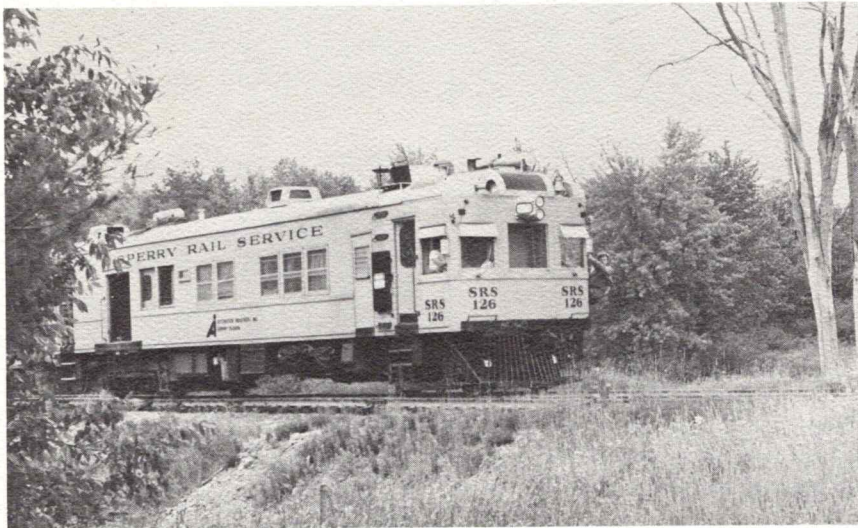


The Sperry Rail Service car is powered much the same as a locomotive with diesel-electric power. The car is used to test rail for internal flaws. Story on page 4.

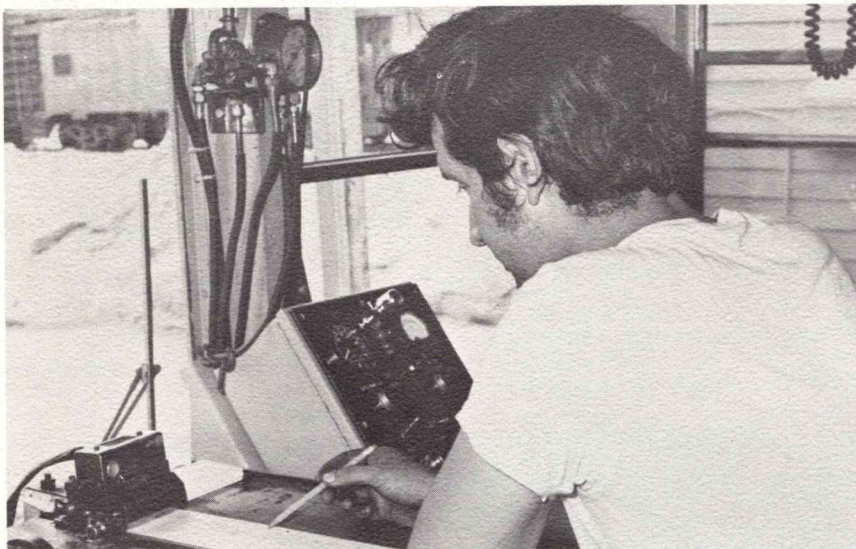


From seaweed to biomedical products. Marine Colloids of Rockland is one of the world's largest producers of seaweed extracts. Story on p. 6.

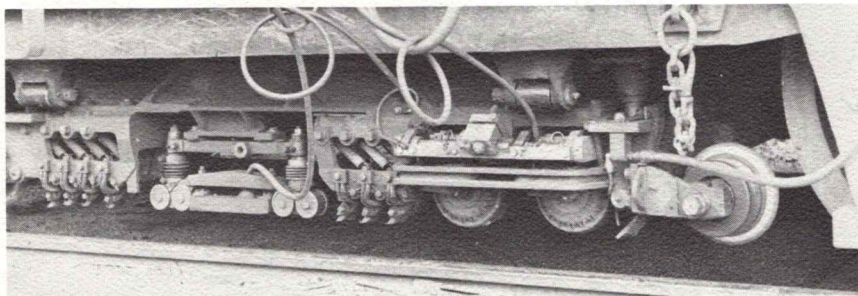
electronic snooping



The Sperry Rail Service, used by Maine Central to test for flaws, is operating here east of Old Town as part of Maine Central's rail testing program.



An operator of the Sperry rail testing car, used by Maine Central to locate and record rail flaws, checks over a tape in Bangor Yard after a day of testing in Central Maine.



The above mechanism is carried under the Sperry rail car and lowered to the track as the car travels at 13 mph to test rail for flaws. The electronic device can pick up flaws that cannot be detected by visual inspection.

Maine Central Railroad Company completed its annual rail testing program in July, covering over 450 miles of main line track. Maine Central contracts its rail testing with Sperry Rail Service which uses the most modern electronic equipment to locate rail defects.

The testing equipment is housed in a diesel-electric drive rail car which also contains living accommodations for the four-man testing crew and a cook. When testing rail, the car lowers a detecting device which is carried under the car to the rail and travels at a speed of about 13 miles per hour.

In the testing process itself, a heavy electric current is passed through the rail, setting up a magnetic field around the rail. An internal defect in the rail, called a transverse fissure, causes a variation in the magnetic field which is recorded on a paper tape monitored by a Sperry operator. Ultrasonic detection is also used to discern failures around the joint area such as bolt hole cracks.

When a defect is located, the car is stopped, the defective rail marked and later replaced by Maine Central track crews.

The Sperry car was on the Maine Central System for three weeks. It tested the main line from Portland to Augusta to Bangor to Vanceboro, the so-called Back Road through Lewiston to Waterville, the Mountain Division from Portland to St. Johnsbury, Vt., the Rumford Branch, the Bucksport Branch, and the Portland Terminal Company.

Sperry Rail Service has been testing rail since 1928 and has cars operating all over the U. S. and Canada. The electronic process used by Sperry results in detection of flaws that cannot be visually located and is an integral part of Maine Central's preventive maintenance program.



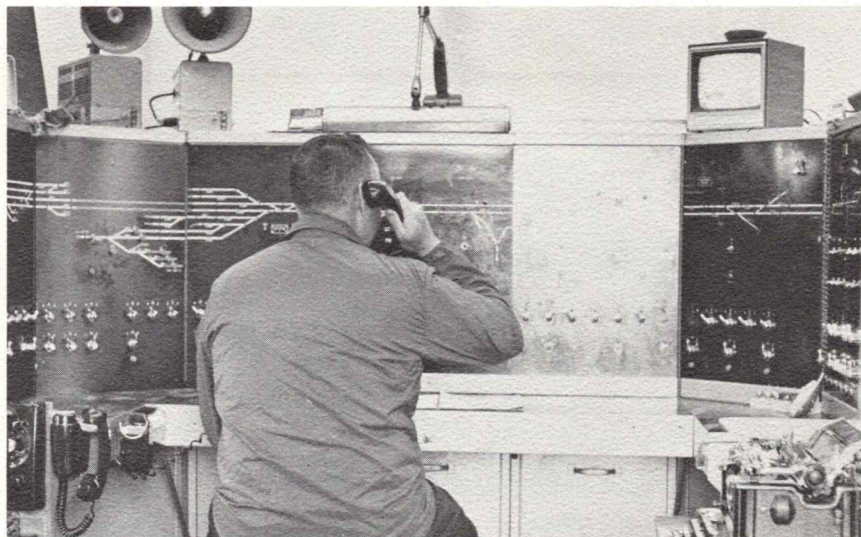
tower PT



Joseph Weingaertner, Portland Terminal Company tower operator, throws switches in Tower 2 before the tower consolidation took place. These hand-thrown switches are the last of their kind on the Maine Central system.

In June a Maine Central Railroad Company crew completed the consolidation of three Portland Terminal Company signal towers into one new tower located in Rigby Yard in South Portland. The Signal Department crew has been working on the step-by-step changeover for ten months. Signal design and direct responsibility for installation of the new facility has been under the direction of Philip C. Lentz, superintendent, signals and communications.

The three separate towers, previously designated as 1, 2 and X, were located respectively at the west end of Rigby Yard, the east end of Rigby Yard and behind the Maine Central general office building. The new tower was built beside Tower 2 which



Roger Powers, Portland Terminal Company tower operator has control at his fingertips of all train movements in or out of the Terminal and all moves between PT Yards. Note the closed circuit television monitor on the right.



The new, modern Tower PT stands beside old Tower 2 at the east end of Rigby Yard. The new facility, of brick and concrete construction and completely fireproof, replaces three older towers.

will be torn down in the near future.

Prior to the change, the switches controlled by Tower 2 were thrown manually by large levers and were the only ones of their kind remaining on the Maine Central System.

The new facility, called Tower PT, uses modern, state-of-the-art signal technology. The operator has control at his fingertips of all train movements in or out of the Terminal and all moves between PT Yards. At one time this geographic area was covered by seven separate control points. In addition to the tower consolidation, Centralized Traffic Control (CTC) was installed between Cumberland Mills and Portland.

Closed circuit television is an-

other new asset for Tower PT. The TV camera is aimed under the Route One overpass in South Portland and the tower operator can see several thousand feet up the track on a monitor.

In conjunction with the construction of Tower PT, an automatic car height clearance detector is being incorporated into the circuitry. An over-height load will trigger an alarm in the Tower when it breaks an Infrared light beam set at a pre-determined height. The device will respond to an object as small as 3/4" wide at any train speed and with an accuracy of $\pm 1/16$ of an inch.





Primitive methods are still used to harvest seaweed in the Canadian Maritimes. This is in contrast to the highly specialized and sophisticated methods used to produce seaweed products by Marine Colloids at Rockland.

seaweed gold

Seaweed harvesting has been around for at least 5000 years. Shen Nung, the "father of medicine," prescribed seaweed in 3000 B.C.; Confucius spoke of its curative value; the Japanese used it for food for centuries; and the American Indians fertilized their corn with it.

Sea farming of a particular kind of seaweed called "Irish moss" has a history all of its own beginning with its discovery by the Irish 600 years ago. They first harvested it in the County of Carrageen in Ireland and for centuries used it for medicine, food and fertilizer. But it was the discovery that small quantities of moss boiled with milk, would produce a "set" or jelly that initiated the development of hundreds of uses of this product of the sea.

Carrageenan. For centuries Irish moss, with its hidden miracle substance, was used to soothe rough skin, while the milk gel did duty as a complexion cream. Mothers relied on it for sore throats and to combat the croup.

It wasn't until 1888 that British chemist E. C. Stanford extracted and analyzed several constituents and gave one extract the name, carrageenan, to which mod-

ern chemists have added the sugar-designating suffix "an".

Carrageenan is a natural hydrocolloid. Hydrocolloids are substances made up of very large molecules which remain dispersed and suspended in water media without settling to the bottom.

It was several years later in the depth of the depression, that a French chemist, Victor LeGloahec, convinced New York businessman Robert Holt that there was money to be made from seaweed and especially one of its extracts, algin, also a hydrocolloid.

Rockland, Maine. In 1937, Holt and LeGloahec got their venture off the ground in a converted lime-burning plant in Rockland, Maine; as the Algin Corporation of America. Two local brothers were in on the ground floor of the operation. Nick Pellicani had the job of scouting the coast for people willing to harvest seaweed while brother Bert went to work developing the details of the extraction process.

In the meantime, the first commercial use of carrageenan was developed by chemist Earl Jertson and was used by a Chicago-based company to stabilize the

cocoa in chocolate milk, thus making the drink smooth and palatable and keeping the cocoa from settling out. Jertson went on to set up Sea Plant Corp. in Bedford, Mass. to manufacture carrageenans. It wasn't long before the Rockland firm adapted their algin-making machinery to carrageenan. For a few years the two firms competed for the seaweed extract market.

Marine Colloids. Several years ago the two companies merged to form Marine Colloids, Inc., located in Rockland, and largely because of carrageenan the Company has become the largest producer of seaweed extracts in the world. The firm supplies about 85% of the U. S. carrageenan requirements and between 40% and 50% of the total world production.

Marine Colloids has sales of over \$10 million a year. The plant in Rockland processes over 60,000 lbs. per day of seaweed in its daily production of over 20,000 lbs. of extract.

World Supply. Red Seaweed used in the extract process in Rockland comes from all over the world. Called sea moss or "Irish moss", about 50% of the seaweed supply comes from the Canadian Maritimes. Lesser amounts of other varieties come from Indonesia, Chile and Mexico, with a small amount from the Maine coast.



Dimitri Stancioff, Marine Colloid's director of product development, checks the character of seaweed from Prince Edward Island

Seaweed is harvested by a number of methods including raking from boats and gathering from beaches. These methods are only marginally satisfactory today in terms of cost and productivity. To expand the seaweed resource, Marine Colloids continues to invest in the development of cultivation techniques and methods of mechanical harvesting. Progress is being made on both fronts.

The seaweed is cleaned and dried and baled at the gathering locations near the harvesting areas and then shipped to Rockland for processing.

The Process. The process used to extract carrageenan from seaweed is complex in its engineering with huge tanks, massive presses, thousands of feet of pipes, and large electronic control panels.

The raw seaweed is washed and cooked in huge vats for many hours, with the length of cooking time controlling some of the properties of the final product. A filter aid material is then added before the mixture (which now has a thick, pea soup appearance) is pumped into presses from which a clear liquid extract is obtained.

The filtrate is evaporated to concentrate the carrageenan before being poured into alcohol, which causes formation of a fibrous material. It is then squeezed and vacuum dried to a fine powder, and each 2000 lb. batch is analyzed for various properties. Batches are then mixed to provide the desired characteristics of the final product.

After evaporation, some of the material is drum dried, rather than being coagulated with alcohol. The carrageenan produced in the drum dry process contains salts derived from the seaweed which would be removed in the alcohol process. The drum-dried product, therefore, contains a natural diluent that improves its dispersibility properties in food processing.

Carrageenan Uses. The carrageenans produced by the various processes are used all over the world as stabilizers and texturing agents in a variety of milk products including chocolate milk, evaporated milk, dietary



Dr. Harris J. Bixler, Marine Colloid president, studies the Company's primary product, carrageenan, as it comes off the drum dryer.

drinks, infant formulas, ice cream, puddings, pie fillings and whipped toppings.

Carrageenan-based products are also used as gelling agents in water-based foods such as water gel desserts, dietetic jellies, chiffon pie fillings and non-dairy creamers. They are also used in syrups, fruit drink powders, frozen concentrates, sauces, and canned pet foods.

A significant use of Marine Colloids' carrageenan product is as a texturing binder for toothpaste and in a more limited way as a thickening agent in salves and cosmetics. A new use of the seaweed extract is in the manufacture of air freshener gels in which the gelling agent is used to solidify the gel and control the release of fragrances.

New Products. In the biomedical field Marine Colloids has been marketing agarose powder for two years. The powder, a biologically inert gelling agent used in clinical diagnostic tests, is refined from certain species of red seaweed. The company also developed a system of dry preformed gel media capable of being quickly readied for test use.

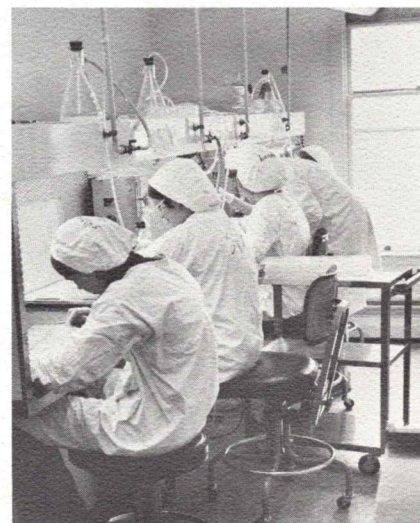
MCI Biomedical, a separate division of Marine Colloids, Inc., located in Rockland, includes re-

search, production and marketing of clinical diagnostic products. Speaking of the company's involvement in the biomedical field, Harris Bixler, Marine Colloid's president said, "We are fortunate to have been on the ground floor of this emerging worldwide business opportunity and benefit to mankind."

Bixler added, "Our ground floor position is based on established leadership in agarose products, but we plan to expand our capabilities in 1973 to the production of special antibodies. At that point we will be ready to market clinical test packages."

Resources from the Sea. The farmland of the sea can yield untold new wealth. Some seaweeds have very high vitamin C and protein content, making them candidates for expanding human food resources. Seaweeds can also be the source of novel new enzyme systems useful as drugs, food modifiers, or highly efficient chemical reactors.

Marine Colloids, with its aggressive management and skilled technologists, will continue its leadership in mining seaweed gold, whatever form it may take.



MCI Biomedical, a separate division of Marine Colloids, is involved in developing and producing new biomedical products from seaweed. Above, girls work in a lab producing films for medical testing.



recovery



Foster Cowan, Maine Central foreman paralyzed by a stroke in 1971, worked his way to recovery by exercises and riding a new three-wheeler bicycle. (Waterville Sentinel photo by Jeanette Brown).

(Editors note: The information for the following story about the remarkable recovery of Maine Central foreman, Foster Cowan, was obtained from a May 14, 1973, story in the Waterville Morning Sentinel written by Jeannette Brown of Newport)

Foster Cowan, Maine Central foreman, just keeps on truckin' (to use a contemporary idiom) up and down the streets of Newport. It isn't that unusual to see people, even as old as Cowan's 56 years, riding a bike these days, but the story behind this

bike riding is one of courage and recovery, when others said he was down for good.

Railroad Man. Cowan has a tenure of almost 35 years as a Maine Central employee and is now on a disability pension. In December of 1971 he was sub-

dued by a stroke that left one leg in a brace and an arm and hand almost paralyzed, but he was determined that he would not be confined to a wheelchair.

"I had the wheelchair about two weeks, and one morning I told my wife to take it back," he commented. "If I couldn't get by with a cane, then I would stay put." Thus, he began his long trip back to recovery.

Therapy. Working with a therapist from a Waterville hospital, Cowan began the exercises and hard work needed to get back on his feet. "Progress was slow at first, but pretty soon I was able to get around with a cane," he said. He began short walks and gradually extended them to longer ones.

Then came spring this year, and Cowan looked at what has always been his garden. He tried to use his garden plow, but the strength just wasn't there.

Three-Wheeler. Then he got the idea of riding a bike. Recognizing that he couldn't ride a standard two-wheeler, he investigated a three-wheeler.

"The bike arrived and I got on," he said about his first attempt. "The next thing I knew, I was in the ditch"

Cowan said he laid in the ditch looking up at the three-wheeler and decided then and there that an overgrown tricycle was not going to defeat this 56-year-old man. He got back on.

Fantastic Results. After several weeks of bike riding he is getting around better all the time and the therapists who never thought he would leave a wheelchair think the results are "fantastic."

"When they see my picture in the paper, they'll really be surprised . . . I can't wait to go again and hear what they think."

The three-wheeler exercise proved so beneficial that he went out and plowed enough earth in a single day to plant his garden.



news briefs

WESTBROOK INDUSTRIAL PARK

The first occupant of the Railroad Industrial Park in Westbrook began construction of a warehouse and sales facility in June. J. L. Morin Company, wholesalers of specialty materials and an acoustical contractor, is moving its present facilities in Portland and Biddeford to the Portland Terminal Company's industrial park.

The initial building will contain 12,000 square feet of floor space with plans to add an additional 16,000 square feet in the near future.

The eleven-acre industrial park is divided into four lots, each served by a side track. The objective of the park is to attract new rail-oriented business to the area.

PURCHASES AND STORES MEETING

Maine Central Railroad hosted a meeting in June of the Northeast Purchases and Stores Group. The all-day meeting was held at the Homewood Inn in Yarmouth and was attended by top railroad Purchases and Stores officers representing twelve railroads in the Northeast.

The purpose of the organization is to provide a forum for discussion of mutual problems and an exchange of innovations and ideas in purchasing and distribution of materials for all railroad functions.

Several representatives of the supply industries serving railroads also met with the group for a portion of the day's activity.

Maine Central Railroad was represented by: Kenneth W. Phil-

lips, manager, purchases and stores; Earl R. Russell, purchasing agent; and Hugh F. Flynn, general storekeeper. Bangor and Aroostook Railroad was represented by: Harold F. Bell, manager, purchases and stores; and Harold R. Mountain, assistant manager, purchases and stores. Boston and Maine Railroad was represented by: William J. Britton, director, purchases and stores; and Herbert C. Brown, general storekeeper.

HISTORICAL SITE

Arthur Grenier, Maine Central car clerk in the Waterville Shops, has disclosed plans which are underway to reconstruct the Norridgewock Indian Village in Madison destroyed in a massacre on August 23, 1724.

The village will be built by a group incorporated as Abenaki, Inc., on the Kennebec River at Old Point near Father Sebastian Rasle's monument. The proposed project is to be completed for the 250th anniversary of the massacre in August, 1974.

The palisaded fort will be 160 feet square and will include an Indian house, a museum/library, a wax museum featuring more than a dozen dioramas on Indian and missionary historical events, including Father Rasle compiling his Abenaki dictionary, now preserved at Harvard University.

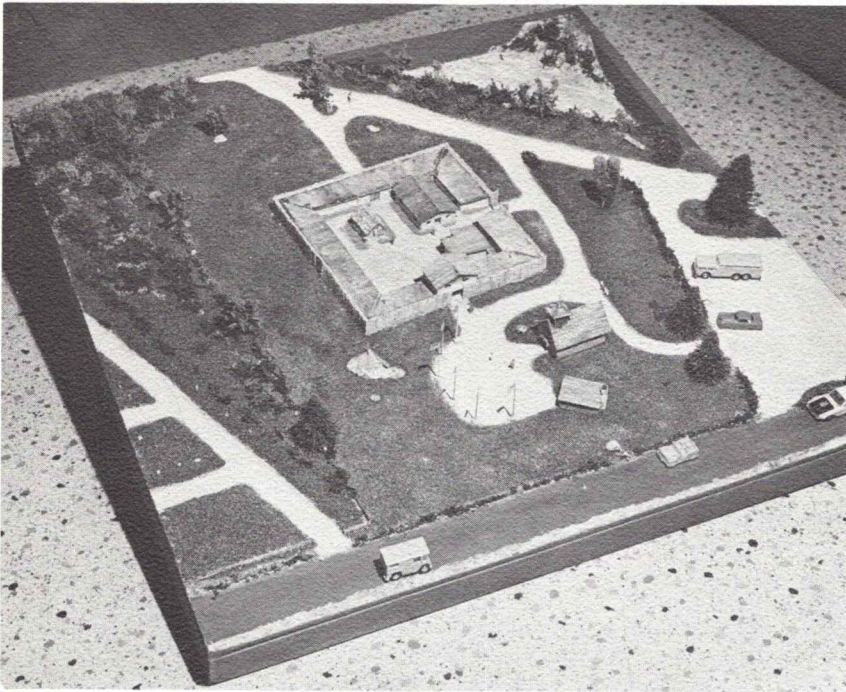
The Maine Historical Society in Portland has the mission bell, breviary, crucifix and a chest which contained the famous Abenaki dictionary. Many other artifacts are presently on display in the Madison library, and residents of nearby towns have collected many others.

Arthur Grenier, a Maine Central employee for over 32 years, is the owner of the Maine Collection Bureau. He has spent the past four years doing extensive research in Europe and Canada in preparation for implementing this proposal.

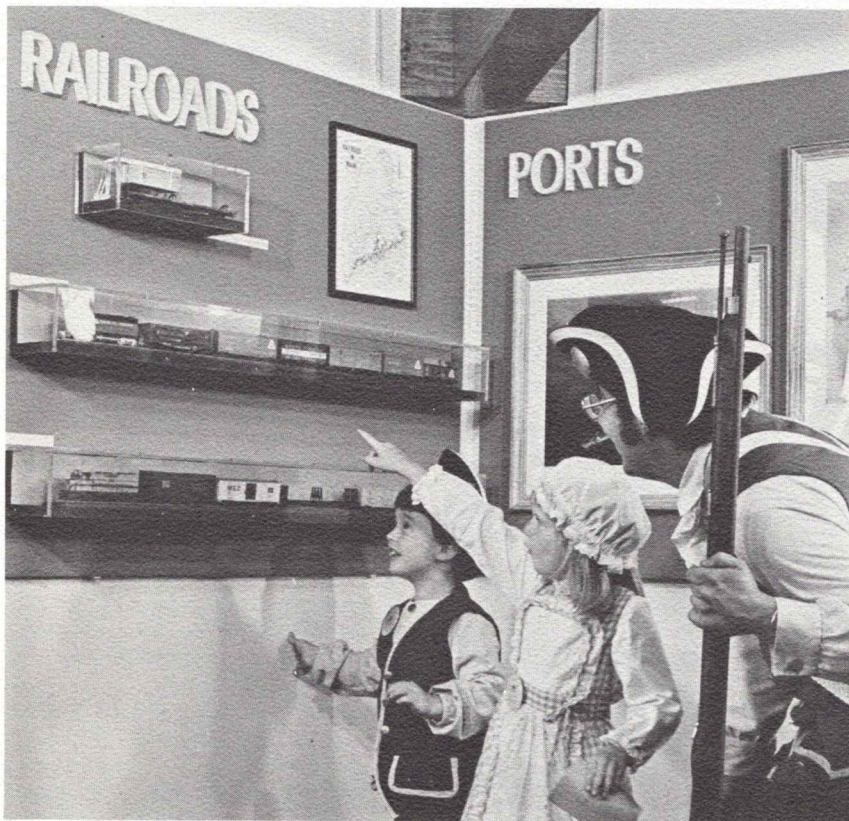


A three-handled shovel breaks ground for the first occupant of the Railroad Industrial Park in Westbrook. Left to right are: Ronald P. Russo, building consultant for the Sheridan Corp., the contractor for the facility; Joseph Morin, president, J. L. Morin Co.; Westbrook Mayor Donald J. Brydon; and E. Spencer Miller, Maine Central president.





A model of the Norridgewock Indian Village proposed to be built by Abenaki, Inc., by 1974 to commemorate the 250th anniversary of the massacre of the village on August 23, 1724. Arthur Grenier, Maine Central clerk, recently disclosed the plans of the group.



HO gauge models of Maine Central and Bangor and Aroostook trains are prominently displayed in the new Maine Information Center in Kittery. The family pictured above, dressed in Revolutionary period costumes, took part in the dedication ceremonies in June. The two model trains were painted and assembled by J. Emmons Lancaster, Maine Central bridge and building supervisor.

BANK ROBBER FOILED

Michael Bouchard, son of Maine Central Railroad conductor, Edgar J. Bouchard and a companion, Lawrence Coombs, were responsible for the apprehension of a bank robbery suspect in Portland on March 30, 1973.

The cops and robber drama began to unfold when a man walked up to a woman teller at the West End Branch of Casco Bank and Trust Co. and asked for some \$20 bills. He told her he had a gun, so she handed over about \$1,000. The man then fled on foot.

Bouchard and Coombs, in the bank delivering a desk, were told a robbery had just occurred. Bouchard, who is a Criminal Justice major at the University of Maine in Portland, and Coombs chased the suspect a couple of blocks to an auto body shop nearby.

In an interview with WGAN-TV newsman, Bill Johnson, Bouchard described what then happened. "I caught up with him and he froze. I tried to talk him into going back, but he refused, so we had to restrain him against the car." Bouchard said he had trouble getting anyone to call the police, so while he and Coombs held the suspect, Bill Goulet, WGAN-TV photographer, who was filming on the scene, directed police to the location.

Bouchard was asked if he thought the man had a gun. He said, "I didn't think about it until we had him against the car. I had no idea; it never crossed my mind." (It was later learned that the suspect was not armed). He was then asked if he had been able to stop and think about it would he have done the same thing. He answered, "That's hard to say. It's something you would do or not do. It's instantaneous; you just don't know."

But the fact remains that two young men acted quickly and with positive results. A few days later they were presented with a Good Citizenship Award by the Exchange Club of Portland and with a cash reward from Casco Bank and Trust. Mr. and Mrs. Edgar Bouchard can be proud of their son.



Michael Bouchard, left, son of Maine Central conductor, Edgar J. Bouchard, restrains bank robbery suspect. WGAN-TV photo by Bill Goulet, printed from 16 mm news film.

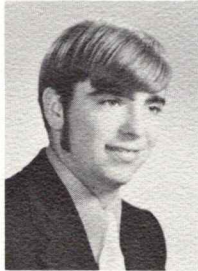
LABOR-MANAGEMENT LUNCHEON

A meeting between department heads of Maine Central Railroad and General Chairmen of the Brotherhoods representing the railroad's employees was held at the Portland Country Club on June 5. The discussion, led by E. Spencer Miller, president, developed the vital interest of laboring men and women in industrial progress and development in Maine. Mr. Miller discussed the difficulties encountered from professional environmentalists and, in the Eastport oil refinery case, by Canadian interests seeking to divert a major refinery from the coast of Maine to that of New Brunswick or Nova Scotia.

Further discussion on subjects of mutual interest centered on the plans of the U. S. Department of Transportation and the Interstate Commerce Commission to solve the railroad problems in the Northeast. Mr. Miller said that, "the implementation of either proposal will likely result in the continual decline in railroad employment." He added, "protection of existing jobs is no substitute for increased employment through creation of a growth industry which would result from a national railroad corporation.



The Grapevine



H. Davis



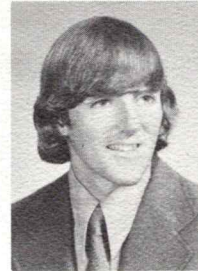
C. Shannon



L. Maloy



C. Perro



D. Greene



A. Stubbert

GENERAL OFFICES

Horace N. Foster, corporate vice president, is continuing his convalescence at home after being in the hospital five weeks following a severe car accident on May 25 in which he received critical injuries. We salute his courage and fortitude in fighting for recovery. Mrs. Foster, who was less severely injured at the same time, is almost completely recovered.

Eric Smith, director of cost analysis, was hospitalized for surgery in early July with a fractured hip which he suffered in a fall. He is now able to enjoy visits and cards. Any cards received for him at his office will be forwarded to where he is convalescing.

We all wish to welcome back Grace Hoglund, Executive Department, who was hospitalized for an illness.

Ray and Connie Davis (Car Accounting) enjoyed family visits with daughters and sons-in-law, Mr. and Mrs. David M. Verrill and grandchildren, Amy and Michael Verrill, of Arnold, Maryland. Also visiting were Mr. and Mrs. Paul F. Ragusa of Brooklyn, New York, with a

real young traveler, a brand new son, Mathew Paul, born June 17th—on Father's Day.

"My sincere thanks to all my friends at Maine Central who sent me cards and well-wishes during my recovery a few months ago."—Nancy Gilbert (machine room)



Michael (left) and Amy (right) Verrill, grandchildren of Ray and Connie Davis (Car Accounting).

Mr. George P. Silva, superintendent locomotive maintenance was honored at a retirement luncheon on June 12 at Valle's Restaurant. Mr. Silva began his railroad career in 1926 with the Boston and Maine Railroad, where he worked summers while in school. His continuous railroad service started in 1930. Mr. Silva began his Maine Central career in 1956 as assistant shop superintendent at Waterville. He was promoted to shop superintendent at Waterville in 1956, and was promoted in 1965 to superintendent, locomotive maintenance in Portland. Mr. Silva resides with his wife, Ruth, at 6 Groveside Road, Portland, Maine.

George (revenue accountant) and Dee Stanley (stenographer) moved to their new house on Vernon Road, Cape Elizabeth, the last of June. During this time they also flew to Atlanta, Georgia,

to attend the North American Shriners' Convention for five days. This convention included the whole North American continent. Al Kennedy, track clerk, also attended this convention.

Welcome to Leon Perkins, Jr., to the drafting room as an assistant engineer for the Bridge and Building Department. Leon graduated from the University of Maine in June 1973 with a degree in civil engineering.

Welcome to Robert Daigle also. Bob is attending the University of Maine, majoring in civil engineering and will be a junior in the Fall. He is employed for the summer in the Engineering Department as a rodman. Bob just completed training as a paratrooper, ROTC, at Fort Benning, Georgia.

J. O. Born (chief engineer) wife, Vaun, and children, Christine and Douglas, recently toured the United States. Seeing all the tourist attractions on the way, they motored to Long Island, New York City, Washington, D. C. for a week, Fredericksburg, Williamsburg, James-



George Silva (left) being congratulated by Dave Merrill (assistant vice president, mechanical) on his retirement June 12.



Mrs. Paul W. Sjoberg

town, Monticello, took the Skyline Drive, visited the Luray Caverns, the tour at Gettysburg, and in all traveled 2,200 miles!

Miss Cecelia Shannon, daughter of Mr. and Mrs. Paul Shannon (signal test-man) was a June graduate of John Bapst High School in Bangor as Valedictorian of her class. Cecelia has been an honor student for four years, received awards for academic excellence and was a member of the National Honor Society. She was also active in the glee club, Chorolaires, Student Activity Council, Dramatics, Pep Club and yearbook staff. She will enter Bowdoin College this fall on a scholarship. Cecelia's grandfather, Clarence D. Shannon, retired in 1950, after forty-four years as an operator and station agent on the Eastern Division. He died in 1954. Her father, Paul, has been employed in the Signal Department since 1951.

Mr. and Mrs. Henry McCullough celebrated their 5th wedding anniversary June 2nd at a party held at Heatherstone. The party was hostessed by their daughter, Gloria McCullough, leading clerk—Mechanical Department.

William Maloy, assistant manager labor relations, and his wife, Billie, (Law Office) had a wonderful trip on their vacation in their new sailboat, the "Willybi III". Their itinerary included a trip to Bailey's Island at Mackerel Cove, where they moored for three days on account of fog. Then they moved on to Robinhood, Maine, on the Sheepscot River to Wiscasset, then back down the Coast. Despite the fog, it was most enjoyable. They concluded with a family reunion at Sebago Lake.

George "Percy" Campbell, formerly of the Car Accounting office, visited us recently. He is looking 'hale and hearty' and is enjoying every minute of his retirement. Nice to have seen you, Percy.

Dotti and George Proctor's daughter, Dotti, had a baby girl. Kelly-Ann was born in June. The first-time grandparents are pretty proud.

Marilyn, daughter of Mr. and Mrs. Larry Harding (real estate representative) was married to Paul Sjoberg in a June 2 ceremony at the First Baptist Church of Portland. She is a graduate of Deering High School and attended Grand Rapids School of Bible and Music. Marilyn is now employed with the New England Telephone Company. Her husband, Paul, is a pharmacist at the Maine Medical Center.

Tom Perry's (Car Accounting) fishing trip took him to Harriman Pond in the deep Maine wilderness. If only the fish were biting as well as the black flies . . .

Peg and Jerry Shea (assistant manager, Car Accounting) enjoyed visits from daughter and husband, Mr. and Mrs. Carl Anderson of Louisville, Kentucky and son and wife, Mr. and Mrs. William P. Shea and their daughter, Chrissie, of Warner Robbins, Georgia.

Douglas Greene, son of Kay and Dick Greene (Disbursements) will enter Southern Maine Vocational Technical Institute this Fall and will be studying law enforcement. Douglas graduated from Scarborough High School in June.

Lynne J. Maloy, daughter of Mr. and Mrs. William E. Maloy (assistant manager—labor relations) has graduated from South Portland High School and will enter Simmons College in Boston,

Mass., in September. She plans to major in medical technology. Lynne follows in her parents' footsteps as far as sailing goes, but unlike her parents, she has three trophies to her credit!

BANGOR



Congratulating Arno Ellis on his retirement are Philip C. Lentz, supt., signals and communications (left) and James O. Born, chief engineer (center).

Arno L. Ellis, signal supervisor at Bangor, retired on July 12, 1973, following more than twenty-nine years of service with the Railroad's Signal Department. Previous to joining Maine Central, he was employed with Bangor and Aroostook Railroad's Signal Department. Ellis started his career with the Maine Central in 1944 as a member of the signal construction crew. In 1950 he was appointed assistant signal supervisor at Portland, and in 1953 he was appointed inspector of signal construction, followed by his appointment as signal supervisor in Bangor in 1954. A surprise party was held on July 13th for Mr. Ellis at the Pilot's Grill in Bangor during which J. O. Born, chief engineer, aptly described Mr. Ellis as "having wisdom, the ability to know what to do, skill—the ability to know how to do it, and virtue—doing it." We all join in wishing Arno and Mrs. Ellis a happy retirement!

Many of us have been enjoying vacations, and among the people traveling to points of interest have been chief clerk Harry A. Bowen, Jr., and wife, Marjorie, to the Scandinavian countries; and Bangor Shop general foreman Bud Wheelden with wife, Thelma, and daughter, Julie, driving to California to visit relatives.

Friends and relatives were present this past summer to congratulate retired trainman, Francis C. Corbett and Mrs. Corbett on their 50th wedding anniversary. Mr. Corbett retired in 1968 after many years of service with the Maine Central.

Always enjoyable are the visits from old friends, and Bangor Freight Office recently welcomed retirees, John Shaughnessy and Charlie Loftus. Also dropping by when in Bangor is C. B. Bannon of Bar Harbor. "Chick" was

yard clerk here at Bangor until he retired in 1970. Harold McNulty, better known as "Mac", retired telegrapher, pays his respects from time to time here at this office.

Glad to see that Albert J. Cammack, crossingtender, who suffered a heart attack this past Spring, is feeling much better now.

Best wishes for a long and happy marriage are extended to Mr. and Mrs. Thomas Ivers. Mrs. Ivers is the former Frances Sanborn, granddaughter of Bill Moon, general agent, Bangor.

We haven't been able to keep track of all the high school graduates this year, but those we do know of are: Steve Burnham, son of conductor and Mrs. Bob Burnham; Mike Strang, son of trainman and Mrs. Dick Strang; and Steve Spaulding, son of conductor and Mrs. Budd Spaulding.

We know Winnie Carroll, Engineering Department, and husband, Ed, will be enjoying their vacations and weekends a little more from now on, traveling in their new travel trailer.

Condolences go to the family of Bryon B. Scott, 84, who passed away this summer. Scotty retired in 1958 from the railroad, after many years of faithful service as a trainman.

RIGBY SHOPS

Herbert Daniel, son of Mr. and Mrs. Linwood Davis (engineer) graduated in June from Yarmouth High School. He is working at Harriman's IGA in Yarmouth and plans to join the U. S. Navy the first of next year.

A report on the progress of our Rigby Shop gardeners is about average. There has been fair success in both flower and vegetable variety. (In spite of the weather). Retired employee, Arthur Thompson of Freeport states that he was able to pick a mess of peas



Mr. and Mrs. Henry McCullough on their 50th wedding anniversary.



for the 4th of July dinner, and Albert Wetmore harvested his first pickin' of peas a short time later.

Upon returning home late one afternoon from his work, machinist Ernie MacVane found the neighborhood he lives in very much perplexed. Upon inquiring he learned that one of the neighbors' children was missing, and a general search was being made by everyone. Ernie, however, took things quite calmly and joined in the search. Noticing a blanket out on the front lawn, he picked it up, and discovered the youngster having a good nap under it.

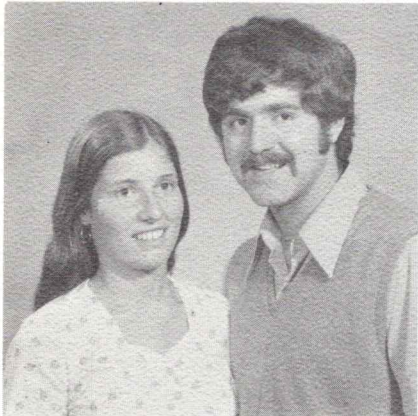
Retirees Carlton Pooler and John Dellow visited the Car Department for a friendly chat.

Violet M. Greenlaw, 69, died at a local hospital, after a short illness. She was a resident of Washington, D. C. She was the mother of Leonard Greenlaw, an employee on the 2nd track. A floral tribute was donated to the funeral services by the local Shop Welfare Flower Fund.

Graduates from various local institutions of learning were as follows: Car Department clerk Tom Foley's daughter, Mary, graduated from Westbrook College as a medical assistant. Electrician Jim Small's daughter, Marsha, graduated from the same college with an Associate Degree.

Charlie Chamberlain, leading electrician, Signal Department, had his daughter, Sharon, graduated from Falmouth High School with honors. Electrician Ken Poor of the same department had a son, Robert, graduate from Deering. He received a scholarship and will attend Bowdoin College in the Fall.

Brakeman Dennie Wetmore received two distinct honors recently, when he passed successfully the tests for conductor and when his wife, Bonnie,



Wed May 26, Susan Smith to Douglas Hall. Susan is daughter of Mr. and Mrs. Lee Smith, Warren, Me. Douglas is son of Mr. and Mrs. Kenneth Hall, Waterville Shops

presented him with a 7½ pound baby boy. Their first child, Dennie and Bonnie named the new baby Daniel Burton. That makes electrician Bert Wetmore a granddad for the first time.

Retired conductor John Feeney, 66, died after a brief illness at a local hospital. He worked at Rigby in various capacities during his long period of service.

Truck driver, Stores Department, Russell Proctor, was active in the preparation of South Portland's 75th Anniversary. He is an officer of Veterans of Foreign Wars.

John, "Jack" MacDonald, 87, died at a local hospital. He served as a blacksmith foreman at the old Thompson's Point shops, and later as foreman of the Blacksmith and Wheel shops jointly at Rigby. He was noted for his inventive mind, and manufactured several time-saving devices which are being used in the Rigby and Waterville Shops at the present time. Among the many items Jack devised was the compressed air pipe and metal-mending machine, and a machine which formed the grab irons or handles, which were used on the locomotives and freight cars.

ROCKLAND

Carman and Mrs. Floyd Montgomery (Owls Head) received a visit from their son, William, wife, and daughter, Melissa. William and family reside in Pensacola, Florida, where he is a maintenance foreman in a plastics factory.

Others recently visiting us at Rockland were retirees, general agent Frank Carsley, and trackmen Mike Spencer and "Chick" Coulombe. All looking hale and hearty, they are enjoying their retirement and are looking up past acquaintances. Frank, now a resident of St. Petersburg, Florida, spends his summer months at his cottages here at Crescent Beach and Rockwood.

With the agency at Wiscasset closed, Cliff Varney took the spare board and has been covering the General Agency at Brunswick in the absence of Bob Thing, who has been off sick as well as taking some of his vacation. Others from the Brunswick area on vacation have been operator Henry Preble and cashier John Callan. Their jobs were covered by Gene Harjula and Harold Fletcher respectively.

Carman and Mrs. Floyd Montgomery are the proud grandparents of twin boys. James Joseph and Michael Floyd, born at Knox County General Hospital June 15th to Mr. and Mrs. Floyd Montgomery, Jr. Grandpa Monty's voice seems to be holding up well; he can be heard in fine voice around the yard in the early morning hours.

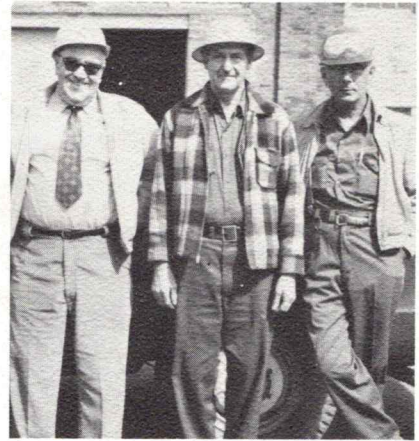
Glad to report that trainman Maurice Johnson is now back on his job No. 324/325 and seems to be making good progress from his long siege of illness.

A new face around the yard is Ken Lewis, son of Agent and Mrs. Wendell Lewis. Ken is working as helper with carman Floyd Montgomery.

Retiree Fred "Father" Snowman has been painting his house, at least that is where he says he aimed for. But by the looks of his face and clothes, he missed! Fred wants to be remembered to all his past fellow workers and friends.

WATERVILLE SHOPS

Kenneth Strout of Waterville's Bridge and Building crew, retired May 30th with 26½ years' service. Ken and his wife lived in Oakland, where they plan to spend the winter months. He plans to keep busy during the summer tend-



Kenneth Strout (center) retired May 30th after 26 years of service with MEC. Left is Mr. C. Dixon and right is Mr. C. Foss.

ing a string of lobster traps by their summer home at Fosters Island, near Milbridge. We wish Ken well as a fisherman and hope his retirement is long and happy.

We all were shocked and saddened at the sudden death of Joseph F. Banks on June 8th. Joe was covering his 3rd trick electricians job at Waterville Engine House, when his death occurred. He had many years of service with the Maine Central and had worked in nearly all of the shop crafts and departments. All of us join in extending our sympathy to his wife and family.

We've all heard of water beds, but Air Brake Room machinist John McKiel is the only one I know who has had a water seat in his pickup truck. Unfortunately, the water seat did not prove to be water tight.

Lead blacksmith Clayton Johnston had a close call recently while working on a vehicle in his garage at home. He had just crawled out from under the vehicle and taken a few steps when the gas tank exploded. The resulting fire destroyed the garage and its contents and did considerable damage to the Johnston's mobile home.

Carman O. B. "Jake" Hanson and machinist Charlie Derocher are the winners for the first half of the Shop's horseshoe league. Competition for the second half will start after the vacation shutdown.

Carman and Mrs. Richard Michaud had a son born June 25th at Waterville's Seton Hospital. Shawn Allan weighed 7 lbs. 6¾ ozs.

John D. DaPrato graduated from the University of Maine, Orono, in June with a B.A. degree in history. He presently is working as a broker for United Diversified Services in Waterville. John is the son of carman and Mrs. John DaPrato of Waterville.

Troy Lee Fletcher weighed in at 7 lbs. 4 ozs. when he was born at Waterville's Seton Hospital on July 9th. His parents are Carman and Mrs. Lynn Fletcher of China.

When he isn't railroading, Freight Department foreman Richard Delano is involved in worthwhile activities with the Boy Scouts of America. Dick is neighborhood commissioner of Scout-

ing for the communities of Winslow, North Vassalboro and Riverside. He has nine troops and packs under his jurisdiction. Dick has been active in Scouting for 14 years, and for the past three years he has been chairman of the Catholic Boy Scouts of America Committee of the Portland Diocese.

Carman Ralph Roberts is recovering from major surgery performed at Maine Medical Center in Portland. We wish Ralph a full and speedy recovery.

Retired machinist Alton E. Cook died recently at Fairfield. At the time of his retirement, some ten years ago, Alton was working in the Wheel Room. Our sympathies to his family.

We would like to extend our condolences to Ango Oliver and his family in the recent death of his wife. Ango is the engineer at the Shop's heating plant.

Though several of the Shop employees have campers of one sort or another, one of the best we've seen belongs to boilermaker helper Bernard Waning. Just prior to vacation, Bernard equipped his pickup camper with several safety devices. If all campers were as well equipped it would do a lot towards reducing camping accidents.

WATERVILLE STATION

Arthur Lennon, assistant superintendent in Waterville, was honored at a retirement dinner June 23rd. Lennon began his railroad career in 1945 as a yard brakeman for the P. T. Company. He became assistant superintendent for Maine Central in 1962, and in 1969 he moved to Waterville as assistant superintendent. His son, D. K. Lennon is a Maine Central car distributor in Portland.

Andrea L. Stubbert was a June graduate of Waterville High School. She has been accepted at Westbrook College for the Fall semester. She is the daughter of Warren and Marilyn Stubbert. Her mother is a spare clerk at the railroad offices in Waterville.

Catherine Perro was a member of the graduating class of Winslow High School in June. She is the daughter of Jeannette Perro, clerk stenographer in the Freight Office in Waterville, and



Mr. and Mrs. Arthur Lennon at retirement party held in his honor June 23.

Parker Perro. Catherine is now employed as a clerk in the Circulation Department of the **Waterville Morning Sentinel**.

Trackman Robert Bennett was married to Doris Lambert on June 30.

Trackman Earl Childs retired May 30. He came to work as a trackman in 1929. Our best wishes to Earl on his retirement.

Trackman Robert Snell also retired on July 9. He was employed as a trackman in 1946.

Trackman Roland T. Littlefield (Doug) retired July 18. He came to work for Maine Central in 1948.

Charles Proctor and wife have been enjoying their new camper trailer. Also enjoying their new trailer are the Raymond Coulombes, supervisor work equipment.

On the baby parade this month we have twins—granddaughters to payroll clerk Carroll and Averill Huard.

WATERVILLE YARD

Don Bartlett claims he has made another move—not a business move, but a pleasant one. He now lives in Unity, and at present, he's raising a few chickens, ducks and rabbits. Next year he plans to have a little garden—something to keep him busy. His main reason for moving is that he's between Waterville and Bangor and can easily cover either spareboard. But most of all, it is because his family enjoys the country environment.

Chester LeVesque, brakeman, has been on vacation. He took a few short trips here and there, running errands and doing some shopping. He also took a trip to Oakland one morning to see the Madison job in action. Now he understands better the reason why a train is made up in station order.

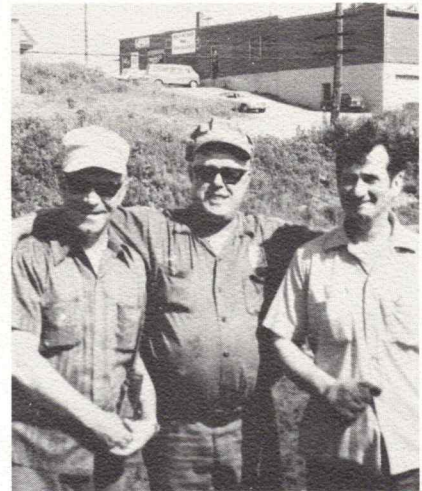
Our old buddy, Ken Ireland, locomotive engineer, is still recuperating from a knee operation. He was hoping to be in action again soon, but his doctor had other plans. Keep cool, Ken, at least until the cool weather comes along. Ken does a little flying when he gets a chance, so maybe that's what his doctor recommends as medicine.

We hear that Herbert Gullifer, car inspector, is getting in shape for his retirement. He is repairing and rebuilding old clocks. One of his latest is an old school clock which was originally built back in the 1800's. After his retirement, he will take orders for anyone wishing to own such a clock. With his experience, I'm sure everyone will be pleased with his handiwork.

Speaking of car inspectors, Paul Hallee had quite a thrill not so long ago. While sitting around at camp, a bull moose paid them a visit. Someone mentioned that since he couldn't shoot the moose with a rifle, why not with a camera. He did just that. Incidentally, Paul is an ardent hunter of moose. Every year he takes a trip with his boys to Canada in the real wild northeastern part.

Congratulations to Charles Hodgdon, conductor of switcher #8 on his recent election as commander of VFW, and we wish him success during his term of office.

Harold Barstow, bill rack clerk, probably went the farthest on his vacation.



Crew of Relief Switcher #1, Waterville Yard, Left to right are conductor Arthur Genest, brakeman Victor Tardiff, and flagman Roger Veilleux.

If there were a prize, I am sure he would get it. He and his wife drove to California during their two-weeks' vacation. He did all this in 17 days. The weather was terrific and the temperature was in the 100's. The coolest it got at one instance was in the 80's. Incidentally, he stopped in Virginia to see his buddy and co-worker, Allen Powers.

Our condolences to the family of Tom MacDonald, former telegrapher at MD tower and formerly an operator at Waterville Yard.

Sympathies also to the family of Harry Clukey, retired road conductor of Waterville.

We were sorry to hear of the misfortune that befell Earl Leighton, spare engineer. His home was recently destroyed by fire. Hope he'll soon get a new place for his family.



In the Annual Bangor & Aroostook Golf Tournament, which was held at Bangor on June 2, the Maine Central employees took home most of the prizes. Nelson M. Violette, MEC yard clerk, Bangor, won the F. C. "Buck" Dumaine Trophy for low net of the tournament and low net in Class B with a 92-22-70. Bob Chapman, MEC enginehouse clerk, Rigby, won the W. Jerome Strout Trophy and low gross with an 83.

The Annual Maine Central Golf Tournament will be held again at the Fairlawn Country Club, East Poland, on Saturday September 29. Any further



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information may be obtained by contacting Jerry Shea, Car Accounting, Ext. 386; Arlan Freeman, Bangor Enginehouse; or H. G. Goodness, BAR Freight Traffic Department.

WITH THE VETERANS

The statewide annual dinner for the Railroad Veterans Association will be held at the Jefferson Hotel, Waterville, at 1:00 p.m. on September 9, 1973. The featured speaker will be Sen. William Hathaway.

25-YEAR SERVICE PINS

Barton, S., Clerk-Stenographer
 Burdwood, R. C., Dispatcher
 Cook, B. H., Chief Clerk
 Coombs, P. H., General Supervisor
 Dunn, C. E., Operator
 Guptill, C. E., Clerk
 O'Leary, G. H., Trackman
 Rollins, F. A., Laborer
 Strout, G. W., Yard Clerk
 Timberlake, P. B., Operator
 Varney, I. C., Operator
 Wetmore, A. W., Jr., Electrician
 Wilson, W. W., Trackman



BR-4 sets off over the Scale Track at Waterville Yard.



Winners in the annual BAR Golf Tournament area: in front, Maine Central's Nelson Violette, left, and Bob Chapman. In back row, from left to right, are Arlan E. Freeman, Jr., MEC clerk Bangor Enginehouse "A" 3rd Net; Bob Clukey, BAR, "A" 1st Net; Dick Gay, MEC special police agent, "C" 2nd gross; Jim Brice, Rigby Enginehouse, "C" 1st gross; Ralph Gordon, MEC director of management services, "B" 3rd gross; Clyde Luce, MEC assistant to director of management service, "B" 3rd net; John McAnallen, MEC Data Processing, "C" 1st net; Richard Perkins, PT Co. car inspector, "A" 3rd net; Charlie Redstone, MEC train dispatcher, "C" 2nd net; and Phil Butler, MEC yard clerk-No. Me. Jct., "C" 3rd net. Winners not pictured were P. Gallant, MEC, "A" 2nd gross; Keith Ashton, BAR, "B" 2nd gross; Ed DeGrasse, MEC, "A" 2nd net; Jim Green, BAR, "A" 3rd gross; Jim Kearns, MEC, "C" 3rd gross; P. Winchester, BAR, "B" 2nd net. Nearest the pin in the 3rd hold was won by John Barnes, PT Co., Class "A"; Don Colman, MEC, "B"; John Conners, PT Co.; longest drive on the first hole was won by John Barnes, PT Co., Class "A"; Bob Clark, BAR, "B", and Al Bowen, MEC, "C".



Marty Moore seconds before he hit a double for PT Co. softball team in a win against UMP Biology Team 16-12. On deck (background) is pitcher Lennie King. (Photo by J. S. Murphy, 2nd trick car inspector)