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From the desk of . . .

E. SPENCER MILLER



MAINE IS MOVING

Over the past several months we have witnessed the prelude to what may become the most productive industrial growth period in Maine history. Announcements of major plant expansions and new industrial installations bring hope for many more good-paying jobs and prosperity for Maine Central Railroad. (Note several stories in the News Briefs concerning these announcements.)

Maine is finally emerging from a dormant era evidenced by population stagnation, high unemployment, comparatively low wages and high personal taxation. This sluggish period in our economy was brought on by factors too numerous and complex to evaluate here. Two of them do deserve comment, however.

The economy of Maine is highly dependent upon the fortunes of the

State's greatest and most productive enterprise, the forest products industry. During the period from about 1969 to 1972, the nation's pulp and paper industry suffered its most serious decline since the Depression. Maine seriously felt the effect of this recession and it was a major factor in our own economic problems during those years.

Maine Central Railroad depends, either directly or indirectly, upon pulp and paper manufacture for nearly 60 percent of its traffic. It follows that the Maine Central earnings for these same years reflected the problems of our best customers.

The factor which delayed improvement of a faltering Maine economy is one we have often discussed in this column. Maine had a nationwide and, in fact, a worldwide reputation that it didn't want industry. This image was created by publicity out of the control of Maine citizens.

Urged on by zealous environmentalists, who are chiefly out-of-state visitors, part-time residents or Johnny-come-latelies, well-disposed members of our State Legislature formulated new and radical environmental laws. The objective was laudable, but the vehicle involving an untrained, unprofessional Board and an inadequately equipped staff, was poorly conceived and inappropriate.

During this same period, and a little earlier, Maine was continually embroiled in controversy over the construction of oil refineries at various places, some undesirable, on the coast. Again the national press headlined emotional reactions while economic logic and the desires of hard-working Maine citizens were buried in the unreasoned rhetoric.

We found it necessary to speak out, in this column and through other means, and say that Maine should grow industrially. We stated repeatedly that Maine's environment is much more than air and water; it

is also the ability to put food on the table and live a comfortable life.

As we have also previously stated, Maine's ecological danger lies not in too many industrial smokestacks of which we have too few, but in perpetuation of the tar paper shack economy with its sordid social fallout.

But I must hasten to add that contrary to what some seem to believe, I do not wish to see Maine industrialized in a way which will destroy or impair good living conditions. Most of our nearly 2000 railroad employees have lived in Maine all or most of their lives. We love Maine for what it is and what it was, but also for what it can be.

We believe that state agencies should continue to require proper anti-pollution standards for major industrial development. We believe that reasonable environmental standards should be imposed on all industry, new and existing. But also we believe Maine should strive to attract heavy industry which will meet these standards and also be of great economic benefit to the State's nearly one million citizens.

We have assets here in Maine that we continue to use to our benefit, namely, lots of trees and lots of inland water. The proposed expansions in the pulp and paper industry indicate there will be continued use of these bountiful resources, renewed by nature and without depletion.

But industry can only be attracted if the natural advantages are here. Maine has a great natural resource that we will profit from in the future. Deep water against the shoreline in Washington County provides an opportunity for Maine to expand its industrial horizons and the accompanying benefits will accrue to the people.

A significant resource in Maine which we sometimes forget is an important factor in the expansions which are forthcoming. Maine has one of the most respected labor forces in the country. Maine workers are known across the nation as men and women who give a day's work for a day's pay. That may be our greatest asset with which we will be able to bring industry to Maine, but it must be coupled with the asset of natural resources.

We can not leave the subject of industrial development without commenting briefly upon the efforts of Pittston Company to build an oil refinery at Eastport. The plan involves the basic essential of construction on deep water, without which concept economic rationale for such an industry in Maine is insupportable.

The case has been before the Board of Environmental Protection for well over a year. In a recent fiasco, the Board by a three to two vote declined to act, based upon a view of the Attorney General. This inaction will strengthen the national impression that Maine turns away from industry justified by economic advantages and seeks to retain the status quo.

The delays in the Pittston decision are by no means the sole fault of the men and women who compose the membership of BEP. As we pointed out in our article in the October-November 1973 edition of the MESSENGER, the blame lies with the legislation which created a Board which was bound to have to deal with technical and legal mat-

ters beyond the capacity of its lay members. The present members have been prompt to concede as much.

In addition to the irreparable harm to the industrial reputation of Maine, there is a delay at best of many months in a project which would create hundreds of jobs and untold wealth for the Washington County area. The frustration of the people of Eastport after their terrible disappointment with the vanishing hopes of Passamaquoddy is understandable. The frustration of Maine Central continuing to perpetuate its Eastport Branch at a loss of \$100,000 per annum is apparent.

When the history of industrial Maine is written, we trust that this management will be credited with patience and forbearance in withholding its hand concerning the future of the Eastport Branch during this lengthy period of disappointment upon disappointment.

E. Spencer Miller

President



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EDITOR
Bradley L. Peters, Director of Public Relations

ASSISTANT TO EDITOR
Linda E. Briggs



ASSISTANT EDITORS

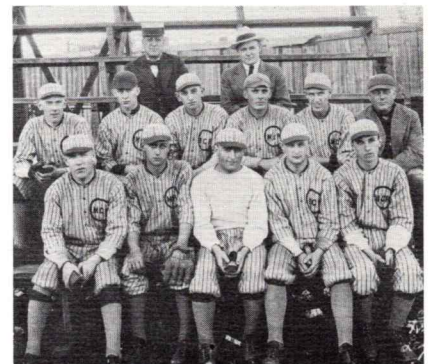
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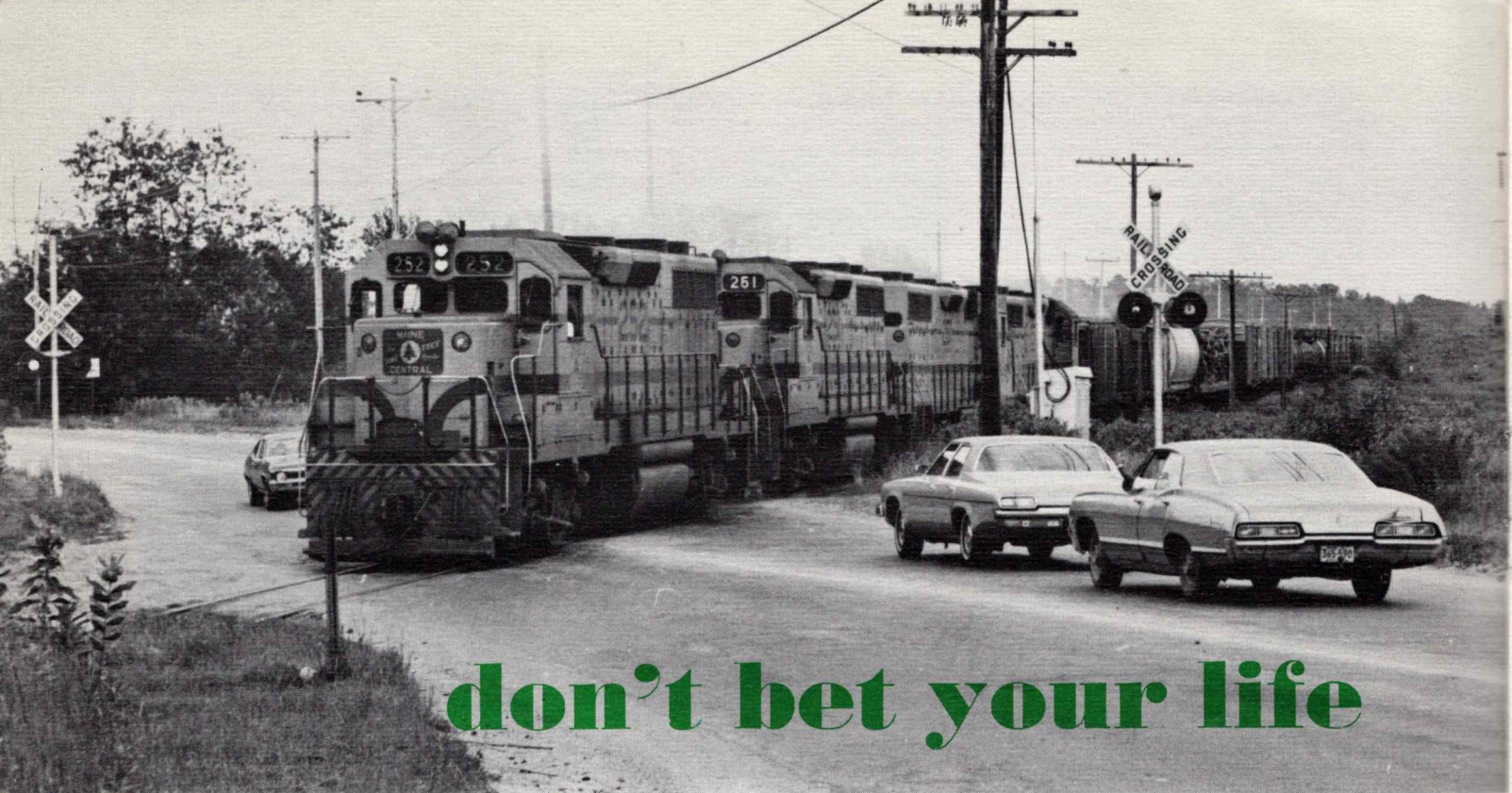
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COVER PHOTO

This old picture of the 1919 Maine Central Twilight League Champions is the property of Joe Vigue, conductor Waterville Yard. These were all excellent ball players and all employees of Maine Central. Clyde Sukeforth went on to be catcher, manager and scout for the Pittsburgh Pirates. Ralph Patterson still lives in Waterville, and someone may have information about the whereabouts of some of the other team members. Archie Smith, retired Waterville Shop employee, and secy.-treas. of the Railroad Veterans, furnished us with most of the names. 1st row l-r; John Belanger, Clyde Sukeforth, M. O'Brien, Bernard O'Donnell, Ralph Patterson. 2nd row l-r; Nellie McBeth, William Otis, Boy Maheu, Mike Driscoll, Paul Barrows, Sr., Baggy Allen. 3rd row l-r; Mr. Ramsdell, Allie Vigue.





don't bet your life

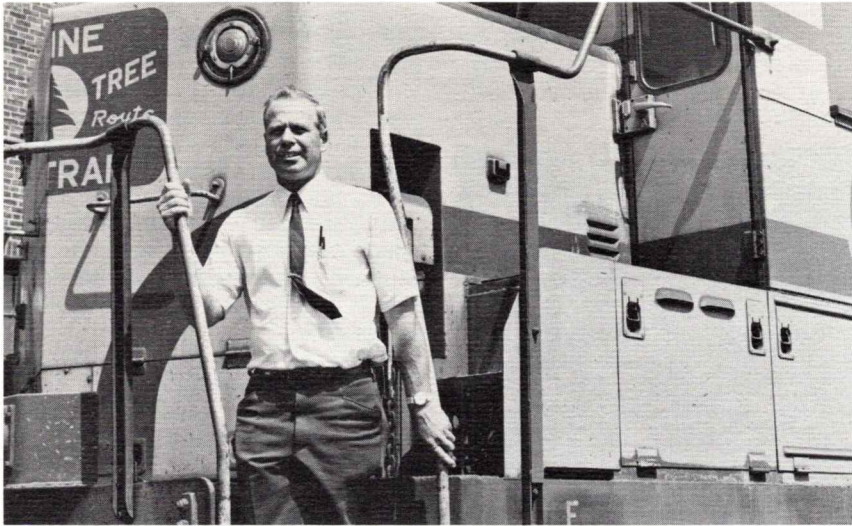
Cars waiting at a crossing in Portland for a Maine Central Railroad train. They will have to wait a few minutes, but they didn't gamble and bet their lives in a race with a train.

A long freight train powered by three locomotives is moving at 40 miles per hour through rural Maine. As the train approaches a crossing protected by flashing lights and bells, the engineer sounds the whistle. It is a clear day and the crossing is visible for a great distance for drivers coming from either direction.

At the same instant, both the engineer and head brakeman spot a late model car moving at a high rate of speed off to the right. Nothing is said; they have been through this too many times before. Another long blast on the whistle is sounded.

The train is 100 yards from the crossing and the engineer knows that it would take half a mile to stop, nevertheless he applies the train's brakes in emergency. The car is also now about 100 yards from the crossing, but his speed is picking up; he must have spotted the train.

The car crosses the track, maybe at 60 miles per hour, only a few feet ahead of the train. Another "near miss". The two men in the locomotive cab breathe again.



James Coffin, Maine Central road foreman—engines, says the greatest fear an engineer has is hitting a gasoline truck. "It's all over if you hit one," he said, adding, "It's almost as bad to hit a pulpwood truck; a load of wood in your lap can do a lot of damage." Coffin relates the following incident which occurred in Richmond when he was riding the Augusta local. "We were traveling about 40 miles per hour when we saw an elderly lady with a cane and a shopping bag beside the track. She looked both ways a couple of times and we were blowing the whistle. I know she saw the train coming. When we were about 150 feet away she started to hobble across the track. We hit the emergency brakes, and I had to turn around because I knew we were going to hit her. When we finally stopped, I didn't want to get off. Somehow she made it; I'll never know how. She never even turned around to see what had happened."



Harold Erickson, Portland Terminal Company engineer, has worked several jobs and is now working the Commercial Street Switcher. He has never been involved in a collision, but has had plenty of "near misses". He says that on Commercial Street "the people expect you to move for them and they get real mad when you don't get out of their way. You don't dare look back for very long because they will cut in front of you and miss by inches. We only travel at 5 or 6 miles per hour, but we still can't stop on a dime." He added, "The public just doesn't understand train operations. One man told me that the train should stop at every crossing then there wouldn't be any accidents." There might not be any accidents, but at that rate there also wouldn't be any trains either before long.

Deadly Race. Not every race to the crossing ends without tragedy. On Maine Central Railroad and on every railroad across the country, the result is fatal all too often. There is no way a locomotive engineer can save a person who is willing to bet his life, the lives of his passengers, and the lives of the train crew on a race at the crossing.

The next time it might be a car full of teenagers, a bus filled with kids coming home from school, an oil truck, or a car driven by one of your loved ones.

Carelessness and inattention are often the villains. Not every driver involved in a close call with a train is deliberately putting his life on the line. But death is just as permanent, regardless of the circumstances.

There is really no such thing as crossing protection, in the narrow sense. No crossing signs, flashing lights, flagman, or even gates are going to prevent the reckless driver from risking his life if he has a mind to.

Almost any engineer can relate a story about vehicles going around cars stopped for a train in order to beat the train. An impatient driver will even drive around crossing gates, and on more than one occasion, drivers have driven through a gate and hit the side of a train, despite perfect visibility conditions.

Head-On Collision. An amusing, but rather frightening incident, occurred in Portland. Commercial Street, on the Portland waterfront, has tracks right down the middle of the street, connecting Portland Terminal Company to the Grand Trunk Railroad.

A switching locomotive with a couple of cars was traveling down Commercial Street, at about five miles per hour, when the engineer noticed a big Cadillac coming straight at him. He hit the emergency brakes and stopped. The car also tried to stop, but too late. It hit the engine head on.

The unharmed driver got out of her battered car, walked up to the engineer and shouted. "You saw me coming, why in - - - didn't you turn off, and what were you doing in the middle of the road anyway?" The frustrated engineer calmly said, "Why don't you go home and ask your husband; he'll explain."



Near Miss. In an effort to improve a deadly situation, Maine Central, along with railroads across the country, has adopted "Near-Miss" forms to report such inci-

dents. The purpose of the form is to attempt to identify those drivers who are risking lives by their failure to obey crossing protection devices and warnings.

Near-miss forms may be obtained at any of the Railroad's home terminals.

Any employee who witnesses a near miss should immediately report it to A. N. Tupper, general superintendent, Maine Central or W. L. Harris, superintendent, Portland Terminal Co. Use the form if one is available, but in any case, get as much information about the vehicles as possible and report it as soon as possible.

While all reckless drivers should be reported, railroaders are most concerned about tank trucks, tractor-trailers, and loaded buses.

Timely information will be followed up locally as far as possible and the information will be forwarded to the National Safety Council for its use.

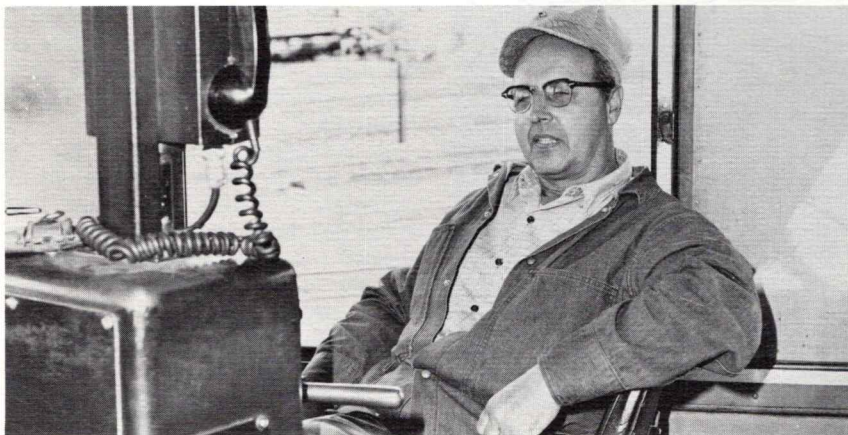
Alert and Careful. The following is a list of suggestions to any driver who ever crosses railroad tracks. Think about them next time you approach a crossing.

1. Be alert, note the advance warning sign and slow down for the crossing.
2. Keep the radio volume low enough so you can hear the train whistle.
3. Clear your windows of fog, frost, or snow, including both side windows.
4. Slow down to road conditions during bad weather; give yourself enough distance to stop, and in winter assume it is slippery.
5. At night, don't overdrive your headlights.
6. Don't ever stop on railroad tracks, even in a line of traffic; a stalled car on the track is a frequent cause of crossing accidents; always assume that a train could approach at any moment.
7. Don't ever assume that "there are never any trains at this time of day"; it could be a special train, a work train, or an early or late train. It is always train time.
8. There are no circumstances when you can justify betting your life by trying to beat a train.

Remember: A steel wheel on a steel rail just can't "stop on a dime" or swerve out of your path. Please don't make us prove it to you.



Maine Central Railroad engineer Harry Philbrook says that the close calls don't bother him as much as they used to. He considers himself very lucky that in his 11 years as an engineer he has never hit anyone. "I don't see how we miss some of them," he said, "It's often a matter of inches." He added, "People think you can stop a train like a car, but you sure can't." It even takes 18 seconds from the time the engineer applies the emergency brakes before they become effective. Philbrook says you also have to think of the safety of the men at the rear of the train when you "plug it" or go into emergency braking. "You would put it into emergency if you could save a man's life, but many times you don't have time to do it. It's a helpless feeling; you see it happening, but usually there isn't much you can do about it. You just know you can't stop, that's all there is to it."



Harold Robinson has been on the Maine Central Mountain Division run for 18 years, the last nine as engineer. He says he has a close call almost every trip, but he hasn't hit a car yet. His closest call was with a tank truck a few weeks ago. "I was coming up on a crossing when I saw this tank truck without any markings coming on fast. He knew he couldn't stop in time so he whipped it around and ended up parallel to the track. It sure was close. You take a lot of deep breaths afterwards knowing you have another day to live." Robinson says he has seen drivers go around a half-dozen cars which were stopped at a crossing protected by flashing lights. His final comment was, "Why don't the cops bear down on this problem; maybe that would educate some people."

safety poster contest

A special message to all kids, 12 or under, whose parents work for Maine Central or Portland Terminal:



Dig out your paints, pencils, magic markers, and crayons because we have a Safety Poster Contest for all children of Maine Central Railroad Company and Portland Terminal Company employees, who are twelve years old or younger.

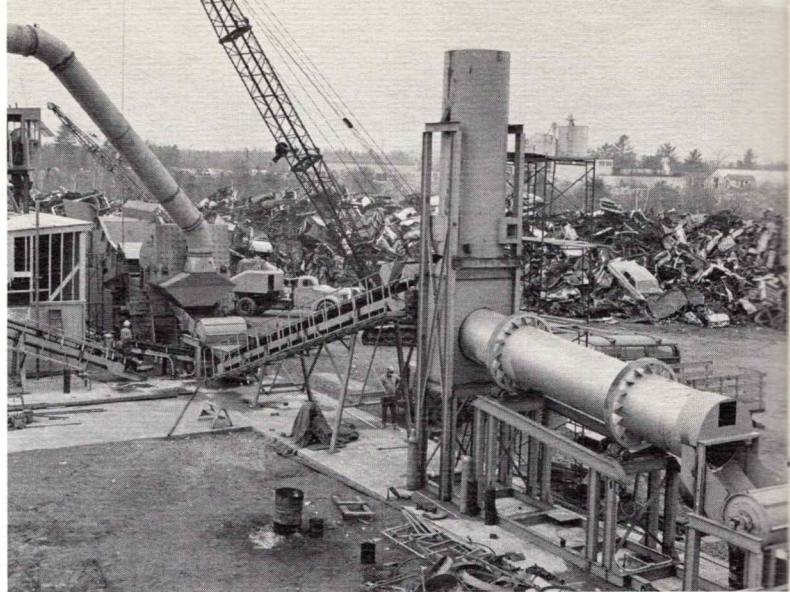
The safety poster, not larger than 17 by 22 inches, can be on any safety subject: railroad safety, bike safety, home safety, etc.

If your poster is judged the winner, you will receive a \$50 Savings Bond and your poster will be entered in the nationwide Safety Poster Contest conducted by the Association of Railroad Editors. Second prize will be a \$25 Savings Bond. The Poster Contest will be judged by: Bradley Peters, Director of Public Relations; William Auger, Safety Supervisor; and Eugene Lyden, General Chairman, United Transportation Union.

KIDS
Be sure to enter the Safety Poster Contest. We want a really good entry for the national contest.

The rules are simple:

1. Open to children of active Maine Central and Portland Terminal employees up to and including 12 years old.
2. Posters may be on any safety theme and may include a safety slogan.
3. Posters must be no larger than 17 X 22 inches; they may be drawn with paint, crayon, magic marker, or any other means.
4. Entries must be postmarked September 30, 1974; they must be submitted with the contestant's name, age, address; together with the name and occupation of his or her railroad parent.
5. Mail the entry to Poster Contest, Public Relations Department, Maine Central Railroad Company, 242 St. John Street, Portland, Maine 04102.
6. All posters become the property of the Railroad; none will be returned.



Photos provided by Keep Maine Scenic Committee

keeping maine beautiful

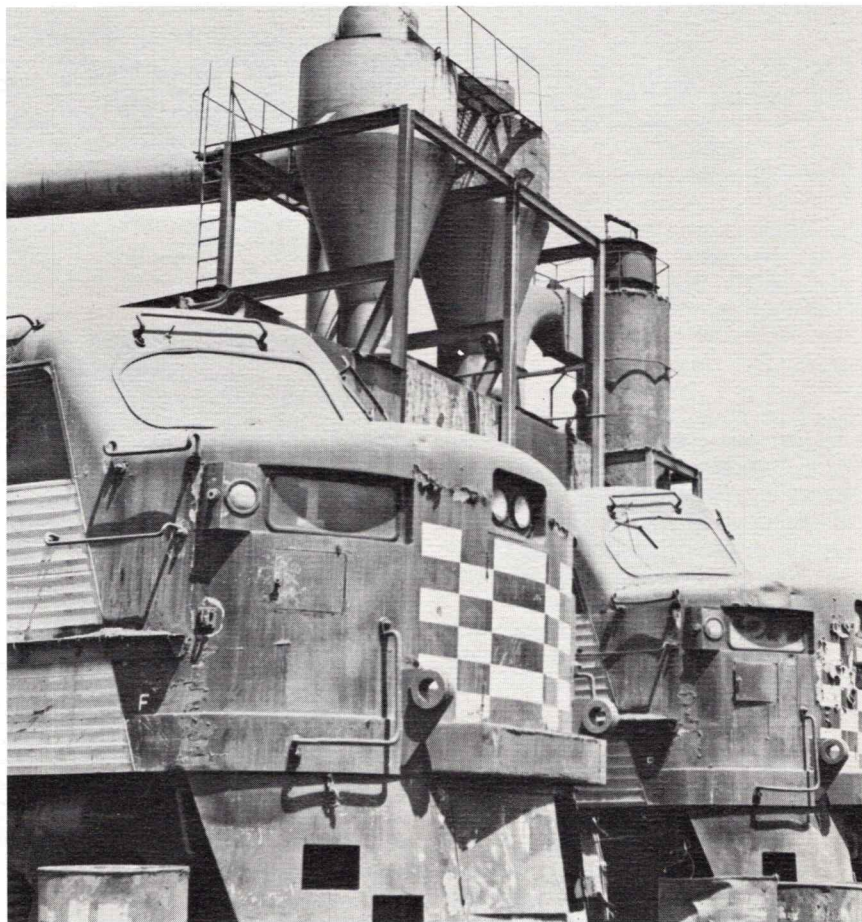
Three years ago an estimated 250,000 abandoned or junk cars were a blight found in many Maine backyards, roadsides and fields. Another 40,000 steel hulks were added each year to the growing eyecore. It appeared that the most serious "litter" problem in Maine had no viable solution.

In early 1971, however, the vision of some local Maine residents became reality with the opening of National Metal Converters in the Town of Leeds, about 15 miles north of Lewiston.

The construction of a giant automobile shredding machine was the beginning of a solution to Maine's junk auto problem.

The fledgling company, with only four employees, started processing the unwanted cars at an extremely modest rate. Today, boasting 47 employees, the plant is processing over 4000 hulks each month.

Shreds of Steel. A crane lifts the remains of a junk car and drops it into a trough. It slides into the shredder where 24 hammers weighing 350 pounds each beat it into shreds. The steel, which is then separated by electromagnet, climbs one conveyor belt while dirt, rust, aluminum and other metallic material goes up another. The nonferrous metals are separated by utilization of an air separation device and then shipped by rail for further processing. The non-metallic waste is used for land fill.



The automobile shredder of National Metal Converters in Leeds requires a great deal of electric power. When availability of power became a problem in the early stages of construction, the company purchased two old diesel locomotives to produce the power to run the plant. In the background a portion of the shredder can be seen.

The scrap steel, in fist-size pieces, is carried on a conveyor and dumped into a rail car for shipment. This scrap has gained wide acceptance throughout the steel manufacturing industry in areas such as Pittsburgh and Montreal as well as such far-away places as Spain and Venezuela.

The Town of Leeds was chosen as the site because of its central location in the state as well as the availability of a favorable land area and a railroad siding. The plant is having a significant economic impact on the local community.

Vital to the operation are the 75-100 independent truckers who earn their living hauling junk cars to the Leeds plant. Presently, cars are being hauled from as far away as 200 miles.

Before the cars are delivered to National Metal Converters, the haulers usually crush them to increase capacity. They must first burn out the upholstery and tires and slash the gas tanks to prevent explosions. The engines and transmissions are removed and sold separately.

Environmental Benefit. National Metal Converters has been recognized from an ecological point of view, and has received active support from Maine's environmental and conservation groups. These organizations have proved valuable in stimulating communities to organize and carry through clean-up campaigns to get cars to the shredder.

An environmental award was given to the company by the Keep Maine Scenic Committee, recognizing the contribution made by National Metal Converters toward providing a better environment for the people of Maine.

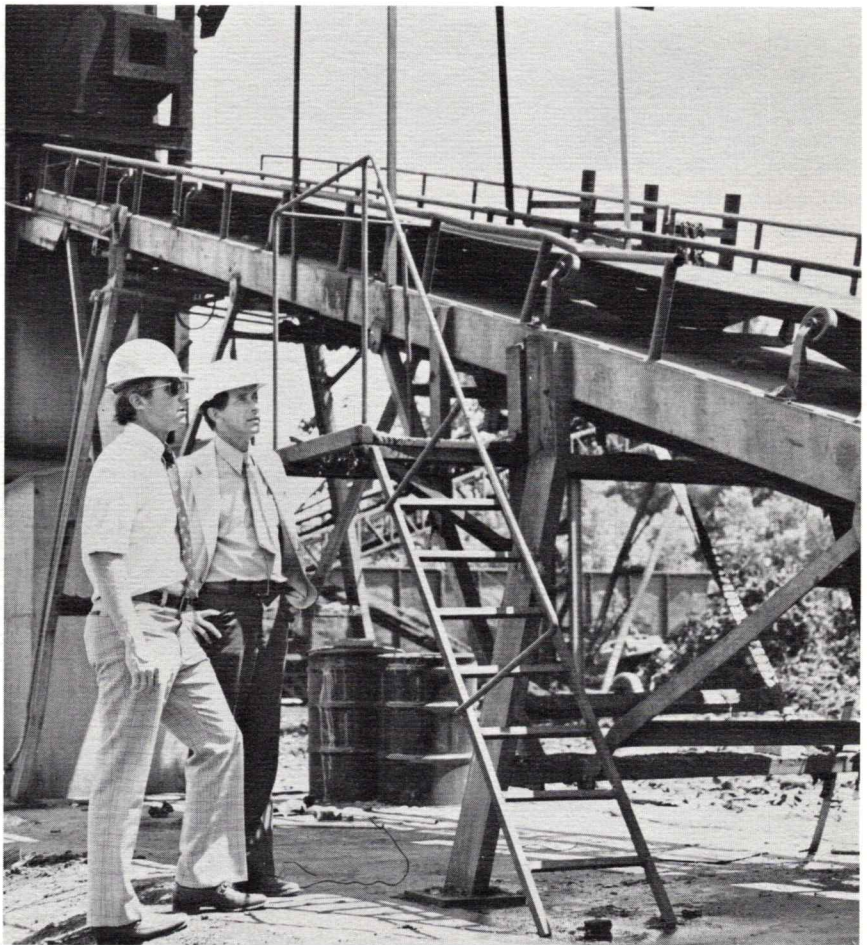
Full Cycle. The future holds even more interesting concepts. National Metal Converters has recently acquired the former Grinnell plant in South Windham with plans to provide Maine with its first steel mill.

According to the president of National Metal Converters, Harold Siagel, "operations are planned to begin shortly where the processed scrap of the shredder will be melted down and converted into a finished product to be utilized here in Maine."

Siagel added, "This indeed is the full gamut of recycling — from junk car to a new, finished steel product."



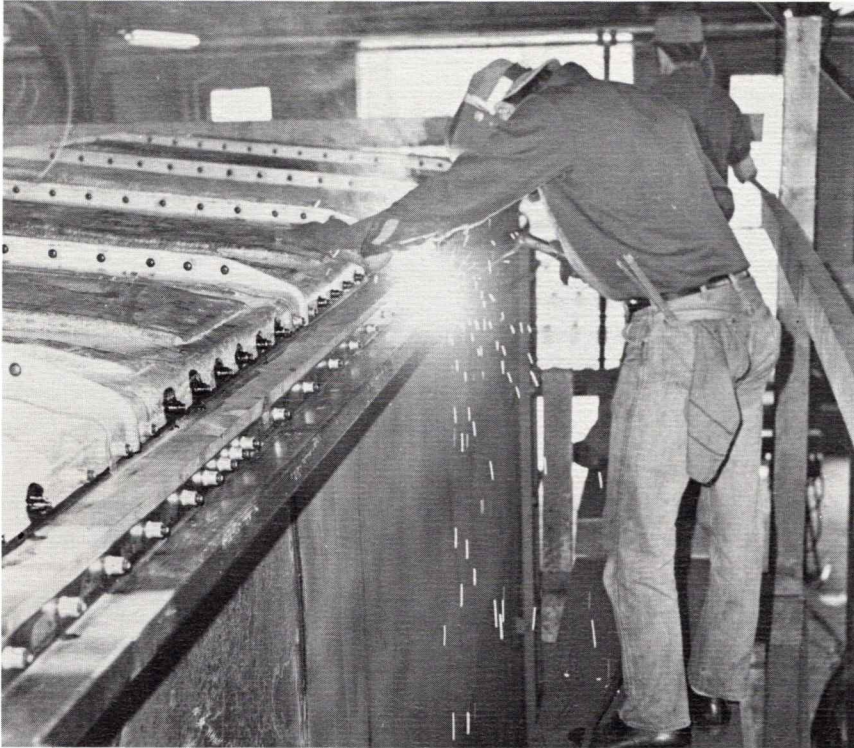
Shredded steel produced from junk cars by National Metal Converters at Leeds is loaded into Maine Central Railroad cars to be shipped to steel mills.



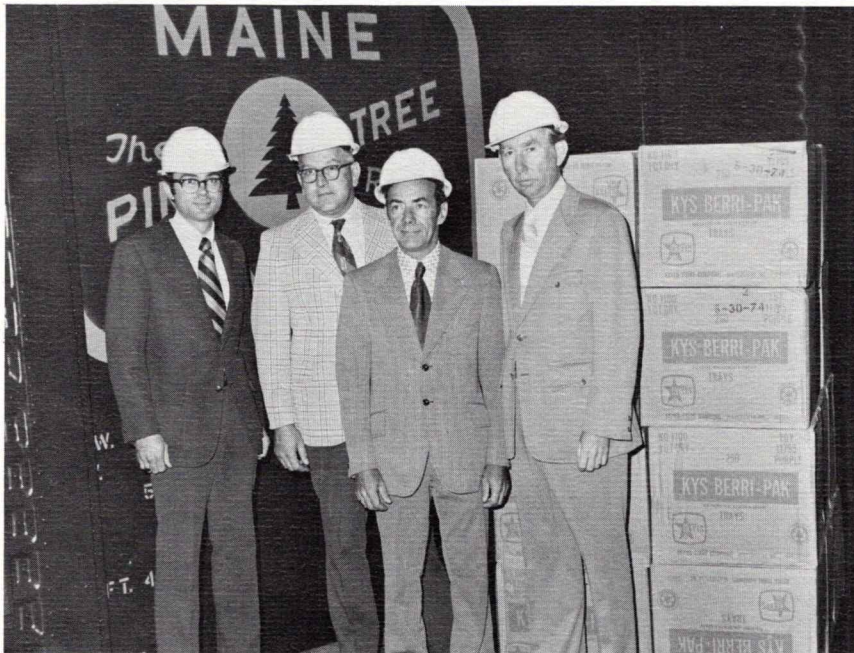
Leo Madden, v-p and gen. mgr. of National Metal Converters and Roy Cote, Maine Central market manager—metals, look over the conveyor belt of the car shredder at the Leeds facility.



streeetch



Welder Richard Michaud installs a new roof on a boxcar as part of the current program to rebuild boxcars at the Waterville Shops.



A load of Keyes Fibre paper products was loaded at Waterville into the first boxcar to be "stretched" by crews at Maine Central Railroad shops in the latest boxcar rebuild program. The first of 50 cars to be rebuilt in 1974 is the equivalent of a completely new 50-foot boxcar. Left to right above are: David Crovetti, assistant mechanical engineer; Wade Richardson, shop superintendent; Donald Looby, market manager-paper-wood-pulp-forest products; and Donald Leach, Keyes Fibre traffic and distribution manager.

What do you do when faced with a demand for wide-door, 50-foot, 55-ton capacity boxcars and you happen to have some nearly 25-year-old, 40-foot, 55-ton boxcars that are ready to be rebuilt. Maine Central's Waterville Shops is solving the dilemma by a rebuild program that "stretches" the cars while completely rebuilding them.

Although the Shops have rebuilt cars for several years, this is the first series where the length of the car was increased. The original 40-foot cars were built for Maine Central in 1951 by Pullman Standard.

Dave Crovetti. A new Maine Central employee, David Crovetti, assistant mechanical engineer, has been responsible for taking the blueprints from the drawing board to the Shops and working with the Shop people to produce a viable car, eliminating the bugs at the same time. The first car to be completed was loaded at Keyes Fibre in late June.

A total of 50 cars will be "stretched" in 1974. These newly modified cars will be suitable for finished paper products, but most of them will be used to haul 2 X 4 studs from three new sawmills now being constructed by major paper manufacturing companies in central and eastern Maine.

The rebuilt cars will be equivalent of completely new fifty-foot, 55-ton capacity, all-steel boxcars.

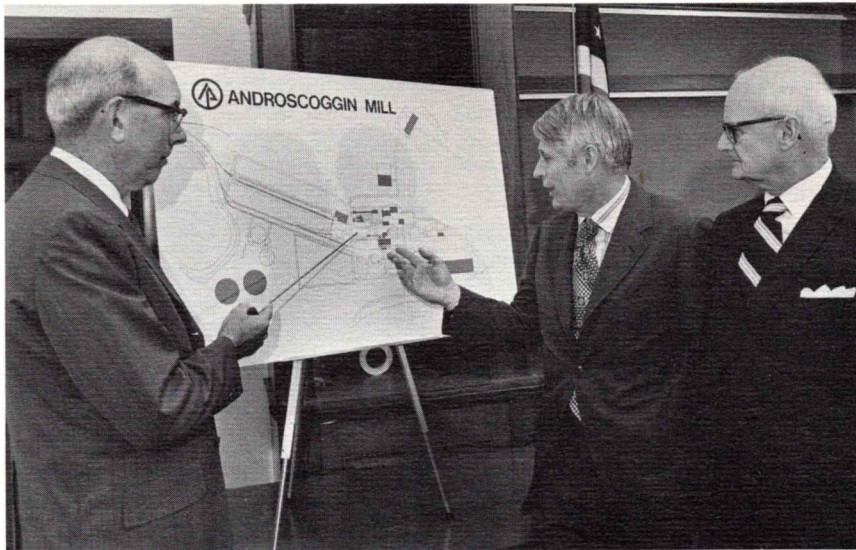
This rebuilt program, which employs about 40 men, is a continuation of the 135 cars which have already been rebuilt by forces at the Shops since 1971. These cars are rebuilt using certain car rental income which must be expended to either purchase, build or rebuild boxcars.

Cut In Half. The old cars are first stripped of all inside wood linings and the wheels and roof removed. The car is cut exactly in the middle and then a ten-foot center section is spliced in.

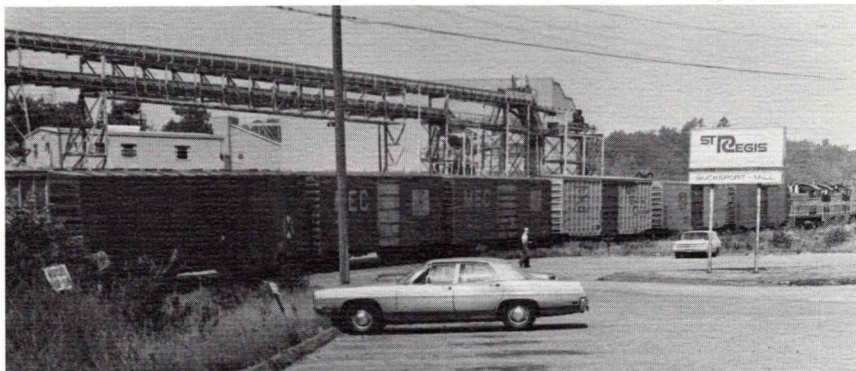
New air brake equipment of the most modern design is installed and the undercarriage is converted to roller-bearing trucks. A nailable steel floor and steel lining is installed, the new roof put in place and 10-foot doors replace the old 7-foot doors.

The car is then grit-blasted, primed and painted green with gold trim, Maine Central's traditional color scheme for rebuilt units.

news briefs



Maine Governor Kenneth M. Curtis and representatives of the International Paper Company discuss the \$140-million expansion of the Company's Androscoggin Mill, at Jay. Shown, left to right, are: Clarence S. Nichols, asst. gen. mgr.—engineering and construction, Northern Division, I-P; Governor Curtis and Arthur F. Perkins, vice president, physical distribution, I-P, New York City.



St. Regis Paper Company has announced an \$85 million expansion at its Bucksport Mill. A new paper machine will add 55 percent to this mill's total production.

EXPANSIONS ANNOUNCED

Two of the country's largest pulp and paper companies recently announced major expansion plans at their mills in Maine. Both locations are served by Maine Central Railroad. International Paper Company announced a \$140 million expansion at Jay on May 14, and St. Regis Paper Company in Bucksport announced June 26, an expansion which will cost \$85 million. Both expansions are contingent on acquiring necessary environmental permits.

The IP plans involve additions to the Androscoggin mill's wood handling system, the pulp mill, and the paper mill. The expansion will increase paper production capacity at Jay from its present 270,000 tons-per-year to 444,000 tons.

The Androscoggin mill manufactures lightweight coated and uncoated publication papers.

The proposed expansion will create an estimated 250 jobs in IP's Jay operations.

Bucksport Mill. The St. Regis expansion will include a new high speed paper machine designed to produce 165,000 annual tons of high quality lightweight coated printing paper.

The new machine will add about 55 per cent to the mill's total production, bringing it to 420,000 tons-per-year.

Approximately 150 new employees will be added to the company's payroll as a result of the expansion. Close to 500 construction workers will be involved in the project during peak activity.

FROM SAWDUST AND SHAVINGS

Lincoln Pulp and Paper Company will soon become the first mill in the eastern United States to manufacture paper from sawdust and shavings. John Torras, president of Lincoln Pulp and Paper announced July 22 that a multimillion-dollar expansion at the Lincoln mill will double the current pulp production.

The project, which is expected to be completed by summer of 1975, will boost the mill's current employment of about 600 to 700.

Torras said, "The new pulp production will be entirely made from softwood sawdust and shavings, previously wasted residues of saw mill operations. The environmental aspect of the use of this waste material is particularly important."

He added, "In the past it has been disposed of by burning or leaving it on the ground to rot. This waste will now, instead, become a source of new revenue for sawmills and for Lincoln Pulp and Paper who will eventually purchase over 150,000 bone-dry tons a year of material."

SCOTT BREAKS GROUND

In an unusual groundbreaking ceremony on June 19, Scott Paper Company officially began construction of the new \$170 million Somerset Plant at Skowhegan-Fairfield. Nine men, including local, state, and Scott officials, planted nine small spruce trees as a symbol of the



paper company's environmental concerns.

The new mill will replace the pulp mill at Winslow. It will make it possible for Scott to increase its daily pulp output in Central Maine from 450 to 750 tons. The mill will supply all of the requirements of Scott's Winslow mill and provide some pulp for the firm's S. D. Warren mill in Westbrook.

Governor Curtis. The state's chief executive, Governor Kenneth M. Curtis, referred to the event as the "most significant groundbreaking I've ever attended. It opens what I believe will be a new era of prosperity for the pulp and paper industry in Maine."

The new mill is the largest single investment ever made by Scott Paper anywhere in the world.

Scott has plans which will make the mill both environmentally suitable and aesthetically integrated into the rural countryside. The new mill will drastically reduce air and effluent discharge compared to the present Winslow pulp mill.

Arthur J. Haug, Scott division vice president, pointed out that the 800-acre site was 68 per cent trees when Scott came there. "We are making a great effort to protect all the trees possible," he said.

Lumber Mill. There will also be a 64 million board foot-a-year dimension lumber mill at the site. This

is a part of a program of several paper companies in Maine to step up the utilization of the wood used in the paper-making process.

As many as two thousand construction workers will be involved in the building of the new pulp and saw mill facilities. Permanent employment will be increased by about one hundred.

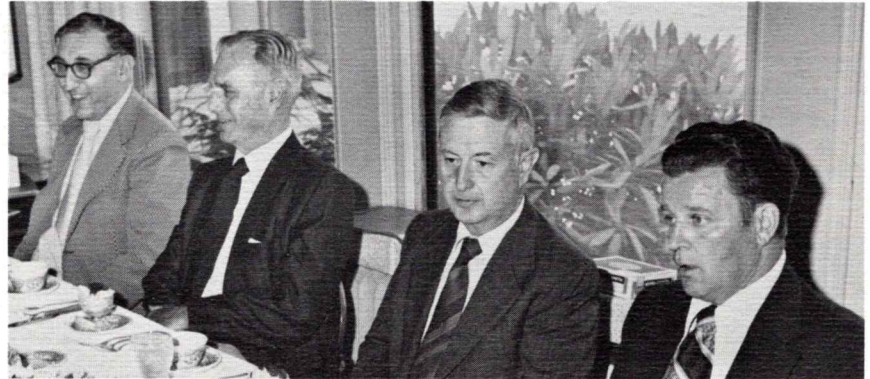
The pulp mill is expected to be operational in the fall of 1976.

LABOR-MANAGEMENT LUNCHEON

On July 11, 1973 Maine Central management met with labor representatives for a luncheon at the Portland Country Club.

The group was addressed briefly by E. Spencer Miller, Maine Central president. Mr. Miller described Maine Central's financial condition as improving. He discussed several recent announcements about industrial developments and expansions involving companies and localities served by Maine Central. He also discussed several other corporate matters that were of particular interest to labor leaders.

The luncheon was attended by the following representatives of labor: Ralph Coffin, Jr., general chairman, American Train Dispatchers Association; Oscar Dederian, general chairman, Brotherhood of Railway, Airline and Steamship Clerks; Earl Jones, general chairman, Brotherhood of Railway Carmen; Eugene Lyden, general chairman, United Transportation Union; James Maz-



zochia, assistant general chairman, International Brotherhood of Electrical Workers; Robert Messer, general chairman, American Railway Supervisors Association; Arthur Ohmand, assistant general chairman, Brotherhood of Railway, Airline and Steamship Clerks; Eugene

Plourd, director, Maine Legislative Board, United Transportation Union; Kenneth Poore, general chairman, Brotherhood of Railway Signalmen; Donald Wolfe, general chairman, American Railway Supervisors Association.

In addition to Mr. Miller, the following Maine Central officials were present: James Born, chief engineer; John Gerity, comptroller and clerk; John Hamilton, manager—labor

relations; W. L. Harris III, superintendent, Portland Terminal Company; William Maloy, assistant manager—labor relations; David Merrill, assistant vice president—mechanical; Kenneth Phillips, manager, purchases and stores; Arnold Travis, vice president—operations.



Martin E. Moore has been promoted to the position of general car foreman, Rigby Car Department. He has attended Southern Maine Vocational Technical Institute and the University of Maine, Portland-Gorham. He came to work for Maine Central as leading designer in 1966 and in January 1974 was promoted to mechanical inspector.



David Denton has been appointed to the position of mechanical inspector. He is a 1969 graduate of Indiana University. From 1970 to present he held positions as shop inspector, assistant car foreman and general car foreman, all with the Norfolk and Western Railroad.



Wade Richardson has been promoted to shop superintendent in Waterville. He began working for Maine Central as a machinist apprentice in 1951. Since that time he has held positions as machinist, air brake foreman and foreman, Machine Shop and Enginehouse.



Arlan E. Freeman, Jr., has been promoted to the position of assistant to road foreman—engines. He attended Iowa State University for three years and the University of Maine part time. From 1969-1974 he was clerk-crew dispatcher, Bangor Enginehouse.



The family of the late Archibald M. Knowles, Maine Central Railroad general counsel and Falmouth community leader, watches as Dr. Peter Rand, director of the Research Department, Maine Medical Center, demonstrates equipment purchased with funds donated in Mr. Knowles' memory. The instrument generates high-frequency sound waves which are used to emulsify red blood cells or other compounds for microscopic analysis, a necessary process in many studies now in progress in the MMC Research laboratories. From left, Mr. and Mrs. William Knowles, Portland; Mrs. Knowles, now Mrs. Alan F. Whitman, Falmouth; and Mr. and Mrs. Mark Knowles, Augusta.



COYNE PROMOTED

John C. Coyne has been appointed Maine Central chief statistician. He previously held the position of general statistician.

Coyne began his railroad career 25 years ago as a carman at Rigby. He later became a mail handler and studied at Northeastern Business College from 1953-1955.

He served as a clerk in the Assistant Comptroller and Auditor Revenue Offices and later in the personnel records office. He became general statistician in 1967.

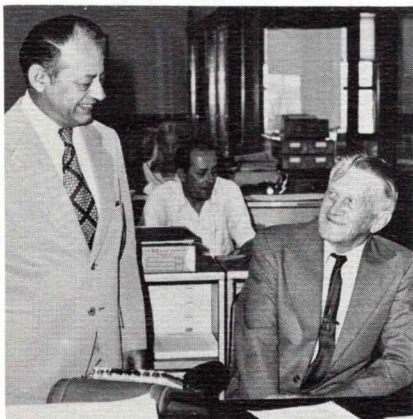
WILSON RETIRES

Gordon L. Wilson, assistant to auditor disbursements (payrolls) retired in August following 49 years of railroad service. He resides on Preble Street in South Portland with his wife, "Scottie".

Wilson began his railroad career with the Boston and Maine Railroad in 1925 as a messenger at a salary of \$7 per week for a 44 hour week. He held various clerk positions before being transferred to Portland as Maine Central Railroad payroll clerk.

In 1955 he became traveling accountant in the Maine Central Disbursements Office. He later held positions as; assistant to systems manager, systems analyst, joint facility examiner, and became assistant to auditor disbursements (payrolls) in 1967.

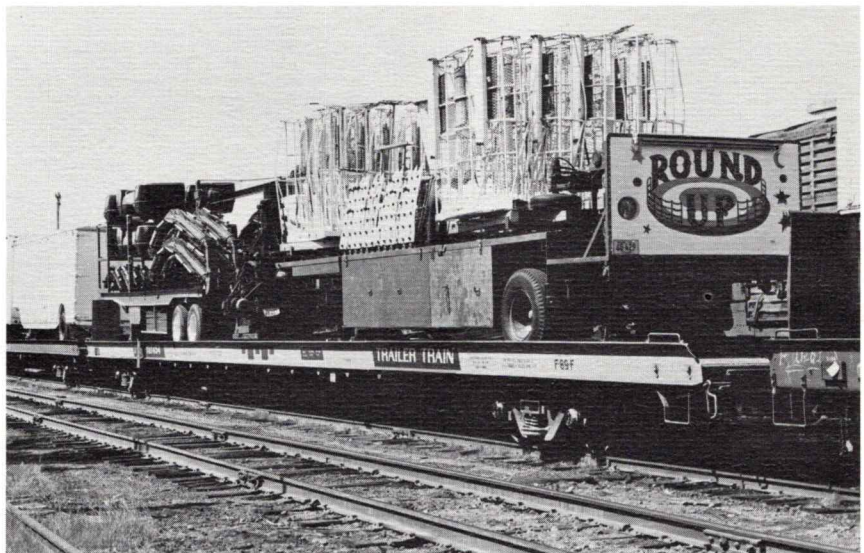
Wilson is a member of the New England Railroad Club, Masonic Bodies, and secretary and ambassador of the Order of DeMolay.



John Michaels, assistant comptroller—expenditures (left), talks with Gordon (Tug) Wilson a few days before his retirement after 49 years of railroad service.



Fifteen Maine Central Railroad Waterville Shop employees retired July 1, 1974, with an accumulated service with the railroad of well over 500 years. The two workers with the longest service were Otho Crowell, machinist, who began work at the Shops in 1928 and Warren Johnston, welder, who began in 1929. Above, front row, left to right are: Warren Johnston, welder; Laurier Pouliotte, carman; Roy Wilcox, sheet metal worker; Basil Buzzell, carman; and Percy Saucier, carman. Standing, left to right: Earl Crandlemire, machinist; Charles Roberts, blacksmith; John Grant, crane operator; Dick Delano, freight foreman; Joe Bickford, welder; Laurence Cote, boilermaker; Earl Burgess, carman; Howard Knight, welder; and Otho Crowell, machinist. Hubert Gullifer, car inspector was unavailable for this photograph.

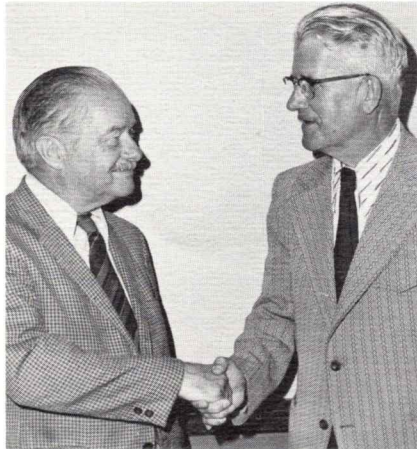


Thirty-four pieces of carnival equipment were loaded on 17 piggyback flatcars in Lewiston July 20 and 21. The cars will move in a special train from Lewiston to Terre Haute, Indiana, over several railroads. Arrangements for the piggyback move were made by Frank Curran, Maine Central market manager—TOFC-COFC.



The Grapevine

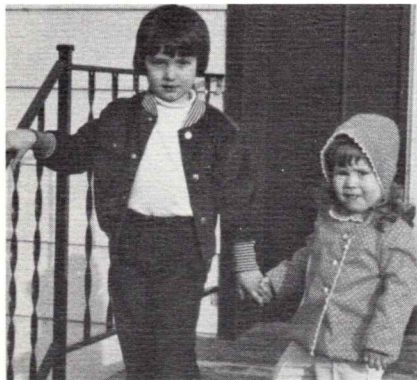
We realize that there are some areas and departments not covered for news by one of our several correspondents. If you have news which you would like to see published, please submit for consideration to: Linda E. Briggs, Assistant to the Editor, Maine Central Messenger, 242 St. John Street, Portland, Maine 04102.



Erroll Libby (left) is congratulated by Marty Holmes on his retirement.

GENERAL OFFICES

Erroll L. Libby retired on July 19 and was given a party in the General Office Building. Erroll's service to the Company spans 35 years, broken by a "hitch" of about 3 years in the Air Force during WW II. Following that he was chief clerk for MC Transportation Company (bus lines), and for the past 19 years was Maine Central general bookkeeper in the Comptroller's Office. Erroll will



Jeffrey (left) is the son of trainman Michael Wheelden, and Sherry Lee (right) is the daughter of James W. Wheelden (trainman at Bangor).

continue to be a faithful patron of Beech Ridge Speedway where he rarely misses a race and he hopes to have more time to enjoy his cottage at Watchic Lake and perhaps vacation in Florida between seasons. His many friends here wish him a long happy retirement.

Treasurer Stan Watson and his wife, Toni, spent a July vacation exploring the coastal Boothbay Harbor area in their cabin cruiser "Fazination" and had perfect weather. Both returned well tanned.

Lawrence J. MacDowell, son of Stacia and Lenny MacDowell (Car Accounting), graduated in June from Holy Cross College, Worcester, Massachusetts, with a B.A. degree. Larry is now attending Rutgers University Graduate School of Business Administration at Newark, New Jersey.

Sarah A. Larner (formerly of the Revenue Accounting Office) has recently taken a position in the Comptroller's Office as stenographer.

Leanne G. Lentz, 17, a member of this year's graduating class at Cape Elizabeth High School, will enter Casco Bay College this fall with plans to become a legal secretary. Leanne is the daughter of



Leanne G. Lentz



Paul Landry who recently retired from the Voucher Bureau.

Glenda and Philip C. Lentz (superintendent of signals and communications) and the granddaughter of the late Lewis M. Lentz, former Maine Central signal supervisor.

We would like to welcome Sharon Richards to the Revenue Department. Sharon lives in Portland and is a former employee of Liberty Mutual Insurance Company. She has one daughter, Tracy, age 4.

Gloria McCullough of the Mechanical Department took a 3-day "Maine Line" bus tour to Cape Cod and Martha's Vineyard on her June 10th vacation. While at Martha's Vineyard she visited the movie location of the upcoming picture "Jaws". She also rode the narrow gauge Edaville Railroad train through the cran-

berry bogs and toured the old railroad museum.

Marjorie Scott (Operating Department) and her family will long remember the wild, destructive July 4th storm that left their property, at Raymond, a tangled mass of uprooted trees and fallen wires. Their daughter was alone in the house at the peak of the storm while trees were toppling in all directions. Luckily there was no damage to their home.

Paul H. Landry, head clerk—Voucher Bureau, retired from Maine Central on June 28, after thirty years of service. He was honored at a party held in the General Office Building, which was well attended by both present employees and retirees. We shall certainly miss Paul



David and Kevin, sons of Margaret and Steward Park (chief mechanical officer).



and wish both him and his wife, Lydia, the best of everything in their future years.

Henry Sawyer (former clerk, Revenue Dept.) has recently taken the position of Maine Central general bookkeeper.



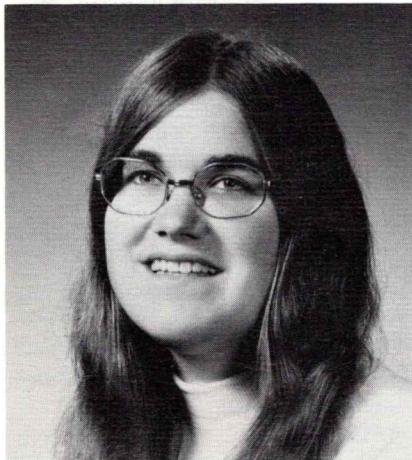
Krista Merriman, 3, granddaughter of E. M. "Sammy" Drown (mechanical instructor and train rules examiner) and "Oscar" the rubber rat. Oscar was presented to Krista by W. M. Auger, safety supervisor, recently. Krista immediately took Oscar to dinner, much to the concern of her mother and the other patrons.

Debbie Aylward, daughter of Dick (chief clerk, Engineering Dept.) and Nathalie, graduated in June from Deering High School. She is employed as a nurses aide in Pediatrics this summer at the Maine Medical Center and is enrolled at the University of Maine for the fall semester.

Christine Born is making a two-week trip to Miami, Florida, in August with the Westbrook Marching Band, where they will enter the National Band Competition. Christine plays the saxophone. Her mother, Vaun, will travel by jet along with other parents, to hear them play.

Wendell O. Quimby, signal draftsman, has recently been promoted to circuit designer.

Jeff Pride, son of Mr. and Mrs. Rich-



Debbie Aylward

ard Pride of Westbrook has transferred from the Drafting Room to the Signal Department as signal draftsman. Jeff graduated from the University of Maine in 1970 with a B.S. degree in electrical engineering.

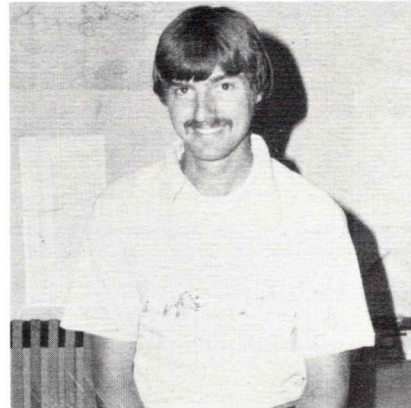
Peggy Berry (stenographer, Engineering Dept.) and daughter, Donna, flew to Denver, Colorado in June to visit daughter Theresa.

Anne Britting, 9, daughter of stenographer Cathleen and David Britting, is playing on the Red Team of the newly organized Freeport Girls Little League Softball Team.

John Goyette returned to the Drafting Room as rodman in July. John was previously employed in the Bridge & Building Dept. as an engineering aide, but returned to the University of Maine at Orono for two years to obtain his B.S. degree in electrical engineering. John and his wife, Peggy, have two children. We welcome him back.

Bruce Wyman, a student at the University of Maine, is working in the Drafting Room for the summer as a rodman.

Charlie Jackson (draftsman and clear-



Bruce Wyman

ance technician) and wife, Irene, took a jet to Hawaii this spring, with Eddie Gin-grass and wife.

Retired PT bookkeeper George R. Lowell and his wife, Violet, of South Portland, have had as houseguests their daughters and granddaughters (all at the same time). Visiting from Clinton, N.Y., was daughter, Barbara (Mrs. Ian Lindsey) with her two children, Jennifer Ann and Jessica Ann; and Mary (Mrs. Stephen Melgard) of Romeoville, N. Y., with her two children, Christa Jean and Victoria Elizabeth.

Kendall J. Holmes, son of assistant to comptroller Marty Holmes, and Mrs. Holmes was awarded a Brown Medal at his recent graduation from Portland High School. As a prizewinner in a state essay contest he was also awarded a savings bond and a certificate of merit from Governor Curtis in an awards ceremony at the State House. He will be a Liberal Arts student at the University of Maine in Orono this fall.

Colleen J. Andrews has been awarded the position of general statistician in the Comptroller's Office.

More Doggie News from Nancy Vayo —The show circuit thus far has been exciting to say the least. Now in the midst of point shows, the two girls Taffy



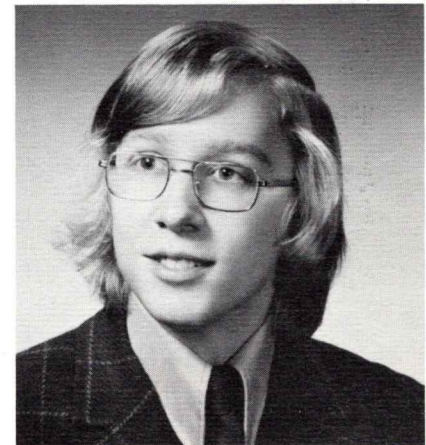
Jennifer Marie Robie (2 years old) is the daughter of Paul and Jane Robie of So. Portland. She is the granddaughter of Mary and Chet Robie, asst. to auditor revenues.

and Spice (our most recent addition) have been holding their own. Their first point show was the Bay Colony Pomeranian Club's Specialty Show with an entry of 28 Poms; Taffy took 4th Puppy Bitch and Spice 1st Novice Bitch. The following day at Cape Cod Taffy took 2nd Puppy Bitch and Spice 1st Novice Bitch again, even though she didn't like the judge and told him so! Throughout the New England Circuit of 6 shows, July 11th thru 17th, Spice continued to take 1st Novice Bitch all the way and Taffy 1st Puppy Bitch at four shows, 2nd Puppy Bitch at two shows, and Reserve Winners Bitch at the last two shows. Not bad for beginners!

J. O. Born (chief engineer), wife Vaun, daughter Christine, and son Douglas traveled to Montreal in June to visit "Man and his World Fair", which was originally the 1967 Exposition. The Fair is still going strong, and they had a great time.

AUGUSTA

Returning to work after being off on sick leave for surgery is agent Ray Bishop. Welcome back, Ray! Operators who filled in were Cliff Varney, Gene



Kendall Holmes

Harjula, Phil Faudi and Richard Lougee. Recently married is clerk Bruce Toner. His bride is the former Sharmon Avery of Portland. Mr. and Mrs. Toner make their home at 121 Brunswick Ave., Gardiner.

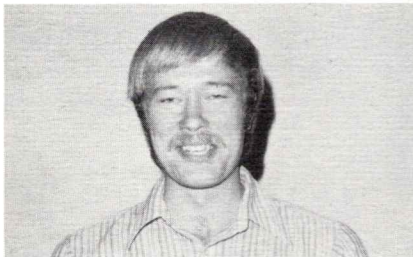
Recent callers at the Augusta Freight Office were retired clerk Athleen Bryant, conductor Leonard Luttrell, expressman Alto (Slim) Hamlin and express agent Horace Newhouse.

BANGOR

Mr. and Mrs. John T. McTigue (machinist at Bangor Enginehouse) have announced the engagement of their daughter, Anne, to Robert G. Bell, Jr., son of



Jeff Pride



This is Sandy Perkins, who has been working in the Drafting Room for about a year now, as an assistant engineer, Bridge & Building Dept.

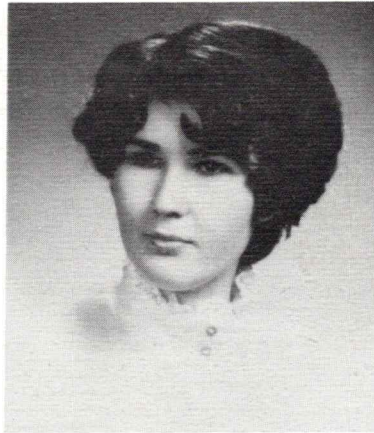
Mr. and Mrs. Robert G. Bell of Old Town. A graduate of John Bapst High School, Miss McTigue was a May graduate of the University of Maine at Orono with a B.S. degree in elementary education. Her fiancé is a graduate of Old Town High School and is a senior at the Maine Maritime Academy, Castine.

Another McTigue daughter, Louise McTigue Hessert, recently gave her senior recital in Colby College's Given Auditorium, which was very well received. Mrs. Hessert is a student in voice with Freda Gray Masse.

Ray and Dottie Spaulding enjoyed a trip to Hawaii this spring. Ray is market manager in Bangor.

Tom Goss, clerk at Bangor, and wife, Linda, joined Linda's father and mother, Maurice (Moppy) and Phyllis Blanchard for a vacation trip to South Carolina this summer. "Moppy" is section foreman here in Bangor.

Congratulations to Jim Mahon, trainman, and his wife on the May birth of their son. The Mahons already have a daughter.



Louise McTigue Hessert

Roger Levesque, former Brunswick High pitcher, was captain of the University of New Hampshire baseball team this past spring. Roger has worked on the section crew at Waterville during the past few summers and will now be employed by Northeast Bank. Roger is the grandson of Clarence E. Dixon, supervisor of bridges and buildings in Bangor.

Recent retirees with over 30 years of service with the Maine Central are Walter Beal, operator, Mattawamkeag; Stan Farnham, car inspector, Vanceboro; Aubrey Raye, car inspector, Calais; and Otis Dyer, trackman, Lambert Lake.

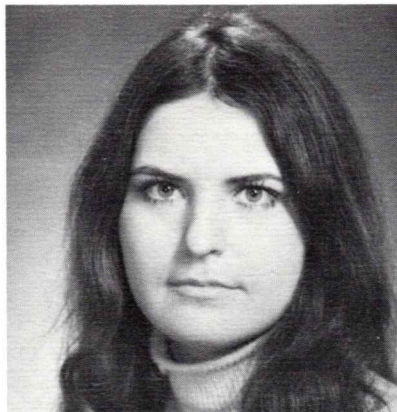
RIGBY SHOPS

"I would like to thank all of my friends who gave and took part in the banquet in honor of my retirement May 16. The chair is greatly appreciated. It was a great surprise to be long remembered." — Mr. James Ifill

Albert Bowen, a foreman at Rigby (extra crew) recently bagged a 200-lb. bear at Grand Lake Stream with a bow and "one" arrow. He is a member of the the Saco Archery Club.

We wish to extend our deepest sympathy to the family of Roland Gildard on the passing of their son recently.

Carpenter George Beckwith, bridge and building crew, took a trip to Fort Dix to meet his son, Dennis, a member of the Missiles Division in Germany, who was discharged from the service.



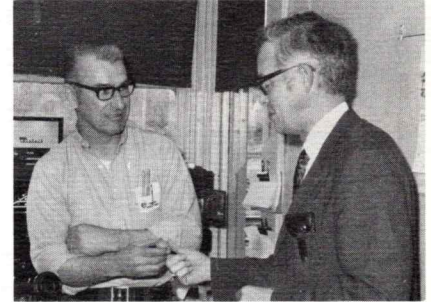
Anne McTigue

Machinist Ernie MacVane has a new beagle pup. He plans to do some hunting this fall, but as yet, the pup seems to be interested only in shoes, and other items of apparel.

Lawrence E. Eliason, 85, died after a long illness at a nursing home in Yarmouth. Before retirement he was employed with Maine Central as a trainman, working out of Rigby.

We wish to offer condolences to engine dispatcher Arthur Mills and engineer Donald Mills on the loss of their mother and an uncle.

After his retirement, car department clerk Bob Grimmer and Mrs. Grimmer purchased a new automobile and took a trip to the West Coast to visit their daughter in California.



Keith Gray, Mattawamkeag agent, receives his 25-year pin from asst. supt. Royce Wheeler. Keith (left) has been at 'Keag' for the past six years.



"Al" Sullivan, Bangor car clerk, is shown receiving congratulations from asst. supt. R. G. Wheeler and gen. agent W. P. Moon, as she prepares to cut the cake in honor of her retirement May 31, after more than 31 years of service with Maine Central. She was honored at a party given by her fellow employees at the Red Lion Restaurant in Bangor. Al is missed by all, and we wish her a long and happy retirement.

Car Department clerk Tom Foley, 55, died after a long illness. He served as a clerk in the enginehouse and in other capacities.

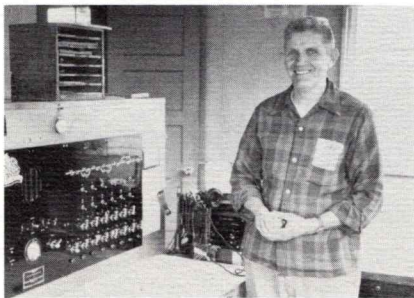
Mrs. Maurice Weeks, wife of general



foreman Weeks, underwent eye surgery for glaucoma, and after the loss of eyesight for many years has recovered her ability to see again.



Albert J. Cammack, Bangor cross-tender, shown with gen. agent Moon the day he retired from the Maine Central after many years of faithful service.



P. E. Butler was awarded his 25-year pin recently. Phil was stationed at 'MD' Tower, Northern Maine Jct. when he received his pin, but is now the agent at Pittsfield.

Enginehouse foreman Charles Tetreault retired after serving in several capacities. A retirement gift was presented to him by the Shop Fund.

Retired machinist Doris Boisse, 72, died suddenly at his home in Biddeford.

The son of our welder Albert McCann, Albert McCann who was a prominent track athlete when he attended the University of Maine (especially in the mile run), has been given charge of the inter-city track events among the younger group of athletes. His old friend and competitor, Ken Flanders, is assisting him in the task.

Machinist Bob Messer has been promoted to enginehouse foreman.

Electrician, and Mrs. Albert Wetmore, Jr., announced the engagement of their daughter Marjorie M. to Philip B. Roew-



Mr. and Mrs. James H. Ifill at his retirement dinner party.

er of Auburn. Marjorie is a trained nurse employed at the Osteopathic Hospital, and Mr. Roewer is employed with Holiday Inn. An August wedding is planned.

Mr. and Mrs. James H. Ifill enjoyed a buffet at Dunfey's Sheraton Inn in South Portland May 16 at a surprise retirement dinner party held in honor of Mr. Ifill. He held the post of general car foreman at the Rigby Car Shop. Mr. Ifill was presented a recliner chair as well as a specially designed cake with a railroad scene on it. The dinner was attended by 50 co-workers and friends.

ROCKLAND

Spare Operator Gene Harjula spent his vacation in sunny Florida visiting relatives, touring the high spots including Disney World.

Bridge and building crew, with Maurice Fish and boys, has finished renovating the interior of the enginehouse, insulating the building and erecting needed structures. The Oasis hasn't been the same since they left.

Among those calling on us recently have been retired general agent Frank Carsley (up from Florida for the summer) and operator Henry Preble, who has been vacationing and traveling around.

WATERVILLE SHOPS

First Baptist Church was the setting for the May 25 marriage of Laurie Jean McCarrison and Lloyd A. Jones II. Laurie Jean is the daughter of Freight foreman and Mrs. Glendon McCarrison. Lloyd is the son of Mr. and Mrs. Lloyd A. Jones. Laurie Jean is a senior at the University of Maine at Farmington and Lloyd works for the Waterville Water District. The couple resides at 22 Ash Street, Waterville.

Karl Finnimore, son of superintendent of locomotives and Mrs. Alden Finnimore, was a May graduate of Maine Maritime Academy at Castine. Karl has accepted employment with the Bethlehem Steel Company in Texas.

Machinist and Mrs. Don Rines were recent vacationers in British Columbia. They flew to Vancouver, where they rented a car, visiting Lake Louise and Banff in Jasper National Park. Don reports the scenery and weather were perfect, as was the whole vacation. Both Don and his friend, Rick, feel better now, since they went on a road job together and discovered their fame was spreading East.

Stores personnel retiring as of July 1 were stockman Leonard Boucher and delivery man Hollis Hodgkins, Jr. Hollis's father is a former boilermaker. Hollis Hodgkins Sr. retired December 31, 1957, and is enjoying his retirement.

Sympathies are extended to general car foreman and Mrs. Wallace Jewell. Mrs. Dora Estes, mother of Mrs. Jewell, passed away July 10, at the age of 96.

Horace Barstow and Harold Bartlett are new faces in the storeroom.

Machinist Robert Crowell and family were recent motor home vacationers in



Albert Bowen and his 200-lb. prize.

Florida. They visited Disneyworld, Busch Gardens and other attractions. Bob had two bookings for mechanical trouble.

Welder Bill Trafton has topped the fish stories this season. Bill was running the motor while his son and machinist Alan Cote were trolling on an unnamed lake. Their lines became tangled, and it was necessary to reel in, only to find both their lines entangled with an additional mono-filament. They pulled in quite a number of yards of line, a Dave Davis Spinner and a pound and a half salmon. Bill says the salmon may have been tired but was still full of life.

WATERVILLE STATION

Leslie Henry, daughter of bridge & building foreman and Mrs. Ernie Henry of Winslow was recently chosen Winslow's Junior Miss and represented her school at the State Pageant in Lewiston. She has studied dancing for 14 years and has been a member of the High Steppers for 5 years. Leslie graduated in June from Winslow High where she has been a cheerleader for 4 years. She hopes to further her studies and shows



Maine Central Engine 14 leased to the Martin Marietta Cement plant shown shoving cars into the silo for loading. Cement plant used this unit while their remote radio controlled locomotive was being overhauled.

interest in attending a business school.

On the baby parade we have a granddaughter to billrack clerk Jeanette and Parker Pero.

Congratulations to trackman Roland Taylor and his bride, Sallencie, who were married in May.

John Brochu, daughter of car clerk Ruth, and Earl Brochu was married to Robert Morey on May 4.

Foreman Bill Haskell of Dover-Foxcroft was planning a big "bash" in July. Could it be that he got married???

Clerk Dick Fecteau, Engineering Dept., is back from sick leave. He wishes to thank all those who sent cards and good wishes.

Chief clerk Beverly Cook and husband, Roland, spent their 25th wedding anniversary in Quebec.

It seems that yardmaster Ralph Laliberte left his car running all night in his driveway. Some of us are wondering if Ralph was just checking his gas mileage, or is he a little short on memory.

Sympathies are extended to trackman Gerry Miller and family on the accidental death of their son and brother.

Sympathies are also extended to chief clerk Beverly Cook and family on the death of her father.

Trackman James Witham, Jr., was installed "Worthy Patron" at the annual installation of Merrymeeting Chapter AES. His wife, Virginia, was Past Matron.



Mr. and Mrs. Lloyd Jones II.

WATERVILLE YARD

Congratulations are in order for brakeman Chet Levesque and yardmaster Burns Hillman. Chet was recently elected commander of Fairfield Memorial Post of the VFW and Burns was elected commander of Bourque-Lanigan Post #5, Waterville American Legion Post.

Gerry Gagnon, brakeman, Switcher #4, is busy now that the good weather has finally arrived. His vegetable stand at home is in full swing.

We had three official retirements in the Yard this past month: car inspector Hubert Gullifer; billrack clerk Phil Davidson; and conductor Bill Hill. Bill is retiring after 30 years service.

We welcome Cliff Dunn, 1st Trick, Tower A. Cliff has taken John Begin's place, who has recently retired. Cliff originally came from the Station at Riley.

John Witham, 2nd trick tower operator, took a trip to Arizona recently to see the scenery he has been looking at in magazines. He really enjoyed his trip,



Three Men

Their numbers three, they got a lot from life.

Now they are retired, have pity for their poor wife.

Each day they faced each other.

Their spirit you could not smother.

Another phase of life, let not their zest diminish.

For each of them there are many more projects to finish.

— Don Dickey

especially the flying part.

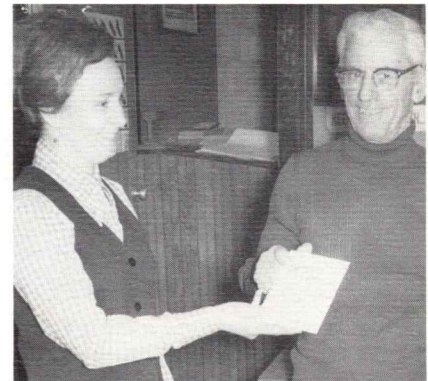
At press time, conductor Arthur "The Fox" Voisine is on vacation. He plans to spend his time at cattle auctions trying to make some deals in the cattle-swapping department. He'll also do some haying on the side, and may make a trip up north to get a few loads of fresh potatoes.

We are told that road trainman Bob Gibbs broke his arm. Hope everything is coming along better, Bob.

Welcome to Jeannette Pero as swing billrack clerk. O. J. Bouchard, swing yardmaster, is giving Jeannette a hand on her new job.

Our congratulations to Arthur Genest (conductor, Relief Sw. #1), who again was nominated as a representative to the State Legislature. He was the first buyer of a lottery ticket. Arthur, the lottery sponsor, was seen on TV and in many of the state's newspapers.

Congratulations to brakeman Gerry Dessent on his recent marriage. While on his honeymoon he was bunted, and on his first week back, he was bunted again. He made the remark that "maybe



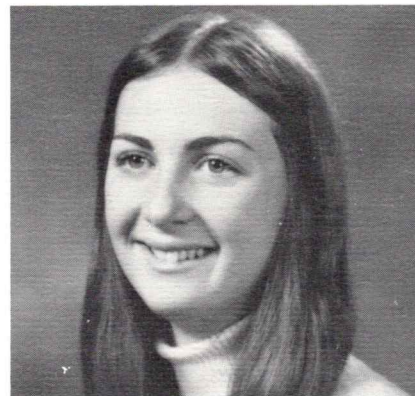
Clerk Lucette Huard, Waterville Engineering, presenting a retirement gift to Leo J. St. Pierre, work equipment maintainer, who retired in February after 45 years of service.

a second honeymoon is at hand, who knows?"

Brakeman Roland Cook has left his job at Rockland and bid off Relief Switcher #2. His vacancy was filled by Maurice Johnson, who lives in Rockland. It was a good swap for both. Roland is an avid square dancer. His co-partner, of course, is none other than his lovely wife, Bev Cook, chief clerk at Waterville Freight Office.

Ray Coulombre formerly of the Engineering Department in Waterville, (now with the Long Island Railroad), was recently visiting at Waterville Yard.

P. L. Messier, yardmaster 3rd trick, is making a tour of Canada, stopping off at Niagara Falls in memory of his first honeymoon.



Leslie Henry



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Portland, Maine 04102
Address Corrections Requested



Lee Miller, brakeman, with his new bike. He just recently took up this hobby. Evel Knievel, lookout!

25-YEAR SERVICE PINS

Joseph J. Benedetto, foreman (May 9)
John C. Coyne, chief statistician (Sept. 24)
J. Csoros, operator (July 19)
P. R. DiMauro, sr. rate clerk (July 11)
William G. Gato, clerk (May 23)
W. E. Grass, operator (July 30)
Ellsworth A. Hall, foreman (June 1)
C. M. Haskell, call boy (Sept. 23)
Pelham P. Noyes, machine operator (Sept. 20)
Edward E. O'Brien, trackman (June 16)
Kenneth C. Poore, signal maintainer (June 20)
Herbert L. Sanborn, section foreman (Aug. 18)
Arnold M. Sturtevant, trackman (Sept. 19)
Arthur D. Tillson, Jr., work equip. mts. (June 30)
Hollis Waterhouse, laborer (Sept. 3)
J. M. Weingaertner, operator (Aug. 27)
RIGBY

OTHER NEWS

"I wish to thank all my fellow employees for donations on my retirement."
— Leo E. Tinkham

We send our condolences to the family of D. E. Peterson, who passed away recently at Central Maine General Hospital in Lewiston. Mr. Peterson was a conductor of Rileys Switcher. He is missed by all who worked with him.

Mr. and Mrs. Albert Parent were saluted by family and friends on the occasion of their birthdays (both of which fall in May). Mrs. Parent is 80 and Mr. Parent is 85. He retired 15 years ago from Maine Central with "53" years of service. We wish them both many happy returns.



The annual Bangor & Aroostook Golf Tournament was held at Bangor Municipal on Saturday, June 1st., in a slight drizzle which kept the fair weather hackers away, but a good crowd participated, including 37 MEC & PT Co's. Awards were divided evenly between BAR and MEC, PT boys. Low gross to R. (Mr. Golf) Chapman, PT, with 74; followed by W. (Whitey) Davis, conductor, Bangor 76. Whitey says he had to stop and wipe his glasses or he would have taken the WHOOOOOOOLE thing.

Class A—low net; we got a third place from condr. Ed (Barber) DeGrasse with 69. Class B—low gross; we captured 2nd and 3rd with John Currier, formerly marketing with 93, and our own magnificent Ralph Gordon with 94. Class B—low net; first, Merv (Old Mervin) Greenlaw, condr. Rigby, with 71; and second went to Ex Gandy Dancer Lenny Forrest, Machine Room, with 73. Sorry Clyde Luce, Lenny is a step or two ahead of you again.

Class A—low gross; second and third with R. (dick) Gay, sleuthing in with an even 100, and Brownie (Blacksmith) Tate hammering away with a 102. Watch out, Brownie; get you the next match.

Class C—low net; first and third with Big Bill (Sandbagger) Trefethen, Machine Room with 70, and Allan (Chico) Rodriguez of Rigby, nite watch, with

71. On the Longest Drive and Nearest the Pin Class A and B, the long knockers got shut out—in Class C Redstone got lucky for both.

Everyone appeared to be enjoying themselves after the weather cleared up, especially on the 19th hole; the refreshments appeared to be flowing freely at the end of the day.

Do not forget the Maine Central tournament will be held on Saturday, Sept. 21 at the Fairlawn Country Club, East Poland, as in previous years. The entry fee is \$1.50 plus green fees. Entry blanks will be available in plenty of time from Bob Brewster and Charlie Redstone, Portland Gen. Office Bldg.; Larry Severance, Bangor Enginehouse; and Bob Clukey, BAR. Host pro-owner, Frank, wants to get us off early, as soon after 7:00 a.m. as possible. Come early and make a day of it to vie for the E. Spencer Miller Trophy and the W. (Ben) Whitney Trophy, plus all the other trophies and renew old acquaintances.

The Portland Terminal Slow Pitch Softball team, under direction of Paul Larnar and Dick Downs, is back at it again this season. Schedule may be obtained from Paul or Dick or Charlie Redstone. The Old Gent, Lenny King, is back on the mound toiling away again trying to keep his bowling arm in good shape.

The Maine Central Bowling Tournament was held in Brewer with Bangor Team A on top with a 2657 pin fall with York, Gallant, Porky Dumont, Leo Goodin and Moppy Blanchard. Second place went to the Rigby Rangers with a 2657 with Dyer, Garland, Peterson, Casey and Foster. Third went to Portland Couples with a 2649 with Welch, Spires, Redstone, Smith and Gardner. High five was Moppy Blanchard, 608 and Warren Smith second with 586. High single went to D. Deans, Bangor Enginehouse, 145.

The MEC Willowdale Golf League under Big Bill (Fisherman) White, Rigby Enginehouse, and John Mcanallen of Machine Room is well under way. Team 5, Capt. Ivan Perkins, leading the way followed by Team 6, Capt. Dick (Ace) Pyne.

The Men's Bowling this year will be at Big 20 Lanes, Scarboro, instead of Westport. New commissioners are Jim Jenkins, Rigby Enginehouse, and Lenny Forrest, Machine Room.

Maine Central Railroad Couples Bowling League starts Sept. 12, 1974, at the Westport Bowling Lanes. Contact Gladys Lyden or Glenda Spries in the General Office Building.