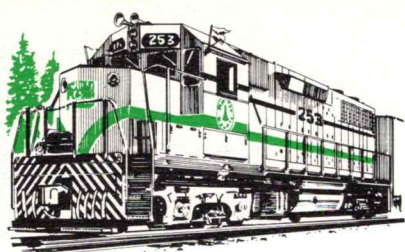


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BOSTON & MAINE RAILROAD
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MAINE CENTRAL

MESSENGER

VOLUME 11, NUMBER 17

OCTOBER - NOVEMBER 1974



From the desk of . . .

E. SPENCER MILLER



Inflation— Public Enemy Number One

This message is printed now because inflation is every American's chief concern and problem. It is today the most powerful and immediate threat to every American wage earner's security and, indeed, to the entire American way of life. It presents a particular danger to the railroad worker since his company is unable freely to raise prices because of both political and competitive restraints.

I shall describe what inflation really is, what its basic causes are and what its cure must be. Most of us have our eye on the wrong index. We think in terms of how many more dollars it takes to buy a roast of beef with the quiet assumption that the dollar is the same. In fact, the inflation from which we suffer

is due to a dollar which is worth less and not to the roast of beef which is worth more. It is valuable to consider why and how the dollar became worth less and continues to depreciate in relationship to the necessities of life against which its value is measured.

Let us consider that a shoemaker produces a pair of shoes worth \$10. These shoes go into the national warehouse of goods, so to speak, and the \$10 bill which he receives in exchange represents the value of the goods created. Just so long as this simple example is repeated there can be no inflation because for each \$10 bill issued and put in circulation a product of equal value is created. Let us consider now what happens when the United States Government prints another \$10 bill and puts it in circulation even though no product of equal value offsets it. When this is done, the \$10 received by the shoemaker immediately has a practical purchasing value of \$5 because the number of dollars in circulation and outstanding against the valuable products or service created, is doubled.

Commencing with the Great Depression and following World War II, the United States Government went about the business of issuing these "empty" dollars with an almost reckless abandon. They were going to needy nations and peoples abroad, and they were given to welfare recipients at home. The dollars sent abroad created an even more unmanageable inflationary pressure than the "empty" dollars circulated at home because many of them would never be spent here and would remain as claim checks against the United States. We hasten to point out that the creation of dollars as indicated was not for bad causes and in the welfare area was to meet the needs of humanity. However, the laws of economics are inexorable, just as are the laws of arithmetic; and economics knows no need, no charity and no humanity.

The "empty" dollars resulted inevitably in a colossal imbalance with created goods and services. The foreign expenditures could never have been fully offset by any domestic tax policy. The domestic expenditures could have and should have been offset by a tax system which would sop up every one of these "empty" dollars thus making domestic inflation, as such, impossible. However, it was politically expedient in a democracy to issue the "empty" dollars and create an illusion of well-being without imposing the taxes necessary to bring the economic system into balance. What was done was to expand the debt. After a while we had a \$300 billion national debt limit which is now over \$400 billion. At 6% (and the prime is nearly twice that) the interest on \$400 billion is \$24 billion a year or a cost annually to each man, woman and baby, of \$120, all for the purpose of servicing this enormous debt which the politicians have seen fit to drape around the shoulders of Americans for generations to come. The actual interest charges in 1974 will be \$31.5 billion.

Our political leaders have been parties to another sleight of hand maneuver in an effort to mask the deceit of their fiscal policies. They have caused the dollar to be worth less in order that your United States Savings Bonds bought with 100-cent dollars be repaid in 6 to 10 years with 50-cent dollars. This is nice work if you can get it and for Uncle Sam, the biggest debtor in the world, a highly profitable but highly shoddy dealing.

Suddenly in 1965 the bright jingle of silver coins in our pockets was supplanted with the dull clank of base metal. We were told that silver had so advanced in value that the 9/10 ounce in a silver dollar was worth more than a dollar. This was misleading. In fact, the dollar had been so debauched by profligate government spending that all commodities were worth more in relation to it. Then from the Halls of Ivy came the notion that a great worldwide surge in demand for goods in limited supply caused inflation. Suffice it to say that this alleged updraft could never have occurred if the dollar had remained securely anchored to gold, or even to Professor Fisher's commodity price index.

Let us go back to our shoemaker, and let us suppose that he belongs

to the Shoemakers Guild of which there is just one and that although his pair of shoes is fairly worth \$10, by reason of his economic power, he charges a helpless public \$20. This has substantially the same effect as the printing and giving away by the Government of an extra \$10 bill and is inflationary. This situation is created in a free society when an industrial monopoly or monopolistic union brings it about. The only way that wages can be raised without hurting everybody is through increased productivity or production of a better pair of shoes. Monopoly in industry or labor can, of course, temporarily benefit those in control of the monopoly because large segments of the public are helpless in their hands but in the long run everybody is hurt. The tendency is for the price increases to catch up and overrun the income increases of those who once thought they had a good deal at the expense of their fellow citizens.

The least defensible culprit in inflation is waste, and the greatest area of waste in America is on the level of Federal and State Government. A minor area is in the boondoggle, the dredging of harbors which never should be dredged, the building of a public monument to court favor with a local politician or the erection of a statue to "General Cornpone." The very first step which should be taken to meet inflation is a ruthless stopping of wasteful expenditures. This, of course, does apply in the area of the alleged industrial-military complex where the waste is said to be rampant, but we should not curtail commitments which are necessary to keep the United States powerful beyond any external danger. Such expenditures, which in a sense are "empty" dollars, must be sopped up by a broader bite of taxation so that the budget is in balance and even towards the goal of a gradual but aggressive reduction of the national debt.

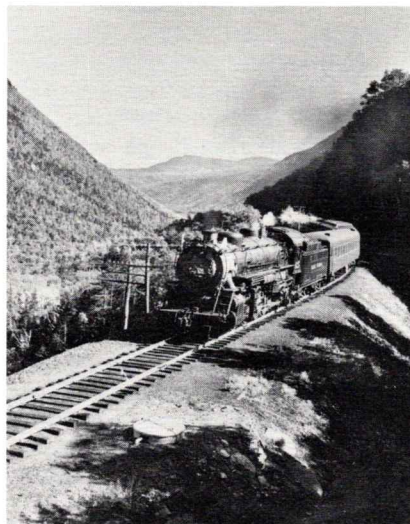
I now tread on dangerously unpopular ground in view of my misunderstood stance against radical environmentalists. The billions spent through the issuance of tax free quasi-municipal bonds by smelting companies, mining companies, steel companies, paper companies and automobile companies, on installations and devices required by government to improve the environment represent non-productive and there-

fore "empty" dollars. Desirable and laudable as the objective may be it is ironical that the environmental binge has come at a point in economic history when it more than any other new factor is playing a major role in increasing inflation and pushing us toward the abyss.

Announcement by a candidate for political office of the foregoing on the causes of inflation and the truism that economic laws are inexorable would doom him to defeat. It would be a sound but most unpopular platform. Until officials in office recognize the economic truth, tell it to the public, receive their understanding and then do something about it, the dollar will continue to erode, and those of us who had thought we could live on railroad retirement or a modest pension in reasonable comfort are going to find ourselves in want. The politician who tries to tell you that the cure is more government spending, the recreation of the WPA and a capital levy on the wealthy, is a faker. No more dangerous agent exists within the gates of late 20th Century America.

In closing we can do no better than to quote the following attributed to George Bernard Shaw: "Between trusting to the natural stability of gold and the natural stability of the honesty and intelligence of the members of the government . . . I advise you to vote for gold."

E. Spencer Miller
President



MAINE CENTRAL

MESSENGER

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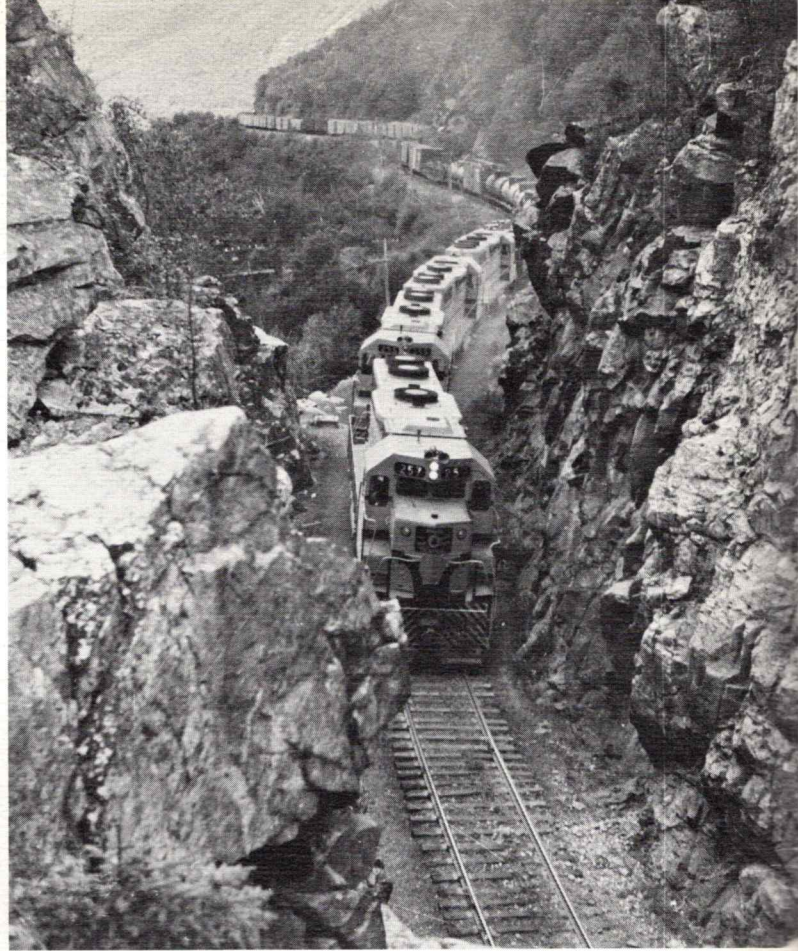
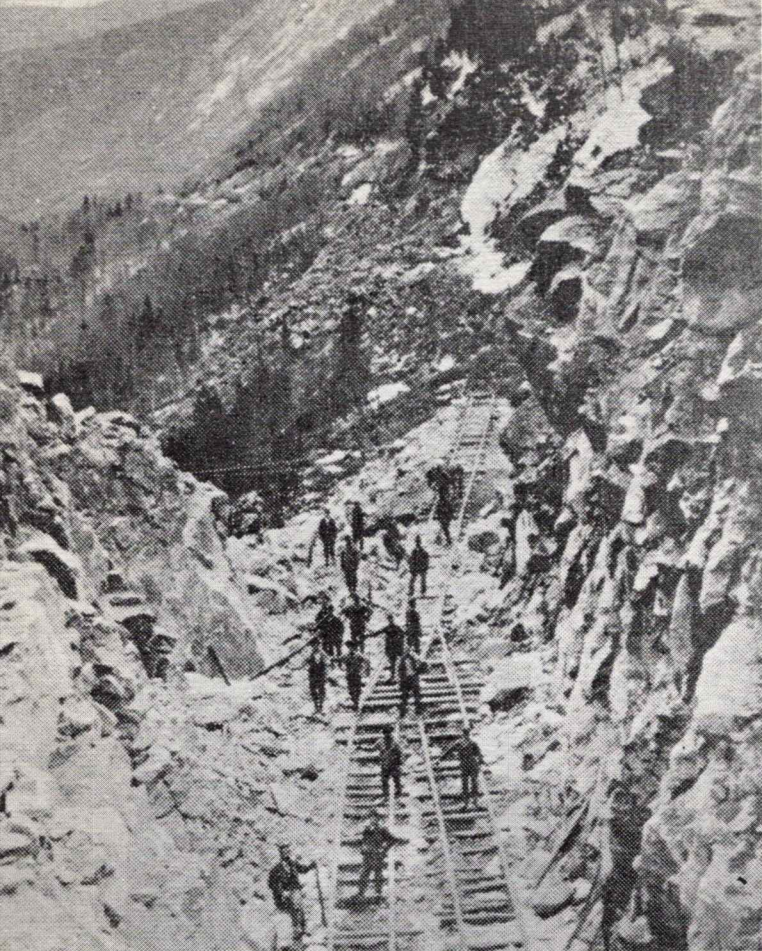
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COVER PHOTO

A Maine Central excursion train carried dignitaries attending the Bretton Woods Monetary Conference in 1944 through Crawford Notch. This year is the 100th anniversary of the building of the railroad through Crawford Notch. Story on page 4.





These two views of the "Gateway" at Crawford Notch were photographed nearly 100 years apart at almost exactly the same location. At the left, construction crews lay track through the Notch in 1874, one hundred years ago. On the right, this Maine Central train winding through the Notch was featured on the cover of the 1968 Annual Report in full color. It is probably the most popular photograph of a Maine Central train ever taken. The old photo is from the publication "Crawford Notch" by Frances Ann Johnson Hancock.

crawford notch - 100 years

EDITOR'S NOTE: Much of the information in this story was obtained from a 1965 booklet titled "Crawford Notch" by Frances Ann Johnson Hancock.

One hundred years ago, in 1874, the vision and fortitude of two brothers plus engineering skill and a lot of promotion resulted in the impossible being accomplished. A railroad had been built through Crawford Notch, in New Hampshire's White Mountains, where at first there was great doubt that even a road could be built.

The history of the Notch goes back to a hunting excursion in 1771. Timothy Nash was tracking a moose when he lost the trail on the wooded top of Cherry Mountain just west of Mount Washington. The hunter climbed a tall tree to get his bearings and was surprised to see a break in

the solid wall of mountains to the south. Could this be the wild pass mentioned in grim Indian tales? Nash headed toward the apparent Notch and followed a swift moving brook through the pass for several miles. He realized that this path might become a shortcut for settlers as it apparently had been for Indians.

A few days later Nash was in Portsmouth to tell New Hampshire Governor John Wentworth of his discovery. The Governor showed a lot of interest because he wanted to open more roads to the interior of the colony.

Governor Wentworth made a deal

with Nash, a horse trade you might say. If Nash could get a horse through that notch he would then be convinced that a road could be built through it and would give Nash a tract of land at the upper end as a reward.

Nash convinced his friend Benjamin Sawyer to help him, and with a tough, mild-mannered farm horse, axes, chains, ropes and provisions, they started out. The two men cut underbrush, filled in holes, rolled rocks aside and moved large fallen branches out of the way.

Inch by inch they urged the horse toward Portsmouth, over 90 miles away. They even eased the be-

wildered beast in a rope cradle down steep banks and coaxed it around bare ledges. Several days later the battered but triumphant trio arrived at the Governor's mansion to claim their reward.

The two men were granted a large tract of land in 1773, known as Nash and Sawyer's Location, with the condition that they cut a road through the tract to join the Notch road and cause at least five families to settle there within five years. The area is now known as Crawford, Fabyan, Bretton Woods and Twin Mountain. The records do not describe the reward for the horse, who was the real hero of the expedition.

The first Notch Road was hardly more than a rough trail. According to old records, the first "freight" carried through the Notch was a barrel of rum transported from Portland, Maine, to Lancaster, New Hampshire, a gift to anyone who could get it through. Captain Eleazer Rosebrook accomplished the feat, although nearly all of the contents was consumed en route. The road was heavily traveled and improved over the years and became a "turnpike" in 1803.

The pioneer settlers along the early Notch road were Able and Hannah (Rosebrook) Crawford and their family of eight sons and one daughter. Between 1792 and 1850 their inns welcomed many travelers and started what has grown to be a year-round tourist and recreation business in the White Mountains. Able and his second son, Ethan Allen, became famous guides and helped make mountain climbing a popular American sport.

Able staked out a claim at what is now Hart's Location and built a log house for his growing family. Today, that still sparsely settled township enjoys national fame as the first to report in most Presidential Elections. It receives enough taxes from National and State Forests and Maine Central Railroad to exceed annual expenses, so the voters are tax free.

The Tenth Turnpike, charted in 1803, was described as running from "the upper line in Bartlett through the Notch in the white hills, containing 20 miles." This road followed the general route blazed by Timothy Nash in 1771. The turnpike proved to be one of the busiest and best-paying roads in New England. It brought Coos County in northern New Hampshire and the



This photo is provided by Raymond Evans who spent many years as a child living in the Notch at the Mount Willard House. Snow removal has always been a problem in Crawford Notch.

Coast much nearer and started a lively trade of farm and forest produce in exchange for all sorts of store goods.

It is reported that in winter (the easiest time for travel) lines of teams over a half mile in length hauled their loads south to market and returned with great assortments of merchandise. This artery of commerce continued to prosper for more than half a century, until the railroad was built.

Building a railroad through the Notch was called a difficult, if not impossible, engineering feat. Most engineers simply said it couldn't be done. A plan to build a railroad from Portland, Maine to northern Vermont and Canada included a shortcut through the gap in the White Mountains.

The Portland and Ogdensburg Railroad Company was chartered in Maine in February 1867 and in New Hampshire in 1869 with an objective to secure the commerce between the Great Lakes district and the Coast. Although the intention to reach Ogdensburg, New York, never materialized, the railroad was completed through Crawford Notch in 1874.

The railroad builders were General Samuel J. Anderson of Portland, the promoter and first president and John F. Anderson of South Windham, chief engineer of the

project. The brothers had to overcome unusual difficulties and expense due to the increase in altitude of 1369 feet in 30 miles from North Conway to Fabyan. The resulting railroad grade was an average of 104 feet to the mile for the last nine miles of the climb, with a maximum grade of 116 feet per mile.

It was necessary to build an imposing span across the deep Frankenstein Gulf. In 1895 the original iron work of the trestle was replaced by steel. It was 500 feet long and 80 feet high, supported by slender, graceful piers. The trestle was named in honor of Godfrey N. Frankenstein, a well-known artist of German birth who frequently visited the Notch.

Another remarkable span was Willey Brook Bridge, reaching across Willey Brook Ravine. This ravine was deeper than Frankenstein, about 100 feet, and the bridge was 400 feet long. The bridge was named for the ill-fated Willey family that perished in the 1826 landslide. Mr. and Mrs. Willey, five children, two hired hands and a number of animals were buried in a mass of dirt and rocks brought down with tangled trees from the mountainside during torrential rains.



Another engineering feat resulted in what is called the Gateway at the top of the grade. An opening just wide enough for the trains was blasted through solid ledge, leaving a jagged partition of rocks between the tracks and the natural opening where the river and road had barely enough room to squeeze through. The river was routed underground several years later when the highway was widened.

In 1888, the railroad, with Fabyan, about four miles from the Gateway, as its northern terminus, was leased to Maine Central Railroad and extended to Lunenburg, Vermont, to connect with the St. Johnsbury and Lake Champlain Railroad. A portion of the St. J & L. C. was later leased by Maine Central to provide for operation of trains to St. Johnsbury, Vermont, to connect there with the Canadian Pacific.

This line has operated as the Maine Central Mountain Division since 1925. The Portland and Ogdensburg was acquired by Maine Central in 1943 and the St. J and L. C. to St. Johnsbury was acquired in 1955.

The ride through the Notch on an early passenger train was an unforgettable experience. A popular Guide Book said, "No other railroad in the region traverses such imposing scenery, wild gorges, majestic peaks." It also advised passengers to sit on the right side of the trains for the finest views during the northward ride.

Observation cars were open all along the sides for an unobstructed view, although travelers were "sometimes made uncomfortable by cinders blown back by the locomotive." But the cinders and black smoke were referred to in romantic moments as "incense which rolls away" and "black carbon from Pennsylvania."

The rail line flourished with passengers as hotels and resorts sprang up to provide accommodations for weary travelers. The first house of food and lodging in the region was a large two story tavern built in 1803 by Captain Eleazar Rosebrook on a high mound known as "Giant's Grave." It burned to the ground in 1818.

This site later became the location of the Mount Washington House, established by Horace Fabyan of Portland about 1837. This

hotel also fell to fire in 1853. In 1872 a new hotel was built on the site called the Fabyan House, named after the previous owner. This popular establishment was reduced to ashes on September 19, 1951. An old Indian legend which said of the location, Giant's Grave, "No pale face shall take deep root here," had proven prophetic.

Other well known hotels of the area were: Mount Crawford House (1792-1876); Willey House and Hotel (1792-1899); The Notch House (1828 - 1854); Crawford House (1852 to present); Inn Unique (1860 to present); Mount Pleasant House (1876-1939); and Mount Washington Hotel (1901 to present).

Availability of automobiles and highway improvements prompted the demise of viable rail passenger service on the Maine Central Mountain division. The last regularly scheduled passenger service through the Notch was on April 26, 1958. There is still a remote possibility that passengers may some day again ride through the Notch. A group of New Hampshire businessmen have been developing plans for a steam excursion over the Maine Central trackage through the Notch for several years.

Today one freight train a day in each direction operates over the Mountain Division. The westbound trains usually consist of four or five GP-38 locomotives and from 50-100 cars with up to 5000 tons of

freight. On occasion, in the winter when operating conditions are the most difficult, an observer may see four locomotives on the head end and three helper units in the middle struggling to get the train over the "mountain".

The Mountain Division today is a vital gateway to the West for shippers in Maine. It is the preferred service route of many of the 17 paper and pulp mills located on Maine Central lines throughout Maine. In 1973, Maine Central interchanged over 16,000 carloads of freight with the Canadian Pacific at St. Johnsbury, Vt.

The romance of the railroad through the Notch was expressed in a White Mountain Guide Book of 1898. It observed; the mountain spirits must have smiled at the foolish surveyors who thought they could put a railroad through their wilderness. But before long came men with axes, picks, shovels, and powder barrels, followed by the sounds of blasting and falling trees, the riveting into place of ribbons of steel through the forest, along cliff edges, and over chasms, and finally the wail of steam engine whistles echoing among the mountain peaks. Then the spirits must have fled, leaving their ancient homes to become a "suburb of Portland!"



The Mountain Division of the Maine Central would be of little value without the engineers who have guided trains for 100 years over one of the most difficult lines in the East. Engineer Al Burdwood, talks with the dispatcher in Portland on one of his many runs over the Mountain Division.

conway scenic railroad



The newest railroad in New England is the Conway Scenic Railroad operating out of North Conway, New Hampshire. The restored Canadian National #47 carries passengers on an 11-mile excursion between Conway and North Conway.

In early August, the restored Canadian National No. 47 steam locomotive carried passengers on an eleven mile round trip between North Conway and Conway, N. H., initiating scenic excursions on the Conway Scenic Railroad. Dwight Smith, president, part owner and general manager, has seen his dream of many years fulfilled.

The highlight of the new railroad is the old North Conway passenger station. It is a Victorian structure with two towers and a large clock facing the attractive common in the center of North Conway village. The nostalgic station has been completely renovated and repainted gold with white trim and deep brown accents.

The station houses the ticket booth, a small railroad museum and a gift shop featuring all kinds of railroad items. An old cobblestone walk and a brick path to the front door add to the authenticity of the structure.

Passengers have their choice of riding in refurbished passenger coaches or open gondolas which have been rebuilt with seats and a roof.

The Portland-based Railroad Enthusiasts group, the 470 Railroad Club, has been well represented in the efforts to restore the line and equipment. Maine Central assistant engineer of structures and assistant clearance engineer, J. Em-

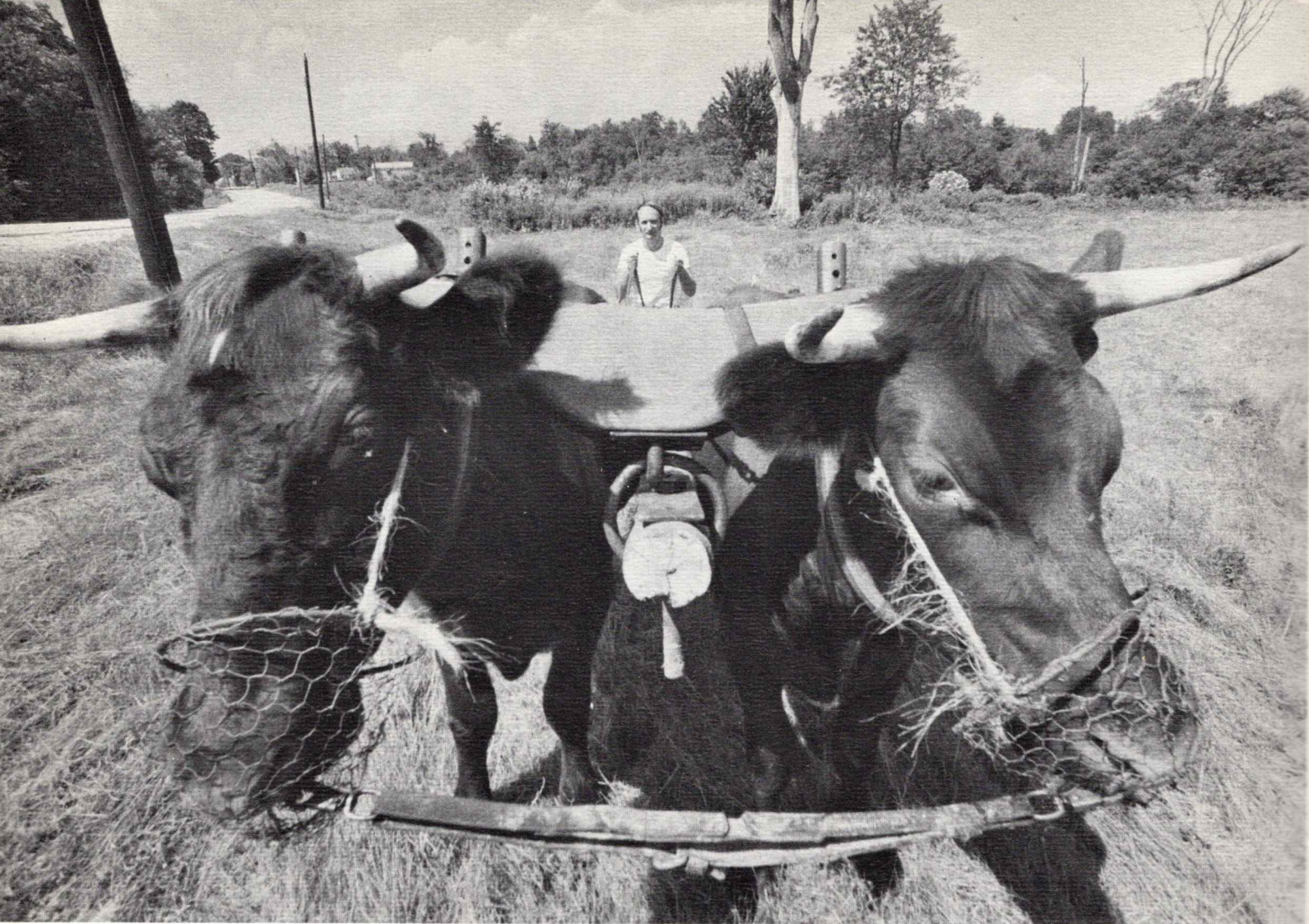
mons Lancaster, is acting as CSRR chief engineer. He spent two weeks of his vacation with work crews replacing rails and joints, surfacing, ballasting, culvert rebuilding, etc. Larry Brown of Maine Central's Waterville Shops has restored a 1941 track motor car and lorry trailer. Other Maine Central people have helped out in various other ways.

The new Conway Scenic Railroad

connects with the Maine Central at Intervale just outside North Conway. Maine Central has interchanged a few cars of coal with the new railroad which is being used to fuel the steam locomotive.



The old Victorian style North Conway passenger railroad station has been completely restored.



William Hawkes, machinist helper, looks tiny in this wide-angle photo of his two oxen, Bright and Broad. Portland Press Herald photo by John Patriquin.

OX power

During the day, William Hawkes, machinist helper, works at the Rigby Enginehouse maintaining and repairing huge, powerful diesel locomotives. Some of these engines can produce up to 2000 horsepower. In the evening Bill goes home to his 20-acre farm in Cumberland Center to work with another kind of power — ox power.

Bright and Broad are the names of his two, four-year-old Red Durham oxen. They weigh in at 1600 pounds for the pair, a light team according to Bill. "They are very small for their age, and I don't expect them to get much

bigger. I have seen pairs go up to fifty hundred pounds."

The Hawkes family has been competing in ox pulling for more than fifty years. It is very much a family affair with Bill's brother, Jim, and his father, Byron, also involved. Bill says, "My father taught us all we know about pulling. We make our own shoes and my father makes the yokes. You are born with the ability to drive steers, and they can't take it away from you once you learn," he adds.

On the more practical side, Bright and Broad are also used around the farm and on outside small jobs. "We

haul pulpwood out of the woods, mow a few small fields and do some odd jobs around this area," Bill Hawkes says. "We do some haying right here, but we still have to buy 400-500 bales a year to feed them." They also get a good supply of grain which makes their coats shine and improves their general appearance.

Bill works hard to train and condition the two animals for pulling. "You can't start right out with a heavy load. You have to build them up and get them in condition just like an athlete would." He adds, "You have to know your team,

know how much they can do, and that takes a lot of time and training. You have to be able to communicate with them."

After a day's work on locomotives, Bill spends at least two hours each evening with the team. "I enjoy it," he says. "They were wild when we got them, and we sure have put in a lot of hours training them. You sure don't do it for the money," he added. The first prize at an ox pulling event in Maine is usually about \$60.

The team pulls at several Maine fairs. Last year, in their first season of pulling, they picked up a 2nd at Cumberland and a 3rd at Fryeburg. They also entered at the Skowhegan and Lewiston fairs.

The events are divided into weight classes. The Hawkes team, at 1600 pounds, is right at the line in weight. If they gain any weight they will be elevated to the one ton class.

Between 1800 and 2000 lbs. of weight is loaded on a sled to be pulled. The object is to pull the weight as far as possible in three minutes. Bright and Broad can pull between 150 and 300 feet in that time. The distance the weight is pulled is dependent upon conditions such as the pulling surface, which varies from fair to fair.

The oxen must be paced, just like a runner, so they don't become winded before the three minutes is up. If the conditions are poor, the driver goes more slowly, judging what is the best pace for the team to pull the greatest distance.

Bill Hawkes is quick to defend the sport of ox pulling against critics who say it is cruel and abusive to the animals. "You get your good guys and your bad guys, just like anything else," he says, "but the judges always keep an eye out for any mistreatment. It's all a matter of conditioning, just like a person who lifts weights or runs long distances. If the animals are in good condition and healthy, it isn't cruel at all."

Whether diesel power or ox power, Bill Hawkes spends his days and evenings working with beasts of burden. The basic difference is that when a locomotive won't haul, it doesn't do much good to coax it, but if you ever hear him talking to a locomotive, you'll know why.



Bill Hawkes' two oxen are used around his farm and each summer and fall they compete in ox-pulling contests at Maine fairs. Portland Press Herald photo by John Patriquin.



Evenings are spent with ox power, but during the day Bill Hawkes works on diesel power at Maine Central's Rigby Enginehouse.



news briefs

Messenger Wins National Award

Meeting at their 52nd annual convention, the Association of Railroad Editors announced Sept. 27, 1974 the five winners of the Distinguished Achievements Awards Competition. The award for Excellence in the Use of Opinion Articles and Editorials was presented to Bradley L. Peters, editor of the *Maine Central Messenger*.

Other award winners were: *Burlington Northern News* for Overall Excellence and also for Excellence in News Coverage, Pullman-Standard's *Carbuilder* for Excellence in the Use of Graphics and Photography and *Milwaukee Road Magazine* for Story of the Year.

The *Maine Central Messenger*, the employee publication of Maine Central Railroad Company, is published six times a year with a circulation of about 5000 including employees, retired employees, shippers, stockholders, legislators and other interested individuals.

The *Messenger* award was based on the regular opinion column, "From the Desk of E. Spencer Miller."

The subject matter of his column in the 1973-1974 year included such issues as; industrial development in Maine, the law for restructuring the Northeast railroads, Maine's environmental laws, rail passenger service and the railroad's role as it relates to the environment.

The Association of Railroad Editors Competition included most of the major railroads of the United States in addition to entries from Canada and Mexico. The competition was judged this year by faculty of the Medill School of Journalism of Northwestern University.

Wiggins Retires

James W. Wiggins, executive vice president, has retired after 44 years of railroad service including over 30 years with Maine Central Railroad.

Upon his retirement, E. Spencer Miller, Maine Central president

said, "Mr. Wiggins leaves with the gratitude of management for invaluable contributions and the affectionate regard of his friends and associates who wish him many happy years of health and happiness in retirement."

Wiggins, a native of Houlton, began his railroad career as a draftsman on the Erie Railroad in 1930 after graduation from the University of Maine. He joined the Bangor and Aroostook Railroad Engineering Department in 1933 and later served in engineering capacities for the Boston and Maine and Maine Central. He became maintenance of way engineer for Maine Central in 1949 and chief engineer in 1953. In 1963 he became vice president—engineering and transportation, a position he held for seven years.

In 1970, he became vice president, operations with responsibility for the operating, engineering and mechanical departments. In January, 1974, he became executive vice president, a position he held until retirement.

New Boxcars

In an unusual Portland to Portland transaction, Maine Central Railroad, with headquarters in Portland, Maine, has received the first of 250 new boxcars built by a Portland, Oregon firm. This marks the first time Maine Central has acquired cars from a western car builder.

The cars were built by FMC Corporation's Marine and Rail Equipment Division. The new, 70-ton, 50' 6" boxcars, featuring the latest single sheathed design, all steel construction, roller bearings and cushioned underframes, will be used essentially for transporting products for Maine's pulp and paper industry.

George H. Ellis, Maine Central's vice president, traffic and marketing, noted that the new cars will be a valuable addition to the road's boxcar fleet. "With the encouraging outlook for Maine's pulp and paper industry for the next several years,



Executive vice president, James W. Wiggins, retired in October following 44 years of railroad service. He is shown here with Maine Central president, E. Spencer Miller, at the retirement luncheon.

these cars will make it possible for Maine Central to better serve its shippers as business increases."

The new cars will be painted in Maine Central's traditional yellow with green lettering and insignia. A large pine tree in a circle on one end of the car graphically illustrates the Maine Central slogan, "The Pine Tree Route." This acquisition brings to 1000 the total number of new and rebuilt boxcars acquired by Maine Central since 1970. During this same period the Railroad has rebuilt 135 additional cars in its own shops.

Assistant to President

Bradley L. Peters, director of public relations since 1970, has been appointed to the position of assistant to president. He will continue to supervise the Public Relations Department and will be responsible for Executive Department assignments in other areas as delegated by the president.

The new assistant to president is a 1960 graduate of David Lipscomb College in Nashville, Tennessee, with a BA in chemistry. In 1968 he received a MEd degree from the University of Maine in Orono. He was a chemistry teacher from 1960-1967 in Patten and Bangor, Maine.

From 1967-1970, Peters was a producer-director for the Maine Public Broadcasting Network in Orono. Most of his productions were television public affairs programs.

He is a director and member of the Executive Committee of the Vermont State Railroad Association, a member of the Public Relations Advisory Committee of the Association of American Railroads, the Maine Press Association and the Maine Association of Broadcasters.

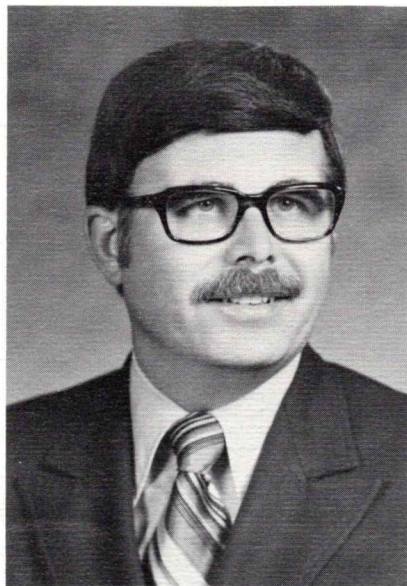
New Director of Public Relations

Edward D. Galvin has been appointed to the position of director of public relations. He will be responsible for Maine Central relations with the public and internal lines of news and communication among Maine Central employees provided by the Maine Central "Messenger".

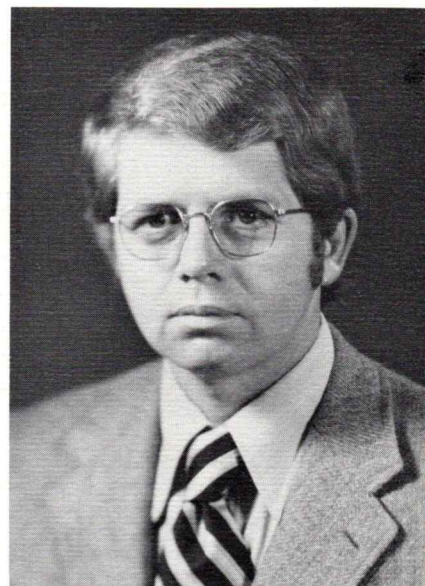
Galvin has been with the Maine



A new Maine Central 50-foot boxcar, a Portland, Oregon to Portland, Maine transaction. David Merrill, assistant vice president, mechanical, accepts the first of 250 new boxcars from William Galbraith, manager of sales at FMC Corporation's rail car production facility in Portland, Oregon.



Bradley L. Peters, assistant to president.



Edward Galvin, director of public relations.



Department of Commerce and Industry for the past 4 years. He was appointed to the position of development representative in 1970 and promoted to assistant director, development division in 1971.

From 1965-67 he worked at Charles E. Downe & Associates in West Newton, Mass. as a planning consultant.

From 1967-1970 he worked for the Chesapeake and Ohio, Baltimore and Ohio Railroad first as a management trainee for one year and then as senior location analyst, in the railroad's Industrial Development Department.

Galvin, a 1965 graduate of Boston University, is a resident of Brunswick. He has had a sustained interest in various modes of transportation and his transportation photographs and articles have been published in various journals and magazines.

Engineering Department Promotions

Stanley L. Jordan, formerly assistant engineer of structures, has been promoted to the position of assistant to chief engineer; and J. Emmons Lancaster, Jr., formerly supervisor, bridges and buildings, has been promoted to assistant engineer of structures and assistant clearance engineer.

Jordan began his Maine Central career as assistant engineer in 1964. In 1970 he was appointed assistant engineer of structures. He is a graduate of the University of Maine with a B.S. in civil engineering.

Jordan, a Cape Elizabeth resident, is a registered professional engineer in Maine and is a past president of the Western Maine Chapter of the Maine Society of Professional Engineers. He is a member of several other professional engineering organizations.

Lancaster began his service with Maine Central in 1954 as a chainman. He then held several engineering positions until 1961 when he was appointed to assistant supervisor, bridges and buildings. In 1963 he was appointed supervisor, bridges and buildings.

Lancaster is a resident of Falmouth and is very active in the local Railroad Enthusiasts, the 470 Club, and has acted as secretary-treasurer

of that organization for several years. He graduated from the University of New Hampshire with a B.S. in civil engineering. He is a registered professional engineer in Maine and New Hampshire.

Operating Department

The Operating Department has announced three personnel changes. William M. Bickford has been appointed Safety Supervisor, Charles A. Niles, Jr., trainmaster, and Arthur E. Palmer transportation assistant.

Bickford began his railroad career as a yardman for Portland Terminal Company in 1948. His railroading was broken up by military service, and he is presently a Lieutenant Colonel in the U. S. Army Reserves. He was appointed

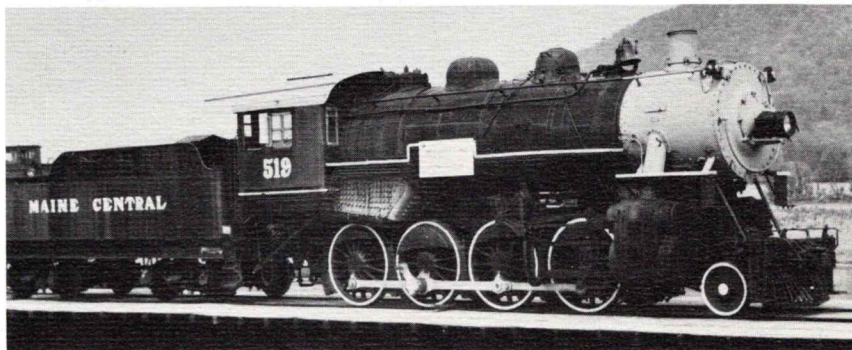
trainmaster in 1969, the position he held until his recent appointment.

Niles received a B.S. degree in business administration from the University of New Hampshire in 1956. He began his railroad career with the Boston and Maine in 1951, then moved to the Montpelier & Barre Railroad in 1958. He came to Maine Central in 1963 and held several positions, including transportation assistant, his position prior to this appointment.

Palmer started as a Portland Terminal call boy in 1945. He became night crew clerk for Maine Central in 1956. He was then promoted to the position of train crew dispatcher later in 1956.



This photo was taken at Lambert Lake many years ago. The man on the front has been identified as a Mr. Hunter and the man on the rear is signalman Jack Ryan. This motor car has a two cylinder engine on each side of the front wheel which is attached to the crank shaft. You have to push it to get it started because it is in gear all the time. Photo from L. E. Brown.



This former Maine Central steam locomotive is on display at Steamtown, U.S.A. in Bellows Falls, Vermont. The 519 is a 2-8-0 Alco built in 1910.

The Grapevine

General Offices



Linda Jean Perry

Train dispatcher Eugene Wakefield and Mrs. Wakefield announce the recent marriage of their daughter, Linda Jean, to Herbert J. Perry, Jr. Linda is a graduate of the Southern Maine Vocational Technical Institute School of Nursing. Herbert is the son of Mr. and Mrs. Herbert J. Perry, Sr., of Sawyer Street, Cape Elizabeth.

Kennebunkport was the setting for the June 8 wedding of Miss Roxanne Clifford and Maurice Joseph Taaffe, Jr., of So. Portland. The bride is the daughter of Mr. and Mrs. Clifford C. Clifford (Car Accounting). The bridegroom is the son of Mr. and Mrs. Maurice J. Taaffe of Rockville Centre, N. Y. A graduate of Biddeford High School, the bride attended Fairleigh Dickinson University and St. Francis College. She is employed by Portland Savings Bank. Mr. Taaffe is a graduate of St. Francis College and is employed by Sun Federal Savings and Loan Institution of Portland.

We extend condolences to Irene Kelsea of the Assistant to Comptroller's Office on the recent death of her father.

Mr. and Mrs. Robert L. Baker (chief special agent) wish to announce the recent marriage of their son, Lloyd William, to Doreen Ruth Eastman. Mr. Baker is a graduate of Deering High



Ronald O'Brien

School and is serving with the U. S. Air Force at Loring AFB. His bride, Doreen, is a graduate of Westbrook High School and Westbrook College where she majored in medical technology.

Ronald O'Brien has been recently employed as an engineering technician in the Engineering Department drafting room. Ron is the son of Mr. and Mrs. Lamonte O'Brien of 194 Virginia Street, Portland. He is a graduate of the University of Maine, Orono, with a B.S. Degree in civil engineering. Welcome aboard, Ron!

Don Sinclair has been awarded the position of bridge and building supervisor, system, in the Bridge and Building Department with headquarters at Portland (subject to return of C. E. Dixon). Don is a native of Steuben, Maine. He is married to the former Eva Baker of South Portland and resides in Falmouth. Their son, David, is em-



Mrs. Maurice J. Taaffe, Jr.

ployed as a carpenter in the Portland Terminal Company. Congratulations, Don!

Alice Cash, our PBX operator, and her husband, Loren, took a three-week trip to the World's Fair in Seattle, Wash., by camper during September. They ought to have a lot of stories to tell!

Stephen Aylward has been chosen as one of the ten students being sponsored by the New England-Atlantic Provinces Quebec Center of the University of Maine at Orono for the Junior Year Exchange Program, to study at Dalhousie University in Halifax, Nova Scotia. Steve is the son of Dick Aylward (chief clerk, Engineering Dept.) and Nathalie Aylward and is majoring in political science and economics. Dick and Nathalie enjoyed four days of their vacation in September on a trip to Halifax to see Steve's new environment for the coming school year, and to transport his personal belongings.

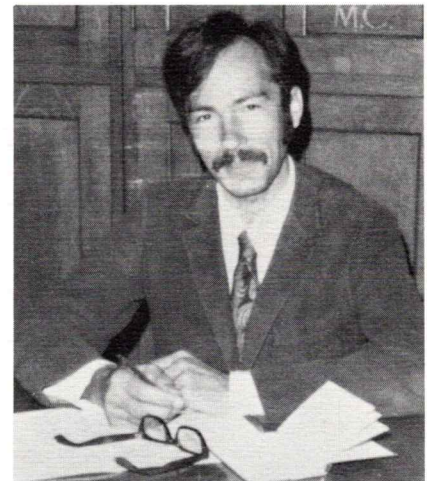
In September 1974, John Goyette was



Mr. and Mrs. Lloyd Baker

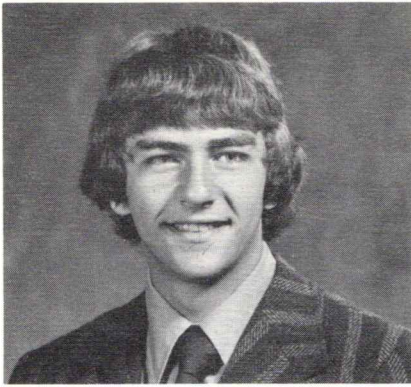
promoted to student supervisor, Track and Bridge & Building Dept., System, with headquarters at Portland. After working for Maine Central for more than two years, John resumed his studies at the University of Maine, where he obtained a Bachelors Degree in Civil Engineering. John and his wife, Peggy, reside in Portland with their two children, Steven and Daniel.

Eric Smith, assistant treasurer and director of cost analysis, was a frequent visitor at Camden where his cousin ran a summer gift shop called, "The Crow's Nest."



John Goyette





Arthur P. Gilbert, Jr.

We would like to welcome three newcomers to the Revenue Department: Cheri Wallace, James J. Landry and Anthony P. Costa, Jr.

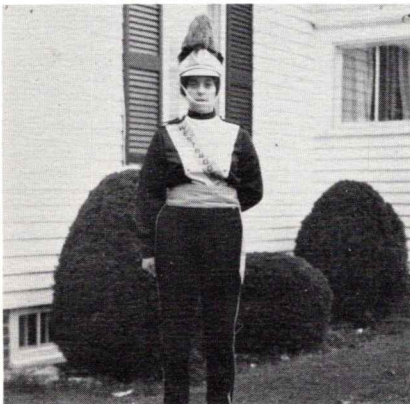
Brian K. Braasch, son of Benjamin B. Braasch, Sr., manager Freight Claims, has entered the University of Maine, Orono, where he will major in civil engineering. Ben's eldest son, Ben Jr., has entered Leslie College in Cambridge, Mass., where he is studying for his Master's Degree in psychology.

Jane M. Woodbury, daughter of Thurlow L. Woodbury (head freight claim representative) has entered the University of Maine, Farmington, and is majoring in home economics.

We hear that Phyllis and Kippy Hawkes (assistant comptroller-revenues) had Best Game Bantam at the Rochester, New Hampshire Fair this year.

Arthur P. Gilbert, Jr., son of Nancy Gilbert (Data Processing) and Arthur P. Gilbert, Sr. (statistics clerk, Revenue Office) graduated from Cheverus High School in June, where he received the Pierre Harnois Memorial Award as the outstanding scholar-athlete. He received honorable mention on the State Class A All-Star Team as an "end", was named "center" on the Big Eight Conference All-Star Team, and was a pitcher-first baseman on the baseball team. This summer he was employed by Maine Central on the Mountain Division. He is now attending the University of Wyoming in Laramie where he is a pre-med student.

Mr. and Mrs. Leroy A. Taylor, Jr. (auditor Revenues) are the proud grandparents (first time) of a granddaughter, Sara Leigh Taylor, born August 6, 1974,



Christine Born

in Concord, N. H. Sara Leigh weighed in at 7 lbs. 1 oz. and was 19" long. She is the daughter of Mr. and Mrs. Roy Taylor of Allentown, N. H.

Leon G. Perkins, Jr., (Sandy) has been promoted to student supervisor, Bridge & Building Department, System, with headquarters at Portland. Sandy hails from Orono, Maine, and resides in Yarmouth with his wife, Marcia.

The Mechanical Department is well represented in Portland, Oregon, these days. Four of its employees are handling the inspection of 250 new boxcars at the FMC Corporation in Portland. T. S. Jewett, supt. car maintenance, is chief inspector, assisted by D. P. Crovetti, asst. mechanical engineer; R. E. Boulette, Waterville Paint Shop foreman; and



Vicki and Charles Cote

B. C. Wheelden, Bangor Car Dept. general foreman.

You've heard of "Cat on a Hot Tin Roof?" Well, have you ever heard of "Squirrel on a Hot Window Ledge?" If not, ask Arthur Palmer to explain . . .

Carol Sanborn has recently joined the Law Department as a secretary. She was previously employed in the Revenue Office. Mrs. Margaret "Pickles" Park filled in temporarily following Mrs. Olga Maloy's resignation for ill health.

Travelling with the Westbrook High School Marching Band to the American Legion Convention music and drill competition in Miami were Christine Born, daughter of James O. Born, chief engineer, and Vicki Cote, daughter of Royden Cote, market manager. Both sophomores, Chris plays the tenor saxophone and Vicki plays the baritone. Christine is the granddaughter of the late James H. Dole and daughter of the former Vaun Dole, who was a stenographer in the Executive Dept.

Two major national events in which these young people from Westbrook High participated were a drill and music competition in Miami the evening of Aug. 17, at which they placed first in their class, and the American Legion parade on Sunday evening, Aug. 18. The Big Blue Band marched in the parade with the Maine contingent of the American Legion, and they carried the colors of American Legion Memorial Post No. 197 of Westbrook.

This fine band from W.H.S. is under the leadership of Mr. Norman Richardson, and their drill instructor, Mr. Vin-



Michael Mathews, member of the Westbrook High School Band, is the son of Mr. and Mrs. Robert H. Mathews, Portland Terminal yard conductor.

cent Ratford. The Junior Marching Band Class was a first for the American Legion, and Westbrook was honored to be a part of this. In sheer numbers, the band was impressive, because they were one of the largest music and drill groups in the competition and in the four-hour parade. The Big Blue Band was unique at that convention because members were all from the same school.

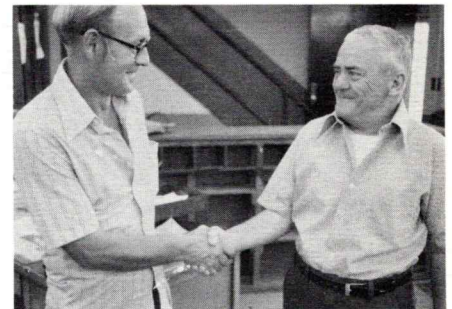
The Westbrook Band Parents, determined to meet the challenge, had spent nearly a year on money-making projects such as suppers, food sales, cabarets, an auction, and a big raffle on a three-minute shopping spree at a local supermarket. Westbrook Senior Citizens showed their enthusiasm by earning nearly \$1,000 for the band trip at their variety show in the High School auditorium.

Parents formed a "300 Club" to recognize businesses and individuals who contributed at least \$300 to the fund. The drive went over the goal to \$49,000. Mr. Maurice Senechal is President of this active and dedicated group of parents who also earned money to buy uniforms and equipment.

On Saturday, Sept. 21, the Westbrook Band Parents held a banquet at the Holiday Inn downtown honoring the winning band members and the "300 Club".

— Story by Vaun Born

Bangor



Clayton F. Lambert, acting assistant foreman (left), congratulates William B. Leonard (right), who recently retired.

Mr. William B. Leonard, carman at Bangor Car Department, retired August 14. Congratulations, Bill, and best wishes for a long and happy retirement!

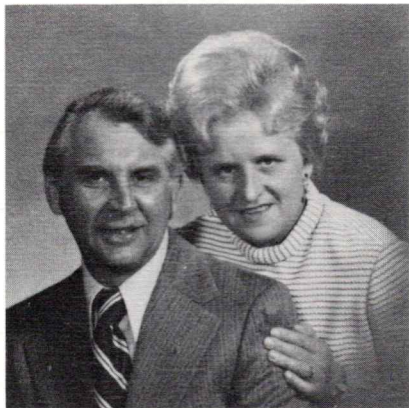
Rigby Shops

Chief clerk Frank Garland, General Foreman's Office, spent his vacation in the Bartlett, New Hampshire area on the Saco River. He spent most of his time building a camp in field stone and riverbed stone. Although he made considerable progress, he estimates it will take at least 3 years to complete.

Retired employee, Guy Densmore, 81, died at Togus Hospital after a long illness. Guy had covered many jobs during the 50 years of service. Condolences are extended by his friends.

Lois Temm, daughter of Mr. and Mrs. Edwin Temm (machinist) was married recently to Edward King. The couple will reside in Livermore Falls, where Edward is in business.

Enginehouse crane operator, Joe Marzelli, has just returned from a family visit to his native Italy. Joe and his brothers are owners and operators of a large area of vineyards.



Mr. and Mrs. Maurice LaPlante

Roland Brown, 36, died suddenly recently. Roland was employed on the East Yard Section. Bill Brown, a long-time employee and assistant foreman (Rigby Section Crew), was Roland's father.

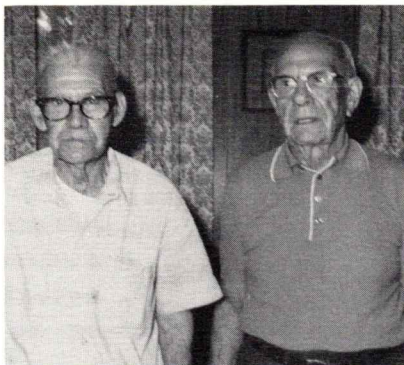
"Dusty" Greenlaw has returned to his former position of janitor engineers quarters, after a long illness.

Car Shop blacksmith, Bronnie Tatarczuk is still on the sick list with a severe back injury. However, he is slowly on the mend.

Pat Norton, father of Mrs. Arthur Mills, died recently after a long illness. Pat was a conductor in the Terminal for many years before retirement. Condolences to the family.

Barbara Mills, daughter of Arthur (engine dispatcher) and Mrs. Mills, was recently wed to Lynn Bradley. Barbara will continue her work with the Ramada Inn motel chain as a banquet counselor. Her husband is employed by Canfield Electronics.

Marjorie Wetmore, daughter of electrician "Bert" and Mrs. Wetmore, was wed to Phillip Roewer. Both are of



Hollis Hodgkins, Jr., left, stock deliveryman, retired July 1st. His father, Hollis Hodgkins, Sr., right, has been a retired boilermaker since 1957.

Portland. Marjorie will be employed at her present position as a nurse at the Osteopathic Hospital. Phillip is employed at the same location.

Anita Mills, second daughter of Arthur and Mrs. Mills, was recently engaged to Kenneth Upton. A December wedding is planned.

Rockland

There has been a real flurry of activity in the Rockland area and along the branch. R. H. Hall and tie crew outfit have been busy installing new ties and ballasting the main line between Rockland and Brunswick. We have also been shipping crushed rock ballast, supplied by the Rockland-Rockport Lime Company, almost daily to various track work areas on the Mountain Sub-Division.

Clerk Harold Fletcher retired at Bath after about 40 years of service with the Maine Central. We wish him the best in his retirement years and will miss hearing his cheery voice on the branch telephone.

Engineman Charlie McLain traded cars and is now sporting a dark green 1974 Olds Cutlass, 4-door sedan, including Sheriff's Department antenna and the blue "bubble gum" machine in the window. So, watch your step when you see "Deputy" Charlie on the road.

Also sporting a pretty blue and white 1971 Buick Skylark, 4-door sedan is our old friend and retired carman Floyd (Monty) Montgomery. He could hardly wait to get out of his car to tell Wendell Lewis he wasn't the only one who could ride around in a Buick. We wish him and the Mrs. the best, and many safe traveling miles together. They certainly deserve it.

Waterville Shops

Carman and Mrs. Maurice LaPlante recently celebrated their 25th wedding anniversary with a vacation trip to Honolulu, Hawaii, Kona and Hilo. The couple has three children and one granddaughter. Mrs. LaPlante is employed by

Mt. Meric during the school year. Mr. LaPlante has been employed at the Waterville Shop for 27 years as a welder.

Electrician Richard Eames is building a new home in Winslow.

Electrician W. Willette was a recent delegate to the International Convention of the I.B.E.W. at Kansas City, Missouri.

Two Shop bowling teams are operating in the Waterville Merchants League this season.

John E. Larracey was reelected to the Executive Board of District 22 of the International Association of Machinists and Aerospace Workers at the Philadelphia convention in June.

Freight foreman Glen McCarrison may be opening up a credibility gap because of a recent excuse he used for being late arriving home. A helicopter made a landing on the Shop road as he was leaving work and delayed him until the machine was moved to another area.

Some of the Shop sailors have been getting a few tips from the Coast Guard.

Mr. and Mrs. Mark Derose are the parents of a son born August 23. Nicholas Mark is a great grandson to John Larracey and a grandson to Don Dickey.

The Shop Horseshoe Tournament is now underway with the single elimination nearly completed. J. Steeves and L. McCommic were the doubles winners for the upper end, as the lower end is completing their doubles elimination. The upper and lower end will meet for the championship the first part of October.

Rip track foreman, Sid Brown, found the weather uncooperative on a home project and quickly decided it was time for his first jet ride, destination Quantico, Virginia.

Waterville Station

On the baby parade we have a new granddaughter to rate clerk Robert and Loraine Esty.

Congratulations to track foreman and Mrs. Bing Jordan on the birth of their new daughter Kelly Lynn.

Congratulations to carpenter Dick Bilodeau and wife on the arrival of a baby girl this summer.

Congratulations to railroad fan Dr. and Mrs. William Diehl on the recent birth of a new son.

Best wishes to trackman Francis Roy who retired last August after 43 years of service.

Car clerk Ruth Brochu has been seen swinging around this summer at the local golf course.

Freight Office chief clerk Bev Cook and husband are looking forward to a winter of square dancing with their friends.

Supervisor work equipment, Roland Giroux and wife, Dot, have been enjoying cruises down the Kennebec River to the ocean in their new boat.

General agent Cal Clark is buying a larger garage door so he can back up without removing the chrome on his car.

Lil Poulin is the new face in the Engineering Department. She was the successful bidder on a job vacated by Lucette Huard who is now working at the Stores Department.



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Waterville Yard



Jane Knight

Joe Boudreau, conductor, is fulfilling a dream of 20 years. He is going to Montmeagny, Quebec, to do a little duck hunting for three days and then going 350 miles further north for a week of moose hunting with his brother of New Richmond, Quebec. We hope you'll bring back some trophies, Joe.

Ralph Laliberty, yardmaster, and Norman Dow, Enginehouse hostler, have their guns cleaned and oiled and ready to do some rabbit hunting in central Maine. Ralph says he may wipe out the whole rabbit population. Last year they got about 100 rabbits apiece. That's some hunting man. Ralph says he's eaten every rabbit dish from fried rabbit to rabbit stew.

Billrack clerk, Al Cook, says that road conductor, Don Giberson, is in his silver years, and his hair shows it. Don says he got that way by waiting for way bills from Al. This is what you call passing the buck.

We welcome Judy Brown in the Yard field. She's presently covering Jeanette Perro's job as billrack clerk, while Jeanette is on vacation.

C. A. Higgins and W. F. Smith, brakemen, paid the big price of going to Bangor to see Evel Knievel on TV. Wonder if they're thinking of giving up their motorcycles for sky cycles? Smitty just returned from a motorcycle trip to Nova Scotia. He said he met Peggy Cass

on the Blue Nose coming back and they had quite a few toasts together along with some bright conversation.

Mr. and Mrs. Robert M. Knight (janitor and car cleaner) announce the engagement of their daughter, Jane Ellen, to Linwood Everet Hall, son of Mr. and Mrs. Earle A. Hall of North Belgrade, Maine. Miss Knight is a 1974 graduate of Waterville High and is employed by Thayer Hospital. Mr. Hall is a 1974 graduate of Messalonskee High and is employed by Jordan's Eastern Division, Waterville. A spring 1975 wedding is planned.

Other News

Joseph J. Conrad from Mattawamkeag wishes to thank all his fellow employees for their generous donations for his retirement of July 31st.

25-Year Service Pins

J. S. DiMauro, Sr. Rate Clerk — July 11, 1974.

Scorecard

The Willowdale Golf League has completed the season with Team 5 taking first place honors captained by Ivan Perkins, with Colton, Kopacz, Napolitano, Gay, Bowen, Mcanallen and Blumenthal; Second place to Team 3, with Capt. Dick Brown, Caulfield, Luttrell, Bragdon, Tate, White, Arnold and Harry (The Horse) Lawrence. Other trophies went to Bob (Mr. Golf) Chapman, low average; George Colton, most points; most birds, Dick (Ace) Pyne, Class A, B, Jack (Galloping) Keating, C, Russ Proctor. Low net, A. A. Freeman, B, Bob Michaels, C, Ralph Arnold; most pars. I. Perkins, San Napolitano, and Gene Guilmette. We thank the commissioners even though they wound up on the first and second place teams. The Annual Dick Pyne award went to Bob (Mr. Golf) Chapman. Good luck with your putter and pillow.

The Portland Terminal slow pitch softball team had only a fair season without any Babe Ruths to talk about.

The Annual Fairlawn Golf Tournament was held Sept. 21st with 103 entries, but because of lousy weather we wound up with only 94 actual players.

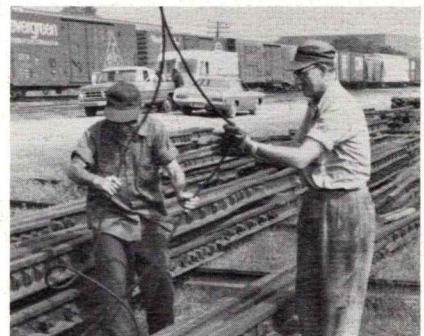
For low gross we had Bob (Mr. Golf) Chapman and Paul Gallant tie with 80's. Paul lost in the first hole playoff. Mr. Golf retains the Ben Whitney Trophy for winning it three years in a row. The E. Spencer Miller trophy was won by Lenny (Ex Gandy) Forest with a 81-67. Low gross Class A, Bob Carroll, Bangor 79, Paul Gallant and Bob Chapman 80; Class B, Bill Kopacz 88, John (Uma) Luttrell 92 and Bob Brewster 94; Class C, Russ Proctor 97, Arnold Byers 101 and Glen Morrill 105; Low net Class A, Lenny Forest, 81-67, Bob Clukey 82-69 and Jim Campbell 81-69; Class B, Al Bowen 96-72, George Stanley 98-74 and Brownie Tate 94-74; Class C Forest Ryder 103-68, Mike Whalen 104-69, and Bill (Sand Bagger) Trefethen 109-77.

We would like to thank Bob Brewster and Fran Redstone for doing a swell job collecting green fees and taking care of the scoring. See you next year at Bangor or Fairlawn. Oh, by the way, nearest pin, Bob Casey, Jim Price and Mike Wheelden.

The Men's Portland Bowling League is at Mill Creek South Portland instead of Big 20 this year with Lenny Forest and Ralph Foster.

The fishermen have been having a ball hooking blue fish in Portland Harbor this year. Craig (The Beard) Wilson has his freezer stocked up for the winter.

P. S.: We also had a group of retirees who played The Fairlawn, including: Forest E. Bailey, CPR; W. Jerome Strout, BAR; Fred Parent, BAR and our own Larry Warren. Mr. Bailey has enjoyed 16 years of retirement.



James R. Carey and Cliff F. St. Pierre (right) loading a frog for shipment to Portland. Both these fellows are laborers.