

M2706 MEC 2.974 78.391



BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

MAINE CENTRAL

MESSENGER

VOLUME 11, NUMBER 13

FEBRUARY - MARCH 1974



From the desk of . . .

E. SPENCER MILLER



POLLUTION SOLUTION

Freight transportation must be a consideration in any discussion of the environment; the idea being to get the most economic distribution of desired products at lowest pollution levels.

With the conversion from steam power to diesel electric power, railroads made perhaps the greatest single contribution of any U.S. industry toward reduction of air pollution.

Experts estimate that a return to steam locomotives hauling today's freight load would result in 50 times as much SO₂ emissions, and this alone would raise the total sulfur dioxide content of the air by over 50%. Secondly, steam locomotives emit 250 times as much CO as diesels and would double the carbon monoxide content of the air. Thirdly, steam power emits 10,000 times as much particulate matter as a diesel locomotive.

Those who ask with a pang of nostalgia, "Why can't we return to the good old days with those

great steam engines?" exhibit ignorance of the contributions of rail technology.

A comparison of the two major modes of intercity freight transportation, rail and truck, demonstrates the advantage of a steel wheel on a steel rail over a rubber tire on an asphalt highway. Not surprising are the results of a 1970 study which revealed that railroad emissions amount to 1.03 grams per ton mile compared to 3.76 grams per ton mile—or nearly four times as much—from diesel trucks.

Land use is a concern in our rapidly expanding society. Consider, if you will, the difference in land use between a 100-car piggyback train and the equivalent load carried by 200 trucks fighting for highway space. With the new high-capacity freight cars, up to 500 trucks would be required to move what is hauled by a 100-car freight train.

It is generally recognized that our present highway system could not absorb a significant increase in highway freight transportation while railroads could haul at least five times as much freight without expanding the present area of land use.

The alleged environmental crisis of the last few years has recently been relegated to a back seat and the energy crisis now dominates every newscast, front page headline, and cocktail party conversation.

Informed engineers, but not the general public, are aware of statistics such as these from Eric Hirst's, "Energy Intensity of Passenger and Freight Transport Modes: 1950-1970."

Intercity Freight Transport

	BTU/Ton-mile
Railroad	670
Truck	2,800
Airplane	42,000

We can see that railroads consume only about one-fifth as much fuel as trucks in hauling the same amount of freight. Airline transportation of freight consumes nearly 70 times as much fuel per ton mile when compared to railroad transport.

The fuel crisis has precipitated a hue and cry from the public for the restoration of rail passenger service in Maine. But the figures tell a story surprising even to the usually well informed.

Intercity Passenger Transport

	BTU/Passenger-mile based on actual load
Bus	1,600
Railroad	2,900
Automobile	3,400
Airplane	8,400

	BTU/Passenger-mile based on 100% load
Bus	740
Railroad	1,100
Automobile	1,600
Airplane	4,100

Although rail passenger transportation may be desirable over the private automobile by a small amount, it is bettered by nearly a two to one ratio by intercity busses. The explanation is rather simple.

In freight transportation, the ratio of the payload to the equipment is very high, therefore, the advantage of a steel wheel on a steel rail is greatly magnified. On the other hand, in the movement of people the ratio of payload to equipment is very small.

The weight of a railroad passenger car plus locomotive or power unit weight is many times that of a self-propelled bus. In other words, in rail passenger service most of the fuel is used to haul the heavy equipment, thus making it possible for a bus to haul a passenger one mile using half the fuel required by rail passenger service.

If rail passenger service were to return to Maine, it would most likely take passengers off busses rather than out of their cars. This would result in increased fuel consumption.

Two self-propelled diesel rail units making two round trips per day between Portland and Bangor would consume about 300,000 gallons of diesel fuel annually.

If the trains contained passengers who otherwise would have stayed home, then 300,000 gallons of fuel a year would be wasted. But even if the trains were filled to capacity with automobile passengers, about 150,000 gallons of diesel fuel would be wasted when compared to the amount which would be used to move the same number of passengers by bus.

The energy crisis per se is a strong argument against reinstatement of passenger trains eating into railroad fuel allotments. The railroad's role of moving freight in the most advantageous way as far as fuel consumption is concerned demonstrates the foolishness of jeopardizing this transportation mode.

Only one conclusion can be reached. If fuel consumption is a primary concern, then we must forget about passenger trains in Maine until the petroleum crisis has finally disappeared.

Let us conclude with a return to the most vital transportation problem in Maine; moving freight. The railroad can haul freight with one-fourth the pollution of trucks while using one-fifth the fuel of trucks and with the ability to haul many times the present volume of freight without expanding its right-of-way.

Pollution solution? — Ship by rail; Fuel solution? — Ship by rail.

E. Spencer Miller
 President

Note: A story on page 12 describes how a Maine Central or Portland Terminal employee can obtain a bumper sticker that says, "Pollution Solution — Ship by Rail."

CONTENTS

From the Desk of E. Spencer Miller 2
 Think Snow 4
 From Tree to Paper 7
 News Briefs 10
 Grapevine 13

COVER PHOTO

Roger's Road Crossing in Bartlett, N.H., is plowed clear by a Maine Central plow train. Story on winter conditions on Maine Central Railroad on page 4.



The Maine Central MESSENGER is published bi-monthly at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends throughout the nation.

EDITOR

Bradley L. Peters, Director of Public Relations

ASSISTANT TO EDITOR

Linda E. Briggs



ASSISTANT EDITORS

- | | |
|-------------------|--------------------|
| Horace Rodrigue | Augusta |
| Barbara Spaulding | Eastern Sub-Div. |
| Albert B. Wetmore | Rigby Shops |
| W. B. Lewis | Rockland |
| W. G. Shea | Sports |
| Wade Richardson | Waterville Shops |
| Arthur Doucette | Waterville Yard |
| Lucette Huard | Waterville Station |
| Alice Allen | General Offices |
| Mary Morse | General Offices |
| Connie Davis | General Offices |
| Dorothy Proctor | General Offices |
| Gloria McCullough | General Offices |
| Jan Calder | General Offices |



A locomotive uses much less fuel to move a load than other modes of freight transportation. Rail transportation also produces only a fraction of the air pollution of other modes. Above is Maine Central's Rigby Engine House at South Portland. See "From the Desk of E. Spencer Miller" for more information on this subject. Photo by Herman Shaner.

think snow

"The U.S. Weather Bureau has issued heavy snow warnings for the entire State of Maine for the next 24 hours. Accumulations of from 12-14 inches are predicted with high winds, drifting snow and temperatures dropping to 5 to 10 degrees below zero."

Come November, skiers throughout Maine anticipate the first snowflake of the winter by slapping on their "Think Snow" bumper stickers. The same bumper sticker reminds Maine Central men and women that the meanest and most demanding four months of the year are not far off.

One of the worst winters to hit Maine Central in recent years was 1968-9. In February, 1969, snowfall at Portland amounted to 61.2 inches, which fell during three major storms in that one month. Although this amount was exceptional, most Maine winters have several snow storms each with an accumulation of over 12 inches.

When the snow accumulation on the right-of-way approaches a depth of around six inches above the top of the rail, Maine Central plows are moved out in force. Drifting snow often necessitates plowing when snow isn't even falling, and an occasional snowslide in Crawford Notch may require an unexpected plow run "up the mountain."

Freezing Rain. According to Ansel Tupper, general superintendent, freezing rain creates even more problems than snow. "Switches get frozen nearly solid," he said, "and when everything is covered with ice everybody has to slow down a bit."

With Maine temperatures often dropping to well below zero, and with -20°F and 20-30 mph winds not uncommon, Tupper describes severe cold as the most crippling to operations. "When the chill factor reaches -40° ,"

he adds, "it becomes extremely difficult for a man to function efficiently out in the elements."

The combination of all winter factors, snow, ice and cold results in a loss of efficiency in machines as well as men. On

the Mountain Division the tonnage rating of locomotives is reduced during winter months. The 1000 tons per unit rating is reduced to 800, a 20% decrease.

Despite the operating difficulties of winter, historically the



A Maine Central train battles the elements of snow and cold, a familiar scene throughout Maine during the winter months of the year.



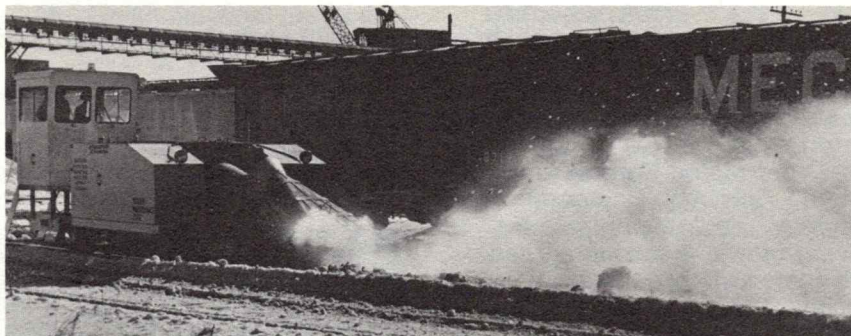
On February 24, 1967, YR-1 with four locomotives and 32 cars was delayed by a snow slide near Crawford's in New Hampshire. The train was dug out and on its way after a 24-hour delay. From left to right; E. C. Hinds, engineer; Donald Wood, trackman; Thomas Sweeney, Jr., foreman; E. O. Kelley, conductor; rear, Dwight Danforth, foreman.

volume of traffic is at its peak. The best efforts of mind and muscle are needed to keep freight moving through a Maine winter.

Removing Snow. The responsibility of snow removal from the right-of-way falls to the Engineering Department. James O. Born, chief engineer, said that Maine Central is experienced and well equipped to cope with snow and ice problems.

"One of the fastest and most efficient means of removing snow from the track switch area is to blow it away with the exhaust from a jet engine," Born said. "The high velocity jet blast affords some melting, but the principle effect of the blast is to disperse the snow and to break up the snow flakes so that when they fall they will occupy less space."

Snow Fighting Equipment. There are two Hurricane Jet Snow Blowers stationed in the Portland area and one at Bangor. Born added, "These machines



Hurricane jet snow blowers are used to clear snow and ice from switches primarily in Maine Central's yards. A high velocity blast of air is produced by a jet engine.



A Maine Central snow blower clears tracks of a light snowfall.





A Maine Central plow train blasts through the "Gateway" at the top of the long haul through Crawford Notch in New Hampshire. Drifting snow and an occasional snow slide makes winter railroading in the Notch a real challenge.

can be indispensable and have certainly played a big role in keeping these two major terminals fluid during heavy snow storms."

Other Maine Central and Portland Terminal Company snow fighting equipment includes: 18 wing plows, 2 Jordan spreaders, 2 snow-switch cleaners, 2 snow melters, 8 front-end loaders, (4 of which have snow blower attachments), 3 ballast maintenance cars equipped with snow-switch cleaners and plows, and other smaller equipment.

Dependent upon snow accumulation, it may be necessary to spread or clear yard facilities several times each winter. Yards at Rigby in South Portland, Bangor and Waterville are the most difficult to clear and are, of course, very important links in the railroad network. Smaller yards such as Rumford and Vanceboro also require spreading when snow accumulation mounts up.

Cost of Winter. Winter is also expensive for Maine Central Railroad. Recent winters have required expenditures of about

\$500,000 each year for snow and ice removal.

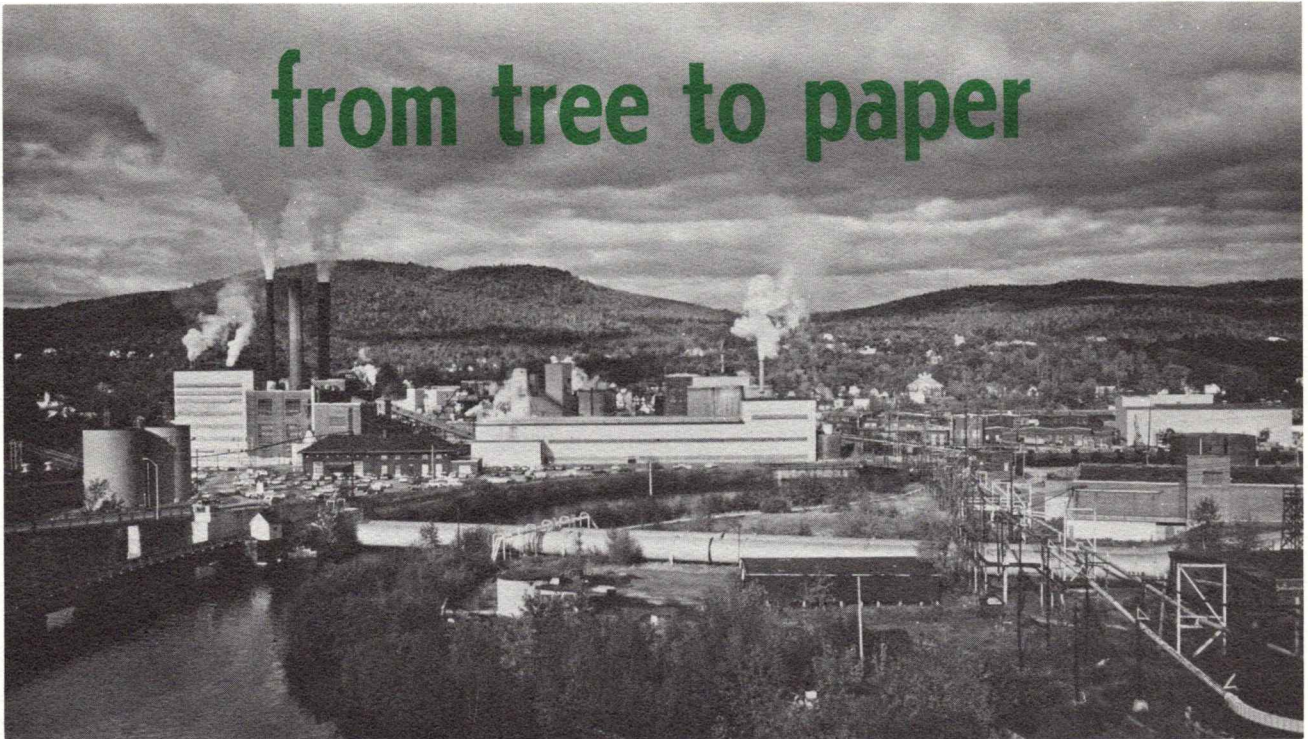
To Sugarloaf and Squaw Mountain, falling snow is a welcome and valued friend. To Maine Central Railroad snow is a difficult but noble adversary to

be approached with the greatest respect and which can be defeated with no less than 110% effort.



RY-2 winds up the grade in Crawford Notch in a snow storm.

from tree to paper



This is how the Oxford Paper Co. Mill in Rumford looks today. A division of Ethyl Corporation, Oxford produces high quality paper for such publications as National Geographic.

From Westbrook to Rumford to Bucksport to Calais to Madawaska; the economy of the State of Maine is dependent upon no other enterprise more than that which converts a tree to paper.

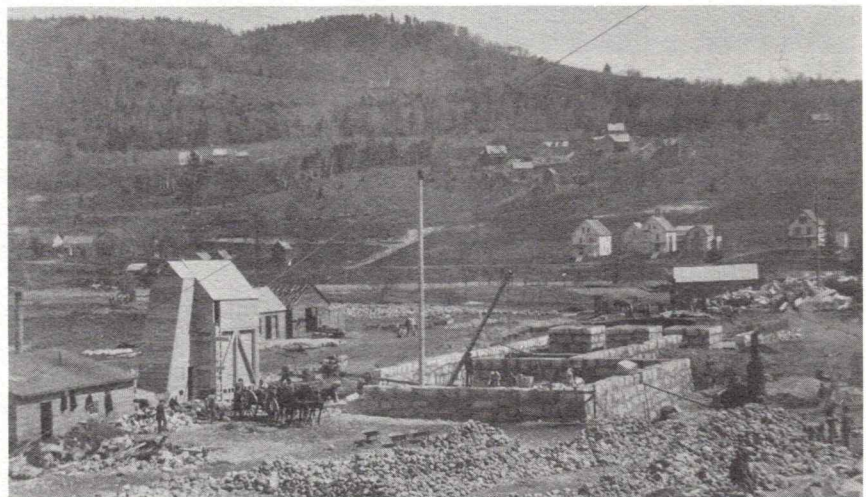
The story of one of Maine's largest pulp and paper mills, Oxford Paper Company in Rumford, really begins with a man named Hugh J. Chisholm. He was born in 1847 in Ontario and as a youngster sold newspapers and magazines on trains running between Detroit and Toronto. Working on the same job on alternate runs was another boy who became his lifelong friend, Thomas A. Edison.

Hugh Chisholm settled in Portland in 1872. He became interested in pulp and paper making and secured an early patent for making wood fibre ware.

Rumford's Birth. In 1882, he made his first trip to what is now Rumford, where he saw the turbulent Androscoggin River and the endless acres of forested land. This visit set in motion a chain of events that would result in the building of a prosperous town and a successful industrial enterprise.

Mr. Chisholm and his associates organized the Rumford Falls Power Co. in 1890, and by 1892 the first dam and canal had been completed on the Androscoggin River. In the same year, the first train of the Portland and Rumford Falls Railway arrived in Rumford. The line, later to become an important part of Maine Central Railroad, was another enterprise of Hugh Chisholm.

Oxford's Early Years. Mr. Chisholm founded Oxford Paper Co. in 1899 and in 1901 the first shipment of paper left Rumford. By 1906 Oxford had six paper machines operating producing 125 tons of paper a day. The mill had 900 employees and an annual payroll of about \$½ million.



This is the way it looked in Rumford at the start of construction of the Oxford Paper Co. Mill at the turn of the century.

Oxford expanded rapidly and by its 30th birthday it was the largest book paper mill under one roof in the world and one of the country's leading producers of book, magazine, business and specialty papers.

Another chapter in the company's history was written in 1967 when Oxford was merged into the Ethyl Corporation, which is one of the 215 largest U.S. industrial organizations.

Oxford Today. Today, Oxford Paper Company operates 11 paper machines and two coating machines in Rumford producing 1000 tons of paper per day. Oxford employs 2200 men and women with a yearly payroll in excess of \$20 million.

Up to 25 boxcars are loaded with Oxford papers every day at the ¼-mile-long shipping platform. Paper from this mill is shipped all over the United States, with some going overseas.

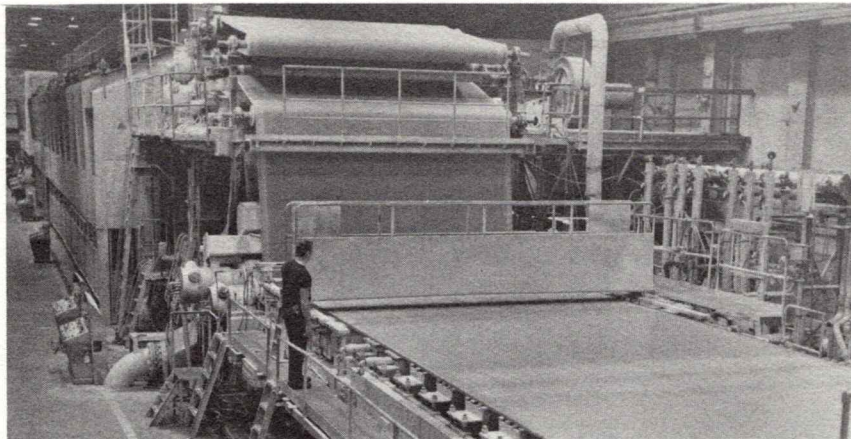
A large percentage of Oxford produced paper goes into magazines such as National Geographic, Vogue, House Beautiful, Cosmopolitan, Good Housekeeping, Seventeen and TV Guide.

Tree to Paper. But back to where it all starts—at the tree. Maine's most valuable natural resource is its millions of acres of woodland, including 350,000 acres owned by Oxford. The Rumford pulp and paper mill alone uses more than 400,000 cords of pulpwood each year with total wood costs in excess of \$10 million.

Slightly more than 15% of Oxford's wood comes in chip form from other wood-using industries. The rest is hauled to Rumford by truck and rail in four-foot-length logs.

Pulpwood Cutting. Pulpwood operations throughout the State are a vital part of the Maine economy and are of equal importance to the pulp and paper industry. Some of the pulping operations in Northern Maine are very large and sophisticated, but it is also the small independent logger that helps keep the mills running.

Even a small operation, one producing only 500 cords a year, requires a sizable investment; a bulldozer, a wheeled skidder, a truck, chain saws, tools and



The "Wet End" of Oxford Paper Company's number 10 paper machine.



Murdock "Scotty" Walker, Oxford's manager-traffic and distributions, looks over a roll of paper before it is loaded into a Maine Central boxcar for shipment. Up to 25 boxcars are loaded every day at this ¼ mile long shipping platform at the Rumford Mill.

other equipment representing a total outlay of more than \$50,000.

A Tough Breed. The work is hard, and the difficulties multiply when you are fighting the waist-deep snow and biting cold of a

Maine winter. Wood producers are a tough, independent breed, and the work they perform far exceeds the physical capabilities of the average man.

To start a cutting operation in

the winter, a road must first be opened to the cutting area and enough snow cleared from around trees to allow cutting close to the bottom of the trunk. Snow in the Maine woods usually reaches depths in excess of four feet.

The tree once felled by a man with a chainsaw is then trimmed of its branches. Anyone who has used a heavy-duty chainsaw knows that it is tough and dangerous work, especially when the operator is wallowing around in deep snow.

The tree is lashed to the skidder and hauled as much as one mile from the cutting site to the yard area. This rugged and agile vehicle performs the work once done by horses, and can haul a load of logs which will make up about one and a half cords when cut.

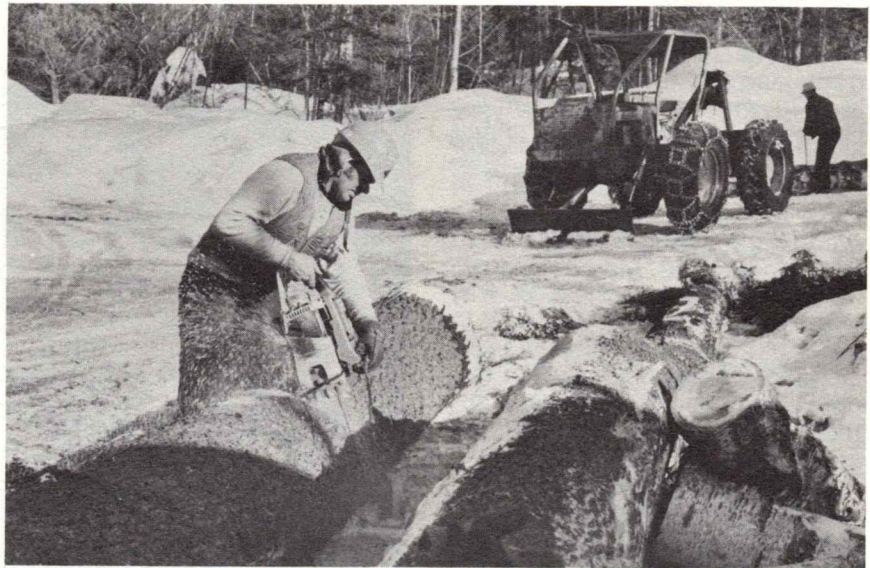
Four-Foot Logs. When the logs reach the yard area, they are cut into four-foot lengths. Here they are loaded onto a truck with a hydraulically-operated claw loader. Not too many years ago the wood was heaved onto the truck a stick at a time by hand.

If the cutting area is several miles from the mill, the pulpwood will usually be hauled to a railroad loading facility where it will move to the mill by rail. Maine Central Railroad hauls 21,000 carloads of pulpwood a year to Maine mills including Oxford Paper.

From tree to paper, Oxford Paper Company at Rumford is an important part of that industry which is the backbone of the Maine economy.



With a snarling chain saw and in a matter of minutes a tree will come crashing to the ground to start the process to produce Maine-made paper.



Logs are cut into four-foot lengths in the yard area. Later they will be loaded and transported by truck or rail to a Maine pulp and paper mill.



Several cars of pulpwood logs wait in Rumford Yard for unloading in Oxford's woodyard. Maine Central railroad hauled a total of 21,000 cars of pulpwood in 1973.

news briefs

WIGGINS AND TRAVIS PROMOTED

The Maine Central Railroad Company Board of Directors announced the election of James W. Wiggins as executive vice president and Arnold J. Travis as vice president - operations effective January 1, 1974. Wiggins has served as the railroad's vice president - operations for the past three years and Travis as assistant to the president for the past three years.

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.

Travis, a Mattawamkeag native, joined Maine Central in 1969 as assistant general manager. He attended the Maine School of Commerce in Bangor and Atlantic Summer School of Advance Business Administration in Halifax, N.S. He began his career with the Bangor and Aroostook Railroad as a clerk in the operating department following discharge from the Navy in 1946. He served in various capacities in the Treasurer's Office and the Operating Department before being named to a labor relations post in 1951. He became manager of the Bangor and Aroostook Highway Division in 1953, assistant manager of railroad operations in 1963 and assistant vice president - operations and maintenance in 1966.



James W. Wiggins, executive vice-president.



Arnold J. Travis, vice-president, operations.

RF & BRR

The photograph in the last issue of the Messenger on page 13 of Rumford Falls and Buckfield Railroad Company's engine number 2 brought the following interesting information about the RF & BRR from retired Maine Central chief mechanical officer, Dick Dole.

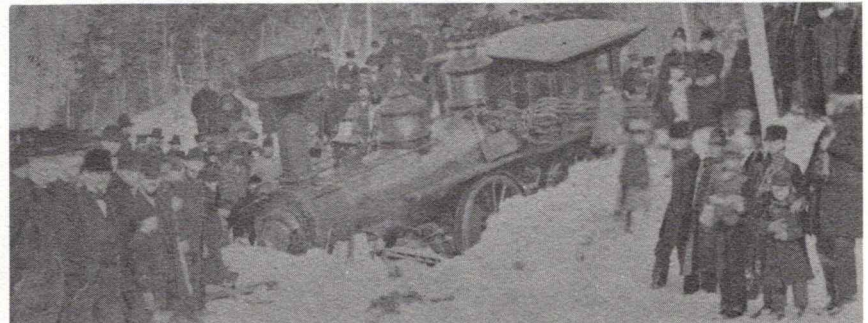
This engine, built by Portland Company on 6/13/1878, was named for Sullivan C. Andrews, the road's treasurer, who was a Portland attorney. The engine weighed 48½ tons and was 49 feet in length. It was changed to coal burning in 1882, therefore the picture must have been taken between 1878-82.

In 1890 the Portland and Rumford Falls Railway leased the road and the name was removed as it was thought to be too provincial to retain it. The engine was scrapped in October 1906.

When new, the boiler and tender were painted blue with the cab brown with pink trim around the windows. The domes were black with brass trim, the boiler lagging straps were painted gold with the ends of cylinders, the boiler front and stack painted black. The engineman's seat was covered with coonskin.

Snow was almost an insurmountable problem for the RF & BRR in the winter of 1881 as reflected in the following reports of the superintendent:

2/1: Have had crews at work



This photograph of the Rumford Falls and Buckfield Railroad locomotive may be the one referred to by Dick Dole in his comments about the RF and BRR. Photo provided by Dave Allen.

all along the line today. Snow is 3-8 feet in many places and frozen so as to bear up a horse, hope to get to Buckfield today. Most of the 40 men working have frozen ears, faces, hands and feet—temperature is -20°F . Have been off the track twelve times since yesterday, Engine #1 lies on her side twelve feet below the rail.

2/3: Just arrived in Canton, stayed out all night with train, blocked two hours at Bonney Pasture, one hour at Bungere-muck Pond, struck shore of Whitney Pond between 7-8 p.m. and could go no further. Have been out four days and two nights, have to get some rest. If we could get one day of decent weather, might get out of it.

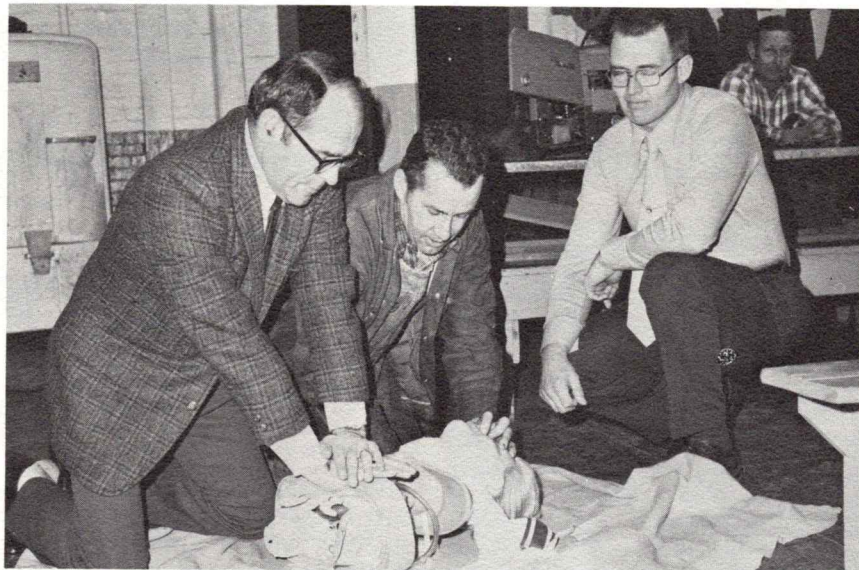
2/6: Wrecking crew here yesterday at 6:30 a.m. and after working until noon engine had broken loose and went down further. At 4 a.m. today have got her on the track for loading on the flat car.

MECHANICAL PROMOTIONS

Maine Central Railroad Company has announced the promotion of Alden H. Finnimore as superintendent, locomotive maintenance and Diamond B. Sherrard as shop superintendent in Waterville. Both men have worked in the Waterville Shops since their late teens.



Alden H. Finnimore, newly appointed superintendent, locomotive maintenance, is shown here with engine 258 at the Bangor Engine House.



A First Aid and Personnel Safety Course has been conducted recently in the Waterville Shops. Left to right are Roland Boulette, paint shop foreman; Raymond Remy, safety man, Wheel Department; and Tom Lord, instructor.

Finnimore came to work for Maine Central as a machinist apprentice in 1933. In 1950 he became an assistant foreman, in 1956 assistant shop superintendent and in 1965 shop superintendent. As superintendent of locomotive maintenance, he has responsibility for the maintenance of all Maine Central and Portland Terminal Company locomotives and exercises supervision over locomotive maintenance forces in South Portland, Waterville, Bangor and out-lying points.

Sherrard began his railroad career as a machinist apprentice at Waterville Shop in 1940. In 1966 he became foreman of the engine house and machine shop and in 1968 assistant shop superintendent. As shop superintendent he has responsibility for and supervision over the car, locomotive and work equipment heavy repair shop, the car repair track and the car inspection forces at Waterville.

FIRST AID COURSE

A nine-hour course in First Aid and Personnel Safety is being conducted at the Waterville Shops. Two series of sessions have been completed, each attended by shop foremen, departmental safety men and Stores

Department personnel.

Tom Lord of Waterville volunteers his own time to teach the course as a qualified First Aid instructor. But the star of the show is Anatomic Annie, a life-like model which is used to demonstrate artificial respiration.

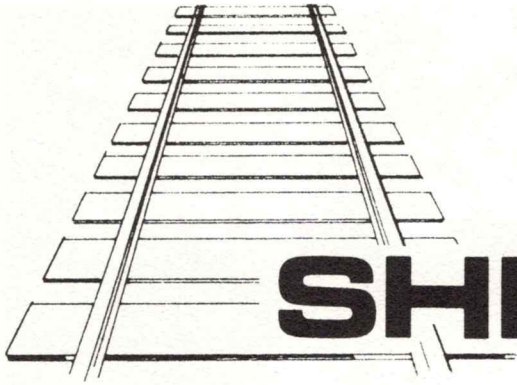
MECHANICAL APPOINTMENTS

Martin E. Moore has been promoted to the position of mechanical inspector replacing J. E. Buzzell who recently retired.

Moore joined Maine Central in



Diamond B. Sherrard, new shop superintendent in Waterville looks over locomotive engine block.



POLLUTION SOLUTION SHIP BY RAIL

POLLUTION SOLUTION

1966 as the Mechanical Department's leading designer. He attended Southern Maine Vocational Technical Institute and is presently working toward a degree at the University of Maine, Portland-Gorham.

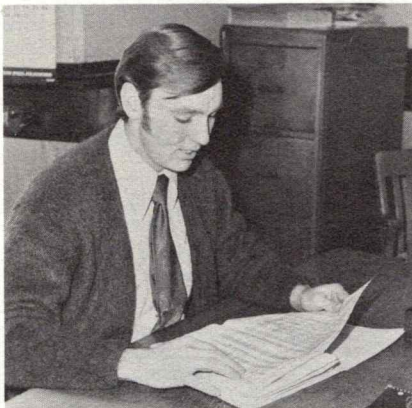
David P. Crovetti has been appointed assistant mechanical engineer. He previously served as manufacturing and academic apprentice with General Electric in Somersworth, N.H.

Crovetti is a resident of Seabrook, N.H. and a 1973 graduate of the University of New Hampshire with a BS degree in Mechanical Engineering.

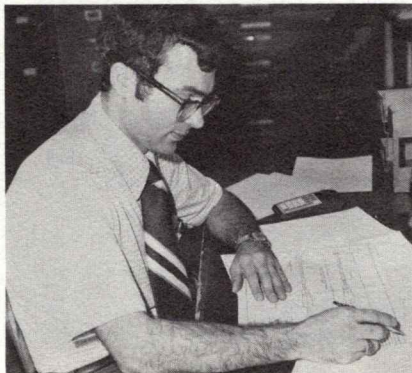
We have available a limited supply of good-looking bumper stickers with a fluorescent surface that say "Pollution Solution — Ship By Rail." We hope that a number of Maine Central and Portland Terminal employees will obtain stickers to display on their car, truck or camper.

In Rigby you may pick up a bumper sticker at the Superintendent's Office, in the General Office building at the Public Re-

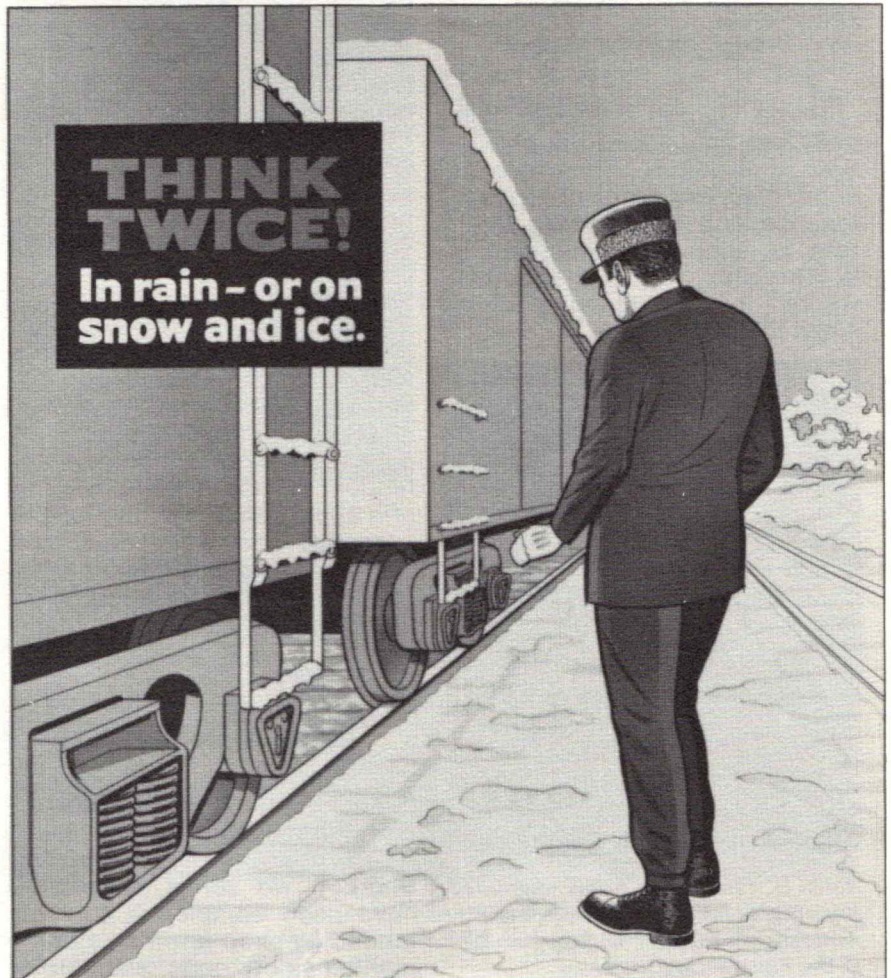
lations Office, in Waterville at the Shop Superintendent's Office and in Bangor at the Assistant Superintendent's Office. If you cannot get to one of these locations, drop a note to the Public Relations Office in Portland and one will be mailed to you.



Martin E. Moore, mechanical inspector.



David P. Crovetti, assistant mechanical engineer.



The Grapevine



Mrs. David A. Smith

GENERAL OFFICES

Martha Williams, daughter of Mr. and Mrs. Gordon Williams (cashier—Treasurer's Office), became the bride of David A. Smith recently during a candlelight service held at the United Church of Christ, Windham Hall. After a wedding trip to Canada, the young couple left for Atlamonte Springs, Florida, where they are now making their home.

Mr. L. W. Sparrow, retired Maine Central safety supervisor, is recuperating at his Scarborough home following surgery in December.

Dick Goodie's latest story, "Family Outing Up Cadillac Mountain on Cross



Eleanor True and husband, Michael.

Country Skies," was published in the November-December issue of **Wilderness Camping Magazine**. Dick, his wife and two daughters made this trip, and Dick wrote about it in his usual descriptive manner. It would be worth your while to pick up a copy of the magazine and read the article.

Eleanor True (Disbursements) is temporarily taking the place of Karen Severy, who is on maternity leave. Ellie and her husband, Michael, were residents of Naugatuck, Connecticut, before moving to Maine. Ellie's previous job was secretary to the treasurer of Timex Corporation. Both Ellie and Michael are enjoying living in Maine, and all the nice things our "vacationland" has to offer. Michael is the nephew of Robert True, who was a onetime employee of Maine Central Railroad.

Lydia and Paul Landry (Voucher Bureau) celebrated their 30th wedding anniversary January 8th. Our congratulations to both, and may they have many happy returns. According to Paul, his gift to Lydia was something she has wanted for a long time—her own brand new shovel! Paul is completely serious about this!

We would like to express our sympathies to Bucky Gato in the recent loss of his father, Clarence A. Gato.

RIGBY SHOPS

Retired yard conductor, Erving M. Babcock, announced the birth of a **great** granddaughter. Born December 24th, Kristen Eileen weighed 7 lbs. 3 ozs., and is the daughter of Charles and Judy Pearl, Alba Street, Portland.

The appearance of several car pool plans among the workers, demonstrates that the energy crisis is showing its effect upon the employees at the Rigby Shops. There are also reports of curtailment of fuel oil consumption at various homes in every way possible.

Car department clerk, Tom Foley, while on his end of year vacation became quite ill and was confined for a period of 4 or 5 weeks. At this date, however, he has recovered and is back at his desk.

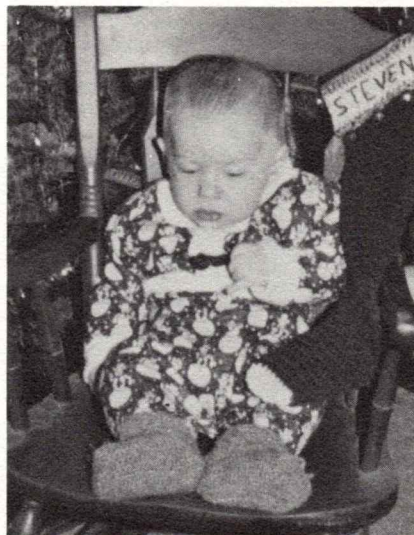
Carman Frank and Mrs. Ham enjoyed a late vacation trip to Niagara Falls in their new car.

The first report received on the current deer kill was a spike horn buck by bridge and building crew foreman, "Dude" Babbidge. Later carmen Donald and Arnold Perkins each bagged a deer. Section crew Rigby employee, Phillip Small was also lucky in getting his deer.

Retired carman Tom Coughlin is reported to be on the road to recovery after a spell of sickness.

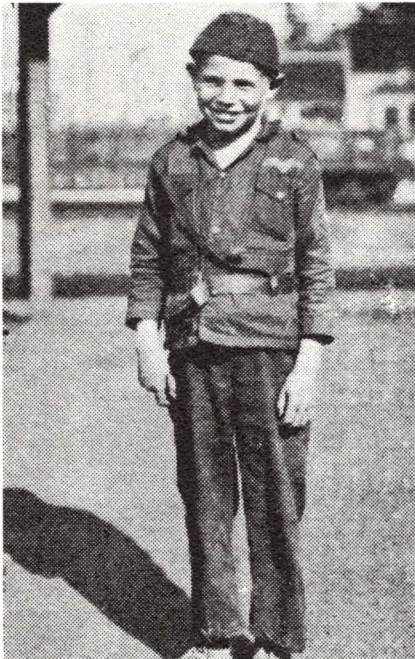


Charming little daughters of Sally (Revenue Office) and Paul Larner (Disbursements). Anne Elizabeth, 4, and Virginia Blake, 2, are the pride and joy of their parents.



Steven Herbert Higgins, 4 mos., is the new baby son of Susan and Herbie Higgins (Disbursements). Steven is a chip off the old block, and Herbie expects it won't be long before Steven will be following in his footsteps.





Augusta agent, Raymond Bishop as a youngster. Photo from an old issue of the Maine Central Magazine.

Frank Garland, chief clerk to general foreman Don Russell, attended an important meeting in connection with his duties as a member of the Town of Freeport School Committee. The yearly school budget was taken up and passed for presentation at the up-coming town meeting in March.

Lois Temms, daughter of former machinist and Mrs. Isabelle Temms, announced her engagement to Edward R. King of Livermore Falls. Lois is a graduate of Windham High School. Lois and Edward both are employed in local

businesses. Lois is a 4H-Club member and has won several contests in that organization.

A new face at the engine house is George MacLearn, Hostlers helper. He is the son of conductor John MacLearn.

Former foreman, Fred and Mrs. Lombard had been active as usual during the holidays in their work with the Clearing House in the making of various items for youngsters.

Neils Axelson, 76, died after a short illness. He retired in 1963 after 40 years' service with Maine Central. Sympathies to his family.

Carman Tom Merrigan received quite a Christmas gift when his daughter, Patricia, presented the Merrigans with an 8 pound baby boy. They named him George.

Retired machinist Joseph Ashley, 70, died suddenly at his home. Our condolences to his family.

ROCKLAND

Glad to report that engineer Charlie McLain has returned to work on the Rockland Switcher after his illness. We wish him the best and trust he will go easy so as not to be laid up again. Engineer Clarence Morse returned to his old job Switcher 2 in Portland Terminal upon Charlie's return.

The old passenger station across the yard is very active again as far as the auto registry portion is concerned. The flow of people seeking their new license plates is steadily on the increase. Always feel this is a good indication that spring can't be too far off.

WATERVILLE SHOPS

Carman Lynn Fletcher puzzled some of his fellow workers when he showed

up for work with a perfect black and blue circle on his forehead. Though there was much speculation, the bruise was much too perfect to have been caused by a rolling pin. It seems Lynn was playing "Martian" with his children and struck a blinking red trouble light on his forehead. The suction cup worked so well his wife had to assist in removing the light.

Electrician foreman and Mrs. Donald Dickey recently enjoyed a vacation cruise to Haiti, Puerto Rico, Dominican Republic and the Virgin Islands. Shirley and Don, when first married, decided they would take a cruise to celebrate their 25th anniversary. Their anniversary was in August and they took the cruise in early December.

Retired carman Ralph Giroux died January 4th at Waterville. At the time of his retirement in 1960, Ralph had worked for the Maine Central for over 40 years. Our sympathy is extended to his family.

Machinist helper and Mrs. Douglas Hall, of Oakland, are the proud parents of a new son. Derek James was born January 2nd at Waterville's Seton Hos-



On Christmas Eve, young Timmy Crowell, son of machinist and Mrs. Robert Crowell, made a hasty retreat to his dad's side when he answered the door and found Santa standing there. It's been reported that Wheel Room machinist Ralph Meader has a very jolly HO! HO! HO!

pital. Derek weighed 8 lbs. 4 ozs.

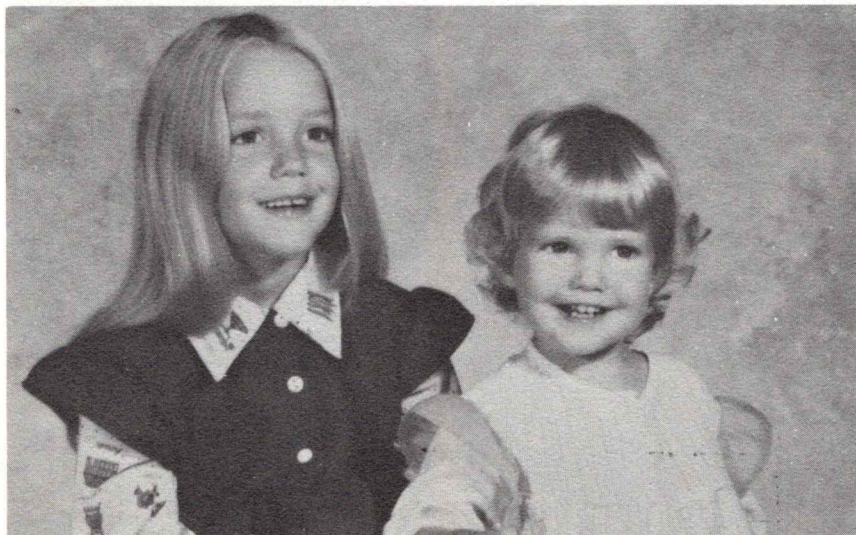
Retired machinist and Mrs. Howard Larracey recently celebrated their 60th wedding anniversary. We would like to offer our congratulations. Howard retired from the Waterville engine house forces in 1961.

The Shops Freight Department is currently upgrading a series of 23 gondola cars. Part of the program consists of applying new ends, strengthening the sides and a new paint job.

Recent visitors to the Shops have been retirees Frank Bragg, Floyd Case and Chester Craig.

Carman John Ballew has passed the State Board examination and is now a licensed master plumber.

Machinist and Mrs. Donald Rines spent the Christmas holiday in Williamsburg, Virginia. Don says the historic sights are very interesting, and it's an enjoyable place to visit.



These lovely little ladies are (left) Ginger, 6, and Jodi, 2 (right), daughters of Mr. and Mrs. Christopher Perry (engineer). Their grandfather, Oral Perry (machine operator at Waterville Yard), has served Maine Central for more than 30 years and has recently returned to work after recuperating from surgery. The Perrys are a real railroad family. Jodi and Ginger's uncles, Douglas and Michael Perry, have also worked for Maine Central.



Retired machinist Walter Lang began his railroad career July 1924 and retired December 1969 after more than 45 years' service. Mr. Lang now resides at 9 Pleasant St., So. Windham.

Scrap Yard foreman Harmond Moreau retired on December 13th after 40 years service. "Harmie" was well known and well liked by his fellow employees in the Waterville area. We all join in wishing him a long and happy retirement.

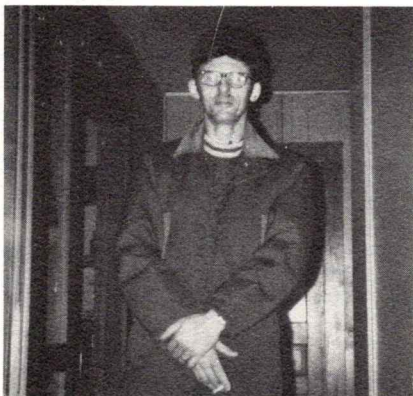
When his Volvo refused to start, air brake foreman Blaine Ladd received an able assist and tow from machinist Reggis Ellis and his VW. Needless to say, it gave Reggie a good chuckle to think his car had such traction. However, some say that Reggie's car is heavier than the average Beetle.

Blacksmith helper Harold Bowman became a little confused one recent morning. Harold was holding a cup of coffee in one hand and his cap in the other when the 7 a.m. whistle sounded. Forgetting which was which, he put the coffee on his head. Luckily the coffee had cooled off somewhat.

WATERVILLE STATION

During the big rainstorm in December track supervisor, Donn Wolfe, was seen sporting a colorful, new green rain suit (which happened to be a ten-cent garbage bag.)

For the interest of the employees of



Donald Willard Whitman, Maine Central's friend from Bartlett, N.H.

the Waterville Paint Shop, a bottle of "Vitalis" has been ordered for Roland Giroux, supervisor work equipment.

The following retired employees visited at the Waterville Station recently: Harold Fimmimore, Nubert Estabrook, Pete Boucher, Leo St. Pierre, Gid Veilleux, Henry Lessard, Joe Doyon and Denis Chamberlain.

Sympathies are extended to retired track supervisor Maurice Thorne and family on the death of his wife in December.

Condolences to Edmond Veilleux, Division crew foreman on the recent death of his brother.

Sympathies also are extended to supervisor work equipment Roland Giroux and family on the death of his father.

We occasionally see Ray Coulombre on weekends (former official in the Engineering Department, Waterville Station). He now has a new position with the Long Island Railroad in New York.

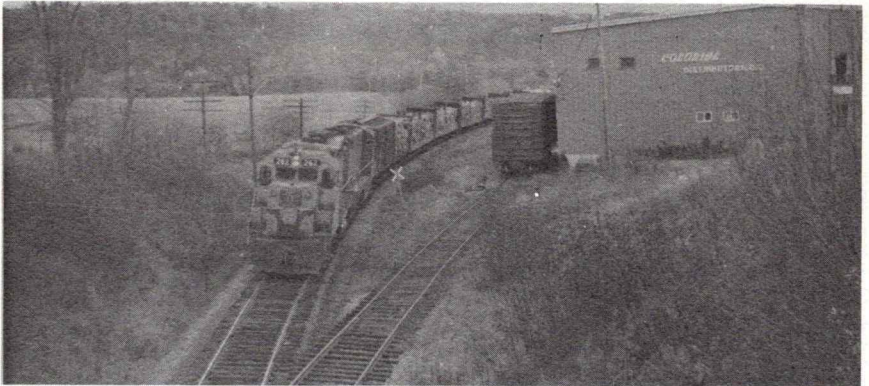
We hear that Chester Levesque and Mark Michaud (both brakemen on a yard switcher), are seriously thinking of going to night school to learn how to read chalk marks. It is not known as yet what language they will study.

We occasionally see student engineer, W. V. "Billy" Gordon going through Waterville. He was formerly a road brakeman. Hope you like your new position, Billy.

J. J. Peaslee (conductor, Switcher #6), is on the sick list and was admitted to the Thayer Hospital. Let's hope



Train DR-2 in Danville Jct., Maine, taken in March 1955. (Photo by Herman Shaner)



Picture taken by Bobby Doucette, 11-year-old son of Arthur Doucette (Waterville); wood job going by Capital Distributors siding in Oakland.

WATERVILLE YARD

Our sympathy to the family of Robert Sweet (car cleaner and janitor, 2nd trick, Waterville Yard), on the death of his father, Galen Sweet, prominent retired Waterville banker.

Kerry Clark, spare engineer, says that old conductors don't fade away, they just lose their switch keys.

Lee Miller, spare brakeman, recently paid a visit to a discount store merchant. After proper greetings, the merchant inquired how Lee's insulated boots were. Lee replied, "Much warmer since I wore a hole through them so the hot air can get in."

it was not serious, and that he will be back to work soon.

Did you hear about the guy that moved his house 20 feet so he could pick up the slack on his clothes line? So be it!

Dennis Martin is now a qualified conductor and has already worked a rookie conductor on the Waterville to Bangor extra, a job he caught while on the road spareboard.



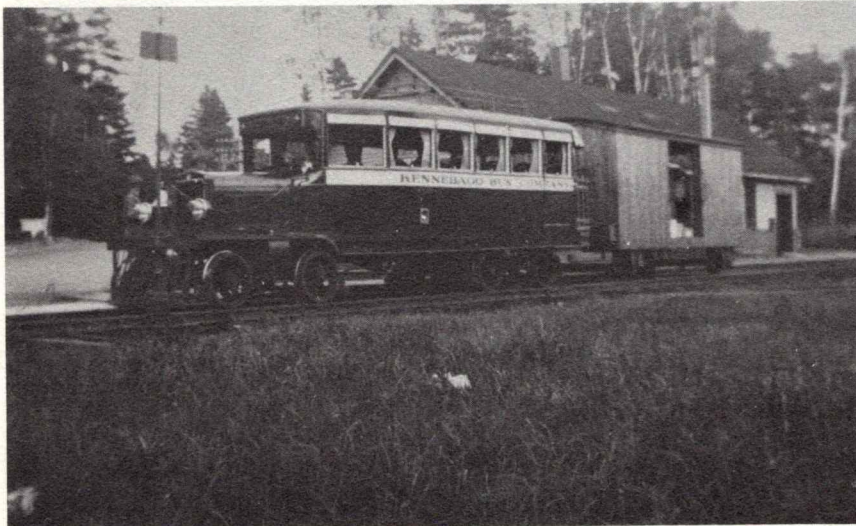
J. M. Shaw C-11
36 FLAGGYMEADOW RD.
GORHAM, ME 04038

BULK RATE
U.S. POSTAGE
PAID
Portland, Maine
Permit No. 180

Public Relations Department
Maine Central Railroad Co.
222 St. John Street
Portland, Maine 04102
Address Corrections Requested



With Harmond Moreau at his retirement are, left to right, Merle Swett, traveling storekeeper; Harmie; Joseph Cosgrove, Sr., storekeeper, Waterville, presenting purse; and Hugh Flynn, general storekeeper, Portland.

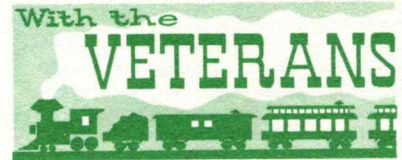


Our friend with the Canadian National, Roger Dalessio, sent us this photo of railroad freight and passenger service in the early 30's between Oquossoc and Kennebago, Maine, a distance of twelve miles. Roger says he believes the passenger vehicle was a Reo-Speedwagon highway bus equipped with flanged wheels. The Oquossoc Station is in the background, with Rangeley Lake just beyond the station. A box car is in tow, providing a freight service between these points.

25-YEAR SERVICE PINS

E. F. Bennett, Head Clerk
P. E. Butler, Operator
W. D. Graham, Jr., Operator
A. L. Lefebvre, Conductor
J. C. W. Levesque, Conductor
M. E. Olsen, Office Ass't to AVP—
Sales & Service
D. J. Shay, Operator
P. G. Tracey, Operator

Those previously eligible: S. L. Farnham (carman at Vanceboro) was eligible to receive his 25-year pin in 1969; Warren C. Carkin (operator and Windham agent) was eligible in 1971; and Walter Lang retired in 1969 after more than 45 years of service.



New officers recently elected to the Railroad Veterans Association are as follows: Thomas Roache, president; Melvin Block, 1st vice president; Joseph DeRoache, 2nd vice president; Alfred P. Chapman, secretary-treasurer; Archibald Smith, assistant secretary-treasurer; Clifford L. Quigley, chaplain.

Condolences to the families of recently deceased Joseph Ashley and Stanley Whitney.

It is reported that John Briggs has been ill, and we wish him a speedy recovery.

Membership dues may be paid to: Alfred P. Chapman, 27 Edgewater Ave., Portland, Maine 04103; Archibald Smith, 19 Bunker Ave., Fairfield, Maine 04937; or to Joseph Malloy, Rigby Car Shop.

Meetings are held on the 4th Sunday of each month, 12:00 noon, Howard Johnson's Restaurant in South Portland, Maine.

