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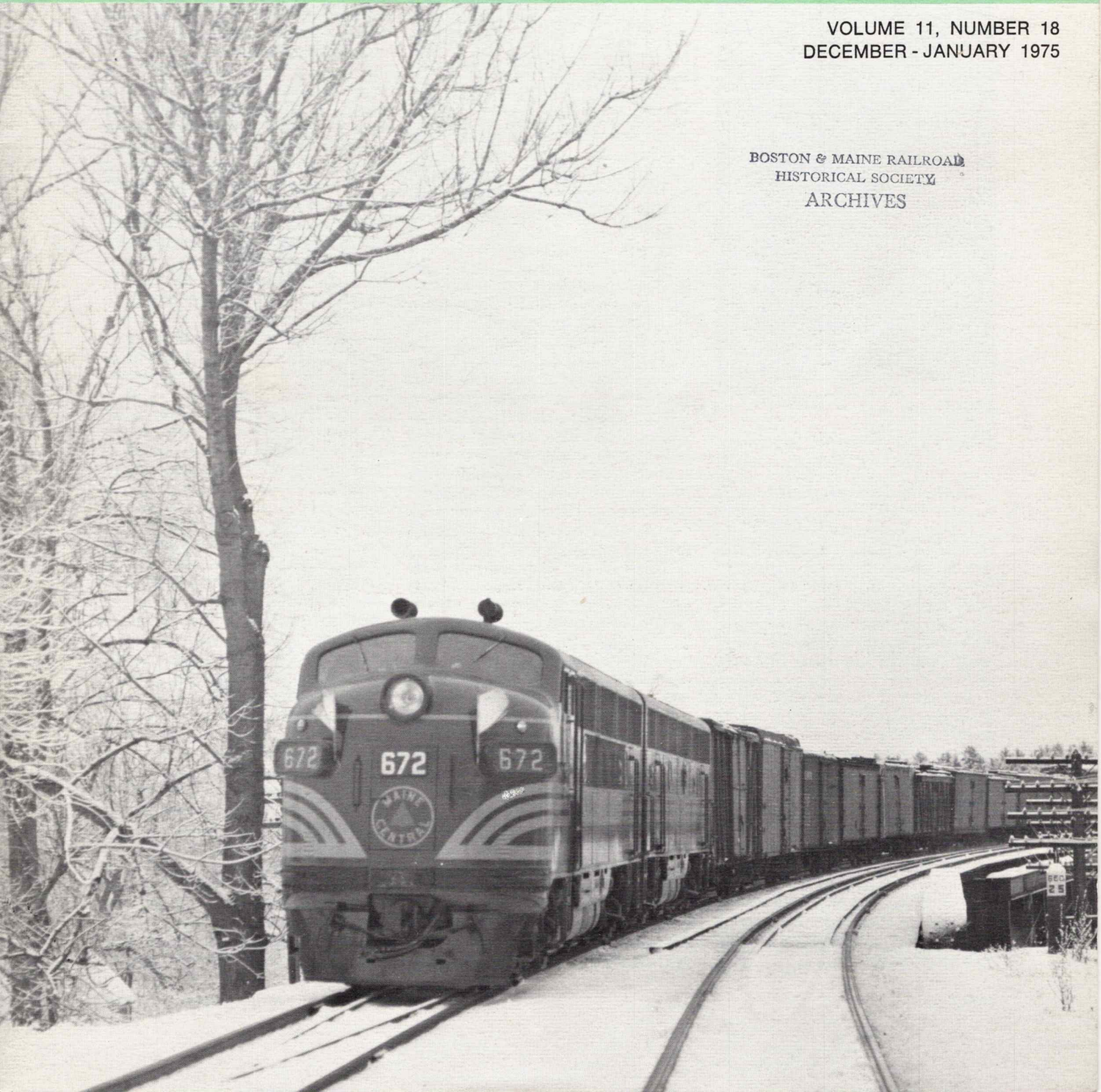


MAINE CENTRAL

MESSENGER

VOLUME 11, NUMBER 18
DECEMBER - JANUARY 1975

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
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From the desk of . . .

E. SPENCER MILLER



Inflation - The Coal Situation

In the last issue of the Messenger we described inflation and outlined its basic causes. We said that the laws of economics are inexorable, just as are the laws of arithmetic. We also said that 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.

Just prior to the printing of that issue, the nation's top office holder revealed one plan which could do more to improve this nation's economy than any other single proposition. In early October President Ford, in his economic message to the nation, suggested that power plants presently fueled by oil should be converted to coal as an anti-inflationary measure. The proposal drew little public notice, but we believe that the President may have hit upon the very solution to this country's financial ills.

We have heard a great deal recently about Project Independence. It is not only a desirable ambition, but a goal which is vital to this country's economic stability and a secure national defense. One of the causes of our present economic difficulty is the tremendous outflow of American dollars to the oil-producing nations. Conversion of power plants to coal would shut off this loss of dollars and would help reverse the present serious inflationary trend without throwing the country into a severe economic tailspin. All other so-called inflation cures would necessitate a difficult and lengthy period of depression, unemployment, and economic chaos.

Conversion of power plants to coal will limit demand on our domestic oil reserves, but there will still be a need for home and industrial heating, gasoline, diesel fuels, etc. Our own oil sources will provide for most of these needs for many years to come, especially with the opening up of the Alaskan oil fields. In the meantime, however, the best engineering talent should be dedicated to the development of liquid fuels from coal and shale leading toward a fuel self-sufficiency in all respects. The surplus of liquid fuels resulting from conversion to coal should help drive down oil prices.

The following statistics will demonstrate our present dependence upon coal in this country and what it means to the railroad industry. Coal consumption in the United States in 1973 totaled 590 million tons and provided for about 20 per cent of the nation's total energy output. Electric utilities were the biggest users, 390 million tons last year. In 1920 about 88 per cent of U. S. electric power was produced in thermal plants fueled by coal, but with increased use of oil, gas, and nuclear fuel, the proportion has now dropped to 53 per cent. Electric utilities are also using about 400 million barrels of fuel oil each year.

Railroads haul nearly 70 per cent of the coal loaded for shipment at the mines, and coal is the number one commodity carried by U. S. rail-

roads, providing in 1973 over \$1.4 billion in revenue and 17 per cent of the total carloadings. Nearly 50 per cent of the tonnage of the Norfolk and Western, 44 per cent of the Chessie System, and 28 per cent of the Penn Central is coal.

Many years ago the prosperity of the railroads in the East was due primarily to the large amount of coal these roads hauled. Conversion of power plants to coal, accompanied by increased use of electric power, would necessitate at least a doubling of coal production within the next decade, resulting in a bonanza to the nation's troubled rail industry. It could be postulated that the Penn Central would be saved by this move alone. The National Academy of Engineering estimates that to realize a doubling of coal production to 1.2 billion tons a year there would be a requirement for 8000 new locomotives and 150,000 gondola and hopper cars.

It would be necessary for the federal government to create a coal car pool which would be designated exclusively for hauling coal throughout the country, resulting in a great boon to U. S. steel and fabrication companies. Increased domestic production and employment would go a long way toward curbing further inflation.

The United States is the Saudi Arabia of coal. This fuel-deficient nation is sitting on a storehouse of energy that even exceeds the oil wealth of the Arab nations. Spread coast to coast, America has close to 400 billion tons of coal that can be mined using present technology. That is enough coal for 661 years of production at the present rate and another 3200 billion tons could ultimately be recovered by new mining methods.

In contrast, the proven reserves of domestic oil will provide only 11 years' production at the present rate and our energy demands are escalating at an unprecedented pace. Project Independence cannot be realized unless we move with a determined effort toward a significant increase in the use of coal in the United States.

Let's turn now to our own backyard and evaluate the effect of conversion of power plants to coal on New England and specifically the State of Maine. Most power plants in New England converted from coal to oil after WW II because of

economics and environmental requirements. At the present time this region is almost totally oil dependent for production of electric power. Maine presently uses nearly 5 million barrels of oil annually to produce power. Conversion of these power plants to coal would require well over 1 million tons of coal annually, most of which would be transported by rail. It is interesting to note that Maine Central Railroad transported over 1 million tons of coal in 1927, a peak year. This tonnage was over and above that which was used to power Maine Central steam locomotives. In 1973 Maine Central hauled only 11,000 tons of coal.

There also would be spin-off benefits to the State of Maine. It is likely that this conversion to coal would revive the Port of Portland as a viable dry cargo port. In another area, the economics of oil would be balanced even more heavily toward the use of supertankers to transport whatever imported oil would be desirable. This would benefit Maine with its unique natural resource of very deep water next to the shore and make deep water refineries even more economically viable in competition with refineries lacking supertanker capacity.

After saying all of this, we now turn to the practicality of conversion of power plants from oil to coal. The sad truth is that we are dangerously heading in the opposite direction. The Clean Air Act will, on July 1, 1975, outlaw the use of most of the coal produced for electric utilities in the United States. By the middle of next year, more than 200 million tons of medium and high sulfur coal now burned annually by utilities will be regulated off the market. Everyone agrees this cannot be allowed to happen, but nothing has been done to prevent it. No one in a leadership role has the courage to face reality in a definitive manner because of the environmental hysteria surrounding this issue.

It is of vital importance that the best technical minds be put to the task of cleaning up high sulfur coal, but in the meantime we must relax the presently severe restrictions on air emissions from coal. Any government which on the one hand mandates a great increase in coal production in a decade and then completely frustrates its production and

utilization is at best inconsistent and confused.

The pursuit of Project Independence and a national energy self-sufficiency is a laudable goal. It will go a long way toward curbing spiraling inflation. To date, the effort has produced more oratory than action and more rhetoric than realism. It's time to stop leaning on our coal shovels and get to the business of producing and utilizing this most valuable and available energy resource.

It is an historical fact that major wars result from economic ills and rivalries. If we pursue our present course, our leaders may some day seek the very worst solution — a military one. Solution through conversion to coal may even be the alternative to international disaster.

Comment - Will Arabia Rule the World?

You will recall our George Bernard Shaw quotation in the last issue of the Messenger: "Between trusting to the natural stability of gold and the natural stability of the honesty and intelligence of the members of government . . . I advise you to vote for gold."

Money is power in our present international political structure and gold is the only commodity around which a stable world-wide economy can function.

In 1958 U. S. gold reserves were valued at nearly \$21 billion and exceeded liquid liabilities to foreigners by about \$4 billion. Today the situation is reversed. U. S. gold reserves are less than \$12 billion, at official value, and foreign claims against the dollar have escalated to \$107 billion. A continuation of our present energy policy, which leaves us at the mercy of the Mideast, contributes to this drain on U. S. gold reserves.

The extortionate price for oil which is demanded by the producing nations is depleting the gold reserves of the industrial countries. All of the industrial countries, except Germany and Sweden, showed a trade deficit in the second quarter of 1974 and this syphoning can be traced directly in most cases to oil prices. In the meantime, the oil-producing countries are absorbing the gold reserves like thirsty camels at an oasis.

Saudi Arabia, the 13th largest gold reserve holder in the world last year, has now jumped to fourth place behind the United States and West Germany and is right on the heels of Japan. France is way behind in fifth place. Iran (Persia) is moving up fast on France with Nigeria close behind.

Will Arabia or Persia dominate the world? Well, at times in the past each of them has!

E. Spencer Miller

President



MAINE CENTRAL

MESSENGER

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ASSISTANT EDITORS

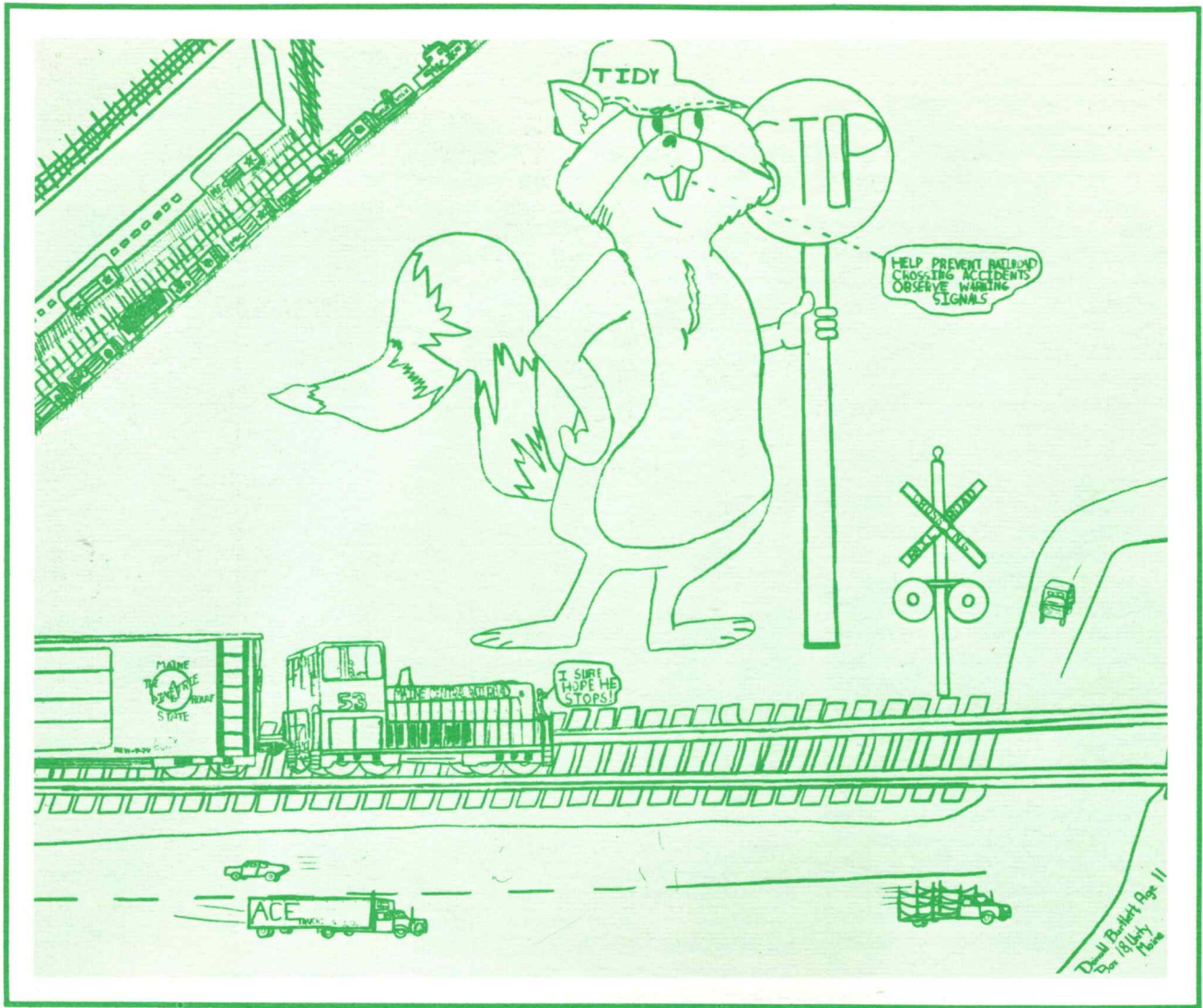
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Gloria McCullough	General Offices
Jan Calder	General Offices

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COVER PHOTO

An Extra from Bangor to Portland led by an F-3 crossing bridge in Fairfield, Maine on January 15, 1948.



The Winner — Donald Bartlett's award-winning poster.

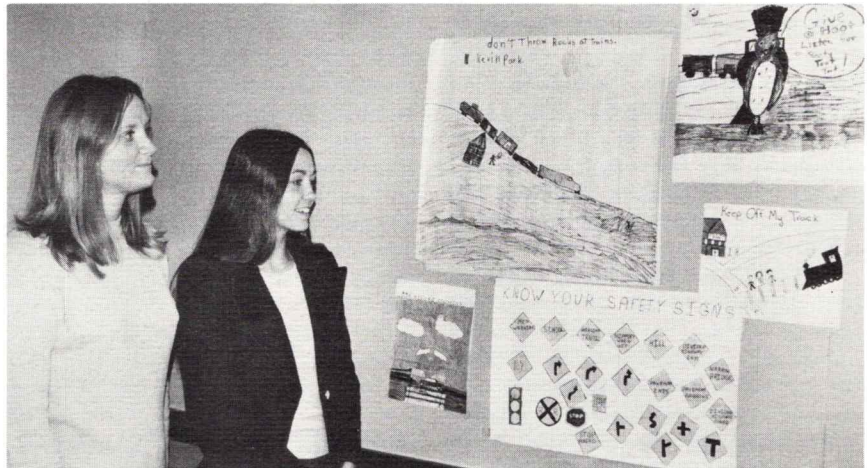
safety poster contest

Donald Bartlett, 11, of Unity was the first place winner in the Safety Poster Contest sponsored by Maine Central Railroad and Portland Terminal Company for children of employees 12 years of age and younger.

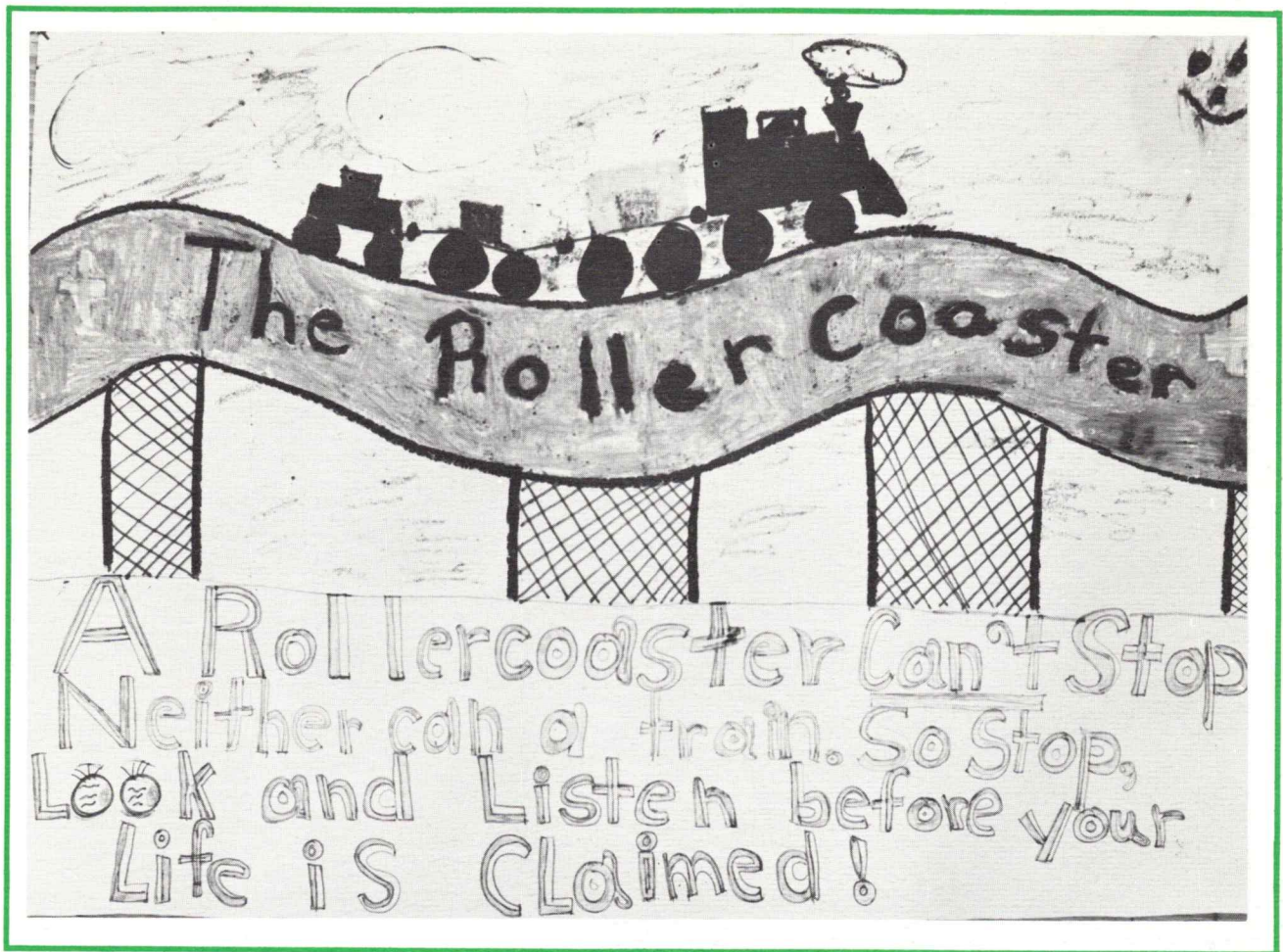
Donald's winning entry, which emphasizes alertness at railroad crossings, was sent to a nationwide safety poster contest conducted by the Association of Railroad Editors.

The winning poster earned Donald a \$50 U. S. Savings Bond. His parents are Mr. and Mrs. Donald Bartlett, Sr. His father is a Maine Central brakeman.

Second prize was a \$25 U. S. Savings Bond, won by Lisa Peterson, also 11 years old, of Scarborough.



Sally Larner, left, secretary in the Comptroller's Office and Linda Profenno, Public Relations Department, admire the safety posters.



Lisa Peterson, 11, of Scarborough entered this poster, which won second prize. Her father, Edmund R. Peterson, Jr., is a Maine Central Engineer.

ough. Her poster graphically portrayed the "Stop, Look and Listen" slogan. She is the daughter of Mr. and Mrs. Edmund Peterson, Jr. Her father is a Maine Central engineer.

The judges for this year's contest were Bradley L. Peters, assistant to president; William Bickford, safety supervisor; and Eugene Lyden, general chairman, United Transportation Union.

Those contestants receiving honorable mentions:

Stephanie McLain, 9, Rockland; Father: Charles McLain, Engineer.

Mark George Flaherty, Portland; Father: John Flaherty, Data Proc. Dept.

Scott Lawrence, 12, Pittsfield; Father: P. Lawrence, Signalman Foreman.

Barbara Lutick, 11, Rumford; Mother: Thersa Lutick, Cashier.

David Richardson, 8, Fairfield; Dean Richardson, 7, Fairfield;

Father: Wade Richardson, Waterville Shop Supervisor.

"Chip" T. Carson, 10, Bangor;

Father: Charles Carson, Claims Clerk.

Todd Goodblood, 11, Troy; Luke Goodblood, 12, Troy; Father: Percy Goodblood.

David Park, 6, New Gloucester; Kevin Park, 8, New Gloucester;

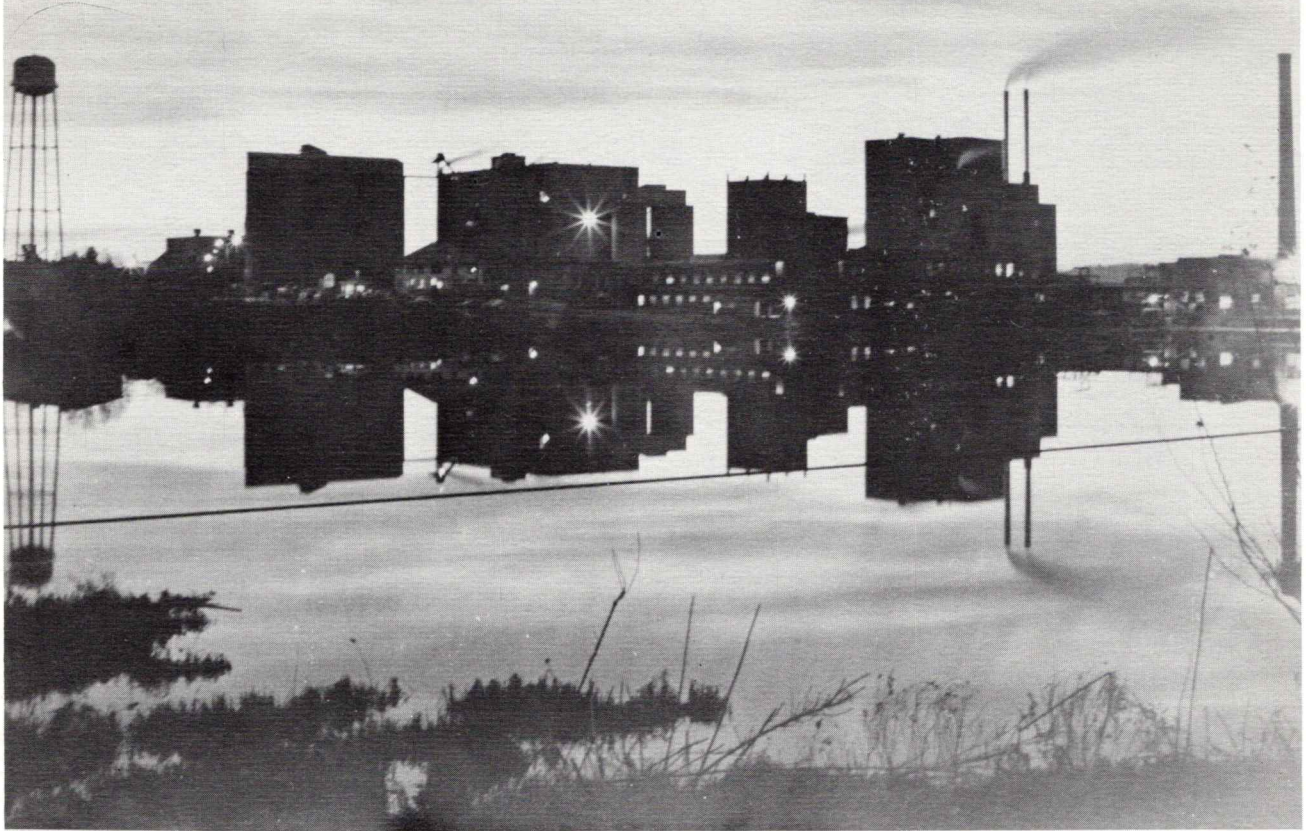
Father: Stewart Park, Chief Mechanical Officer.

Mary Caret, 10, Oakland, Maine.



Donald Bartlett, 11, of Unity beams as he shows the letter notifying him of winning the safety poster contest to his proud father, Donald Bartlett, Sr., Maine Central brakeman - Waterville.

a renewable resource



Lincoln Pulp and Paper Company at dusk. This old, but new, company has spent over \$10 million in plant improvements during the last two years.

“This is a dynamic, growing, vital industry. This state has enormous potential in the forest products industry which has been the backbone of the State’s economy for over half a century. This renewable resource will provide a continued economic base in Maine, and as the pulp and paper industry continues to grow, the people of Maine will be the beneficiaries.”

So says the President of Lincoln Pulp & Paper Company, Joseph Hill Torras, and recent activities at the mill graphically illustrate his point.

Over the past two years Lincoln Pulp & Paper has invested in excess of \$10 million in plant improvements. A new Kraft recovery boiler was installed complete with a precipitator and evaporators. It is designed to reduce air pollution from solid materials as well as nearly eliminate odor emissions.

During this same two-year period, several million dollars were invested in updating and improving the efficiency of the existing digester, pulp mill, tissue mill and fine paper mill. Construction on a new primary effluent treatment system is now nearly complete and a secondary treatment plant is planned to follow. The two treatment plants will be built at a cost of about \$4.5 million.

A unique expansion was announced recently by the Company. Lincoln Pulp & Paper will soon become the first mill in the eastern United States to manufacture pulp from sawdust and shavings. The new pulp production will be entirely made from softwood sawdust and shavings, previously wasted residues of sawmill operations. The 180 tons per day continuous digester for pulping sawdust will be completed by the summer of 1975.

The present pulp mill is capable of producing about 350 tons per day, a dramatic increase over the 220 ton/day rate of five years ago. The new sawdust-shavings operation will result in a 66 percent increase in pulp production. Over half of the pulp manufactured at Lincoln will be marketed to other papermills.

Lincoln Pulp & Paper is a medium-sized mill experiencing rapid growth. In addition to pulp production, the Lincoln mill produces 150 tons per day of bond papers and about 55 tons per day of tissue. The operation employs 560 people and is an integral part of the economy of the small town of Lincoln, Maine.

Beginnings of the mill history can be traced back to 1825 with the start of a sawmill operation built on the banks of Mattanawcook Stream. Another mill was built a few years later on the site of the present facility.

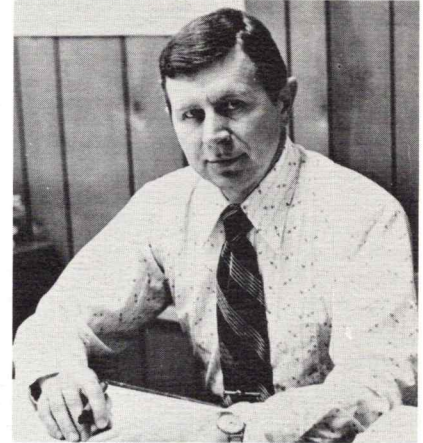
The charter of a pulp and paper mill with a real estate value of \$75,000 was obtained in 1882. All that now stands of the original mill is the drier room and parts of the walls of the old digester room. In

one wall can be seen an arch with the construction date "1883" chiseled on the keystone.

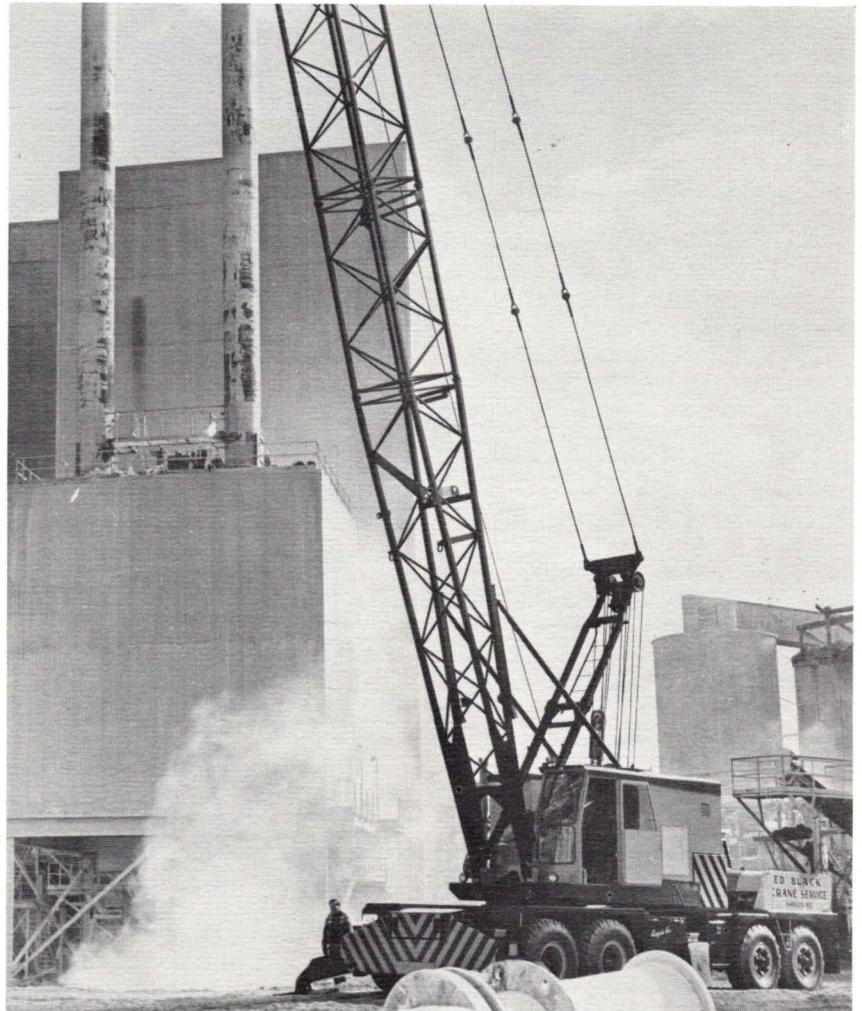
The Lincoln mill grew and evolved over nearly a century under several ownerships and with different names. In 1968 the plant, with the exception of the tissue mill, was shut down. Through the combined efforts of many, including the townspeople, the mill was bought by Premoid Corp., a paper company in West Springfield, Massachusetts, later that same year. It became Lincoln Pulp and Paper Company, a name first used 86 years before.

Today, Lincoln Pulp & Paper, Premoid Corp., and other paper mills are subsidiaries of Preco Corporation. It is anticipated that the Lincoln mill will continue to expand in the future as consideration is given to further increases in paper and tissue manufacturing capacity. Lincoln Pulp & Paper is a far cry today

from the small sawmill on Mattanawcook Stream.



Edmund S. Oshetsky, resident manager, Lincoln Pulp and Paper.



A new Kraft recovery boiler, complete with a precipitator and evaporator, has been installed. It's designed to reduce air pollution and eliminate odor emissions.

news briefs

Railroad Retirement Bill

The railroad industry heartily applauds the action of Congress in overriding the President's veto of the Railroad Retirement Bill, H. R. 15301. There was no real alternative to this action as both Houses of Congress overwhelmingly recognized.

Under a quirk in the present law, some employees receive on retirement substantial extra benefits based on non-railroad service, and the heavy burden of paying for these benefits has, over the years, been borne by the Railroad Retirement Fund. This burden was placed on the Fund by Congress twenty years ago over the strong objection of both railroad management and railroad labor. Under the new legislation, employees whose rights to these benefits have not already vested will not receive them in the future. Furthermore, the new legislation recognizes that the cost of phasing out these benefits is properly a Federal responsibility rather than a responsibility of the railroads and their employees.

The new legislation in provisions worked out in lengthy negotiations between railroad management and railroad labor accomplishes other major modifications in the benefit structure, including a revised benefits formula. Together with the termination of the extra benefits based on non-railroad service, these changes will solve the long-standing financial problems of the Fund. Furthermore, under this legislation, the retirement system for railroad employees will be comparable to those applicable to employees in many other industries. Railroad employees will receive the equivalent of Social Security benefits and will pay, along with the railroads, the equivalent of Social Security taxes. In addition, the employees will receive significant retirement benefits over and above Social Security which are comparable to pension plans in other major American industries. The cost of both of these benefits to the railroads will amount to \$1 billion annually.

The assumption by Congress of the responsibility for the phaseout costs of dual benefits is not only the fairest but also the least inflationary method of funding these costs. Any other method would have necessitated substantial additional freight rate increases over and above those required to meet the cost increases currently being incurred.

Statement by
Stephen Ailes, President
Association of
American Railroads

Postscript on the Notch

Benjamin H. Latrobe, a well-known consulting engineer in his time, was hired to advise the Portland and Ogdensburg Railroad Company on the building of that railroad across huge ravines, up a steep grade and finally through a rock cut. Following his inspection of the line through Crawford Notch he wrote a letter dated August 14, 1875, to the president of the P&ORR, Gen. Samuel J. Anderson, praising the engineering feat with specific comments about the grade, the trestles and the rock cuts.

He said, "In short, I see no reason to doubt that the roadbed upon this difficult section of line will be permanent and easily kept in repair, if properly watched and attended for some time to come, under the direction of the Chief and Resident Engineer, under whose care it was built."

He concluded by saying, "In regard to the effect upon the future of your work, of the connection now made with the system of railways in the Connecticut River Valley, and beyond it to the northern and western termini of your road, and thence to the remote west, I need offer no other remark than that it must inevitably ensure its success as one of the great thoroughfares of the country, and as raising Portland to the rank of one of the chief maritime cities of the United States. (Our thanks to retired chief mechanical officer, Dick Dole, who passed on this information.)"

Travis on AAR Committee

Arnold J. Travis, vice president - operations, has been elected to the General Committee, Operating - Transportation Division of the Association of American Railroads. He replaces James W. Wiggins, retired Maine Central executive vice president, on the Committee.

The General Committee consists of seventeen chief operating officers, territorially representative, with Mr. Travis representing the New England region. The Committee exercises general supervision over the interest and affairs of the Operating - Transportation Division of the AAR and acts as an advisor to the vice president of the Operations and Maintenance Department of the AAR.



Arnold J. Travis

Rail Sale Approved

The Interstate Commerce Commission has approved the sale by Maine Central Railroad of a 57-mile section of its railway between Mattawamkeag and Vanceboro, Maine, to Canadian Pacific. Under the terms of the sale, Maine Central will enjoy trackage rights and continue operations over the line.

The line forms a portion of CP Rail's main route between Montreal,

Quebec, and St. John, New Brunswick. CP Rail has used the line since 1887 under agreements giving it running rights over the trackage.

The line was sold to Canadian Pacific for \$5 million in cash and \$1 million of SOO Line 4% bonds. The transaction will result in a capital gain for Maine Central of over \$3 million.

Agreements were reached between Maine Central and Canadian Pacific and the several unions involved concerning protective provisions for all affected employees.

The line was originally a portion of the European and North American Railway which was chartered in 1850 to build a railroad from Bangor, Maine, to the Canadian border. The track reached Mattawamkeag in 1869 and Vanceboro in 1871.

In 1882 the line was leased to Maine Central for 999 years. In 1955 Maine Central purchased the line from Bangor to Vanceboro from the European and North American Railway.

Energy Crisis

With the advent of the fuel crisis, which was precipitated by the oil embargo crisis last fall, Maine Central Railroad and Portland Terminal Company have embarked on a program of heating oil conservation.

Figures furnished by the Purchases and Stores Department indicate that the price of #6 fuel oil has increased about 350 percent in one year, and the price of #2 heating oil has increased well over 100 percent in the same period. As our railroad uses approximately 1,223,000 gallons of #6 fuel and 167,728 gallons of #2 heating oil, this inflationary trend has cost the railroad over a quarter of a million dollars in one year.

In order to conserve both energy and dollars, the Engineering Department initiated a heat conservation program last winter. Thermostats were installed on heaters in the Rigby Enginehouse and some modifications were made to the heating system at Waterville. Small, warm rooms were constructed in many section houses rather than heating the entire building.

This year we continued the conservation project by installing zone heating in the Portland General



A Maine Central freight train, near Cherokee siding on a clear, frosty morning over 50 years ago. Cherokee is about half way between Mattawamkeag and Vanceboro on the line that Maine Central has sold to the Canadian Pacific. This photo was taken by Anna M. McLaughlin. (See story in October-November, 1972 Messenger.)

Office Building, which will result in an estimated savings of at least one third in fuel consumption this winter.

The heat conservation program is being coordinated through the Bridge and Building Department with B&B Supervisor Don Sinclair and Student Supervisor Sandy Perkins heading up the field work. Plans call for visits to all heated buildings and the gathering of heat saving ideas from the various field personnel. The B&B Department will welcome any suggestions.

Bill Hawkes

In the last issue of the Messenger Bill Hawkes, machinist helper

in the Rigby Enginehouse, was featured in a story about ox pulling. On November 4, 1974, the day the Messenger was mailed, Bill Hawkes was killed instantly in a tragic, head-on automobile accident in Gray. Investigating officials said that the other car veered into the lane of the Hawkes vehicle.

William Hawkes, 32, was a native of Falmouth and Cumberland. He graduated from Falmouth High School in 1962. He is survived by his parents, Byron and Pauline Hawkes; his wife, the former Carol Heikkinen; and two daughters, Mindy and Mellisa.





Winter in Eastport, falling revenues and soaring costs on the branch have forced Maine Central to seek permission to abandon service. (Photo by Peter Betts)

Eastport Branch

Maine Central Railroad announced on October 3, 1974, that it would petition the Interstate Commerce Commission for abandonment of the road's 17-mile-long Eastport Branch. The line terminates at the proposed site of an oil refinery in Eastport.

E. Spencer Miller, Maine Central president said, "We stood by and absorbed daily losses on the Eastport Branch during the prolonged oil refinery hearings in anticipation of a favorable decision by the Board of Environmental Protection. The constant delays and disappointments have forced Maine Central to make this decision."

Miller stated, "Our losses in 1973 alone were \$137,000, and the net salvage from the track today could mean \$290,000 to strengthen Maine Central's cash position. We previously held off action with patience and forbearance, but it would be financially irresponsible for Maine Central to continue to absorb these large annual losses."

Maine Central petitioned the ICC to abandon the Eastport Branch in 1969 saying that annual losses at that time amounted to nearly \$100,000 and that the line averaged less than one car per day of traffic. The ICC hearing examiner granted the abandonment, but the decision was overturned in January 1971 by the ICC Review Board.

In the latter ICC decree it was stated, "We are convinced that the branch line with the revenues to be received . . . will not incur significant losses in the future . . . These additional 370 cars per year will more than double the volume of traffic that moved over the line in 1969."

The optimistic predictions of the ICC never materialized and traffic dropped substantially over the next three years. The ICC predicted 670 cars per year of traffic after 1969. In the nearly five-year period since the hearings in 1970 the traffic on the line has averaged only about 250 cars per year. The ICC stand-

ard for viability of a branch line is 34 cars per mile per year. The line has averaged about 15 cars per mile per year since the 1970 hearings. The ICC also decreed that the road could apply for abandonment of the branch again and without prejudice in January 1972.

Waiting as long as possible, the railroad has sustained losses of nearly \$150,000 each year since that date, and has now decided to commence the lengthy process of abandonment. The abandonment procedure will take considerable time and should it be granted, the railroad has the option of leaving the tracks in place for up to one year after the date of the ICC decision. The line will be offered for sale to the State of Maine or any other interested party. It is felt, however, that if a refinery is not built at Eastport the line will never be economically viable. If Eastport loses its opportunity for a major industrial development, it is also likely to lose a railroad.

Beecher Falls

Service was restored to the Beecher Falls Branch on the 19th of November. A ruling by the United States District Court in Vermont on July 18, 1974, required that Maine Central repair flood damage to the line and restore service similar to that provided prior to the flood damage.

Three months of work was required to restore bridges, culverts and washed out right of way to Federal Railway Administration standards so that trains could safely operate over the line.

The New Hampshire Public Utilities Commission has been talking with the railroad informally for several weeks in an effort to develop a solution which would provide rail service on the branch, operated by some other party. Although the railroad has not received any formal proposal from the PUC, there are still encouraging signs that something will be worked out and finalized in the near future. It is likely, however, that this process, including regulatory approval, will take some time. Alexander Kalinski, Chairman of the PUC has been negotiating with several parties to reach a solution that is in the best interest of all concerned.

Maine Central will continue to pursue its application with the Interstate Commerce Commission to abandon its operation of the Beecher Falls Branch since continued operation by Maine Central will result in an estimated loss of a quarter million dollars annually and be a serious burden on interstate commerce. The abandonment petition has been before the ICC for 18 months.

Stay in the circle of safety...
LOOK FOR THE SIGNS OF LIFE
and obey all signs and signals



Season's Greetings



The Grapevine

General Offices

Bill Grace retired November 22 after about 40 years of service with the Portland Terminal Company as a plumber and leading plumber. He enjoys hunting and has an extensive woodworking shop in his basement where he creates knick-knacks, tables, Martin Houses, games, etc. Bill and his wife, Frances, are square dance enthusiasts and have a trailer for touring the countryside. This winter they plan to journey to New Orleans for the Mardi Gras and returning to Florida they plan to tour Disneyland and the States. Bill was presented with a purse from his fellow employees and friends. Best Wishes, Bill and Frances!

J. E. Lancaster, assistant engineer of structures, Bridge & Building Dept., and friend, Dwight Smith, took an 1800-mile

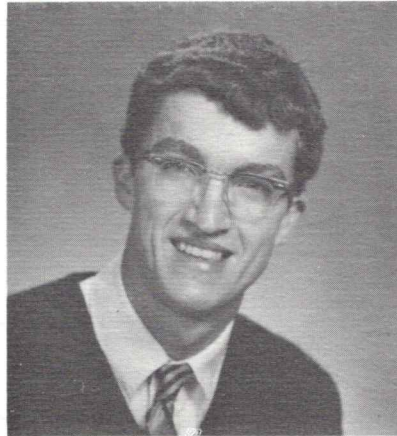


Retired plumber, Bill Grace and wife, Frances, in their square dance outfits.

trip together last November. Dwight owns and operates the Conway Scenic Railroad of North Conway, New Hampshire. The two men traveled by car through three states, and three provinces of Canada. They spent their vacation riding the Iron Ore Railroads and port facilities of Eastern Quebec and Labrador. They drove first to Matane, Quebec, and then took the ferry to Baie-Comeau, Quebec, where they rode and observed the operation of the mining trains. That's like a mailman taking a walk on his day off.

We're glad to hear our friendly PBX telephone operator, Claire Foley, is on the mend after being off sick for a few weeks.

Welcome to David A. Tenny, recently employed as an engineering technician in the Drafting Room with the Bridge & Building Department. David is a gradu-



David A. Tenny

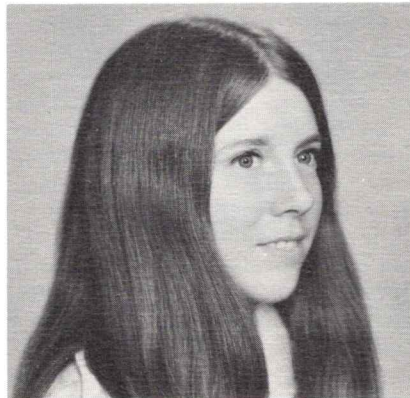
ate of the University of Maine and holds a B. S. Degree in civil engineering. Dave is the son of Mr. and Mrs. Walter Tenny of Columbia Falls, Maine.

We've discovered a budding Amelia Earhart in our midst. Eleanor True, Disbursements Office, is spending all of her spare time cruising around in the wild blue yonder. She has already accumulated a good number of hours toward her pilot's license. So-o-o, if you should notice a little Cessna tipping its wings overhead, better wave, 'cause it could be Ellie saying "Hi!" from the sky.

Scott Scully, general counsel, was enthusiastic about a late-season vacation in Bermuda where he relaxed with swimming, golfing, bicycling and the pleasant diversions of the Island.

Claim agent Bob Grant and his wife, Thelma, flew out of New York to London and then to Paris. From there they toured several European countries by bus, including the Alps and the great City of Rome. The scenery was magnificent, and the historical and art works beyond compare. The only flaw was loss of luggage and films on the return trip.

Treasurer Stan Watson and his wife, Toni, have recently been on vacation at



Martha Clement

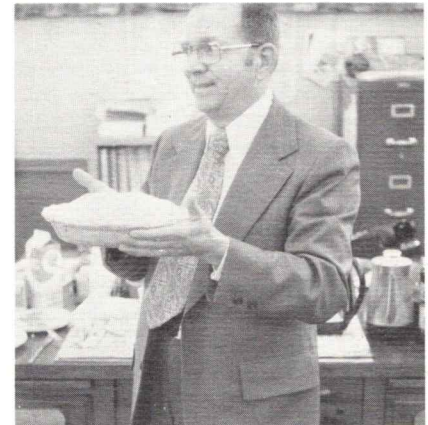
St. Croix in the Virgin Islands, where they flew with a stop-off in San Juan, Puerto Rico.

Eric Smith, assistant treasurer, has bought a new Polaroid Zip camera. We understand he had a good time with it at the recent meeting of the New England Railroad Club in Boston, of which he is the immediate past president.

Paul and Sally Lerner, both of the Accounting Department made a visit to Gloversville, New York, to visit Paul's family, where they stayed at an old, restored fort, owned by Paul's family.

Bangor

Regional manager Ray Spaulding, Marketing Dept., was honored at a surprise birthday party by his fellow workers. Apple pie and ice cream were the order of the day. Spare clerk Kathy Forbis provided, as usual, the delicious fare.

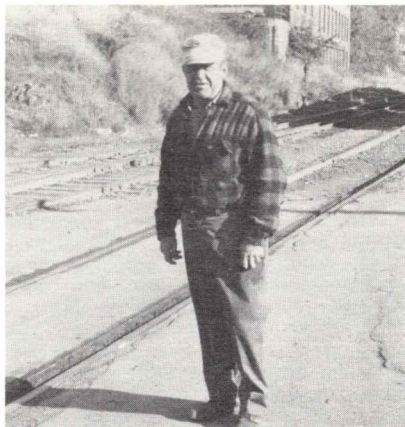


Ray Spaulding at his surprise birthday party.

Trackman Thomas J. Clement, Bangor Yard, and Mrs. Clement announce the graduation of their daughter, Martha, from the University of Maine, Orono, last June. Martha was an elementary education major and is now employed with the Carmel School District, Carmel, Maine.

Electrician Paul Vance, Bangor Enginehouse, was a recent delegate to the International Convention of the IBEW in Kansas City, Missouri. Shortly after this event Paul and wife, Peggy, went to London, England, for a week's vacation. Peggy tells us that they had a fantastic time sightseeing, attending the theater, etc., and are already planning their next trip.

Bangor Yard brakeman, A. E. Richards, better known as "Dorsey," retired October 19, 1974, after more than 30 years of service with the Company. Best wishes, Dorsey, for a long and happy retirement.



A. E. (Dorsey) Richards on the day of his retirement.

Rigby

A surprise birthday party was held at the Holiday Inn in Waterville on November 14, 1974, to honor the 49th birthday of Rigby relief train wreckmaster, Ray "Putt-Putt" Palmer. Those attending were: T. S. Jewett, M. E. Moore, C. A. Niles, Bob Mulhern, Herb Sampson, Ed "The Cook" Dunham, Lyle Dorr, George Colton, Frank Ham, Gilmore Rounds, Phil Gilikson and Merle Cook, Jr.

Another birthday was celebrated, complete with decorated cake, on the Rigby relief train November 16, 1974, in honor of general car foreman Marty Moore.

Jodi Lynn Perry, 3, daughter of Mr. and Mrs. Christopher Perry narrowly escaped drowning at Ferry Beach last summer. The incident occurred last July when the tot was picnicking with her mother and father (MEC engineer). After noticing that Jodi Lynn was missing, Mrs. Perry found her floating in the water. She pulled the unconscious child from the water and applied mouth-to-mouth resuscitation, but Jodi responded only slightly. John O. Thomas of Scarborough gave the child mouth-to-mouth resuscitation and soon her breathing was restored. Jodi was then taken to the Maine Medical Center.

A report from the employees interested in gardens during this past summer indicates good results, in spite of adverse weather conditions.

Former Enginehouse foreman, Maurice Weeks, 68, died suddenly at a local hospital. Maurice retired two years ago, after a long period of service. He began work as a callboy in the steam era. He was the owner and operator of the Week's Hereford Ranch.

We understand that Kenneth Simpson, Car Department employee, is the new owner of the Week's Hereford Ranch and plans to carry on where Maurice Weeks left off.

Electrician Frank Blair, who is a Scoutmaster, spent most of his vacation with his Boy Scout troop on an outing. They spent most of their time in the Mount Katahdin area hiking the trails. All had an enjoyable time.

Mrs. Didace Burke, 78, died after a long illness. Mrs. Burke was the wife of former stores keeper Didace Burke.

Former Bridge and Building crew car-

penyer Boyle Thorne died suddenly at a local hospital. Condolences to his family.

Winifred Curran, 70, died after a long illness. She was a long-time resident of Saco. Mrs. Curran was the mother of machinist Paul Curran (Enginehouse). Condolences to the family.

General foreman Don Russell spent most of his vacation in the vicinity of Campobello, where he and Mrs. Russell visited her mother.

We wish to report the sudden death of retired employee Bennett Thompson. We extend sympathies to his family.

Gary Dunham and Debra Skillings were recently wed during a lovely ceremony held in Scarborough. The reception took place at the new home of the bride and groom. Both graduated from Scarborough High School in June 1974. Gary is the son of Car Department carpenter, Ed Dunham.

Everett Pollard, 74, died at his home in Benton, Maine. He was a former machinist at the Enginehouse until his transfer to the Waterville Shops, where he served in various capacities until his retirement.

Melvina Bustin, 87, died at a local



Jodi Lynn Perry holding the plaque which she presented to Mr. John O. Thomas of Tall Pines Road, Scarborough, after he restored her breathing by giving mouth-to-mouth resuscitation.

nursing home. Born in Nova Scotia, she was the wife of former machinist helper Fred Bustin.

Machinist welder Al McCann informs us that his sons, William and Terrance, both members of the Air Force, were discharged from the service recently. One son was based at Limestone, and the other son was based at Grand Forks AFB in North Dakota.

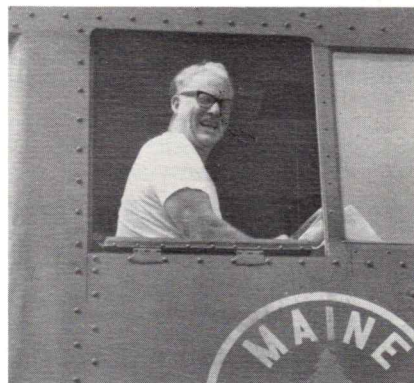
Rockland

Mysterious happenings around the Rockland Freight Office . . . Our dilapidated thermometer suddenly disappeared (before Halloween even). Although we didn't actually see him take it, it is our contention that a certain conductor (?) on #324-325 was so desperate for a substitute alarm clock to make sure he gets up on time, that he felt he needed our poor old thermometer. If it serves him



Arnold Machinery and crew put these heavy duty link chains onto the 39 x 38 rubber tires of the new excavating machinery. They have prepared it for delivery to the Martin Marietta Cement Corp. at Thomaston. This equipment was shipped in by rail on two flat cars from the Caterpillar Tractor Company. When finally assembled enough to move over the highway, it was so tall that several places had to be detoured around to avoid low hanging overhead wires.

well, we wish him luck and hope he doesn't again drag in an hour late for work due to thermometer, that is alarm clock failure. In any event, if it does happen, we feel confident that he'll be greatly relieved to know that the Brunswick Freight Office has gladly offered to purchase a modern alarm clock (made in Japan) and complete instructions on setting its alarm. Former carman Floyd Montgomery is diligently searching for



Engineman D. L. Garnett, spare in Waterville Yard, better known as the Kangaroo King. He got his name as an engineer in Australia. He has also been an engineer in Canada. He's been with the Maine Central about 15 years and is familiar with steam and diesel power.



a good, used alarm clock and says he will personally teach this conductor how to pull out the lever after he sets it.

The seasonal auto registration parking problem of the past will no longer plague us. The Motor Vehicle Registration Office is now in its new location on upper Park Street. The previous office space, the former Maine Central Passenger Station, will be used by the City. Cashier Fred "Father" Snowman will now have to disband his "Arm Stretchers Society" which he organized after watching people try to pull the Registration door open when it was closed for the lunch hour.

Speaking of retired personnel . . . We find that "Father" has been busily getting things buttoned up for winter, exercising his gloves, coat collar and ear flappers. Engineman "Jeff" Meally can be seen maintaining his vigil at the Plaza shopping area, bench warming and assisting the ladies by opening doors for their heavy-laden shopping carts.

Former general agent Frank Carsley bade us goodbye in October and is now in the sunshine of St. Petersburg, Florida.

Ex-carman "Monty" Montgomery is busily putting in a good supply of coal and wood for winter. The boys on the Switcher say they sure miss having Monty making his tracks in the snow so they would have a path to walk in. Monty and retired section foreman Earl Miller meet weekly at the Freight Office, exchanging eggs, egg boxes and chit chat.

Waterville Shops

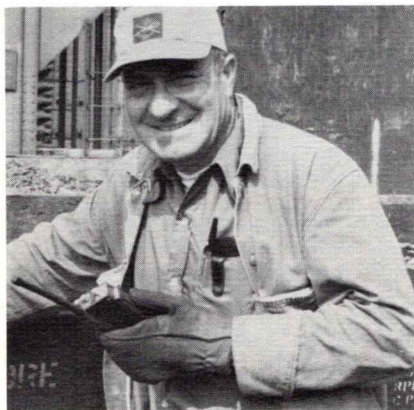
Carman Jimmy Steeves and family have moved into their new home on Smiley Avenue in Winslow.

Machinist Rick Huard is back in the Wheel Room after being off for several weeks.

First of Shop Hunters to score this hunting season was laborer Paul Fletcher.

Stores Department clerk Ralph Barton and wife, Shirley (motive power stenographer), spent Thanksgiving week visiting London and Paris.

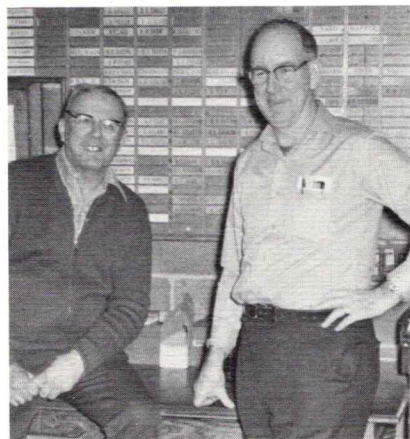
Sympathies are extended to the family of retired painter Chester Craig on his recent death.



Rodney McLearn, road brakeman out of Portland, is often seen in the Waterville area. Here he is seen in Waterville Yard bringing in his train.



Mary Doucette, daughter of conductor and Mrs. Arthur L. Doucette, recently married David M. Soule. Mary is employed by the Depositors Trust Company in Waterville, and her husband, David, is asst. mgr. of Laverdiere's Drug Store in Fairfield.



Ralph Laliberte (left), 1st trick yardmaster, and Harry Nason (right), billrack clerk, 1st trick, taking time for a pose.

Paint foreman Roland Boulette and carman Gene Rancourt had hot hands while bowling for the Railroad Team in the Merchants League during a recent match.

The Horseshoe Tournament at the Shop has been completed. Singles champion is machinist Alan Cote and runner-up is carman Walter McCaslin. Doubles champions were carman Jimmy Steeves and Lyndon McCommic. Runners-up were machinists Robert Crowell and Alan Cote. Competition has been tough with the expansion of the tournament. Congratulations to all the winners and players.

We all miss painter Merle Otis, who is on sick leave. Best wishes for a quick recovery, Merle.

A number of retirees have been recent Shop visitors. It is pleasing to see so many enjoying their retirement years. Our best wishes are with them all.

Machinist and Mrs. Darryl Desveaux are the parents of a son born at Seton Hospital recently. Congratulations to the proud parents.

Waterville Station

Cupid has been working his wonders in the Waterville Engineering Department. Charles Alden, assistant work equipment maintainer, returned from Scarborough recently and proudly announced his engagement to Joyce Delaware.

The Transportation Department extends its condolences to Kerry Clark and his family on the recent death of his mother-in-law, Florence Rancourt.

Our Waterville general agent has been very faithful to the Dr. Atkins diet and is now sporting a much trimmer waistline.

Connie Mason, billrack clerk, enjoyed a fall vacation in Florida.

Carroll and Averill Huard were pleasantly surprised by their son David's early arrival at home from the Navy recently.

Waterville Shops employees Frederick and Frances Festeau flew to Florida for a ten-day vacation. They toured the southern part of the state and came back looking very rested and tanned. They have purchased property in Dunnell, Florida, and plan to build a winter home there upon retirement.

Waterville Yard

"Haney" is counting the days now. It's getting colder and nearer the time to do some orange picking. Brakeman Lloyd Powers is saving his vacation for that time of year.

Engineer H. C. Gray, Switcher #4, is anxious for his wife to get out of the hospital. This eating cold sandwiches is for the birds. There's nothing like a good, home-cooked meal prepared by his excellent cook — the Mrs. of course.

Conductor Victor Tardiff has given up the chicken business and has taken up landscaping for a hobby.

Car inspector, Clyde Dow, Jr., remarked to the boys at the old Yard Office that whenever he paints his home he always buys an extra pint of paint for himself. He says he has never seen a day when he's come out clean. His wife and daughter vouch to this.

Paul Hallee, 2nd trick car inspector, didn't get his moose again this year. He's taking a couple of weeks vacation to see if he'll have better luck with a deer.

Yard brakeman Dennis Martin was without a car while at work one day, so he borrowed yardmaster Ralph Laliberte's car to go to the store. Ralph loaned him his key and named the color and make of car with the initials R. L. Dennis jumped into the car, but on the way back, conductor Romeo Lacompte asked Dennis, "What are you doing in my car?" To make a long story short . . . Romeo and Ralph have the same initials, but two different cars. By coincidence the same key fits both ignitions.

Our sympathies to the family of Yence Neilson, who passed away recently. Mr. Neilson retired 17 years ago at the age of 80. Most of conductor Neilson's serv-

ice was in passenger service.

Conductor Joe Gallant, GW-3, can remember all the details of his recent vacation. He traveled 6,677.23 miles around the U. S. hauling a trailer and getting 23.5 miles per gallon. He can explain how many days he stayed here or there and give a very detailed account of his trip. But, why can't he tell us how many cars he has in his train?

John Witham, 2nd trick tower operator, just returned from a two-week's vacation. He spent a couple of days in New York City visiting our old buddy, Bob Hughes, and his Mrs. John says there is nothing like flying . . . leave the worry to the pilot. They took in a lot of shows and, of course, a trip around Manhattan Island.

Other News

Walter H. (Mt. Div.) and Beatrice Maschino announce the birth of a granddaughter, Lisa Marie, October 18, 1974. Lisa is the daughter of Joseph and Teresa Maschino of Glendale, Arizona. Joseph is stationed at Luke AFB. The happy grandparents made a trip to Arizona to visit with Joseph, Teresa and the little newcomer in November.

Another happy occasion for the Maschinos was the recent marriage of their son, Terry, to Dorothy Vigue at the Winter Street Baptist Church. Terry works on the Div. Crew 1 along with his father. The new Mrs. Maschino is a cosmetologist in Augusta.



Recognize these two young lads holding down the engineman's seat in Engine #606? This photo was taken more than 20 years ago. One youngster is now an employee of Maine Central, and his brother can be seen on television. The fireman in the background is the late Paul Barrows.

25-Year Pins

R. E. Cooke, Laborer (1972)
M. J. Hartery, Clerk (January 20)



Spare Wood Job leaving Waterville Yard.

Scoreboard

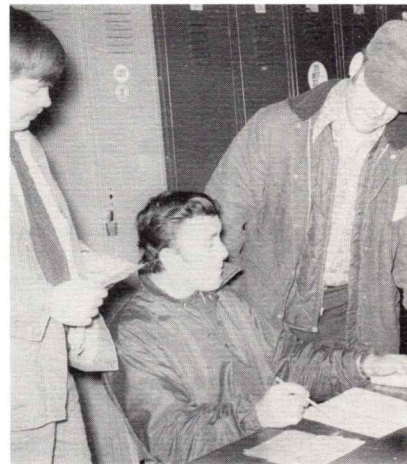
Not much doing this time of year, but got wind of the first deer of the season which was felled by Mrs. W. (Windy) Wilcox of the Engineering Department - 185 pounds on the hoof. Mrs. Wilcox gunned it down with the big red Olds.

The Men's Bowling League at Mill Creek is rolling along with Lenny Forest and Ralph Foster battling for high average. Foster has high triple with 370. Lenny (Home Run) King is holding high single 145.

The couples league at Westport has George and Mary Phillips, Bob Brewster and Eleanor Shuman heading the pack. Ladies high has Mary Phillips dominating with 114 and 316 while Dave Gardiner tops the men with 132 and 340. High average Mary is being chased by Gladys Lyden. Frank (Music Man) Garland and Bill (Windy) Brownell are chasing Dave. New faces in the couples League, beside Frank and Phyllis Garland are W. M. (Wild Bill) Bickford and Louise Don and Doris Perkins, Dennis and Louise Lennon, Greg and The Missus Savage, plus Arlan and Bonney Freeman from the Bangor Area.

Engineer Roger Marley and his gang have travelled to the Houlton area after white tails, but we doubt if Roger brings home the bacon with the crew he has with him. Arlan Freeman and his father have voyaged to the Rockwood area, and we heard tales of the one that got away; saw the hair fly and trailed it a lot of miles but lost the trail in the swamp.

On the sea this season with the sailboats, Mr. Ansel Tupper with his Gravy Train won three out of four series and came in second in the fourth. Old Salt, John Hamilton and his Che Sare placed third in two series, and Joe Coombs with his Abishag could not get into the winners' circle; must have been his bad elbow. Better luck next season, Joe. W. E. (Bill) Maloy and his missus logged over



Left to right: Charles Higgins, brakeman; Don Barry, conductor; and Clinton Martin, flagman read their orders and study their switch operation.

900 miles on the Wilybi 3rd, under sail mostly.

With the power boats and duck hunting, our tubby hostler Big Bill White spent a harrowing weekend on the waters of Casco Bay. Seems they started a hunt with guns and bag only to lose their prop and spend the whole weekend out on the bay. It's a good thing they had enough horse sense to tie up to a buoy or they would have gone on an ocean voyage. They spent two very cold nights trying to keep warm, and Bill says he would rather hostile engines at Rigby than ply the high seas.



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Portland, Maine 04102
Address Corrections Requested

To My Fellow Employees:

The following letter was recently sent to the representatives of your various crafts, expressing my concern about railroad safety. I now take this opportunity to convey the message to each of you who are on the job and are the only people who can make safety work. You will hear further about this matter from William Bickford, Safety Supervisor, and your general chairmen.

"We are approaching the end of 1974 with the firm conviction that this Railroad is on solid financial ground with prospects of industrial development and expansion indicating a secure future for the employees of Maine Central Railroad Company and Portland Terminal Company.

"At our recent Labor - Management luncheon, I discussed candidly with you the current and future business conditions of your company. I have asked your cooperation in improving this railroad's fortunes in our mutual best interests.

"The purpose of this letter is to seek your dedicated assistance in a matter that is of great concern to me. The high incidence of lost-time injuries for Maine Central Railroad and Portland Terminal employees is alarming. Labor and management must function as a team in an all-out effort to reduce reportable injuries and lost time to an absolute minimum. We hear a great deal of talk about productivity these days, and one of the most effective ways to increase productivity is to decrease lost-time accidents.

"My primary concern is a humane one for the employee who suffers, but everyone loses when one of us incurs a disabling injury. The company loses the injured employee's

productivity and expertise, and he and his family, the earnings. Thus, this high incidence of lost-time injuries must be dealt with immediately and in a constructive manner.

"As a first step, I have taken action to reorganize certain of the functions of our Safety Department. This effort will seek to develop direct lines of communication from the top officers of these companies to the individual employee. Safety Supervisor W. M. Bickford and the members of the Safety Committee representing various departments of these companies will be frequent visitors throughout our system. Join with them when they seek to solve our problems. Too, we need your assistance to insure that our mutual effort to reduce accidents is effectively communicated to the employees you represent.

"It must be our objective to eliminate those factors which contribute to any accident: physical conditions, poor operation, carelessness or negligence. It must be our combined responsibility to determine the causes and deal with them effectively. Extensive re-education and counseling will be required to reduce accident levels to a minimum which we know is within reach.

"It is our sincere desire that each employee's working day be completed safely and without injury. Your contributions to this effort, both in terms of ideas and action, will be very much appreciated. Let's begin right now with an all-out campaign to reduce personal injuries and accidents on the properties of these two companies."

Sincerely yours,
E. Spencer Miller
President