

MAINE CENTRAL

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MESSENGER

BOSTON & MAINE RAILROAD
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ARCHIVES



From the desk of . . .

E. SPENCER MILLER



A Balanced Team

A winning team is usually a balanced team where the speed, eagerness, and hunger of youth is complemented by the wisdom, experience, and stability of the veteran performers. No better example of the effective combination of youth and age can be found than the 1975 pennant-winning Boston Red Sox.

This great team was led by captain and one time triple crown winner, Carl Yastrzemski; veteran third baseman, Rico Petrocelli; and ageless (about 44) pitcher, Luis Tiant. But it was the youngsters who made it all happen: Rookie of the Year and Most Valuable Player, Fred Lynn; runner-up Rookie of the Year, Jim Rice; and the man who called the shots behind the plate, Carlton Fisk. For those of our readers who have been baseball fans for decades, they will recall the great 1927 Yankees with the veterans Ruth, Pennock, and Dugan, and the youngsters Gehrig, Lazzeri, and Koenig.

At this year's Annual Meeting I spoke of the unusual youth of our Maine Central and Portland Terminal team. I said, "This railroad has the youngest management of any I know. We are knee deep in fine, young executives in the Mechanical Department, the Engineering Department, and the Transportation Department."

The Bangor Daily News picked up the cue and said in a story, "The image of the railroad as a dying industry headed by pension age senior executives is dispelled by a group of youthful Maine Central officials who occupy surprisingly important positions in the ancient office complex at 222 Saint John Street in Portland."

The Bangor Daily News story spoke of 39-year-old Stewart Park, chief mechanical officer; Edward Galvin, 36, safety supervisor; John McGinnis, 31, executive assistant-vice president, Traffic and Marketing; and 38-year-old Bradley Peters, assistant to president. But this is just the beginning of the story; let's look at several departments and see how balanced our team really is.

The top four officers of this company are the president and three vice presidents, all of whom are directors as well. This group, which of course includes myself, has a total of 135 years of railroad service, an average of 34 years, but the average age of these four executives is only 58.

Now let's take a look at our three largest departments. The top ten executives of our Mechanical Department have an average age of 40. But even with this youth, the 39-year-old head of the department has 20 years of railroad experience and our assistant chief mechanical officer has worked up through the ranks of Maine Central's Mechanical Department over a period of 43 years. The department's mechanical engineer is only 27 years old. Now that's real balance. The top ten people in the Operating Department have an average age of 47 and the top ten in the Engineering Department average 49 years old.

We believe we are fortunate to have such a youthful, experienced, and balanced management. The Bangor Daily News story also said, "While the 'under 40 platoon' of railroad management personnel recognizes the wisdom of age and experience in the often harsh world of transporting freight, the new generation of railroaders obviously looms large in the scheme of affairs at Maine Central."

President

"THE IMAGE OF THE RAILROAD AS A DYING INDUSTRY HEADED BY PENSION AGE SENIOR EXECUTIVES IS DISPELLED BY A GROUP OF YOUTHFUL MAINE CENTRAL OFFICIALS."

BANGOR DAILY NEWS

It is with great pleasure that we begin publication of the *Maine Central Messenger* on a regular basis. Our plans are to publish four times a year. We recognize that this schedule will not always permit us to be up to date on railroad news, but we will attempt to be as current as possible. We again remind all employees that if an assistant editor is not in your area, feel free to send any news items directly to the Messenger Editor, Maine Central Railroad, 242 St. John Street, Portland, Maine 04102.

MAINE CENTRAL

MESSENGER

The Maine Central MESSENGER is published 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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Assistant to President

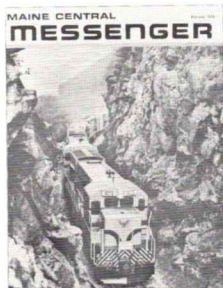


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COVER PHOTO

Maine Central Train RY-2, Rigby to St. Johnsbury, Vermont, at the Gateway in Crawford Notch in New Hampshire's White Mountains. The train is powered by new Independence Class, U18B, General Electric locomotives.

Safety Shoes Come of Age

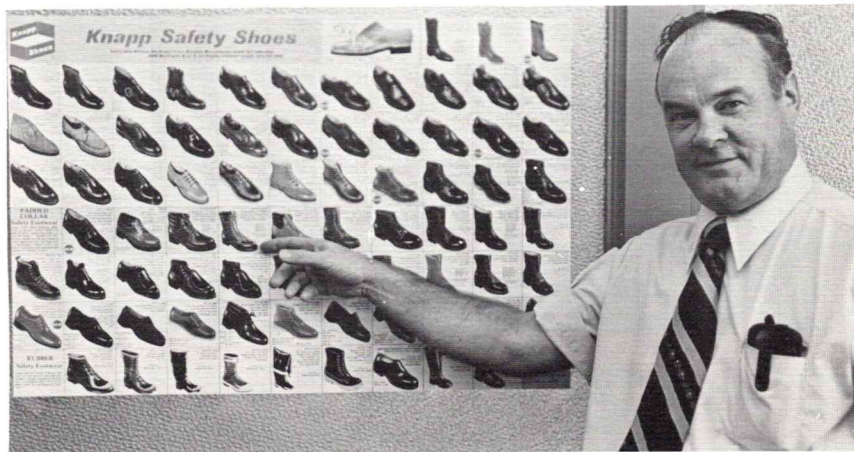
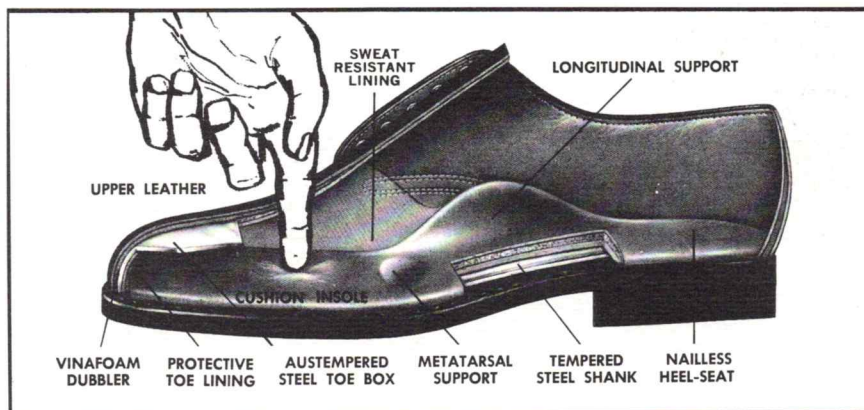
The Safety Shoe, once uncomfortable and ugly, has re-emerged as the most important piece of a railroad-er's equipment. Today's Safety Shoes are available in more than 80 styles ranging from dress shoes to a fireman's boot. While Safety Shoes have become attractive, stylish, and comfortable, their primary role of providing maximum protection has been improved upon as well.

American men buy an average of three pairs of shoes per year, one of which would logically be a pair of work shoes. An employee should carefully match his type of work with a style of Safety Shoe that will best suit the job.

Train crews became sure-footed with cleated soles. Trackmen save themselves pain and aggravation because of the protection of the steel toe. Hostlers get longer life from Safety Shoes with oil-resisting soles and heels.

Supervisors can provide employees with a Safety Shoe order form. Once the Stores Department has received the order, it usually takes 7 to 10 days for the Maine manufactured shoes to be delivered to the purchaser, according to Larry Smyth, assistant to the purchasing agent. Larry also points out that Safety Shoes are deductible for federal income tax purposes and are available through payroll deduction.

Safety Shoes are an excellent investment.



Larry Smyth, assistant to the purchasing agent, can order safety shoes in more than 80 styles.

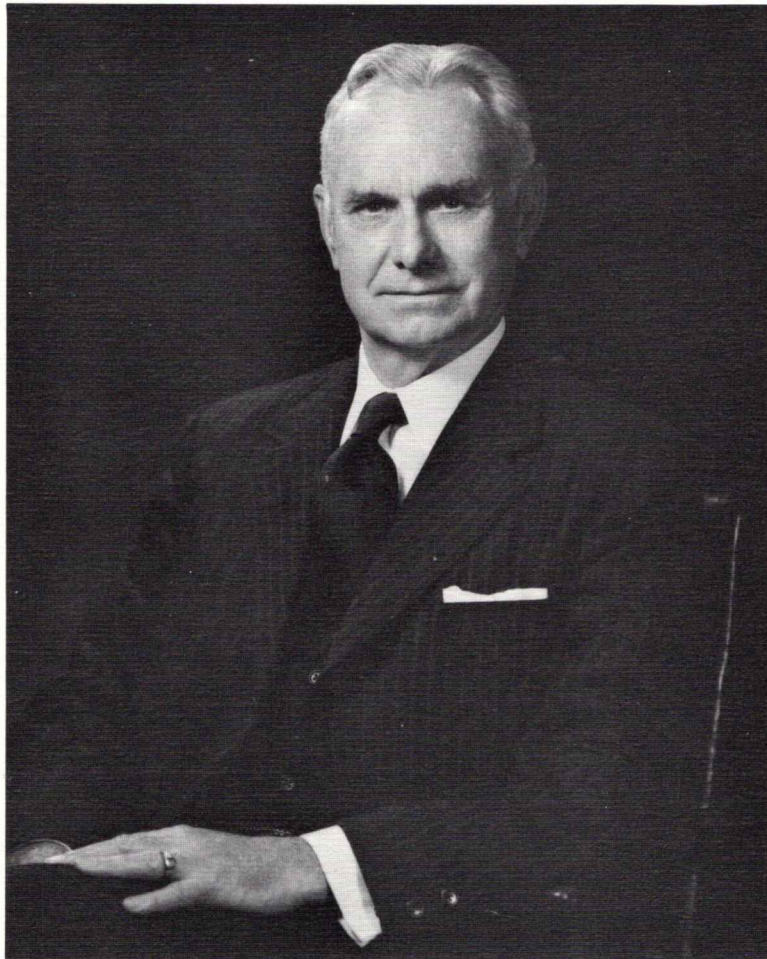
annual meeting

- new england decorum

prevailed

"1976 PROSPECTS ARE
ENCOURAGING AND 1977
PROMISES TO BE A VERY
PROFITABLE YEAR."

E. SPENCER MILLER.



Maine Central president and chairman of the board, E. Spencer Miller.

The Annual Meeting of Maine Central stockholders, held in Portland, Maine on April 28, 1976, was chaired by E. Spencer Miller, president and chairman of the board. Shareholders elected directors, authorized the Board to issue up to 500,000 additional shares of common stock, and joined in a discussion of the Company's prospects for the future. Opposition to management's proposals came chiefly from the Dumaine interests.

Although there was disagreement on some basic issues, the meeting was described as an example of "New England decorum" by Portland Press Herald business editor, Frank Sleeper. He reported that "in good New England style, there was no bitterness, no harsh words, no bombast. Everyone was cordial to everyone. The paneled board room close to Miller's office was quiet and orderly."

Mr. Alfred Peck

As he introduced the directors, Mr. Miller paused to pay special tribute to Alfred Peck, a director for thirty years. He said, "Twenty-five years ago we were faced with a worse problem, at least in financial magnitude, than the refunding problem that we are facing now. Mr. Peck was our largest shareholder and he worked in this room with me day after day for months. Through his excellent efforts and his knowledge as a rail analyst and financial analyst in Wall Street, the deal succeeded."

Shareholders voted to increase the number of authorized shares of common stock from 139,949 to 639,949. Shares of this newly authorized common stock may be issued in the future to retire debt

or preferred stock or in satisfaction of a conversion provision of new bonds issued to refund present bonded indebtedness. The vote also reduced the par value of the common stock from \$100 per share to \$25 per share in order to implement these possible transactions. Shareholders were told that this action will provide greater flexibility in the Company's management with respect to future financing, including refunding of outstanding debt. It also was noted that at this time the Company has no plans or understandings to issue additional common stock or convertible debt.

Amoskeag Opposition

Opposition to the proposal, which was presented as Article 2, came first from Alan Lefkowitz, Amoskeag attorney, and a proxy for Dexter Trust which holds 2000 shares of common stock of which F. C. Dumaine, Amoskeag president, is a beneficiary. Amoskeag Company, a Massachusetts corporation which controls or has substantial interest in a variety of businesses, has filed an application with the Interstate Commerce Commission seeking power to control Maine Central. Amoskeag owns about 35 per cent of Maine Central's common stock which is held in a voting trust.

Reading a letter to the Company, Mr. Lefkowitz said, "In our opinion, the holders of presently issued and outstanding common stock of your Railroad have pre-emptive rights under Maine law with respect to any and all future issues of securities for which authority is sought. . . . On behalf of our client, Dexter Trust, we hereby reserve its pre-emptive rights as to any securities which may be authorized for issue."

In response to Mr. Lefkowitz, Mr. Miller said that he did not believe it was appropriate to engage in a legalistic argument but said the matter has been very carefully explored by Maine Central counsel including Charles Allen, Esq., a noted expert on Maine corporate law.

Arthur C. Jones, a vice president of Mercantile Trust Company, acting for the trustee Amoskeag stock, said in prepared remarks, "In our capacity as trustee, we have worked with management of the Company in a very candid relationship, the management of the Company has shared information with us, and we have made suggestions to management." Expressing opposition to increasing the authorized shares of



Alan Lefkowitz, Amoskeag attorney, makes a point at the Maine Central Annual Meeting. Mr. Lefkowitz said that in his opinion common stockholders have "pre-emptive rights under Maine law." E. Spencer Miller, president, disagreed and said the matter had been carefully explored with counsel, including Charles Allen, Esq., a noted expert on Maine corporate law.

common stock, Mr. Jones said, "It is this proposal to grant the Board such broad authority without presenting to the shareholders any definitive plan that we find particularly objectionable to the rights and interests of the shareholders. . . . The issuance of the common stock by the Board under the broad authority that would be given to them if Article 2 is adopted, depending upon the amount issued, could measurably dilute our interest as shareholder and the interest of all other shareholders."

Explanation of Vote

Mr. Miller explained the reason for the presentation of Article 2 and the necessity of passage to preserve the "value of Maine Central shares." Mr. Miller said, "We have a most difficult problem in the maturity of about \$10 million of debt in 1978 and a substantial, but much smaller, sum in 1980. We move into that problem against a very serious background of an almost catastrophic deterioration in railroad credit. Big insurance companies, large banks, and other financial institutions have been shocked



Arthur C. Jones, a vice president of Mercantile Trust Company, acting for the trustee Amoskeag stock, read a prepared statement. Mr. Jones said that the issuance of additional common stock by the Board "could measurably dilute our interest as shareholder." Mercantile voted against management's proposal to authorize additional common stock.

**"IN OUR CAPACITY AS TRUSTEE, WE HAVE WORKED WITH MANAGEMENT OF THE COMPANY IN A VERY CANDID RELATIONSHIP."
MERCANTILE TRUST COMPANY.**



to the soles of their feet as a result of what has happened to the Penn Central and the running away from the meeting of obligations on first mortgage bonds of the old New York Central, the Erie Lackawanna, etc. This is a very difficult undertaking. Management needs every tool to meet the problem. We think this tool is essential."

Mr. Miller then outlined what he called "some easy arithmetic." With Maine Central stock selling for about \$40 per share, 250,000 shares would raise \$10 million which would eliminate the \$10 million of 5-1/8 bonds due in 1978. The interest on these bonds amounts to \$500,000 annually or \$2 per share for the newly-issued stock. He added that eliminating sinking funds on the railroad's bonded debt of almost \$500,000 annually, would add another one to two dollars per share after taxes. He added that he believed it was obvious that passage of Article 2 was both "desirable and essential."

Mr. Miller said that there are large stockholders on the Board of Directors. "I don't want to lose my 2500 shares or their value and Mr. Farnham Smith (director from Carlisle, Massachusetts) doesn't want to lose the value of his 16,000 shares. We are just as conscious of this problem as any other shareholder. No director of Maine Central is going to vote to issue common stock for any whimsical or foolish reason. This is not a vote of 'carte blanche' to Maine Central directors. . . . If we could get this Company completely debt free, with the kind of earnings picture which all of us see for 1977, your stock would go up, and go up drastically. The debt is our problem; it lies like a great blanket upon us and we've got to solve it."

Results of Vote

When the vote on Article 2 was counted, 80,783 shares favored the proposal and 52,069 voted in opposition. Together, Mercantile Trust and Dexter Trust voted 50,299 shares against Article 2. Of all shareholders voting, 92 per cent favored the proposal. Mercantile was the only one of seven major banks or trust companies acting in a fiduciary capacity to vote against management's proposal.

Future Prospects

Mr. Miller said that 1976 prospects are encouraging and 1977 promises to be a very profitable

year. He said a good month of March brought first quarter net income up to \$294,241 compared with a deficit of \$179,505 a year ago. He cautioned, however, that it would be overly optimistic to use that figure to predict a net income for the year of over \$1 million and estimated it would be closer to three quarters of a million dollars. He cited major expansions in the Maine pulp and paper industry as the basis for his 1977 projections. He said these new and expanded facilities will contribute substantially to the Railroad's business, and he predicted a 1977 net income, after taxes, of about \$1.5 million, barring any major setbacks.

Mr. Miller then spoke of the youth of Maine Central management. He said, "This railroad has the youngest management of any I know. We are knee deep in fine young executives in the Mechanical Department, the Engineering Department, and the Transportation Department. I said at a staff meeting that we have top officers and the backup to run a railroad three times as big as this with the hiring of additional contract personnel. The possibility of such an event is real."

Grave Concern

Mr. Miller spoke of one area of grave concern to him: "the severe difficulties" of Maine Central's neighboring railroads, the Boston and Maine and the Bangor and

"THE PROBLEMS OF THESE RAILROADS (B&M AND BAR) ARE JUST BOUND TO RUB OFF ON MAINE CENTRAL ONE WAY OR ANOTHER AND THAT IS A VERY SERIOUS CONCERN TO ME."

E. SPENCER MILLER

Aroostook. He said, "The Boston and Maine lost between \$13 and \$14 million last year with a net railway operating income loss of some \$9 or \$10 million. The Bangor and Aroostook has a reverse balance sheet with several hundred thousand of current liabilities in excess of current assets. The problems of these railroads are just bound to rub off on Maine Central one way or another and that is a very serious concern to me. I hope that each of them turns the corner. Despite any idea to the contrary, I want to say that our operating and mechanical people work very cooperatively and closely with the Bangor and Aroostook. I have a great regard for the operating abilities of Alan Dustin (B&M president). But the problems are real and perhaps beyond the power of any management to control."



A few of the 90 plus shareholders attending the 1976 Maine Central Annual Meeting. Of all shareholders voting, 92 per cent favored management's proposal to authorize additional common stock.

“NO DIRECTOR OF MAINE CENTRAL IS GOING TO VOTE TO ISSUE COMMON STOCK FOR ANY WHIMSICAL OR FOOLISH REASON.”

E. SPENCER MILLER

Directors

One new director was elected, John F. Gerity, company vice president, and fourteen directors were re-elected as follows:

E. Spencer Miller, Portland, Maine; President and Chairman of the Board of the Company

Kenneth T. Burr, Falmouth, Maine; Retired, formerly Executive Vice-President, Bancroft & Martin Co.

Charles E. Cotting, Boston, Massachusetts; Trustee

George H. Ellis, Portland, Maine; Vice-President, Traffic and Marketing of the Company (Elected April 23, 1975)

Robert G. Fairburn, Waterville, Maine; Chairman of the Board, Keyes Fibre Company (Formed Fibre Products)

Robert Hellendale, Stamford, Connecticut; President, Great Northern Paper Company (Paper Manufacturing)

John H. Hinman, Pelham, New York; Retired, formerly Chairman of the Board, International Paper Company

Randal Holden, Larchmont, New York; Lawyer

James F. Miller, New York, N. Y.; Vice-Chairman Management Committee, Blyth Eastman Dillon (Investment Banking)

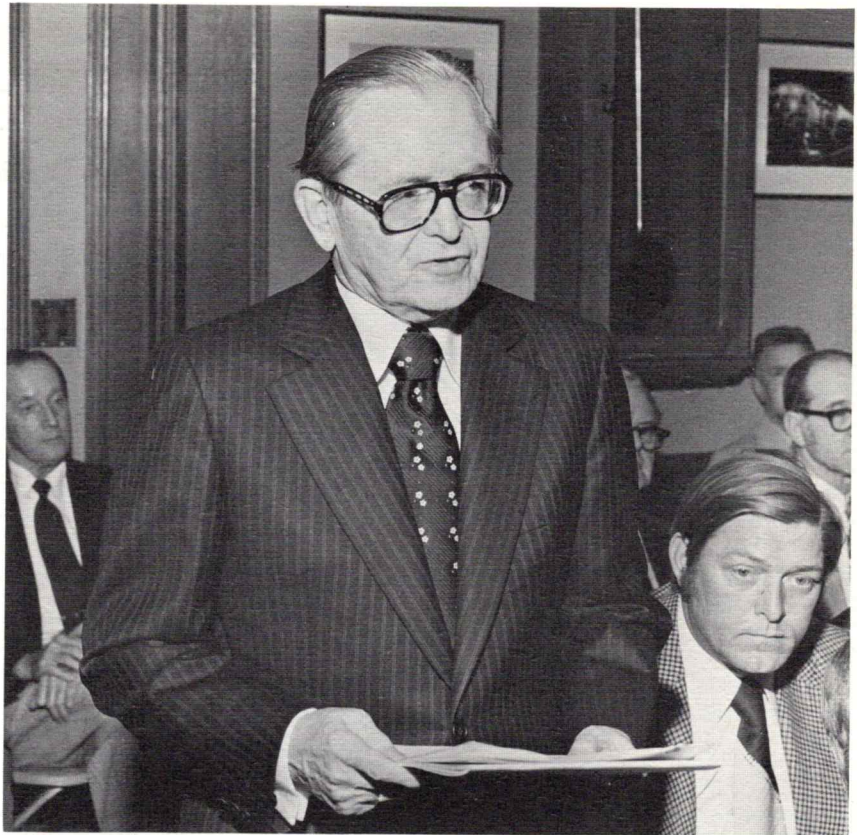
Alfred Peck, Portland, Maine; Retired, formerly Security Analyst

Farnham W. Smith, Carlisle, Massachusetts; President, Katahdin Iron Works Corporation (Business and Investment Management)

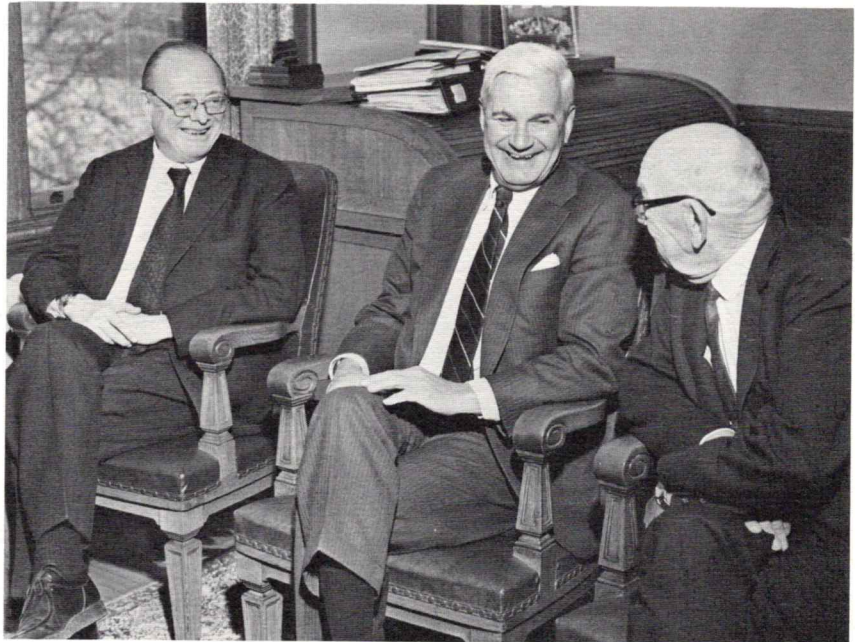
Robert P. Snyder, Portland, Maine; President, W. L. Blake & Company (Industrial Supplies)

Stephen D. Trafton, Auburn, Maine; Retired, formerly Chairman of the Board, Northeast Bank N.A. of Lewiston and Auburn

Arnold J. Travis, Portland, Maine; Vice President, Operations of the Company (Elected April 23, 1975)



Veteran state representative Louis Jalbert of Lewiston makes the motion for the election of the fifteen directors. Mr. Jalbert is the Railroad's general representative. He has served in the Maine House of Representatives for 34 years, longer than any legislator in Maine history.



Three directors have an opportunity to visit prior to the start of the Maine Central Annual Meeting. Left to right, Alfred Peck, retired security analyst; Robert P. Snyder, president, W. L. Blake & Company; and Kenneth T. Burr, retired executive vice-president, Bancroft & Martin Company.



warren's railroads

The early 1870's were days of severe depression, but for S. D. Warren Company of Westbrook, Maine they were the years of a second period of growth which triggered the need for an improved internal transportation system. Addition of new paper machines meant increased production which in turn required storage facilities and improvements in material handling.

In 1873 Warren was served by rail at Cumberland Mills by the Portland and Ogdensburg Railroad and the Portland and Rochester Railroad. Shipments between the railroads and the mill were handled by horse and wagon. In 1874 the mill began an era of railroad building, both narrow and broad gauge.

Narrow gauge tracks were laid from the mill to a large coal shed that had been built near Cumberland Mills. Next, narrow gauge tracks were laid from the rag storage building across the mill to the rag room. These two railroad lines were the first of several other narrow gauge tracks to be built within the mill yard and around the mill. About 1888 broad gauge track was laid from the P & O tracks to a new woodyard. Four high, broad gauge trestles were erected at the new wood storage area on the north side of the Presumpscot River.

The first of three Baldwin 0-4-0 narrow gauge, saddletank locomotives was purchased in 1895 and narrow gauge track began to spread all over the mill. One small locomotive hauled coal from the coal shed and another transported rags from the storage building to the rag room and wood fibre rolls from the storage sheds to the mill. Pulpwood was unloaded from the trestles to the ground and then hand loaded onto two-cord cars and hauled on narrow gauge tracks to the chippers by horses.

In 1896 a roundhouse was built near the mill to accommodate two narrow gauge Baldwin engines and one broad gauge engine which was purchased in 1896. The big engine was known as "Old Betsy." A gate house and track were also added at this time.

The boiler room capacity had expanded so much by 1902 that coal hoppers were built over the boilers, a ramp built alongside the boilerhouse, and narrow gauge track built up the ramp and over the coal hoppers. This arrangement permitted hauling eight cars of coal from the coal yard up the ramp and backing them, four at a time, over the hoppers. The mill now required 250 tons of coal every day, and this delivery method continued for twenty-five years.

The April, 1907 issue of Portland's Board of Trade Journal contained the following description of Warren's railroads: "The Company has its own railroad system and delivers its finished product to the Boston and Maine and Maine Central. There are about two miles of broad gauge and ten miles of narrow gauge rails. The large engine owned by the Company uses

coal, and the dummy engines, narrow gauge, run with fuel oil. Like everything else connected with the plant, the railroad system is admirably adapted to the work of transporting supplies and the finished goods. It is a part of a well-devised system."

The building of additional broad gauge track and the acquisition of several broad gauge cars for moving finished product and raw materials put too much demand on "Old Betsy." After 1910 three engines were leased from Portland Terminal Company for varying periods. One of the engines was a former Pennsylvania 0-4-0 switch engine. It was the heaviest of the broad gauge engines, and its weight prevented it from being used on some of the mill trestles.

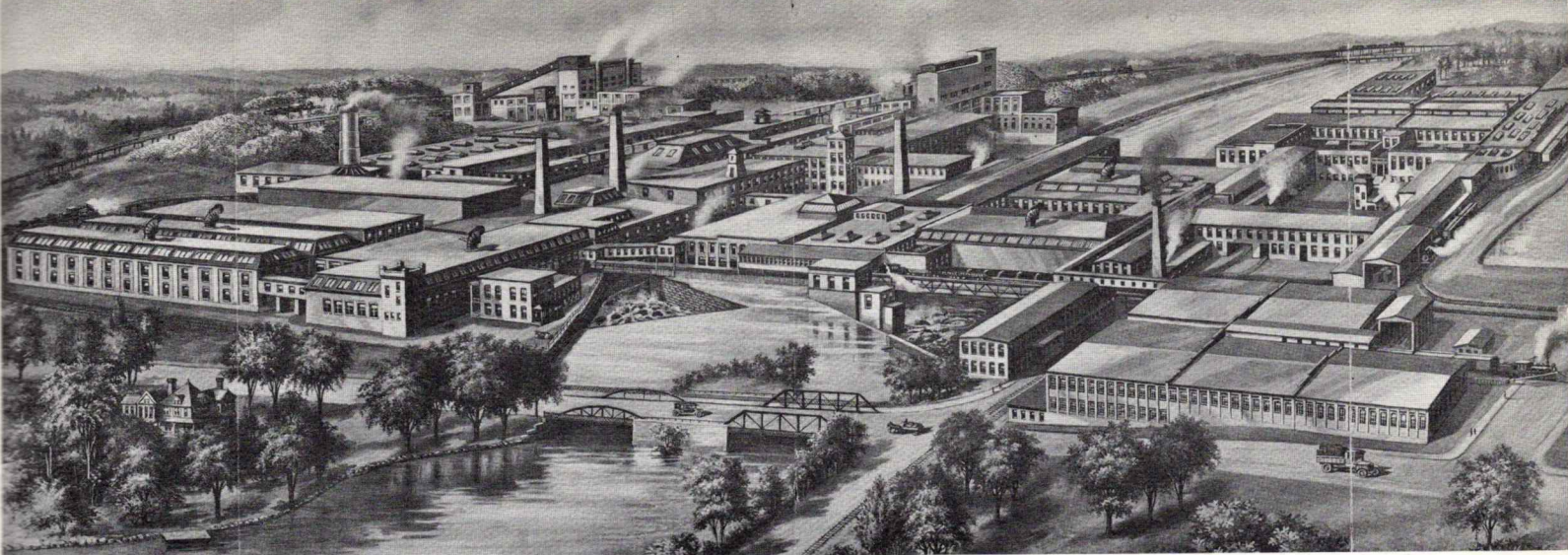
Until 1929 Warren's broad gauge engine, No. 9, took care of all the mill's switching requirements. In 1916-17, however, a sulphite mill was built and a railroad yard established beyond the sulphite mill. This marked the beginning of the end of broad gauge locomotives operated by the mill. No. 9 was sold to Maine Central in 1929 and Portland Terminal Company did all the switching at the mill after that.

At about the same time, another change took place which affected the narrow gauge situation. Conveyors were erected in the wood storage area, and a new system of chain conveyors ran directly from the wood storage yard to new wood chippers and screens. This virtually eliminated further use of narrow gauge equipment for wood handling. A new coal receiving building was erected along with a conveyor system which eliminated the need for rail handling of coal.

After this time, very little use was found for the little narrow gauge engines, although they were used in the wood yard during World War II. In 1949 two of them were sold and began a new life on the Upper Saddle River Railroad Company, a mile-long excursion run which was part of an amusement park in Fair Lawn, New Jersey. The two little engines were sold to George McEvoy of the Boothbay, Maine Railway Museum in 1971 where one remains on display and the other is used to advertise the Museum.

Railroads of today are considered most applicable to the job of moving large volumes of freight great distances. There was a time when railroads, both broad and narrow, played a very important role in handling materials short distances. S. D. Warren's use of rail in its internal movement of raw materials and finished product for thirty-plus years is a good example of Downeast ingenuity.

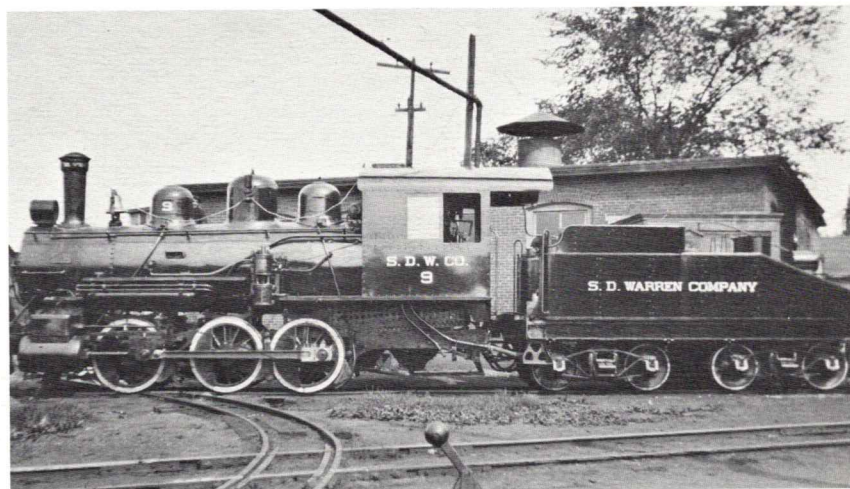
Information for this story was obtained from a November, 1974 Special Edition of Warren's Standard, a publication of S. D. Warren Co., of Westbrook, Maine, edited by Beverly L. Mason. S. D. Warren is a large pulp and paper mill which is a major shipper of Maine Central Railroad.



This old lithograph of the S. D. Warren Mill in the early 1920's shows seven mill trains in action. Courtesy of S. D. Warren.



S. D. Warren's No. 1 narrow gauge engine as it came off the Baldwin assembly line in 1895. Photo from H. L. Broadbelt collection.



Warren's No. 9 standard gauge engine as it looked brand new in 1924. Note narrow gauge track in the foreground. No. 9 was sold to Maine Central Railroad in 1929 and became switcher.



centralized traffic control

"IT (CTC) WILL ELIMINATE THE NECESSITY OF TRAIN ORDERS BETWEEN WATERVILLE AND BANGOR AND WILL GREATLY IMPROVE THE EFFICIENCY OF TRAIN TIME."

ANSEL TUPPER

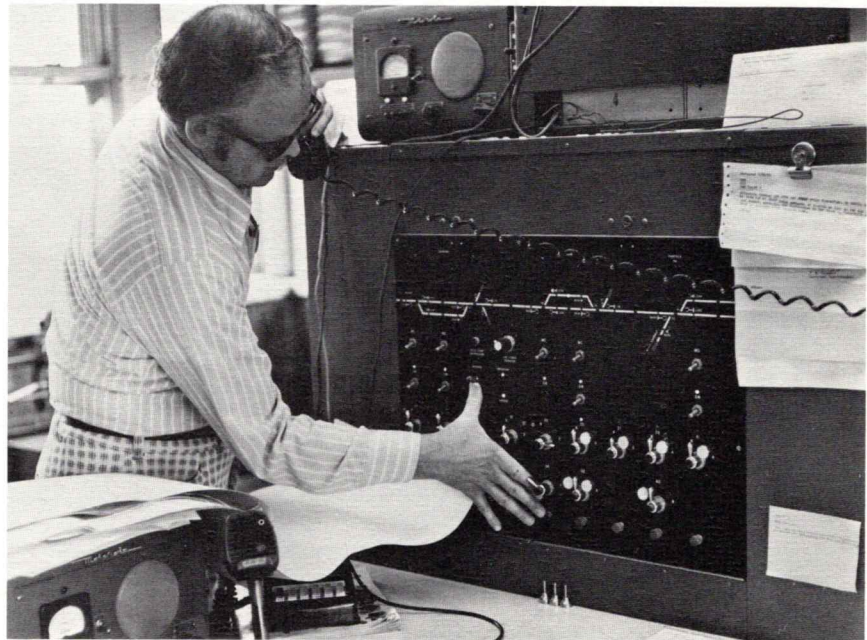
By the end of June this year, it is expected that Maine Central Signal Department forces will complete the final phase of a major modernization project. When the job is completed, trains will be controlled by centralized traffic control (CTC) from Waterville to Calais Junction at the east end of Bangor Yard. The nearly half-million dollar project will greatly improve train movements and also will completely update the signal system between Waterville and Bangor.

Philip C. Lentz, superintendent, signals and communication, said that Maine Central forces were responsible for the entire design and installation of the new CTC system. A crew of eight to ten men under the direction of Lentz and Herbert D. Sullivan, signal supervisor, has been working on this job since 1974.

Ansel N. Tupper, general superintendent, outlined how the installation will improve train operations. He said, "This system will greatly increase flexibility in the handling of train and yard movements at Waterville by permitting train or engine movements in either direction on either main track by signal indication."

He added, "It will eliminate the necessity of train orders between Waterville and Bangor. It will provide the dispatcher instant control over movement of trains and will greatly improve the efficiency of train time." Tupper expects the CTC installation to provide for better utilization of facilities at Waterville for handling both through and local trains.

The job was done in a series of steps with the first three steps providing the greatest savings to the Company. The first step moved the control for the existing CTC between Pittsfield and Waterville from Tower MD at Northern Maine Junction in Hermon to Tower RD in Bangor. The next step placed a



Philip Lentz, superintendent, signals and communication, working out of Tower A in Waterville, talks with members of the signal crew at Canaan as the new CTC is put into service between Canaan and Burnham Junction.

new remotely controlled interlocking in service at the Bangor Engine House. The third step involved the installation of 3.6 miles of CTC between Northern Maine Junction and Bangor. These three steps extended the CTC from Pittsfield to Calais Junction.

Succeeding steps extended the CTC from Waterville to Pittsfield. The first segment to be placed in service was between Burnham Junction and Pittsfield; then between Canaan and Burnham Junction, followed by Waterville east to Canaan. The final step will place an interlocking in service at "Parker's" just east of the Kennebec River Bridge. Tower A in Waterville will control train movements from Waterville to Pittsfield, and Tower RD in Bangor

will control trains from Pittsfield to Calais Junction. The CTC between Waterville and Bangor is only broken at Northern Maine Junction Yard, which is nonsignal territory permitting unrestricted make-ups of westbound traffic.

When the project is completed, the Railroad will have approximately 80 miles of CTC where train orders will be unnecessary and trains will run on signal indication.

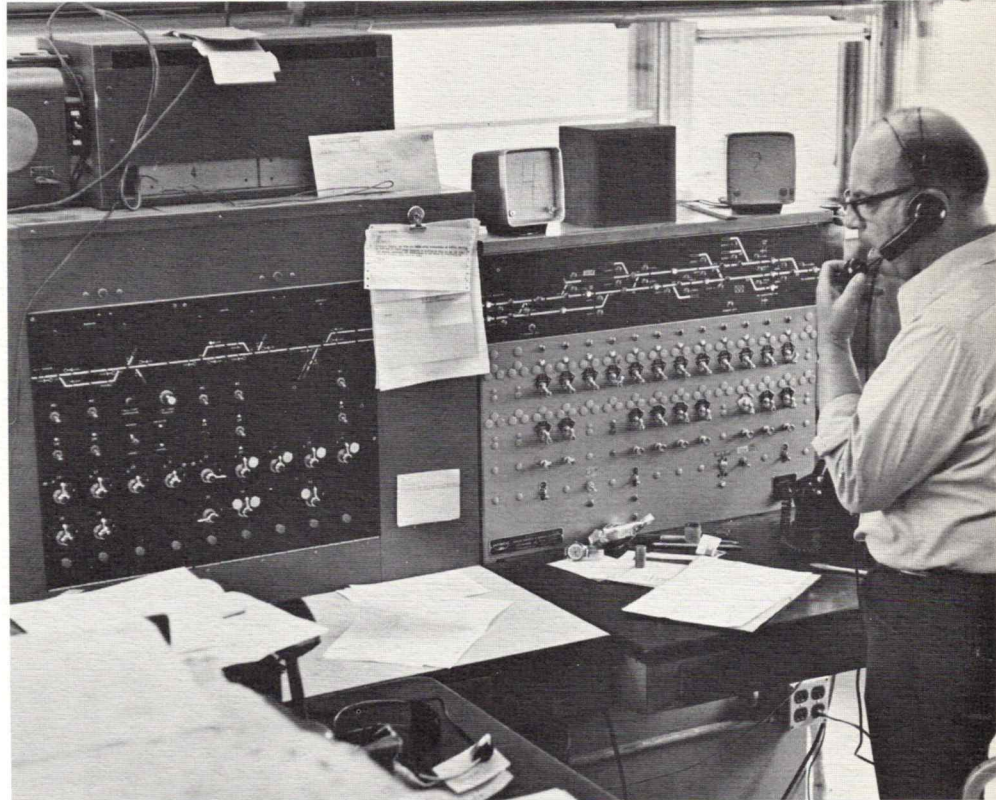
Most of the new CTC project was completed during 1975 and early 1976, which were difficult economic times for the railroad. This modernization demonstrates that even when times are difficult Maine Central moves forward in efforts to improve train operations and resulting service to shippers.



The first train through the segment of new CTC between Canaan and Burnham Junction. RB-1 moved through the area slowly as signal supervisor, Herbert Sullivan, on engine, checked everything over carefully.



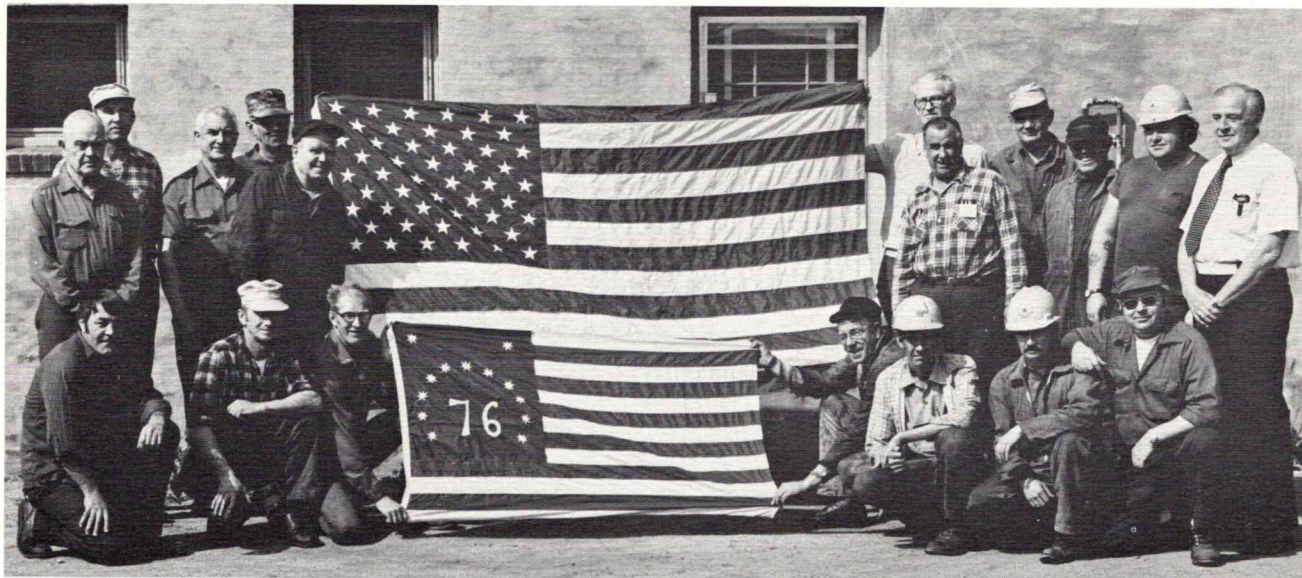
Herbert Sullivan, signal supervisor, left; R.H. Sawyer, center, signal foreman; and J.P. Cavet, signal helper, test signal at Canaan.



Phillip Tracy, tower operator at Tower A in Waterville. The new CTC between Waterville and Bangor will be partially controlled from Tower A.



news briefs



Some of the crew of the Bangor Engine House pose with a large American Flag and a Bicentennial Flag that are now flying 24 hours a day above the Engine House.

Flags at Bangor Engine House

A visitor entering Bangor from I-95 is greeted by a large American flag and a smaller Bicentennial flag, flying from high above the Bangor Engine House. The project was conceived by laborer Herbert Robshaw who believed Maine Central could contribute to the spirit of our nation's 200th birthday.

About 75 men and women from the Engine House and from Signal and Maintenance of Way crews contributed to the purchase of the 5 x 8 foot American flag and the 3 x 5 foot Bicentennial flag. The Engine House cat, D'Con, also contributed \$1.00 to the effort. The Company paid for the pole for the flags.

The flags are illuminated and fly 24 hours. The first raising of the flags took place at 7:40 A.M. on April 7, 1976.

Phillips Writes for National Publication

Kenneth W. Phillips, manager—purchases and stores, authored an article which appeared in the April edition of *Progressive Railroading*. The three-page, illustrated story was the feature story for the April edition of the well-known publication.

Progressive Railroading is a national magazine which is read by railroad management and railroad supply personnel across the country.

The topic of the Phillips story was "Better Communication Aids Railroad Purchasing" and dealt with the important subject of communication as it relates to materials management.

Phillips said in the story, "The year 1975 was viewed by most rail-

roaders as the most difficult in memory, at least for the first nine months of the year. Those whose responsibility was material management were presented with many unanticipated crises and some difficult problems. One lesson learned from 1975 was the desperate need for communication within the railroad industry with our peers and externally with our good friends in the railroad supply industry."



Kenneth W. Phillips, right, manager-purchases and stores and author of an article in a national railroad publication, consults with M. C. May, left, and J. E. Enos, center, both from New York Air Brake.



D'Con, a resident of the Bangor Engine House, contributed to the new flags that are flying.

He concluded the article by saying, "The unknowns brought about by the creation of ConRail and passage of omnibus railroad legislation could make our jobs even more difficult than they were in 1975. It's a new ball game for all of us, and if we fail to implement candid, complete, and effective communication, we may end up on the losing end of the score."

Conservation

As a result of the assistance of Maine Central and Portland Terminal employees, in addition to conservation efforts of Bridge and Building forces, the Railroad was able to conserve about 350,000 gallons of heating oil during 1975. The B&B Department modified various heating systems and installed insulation at several points on the system.

Reid Potter, engineer of structures, complimented employees for their efforts and he said, "With a continuation of these efforts, and with further improvements to be made, it is hoped that we will be able to hold the line against the rapid rise in heating fuel costs and to continue to promote the conservation of fuel oil supplies."



First Class Painter

Locomotive 331 has a sparkling new paint job, designed and applied by first class painter at Waterville Shops, Donald (Red) McCaslin. The 1200 horsepower, 26 year old switcher recently underwent a light general overhaul at the Shops.

Red began at the Shops as a carman helper in the paint shop in 1941. He became a painter apprentice in 1944 and completed his apprenticeship in 1947. His duties

consist of painting locomotives, sign painting and designing, lettering and stencil cutting. Red is married with four children and seven grandchildren. He is the Shop's best known amateur lumberjack.

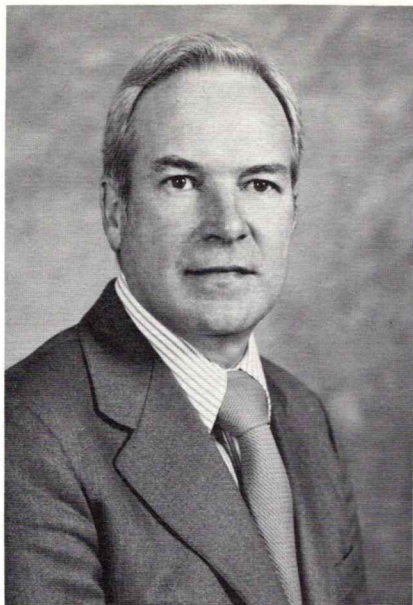


Ralph L. Snow, left, executive director of the Bath Marine Museum, receives one of the original log books of the Carlton Bridge from Wilmer J. McBurnie, chief bridge operator, Maine Central Railroad. The railroad turned over the complete original set of bridge logs which have been kept at the bridge since it was built in 1927. The Carlton Bridge which spans the Kennebec River between Bath and Woolwich carries highway traffic on the upper level and rail traffic on the lower level. The 234-foot lift span is operated by Maine Central Railroad. The bridge logs, which are an exciting addition to the archives of the Bath Marine Museum, provide a great deal of specific information about river traffic on the Kennebec over the nearly 50-year life of the Carlton Bridge.

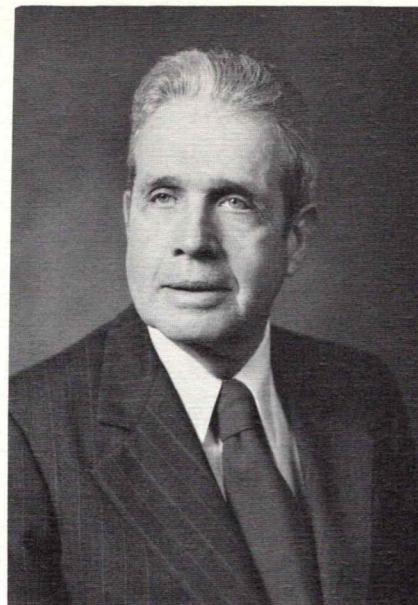
Gerity is New Director

At the 1976 Annual Meeting, Maine Central stockholders elected company vice president John F. Gerity as a member of the Board of Directors. Gerity heads the Accounting and Finance Departments.

He began his railroad career with the Boston and Maine Corporation in 1941 in the Bureau of Statistics. He came to Maine Central in 1955 as assistant to the comptroller. He was elected clerk of corporation in 1968, a position he held until 1975. He became comptroller in 1970 and vice president in 1975.



John F. Gerity



John E. Hamilton

Hamilton and Maloy

In March 1976, John E. Hamilton and William E. Maloy became manager—personnel and labor relations and assistant manager—personnel and labor relations respectively. Both will be headquartered in Portland.

Hamilton began his railroad career with Maine Central in 1956 as student supervisor of schedules. He was appointed assistant to director of personnel in 1960 and supervisor of schedules in 1962. He then became manager—labor relations in 1971. Hamilton received an LL.B. degree from Boston College Law School in 1954. He was admitted to the Massachusetts Bar in 1955 and the Maine Bar in 1960.

Maloy entered Maine Central train service in 1954 and became assistant road foreman of engines in 1955. He held several positions in the Operating Department from 1960-1971, including mechanical inspector, train rules examiner, and safety supervisor. He was appointed to his most recent position of assistant manager—labor relations in 1971. He was educated in South Portland schools and has completed several correspondence courses.



John J. McGinnis



William E. Maloy

McGinnis Replaces Phillips

John J. McGinnis has been appointed executive assistant—vice president, traffic and marketing, effective June 1, 1976. He will re-

place George E. Phillips who is retiring after holding that position since 1969.

McGinnis received a Bachelor's degree from the University of Maine in 1968. He was employed summers by the Maine Central Accounting Department while attending college. He joined Maine Central in 1968 and then after serving two years in the Navy rejoined the Accounting Department in 1970. In 1971 he was appointed regional manager—sales and service and in 1973 marketing analyst. He is planning to pursue a Master's degree at the University of Maine.

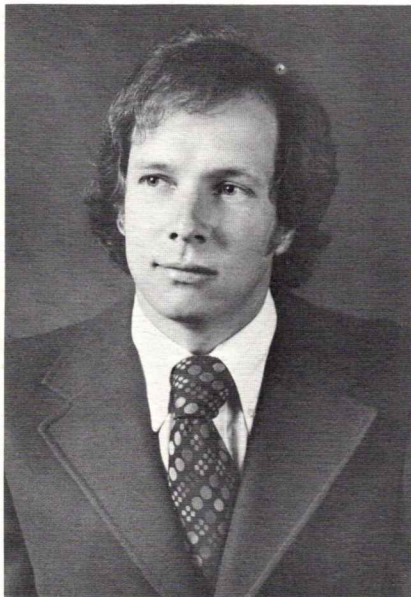
Phillips retires after nearly 40 years of railroad service. He began in the Freight Traffic Office of the Boston and Maine Railroad in 1937. He continued with the Boston and Maine until he joined Maine Central as assistant general freight agent in 1955. He became assistant to freight traffic manager in 1960, executive assistant—assistant vice president, marketing in 1967, and executive assistant—vice president, traffic and marketing in 1969, the position he held until his retirement.



George E. Phillips, executive assistant-vice president, traffic and marketing, left, is congratulated upon his retirement by George H. Ellis, vice president, traffic and marketing.



Robert H. Grant, claim agent, right, is congratulated by Scott W. Scully, general counsel, in anticipation of his retirement July 1, 1976.

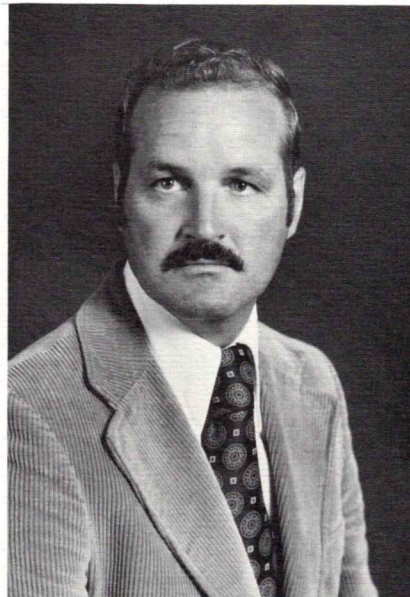


Thomas C. Perry

Phillips has been an active member and secretary-treasurer of the Maine Traffic Club and has served on the Transportation Committee of the Portland Chamber of Commerce.

Perry Appointed

Thomas C. Perry has been appointed marketing analyst in the Traffic and Marketing Department. He replaces John J. McGinnis in



Richard L. Gay

that position.

Perry began his railroad career in 1969 as a statistical clerk in the Accounting Department. In 1973 he became office assistant in the Engineering Department, the position he held until his new appointment.

He served in the U. S. Army from 1966-68 and obtained a B.A. degree from the University of Maine, Portland-Gorham in 1975. He is married and resides in Cumberland Foreside.

Gay to Replace Grant

Richard L. Gay was appointed assistant claim agent on May 10, 1976 and will become claim agent July 1, 1976, following the retirement of Robert H. Grant. Gay was sergeant of police for Maine Central and Portland Terminal prior to his appointment.

Before joining the railroad in 1969, Gay was a Portland Police Department patrolman. He was a patrolman, assigned to security and investigation duties, for the railroad from 1969 to 1975 when he became sergeant of police. He is a graduate of the Portland Police Academy and has completed several other training and administrative courses. He resides in Portland with his wife and four children.

Grant will retire on June 30, 1976, following 30 years of service with Maine Central. Starting in 1946 as a clerk in the Disbursements Office, Grant later transferred to the Freight Claim Department. He became traveling freight claim representative in 1956. In 1961 he was appointed claim agent in the Law Department, the position he holds until retirement.

He is a past railroad chairman of the Freight Loss and Damage Prevention Committee of the New England Shippers Advisory Board. He also is a member of the Maine Traffic Club.

Patrolman Appointed

Arthur J. Murdock, Jr., retired from the Portland Police Department, has been appointed patrolman for Maine Central and Portland Terminal Companies. He replaces Richard L. Gay, who has been appointed to a position in the Law Department.

Murdock, who is 48, retired from the Portland Police Department this year with the rank of investigative sergeant and with 24 years of service. In 1952 he began his law enforcement career as a Portland patrolman and became an evidence technician in 1956, a position he held for twelve years. In 1968 he



became a traffic investigator and in 1971 entered the Detective Division. He became detective sergeant in 1973 and investigative sergeant in 1975.

Murdock attended Portland High School and has received specialized training in several areas during his service with the Portland Police Department. He is married with five children and resides in Scarborough.

Andrews Replaces Williams

Colleen J. Andrews has been appointed to the position of cashier in the Treasurer's Office upon the retirement of Gordon G. Williams following 31 years of railroad service. The appointment was made by the Maine Central and Portland Terminal Boards of Directors.

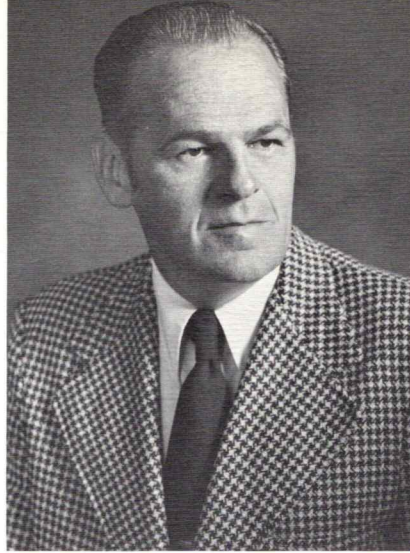
Ms. Andrews came to work for Maine Central as secretary to the comptroller in 1967. She was promoted to the position of general statistician in 1974, the position she held until her recent appointment. She resides in South Portland with her daughter, Tamara, age 7.

Williams first worked for the Boston and Maine in Portland from 1935-1940. He then worked two years as freight clerk in Winthrop before becoming cashier, a position which he has held for 24 years. He is also retiring from the Army Reserves at the same time.

Engineman Appointed Rules Examiner

Engineman David E. Mahon has been appointed mechanical instructor-train rules examiner effective June 1, 1976. He entered train service as a brakeman on the Eastern Subdivision in 1968 and transferred to the Engineers' Training Program a year later. In December of 1969 he qualified as an engineman on the Eastern Subdivision.

Mahon, who is 34 years old, is a native of Millinocket and was educated in the Carmel school system. He presently lives in Carmel with his wife and two children. He plans to relocate to the Portland area in the near future.



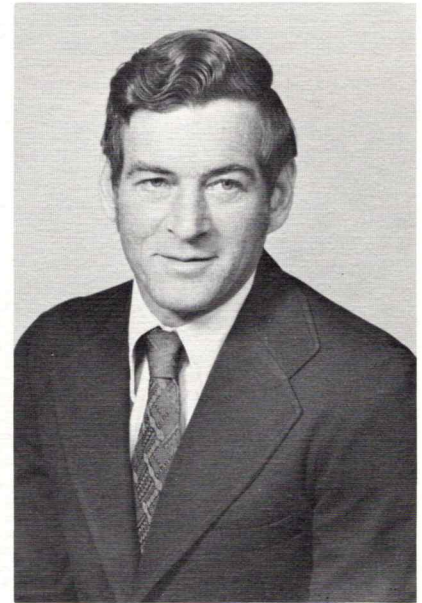
Arthur J. Murdock



Colleen J. Andrews



Gordon G. Williams, cashier, is congratulated upon his retirement by Stanley W. Watson, treasurer.

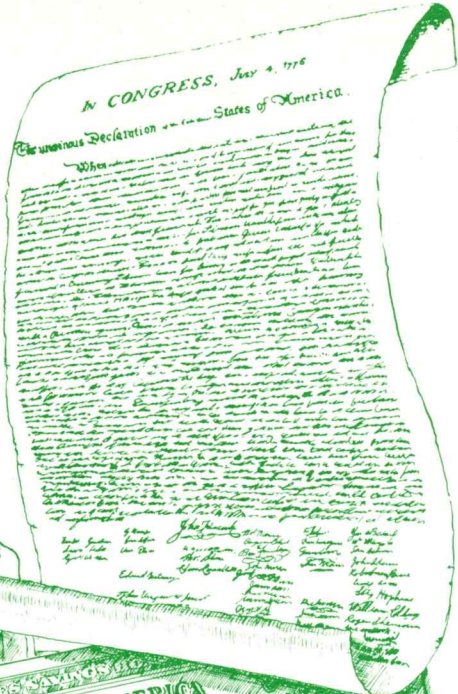


David E. Mahon

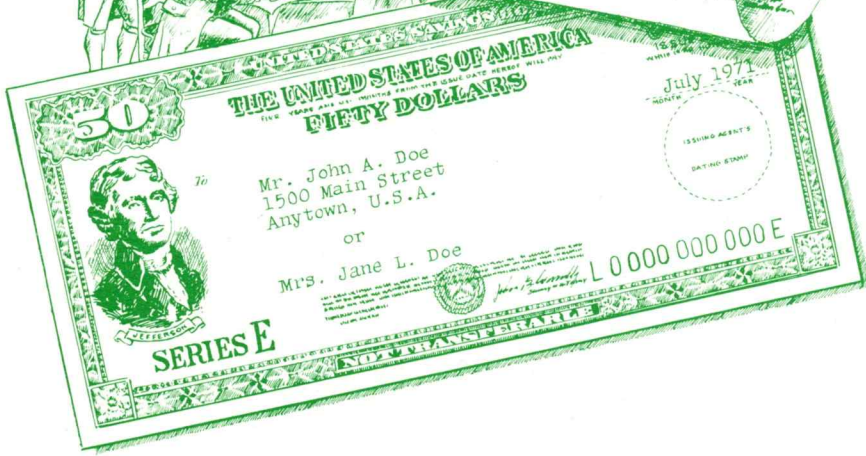


Maine Central president and chairman of the board, E. Spencer Miller, conducts business at the Railroad's 1976 Annual Meeting in Portland. Clerk of Corporation, Scott W. Scully, is shown at the right and several directors are seated behind Mr. Miller. Related story page 4.

sign your own
**DECLARATION OF
 INDEPENDENCE**
 with **U.S.
 SAVINGS BONDS**



BOSTON & MAINE RAILROAD
 HISTORICAL SOCIETY
 ARCHIVES



An historic meet, the new 407 and the old 470. Train RB-1 powered by three new Independence Class Locomotives crosses paths with the 470 in Waterville. The 470 was the last steam locomotive to operate on the Maine Central system and is now on display in Waterville. Photo by Ron Johnson.

The Grapevine

General Offices

John F. Gerity, vice president, was a distinguished father of the bride in January when his daughter Pamela was married to Michael Martin in St. John the Evangelist Church in South Portland.

Assistant treasurer Eric Smith reports on an exciting vacation in Colombia, South America, in mid winter. He spent several nights in Leticia on the Amazon River, including two on a remote island. He also visited Villa de Leiva, a fascinating old town in the foothills of the Andes where he collected fossils. He had his picture taken holding part of a 15-foot anaconda. This was an expedition of "Friends of the Museum of Comparative Zoology."

Gordon Williams is retiring as cashier in the Treasurer's Office after 31 years of railroad service. Gordon lives with his wife Kay in Windham Center where they have children and grandchildren nearby. He plans to get in some golf this summer and is looking forward to a vacation in Florida in the fall. Our best wishes go with you, Gordon.

John H. (Jay) Gross, son of Anne Gross of the office of Assistant to Comptroller, graduated in May from LeMoyne College, Syracuse, N. Y. with a B.A. degree in psychology. His plans for the immediate future are indefinite.

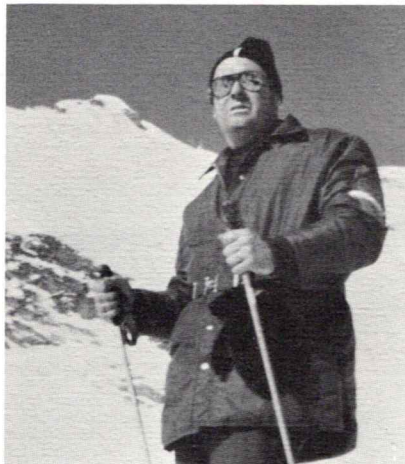
Carol Sanborn, stenographer in the Law Department, took an early spring vacation to be with hubby Randy during part of his recuperation from serious injuries suffered when he was pinned by a vehicle he was working on.

Martha True's address is now Seaside Nursing Home, 850 Baxter Boulevard, Portland, Maine 04103, and she would enjoy hearing from her friends. Martha retired from the Auditor Revenue Office about eight years ago and is well remembered for her friendliness.

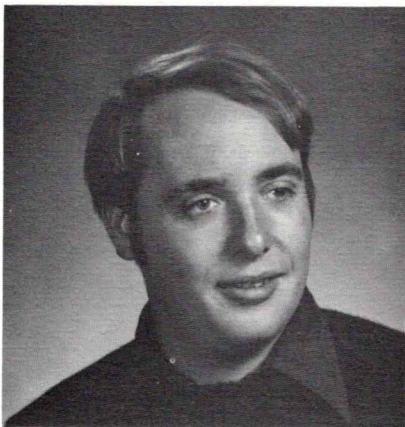
Florence and Joe Green (Voucher Bureau-Disbursements) enjoyed a very pleasant and interesting vacation cruise this spring. After flying to New Orleans, they embarked on a Russian ship, the "Odessa." Their trip took them to the Yucatan Peninsula where they visited Belize City and Chichen-Itza, then on to Mexico where they stopped at Cozumel and Tulum, and on to British Honduras for a stop at Isla de Roatan. All places visited had many points of historical interest. Florence and Joe found the Russian crew members to be very pleasant and friendly. Although most spoke Russian only, there were enough English speaking members for adequate communication. While aboard ship, Joe enjoyed attending classes in the Russian language.

Herbert Higgins (Disbursements Office) enjoyed an Alpine skiing trip this spring. From Boston he flew to Paris and then on to Geneva and a skier's paradise on the slopes and in the resort areas of Avoriaz, France, Champéry

and Val L'Illez, Switzerland, and Courmayeur, Italy, all of which were terrific, Herb says. And to make the trip complete, he even did a shopping stint at Paris and Chomonix, France and in Geneva, Switzerland, for a few souvenirs to take back home with him.



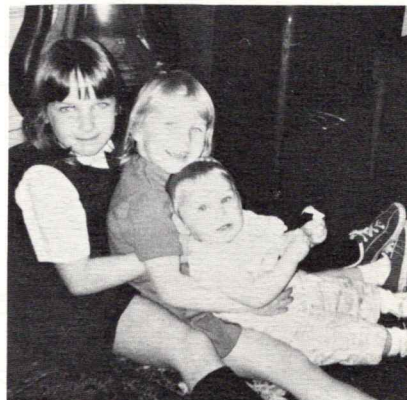
Herbert Higgins enjoying skiing on the slopes of the Alps of Avoriaz, France.



John H. (Jay) Gross has graduated from LeMoyne College.



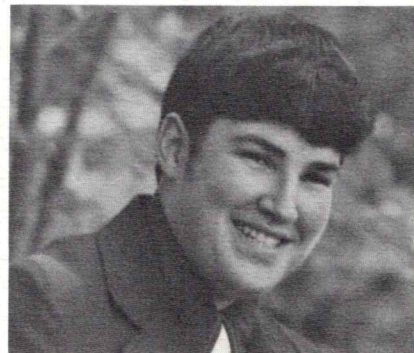
Joe and Florence Green on vacation on the Island of Cozumel, Mexico.



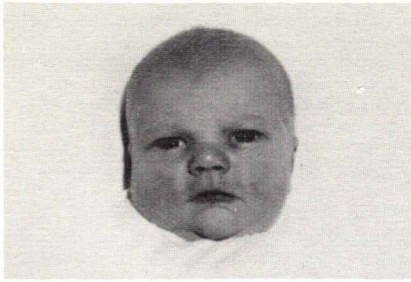
Three future "Miss Americas" are the daughters of Sally (Employees' Group Insurance Office) and Paul (Stores Bureau) Larner. They are Ann, 7, Ginny, 4, and "Cc," 10 months.

Joseph Gallant (Payroll Bureau, is at home recuperating from surgery. Joe will be out for several weeks, and we wish him a rapid recovery. We know he would love to hear from all his friends.

Phyllis and Kippy Hawkes' three children reach milestones this year. Robert received his Master's degree in mathematics from the University of Maine at Orono in January. Bob's wife, Patricia, earned a Master's degree in English at Orono while Bob was serving as an Army executive officer in Viet Nam. Both teach at Noble High. Debra Hawkes Perkins will receive a B.S. in nursing from the University of Maine at Portland-Gorham and begins as a staff nurse June 1 at Maine Medical Center. Debra's husband, Perley, teaches history at Windham High School and currently is working toward his Master's in education. He was one of two teachers at Windham who were honored recently by dedication of the school year book. Peter, the youngest of the Hawkes children, graduates from Windham High in



Peter Hawkes graduates from Windham High School in June.



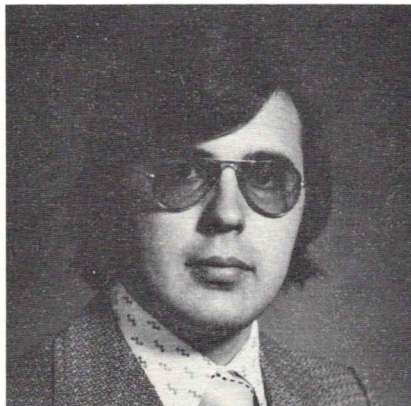
Tami-Jo Savage was born April 12, 1976.



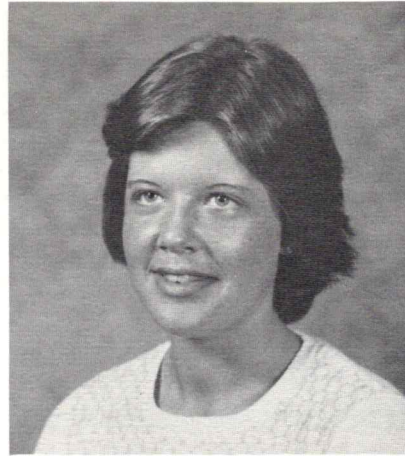
Susan and Milton Stevenson (Revenue) are the proud parents of a baby girl, Shelly Lee Stevenson, born January 30, 1976, weighing 8 pounds, 12 ounces.



Sheri Lynne is the daughter of Sharon (Canadian Pacific office) and Phil Fasulo.



Mark Thomas Bennett has graduated from the University of Maine.



Coleen Alice Jackson, a graduate of McAuley High School, is the daughter of Norman (Mail Room) and Roberta Jackson. Coleen plans to attend St. Joseph's College in the fall.



Becky Ann Jackson, daughter of Charles (draftsman) and Irene Jackson, is a graduate of Deering High School. She is employed with Jordan Marsh Company in South Portland.



This sure is a nice twosome to come home to. Sandy (Leon) Perkins (assistant bridge and building supervisor) is the lucky fellow. Marcia, Sandy's wife, and Heather Ann, born July 15, 1975.

June and will enter the University of Maine at Portland-Gorham this fall to major in accounting. To top it all off, Phyllis and Kippy celebrate their 30th anniversary May 19.

Edna and Greg Savage (Revenue Accounting) are the proud parents of a baby girl. Tami-Jo was born April 12 and weighed in at 7 pounds, 4 ounces and measured 19 inches long. Tami-Jo is the fourth Savage child. She has one brother and two sisters.

Paul E. MacDowell, son of Mr. and Mrs. Wendell D. MacDowell, (Overcharge Claims) will be graduated from Portland High School June 10, 1976. Paul plans to further his education at the University of Maine at Portland-Gorham.

The five children of Anne and Ben Braasch (manager-Freight Claims) sponsored a 30th wedding anniversary celebration for their parents and close friends on May 8. Cynde and Ben, Jr. are presently living in Massachusetts where he is involved in a special education program for emotionally disturbed children in Concord. He is attending Boston College for his doctorate. Cynde is employed as a dental assistant in Wakefield, Massachusetts and is expecting her first child in August. Barbara Anne and husband Richard Cloutier are presently residing in Hartford, Connecticut, where he is employed as manager for the You & You Levi Corporation and Barbara is district manager of Fields Hosiery Stores in that area. Barbara and her husband attended the University of Maine where he majored in business administration and she received a B.A. degree in elementary education. Brian is attending the University of Maine at Orono as a sophomore in the field of business administration. Brent will graduate from Deering High School this year and has been accepted at the University of Maine at Portland-Gorham in the fall. He plans to major in pre-med or biology. Beverly Jane is a junior at Deering High School where she is studying in the field of pharmacology. She was elected to the National Honor Society and the Women's Literary Union in her sophomore year, and she received the Yale Book Award at the honor commencement program on May 6.

James J. Landry (Revenue Department) was married to Linda T. Foster, daughter of retired vice-president and Mrs. Horace N. Foster on May 22 at the Cape Elizabeth Methodist Church. The reception was held at the Sheraton-Inn in South Portland. They traveled to Bermuda for a honeymoon and plan to reside in South Portland.

Mark Thomas Bennett, son of Ruth and Earle Bennett (Freight Claims Section) will graduate from University of Maine at Portland-Gorham with a B.S. degree in economics. He will enter Cleveland University School of Law in the fall.

Robert G. Whitmore, son of Helen and Herbie (Revenue), will graduate from Portland High School on June 10, 1976. Bob has no immediate plans for the future.

Arthur Gilbert, Auditor Disbursement's Office, is now recuperating at home after a stay at the hospital. He is



progressing every day. Nancy, his wife, (Machine Room), recently returned to work after surgery and she's looking fine. Welcome back, Nancy!

Ralph Libby, director-car utilization and wife Ardith, flew to New Orleans and had a most enjoyable and interesting experience, visiting all the historic landmarks. They had dinner at Antoine's, a famous restaurant and also the title of a well known novel by Frances Parkinson Keyes. A great many of the stores and restaurants were run-down and shabby on the outside, but inside they were charming and beautifully decorated. Ralph and Ardith particularly enjoyed the excitement and all the interesting people on Bourbon Street.

We welcome Kathy O'Brien to the Engineering Department as a clerk-stenographer. Kathy was formerly with the Auditor of Disbursements and Revenue Offices. She is the daughter of Mrs. Doris O'Brien of South Portland.

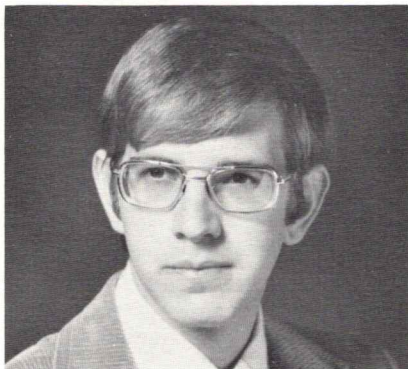
James O. Born, chief engineer, wife Vaun, and children Christine and Douglas are looking forward to a July cruise to the Caribbean Islands and then to Bermuda. Ten days on the bounding main and far away places! We're as green as the sea!

On April 21 all personnel in the Maine Central and Portland Terminal Companies, Bridge and Building Department, attended a safety and educational meeting in Waterville. In addition to safety instructions on power tools and the hand adz, they were given quality concrete instruction and shown a film by the Portland Cement Association on quality concrete.

Mary Morse (signal clerk) bought an eleven month old parrot for Tinkie, the beagle, for company. Tinkie couldn't care less; says it's better an empty house than a bad tenant!

Stephen Aylward, son of Richard (chief clerk, Engineering Department) and Nathalie, graduated from the University of Maine with a B.A. degree in May. He will go on active duty as a 2nd Lieutenant with the U. S. Army at Fort Sills, Oklahoma. He served four years with the R. O. T. C. while in college.

Ronald D. O'Blomis has been promoted to the position of assistant track supervisor, headquartered at Waterville. He is a graduate of the University of Maine, Orono. He came to work for Maine Central in 1974 as an engineering technician. He became a student supervisor in 1975.



Stephen Aylward has graduated from the University of Maine.



This bundle of fur is a St. Bernard given to Bill (draftsman) and Irene Hayward by their son Richard. His name is "Manfred" or "Fred." It won't be long before Bill will have to take him to a car wash for a bath.

Rigby Shops

Arthur Thompson is one of our oldest retired employees at the Rigby engine house, having been pensioned since 1955. Your reporter contacted Arthur recently and found him well and happy. He is still active with his garden work on his Freeport farm. He just passed his 80th birthday.

Bob Chapman, clerk at the general foreman's office, has returned to his job after a lengthy spell of sickness.

Car Department clerk Sam Napolitano took an early vacation this year. He just returned from the Orlando, Florida area where he and his family visited friends and relatives. Disneyland was included in the itinerary.

Dustin Greenlaw, janitor at the Engineers' Quarters, has been absent from

his job all winter due to a complication of ailments. He is feeling better, however.

Lloyd Johnson, one of our latest additions to the engine house roster, is working and holds the sand house job.

Retired foreman Joe DeRoche was on the sick list this spring, but is now on the road to recovery. We all send our best wishes to him.

Fred Lombard, foreman, who after retirement was employed part time with Cumberland Farms stores, is no longer working in that capacity.

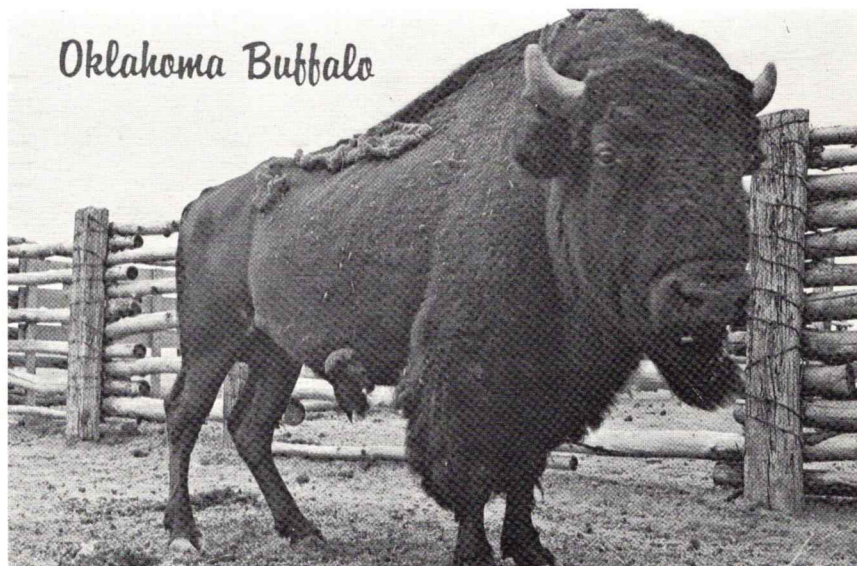
Carmen Red Wilson and Ray Harri-man are on the sick list. Send them a get well card at their home address.

Your reporter and Mrs. Wetmore spent the last two weeks in April in Indiana visiting grandchildren and great grandchildren.

We regret to report the death of Richard J. Eliason, 78, retired diesel supervisor, after a short illness. "Larry," as we called him when he worked out of Rigby engine house, was the first diesel engine maintainer of the streamliner unit No. 6000.

Rockland

The best item of all is that spare operator Gene Harjula, leaving mother and family to keep the home fires burning, traveled, with a companion from Dexter, on motorcycle around the country and as far west as Oklahoma, trying to corral some buffalo. Your reporter has read that in frontier days they used horses to hunt buffalo, but motorcycles?? Well, that takes the cake. Gene was good enough to let us know where he was and sent us a postcard of his likeness while in Oklahoma. He promised to bring back buffalo steaks, which Stan and I have yet to see, much like the fisherman who had one get away. Maybe the whole episode can be classified. "A Finn, with a Yankee philosophy, trying to work out a deal in Oklahoma territory?"



We have our doubts about this being spare operator Gene Harjula, and it would be especially interesting to see this one riding a motorcycle.

Spring is here, so they say, but one wonders at the clouds rising from the Ingraham Hill area as our retired carman Floyd "Monty" Montgomery splits firewood. The cloud of chips and blue smoke from the project, especially when his aim doesn't hit right, makes some dull days in that location.

Engineer Charlie McLain was displaced by Engineer Ed Elliot from No. 324/325. Charlie has taken a switcher in Waterville Yard. He and yardman J. E. White alternately use their cars in commuting to and from Waterville. One thing gained by this move is that Charlie does get his week ends off. Engineer Roger Marley took the fireman's job on No. 324/325.

Clerk Stan Prescott is sporting around in a 1969 Oldsmobile Cutlass Vista Cruiser station wagon. It's a real sharp looking wagon, green with wood veneer finish, and even came equipped with a trailer hitch, no less.

Waldoboro section foreman Warren Smith is back from vacationing in the Hawaiian Islands and sailing around the South Pacific. This trip left him in somewhat peculiar shape, considering the shape he is in. Trackman Pete Davis, who covered in his absence, is having quite a time trying to restore "Smitty" to his former stature.

Our old buddy and retired cashier Fred "Father" Snowman had a two-week bout in Pen-Bay Medical Center, but we are glad to report that he made out fine and is back driving his car again. We're somewhat mystified by the fact that following surgery, they had him in a room next to the maternity ward. The day he was in the Freight Office, after being discharged, he commented, when ready to leave for home, that he was "going home to feed the baby"?? Anyway, he wants to thank all who sent him get well cards and best wishes while he was in the hospital.

Waterville Shops

Painter and Mrs. David Alley are the parents of a daughter born April 28, weighing in at six pounds and twelve ounces.

Electrician and Mrs. Robert Ayer have resided in their new home for their first full winter. Bob and his wife constructed the home using the post and beam method with a cathedral ceiling, circular staircase, and an open balcony. The Ayer family used wood heaters of the latest vintage, which proved capable for their comfort. Much of the wood used was cut on their own property.

Electrician Roger Touchette has recently bought a home in Benton, which has shortened his travel time by two hours a day. His run from Canton to Waterville and return each day has been the source of some tall tales. His faithful little Subaru looks a little tired.

Boilermaker Bernard Waning is off sick at this writing, having a bout with arthritis.

Machinist and Mrs. Bob Crowell spent a recent week's vacation visiting friends in Milwaukee.

Mark King, five year old son of carman and Mrs. Eddie King, was recently involved in a bicycle-auto accident. He escaped with no broken bones but was



Pvt. Steven L. Miller, U.S.A., is the son of conductor and Mrs. Lee M. Miller of Waterville Yard. He has completed boot camp training. He will be stationed at Leonardwood, Missouri for further training on the operation of heavy equipment.



Eugene Ketchen, carman welder, working on the Paul Bunyan project at Waterville.



David P. Crovetti, mechanical engineer, is shown here at the Waterville Shops with one of the 8300 series boxcars he is helping to modify.

bruised and shaken up. Eddie feels grateful that his son escaped serious injury.

Erecting floor foreman Lew Ifill has a new, heavy-duty, four-wheel drive pickup truck sitting underneath his camper.

Clyde Brackett also is the owner of a new deluxe pickup truck.

Sympathy is extended to the family of retired blacksmith Gid Gagnon, Sr. who passed away on February 5.

Clerk Rick Hebert, laborer Paul Fletcher, crane operator Ken Philbrick, carman Arnold Giroux, and machinist John Laracey attended a Railroad Retirement Seminar at the Federal Building in Portland on May 13.

Blacksmith Ken Foster marched down the aisle Saturday, May 15. In recent months, Ken's literary output has declined. Shop men look forward to Ken's expressions as they appear in the local newspaper. He may enlist some help from his new bride and restore some regularity to his contributions to the local paper.

Stores Department fork lift operator Bill Markee is back to work after being out on sick leave more than six months. Bill underwent several operations, but now feels in top shape once again.

Storekeeper Merle E. Swett is finally all settled in his new mobile home located on the shore of Snow Pond in Oakland.

Clerk Dave DuLac has been busy building a camp on Great Pond. His buddy, clerk Horace Barstow, has been helping him on week ends.

Clerk Don Berard and his wife Angie are busy with their new hobby, raising African Violets and other house plants. They now have over 200 plants.

Retired storekeeper Joseph Cosgrove was in for a visit, sporting a full beard with the Burl Ives look. Joe has been busy with town affairs and is on the Vassalboro Bicentennial Committee.

Clerk-stenographer Lucette Huard, along with former freight office clerk Denise Belanger and their families, spent the week of April 18 in Washington, D. C. They visited many historical sites while in Washington and were blessed with a \$10 parking violation ticket.

Ralph Barton, Stores Department, is looking forward to his retirement at the end of June. Ralph has been with Maine Central since 1935. His wife Shirley, clerk in the Motive Power Department, is now on sick leave recovering from an operation. She also plans to retire from her job. They are planning trips to the coast of Maine this summer and plan to spend the winter in Florida. Ralph also expects to play more golf now that he will have more spare time.

Yard foreman George Knight has been busy doing housework and cooking while his wife is recovering from back surgery. He said he never realized that a woman had so much work to do in a house and commented that his hands weren't made to do that type of work.

Waterville Yard

Harvey McCaslin, car inspector, 1st Trick, Waterville Yard, is flying to Ohio to spend a couple of weeks' vacation at



the home of his son, Edward McCaslin, D. V. M. Harvey also plans to meet his daughter who is coming there from Florida.

Robert Vashon, car inspector, Waterville Yard, bought seven acres of land on the Abbott Road in Winslow, and, as yet, has not been able to get his mail. The first to get acclimated to the new location was his cat "Tigger," who has already gone into the woods to hunt for rabbits. Tigger found her match and soon found that rabbits can scratch too.

Ken Snow, yard checker, 1st trick, is busy these days getting his Little League team organized and, at the same time, remodeling his home.

David P. Crovetti, mechanical engineer, is quite busy at Waterville Shops. Dave is on two upgrading projects. One is on 57 cars of the 8300 series, to be built for service at Scott Paper between their new plant at Hinckley and the Winslow plant. These cars will have new safety tread plate floors and some will have new walls. Dave is also busy on Paul Bunyan cars, which will have new center fillers or diamond plate covers in order to haul eight-foot logs of pulpwood. These cars will coincide with International Paper Company's new expansion program.

Eugene Kitchen, car welder, was laid off for a short while, but now is plenty busy on the new special project going on at the riptrack. He has been one of a few to work on the Paul Bunyan pulpwood cars, welding diamond plates.

Our condolences to Charles Hodgdon, conductor, Switcher No. 2, whose wife Florence passed away recently and also to Bob Esty, clerk, whose mother Mrs. Katherine Poulin also passed away.

We hear that Henry Douin is out of the hospital and now recuperating at home. We all wish you a quick recovery, Henry.

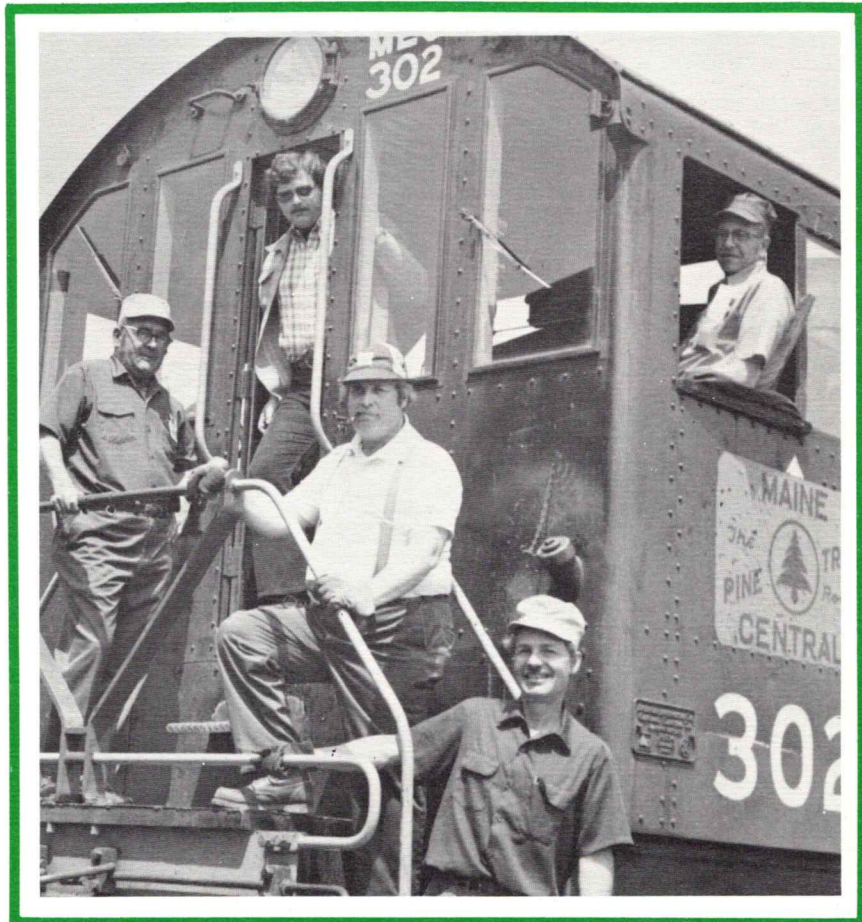
Conductor Joe Vigue of Switcher No. 7 says he has a star crew and that it would be fitting to take a picture of his crew in color.

L. K. Powers, brakeman, Switcher No. 4, has just returned from his yearly trip to Florida. He has been checking on his orange groves, and he claims he had a good crop. While in Florida, he visited Sea World and saw Air Force One taking off. Upon returning from Florida, he was greeted by his daughter Faith who presented him with a new granddaughter, Jenny Rebecca. Lloyd brought back his son Allen, who is a former bill rack clerk in Waterville Yard. Allen is building a home right next to his father's.

Conductor Tom Barnett bought himself a new $\frac{3}{4}$ ton super cab truck with all kinds of power, equipped with camper shell, and he plans on taking a trip to the Midwest. He claims he has 25 lights around his camper. Incidentally, when Tom went to City Hall to pay his excise tax, he was greeted outside by Lee Miller with a four foot towel.



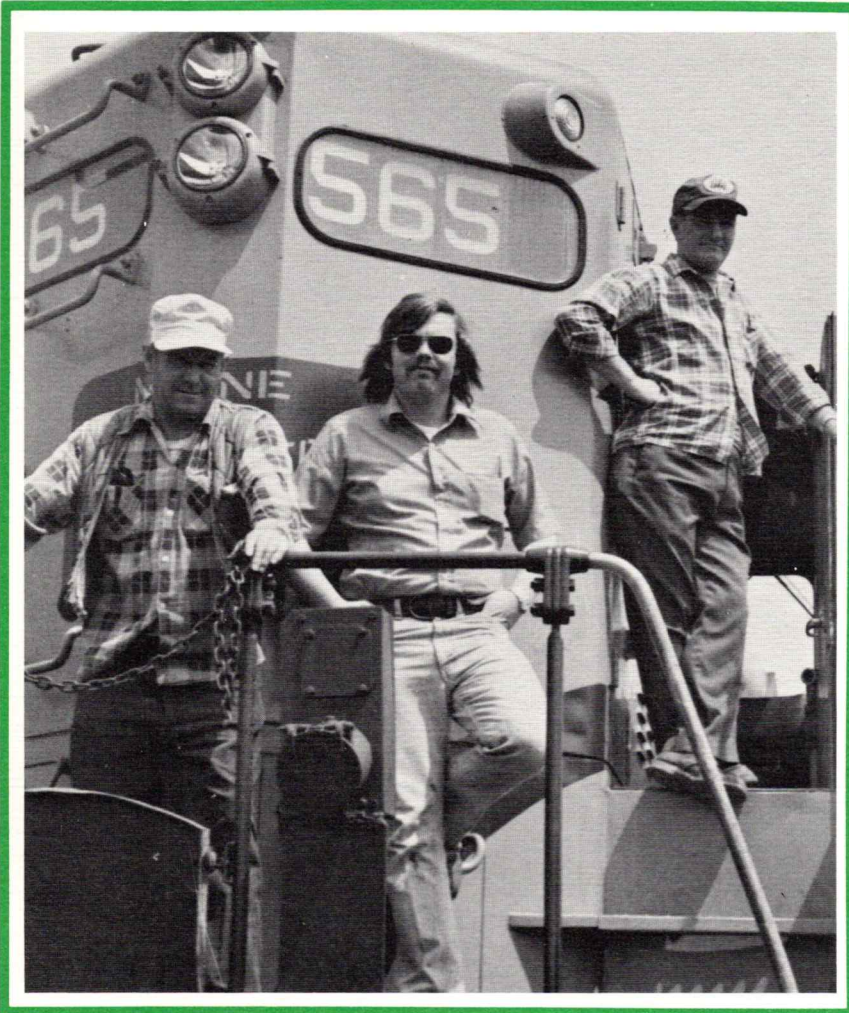
Crew of Switcher No. 3 out of Waterville. Left to right, conductor, Romeo Roy; brakeman, Lucien Lefevre; engineer, Charles Richardson; and brakeman, Joe White.



The crew of Switcher No. 7 out of Waterville. At door, Kerry Clark, fireman; at window, Charles Maclain, engineman; top to bottom of ladder, conductor, Joe Vigue; head brakeman, Ed Palmer; and flagman, Mark Michaud.



Car inspector, Harvey McCaslin, checking cars at Waterville Yard.



Part of the crew of WG-2, Waterville to Gardiner. Left to right, engineman, Mackie Miles; trainman, Charles Higgins; and conductor, Frank Bennett. Flagman, Joe Gallant, was camera shy.



The annual Bowling Tournament was held at Waterville this year, ending the season for the bowlers. Bangor had the best turnout with five teams; Portland had four and Waterville, two. Moppy's Gang came in third this year; Rigby Men's Team One came in second with Shea, King, Jewett, and Redstone. Welcome back, Gerry! The tournament was won by Warren's Rangers with Lenny Forest, who had a high five of 569, and Warren Smith, Dave Gardner, Mr. Golf, Bob Chapman, and Evert Spires with total fall of 2570. Second had 2479 and third, 2389. High single for the day went to Waterville with two men, D. DeRoche and R. McCommic, both having a 132. Nice rolling, men!

The Portland Men's League wound up with a steak supper at Scarborough. Bob Chapman's team took first half and Lenny Forest's team the second half, with Lenny getting high average of 112 plus. Not too bad for a young feller. His son, Gary Forest, had high single. Keep it up, Gary! You'll beat the old man yet. Bob Chapman had high three.

The Couples' League wound up with a banquet at Sunset Park with the Guilmettes doing the honors. Very nicely done, Gene and Mary. Not only good eating, but they did O.K. at bowling also. Skip (Leroy, the General) and Edna Mathews, Mary and the Little Man, Gene Guilmette, took first place, chased closely by Eddie and Gloria (Teach) Gallant and Mike (Pretty Boy) and Linda Hanscom. Mike and Linda are newcomers to the League. Welcome aboard! We were all sorry to miss Tom and Rita Caulfield at the banquet. Rita is recovering from surgery and Tom is having a health problem. Hope to see you on the links, Tom, and speedy recovery to you both.

The Annual Spring Golf Tournament with the Bangor and Aroostook will be held at Bangor at the Municipal Course, June 5, with Bob Clukey operating as efficiently as ever.

The Willowdale League will start May 19 with Big Bill Trefethen, the Trophy King, and Al Gandy Bowen at the reins. Have a good season, men!

Afterthought

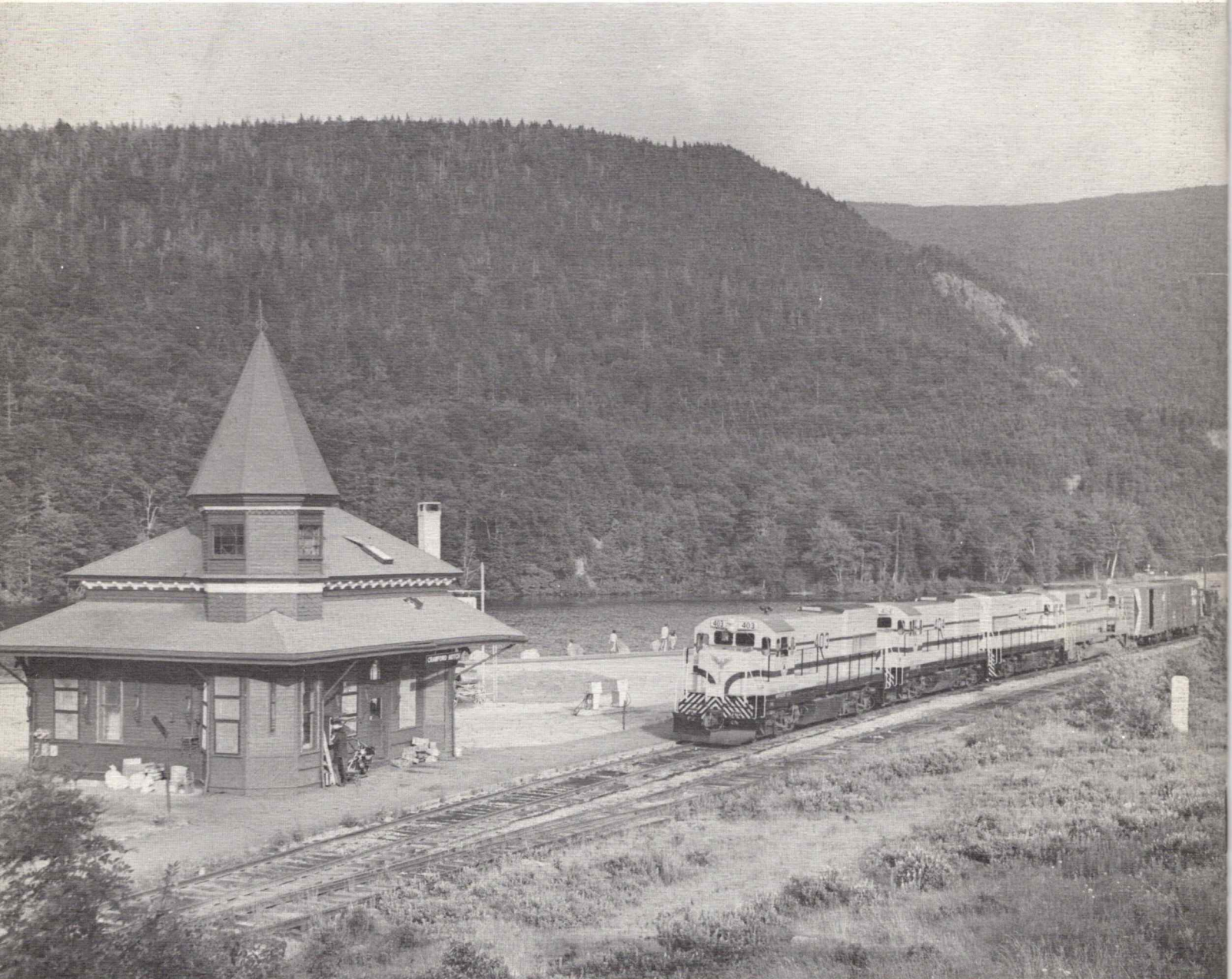
With the fishing season getting under way, Ernie McBain has a good tip and a money saver. He says, instead of using costly live bait, go to your super market and buy frozen smelts. He says the togue like smelts better than live bait. He says he is filling his freezer up with his catches, but big Bill White doesn't believe him. Bill isn't using smelts, but Sebago or its surrounding inlets are not taking to his live bait.



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Maine Central's new Independence Class Locomotives taking on the Mountain Subdivision on July 15, 1975. Train RY-2 has arrived at the old Crawford Notch Station in New Hampshire's beautiful White Mountains. Photo by Ron Johnson.