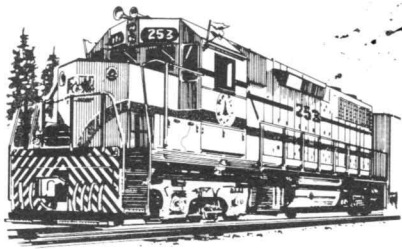


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WINTER 1977

MAINE CENTRAL

MESSENGER



MESSINGER

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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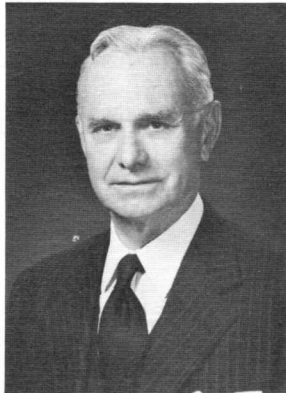
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- General Offices
- General Offices
- General Offices
- General Offices

CONTENTS

- From the Desk of E. Spencer Miller 2
- A Visit to Rigby Yard 5
- A New Computer Role 7
- New Boxcars for Paper 8
- News Briefs 9
- Grapevine 11

COVER PHOTO

Raymond Thompson, hostler at Rigby Enginehouse, explains the workings of a Maine Central locomotive to Scarborough fourth graders Robbie Cyphers, left, and Wanda Tombly during a visit to Rigby Yard in December. Robbie is the son of Robert Cyphers, chairman of the Brotherhood of Locomotive Engineers. Photo by John Patriquin.



The Regulatory Process Three Case Histories

Many decades ago Harvard Law School entered upon a new departure, putting Blackstone's Commentaries on the shelf and revolutionizing the study of law with introduction of the case study method. Reports of leading cases actually decided were read and the student was instructed empirically. Other law schools and indeed Harvard Business School have followed the method.

A great deal of discussion and diverse opinion in federal and local government circles surround the problem of the losing railroad branch line and its part in endangering railroad solvency. We recite three case histories, factually, without adjectives, comment, criticism or moralization. We believe that those who earn wages from Maine Central, those who have invested money in it, those who use and need its freight service and the public which desires railroads free from the problems of bankruptcy, are entitled to know from the Messenger something about regulatory treatment and its effect in the real world of railroading.

Case History No. 1 — Eastport Branch

November 3, 1969 — Maine Central filed a petition with the Interstate Commerce Commission to abandon its 17-mile Eastport Branch.

June 8 and 9, 1970 — Hearing was held in Calais, Maine, before an Administrative Law Judge of the I.C.C. to hear the evidence pertinent to the question of whether the line should be abandoned. The evidence showed that the line was losing about \$100,000 annually and that traffic had declined from 503 cars in 1967 to 299 in 1969.

Eastport businessmen and local and state officials testified in opposition. A significant new traffic source was promised from a fish protein plant then under construction. Governor Kenneth Curtis opposed the abandonment.

August 21, 1970 — The I.C.C. hearing officer ruled in favor of Maine Central on the evidence and entered an order authorizing abandonment. His ruling was appealed to the I.C.C. Review Board by counsel representing the State.

January 22, 1971 — The I.C.C. Review Board overturned the examiner's decision and ruled that the branch should not be abandoned. The Review Board also stated its finding, "We are convinced that the branch line, with the revenues to be received . . . will not incur significant losses in the future." The Review Board's reversal was predicated on its finding that 670 cars per year would move over the branch as a result of new traffic.

Twelve months, 1970 — Two hundred forty cars moved over the Eastport Branch.

Twelve months, 1971 — Two hundred twenty-five cars moved over the line.

Twelve months, 1972 — One hundred ninety-seven cars moved over the branch.

Twelve months, 1973 — Three hundred twenty-four cars moved over the line including 46 cars of pulpwood not necessarily tributary.

In the nearly five-year period following the I.C.C. hearing on the Eastport abandonment, the line averaged 250 cars per year as predicated by Maine Central in contrast to the bureaucratic prediction of 670.

September, 1974 — Maine Central Railroad again petitioned the I.C.C. for abandonment of the Eastport Branch, stating that "losses in 1973 alone were \$137,000. The net salvage value of the track today could mean \$290,000 to strengthen Maine Central's cash position."

At the date of this writing no hearing has been scheduled, nor has there been any significant further development other than continued deterioration of the line. Traffic remains at about 250 cars a year and six figure losses continue.

Case History No. 2 — Beecher Falls Branch

Early 1973 — St. Regis Paper Company notified Maine Central that its pulpwood loading operation in Beecher Falls, Vermont, would be terminated by the end of June, 1973.

June 27, 1973 — Maine Central's Board of Directors voted to seek I.C.C. approval to abandon the 58-mile Beecher Falls Branch, based on proof that with the loss of the St. Regis traffic the branch would operate at a substantial deficit.

July 3, 1973 — Maine Central published an embargo notice due to "damage to track structure from high water" caused by an Act of God, namely, unprecedented floods in northern New Hampshire and Vermont.

July 19, 1973 — Maine Central filed the petition authorized on June 27 to abandon the 58-mile branch line. Without the St. Regis traffic, the railroad estimated annual losses at over \$150,000. Net salvage value of the Maine Central owned segments of the line was \$575,000 at the time.

July 1973 through March 1974 — During this period of 8 months the I.C.C. took no legal action and made no objections to Maine Central.

March 20, 1974 — The Commission suddenly brought a civil action in the U. S. District Court in Vermont, seeking to restrain Maine Central from alleged "illegal abandonment" of the Beecher Falls Branch. A short time later the states of Vermont and New Hampshire and Ethan Allen, Inc., joined the suit as interveners, with the latter subsequently seeking damages of \$267,000, which case is still pending.

May 21, 22, June 7, 1974 — The Commission's case was tried in the U. S. District Court in Burlington, Vermont. The Railroad contended that a valid abandonment petition had long been pending before the I.C.C. and that action on it should take precedence over proceedings in court. The Railroad also pointed out that its action of July 3, 1973, was in fact an embargo as a result of flood damage and not a final "abandonment."

July 18, 1974 — One year, almost to the day, after Maine Central filed its petition to abandon, the Court ruled as follows: "An injunction should issue and we hereby order the Railroad to immediately proceed to restore rail service to the Beecher Falls Branch so that service may as reasonably as possible approximate the service provided just prior to June 29, 1973." Ethan Allen offered, and the Court ordered it, to pay up to \$52,000 toward repair of the flood damage on the branch.

The decision of the Court, upheld on appeal, contains the following statement: "The Court is cognizant, however, of the irrationality of any expenditure of funds for a rail line whose termination may be imminent and the Court does not look with favor upon the delay of the Commission of almost one year for whatever reason in processing an application for abandonment which normally takes approximately six months."

November 19, 1974 — In compliance with the law the flood damage was repaired by Maine Central at a cost of \$52,000 to Ethan Allen, which figure it contested unsuccessfully in Court and rail service has continued to date.

January 15 - 16, 1975 — The Interstate Commerce Commission held hearings on the Beecher Falls Branch abandonment petition in Colebrook, New Hampshire.

September 12, 1975 — The Administrative Law Judge of the I.C.C. issued an Order permitting abandonment, finding operation a burden on interstate commerce. Exceptions were filed by the States of New Hampshire and Vermont and Ethan Allen, Inc.

June 16, 1976 — The I.C.C. affirmed the decision of the Administrative Law Judge.

July 16, 1976 — The State of New Hampshire formally notified Maine Central and the I.C.C. that the State was considering purchase of the 23-mile segment from North Stratford, New Hampshire to Beecher Falls, Vermont. Discussion of such a purchase between New Hampshire and Maine Central had gone on for several months, and on an informal basis for nearly two years.

July 28, 1976 — Maine Central's Board of Directors authorized sale of the segment from North Stratford to Beecher Falls to New Hampshire for \$310,000.

August 5, 1976 — The final decision of the I.C.C. was printed in The Federal Register.

August 11, 1976 — New Hampshire notified Maine Central and the I.C.C. that the State intended to purchase the line for \$310,000.

November 5, 1976 — The State of New Hampshire signed an agreement with Maine Central to purchase the line with plans to provide service with a shortline operator with whom Maine Central has conferred and offered to assist. On this same date the State of New Hampshire wrote the I.C.C. stating: "In order to expedite the completion of this transaction the State and Maine Central Railroad request that a certificate of abandonment be issued as soon as possible."

January 3, 1977 — To the date of this writing, the I.C.C. had not issued the certificate of abandonment which is necessary in order to proceed with the sale to the State.

Case History No. 3 — Farmington Branch

August 11, 1975 — Maine Central filed a petition to abandon the 16-mile Farmington Branch. The application stated that annual losses on the branch were about \$60,000 and that net salvage value of the line was \$459,000. Traffic on the branch was 469 cars in 1975.

January - May 1976 — At the request of local interests opposing abandonment the Department of City and Regional Planning of Harvard University conducted an exhaustive study of the impact of loss of rail service.



May 1976 — The Harvard study stated in part: "The study team has determined after careful analysis that the social, economic, and environmental impacts of abandonment on the communities will be minimal and will have negligible adverse effect on the present or future development of the region . . . After careful analysis of the Farmington Branch line's financial status in light of the relevant I.C.C. criteria, the study team concludes that abandonment will be permitted. . . . The Town should not contest the abandonment since rail service has not proven to be a public necessity for the economic or social well-being of the region." Farmington and others continue to contest the abandonment.

November 8, 1976 — The I.C.C. issued a statement that the proposed abandonment would not have any substantial environmental impact.

At the date of this writing, no hearing has been scheduled for the proposed abandonment of the Farmington Branch.

Since 1970 Maine Central Railroad has sustained losses of an estimated \$800,000 on the operation of these three branch lines exclusive of periods in which abandonment proceedings were not pending. The drain from the Eastport Branch alone has been over a half-million dollars. Salvage values at the time of the initiation of abandonment proceedings amounted to over \$1.3 million, which sum should have been added to the Railroad's current assets which have reached an all-time low at a point when a refunding of \$12 million of maturing debt is imperative.

Again and again in each of these three case histories we were aggravated by allegations and implications that there was no avoidable loss or at least none of significance. Apropos thereof we hand the pen to Eric Parkman Smith to end on a note of levity and to illustrate that also in this area "The more things change, the more they remain the same."



President

Mr. Graustein's Milk

The proper assignment of railroad costs to the commodities handled has always been a difficult thing for the average citizen to grasp. In thinking about this matter, my mind turns back some forty years to the days when I sat in the classroom of Professor William J. Cunningham of Harvard, a much loved professor with long practical railroad experience.

Professor Cunningham used to tell the story of his friend in New Hampshire, Mr. Graustein, a gentleman farmer and member of a family noted for brilliant scientific achievement, who appeared at a hearing to protest a proposed increase in charges by the Boston and Maine Railroad for the movement of his milk to a

Boston distributor. Said Mr. Graustein, "There is no reason for this increase — the Boston and Maine incurs no expense in moving my milk to Boston."

Invited to take the stand, Mr. Graustein said, "You see, it is like this. I hitch up my horse to the wagon, load the cans of milk and drive down to the station. I get there at a quiet moment of the day. The agent, who is on duty, and not doing anything, helps me unload the milk onto the platform. No cost there. Pretty soon the train comes along. It is a regularly scheduled train which is running anyhow.

"It always carries a baggage car with a baggageman in charge. He doesn't get any more money because of my cans of milk being on the train, and there is plenty of room in the baggage car. Well, the train stops; the baggageman opens the door and the agent and I help him load the cans of milk into the car. The train runs along to Boston, just as it always does. All of this doesn't cost any more because my milk is on the train than it would if it wasn't.

"After a while it pulls into the North Station and the baggagemaster, with his hand truck, comes out to get the trunks and other baggage and my milk off the train, and takes them all to the platform. He comes out every day — he is there anyhow, regardless of whether I have any milk on the train or not.

"Pretty soon my consignee comes along, and with the help of the baggagemaster, who is still on duty, loads the milk onto his wagon and takes it away. So you see, nothing has cost the Boston and Maine a penny that they wouldn't have spent anyhow.

"Of course, on the other hand, I really have probably helped the B&M some too. My milk is packed in ice with a little salt in it. As the train goes along to Boston, the ice melts and the brine runs out on the floor of the baggage car. After a while it goes down through the weep holes in the floor and drips along the track where it kills some of the weeds the B&M would have to pay a man to pull up if my salt didn't kill them.

"So you see, there isn't any reason why the charges I pay should be increased, and actually I ought to get some credit for the weeds."

No doubt Mr. Graustein has long gone to his reward, as has my dear friend Professor Cunningham, who chuckled over this story as he told it first in class, and then again years later as he repeated it to me at his retirement home in the hills of New Hampshire.

If there is a railroad problem today, I fear that an appreciable part of it lies in the fact that too many of today's railroad patrons are, at least philosophically, relatives of Mr. Graustein.



a visit to rigby yard

by Lorraine Allen
Portland Evening Express
Correspondent

The big moment for the fourth grade students studying railroads and American history came when they boarded Maine Central's big, yellow locomotive No. 263. On board, the students from the Bessey School in Scarborough met hostler Raymond Thompson, who cares for the big engines at the Portland Terminal Rigby Yard.

The locomotive has a 2,000 horsepower engine and consumes 2,600 gallons of fuel every six days. That's enough fuel to heat an average house for two years. It can move over the rails at 80 miles per hour, but more often travels at about 45 miles per hour.

Thompson moved the locomotive out of the engine house onto a turntable for our short ride in the yard. The engine passed the fuel and service area, a car shop, and trains from Bangor and St. Johnsbury, Vermont. On the return trip, Robert Messer, a roundhouse foreman, explained that the sand stored in the yard is cooked to make it perfectly dry and then placed inside an opening in the front of the engine to be used in the fall and winter on slippery tracks.

During the tour of the engine house, the children were told that a blue flag or a blue lantern hanging on the front of a locomotive means it is being worked on and should not be moved or hooked onto by another locomotive.

What trains can say? The locomotive whistle isn't blown just for the fun of it, no indeed. Every toot has a meaning and helps to keep the wheels rolling. A short toot means apply brakes and stop; a short and long toot means approaching highway crossing at grade; a single, long toot means approaching stations, junctions, and railroad crossings; and a number of short toots is an alarm for persons or livestock on the track.

After the ride and back at school, the children were quizzed on what they had learned. For the past couple of weeks, the fourth grades have been studying how the railroads helped build the nation. They are also learning about careers.





Photos by John Patriquin of the Portland Evening Express.

Students from Bessey School are intent as they learn about railroading from inside the cab of a Maine Central locomotive.



Fourth grade students from the Bessey School in Scarborough peer through a window in Maine Central's engine 263 on a visit to Rigby Yard.

a new computer role

Maine Central's computer operations, now so much a part of everyday railroading, have advanced one more important step to on-line waybilling. The Maine Central data processing facility which has progressed from basic operations in 1955 to the present comprehensive and expanding program is under the direction of the Management Services Department. The computer has made possible more efficient rail service for Maine Central's hundreds of shippers and the new on-line waybilling has progressed that efficiency to another plateau.

Six agency stations, chosen because they handle the highest volume of traffic, now have equipment connecting the station to Maine Central's Portland-based computer. The stations are Rumford, Riley's (Jay), Waterville, Old Town, Bangor, and Bucksport. The hardware at each station includes: a cathode ray tube providing a visual record of all transactions, a keyboard, a printer, and a communication modem allowing two-way communication with the central computer using telephone lines.

The greatest advantage of on-line waybilling is found in handling waybills representing repetitive traffic patterns. Over 3,000 patterns are stored in the computer, available for call-up and completion by pressing a few buttons. A repetitive waybill is one which is frequently used and for which the origin station, commodity, shipper, consignee, route, and destination are the same.

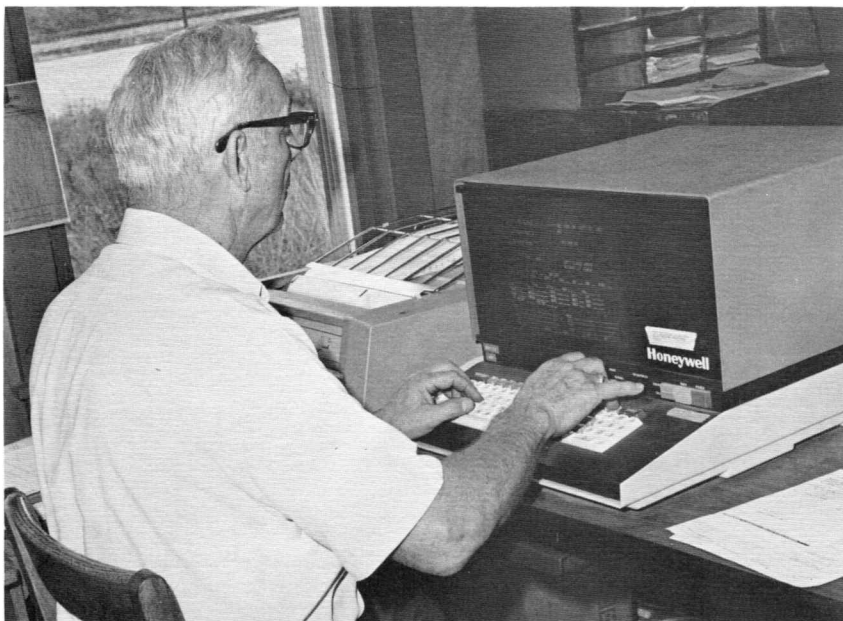
The six stations with computer capability are now handling about 4,000 forwarded waybills monthly. This number will increase somewhat when the effect of the recent recession is over and business returns to 1974 levels. Business will increase substantially in 1977 at Bucksport and Riley's where the mills of St. Regis Paper Company and International Paper Company are expanding.

The system works as follows. The operator feeds an index number for one of the repetitive waybills to the

central computer and gets back a "fill-in-the-blank" form which appears on the screen. The repetitive information is included in the form and the operator completes the waybill by typing in the variable data: tonnage, car number, etc. The completed form is then transmitted to the computer which files the information and feeds it back to the station where, automatically, the printer types out the completed waybill. This entire process takes only about ten seconds. The operator can proceed with preparation of the next waybill while the printer is at work.

Even with all this computer handling, the operator still has all the flexibility he had when the process was manual. For example, he can recall a waybill to make a change or correction. One advantage of the new system is the elimination of errors in the use of the repetitive waybill. The system can also still be used for manual billing for traffic that does not conform to any of the waybills in the repetitive file. The operator, who previously prepared a recap of the day's business by retyping the same information another time on a daily report, will be able to recall his daily report from the computer which has stored the data for the day. The data retained by the computer will be used to satisfy the requirements of the new Train II system. Train II (Tele-Rail Automated Information Network) is the second phase of a nationwide information system designed to aid in improvement of freight car utilization.

According to Ralph Gordon, director of management services, the new system is working well. He said, "As with all new operations, there were some bugs that had to be worked out, but the system is now running smoothly." He added, "This move was a logical extension of our present technology. Now that two-way communication between the stations and the computer is established the way is cleared for development of more new and valuable functions."



Maine Central's agent at Bucksport, Louis R. Bligh, using the railroad's new on-line waybilling system. The expansion of St. Regis Paper Company at Bucksport will result in substantially more business for the Bucksport Agency, which will be handled more efficiently as a result of the installation of the new system at several stations including Bucksport.



new boxcars for paper

E. Spencer Miller, Maine Central Railroad Company president, right, and Stewart P. Park, chief mechanical officer, test the 10-foot sliding doors on the first of Maine Central's 500 new boxcars to arrive in Portland. The boxcars, built in Portland, Oregon for the Portland, Maine based railroad, are designed especially for the Maine pulp and paper industry.

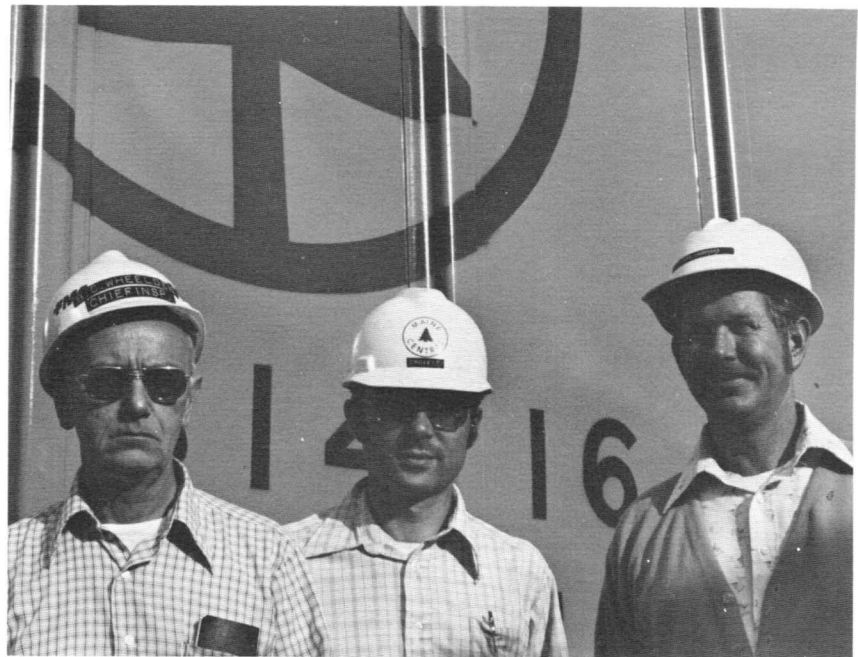
Five hundred new boxcars were acquired by Maine Central in November and December to meet demands of the expansions of paper mills in Maine. Maine Central, with headquarters in Portland, Maine, took delivery of its largest single freight car acquisition since 1937 in Portland, Oregon, where the cars were built by the Marine and Rail Equipment Division of FMC Corporation.

This acquisition is the second from FMC. In 1974 Maine Central received 250 cars built by FMC in Portland, Oregon. The cars are designed for Maine's pulp and paper industry and were acquired to supply cars for increased paper traffic resulting from expansions of the St. Regis Paper Company mill at Bucksport and the International Paper Company mill at Jay.

The 75-ton capacity, 50-foot, 6-inch cars feature ten-foot sliding doors and cushioned underframes. As a result of a suggestion from a shipper, these 500 cars are the first Maine Central cars to be painted white on the inside. The shipping department of Boise Cascade in Rumford noted that visibility inside the cars would be better if they had a white interior.

Byron C. Wheelden, general car foreman in Bangor, who was in Portland, Oregon inspecting the cars, said, "It is an outstanding car. We

look for design features that minimize maintenance. This car has several design improvements that make it the Cadillac of box cars."



Maine Central inspectors checked each of 500 new boxcars as they rolled off the assembly line at FMC Corporation in Portland, Oregon. Left to right: chief inspector, Byron Wheelden, general car foreman in Bangor; David Crovetti, mechanical engineer; and FMC's railcar superintendent, Chuck Anderson.

news briefs

Observant Employees

Five employees have been singled out by Maine Central officials for their attention to duty. Donald Holt of the Bangor Engine House was off duty and traveling over a crossing in Brewer when he noted and reported what appeared to be a broken rail. Assistant Superintendent Royce Wheeler said later that Holt's prompt action probably prevented a derailment. Albert Crosby and David McCaslin, car inspectors at Waterville, observed the wheels of a flat car in contact with the floor supports of the car. Stewart Park, chief mechanical officer, said that Crosby's and McCaslin's alertness undoubtedly saved a serious derailment. While performing switching at a paper mill, conductor Earl Bartlett, Jr. and yardman Robert Hodgkins, Jr. noticed a very strong odor of chlorine gas coming from the mill. They quickly notified the rest of the train crew and employees of the mill, and as a result, there were no serious injuries. General Superintendent Ansel Tupper said that personal injuries to members of the crew and employees of the mill were avoided by the prompt and intelligent response to the situation by Bartlett and Hodgkins.

Engine 1061

In the last issue of the Messenger a photograph showed PT locomotive 1061 after a complete overhaul by Portland Terminal forces. The caption failed to note that the man responsible for the new paint job was James Hawkes, carman at Rigby Car Shop. This was the first locomotive paint job for Hawkes.

Correction

The Fall, 1976 issue of the Messenger contained a photograph of the new Somerset Pulp Mill of Scott Paper Company. We identified the location of the new facility as Hinckley. A telephone call from Representative Everett Dam of Skowhegan a few days after publication let us know that the pulp mill itself is in

Skowhegan. An executive of Scott was recently quoted as saying, "The mill is partly in Skowhegan, partly in Fairfield, and there is no such town as Hinckley; so we compromised by calling the mill after Somerset County, about which there can be no argument." In the future we will refer to the mill as the Scott Paper Company Somerset Pulp Mill in the Skowhegan area.

Clifford A. Somerville

Clifford A. Somerville, editor of the Maine Central Magazine in the mid-1940's, died September 12, 1976 in an Exeter, N. H. nursing home. Mr. Somerville was a member of the staff of the Guy Gannett papers in Portland for 15 years. He was the first chairman of the Maine Unemployment Compensation Commission. Mr. Somerville served as public relations director for the Maine Central and Boston and Maine and was editor of the employee publication of both railroads. At the time of his illness, he was assistant to the editor of the Melrose Free Press.



On October 29, 1976 in Portland, Oregon, Arnold J. Travis, vice president — operations, accepted the first of 500 new boxcars from William R. Galbraith, vice president, sales, FMC Corporation.



President E. Spencer Miller, left, receives his special gold-colored hard hat from Edward Galvin, safety supervisor.



Signal Department forces were among about 300 Engineering Department employees to receive hard hats in December. Above, left to right, are: James Born, chief engineer; Raymond Sawyer, foreman; Stephen King, signalman; and Philip Lentz, superintendent, signals and communication.

Calais to Bangor train moving through East Machias in October 1974. The train was powered by RS-3 number 557 and RS-2 number 554 in their last full year of Maine Central operation. Photo by Ron Johnson.



The Grapevine

General Offices



Nathaniel Moore is the son of Phil and Susanna Moore.

Comptroller John Michaels and his wife Margaret flew to Richmond, Virginia to spend Thanksgiving week with their sons, John and Paul. John, after completing his service in the Navy, earned a degree in psychology at Virginia Commonwealth University. Mrs. Michaels enjoyed her first flight so much she is ready to fly again — perhaps to visit another son in Texas.

Treasurer Stan Watson and his wife Toni flew to Honolulu and Maui in the Hawaiian Islands for an October vacation. They preferred the less populated Maui, and while there they saw the sun rise over the Pacific from a mountaintop.

Scott Scully, general counsel, was among a group which included other Maine Central people who went to England in September with the Presumpscot River Bottom Boys, a local group of musicians who were booked for several concerts over there and were extremely well-received. The sightseeing was reported to be "wonderful."

Attorney Phil Moore and his wife Susanna took their children Jane (3½) and Nathaniel (1½) to Baltimore for a Christmas visit with their grandparents, Congressman and Mrs. Clarence Long.

Kendall Holmes, son of assistant to comptroller Marty Holmes and his wife Helen, is working in the Washington office of Senator Hathaway from January to June, earning credits toward his degree from the University of Maine,

Orono. "Ken" is a junior and is majoring in journalism and economics.

Bookkeeper Henry Sawyer and his wife enjoyed a December vacation, flying to California to visit his brother. Henry is fully recovered from last summer's long illness and operation.

Shirley Wilson, stenographer in the Treasurer's Office, and her husband Bill visited in Moncton, New Brunswick for a fall vacation.

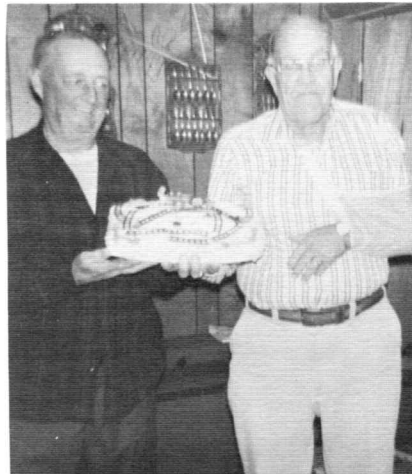
Anne Gross, clerk in the Assistant to Comptroller's Office, and her son Jay spent the Christmas week end in Montpelier, Vermont with Anne's sister and family.

Dick and Nathalie Aylward have taken up square dancing. Their lessons started in September. They attended other classes as well as their once-a-week class and will graduate sometime in the spring from basic instruction. Stephen Aylward has finished training in Field Artillery in Oklahoma and has been transferred to Fort Jackson, Columbia, South Carolina as a 2nd Lieutenant in the Command Doctrine Unit for an indefinite period. Stephen is the son of Dick and Nathalie.

Sympathy is extended Wendell O. Quimby, circuit designer, on the recent death of his father, Harold O. Quimby.

J. Emmons Lancaster, assistant engineer of structures, and Dwight Smith of North Conway Scenic Railway spent their one-week, annual, train-chasing expedition this year in Georgia, Florida, Alabama, and the Carolinas. They slept and cooked in Lanc's pick-up truck and were ready for the road first thing every morning. And they didn't have to worry about getting motel rooms! They covered about 5,000 miles, investigating yards and taking pictures of trains.

Walter Furbish, leading signal repairman, and Edward Barter, signal maintainer, were honored at a retirement dinner



Walter Furbish, right, and Edward Barter were both honored at a recent retirement dinner.



Tracy Marie Libby is the daughter of Judy Libby.

ner at the home of Mr. and Mrs. Eddie Stowell by several of the Signal Department men and their wives: Phil Lawrence, Maurice Cole, Walter McClure, Warren Barter, and Jake Caldwell. They had a great evening, but most of them could eat twice as fast as Walter could! Walter fell in the back yard just before this party and broke his arm.

Tracy Marie Libby, six months old, is the daughter of Dick and Judy Libby, CPR office. Judy returned to work in October after a maternity leave. Welcome back, Judy!

Sharon and Phil Fasulo and their two-year-old daughter Sheri are awaiting a new arrival in January. Sharon and Phil recently moved into their new home in Windham. After eight years with CPR, Sharon decided to stay at home with her family. Good luck, Sharon, and we miss you!

Welcome, Lena Bianchi, a new face with CPR. Lena formerly resided in Yarmouth, but is now living in Portland.

Bob Nurse, assistant director, Car Utilization, and his wife Velma and friends drove to Newfoundland and Cape Breton in October. They were most impressed with the scenic beauty and picturesque villages and towns. There just wasn't enough time to see all of this beautiful country and they are planning to return next year.

Patricia Connery, Purchasing, and William G. Shea, Car Accounting, have recently announced their engagement and plan to be married in February. We all extend our very best wishes to Pat and Jerry.



Sally and Paul Larner, Disbursements, and family have moved from their home on Ocean Avenue and are now residing on Emery Street, just in time for Santa to find their new chimney.

Mr. and Mrs. Terry Maschino are the proud parents of a baby girl born September 22. Terry is a machine operator and the baby's grandfather is Walter Maschino, trackman.



Congratulations to our good friend Tate Cummings who was inducted into the Maine baseball Hall of Fame in December. He was described as a "skilled receiver, a fleet and heady baserunner, and a fan favorite."

Eastern Subdivision

The thermometer was hovering around the zero mark when we received a card from Paul Giles, trainman, and wife Lorraine, who were vacationing with their son and his family in Hawaii over the holidays. Lucky people!

Welcomed into the clerical field at Bangor are Bill Harriman and Sandy Johnston. Bill began as spare clerk at Bangor Yard Office and Sandy started her duties in the Engineering Department.

Larry Severance, chief clerk, Bangor Enginehouse, well known over the entire system for his golf game and general good nature, retired October 20 after many years of service. We wish you the best, Larry, and many happy years ahead.

Also retired recently from the Bangor Enginehouse was Delmont Lawrence, laborer. Enjoy your retirement, Del.

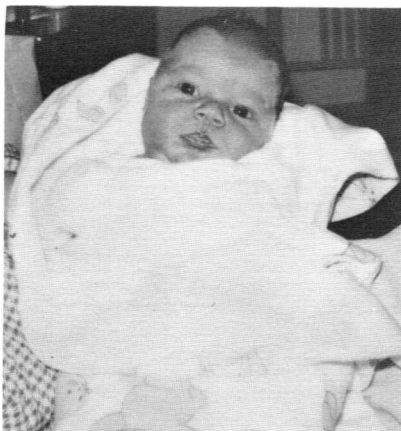
Another vacationer that we envy this time of year is "Ed" DeGrasse, trainman, who is in Florida keeping up with his golf game.

Paul P. Vance, electrician at Bangor Enginehouse, was awarded Air Reserve Forces Meritorious Service Ribbon 2nd Oak Leaf for demonstration of exemplary behavior, efficiency, and fidelity during the periods of September 1971 to September 1975 with the Air National Guard. T/Sergeant Vance holds a valid private pilot's license and flying is one of his favorite hobbies.

Sadly missed by all of us is Sheila Dempsey who was clerk-steno to assistant superintendent Royce Wheeler at the time of her death. Sheila passed away in



This was a big year for the United Way Fund on the Maine Central in the Bangor area. We went 266% over our goal thanks to the efforts of everyone involved. Congratulations are due the hard working committee pictured above: Front, left to right, Moppy Blanchard, section foreman; Dick Burnham, trainmaster; Dick Strang, trainman; and Lawton Jewett, clerk. Back, Ernie Phillips, trainman; assistant superintendent Royce Wheeler; Paul Vance, electrician; Bill Martin, hostler; and Steve Packard, general agent. Absent when the picture was taken were R. A. Dixon and Ray Spaulding.



Meet Melissa Prudence Kennedy! She is the daughter of Elbert, track clerk, and Prudence Kennedy and was born November 4. She was a day and one-half old when this picture was taken.



These two cuties, Julie Ann and Jodie Marie, are the grandchildren of Wally, track supervisor, and Dorothy Pooler and were born to Mr. and Mrs. Alan Dorval (Trudy) of North Vassalboro, Maine. They were ten days old when this picture was taken, and talk about a proud grandfather!



Bangor had two people who joined the United Way 1% Club. Shown receiving their pins from assistant superintendent Royce Wheeler are S. E. Packard, general agent, and H. A. Bowen, Jr., chief clerk, Bangor Freight Office.



Julie Forbis, daughter of Gary Forbis and spare clerk Kathy Forbis, is now one year old. Julie is shown playing with a favorite apple toy. She is also the "apple" in the eyes of her grandparents, assistant superintendent Royce Wheeler and his wife, Joyce.

November after several months' illness. She had been with the Maine Central for over twenty-seven years.

A retirement party was held at the Ramada Inn, Bangor, this fall for Clarence E. Dixon. Dick was the supervisor of bridges and buildings, Bangor, for many years prior to his retirement. The dinner was attended by many of his railroad friends. Dick wrote to express his sincere thanks to all of his co-workers who contributed to his gifts.

Rockland

Conductor R. L. Willey retired upon completion of work on September 24 after nearly thirty-five years of service. Russ started in train service in 1942, qualified as a conductor in 1948, and at the time of retiring was seventeenth man from the top of the roster. We are sure that if he were to write his memoirs of service and experiences, both good and bad, they would make humorous reading to say the least. If he told his stories around a pot-bellied stove with some of the boys from the "spit and whittle" club, the place would be in a constant uproar of laughter. Can't you just imagine his thoughts and comments on some cold, howling, blizzard-type day when he arises and looks out the window and thinks about the rest of us struggling around in the mess, and he is snug and warm in his burrow? He doesn't even have to scrape the ice off the car windshield or leave his motor running so as to have the car warm when he completes his tour of duty. Our best wishes for a long and full retirement!

Section Foreman Leland Boggs retired November 5 after completing over twenty-three years' service. "Boggie" started as a trackman in 1953 and was promoted to foreman in 1967, the position he held on the Rockland section during his final tour of duty. He will always be remembered for his willingness to give a hand beyond the scope of his job if need be, as well as being a soft-spoken diplomat if the occasion arose. Our best wishes to him for a long and full retirement.

Boggie's job has been bid off by "Rick" Lovely, who along with the remaining "B's" (Bonney and Bodman), decked out in their new hard hat regalia, have been busy repairing grade crossings, shimmying track, and salting drainage areas in anticipation of foul weather.

Christmas came early to carman Ken Lewis's house this year when he traded in his 1975 black Olds Cutlass for a new 1977 Olds Delta 88 station wagon, blue with wood veneer trim, chrome luggage racks, etc.

Engineer Charlie McLain, now running on RY-2/YR-1 between Portland and St. Johnsbury, has a rather sleepy look when he gets in from one of those long tours of duty. Guess he will get his fill of winter earlier than the rest of us, but during the summer months it is really a very pretty run.

Operator Henry Preble made a wise move this fall when he moved from Tower Circle in Bath to a mobile home at Sunset Trailer Park in Brunswick, thus getting rid of the daily commuting that he has done for many winters in the past. It sure must be a welcome change to be handy to work!



Clifford C. Jackson, crossingtender, retired in October after many years of service with the Maine Central. Cliff is shown being congratulated by assistant superintendent Royce Wheeler on his last day of work.

Rigby

Carman Eddie Dunham, whom we reported in the fall issue of the Messenger as being on the sick list, is now back on the job.

Former electrician, Alvin Strout, seventy-two, died at a local hospital after a long illness. "Al" had been retired for several years after long service with the Portland Terminal maintenance crew.

Mrs. Leah Bryant, sixty-five, died after a long illness at one of our local hospitals. She was the sister of electrician Ray Ryder. Mrs. Bryant before retirement was a teacher for many years in the Portland Public Schools.

Machinist Rosario DeMers, who worked at the Rigby Enginehouse before retirement, is making use of his spare time by writing letters to the local newspapers expressing his opinions on various controversial subjects.

Matthew Kane, formerly of the Stores Department, has been quite busy in his



These are the children of brakeman Dennis and Bonnie Wetmore: Danny, age 2½ and Tami, age 8 months. They are the grandchildren of electrician Bert Wetmore and the great grandchildren of your Rigby correspondent.

retirement, assisting in church affairs during the holidays at the neighborhood Catholic diocese.

Albert Hansen, sixty-nine, died suddenly at his home. "Al" worked many years at the Rigby Stores Department.

Maurice Cole, electrician, Signal Department, forty-five, died after a long illness.

Eileen McCann, fifteen, died after a long illness. She was the daughter of machinist Albert McCann and Mrs. McCann of Peak's Island.

Gerald Gallant, formerly of the Car Department, has chosen his future seniority accumulation as an electrician in the Motive Power Department.

A big improvement has been observed in the lighting arrangement at the enginehouse by the addition of fluorescent fixtures.

The deer kill as reported for this hunting season was by electrician Jim Small and Don Perkins of the Car Department.

A late report of the retirement of signalman Ed Barter. We all wish him many happy years of retirement.

Waterville Shops

Laborer Freeman Rollins retired in October. Freeman is fascinated with auctions and will, no doubt, be seen at all the local auctions.

Carman Howard Lowe and machinist Elden Fish are off sick at this writing. Boilermaker Vince Dostie is recuperating from an operation on his foot and blacksmith Thomas Hassen is home recuperating after heart surgery. We wish them all a comfortable and speedy recovery.

Sympathy is extended to electrician George Lemoine and family on the passing of his mother, Mrs. Mary Lemoine.

Machinist Eddie McAleer has earned a new distinction on his bicycle. Now that he knows he can overtake a trailer truck, there is a nagging question: Should he train for more speed or challenge Evil Knievel for spectacular showmanship?

The Marshall Plan is unlike an old soldier; it never fades away, nor does it quietly slip away. Whether the L. P. is needing a rug or trousers from New Orleans, the decibels are high and the frequency overrides all the channels.

Laborer and Mrs. Jimmy Gagne are the proud parents of a baby girl, weighing in at seven pounds, fifteen and one-half ounces.

Also on the baby parade is a boy born to laborer and Mrs. Roland Leary.

Sid Brown reports he will be fully equipped for a wide, white smile in a few days.

Peter Reny figures a map of his septic system is better than shoveling eight yards of packed dirt only to discover he should have started in another spot.

Congratulations to laborer Alan Swett and Valerie Fletcher on their recent marriage, which took place December 8.

Mrs. Angie Berard, wife of clerk-typist Don Berard, has opened her flower shop on the First Rangeway in Waterville; Angie specializes in African violets.

Laborer tractor operator Ken Knight, retired in September. Best wishes for a happy retirement, Ken!

There are some new initials around the Waterville Shop Main Office: G. T. F. are the new initials of Waterville's Gloria following her November 27 marriage to Alden Finnemore. Our best wishes to the newlyweds.

Kenneth A. Knight retired on September 29 with thirty-four years of service. Ken was employed as a fork lift operator at the Waterville Stores Department.

Norman Dow and Stanley Corson, both hostlers at Waterville, retired recently following long railroad careers. Norm began working for Maine Central in 1929 and Stan in 1945. Many years of enjoyable retirement for you both.

Waterville Yard

After thirty years of service with Maine Central, Paul Hallee, car inspector, is taking his well-deserved pension. Paul says that half of this service was with the Relief Train and the other half as car inspector. Now he can hunt and fish full time. He also plans on doing some ski-mobiling this winter and then some horseback riding. All in all, Paul will keep busy; no question about that. From all of your co-workers, Paul, we hope it will be a long and joyous retirement.

Our good friend, Phil Messier, brakeman, has given up his position as second trick yardmaster for the greener pastures near home. He has bid off a day job at Lewiston Yard. Phil has been driving from Brunswick to Waterville for the past twenty-five years. From what we hear, the coffee shops along the way will miss his business.

Brakeman Ken Fitton has left for a month's vacation. We understand he is to see our old friend Bob Hughes along the way. Ken left just in time to miss the cold weather. To his surprise, there's more coming, Ken.

There is always a certain sacrifice to pay for handouts. One to know is Conductor V. C. "Grumpy" Tardiff. First he got the swine flu shot and was sick as a dog for about four days. Then another time, the girls at Scott had a Christmas Party in the cafeteria with all kinds of casseroles, etc. There again "Grumpy" overate and paid the consequences.

Our ace flyer, locomotive engineer Ken Ireland, is making the headlines in the local paper, the Morning Sentinel. Seems his little, homemade, experimental bi-plane, EAA 1969, won a trophy at Poverty Flats Fly-in last August and again at Gaddis Airport in Bingham. Ken spends a lot of spare time at the local airport. He says some people like to play golf, baseball, or tennis, or have model railroads for a hobby, but he just loves airplanes. Who's to argue with the man?

You won't believe it unless you see them. Conductor Bert Theriault showed us what he bought himself in order to keep warm this winter. Yes — panty hose for men!

Our congratulations this month go to the daughter of Mr. and Mrs. Wilfred Poulin. (Lille works in the Engineer's Office in Waterville.) Daughter Ann designed the 1975 Winslow Town Report and also a project depicting the 1976



The last train crew to receive train inspection from Paul Hallee. Left to right, L. Michaud, car inspector; Bob Hooper, locomotive engineer; Vic Tardiff, conductor; Paul Hallee and Ken Fitton, head brakeman. Rear brakeman A. L. Doucette was taking the picture.



Ken Ireland, locomotive engineer, with the little plane he built which has brought him two trophies so far.



David Mitchell, brakeman, posing with Ken Ireland's plane which he hopes to try out some day soon; that is, as soon as he finishes his pilot training. From what we hear, he's doing fine.

Bicentennial Fort Halifax of Winslow, which was for sale for the preservation of the fort.

A welcome aboard to V. C. Tardiff, Jr., who has just hired out as yard checker. Already the boys are calling him "Grumpy Junior." Funny how nicknames come into being! V.C., Jr. is the son of conductor Victor Tardiff, Sr.

Our condolences to the family of conductor Joe Gallant, whose wife passed away recently.

Welcome back for convalescing conductor Bob McPherson. He's sure glad to be back in action after about five months' absence.

Our condolences to the family of Victor LePage, Rumford brakeman, who passed away recently.

Scorecard

The annual Maine Central Golf

Tournament was won by Robert Clukey of Bangor with 76-60 low net for the E. Spencer Miller Trophy. Paul Gallant, also of Bangor, won the Ben Whitney Trophy with a 72 low gross. David Luce won longest drive competition and Robert Casey won the nearest-the-pin award.

In the Men's Bowling League, Team 4, with Jewett, Pride, Linscott, and Bourque, is showing the way. In the Couples' League Arlen and Bonnie Freeman and Bill and Helen Brownell are the leaders. The Sunday Night Couples' League is led by Mr. and Mrs. Frank Blair, and it is suspected that the Mrs. is really keeping them in the running.

A big thanks to those who put on a great banquet from all those who attended. Those helping were: Edna and Greg Savage, Gigi and Ev Spires, Tom Caulfield, Gladly Lyden, Gloria Gallant, Diane Lazette. Everyone ate, drank, and danced to the music of a group called "Love Train."



Bangor to Rigby train moves over the diamond at Yarmouth Junction in March 1976. Photo by Ron Johnson.



Brakeman Reid Camic found out recently that cold weather has a special effect on automobiles, but he overcame his problem.



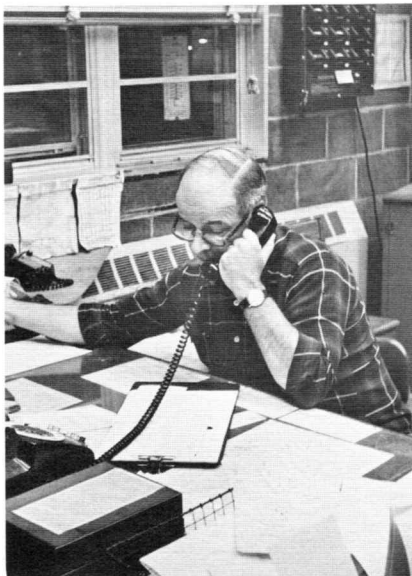
A 25-year pin is received by brakeman Ken Fitton from assistant superintendent Bill Bickford.



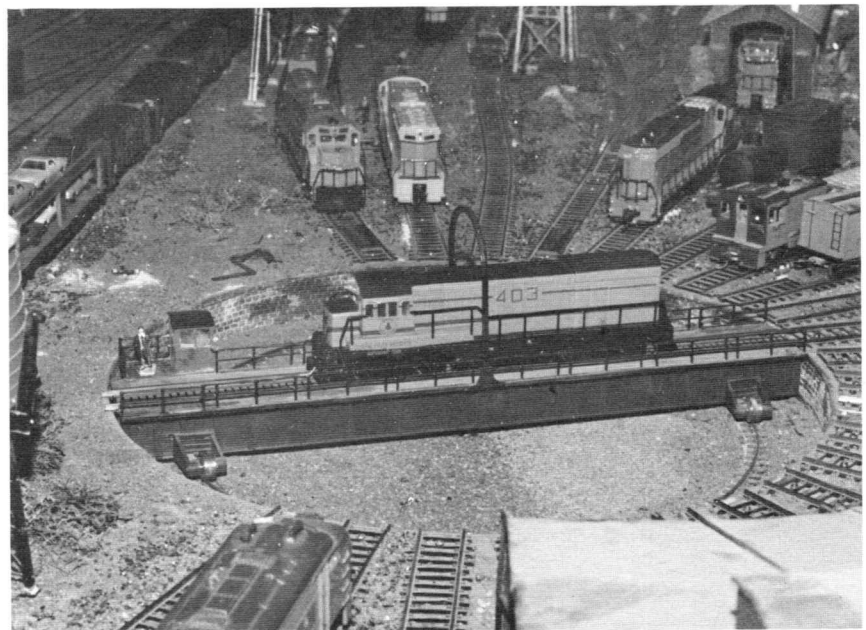
The official photo of Napoleon "Paul" Halle, car inspector, on his last day on the job. Many good wishes to Paul for a job well done.



Congratulations for a 25-year pin presented to first trick yardmaster Burns Hillman by assistant superintendent Bill Bickford.



Here is second trick yardmaster Arthur Genest with the situation well in both hands, one on the phone and the other on the intercom system. Incidentally, the other phone was ringing too.



Here is Brandon Kulik's U18B engine which he demonstrated on the Kennebec and Somerset Valley Railroad during November, the month of Model Railroading. Brandon is a 1976 graduate of Colby College and at present is working on his Master's degree in Greencastle, Indiana.

Energy Conservation

The Maine Office of Energy Resources has information on the subject of energy conservation which will prove valuable to an individual interested in conserving energy and saving money.

Available free of charge is a publication of the Federal Energy Administration entitled, **Tips for Energy Savers**. This pamphlet lists dozens of simple energy-saving projects.

An excellent document entitled, **In the Bank or Up the Chimney** is available for 55 cents per copy. This publication is an easy-to-understand guide to energy conservation around the home. In clear and easy-to-follow illustrations, it shows how a homeowner can calculate the cost of adding insulation, weather-stripping, or storm windows and storm doors and calculate just how much energy and money can be saved by using these conservation measures.

The Office of Energy Resources also has a number of bumper stickers and buttons featuring energy conservation topics available upon request.

Write to the Office of Energy Resources at the address below for more information on energy and energy conservation or any of the publications listed above.

Maine Office of Energy Resources
55 Capitol Street
Augusta, Maine 04330

Maine Central train crossing the Androscoggin River in Lewiston in January 1976. Photo by Ron Johnson.

