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MAINE CENTRAL

MESSENGER

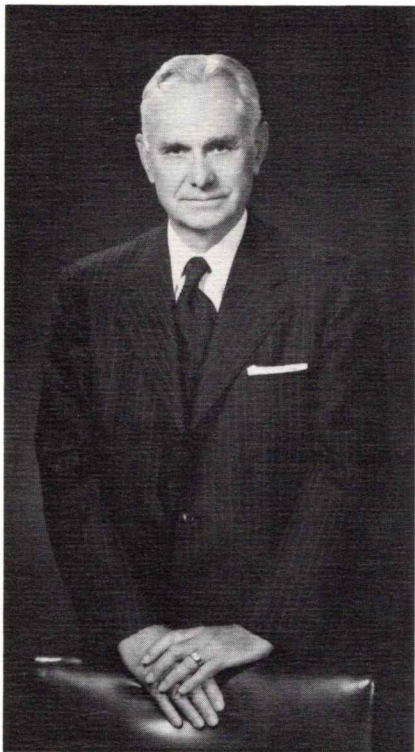
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BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES



From the desk of . . .

E. SPENCER MILLER



Let's Stand Up and Be Counted

At a recent social function a lady of intelligence and good education said to me, "Wouldn't it be nice if they could bring the railroads back to Maine?" In another incident, an official of this company told me that shortly after going to work for the Railroad he was introduced to an individual as an employee of Maine Central Railroad. The response was, "You can't really work for a railroad. There aren't any railroads left in Maine."

These comments are not unique, and it is likely that every railroad employee in this State has encountered some similar expression of surprise at the fact that there are railroads still operating in Maine. Since the discontinuance of passenger service, the visibility of Maine railroads to the general public has been significantly reduced. Even though the number of Maine citizens riding passenger trains was negligible in the sixties, the adver-

tising efforts of Maine Central to lure passengers back to the trains kept railroads in the forefront of public attention. It is apparent that at present the only time people think about railroads in Maine is when they are waiting for a 100-car freight train at a highway crossing or when there is an occasional derailment.

It is time that we as railroad employees in Maine, without any modesty or timidity, speak out in a proud manner about our industry — as employees of a vital industry with a proud heritage, an indispensable present and an optimistic future. In this day of concern for the environment and energy consumption, the great advantage of railroads dictates that there will be a growing interest in and dependence upon rail freight transportation.

What follows are some statistics which will provide a partial picture of how much Maine Central Railroad means to the Maine economy and the general well-being of this State. This information will be something that you can use the next time someone says to you, "Do you think trains will ever run again?"

There is no way we can determine exactly how many jobs within the State of Maine depend upon viable rail service, but it is fair to say that the great manufacturing enterprises of Maine are almost totally dependent upon rail transportation. The pulp and paper industry is the backbone of the Maine economy, and it is also the backbone of Maine Central Railroad traffic. It can be assumed that this industry would not exist in the state if Maine Central Railroad were not here. The Maine pulp and paper industry provides 16,179 jobs directly with an annual payroll of 155 million dollars. The pulp and paper industry ranks No. 1 in Maine in terms of the value of its product, which is annually 900 million dollars or 28 per cent of the total manufactured product in the State. It is also a fair statement that we would not be experiencing the new construction and expansions of the forest products industry if it were not for Maine Central Railroad's efficient freight service. Other

Maine industries such as fuel distribution, poultry, cement, building material, and food processing are also substantially dependent upon rail service.

Maine Central Railroad owns about 4,200 freight cars. If these cars were lined up end to end, they would stretch all the way from Portland to Lewiston, a distance of about 36 miles.

Maine Central Railroad handles about one million tons of pulpwood annually. If this pulpwood were cut into lumber instead of made into paper, it would produce 200 million board feet or enough to span the globe one and one-half times. Most of this pulpwood, however, is manufactured into two million tons of a variety of paper products transported by Maine Central annually. That is a lot of newspapers, stationery, and paper plates. Maine Central hauls an amount of paper in one year that, if it were all newsprint, would be enough to print the Portland Press Herald, the Portland Evening Express, and the Maine Sunday Telegram for 200 years.

Maine Central Railroad handles in excess of 150 million gallons of petroleum products annually. In Maine it takes approximately 1200 gallons to heat the average home for one year. If all of the petroleum products hauled by Maine Central were used to heat Maine homes, better than one-third of the people of Maine would be kept warm in winter by this fuel.

Maine Central Railroad carries approximately 800,000 tons of feed, meal products, and corn each year. It takes about 5.5 pounds of feed to bring a chicken to maturity. If all of this feed were used to produce poultry, it could be estimated that it would provide a chicken in every pot six days a week for every man, woman, and child in the State of Maine.

We could go on and on with further statistics which in some respects might appear redundant, but we have made the point that what Maine Central Railroad does for this State is of vital importance. The next time someone says to you, "There aren't any railroads left in Maine," let's not be timid and let's stand up and be counted as employees of a dynamic, vital, and growing industry.

E. Spencer Miller

Maine Central Messenger

Fellow Employees and Friends of Maine Central:

This issue of the "Messenger" ends publication of the magazine in its present form.

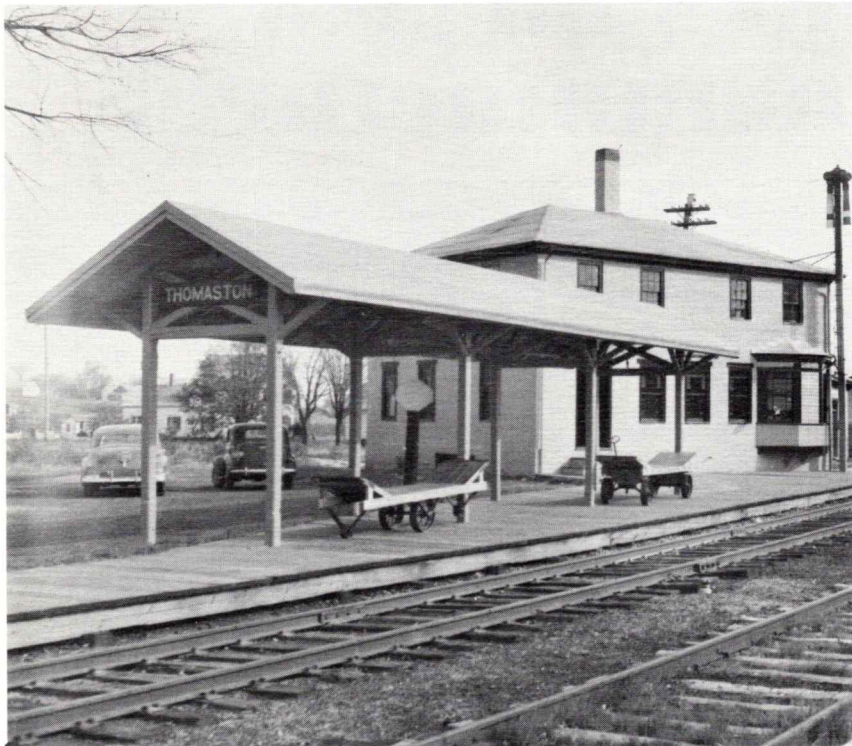
Termination of publication has been decided upon as a part of an austerity program. This Company achieved satisfactory net income in 1974 despite a serious dropoff in business in the last two months of the year. In 1975 the railroad industry is running about 16% below the volume of a year ago, and Maine Central is off nearly the same amount. In addition wage and salary increases of ten percent have been made effective as of January 1.

The austerity program has been finally impelled by action of the Interstate Commerce Commission in postponing a needed seven percent increase in freight rates which, on an annual basis and across-the-board, would have produced for Maine Central two and a quarter million dollars of needed income.

When the necessary freight rate increases are finally permitted, the "Messenger" will be republished in a new and more attractive form.

E. Spencer Miller
President

CORRECTION. The cover photo of the October-November 1974 Messenger was inaccurately captioned as being an excursion train carrying dignitaries attending the Bretton Woods Monetary Conference in 1944. Maine Central vice president, Horace N. Foster, was correct in pointing out that the photo was, in fact, taken on June 19, 1946, at Crawford Notch. The train was running as an extra showing the area to railroaders attending a convention at Bretton Woods. The photograph was taken by the then railroad staff photographer, George H. Hill. It first appeared on the cover of the July 1946 Maine Central Railroad Employee Magazine.



This building was to serve as a railroad station for 88 years. Now on the National Register of Historic Buildings, it is to become a local museum. Photo date, October 20, 1944. See story on page 6.



MAINE CENTRAL

MESSENGER

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

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Edward D. Galvin, Director of Public Relations



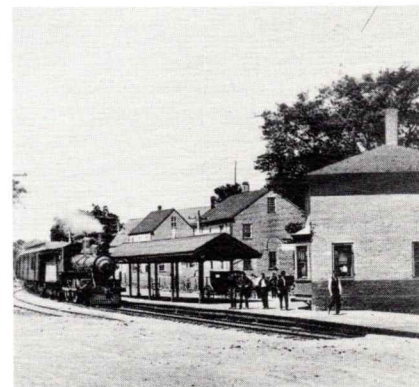
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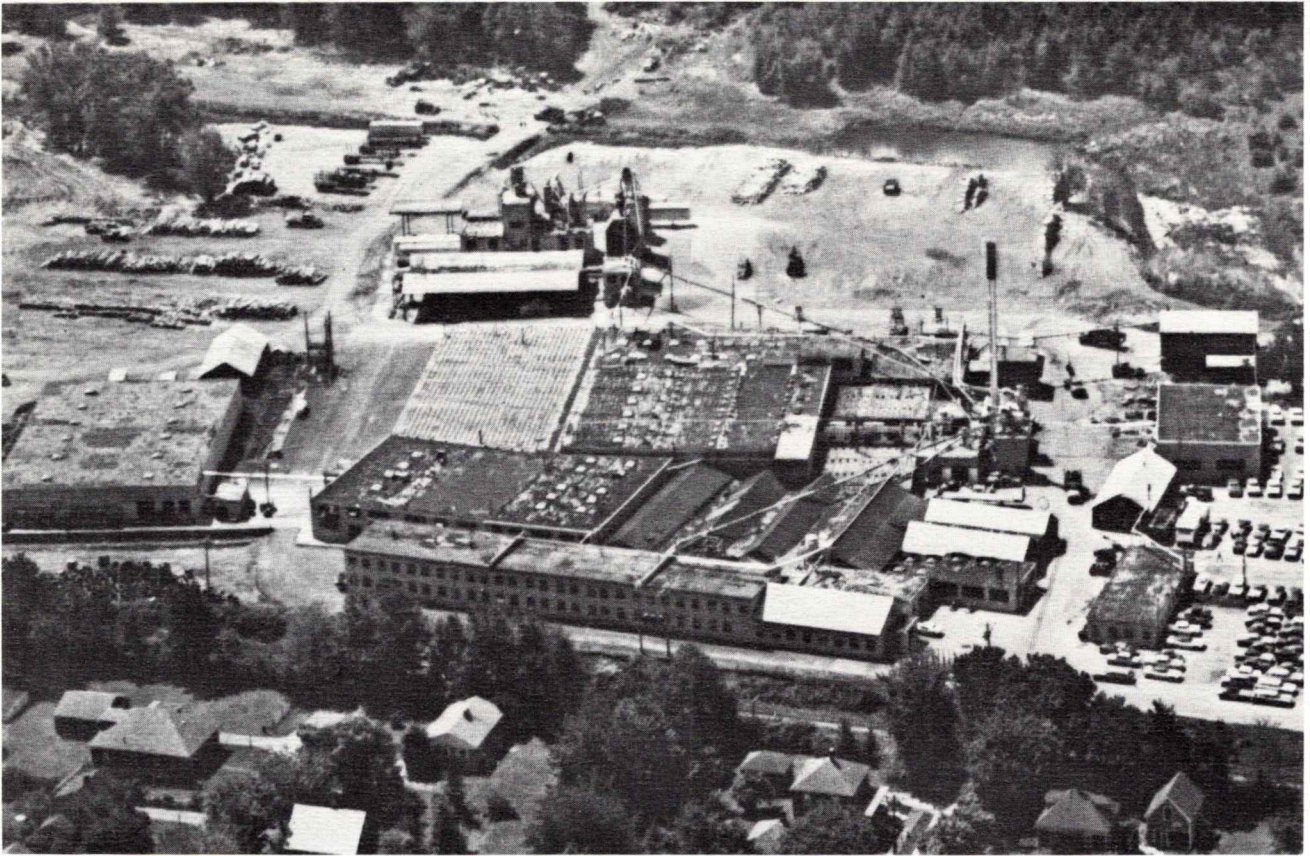
CONTENTS

From the Desk of E. Spencer Miller	2
World's Largest Dowel Manufacturer	4
The Oldest Railroad Station	6
News Briefs	9
Grapevine	12
A Life Saving Donation	16



COVER PHOTO

Mid-day Train for Rockland pulling into Thomaston on August 2, 1908. Agent walking up platform to meet train as horse-drawn cab awaits train along with local welcoming committee. Telegrapher's bay window has been moved to east end of building.



Saunders Brothers' 220,000 sq. ft. Westbrook complex where 250 people are employed.

world's largest dowel manufacturer

At the turn of this century two industrious brothers, Harry and Arthur Saunders, started a small woodworking business in North Waterford, Maine, making dowels from white and yellow birch.

They had learned the business from their father Joshua who was primarily a farmer, but supplemented his income in the winter months by making a few wood products such as barrel staves, dowels and shook as well as soft-wood lumber.

During the next three quarters of a century this family-owned business grew to become a company that now employs 400 people in several locations with sales totaling almost \$8 million in 1974.

As was so often the case, the early years of Saunders Brothers were hard, lean and contained a good degree of frustration and disappointment.

Birch logs were transported to their small mill in North Waterford by oxen. This factor severely limited their operation and resulted in a relocation of the mill to Bingham in 1904.

At this location they were able to float rafts of birch down the Kennebec River to the mill. Rafts were necessary because hard wood such as birch will not float. The rafts were halted by stretching a cable across the river, but there were numerous occasions when the current pushed the raft under the cable and the entire load was lost.

In 1907 the brothers' search for a better means of transportation led them to Bridgton, Maine, where they purchased a building alongside the Bridgton-Saco River Railroad. This narrow gauge railroad provided the much needed range for procuring their birch supply. Birch was hauled by oxen to the railroad,

and after a carload or sometimes a trainload of birch accumulated. The train would stop on the main line adjacent to the mill, and the mill employees assisted the train crew in rolling the logs off the train and down the embankment to the mill.

After successfully operating at Bridgton for nine years, the Company purchased a large timber lot known as the Governor's Rights, in Dorset, Vermont, and they moved the entire operation there in 1916. Dorset proved to be a bleak period for the Company as a variety of problems arose, the most serious of which was a fire which destroyed the new mill on Christmas Day, just one day before it was to start operation.

The uninsured mill was rebuilt, but the absence of dependable transportation and difficulty in hiring labor forced yet another move, this time in 1918 to the Company's

present location in Westbrook, Maine.

The well-considered move to Westbrook was motivated by the decision that dependable rail transportation was a necessity. The advent of truck transportation made it possible for the trucks to go deep into the woods and haul logs out to rail loading points for shipment to the mill. Yet another reason was to be near a seaport.

These factors, combined with the availability of an excellent local labor supply allowed the two Saunders brothers for the first time to devote the majority of their efforts to the efficient manufacture of their expanding product line.

In the early years of the Company, most of the dowel production was sold to a single customer who placed his orders many months in advance. Later as the Company added customers, it began shipping larger quantities of products through the Port of Portland to Europe and Africa.

During the late 1920's nearly all of the mill's production was devoted to lollipop sticks for the candy industry. Gradually during the 1930's production began to diversify and today the Company is the largest manufacturer of dowels in the world, shipping to over a thousand customers in the United States and abroad.

In 1944 a second plant was started at Dalton, New Hampshire. Like Westbrook, this plant is located on Maine Central's Mountain Division. It is hoped that the saw-



Henry W. Saunders, vice president Saunders Brothers, showing Jean Gilpatrick, regional manager sales and service Maine Central Railroad, a product from their Fryeburg mill.

mill will shortly include a rail siding so that the purchase of logs and boltwood can be expanded.

A third mill, The Hall and Smith Company of Fryeburg, Maine, was acquired by Saunders Brothers in 1962. Located on rail midway between the two existing mills, its production features dowels in the 1" to 2" range with its products used in the manufacture of furniture, spindle turnings, pool cues and a wide variety of other items.

The 250 Saunders Brothers employees who work at the 120,000

sq. foot Westbrook facility have witnessed the complete modernization of the mill over the last 15 years. This included a highly sophisticated sawmill which was constructed three years ago. All phases of dowel manufacture can be undertaken at Westbrook. Working with wood $\frac{1}{8}$ of an inch up to an inch, the products range from plain dowels to parts for toys and furniture for nationally known companies.

Unlike most people, the price of oil is of little concern at Saunders' Westbrook mill. Bark and sawdust are ground up and fed into the boiler by a conveyor, thus making Saunders Brothers self-sufficient when it comes to heating the complex of buildings. The total consumption of its raw material also finds Saunders Brothers selling 6 to 8 loads of chips each week to S. D. Warren in Westbrook to use in their paper-making process.

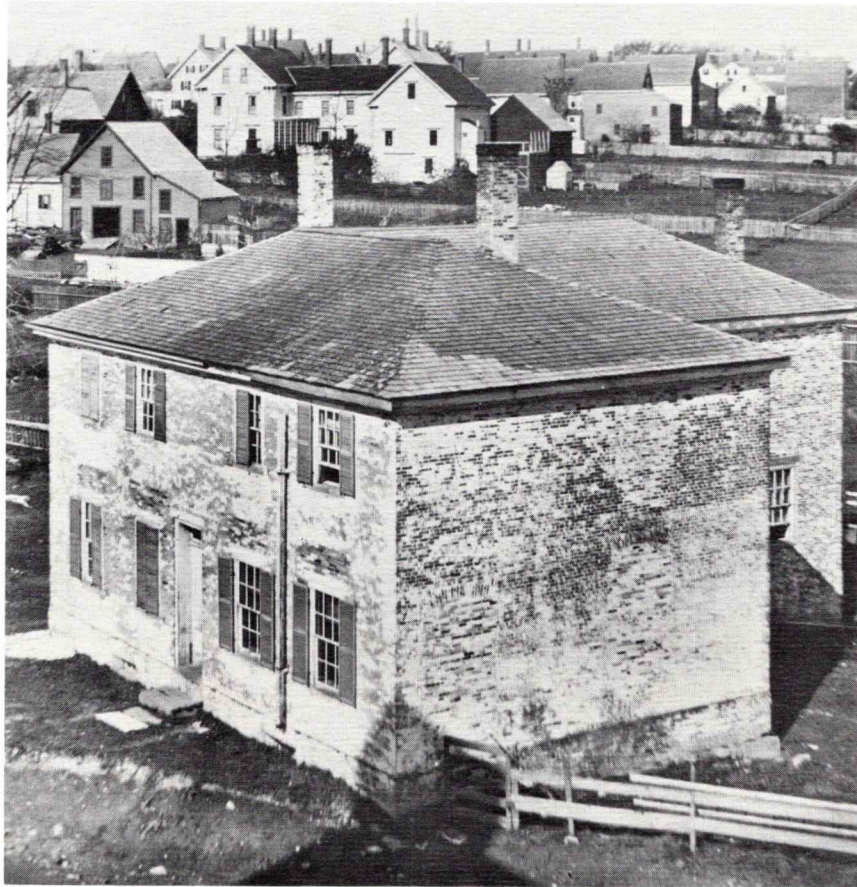
Saunders Brothers looks to the future with optimism. Immediate plans include the upgrading and modernization of the Fryeburg mill. The Company has long operated with a determination to achieve maximum utilization of the tree and has maintained a steady growth by promoting products of the Northern New England forests.



Dowels by the millions are produced in Westbrook, Maine.



the oldest railroad station



1871 — The former cookhouse and servants' quarters for General Knox's estate, "Montpelier", just prior to its conversion to a railroad station for the Knox and Lincoln Railroad. Note lower left hand corner of photo for indication of right of way work being done for Railroad. Claes collection.

It is commonly held that the Baltimore and Ohio Railroad stations at Mount Clare and Ellicott City are the oldest in the country, both having been built in 1830. There is a railroad depot in Thomaston, Maine, that predates the vintage B & O pair by some 35 years — thus the claim that Maine has the oldest railroad station in the country.

We are all too familiar with the railroad stations which are no longer stations. Adaptations, creative and otherwise, have saved a large number of discontinued railroad stations, transforming them into almost anything you can name: residences, restaurants, laundries, lodge halls, libraries, schools, ski lodges.

You name it, and a station has probably been converted into it. This salvation through adaptation has, in fact, become a genuine movement, attracting architects, preservationists, and even the federal government. Indeed, adaptation is probably the only hope the railroad station has.

But how many cases have there been of the reverse process — a railroad adapting some non-railroad structure for use as a station? In the earliest days of railroading, of course, this was a fairly common (though never universal) practice. Many of the pioneering railroad lines were built on the thinnest of shoestrings, often under pressure to begin operating as soon as possible.

What little money they had was put into the essentials — track, bridges, rolling stock. For stations, many roads simply bought or rented some convenient house, tavern, inn, store, or whatever. The idea was to get into business as soon as possible, and let the niceties come later as the going business could generate cash.

These early makeshift stations disappeared fairly quickly. Once established, the railroads quickly outgrew them. They also found that stations required special design features which could not easily be incorporated into other types of structures. Both pride and practicality demanded custom-built stations, and of course, these soon

became universal. The original "adapted" stations were either immediately torn down or disappeared later in the wake of track expansions. Today, virtually none remain in the United States.

But as the railroad network expanded, the practice of converting some existing structure to a station persisted. Here and there some railroad let expediency come before image and appropriated some building adjacent to its route. Most of these, too, have gone, but at least one remains in Maine. Not only is it an excellent example of a forgotten corner of station history, but it is an historic building in its own right. Technically, at least, it easily outranks the B & O's Mt. Clare and Ellicott City stations as the earliest railroad station in the country.

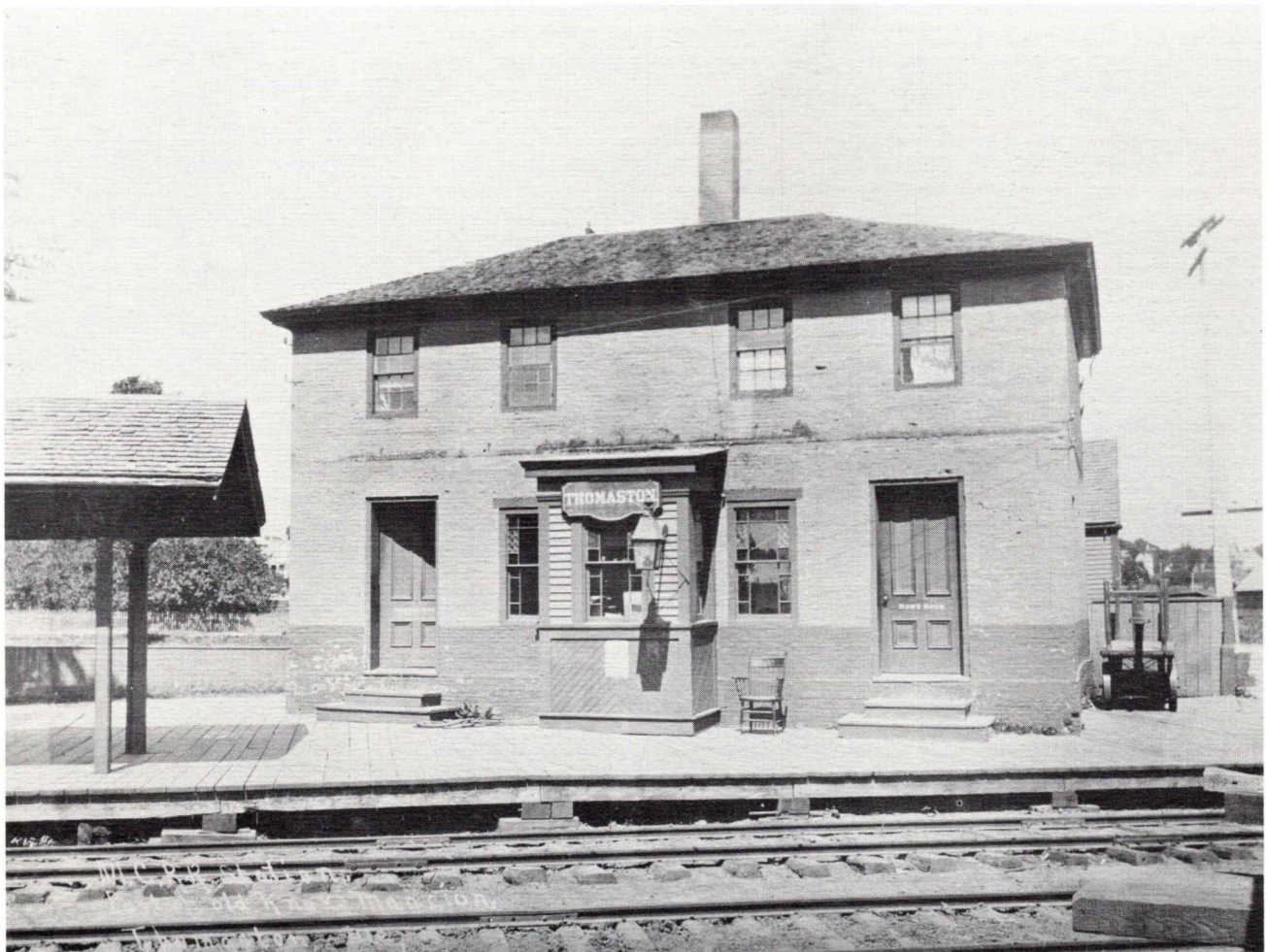
Close to the end of the Maine Central's branch from Brunswick to Rockland, Maine, is the small town of Thomaston. By rail, Thomaston is 53 miles east of Brunswick, and

about four miles from Rockland and Penobscot Bay. The branch follows the rugged, typically Maine shoreline through Thomaston. The town's major industry is now cement and limestone, but historians remember it mostly as the last home and final resting place of Major General Henry Knox (1750-1806). Knox, a heavy-set, aggressive man, was one of George Washington's top aides during the Revolutionary War; when the war ended he briefly served as Secretary of War before retiring to private life in 1794. In 1796 he settled on a large estate in Thomaston — which had come down from his wife's grandfather, General Samuel Waldo — and went into the land and lumber business.

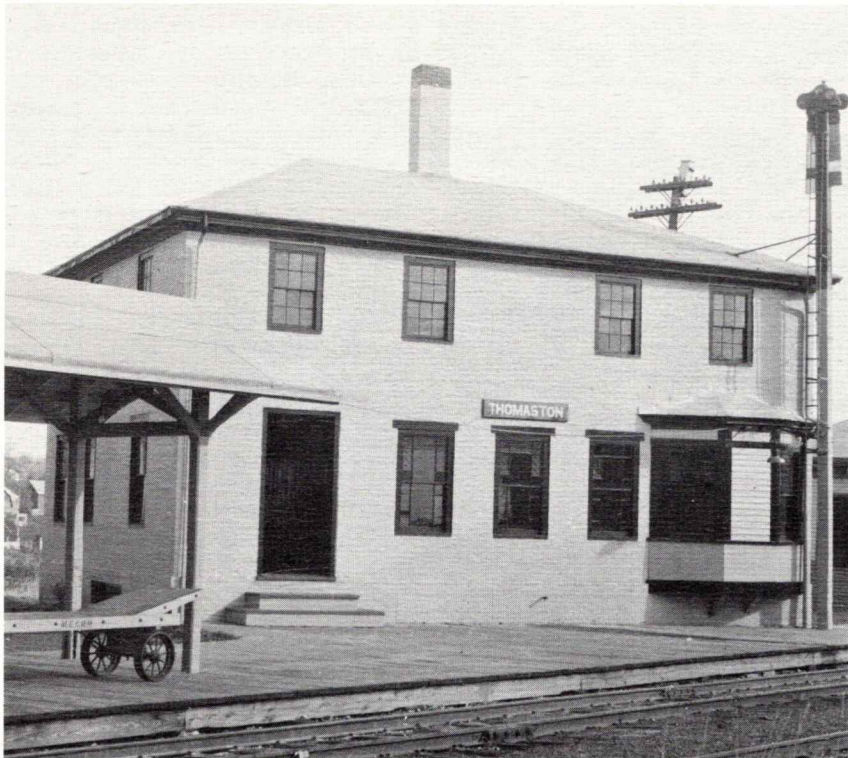
Thomaston saw its first trains in the early 1870's. In 1872 the Knox & Lincoln Railroad (named for the counties on its route) was completed between Bath, Maine, and Rockland. The K & L was strictly locally promoted and locally fi-

nanced, and like many such lines was a financial beachcomber most of its career. It had ambitions of reaching Bangor on its own iron, but never expanded beyond its original Bath-Rockland line (which actually began at Woolwich, Maine, across the Kennebec River from Bath). The Knox and Lincoln was leased to the Maine Central in 1891, and formerly absorbed in 1901.

On its way to Rockland, the Knox & Lincoln was built right through General Knox's old estate, "Montpelier", at Thomaston. By this time the estate had fallen into disrepair; and the mansion itself was torn down in 1871, just as the railroad came through. One estate building adjoining the track, a brick structure built in 1795 and originally used as a cookhouse and servants' quarters, was retained and converted to a station. The usual operator's bay window was added on the track side, otherwise the ex-



Turn of the century photo indicates the original location of the telegrapher's window. It was soon moved to the right or east end of the building. Victorian touches include separate waiting rooms, kerosene lamp and early style Thomaston sign. Claes collection.



On October 20, 1944, the building was 149 years old having been a railroad station, at this point, for 72 years. The famous telegrapher's bay window is shown in its remembered location.



Renovation underway to restore the building to its original appearance. 1974 saw the bay window removed and door returned to its original position in center of the building.

terior was left at it originally was. (As will be noted from the photos, the "station" site and tracks were not directly aligned, so that the building stands at an odd angle to the railroad).

As the Maine Central's Thomasston agency, the old building continued through the 20th Century serving three local passenger trains each way, plus Rockland way freights. With the end of passenger service on April 4, 1959, its days of usefulness to the Railroad were numbered. On June 17, 1960 the railroad closed the station and turned the building over to a local historical organization.

Today the historic building is the subject of an extensive renovation by its current owners, the Thomasston Historical Society. The Society's objective is to restore the building to its original state as a service building to the Knox Estate.

The "telegrapher's" bay window, as it was called locally, was removed during the summer of 1974 and the door was returned to its original position in the center of the building. Bicentennial grants are being sought to aid in the exterior renovation of the building. Plans call for a new roof, sandblasting the brick, and landscaping. The interior of the building will require a good deal of restoration work. Plans are to open the building to the public in 1977 as an historical museum.

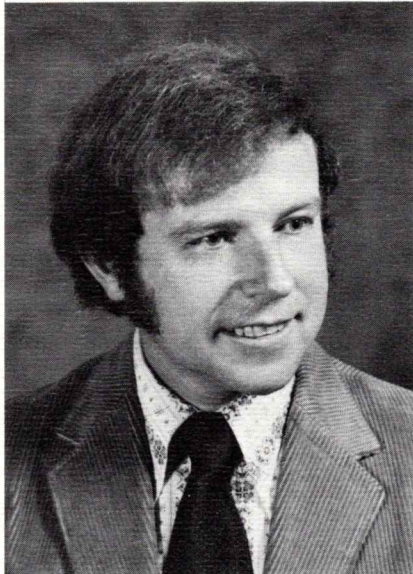
It is reasonable to assume that if the Railroad had not used the structure for ninety years, the building would not have survived to receive the recognition and care now being heaped upon it.

Last year saw the building placed on the National Register of Historic Buildings, a testimony to the servant's dwelling — railroad station — museum's place as a building having national historic importance.

The editor wishes to thank Herbert H. Harwood of Baltimore for his assistance in the preparation of this article.



news briefs



Stewart P. Park, Jr.

Chief Mechanical Officer

Maine Central Railroad Company announced the appointment of Stewart P. Park, Jr., as its chief mechanical officer on January 1, 1975. At 38, Park becomes the youngest mechanical officer in the Company's 113-year history.

A graduate of Columbia University, Park received a Bachelor of Arts Degree in 1956 and a Bachelor of Science in mechanical engineering in 1958. Both degrees were earned while employed as a junior engineer with Pennsylvania Railroad Maintenance of Equipment Department.

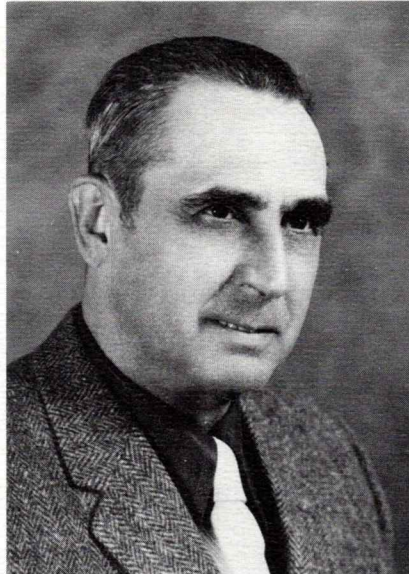
Park joined Maine Central in 1962 as assistant mechanical engineer. Since that time he has served the Maine Central Railroad in several capacities within the Mechanical Department.

As chief mechanical officer he is responsible for the overall maintenance of the Railroad's locomotives and cars.

Park and his wife, the former Margaret Staton of Portland, and their two sons reside in New Gloucester.

Assistant Chief Mechanical Officer

Maine Central Railroad Company announced the appointment of Al-



Alden H. Finnimore

den H. Finnimore as its assistant chief mechanical officer on January 1, 1975.

Finnimore came to work for Maine Central 42 years ago as a machinist apprentice. He has served the Railroad in a variety of supervisory roles, the most recent of which was superintendent locomotive maintenance.

A Waterville native, Finnimore is active in the New England Railroad Club, and the Waterville Lodge #32 F & AM. Finnimore is a past director of the Waterville Chamber of Commerce.

Mr. Finnimore has two children, Mrs. Barbara Closson of Waterville, and Karl Finnimore of Beaumont, Texas.

Other Mechanical Department Promotions

Maine Central Railroad announced the following appointments effective January 1, 1975. James P. Coffin has been promoted to superintendent motive power. David P. Croveti was promoted to mechanical engineer. Arlan E. Freeman, Jr., has been promoted to assistant road foreman of engines. These gentlemen will be headquartered in Portland.

Beecher Falls Branch Hearing

Testifying at the Interstate Commerce Commission hearing at Colebrook, N. H., on the abandonment of the Beecher Falls Branch, E. Spencer Miller, president, said that Maine Central is suffering a burden of over a quarter of a million dollars a year to operate the 58-mile-long line from Quebec Junction in New Hampshire to Beecher Falls, Vermont.

Mr. Miller said that the net salvage value of the line, including the sale of a segment to Boston and Maine is about \$620,000. He added that continuation of operation of the Branch deprives Maine Central of this much-needed cash and is a serious burden on interstate commerce.

Mr. Miller said that Canadian National and Boston and Maine are both more favorably situated to economically handle the Beecher Falls Branch than Maine Central because of the proximity of their present operation and their far greater line haul. He said that Canadian Pacific is less advantageously situated from the standpoint of proximity, but much more advantaged from the standpoint of long-haul business. He said, "It is significant that all three Class I railroads studied the proposition and reached a negative conclusion."

John Michaels, assistant comptroller-expenditures, testified that providing service on the Branch will result in an annual loss of \$280,000. He testified that annual income from the line is expected to be less than \$200,000, but the expense to operate the line will be \$480,000 per year.

Clifford P. Hawkes, assistant comptroller - revenue, testified that the Interstate Commerce Commission's 34-car-per-mile-per-year test for viability had not been met in 1971 or 1972. He said that in 1971 Maine Central moved 26 cars per mile on the 58-mile-long branch and in 1972, 27 cars. In each case





Railroad officials at the December 17 closing. Left to right: Rene H. Heggie, supervisor - planning, C.P.; Germain E. Benoit, vice president - Atlantic Region, C.P.; Walter J. Provencher, auditor - disbursements, MEC; E. Spencer Miller, president and Chairman of the Board, MEC; Scott W. Scully, general counsel, MEC; Arnold J. Travis, vice president - operations, MEC; and John C. Hill, solicitor, C.P.

Sale of Rail Line to CP

these figures included pulpwood traffic generated by St. Regis Paper Company located at Beecher Falls, which moved its operation to Wenlock, Vermont in June, 1973. Subtracting the pulpwood results in 19 cars per mile in 1971 and 22 cars in 1972.

Other Maine Central officials testifying at the hearing were: James O. Born, chief engineer; Ansel N. Tupper, general superintendent; and John J. McGinnis, marketing analyst. Scott W. Scully, general counsel, worked with two attorneys from the Washington law firm of Covington & Burling, representing Maine Central in the proceedings.

Maine Central Railroad Company handed over the keys of its line from Mattawamkeag to Vanceboro, Maine, to CP Rail in a ceremony at Portland on December 17, 1974. This action completes the sale of the 57-mile Maine Central line to CP Rail for \$5 million in cash and \$1 million of SOO Line 4% bonds.

Under the terms of the sale, Maine Central will enjoy trackage rights and continue operations over the line. The line forms a portion of CP Rail's main route between Montreal, Quebec, and St. John, New Brunswick. CP Rail has used the line since 1889 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

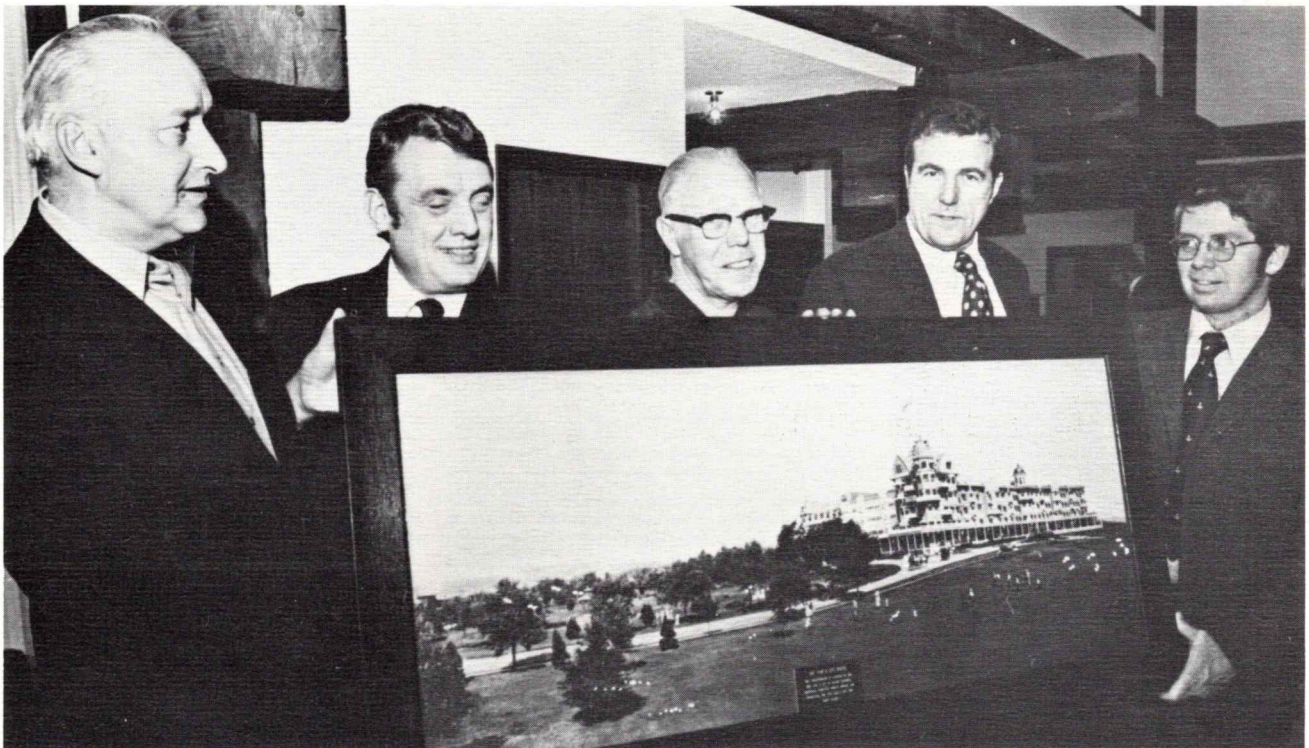
1850 to build a railroad from Bangor to the Canadian border. The track reached Mattawamkeag in 1869 and Vanceboro in 1871.

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 part of the Canadian Pacific. In 1882, the U. S. line was leased to Maine Central Railroad for 999 years. In 1955 Maine Central purchased the line from Bangor to Vanceboro from the European and North American Railway.



The permanent Safety Committee's main efforts will be to assist the employees of our company in reducing personal injuries and accidents. They ask your assistance in this effort. Where noticeable deficiencies exist, take what corrective action you can, but make sure you report it to your first line supervisor to prevent a recurrence. Members of this committee will be visiting with you. From left to right: R. A. Burnham, trainmaster; C. A. Niles., trainmaster; S. P. Park, chief mechanical officer; W. M. Martin, engineer of track; R. L. Achorn, supervisor of agencies; C. T. Clark, general agent; A. E. Palmer, transportation assistant; R. G. Wheeler, assistant superintendent; J. Michaels, assistant comptroller-expenditures; R. J. Thompson, trainmaster. If you have problems regarding safety, don't hold back, let them in on it, and they will get right to the source. Now is the time for every employee to become a member of our "Safety Committee". Join in and let us reduce our personal injuries and accidents.



Turn of the century photograph of the old Samoset Hotel in Rockland was loaned by Maine Central to the new Samoset. Maine Central owned and served the old Samoset for several years. The men displaying the photograph are from left to right: Richard Higgins, Samoset partner; Donald Atwood, general manager; Charles Foote, longtime Samoset caretaker; Harry Remsen, Camden antique dealer; and Edward Galvin, Maine Central Railroad.

The Grapevine

General Offices



Kelly-Ann, daughter of Mr. and Mrs. Frank Whelan of Newtonville, Mass. She is the granddaughter of George and Dottie (Car Service) Proctor. Kelly proudly holds the doll she received from Santa for Christmas.

We all wish to extend our sympathies to Gloria McCullough, Mechanical Department, on the recent passing of her mother.

"My deepest thanks to my many friends and co-workers who so generously contributed to the Heart Fund in memory of my late mother."

— Gloria McCullough

Congratulations to Mary Morse (Engineering Department) and husband, Vinny, who recently celebrated their wedding anniversary.

Bob Nurse, Car Service Office was recently on Naval Reserve Duty at Jacksonville, Florida.



About to take a Sunday spin on their snowmobiles are Ray Ryder's wife, Winetta, Ray himself, and Smallie and his wife, Mary. Ray and Smallie are our friendly General Office Building electricians.

Our sympathies to Margie Briggs (retired) on the recent loss of her husband.

Dotti Proctor and husband, George, were visited by their family and granddaughter, Kelly-Ann, from Massachusetts this past Christmas at Little Sebago Lake.

We wish to welcome back Elaine Foley, PBX telephone operator, who has been out of work for several months recuperating from surgery.

Nancy Vayo (Disbursements) and husband, Gary, have high hopes for their newest addition to their Pom Family. Topaze "Acie Ducie", his first time on lead, took first place in Puppy Class 6-9 Months, went on to take Best of Breed, and then on to take 2nd Place in the Toy Group at a recent Match. Nancy hopes to go "all the way" this year.

Irene and Milton Chaplin (Disbursements Office) wish to express their sincere thanks to all their friends at Maine Central for their kind expressions of sympathy extended to them during their recent bereavement; also for the thoughtfulness which was extended on behalf of their grandchildren.



Topaze "Acie Ducie" won ribbons in three classes at his first show. His proud owners are Nancy (Disbursements) and Gary Vayo.

Susan, daughter of Wendell (circuit designer, Signal Department) and Peggy Quimby, was married recently to Jose Encanto Garvilles of Agat, Guam. She and her new husband flew to Guam soon after the wedding, where he is employed by Master Maintenance Service. Among her many talents, Susan is a seamstress and made her beautiful gown and veil.

Donald H. Svenson, traveling auditor, Freight Claim Section, and wife, Kay, are the proud grandparents of a new baby boy, Derek Sean Velevis, who weighed in at 8 lbs. 2½ ozs. Derek is the son of Robert and Debbie (Svenson) Velevis of Byfield, Massachusetts. Derek is their second child. Of course, the grandparents spent a few days visiting with the happy family.

In January Dick and Pearl Esty took



Little lively Jane Lawton Moore (17 mos.) daughter of attorney Philip L. Moore and wife, Susanna. Grandparents are Thomas Moore of New Jersey and U. S. Congressman and Mrs. Clarence Long of Baltimore, Md. Phil Moore and his family moved here from Washington, D. C. about a year ago to join the Maine Central Law Department.

their four children, Lisa, Jane, Ricky and Karen to the Ice Capades in Boston. The next day while visiting Dick's sister in Andover, N. H., they all went snowmobiling on Ragged Mountain. BoBo the dog went along for the visit.

Tom and Betsy Perry spent their first week's vacation skiing at Sunday River



Mrs. Jose Encanto Garvilles

in Bethel and stayed in a Chalet. Well, that's a good way to get enough fresh air to last awhile.

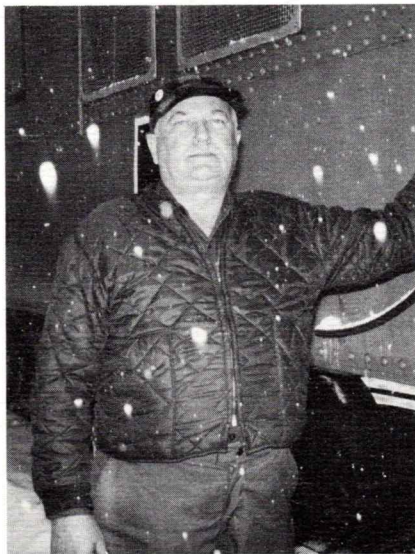
Eleanor True (Disbursements) now has her Student Pilot's License and is presently working toward getting her Private Pilot's License. Then she will be able to fly to Connecticut and other areas to visit her family and friends, saving quite a few hours traveling time. Ellie's flight instructor is Wayne Sorenson, son of Ralph Sorenson, retired engineer.

"To my many friends on the Railroad, I would like to express my gratitude for the retirement gifts you so generously gave me, and to say that I shall miss all the friends that I have been fortunate to associate with on all levels of the Railroad. Thanks again."

— Bill Grace

Bangor

Conductor Francis I. Martin retired early this year after 40 years of service



Congratulations to conductor Francis I. Martin upon his retirement.

with the Maine Central. Mr. Martin first went to work with the Maintenance of Way Department in 1934, then went into train service in 1937. He was presented with a purse of money from his co-workers. Happy Retirement, Francis!

There were so many railroad workers in attendance at the Chalmers Hunting Lodge on the CC Road in Beddington, Maine, during this past hunting season, it appeared to passersby that a new rail site was being considered. Not the case, however — just a bunch of sports in pursuit of deer. Among those gathered for a week of hunting were L. J. Goodin, yardmaster, Nelson Violette, yard clerk; James A. Ashe, engineer; Ron Chalmers, rate clerk; and James H. Chalmers, janitor. Jimmy Chalmers was the only lucky one, shooting a fine, eight-point buck which dressed out at 186 pounds. Overall poor results were blamed on the fact that not many deer ran through the camp. Better luck next year, gang!

Rigby

This year, as in past holiday seasons, the Rigby Flower Fund Association sent greetings to many retired employees as well as many who were ill.

Condolences to the family of Roland Gildard, 46, who died recently at a local hospital.

Machinist Bob Casey is proud of his new quarters, housing the air-brake repair equipment.

Those wishing to send cards to retired machinist helper Milfred Goodwin may forward them to Portland City Hospital.

Congratulations to retired machinist Ralph McKelvey and wife, Alvena, who celebrated their 52nd wedding anniversary at their home.

Friends and co-workers wishing to send cards and letters to carman Audi Axelson may forward them to the Devonshire Nursing Home.

Retired electrician Walter Emery and Mrs. Emery visited briefly in Portland with friends on their way to Florida for the winter.

Marguerite F. Marden, 75, died recently at Seminole, Florida, after a brief illness. She was the wife of retired electrician Harold Marden. Our sympathies to the family.

We have a new grandpa in our midst, electrician Jim Small. Jim's daughter-in-law, Mrs. Phil Small, presented the family with an 8-pound baby boy, Jeffrey Russell.

Three more lucky hunters have been reported. Those who bagged deer are Phil Small, Rigby Section Crew; Dude Babbidge, leading carpenter, Bridge and Building Crew; and Jim Small, electrician, who shot a large buck — one of the largest taken in the Cornish area this season.

Rockland

Among those keeping up with the fashions of the day are retired section foreman Earl I. Miller, clerk Stanley Prescott and the roving "rug master" Gene Harjula. Each of them is sprouting a distinctive mustache. Gene seems to be competing with Burl Ives. His and engineman Kenny Farrar's beards can't make up their minds which color they want to be so resemble the pattern of tricolored "money" cats. Of course Gene and Ken are well healed and qualified.

Our friendly conductor from Tenant's Harbor recently visited the Golden West, touring San Francisco, Honolulu and Las Vegas. Dodging the winter and cold of Maine he basked in the balmy atmosphere of sunny Waikiki and gave the casinos of Las Vegas a fit. Wonder if he took his tardy alarm clock and thermometer along??? Maurice Johnson covered No 324/325 in his absence.

Among recent visitors at Rockland Freight Office was R. W. "Bill" Williams. Bill looked hale and hearty in his retirement, and we had a really good time reminiscing the bygone days of steam trains, Morse wire and such. Also paying us a call was Dick Esponette, who has been off recuperating from surgery.

Glad to report that retired machinist Joe Clough is making progress after

surgery. For those wishing to visit or send cards, his mailing address is c/o Kenneth D. Feyler, Jr., 337 Limerock Street, Rockland, Maine 04841.

Waterville Shops

Reny Jacques was recently heard reciting a full rundown of his car problems. As he was leaving work to go to his parked car on Eastern Avenue — oops! he forgot! the car was at the garage for those necessary repairs.

If resources are riches, foreman S. J. Brown would be at home with the jet set. His water resource inventory includes a bog, two streams, a spring, two wells and two ponds. Now and then, to scout the boundaries of his domain, he climbs aboard his all-terrain John Deere Crawler.

Ango Oliver, Stationary Heating Plant engineer, has recently retired. We all extend our best wishes to Ango for a fruitful retirement.

Bernard Ladd, Enginehouse, is off recuperating from injuries received in a fall at home.

Our sympathies are extended to machinist Leland Thing whose wife passed away recently.

Condolences to the Ken Knight family on the recent death of a young grandson.

We have a traveling machinist and a speaking machinist. If they were one and the same, we could have a home-grown travelogue.

Waterville Shops buildings are getting the close attention they need for fuel conservation measures.

The first half of the Merchant's League Bowling Competition has been completed. Both teams representing the Railroad in the league are comparative newcomers and are striving to improve in the standings.

On the baby parade we have a son born to stores clerk Harold Bartlett. Congratulations to the Bartlett family.

Dave Dulac, store clerk, and wife, Claudette, announce the birth of a new daughter. This is the third girl for the Dulacs. Better luck next time for your boy, Dave!

Waterville Station

Wedding bells have been ringing. On November 23, 1974, Thomas A. Poulin and Susan Picard were married. Susan is the daughter of Mr. and Mrs. Roland Veilleux of Skowhegan, Maine. Tom is the son of Mr. and Mrs. Wilfred Poulin of Winslow, Maine. The newlyweds are making their home in Kingfield, Maine. Tom is head chef at the Capricorn Lodge in Sugarloaf. Tom's mother is Lil Poulin, stenographer in the Waterville Engineering Department.

Ruth Brochu, car clerk in the Waterville Freight Office is developing all sorts of new talents. During the summer she took golf lessons. Now Ruth is attending art classes and is becoming very creative.





Engine #565 on its 2nd day out of Waterville Shop after a recent overhaul. Here it is shown with its new paint scheme.

The Waterville Station cordially welcomes Steve Packard as assistant general agent at Waterville, Maine. Mr. Packard arrived at Waterville on January 6.

Lawrence Ridley, industrial checker, is practicing fuel conservation and is currently sporting a new Honda car.

Judith Y. Brown has been replacing Jeanette Perro as billrack clerk while Jeanette has been recovering from a bout with the flu.

Upon the retirement of Ralph Laliberte as yardmaster in the Waterville Yard Office, Burns Hillman became his successor as first trick yardmaster. On December 30, 1974, the second trick yardmaster's position, vacated by Burns Hillman, was awarded to Phil Messier.

On January 4, Arthur E. Ladd, first trick yardchecker at Waterville presented his resignation and is in the process of retirement. We all wish you a happy and

fulfilling retirement.

O. J. Bouchard, swing yardmaster in the Waterville Yard Office, has been off due to illness for the past several months. We all wish him a complete recovery and an early return to work.

Waterville Yard

Brakeman Don Bartlett is convalescing at home after surgery. Best wishes to you, Don, for a speedy recovery.

The enginemen spareboard of Portland has been supplying Waterville Yard with enginemen. Among those working here from Portland are Walter Zimont, Walter Brennan, Jim Lowery, George Meserve and Ralph Broadway.

Our sympathy to conductor Mark Michaud whose father recently passed away.

Condolences to Louis Donahue, brakeman, on the recent death of his brother.

Conductor Arthur Voisine and brakeman Gerry Gagnon are busy these days. In their spare time they sell their summer produce of hay.

We want to welcome Bob Poulin to the checkers field. He has already worked as a car cleaner.

We would also like to welcome Mark Vigue and Steve Laliberte, who are oilers on the 2nd trick from Waterville Shop. Their new head lights make them look like coal miners from Kentucky, but the can of oil they carry around is a dead giveaway — couldn't be anything but railroad oilers.

Hollis "Skinny" MacKay, car inspector, had been out with the flu and had lost a few pounds. Junior Dow, a co-worker caught Skinny eating ice cream to make up for the loss.

Looks like we're going to lose checker Ken Snow on the 2nd trick, as we hear there's a vacancy on the 1st trick. Brakeman Gerry Gagnon and conductor Vic Tardif will miss him as they will have no one to argue with. Ken will be back with his old buddy, yardmaster B. C. Hillman on the 1st trick.

We've had two new faces at the Green chair lately—Bob Blair and Dennis Martin.



Things are pretty quiet on the scoreboard at this time — not even a ski report. Other than a few hockey players in the Cardiac League, all other interest seems to be in bowling. With the Couples League, Phillips, Brewster, and Shuman backed into First Half, with the Downs and Freemans close behind. Frank (Music Man) Garland with high triple and single, tied Dave Gardiner for High Average. Mary Phillips retained her lead for the Woman's League. In the Men's League the Commissioner's Team won the First Half. (Maybe Clyde can't help him in Golf, but sure comes in handy bowling). John Farrell who has joined us has captured High Single from "Fast Curving" Lenny King.

Dates to remember: Saturday, April 26th, the Maine Central Annual Bowling Tournament will be held at Mill Creek Bowling Lane, Mill Creek Shopping Center, South Portland. Mop Blanchard's team No. 1 from Bangor is the defender, but the Train Dispatchers are thinking about taking over. The Men's League and Couple's League of Portland say they will be right in there rolling. We hope to hear from the Waterville area and Bangor area. In fact, everyone along the rails is invited. We would prefer to have five-man teams all line up by name or number, but this is a MEC tournament and any bowler is welcome. Bring the Missus as there are plenty of shopping centers and restaurants in the area to keep her occupied. Just drop Charlie Redstone a line and be at Mill Creek Bowling Lanes Saturday, April 26th at 12:30 p.m.

Spring Reminder: The first golf tournament will be at Bangor Municipal



Honoring yardmaster Ralph Laliberte on his last day of work are from left to right: Chester Levesque, brakeman; Cal Clark, general agent; Ralph Romeo Roy, conductor; Beverly Cook, chief clerk; and Harry Nason, billrack clerk. They surprised him with a cake and presented him with a short wave radio (so he can keep track of us during his retirement).

Saturday, June 7th. Bob Clukey and Howard Cousins will be taking good care of everyone.

25-Year Pins

G. H. Colton, Carman, (Jan. 26)
R. P. Conley, Carman, (Jan. 28)
R. E. Cooke, Laborer, (1972)
L. M. Dorr, Carman, (Jan. 12)
W. F. Harrington, (Jan. 26)
M. J. Hartery, Clerk, (Jan. 20)
J. Michaels, Asst. Comp.-Expend.,
(March 31)
R. B. Starkey, Foreman Carpenter,
(1969)



Heather D., daughter of chief train dispatcher, D. J. Wilson, with her new Maltese puppy.

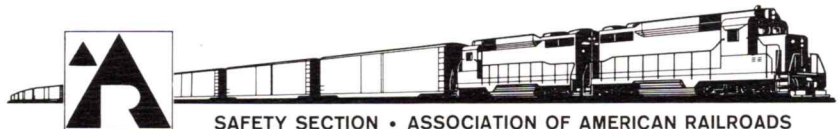


David Mitchell, road trainman, making a hitch on a caboose in Waterville Yard.



This was the first train that went to Scott Paper Company's new plant area at Hinckley. The crew is putting new ballast on the roadbed.

BE ALERT FOR SIGNALS



SAFETY SECTION • ASSOCIATION OF AMERICAN RAILROADS

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A Life Saving Donation

On April 30, 1974, the Maine State Health Planning Agency and an ad hoc Statewide Blood Banking Needs Committee invited the Red Cross to implement a blood program for the State of Maine. Cognizant of the Red Cross' role as leader in blood programs throughout the nation and the world, the Blood Needs Committee felt that the Red Cross could provide the medically desired statewide service for the least cost to the citizens of Maine. Therefore, on October 1st, The Maine Red Cross Blood Program became the only blood program in the State and began its around-the-clock service to Maine's fifty-one hospitals and the patients they serve.

The Maine Red Cross Blood Program will provide the total blood needs for every patient hospitalized in this State, regardless of race, color, creed or place of residency at no cost for the blood itself. There is no compulsory replacement and no eligibility requirement except that of need. The Maine Red Cross Blood Program wishes it known that the costs of collections, processing, storing, distributing, and transfusing the blood are passed on to the patient to be paid by most medical insurance programs. In addition the hospitals costs of cross matching and administering the blood are passed on to the patient in the same manner.

This total needs program also provides *all residents* in Maine with total blood coverage anywhere in the United States or Canada. If a Maine resident has donated to the Maine Red Cross Blood Program in the past twelve (12) months, all whole blood and blood components used by his immediate family wherever they are hospitalized in the United States or Canada will be replaced through the Maine Red Cross Blood Program.

Blood Donors must be at least 17 years old (17 year olds must have a signed parental consent slip), weigh at least 110 pounds and be in generally good health.

Therefore, embodied with the Red Cross' philosophy that people are of a humanitarian and charitable nature, the Maine Red Cross Blood Program looks to the citizens of Maine to provide the most important ingredient, the life-saving blood. The need for blood and blood components is never ending and unpredictable in its course. Anyone at anytime, loved one or stranger, can fall victim to this need. Only through your continued blood donation can we hope to maintain a sufficient blood supply. Your donation will help to fill a daily patient need of 200 pints of blood. Donating blood is a humanitarian way to express the good in all of us. It doesn't take long to save a life.