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MAINE CENTRAL

MESSENGER

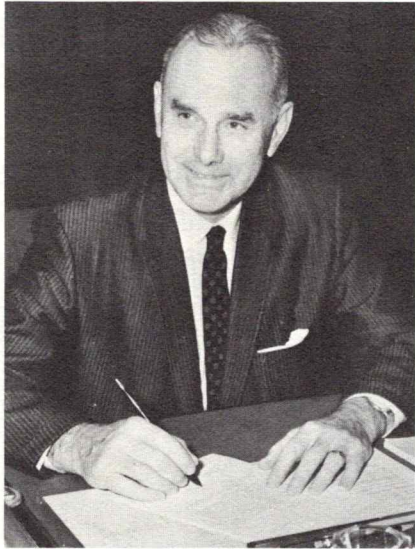
VOLUME 11, NUMBER 14

APRIL - MAY 1974



From the desk of . . .

E. SPENCER MILLER



THE TWENTIES

On January 6, 1929, Dartmouth College's Christmas recess was over. Late that evening I took the electric car to Charlestown, New Hampshire, to wait for the Express from New York. The snow, where it had been ploughed from the streets, was higher than a man's head and the out-of-town roads were generally impassable. In our barn were three automobiles, of sorts, which would be useless for long trips until the mud of the dirt roads dried in April.

As the great train approached the station, the one-armed agent set the flag and told me that the first coach would stop two car lengths north of the depot; also, that Iron Mike Sullivan was at the throttle — he could tell by the way the whistle was blown for the crossings south of the village. Two mighty Pacifics enshrouded in steam with firemen silhouetted against the flames of the open fire boxes, thundered to a halt followed by two empty milk cars, an Express car, a storage mail car, an R.P.O., a baggage combo, six coaches and two Pullmans whose sleeping occupants would

awake in Sherbrooke at 8 a.m.

I entered the north end of the first coach and started to look for my roommate, Bill Hardy, who had come from Fitchburg on the Mt. Royal, changed at Bellows Falls and promised to save a place for me. Every seat had at least one occupant. I found Bill in the middle of the last coach. We alighted at the "Junk" about midnight and bussed to Hanover.

HARTFORD REVISITED

Late on the stormy afternoon of February 6, 1974, I looked across from Room 1720 of the Hilton Hotel in Hartford, to the old New Haven railroad station and decided to revisit it. The southern end is closed off and rented but the ark of masonry which I remember from 50 years ago, still exists with the same 40' high waiting room overheated and expensively lighted. Up the stairs access is had to four elevated railroad tracks. Obviously, the investment in this huge and little used building, including present day land value, is enormous.

The bulletin board showed that a train running from Philadelphia to Boston would be due in at 5:55 and that a train originating in Hartford destined for New Haven would be due out at 6:05. I decided to wait and watch the performance of each.

Out of curiosity I approached the ticket counter and found a white-haired lady engaged in making out her reports. She raised her head and said, "Yes?" I inquired if it would be possible to take a train in the morning for Boston. She answered rather curtly that I could go to New Haven and check the shore line from there, for which information I thanked her.

The bulletin board now showed that the trains above referred to were expected to depart on time and almost immediately an announcement over the loudspeaker

advised that the New Haven train was ready for boarding. I climbed the stairs and exited on the platform and saw one shiny Budd Car, apparently brand new and with AMTRAK insignia, placed on Track 4. I watched this car until its departure and four passengers embarked.

In the meantime, the Boston train arrived right on the button. It consisted of two brand new, clean, shiny, Budd Cars. Twenty-five people disembarked. I had no way of knowing whether they were all paying passengers. Six persons embarked. The train left exactly on time. It obviously had no head end revenues. With its six Hartford passengers, the little train sped smoothly on its way to Springfield, Worcester and Boston.

The World Almanac for 1974 states that the metropolitan area populations of these four New England cities are 720,581; 541,752; 372,144 and 2,899,101, respectively. According to the same source the State of Maine has 993,663 people scattered over 33,215 square miles, an area almost equal to that of the other five New England States combined.

THE EIGHTIES

The energy crisis will quickly pass. Arabian oil will flow again. The North Sea, Alaska and perhaps the North Atlantic shelf will bring in new supplies. Even if foreign sources should be again shut off, liquid fuel will be produced from shale and coal. There is enough coal in North America to provide for the energy needs of an increasingly industrialized society for a thousand years. The bottleneck will be domestic refining capacity. Maine with its shore against deep water may have forfeited its golden opportunity. Americans are not going to give up their automobiles and the investor who sells General Motors short will regret it.

Maine's ecological danger lies not in too many industrial smokestacks, of which there are too few, but in perpetuation of the tar paper shack economy with its sordid social fall-out.

Accompanying the industrial decline of our state is the invasion of the summer resident and the pensioner in comfortable circumstances who prospered in more advanced states. When I was a boy vacation-

ing in the Christmas Cove area, much of the coastal property was owned by saltwater farmers, fishermen, small boat captains, and lobstermen. Gradually they have been pushed off the coast by the well-to-do out-of-stater. This "auslander" also fights any development leading to better paying industrial jobs because he wants a supply of cheap seasonal help. Look at the supporters of C.R.A.C.

The leadership of both political parties is concerned primarily with being "very, very popular" which involves higher taxes on a shrinking base. If this trend is not arrested, there will never be any real railroad passenger service in Maine because there will be no sizeable population to serve.

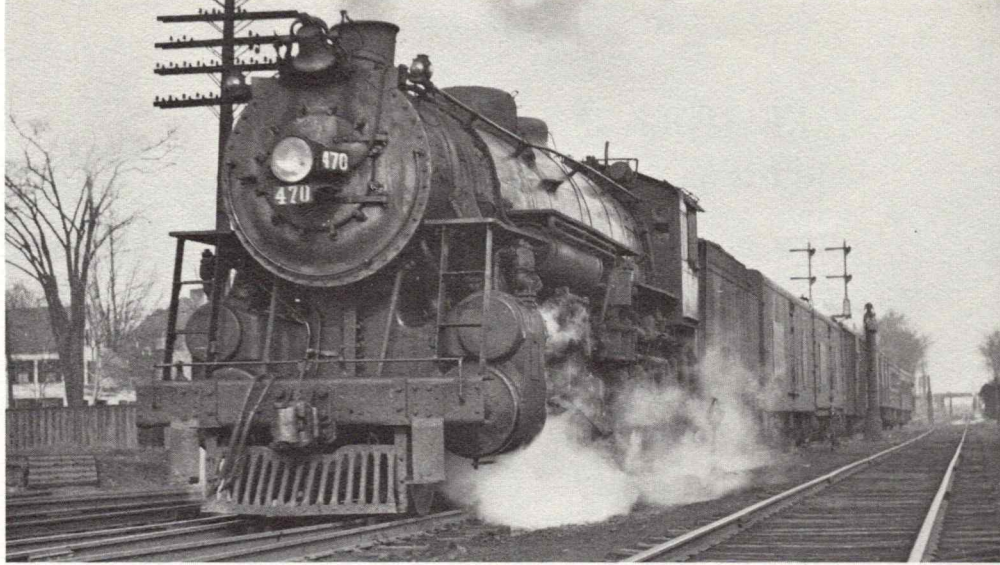
Congress has passed, and the President has reluctantly signed, the Regional Rail Reorganization Act of 1973. It may well be unconstitutional. It most certainly disappoints Labor now that it sees the track abandonments proposed. It will not eliminate the problems which are national and which will be solved by our American Railroad Corporation as proposed in the MESSENGER of June 1972. When this is set up it should take over and expand those Amtrak passenger operations which have received a response indicative of public convenience and necessity.

I have ridden on every great passenger train of North America and Europe and no one loves them so much as I do. But in leading the Maine railroads to discontinue, I acted to save them as solvent and efficient partners of Maine people and Maine industry. And while they were saved, the Boston & Maine, the New Haven, the New York Central amalgamated with the mighty Pennsylvania, among other passenger carriers of the east, went under the hammer.

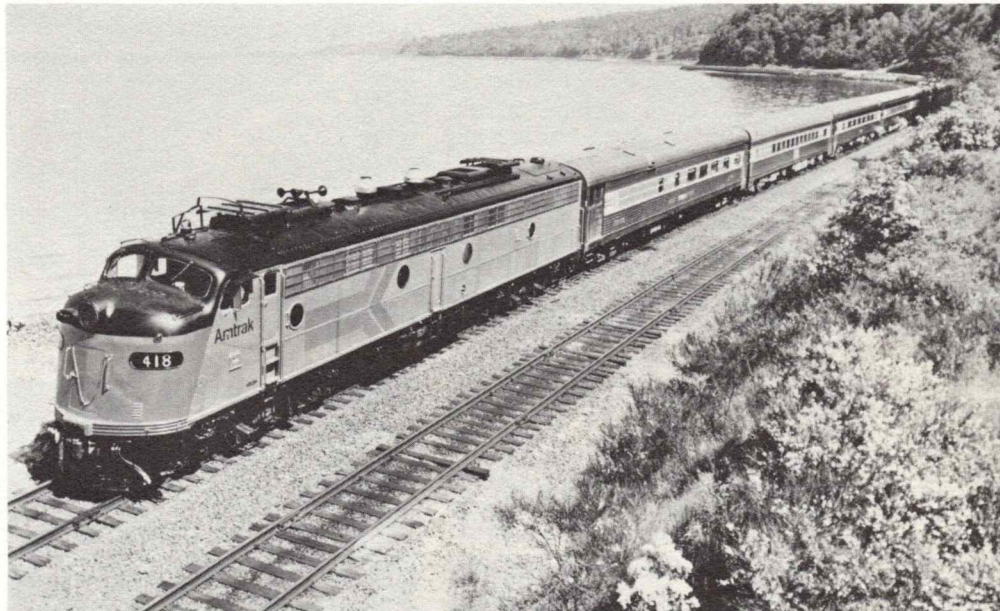
Passenger trains will come back in the Eighties through the American Railroad Corporation which will have the economic power to make them modern and profitable and run them where mass movements of people require.

Esplaner Miller

President



Passenger travel under steam. Most of the seats were filled and head end revenue contributed to financial viability of passenger service. Photo provided by Henry Preble.



Passenger travel today by Amtrak. No head-end revenue, many empty seats, and a huge annual deficit.



This French built, 125-mile-per-hour turbine powered train marks Amtrak's first tentative step into the high-speed passenger service of the future, operating between large population centers.

TAKE STOCK IN AMERICA

There is no better, or safer, way to save than U. S. Savings Bonds. The Payroll Savings Plan, in which Maine Central participates, is as close to being a painless way to save as I can imagine. We don't see the money, we don't spend it; but it is there if we ever need it.

There are several advantages to Savings Bonds which make them a sound investment; they can be cashed in at full purchase price anytime after two months, they can easily be replaced if lost or destroyed, their interest is guaranteed, they are not subject to local or state income tax and Federal tax can be deferred until the Bonds are redeemed. When the owner retires, he can convert his Savings Bonds and accrued interest into Series H Bonds and receive income on the whole at a time of life when income is most needed and when the individual is in a lower tax bracket.

What may be more important to our employees is that Bonds are paying more than ever before, 6% when held to a maturity of five years.

The Savings Bond program is also of vital importance to the sound management of America's financial commitments. They are valuable in the administration of the national debt and contribute to the overall stability of the American dollar.

I encourage each of our employees to sign up to purchase Bonds through our Payroll Deduction Plan or to increase your present participation.

Savings Bonds protect America's future — and yours and mine as well. Take stock in America. The man who sells her short will injure his country and himself.

E. S. Miller



Take stock in America.

Join the Payroll Savings Plan.



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CONTENTS

From the Desk of E. Spencer Miller	2
Take Stock in America	4
Keeping Cars Moving	5
The Stable	7
Highlights of 1973	8
News Briefs	10
Grapevine	12



COVER PHOTO

John McTigue, Maine Central machinist, makes an air brake test on a GP-38 locomotive at the Bangor Engine House. McTigue is qualified to make Department of Transportation tests prescribed by law. Story on page 7.



This concrete mileage marker at Yarmouth Junction shows that it is 236 miles to Vanceboro. Maine Central has reached an agreement with Canadian Pacific for sale of the line from Mattawamkeag to Vanceboro. Photo by Herman Shaner. Story on page 10.



keeping cars moving

For over 100 years railroads have employed various methods of car hire. Modern technology has made it possible for railroads to efficiently keep track of the movement of freight cars. Above is Santa Fe Railway's freight yard at Corwith, Illinois. Santa Fe photo by Orville Brent.

One of the most complex and yet vital aspects of U. S. railroading is car hire, or how one railroad pays another railroad for the use of its freight cars.

Sixty-eight class one railroads own over 1.7 million freight cars which move more than 30 billion car-miles a year. Each mile that each car moves on each railroad must be accounted for, which illustrates the degree of complexity of the subject of car hire.

Early History. In the very early interchange of freight cars, no payment was made between the carriers. It wasn't long, however, before a method was developed where a using railroad was required to pay the owner of a freight car a fixed charge per mile operated under load.

About 1873, the rate base was adjusted to include a charge for both empty and loaded miles. The rate established at that time was $\frac{3}{4}\text{¢}$ per empty mile and 1¢ per loaded mile. Since no method was available to police the accounting,

dishonest or impoverished roads were free to manipulate the mileage account to their own advantage.

Around the turn of the century there was a great deal of debate within the railroad industry about relative advantages and disadvantages of the mileage plan vs. a time or per diem plan.

Per Diem. The mileage basis of car hire was replaced by a straight per diem, single rate rental in 1902 which remained in effect until 1964 when a multi-level basis of per diem became effective.

The single rate per diem charges grew from 20¢ per day in 1902 to \$2.88 per day at the end of 1963.

Multilevel per diem initially consisted of 6 rates, determined by the type and age of equipment, ranging from \$2.16 through \$7.74. In 1965 the multilevel structure was expanded to nine rates ranging from \$2.16 per day to \$12.18 per day. This car rental structure was in effect until 1970.

Time Mileage. In 1970, as a result of extensive study, com-

plaints, court action, and legal appeals, the Interstate Commerce Commission ordered a time/mileage basis of car hire payments. This action required a realignment of most railroad car accounting procedures to place car hire settlements on a basis of multilevel per diem charges plus mileage charges.

Incentive. In an effort to improve utilization of boxcars and to encourage railroads to expand their boxcar fleets, the ICC ordered incentive per diem effective September 1, 1970. These charges applied only to general service unequipped boxcars, during six months of each year, September through February. Incentive payments were, and still are, made in addition to the regular year-round time/mileage payments.

The ICC requires that all incentive funds be kept separate from regular car hire accounts. A rail-





Waterville Shop workers, carman welder Aurele Michaud, right, and carman Edward King install steel end lining in a boxcar rebuilt at the Shops with incentive per diem funds.

road which has a credit of incentive funds can use this money only for the purchase, building or rebuilding of plain, unequipped boxcars based on a formula of the road's past history in these areas.

Year-Round. In May 1973 the ICC ordered incentive per diem placed into effect on a year-round basis. Several railroads which are deficit-incentive per diem roads were successful in obtaining a temporary restraining order on April 30, 1973, against year-round incentive per diem.

A three-judge court in Philadelphia on December 19 held that the ICC's decision extending incentive per diem to year-round was rationally supported and ruled that the temporary restraining order be dissolved.

But the debate wasn't over. On December 28, 1973, the Penn Central filed a petition with the ICC on behalf of 24 debtor incentive per diem roads requesting a reconsideration of the Commission's position on year-round incentive per diem. But the Supreme Court then ruled, refusing to reverse the lower court's decision.

The ICC, and many railroad men and shippers agree that incentive per diem has come a long way toward doing the job it was intended to do. Although the number of

plain boxcars has not increased during the period incentive per diem has been in effect, actual tonnage capacity has increased due to the retirement of smaller cars and the purchase or rebuilding of high-capacity cars with incentive per diem funds.

Maine Central. Let's take a look at what incentive per diem means to Maine Central in three respects; financial, car supply and rebuild programs at Waterville Shops.

From the inception of incentive per diem through the end of 1973, Maine Central has realized a net credit of over \$3 million from incentive funds. Without these funds, 1971 would have been much less prosperous, and 1973's \$1.5 million profit would have been one-third that amount.

The change to year-round incentive per diem will be very beneficial to Maine Central's financial status. It is estimated that this favorable decision will generate an additional \$1 million annually in incentive funds for Maine Central.

Although incentive funds must be dedicated to a specific purpose, they free up money for general railroad use that would otherwise be used to purchase or rebuild boxcars. Incentive per diem has been a factor in keeping Maine Central solvent during a most difficult period for the railroad business in the Northeast.

Shippers. Maine Central shippers should take note of the effect of incentive per diem on car supply. The offline average turnaround car days of Maine Central boxcars has decreased about 30% since 1970, with the best performance exhibited during the six month periods that incentive per diem was in effect. Incentive per diem was not the only factor in this improvement in car utilization, as ICC service orders also assisted in this turnaround record.

Maine Central has managed over the years to acquire an adequate fleet of boxcars to meet the needs of its shippers. Although Maine Central's ownership of regular boxcars exceeded the ICC's criteria of adequacy prior to the establishment of incentive per diem, its inventory of unequipped boxcars has improved greatly in recent years. From January 1, 1970, to January 1, 1974, the inventory improved from 2,630 to 3,076, an increase

of 17%. The carrying capacity increased even more due to the acquisition of larger cars.

Rebuild Program. Since incentive per diem went into effect, the car supply situation on Maine Central has shown a marked improvement but beyond that, the funds generated by incentive per diem have enabled Maine Central to embark on a car rebuilding program.

Of the over \$3 million of incentive funds Maine Central has generated, over \$2.2 million has been spent to rebuild unequipped boxcars. By the end of 1973, 135 boxcars had been completely rebuilt at the Waterville Shops using incentive-generated dollars.

By using incentive funds to rebuild cars, the railroad has been able to maximize employment at its Waterville Shops. This has been beneficial to a large number of railroad employees in the Waterville area as well as beneficial to the City of Waterville and surrounding communities. Maine Central plans to continue rebuild programs in Waterville and in fact another major program is scheduled to begin this Spring, again making use of incentive per diem funds.

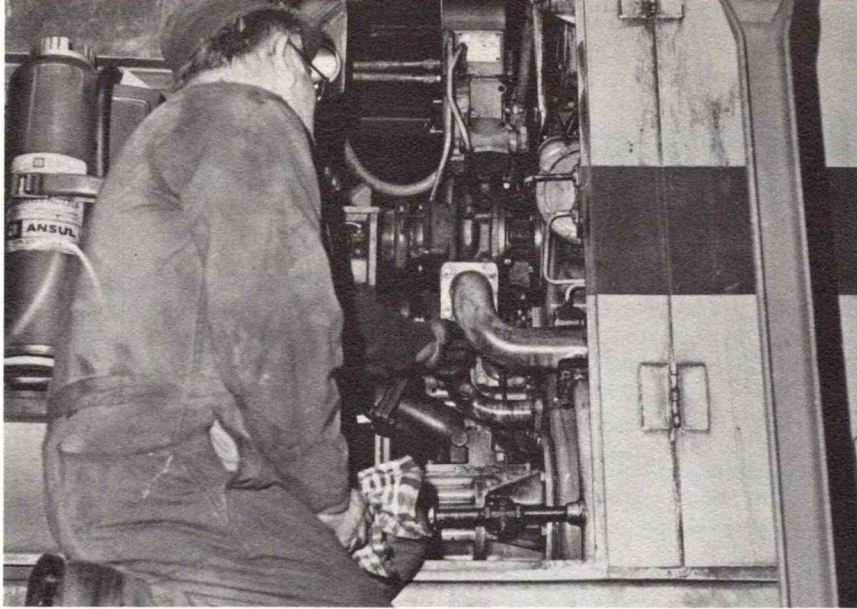
Other Ideas. Incentive per diem is young and has not fully matured. There are several other ideas put forth by various railroads designed to obtain the maximum benefit from this concept.

The Union Pacific is lobbying for an expansion of incentive per diem to other kinds of freight cars that are now in short supply. This is being considered by the ICC.

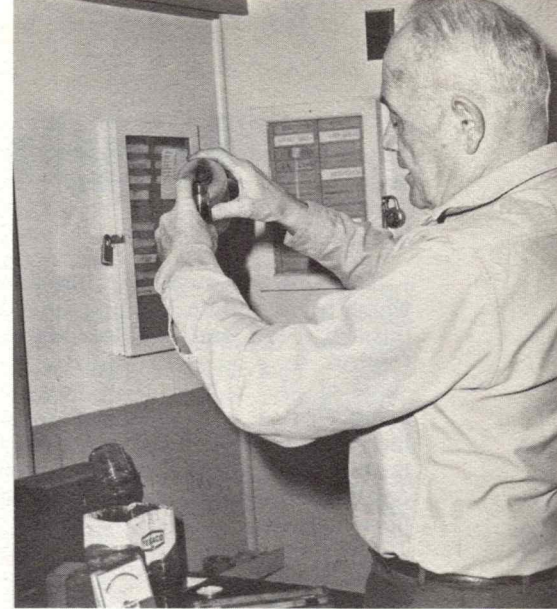
Maine Central has petitioned the ICC to consider the lease of boxcars as an appropriate utilization of incentive funds, based on a formula similar to the one now in effect for buying or rebuilding boxcars.

A study of incentive per diem and its effect on Maine Central Railroad, its shippers, owners and employees leads to the conclusion that it is an essential incentive to provision of an adequate national boxcar fleet.





As part of the regular locomotive maintenance program, Paul O'Donnell, machinist, checks lube oil pump for leaks. Running maintenance also includes, lubrication, filter changes and renewal of worn parts.



Veteran machinist Charles King performs a periodic locomotive lube oil analysis. The test is used to monitor the operating condition of the engine. King has worked at the Bangor Engine House for nearly 40 years.

the stable

**where the modern iron horse
is fed and groomed**

For seventy-five years Maine Central's Bangor Engine House has played a vital role in taking care of the railroad's locomotives.

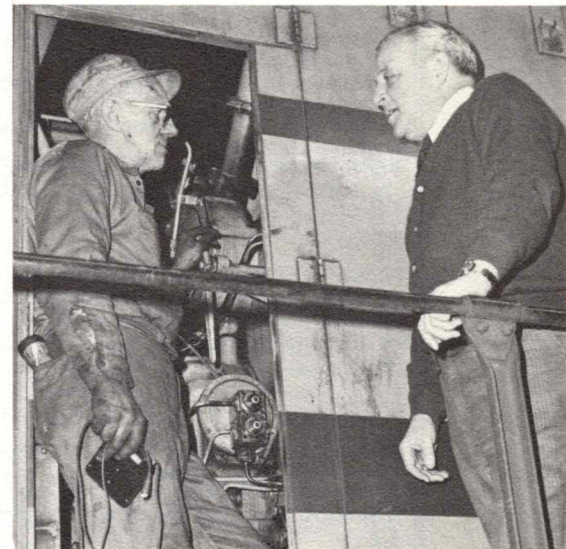
Today the Bangor facility is responsible for fueling and servicing all locomotives arriving in Bangor from the Portland Division and the Eastern Sub-Division. The Engine House also provides for periodic inspection and testing of locomotives as prescribed by law as well as the running maintenance of most Maine Central road locomotives and some switchers.

In addition to regular locomotive maintenance, some heavy maintenance is performed at Bangor to supplement heavy maintenance and repair at Waterville.

The Engine House, which employs 58 people, operates 24 hours a day, seven days a week. Due to the routine nature of the work performed, it is often taken for granted, but without the watchful eyes of the men of the Bangor Engine House, it would not be long before the railroad would grind to a halt.



Shapleigh Allen, electrician, tests multiple-unit jumper cables on test stand.



Bangor Engine House general foreman, Charles Wilson, Jr., right, discusses load regulator problems on a GP-38 locomotive with electrician Granville Bickford.

highlights of 1973

The upward swing in business which began in late 1972 continued through 1973 and enabled Maine Central to earn net ordinary income of \$1,559,878. This was accomplished despite significant wage increases, Canadian railroad strikes lasting more than a month, three costly derailments and extensive flood damage.

Looking Ahead. In his letter to the stockholders in the 1973 Annual Report, E. Spencer Miller, Maine Central president, predicted that 1974 should be a good year. He said, "Assuming that the energy crisis does not bring about a serious

national recession, 1974 should be an equally good year for your company. There is every reason to suppose that our sustaining industry, namely, the manufacture of paper and pulp will continue at a high level."

Mr. Miller added, "Chief dangers lie in the two areas over which your management has no control, national economic levels and governmental regulation. Early in 1974, President Nixon signed into law a complicated act of Congress looking toward establishment of a Consolidated Railroad Corporation to take over essential lines of seven

bankrupt railroads in the Northeast. This law and developments pursuant to it, will have profound effect upon the future fortunes of Maine Central. They will present severe problems and, very likely, some interesting opportunities for an alert management."

Incentive Per Diem. Income from incentive per diem, which is restricted in use to the purchase or rebuilding of plain unequipped box-cars, was \$1,037,562 in 1973.

Incentive per diem has been assessed for six months each year, but was the subject of considerable litigation when the Interstate Com-

	1973	1972
Operating Revenue	\$ 30,183,885	\$ 28,209,093
Operating Expenses	26,235,431	25,205,952
Operating Ratio	86.92%	89.35%
Net from Railway Operations	3,948,454	3,003,141
Railway Tax Accruals	2,532,582	2,165,114
Net Equipment and Joint Facility Rents	Cr. 715,312	Cr. 190,765
Net Railway Operating Income	2,131,184	1,028,792
Net Non-Operating Income	683,964	415,891
Available for Fixed Charges	2,815,148	1,444,683
Fixed Charges	1,063,488	1,127,637
Contingent Interest	191,782	192,493
Net Ordinary Income	1,559,878	124,553
Rate of Return (net railway operating income) on average depreciated investment in properties used in transportation service, including cash, materials and supplies	3.46%	1.67%
Investment in road, equipment and other properties, less accumulated depreciation and amortization	\$ 57,764,043	\$ 58,291,787
Investment in affiliated and other companies	1,257,687	1,265,248
Current Assets	9,710,442	8,642,622
Current Liabilities (exclusive of long-term debt due within one year) ...	9,160,876	8,476,036
Working Capital	549,566	166,586
Bonds, equipment and miscellaneous obligations, including amount due within one year	22,618,560	23,808,115
Tons of Revenue Freight Carried	8,468,129	7,859,132
Tons of Revenue Freight Carried one mile	945,884,294	891,306,943
Revenue per Ton of Freight	\$ 3.47	\$ 3.53
Revenue per Ton per Mile	3.110	3.109
Average number of employees	1,334	1,402
Average yearly Compensation per employee	\$ 12,207	\$ 10,970
Total Wages paid employees	\$ 16,284,775	\$ 15,379,425
Percentage of Payroll to Railway Operating Revenues	50.38	51.96
Retirement and Unemployment Insurance Taxes	\$ 2,050,535	\$ 1,645,795
Number shareowners		
Common	472	498
Preferred	175	186

merce Commission ordered that the charges be collected on a year-round basis. This favorable decision will be of substantial benefit to Maine Central in 1974. (See story on page 5).

Operating Records. Favored by an open winter at both ends of 1973, Maine Central was able to handle a larger traffic volume with a minimum increase in train miles and a reduction in train hours.

During the year the average train load for the system reached 2,504 tons, a gain of 108 over 1972, a new record, and average gross ton miles per train hour rose to 35,638, a gain of 3,392, also a new record.

Freight Rates. There were several increases in freight rates during the year. Effective August 19, the nation's railroads were granted an interim freight rate increase of 3%. On December 5, the increase was made permanent with a few exceptions by the ICC. This increase will improve Maine Central freight revenue by about \$800,000 a year.

A rate increase was also granted to help offset increased railroad participation in railroad retirement taxes. A surcharge can now be filed, on 10 day's notice, to meet the rapidly rising cost of fuel.

Future Prospects. Three stud mills served by Maine Central will be operational in 1974. The traffic potential is 1500 cars of studs annually. The plants, now under construction, are: Georgia Pacific Corporation in Woodland, St. Regis

Paper Company in Costigan and Diamond International Corporation in Passadumkeag.

Scott Paper Company is about to start construction on a 750-ton-per-day woodplup mill and sawmill at Hinckley. The sawmill is expected to be in production by the third quarter of 1975 and the wood-pulp operation in 1976.

Freight Equipment. An order has been placed with Trans Pac Equipment Company of Portland, Oregon, for 250 new, 50-foot, 75-ton capacity boxcars. The cars, which will be built in 1974, will be of single sheath design with cushioned underframes, 10-foot single sliding doors, nailable steel floors, roller bearings and lading strap anchors.

Twenty-three secondhand gondola cars were purchased to supplement the fleet dedicated to carriage of zinc and copper ore. These 77-ton capacity cars will be rehabilitated and placed in service in 1974.

Fifty 40-foot, 55-ton boxcars were rebuilt at Waterville Shop for general service through the use of incentive per diem funds. They are the equivalent of new cars.

New CTC System. Work began late in the year on a new centralized traffic control signalling system from Waterville to Pittsfield, and from Northern Maine Junction to Bangor, which extension will add 21 miles to the CTC system now in service between Northern Maine Junction and Pittsfield.

This new system, to be built at

a cost of \$422,000, includes the consolidation of two control towers in the Bangor area. Upon completion in 1974, Maine Central will have a more modern and efficient main line.

Diesel Fuel. As the energy crisis developed in late 1973, Maine Central's several diesel fuel suppliers met the Railroad's requirements initially under voluntary controls and beginning November 1st under mandatory regulations.

Prices for diesel oil, as well as other energy products, increased substantially during the year. Consumption of diesel fuel increased 2.2% over 1972, and the average price increased 8.2%. In the month of December, however, the average price per gallon was 42.3% higher than in December 1972.

To the Employee. Mr. Miller concluded his letter to the stockholders as follows: "The Board of Directors is grateful for the high quality of loyalty and intelligent effort which the men and women of Maine Central devote to their occupations and has directed that I express in this Report the deep appreciation of the Board to our unusually dedicated personnel."



FREIGHT TRAIN OPERATION

	System		Portland Division		Mountain Sub-Division		Eastern Sub-Division	
	1973	1972	1973	1972	1973	1972	1973	1972
Gross Ton Miles (000)	2,059,436	1,955,980	1,502,639	1,399,842	266,246	290,200	290,551	265,938
Net Ton Miles (000)	957,611	902,549	688,777	630,655	132,018	145,053	136,816	126,841
Train Miles	822,480	816,272	480,166	474,548	120,874	125,589	221,440	216,135
Train Hours	57,787	60,659	33,948	35,847	8,261	8,976	15,578	15,836
Average Train Load	2,504	2,396	3,129	2,950	2,203	2,311	1,312	1,230
Average Train Speed	14.2	13.5	14.1	13.2	14.6	14.0	14.2	13.6
Average G.T.M. per Train Hour	35,638	32,246	44,263	39,050	32,229	32,331	18,651	16,793
Average Cars per Train	40.5	41.4	45.4	47.5	36.9	46.5	31.4	29.4

news briefs

KEAG TO VANCEBORO

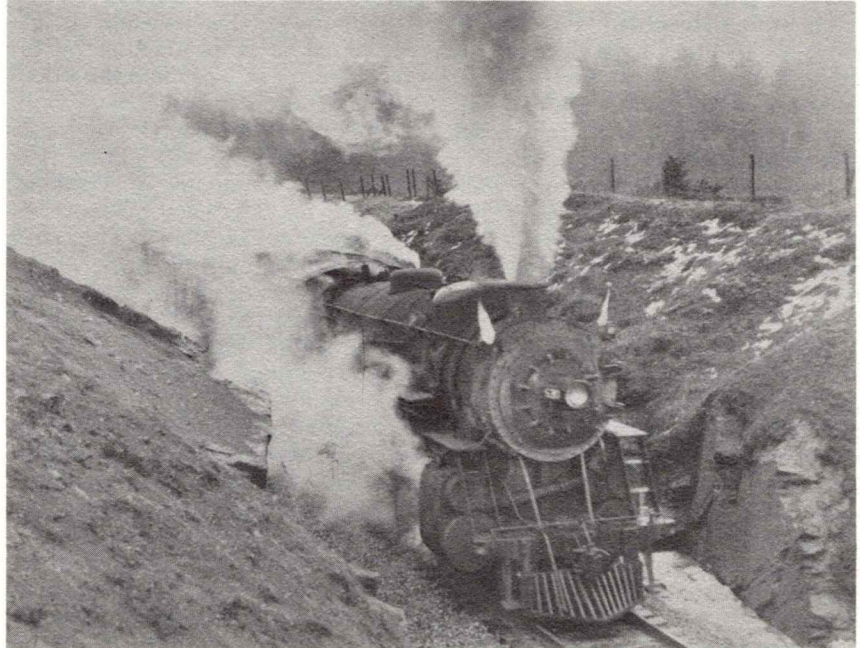
A memorandum of terms for agreement by which Canadian Pacific will purchase a 57-mile section of railway between Mattawamkeag and Vanceboro, Maine, from Maine Central Railroad, was announced in January by the two companies. Under the terms of the agreement, Maine Central will have the option to continue operations over the line.

The line forms a portion of CP Rail's main route between Montreal, Que., and Saint John, N. B. CP Rail has used the line since 1887 under agreements giving it running rights over the trackage.

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

Also in 1871, the European and North American Railway of New Brunswick completed its line between Vanceboro and St. John. In 1872 the two properties were consolidated under one management, but in 1876 the New Brunswick road defaulted and the consolidation was dissolved.

The New Brunswick line is now



Author John Gould of Friendship, Maine, sent us this photo that he took in the early 30's. He described it as follows: "It was a westbound freight just barely crawling toward the peak of the Deep Cut grade at Brunswick. It was usual for the yard switcher to give heavy freights a boost up that grade. There was no need of a fast shutter to stop a train at this point."

part of the Canadian Pacific. In 1882, the U. S. line was leased to Maine Central Railroad for 999 years. In 1855 Maine Central pur-

chased the line from Bangor to Vanceboro from the European and North American Railway at a cost of over \$3 million.



Vanceboro Station as it looked in 1944. Maine Central has reached an agreement to sell its line from Mattawamkeag to Vanceboro to Canadian Pacific.

INDIAN VILLAGE

Remember the proposed Norridgewock Indian Village being promoted by Arthur Grenier, Maine Central billing clerk in the Waterville Shops? He now tells us that the site is open to the public as the first phase of construction is near completion.

Construction has been underway since June. Eugene Bouchard, a Waterville artist, is busy painting and making wax figures. He is painting a 12 x 14 ft. mural in the main lobby of the theater.

Grenier is working out of the library where many artifacts and rare books are on display.

The museum is located on the Norridgewock town line across from the Catholic Church Cemetery on the old Norridgewock-Madison road.

CHLORINE SAFETY

MEETING

A safety meeting on chlorine and chlorine tank cars was held in February for the South Portland Fire Department at Engine 5 Station and Rigby Engine House.

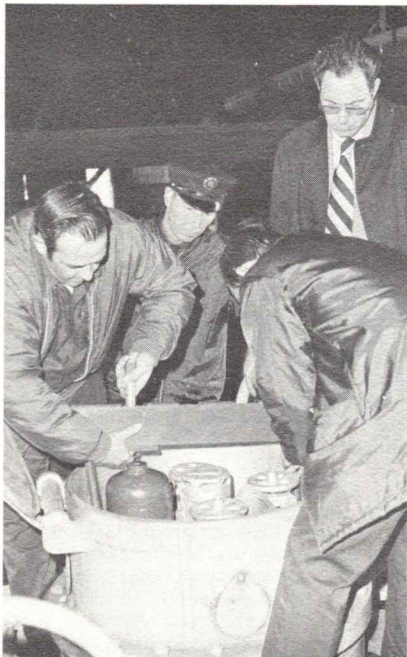
The meeting was sponsored by Portland Terminal Company in conjunction with Sobin Chlor-Alkali, Inc., a chlorine manufacturer from Orrington.

At the morning session Merrill Ellis and William Miller from Sobin presented a slide program on the construction of chlorine tank cars and the use and application of the emergency Kit C used for stopping chlorine leaks in and around the tank car dome assembly.

An afternoon session was held at Rigby Engine House. The instructors from Sobin conducted a "hands on" practice session with the firefighters using an empty chlorine tank car. The chlorine Kit C used was donated to South Portland Fire Department by Portland Terminal Company.



Members of the South Portland Fire Department listen to safety instructions concerning chlorine tank cars.

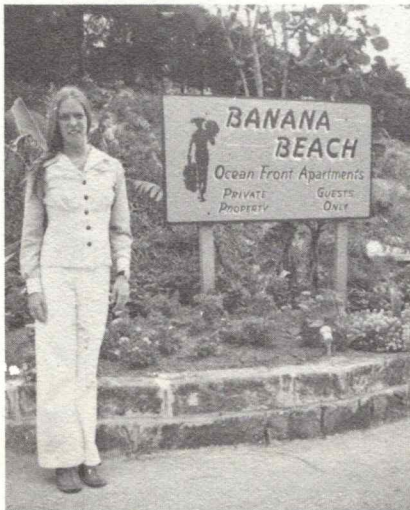


Merrill Ellis, of Sobin Chlor-Alkali, guides South Portland firefighters through application of an emergency kit used for stopping chlorine leaks in a tank car.



Not a familiar sight on Portland's Commercial Street. Early on the morning of February 2, 1974, BR-4 was caught by Portland Press Herald photographer Charlie Merrill as it moved slowly down Commercial Street by the ferry terminal (seen on the right), then west through Yard - 8 to Rigby Yard. As a result of a derailment at Cumberland Center, several trains were detoured over the Grand Trunk between Danville Junction and Portland.

The Grapevine



Cathy Doyle on her March vacation in Bermuda.

GENERAL OFFICES

Cathy Doyle, stenographer-clerk, Mechanical Department, spent an enjoyable week's vacation at Banana Beach, Bermuda, March 4th through 8th.

The David G. Merrill (ass't. vice president-mechanical) homestead was the setting for the February 19th wedding of their son, Peter Deering Merrill, to Dorothea Jo Dunton, daughter of Mr. and Mrs. Adelbert H. Dunton of Orrington, Maine. Mr. & Mrs. Merrill are now residing in Portland.

Chief Dispatcher, John Oberg, and his wife, Mary, got away from it all by taking a 15-day Caribbean Cruise in February on the W. S. Sea Venture. They stopped at various ports including; San Juan, St. Martin, Guadeloupe Island and St. Thomas. The only time John got wet was when he strolled the 9th deck during a storm.

Chet & Mary Robie, married 29 years ago at Toronto, Ontario, returned by plane from Boston to Toronto for their anniversary for six days.

Dick Roy and his wife, Gladys, spent one week in Ft. Meyers Beach, Florida, visiting relatives and friends. Dick said they had an excellent flight, traveling at 645 miles per hour.

The Annual Clerks Union Banquet will be held at the Holiday Inn, Riverside on April 27th. The social hour will be between 6-7 p.m. Dinner will be served from 7-8 p.m. with dancing from 8:30 to midnight. Music: featuring Nate Gold with our own Charlie Anderson. Arthur Gilbert is chairman of the committee.

Arthur Lennon (retired) and his wife are enjoying the beautiful scenery

and sunshine at Laquillo Beach, Puerto Rico.

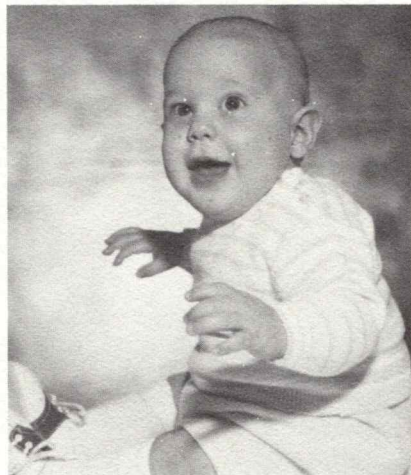
Marjorie Scott, Operations Department, is sporting a sparkling new yellow "Dasher".

Dotti and George Proctor took a chance on driving to Boston to visit their daughter and family and son, and were pleasantly surprised (and needless to say, happy) to find plenty of gas.

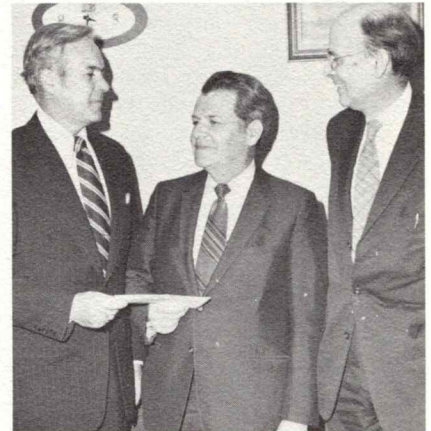
Stephen Aylward, son of Dick (chief clerk, Engineering Department) and Nathalie Aylward was one of those included on the Dean's List, for the first semester at the University of Maine in Orono. Steve is a sophomore majoring in political science and economics.

Attended by about 90 people, the Williston West Church Club had their ham dinner on a recent Saturday night in the Parish House on Thomas Street, Portland. Dick and Nat Aylward are co-presidents of the Club. Dick introduced the after-dinner speaker, Mr. Arthur T. Forrestall, who spoke on, "Edward Preble, the Father of the American Navy."

Merrill B. Stanley, chief statistician and valued employee for many years, was honored by his friends and associates with a retirement party on February 28th in the General Office Building. Prior to working for Maine Central Railroad, Merrill worked several years for the MCT Co. (bus lines). He was also the guest of honor at a party given for him by a group of friends at the South Portland Sheraton February 2nd. We hope Merrill will carry happy memories of his Maine Central days into his retirement. He is certainly held in high esteem by all of his co-workers.



Matthew Paul Ragusa, grandson of Ray and Connie Davis (Car Accounting). He is the son of Kathleen and Paul Ragusa of Brooklyn, N. Y.



Merrill Stanley being presented a retirement gift at a recent party given in his honor. Left to right, John F. Gerity, comptroller; Merrill Stanley; and Eric P. Smith, asst. treas. & dir. - cost analysis.

When Irene Kelsea (clerk in the Assistant to Comptroller's Office) and her husband, Timmy, made a recent trip to Derby Line, Vermont, they took in a junior hockey tournament and watched her nephews, John (7) and David Daigneault (10), play in their respective age groups. They also enjoyed some skating themselves. They return to this area frequently to visit Irene's parents in a nursing home.

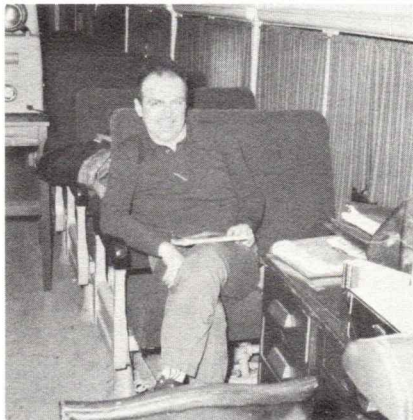
Gordon Williams (cashier) and his wife, Kay, flew to Florida on a late winter vacation. They spent a week at Altamonte Springs taking in the sights at Sarasota, Tarpon Springs, Silver Springs, Cypress Gardens, Busch Gardens, Disney World and Sea World. Finding the weather below freezing their first day at Sarasota, they were delighted to find late springlike weather on their return home.

Congratulations are in order for Karen and Dick Severy who are the parents of a new baby girl born February 15. Jessica Mae weighed in at 8 lbs. 11 oz. Karen is on maternity leave from the Disbursements Office.

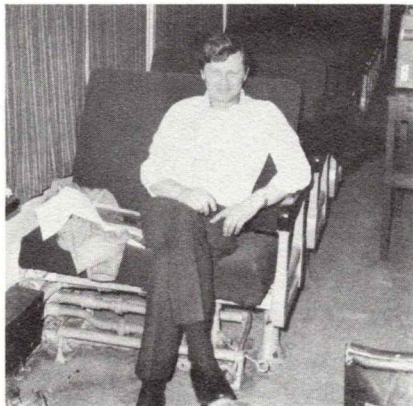
Bea and Paul Crawford (Group Insurance Office) and Paul's mother, Mrs. Grace Crawford, have joined the growing list of devotees of Hawaii, after having spent a recent vacation there. They were registered at the Kuhil Hotel right on Waikiki Beach. No rain fell during their entire stay, which is quite unusual, even for Hawaii. Much time was spent on the beach, easily recognizable by their deep tans. Highlights were: a boat trip to Pearl Harbor, the Polynesian Cultural Show, Kodak Hula

Show, and the Tommy Sands Show at the Hawaiian Hilton. All in all, they had a fabulous time and would like to return anytime.

In November William V. Gordon and James F. Hines, transferred from the trainmen's field into the Motive Power Department as engineers in training. Gordon hired out as a road trainman in January 1966, working out of the Waterville area until he transferred into the Motive Power Department. Hines hired out as a trainman in December 1972, working out of Bangor until he transferred into the Motive Power Department. According to Jim Coffin, road foreman-engines, these men are working very hard learning the rules, physical characteristics and mechanical aspects of locomotive and train operations in order to complete the course within the time limit.



James F. Hines

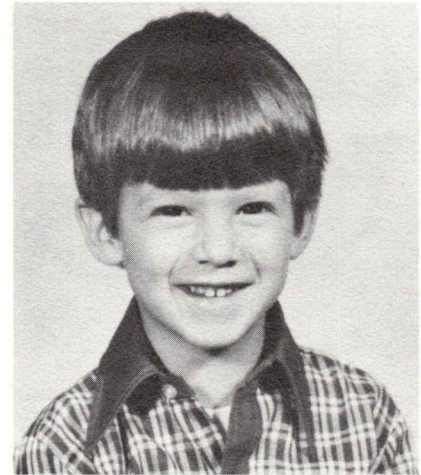


William V. Gordon

BANGOR

Condolences are offered to the family of Arthur E. Cust, laborer at Bangor Engine House, who passed away on March 1, 1974.

Condolences are extended to the family of George N. McCausland, retired general foreman, Bangor Engine House on his passing January 25, 1974.



Tamra (7) and Richard (4) are the children of Sharon and Steve Grovo of South Portland. They are the grandchildren of Glenda "Gigi" (Car Accounting) and Everett Spires (Revenue). Sam Spires (retired) is their great grandfather.

RIGBY SHOPS

With the advent of an early spring, many of the employees at Rigby are planning gardens in order to help them cope with the high cost of garden produce.

Mrs. Anne MacVane, 80, died after a long illness. She was the mother of machinist "Ernie" MacVane. Ernie had minor surgery performed recently and seems to have recovered at this time.

"Dick" Greene, Car Department employee and Marion Greene, recently added a baby girl named Jean to their family. Marion is the daughter of electrician Ray and Winneta Ryder. This makes them first-time grandparents.

Mrs. Florence Sawyer, 79, died recently after a brief illness. She was the wife of the late Ralph Sawyer (former machinist helper at Wharf #3).

Machinist "Martie" Stratton is creating quite a bit of comment around the Engine House since he has decided to raise a mustache.

Car Department clerk Thomas Foley is confined to his home after a relapse, following a recent illness. We all hope he recovers quickly.

Mrs. Lilian Mishoe, 80, died after a brief illness. She was the widow of machinist helper, Sam Mishoe.

Chief clerk Frankie Garland is chairman of the Freeport Town Committee and has issued a call for a Republican caucus to elect delegates to the state convention.

Albert Feehan a former Stores Department employee (and stores keeper for the Grand Trunk Railroad for many years), died recently at age 75, following a short illness.

Engine House employee, Joe Mazelli, and family, plan to visit Italy soon. They will spend most of their time near Naples, where relatives live.

A newcomer to the Engine House is laborer Brian Mulhern. Brian was recently married to Sonya Connaly. The happy couple plan on a delayed honeymoon later this year.



Gary and Nancy (Disbursements) Vayo's little family of Pomeranians; Tibby, Dusty, Taffy. These three bright-eyed little dogs are the nucleus of a kennel, which Nancy and Gary are planning in the near future.

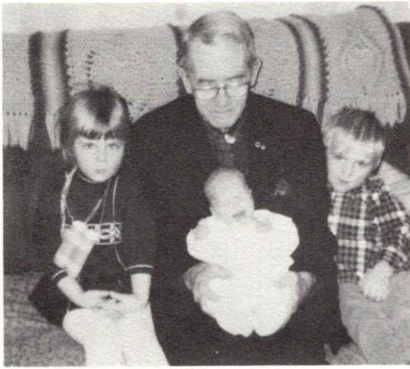
ROCKLAND

Retirees section foreman Earl Miller and carman Floyd "Monty" Montgomery wish to thank all who remembered them with retirement wishes in the purses given to each.

Earl's job at Waldoboro has been bid in by section foreman Warren Smith, and carman Kenneth Lewis has taken Monty's job. Section foreman Leland Boggs has bid in the Rockland Section vacated by Warren Smith. Pete Davis bid in the trackman's vacancy at Waldoboro.

It is with regret and sympathy to the family that we report the passing of sectionman Bill Heath.





Pictured above with his great, great grandchildren is retired yard conductor Erving M. Babcock. Left to right are Jennifer Pearl (5), Kristeen Eileen Pearl (born Dec. 24), and Charles, III, (4). They are the children of Charles and Judith Pearl of 16 Alba St., Portland, and the great, great grandchildren of the late Bessie R. Babcock of Portland.

Agent Nelson Soule of Yarmouth Jct., returned to the mild weather of New England after vacationing in Florida. Nelson's job was covered by spare operator Gene Harjula.

Retired agent Del Smith from Waldoboro paid us a visit recently, all fired up for going camping and fishing. He has been "cooped up" all winter tying flies and other fisherman's lure and getting anxious to wet a line. He bought an aquarium, some gold fish and other species and has been watching them. Wonder if he has practiced and tested the appeal of the various lures on them? Anyway, we hope he can get enough gasoline to make his desired vacation and fishing expeditions.

B & B foreman Maurice Fish with work crew and outfit cars are busily engaged renovating the Rockland Engine House, both inside and out. They are generally closing up areas where cold was leaking in, as well as water from storms. They are doing the railroad's part in an effort to conserve fuel. The

old building, originally designed for the steam engine, was losing a large amount of heat. The furnace was running nearly constantly, trying to win the battle.

Carman Floyd "Monty" Montgomery could hardly contain himself when he showed up at the office recently. His first comment when he came through the door was that, if yard conductor "Mike" Mitchell didn't know how to put on an automobile registration plate, he (Monty) would be only too glad to show him (for a fee, that is).



Daniel Burton Wetmore is the son of Dennis (brakeman - Rigby) and Bonnie Wetmore. He is the grandson of electrician "Bert" Wetmore and the great grandson of "Al" Wetmore.

WATERVILLE SHOPS

In February, machinist and Mrs. Rick Chamberlain (sheet metal worker) and Mrs. Bill Brown and Stores Department

clerk and Mrs. Leonard Boucher all spent an enjoyable week in Hawaii. In March, Rick and his wife, Rita, enjoyed another week's vacation in sunny Spain.

At their annual town meeting, the residents of Vassalboro elected Waterville storekeeper Joe Cosgrove as 1st selectman for the ensuing year.

After 29 years service, Edgar Blaisdell of the Stores Department laborers crew, retired on January 30th. Edgar transferred from Deering to Waterville in 1958. As he is a great sports enthusiast, we're sure Edgar will be a spectator at many of the high school and college athletic events in the State. We wish him a long and happy retirement.

Employees back to work after extended time on the sick list are George Knights of the Stores Department and wheel room machinist Lionel "Red" Cote.

Carmen Peter Reny and Allen Higgins recently received some of the most liberal credit terms imaginable. They purchased a secondhand car from carman Jimmy Steeves with no down payment, no interest and a payment of 50 cents a week. Some of us are hoping that Jim might some day open up a new car dealership.

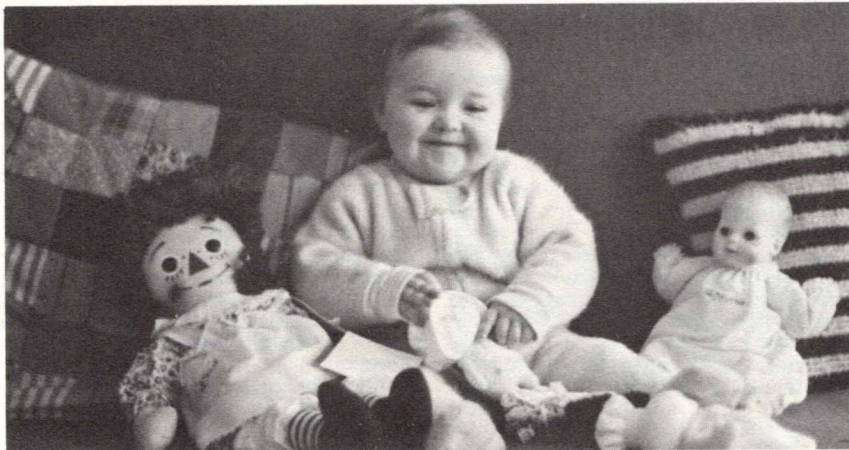
Miss Susan Dickey, daughter of electrician foreman and Mrs. Donald Dickey of Clinton, has won the "Betty Crocker Family Leader of Tomorrow" award at Lawrence High School in Fairfield. Susan won the honor by competing with other seniors in a written attitude and knowledge examination. She



Shown above, trying to decide whether or not to stand on his head is Sgt. Hanley of the Rockland Police Department. He was somewhat mystified about the upside down plate on the front of Mike Mitchell's motorized caboose.

now is eligible to compete for state and national honors, with a chance for a \$1500 scholarship. General Mills, Inc. sponsors the competition. Susan plans to attend the University of Maine at Orono in the fall.

The gas shortage became a harsh reality to machinist Gerald Buck and his wife during a February trip to Florida. Gerald ran out of gas in New Jersey and was able to get more only through the efforts of a road service truck.



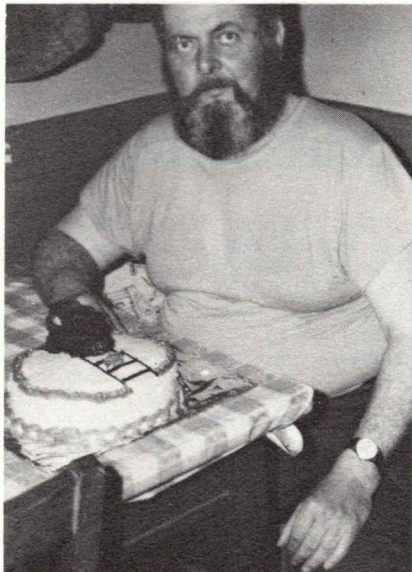
Isn't she adorable? Rachel Elizabeth Lennon, nine-month-old daughter of Dennis (Denny) (Car Service) Lennon and Louise, who reside on Stevens Avenue, Portland.



Norman L. Thing retired February 14 after 44 years' service with Maine Central.

The second trick at Waterville's Rip Track has been reestablished. Between the 1st and 2nd tricks, the Rip Track forces repair and release a daily average of nearly 30 cars.

Air brake and wheel shop foreman Blaine Ladd is home recuperating from recent knee surgery. Lead machinist Ken Fletcher is covering the supervisory duties while Blaine is out.



Engineman Ken Farrar celebrated another 39th birthday recently. He was honored with a cake decorated by Rockland area friends.

In March, carmen Bob Laliberte and Orville "Jake" Hanson spent two weeks in Alaska. Their trip was "sponsored" by the U. S. Naval SeaBee Reserves and was part of their annual training.

Waterville Boys Club selected Robert Vear as one of three boys to represent their 1500 membership at the annual Keystone Club convention in New York City. Robert is the son of Freight Department laborer and Mrs. Harold Vear and is a sophomore at Waterville High School.

Maine Central employees and their sons were much in evidence when a team sponsored by the Waterville Elks Club won the Waterville Boys Club basketball league. Winning 15 of their 16 games, the team's success was in a large part due to the talents of David Snow and Everett Flannery, Jr. Everett had the league's high scoring honors with 199 points. Coaches for the Team were Everett Flannery, Sr. of the bridge and building crew and Harold Vear of the Freight Department. David Snow is the son of checker Ken and part time clerk-stenographer Elaine Snow of Winslow.

Stores Department clerk Norman L. Thing retired February 14th after 44 years service. Norman came to work for the railroad in 1930, two years after graduating from Waterville High School. He is a World War II veteran and a graduate of Valparaiso Radio Institute of Indiana. Throughout the years, Norman has been active in several local bands and Masonic orders. His wife, the former Helen Richardson, is also a railroad retiree. They plan to spend their retirement in Waterville. We wish them many happy years.

As he hastened to his pickup Through January mud, His feet began to slip and slide, He fell with quite a Thud! The impression on the mud (and John) Was deep and quite profound. For many friends have noted How much it slowed him down.

WATERVILLE STATION

Leo J. St. Pierre, work equipment maintainer, retired on February 15 after 45 years of service with Maine Central. Leo, we all wish you and your wife the very best in your retirement years.

Track foreman Bing Jordan and wife are anxiously waiting for the arrival of the stork; we hear he is hoping for twins.

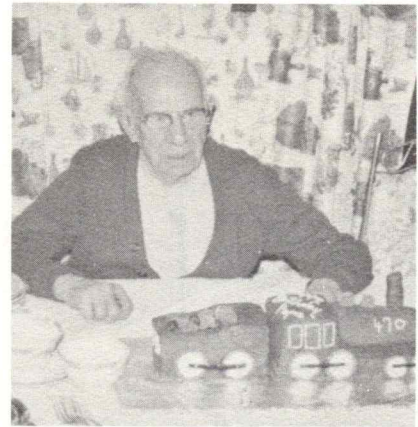
Division foreman Edmond Vigue received his B. S. degree as instructor/teacher. Congratulations, Ed. (Sheepskin to follow).

Truck driver Charles S. Proctor is looking forward to camping weather so he can use his new trailer and truck.

We extend our sympathy to Mr. and Mrs. Charles Proctor on the death of her mother.

Clerk Dick Fecteau and wife, Frances, and granddaughter, Susan, recently spent a week in Puerto Rico.

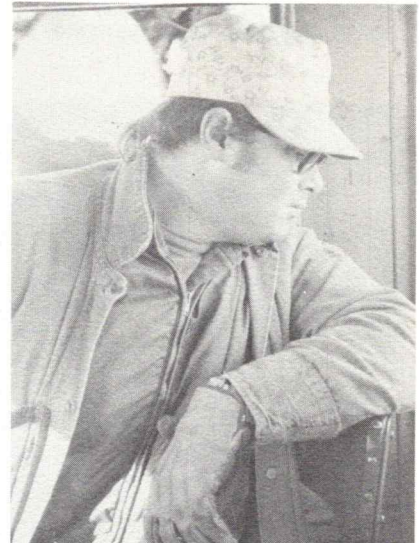
Jeanette Pero is back to work after being on sick leave for several months. Jeanette is now working on the billrack in the Yard Office. Welcome back, Jan!



Hollis Hodgkins, retired boiler maker, recently celebrated his 85th birthday. His niece, Mrs. Judy Bonard, made him a "470" cake. He wouldn't let anyone cut the cake for some time. Hollis worked for 40 years at the Waterville Shops and retired Feb. 1, 1958. He is the father-in-law of Hubert Gullifer, (car inspector, 2nd trick, Waterville Yard).

Dave Huard, son of clerk and Mrs. Carroll Huard, joined the Navy. Carroll was happy to assume responsibilities of taking care of their precious dog, "Misty".

Lucette Huard, clerk Engineering Department, wishes to thank the management in Portland Engineering for the secondhand certificate and pin and ribbons on the occasion of her 10th anniversary with Maine Central.



Kerry Clark, spare locomotive engineer in Waterville, looking out for obstructions while switching cars.



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WATERVILLE YARD

Conductor Roger Veilleux (Switcher #5) has just returned from a three-weeks' vacation. Roger spent some time in New Hampshire at a realtors' seminar. He was also kept busy at home after his wife's return from the hospital.

Our sympathy is extended to the family of Jack Baker (retired locomotive engineer), who passed away recently. Jack worked many years on the Brunswick job. His last assignment, before retiring, was on the shop switcher in Waterville Yard.

25-YEAR SERVICE PINS

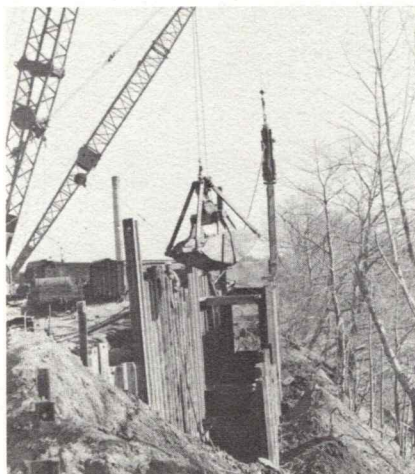
25-Year Service Pins

R. L. Achorn, Supvr. of Agencies
(May 8)

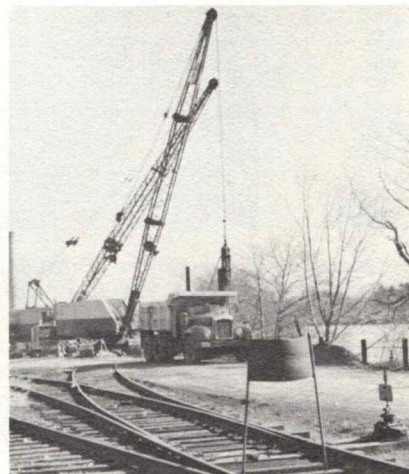
L. P. Caret, Ldg. Signal Maintainer
(Jan. 6)

K. A. Gray, Operator (May 12)

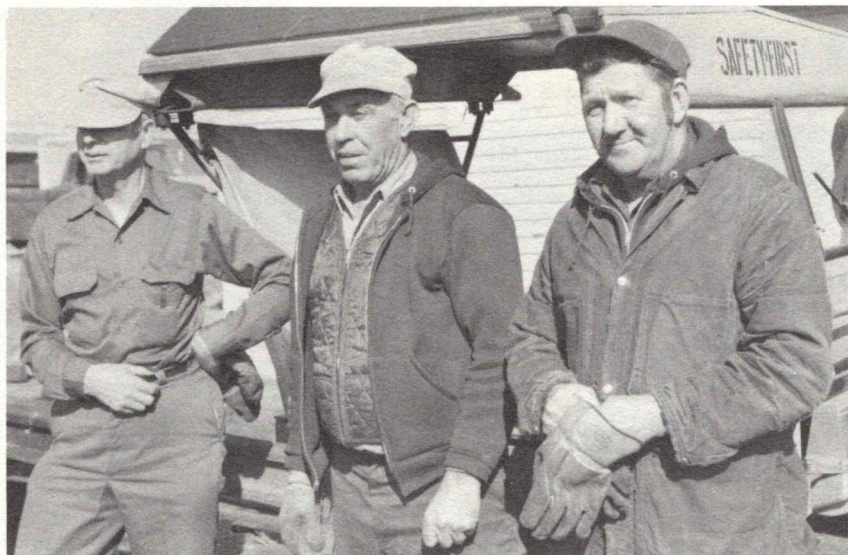
C. W. Redstone, Dispatcher (May 31)



Work is progressing on the Waterville Interceptor Sewer System. A great deal of construction is taking place in Waterville Yard.



Large cranes work on new Waterville Interceptor Sewer System. This photo shows construction taking place in Waterville Yard.



Sure signs of Spring are cropping up as the three "B's"; Boggs, Bonney and Bodman, are busily readying some rail for changing out in the lower yard. Left to right, Bob Bonney; Leland Boggs, section foreman; and John Bodman.



The Waterville Annual Dinner Meeting will be held at the Holiday Inn, Exit 8 in Westbrook, on Sunday, April 28, 1974, at 1:00 p.m. Members may have their choice of chicken or ham dinner at \$4.50, tax and gratuity included. Waterville members will be furnished free bus transportation to the meeting and return. The bus will leave from the Waterville Yard Office at 10:00 Sunday morning. Tickets in Waterville may be purchased from Archibald Smith, 19 Bunker Avenue, Fairfield. Members at Rigby may purchase their tickets from Mr. Joseph Malloy. Other Portland members may contact A. P. Chapman, General Office Building for tickets. We hope all will plan to attend as good food, meeting and entertainment are in store.

We wish to report that Mrs. Melvin Black is now home from the hospital and making a good recovery.