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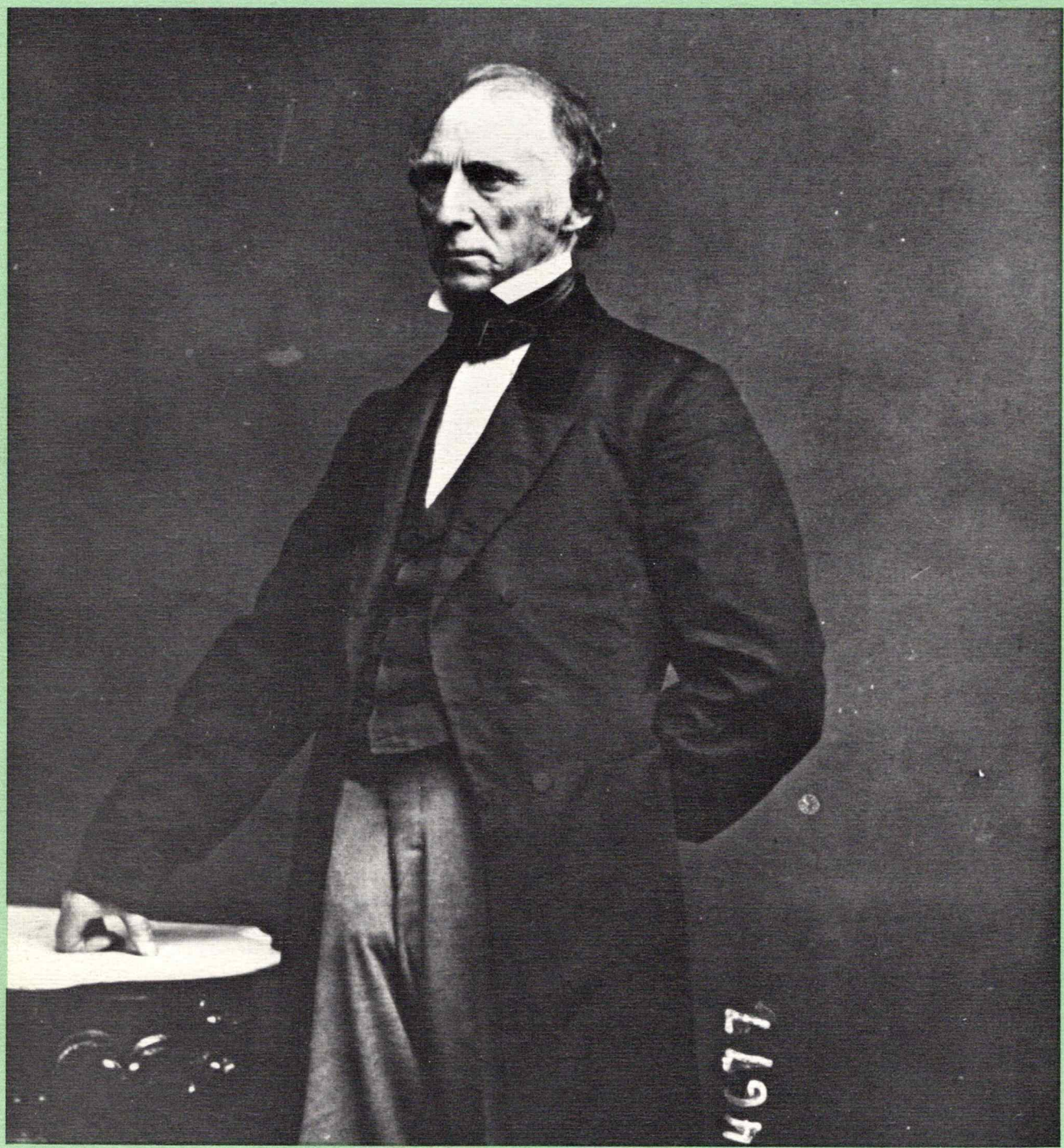


BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

Summer 1977

# MAINE CENTRAL

# MESSENGER



MAINE CENTRAL PRESIDENT ANSON PEASLEE MORRILL



# 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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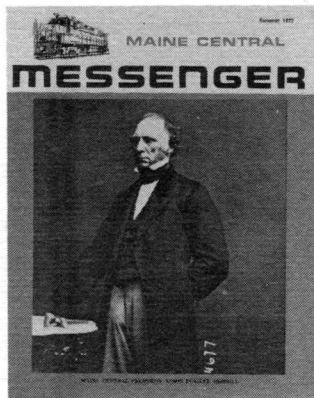


Stockholders visit an exhibit of new Maine Central equipment. The rolling stock exhibited represented about \$30 million of new Maine Central equipment. Story on page 5.

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### COVER PHOTO ANSON PEASLEE MORRILL



Anson P. Morrill, a distinguished Maine citizen, was the third and seventh president of Maine Central Railroad Company. He became president first in 1864 and held the post until 1867 and was again elected president of the railroad in 1873 for a period of two years.

Anson Morrill, along with his brother Lot Morrill, was a prominent political figure in Maine from 1833 through 1880.



Nearly 700 members and guests attended the 50th anniversary celebration of the Railroad Workers' Credit Union. Story on page 13.

He served in the Maine House of Representatives for several terms and was elected to the 37th U. S. Congress in 1861. He was also an industrialist as the owner of a woolen mill in Readfield.

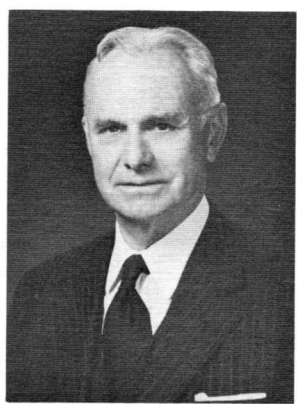
Anson Morrill was involved in very complex and controversial gubernatorial elections in the 1850's. He was nominated as an independent candidate by the strongly anti-slavery and temperance Democrats in 1854. When the votes were counted he was third in a field of six but the Democratic candidate who led by a wide margin failed to obtain a majority. This left the choice of Governor to the Legislature. Following court battles and political maneuvers, the Whig candidate was elected by the Senate by one vote over Morrill.

In the next election Morrill led the popular vote but also failed to obtain

a majority. The Maine Senate again acted and this time unanimously chose Morrill Governor. When the message announcing their decision reached the House "Mr. Heald of Troy, moved that the House now give three hearty cheers for the success of the new Republican Party just organized in the State of Maine." The House rejected the motion but these events are generally considered to be the birth of the Republican Party in Maine.

The photo of Anson Morrill which appears on the Messenger cover is by the famed Civil War photographer Mathew Brady. This photo is from the Brady-Handy Collection in the Library of Congress. It is part of a Brady photograph collection of Maine men put together by John Daniels of the Maine State Museum.

From the desk of . . .  
**E. SPENCER MILLER**



## Prosperous New England Railroad

In the words of a Boston newspaper "How can such a strange thing happen?"

It would be very pleasant to believe that Maine Central's solvency and its apparent future prosperity, placing it almost alone among Northeast carriers, is due to unusual management abilities and a brilliant performance by a skilled management team. We do not delude ourselves with such thoughts. Good management can affect favorably a basically sound situation by perhaps 5 or 10 per cent and, of course, poor or dishonest management can ruin the best of situations. Maine Central's solvency and present earning power are attributable to the type of industries producing traffic in the areas served and the expansion of these industries.

With all of the talk which has been going on for a score of years, or more, concerning the economic decadence of New England, I was delighted to read in the Maine press on almost the same day that my native state of Vermont is once again No. 1 in the production of maple syrup and sugar (which does not afford any great amount of tonnage for transportation) and that my adopted state of Maine has now once again found its place in the sun as the No. 1 manufacturer of paper, displacing Wisconsin which temporarily held the lead. (See related story back cover.)

The type of product produced by our paper mills here is particularly adapted to railroad movement. A visit to one of Maine Central's oldest and largest manufacturers of pulp and paper would show a long railroad track leading into the shipping room, all under cover, with a string of 15 or 20 beautiful new Maine Central boxcars interspersed with some of foreign ownership, all set up at convenient loading stations for fork-lift trucks and efficient loading, bracing and protection.

If we could ride in one of these cars to its destination at one of the nation's largest printers in Chicago, we would find a similar setup where this paper, either in rolls or in flat packages, is removed from a railroad track, all under cover, directly to the pressrooms. This

is hard competition for other modes to meet; nevertheless, Maine Central has always been responsive to the economic needs of her patrons. There is always going to be, and justifiably so, a substantial amount of trucking where small quantities or especially fast deliveries are required and where the production of a new machine not yet on stream has already been sold. Basically, Maine Central and its connecting carriers and the manufacturers of pulp and paper, particularly in this area, have a partnership and each in a statesmanlike way recognizes its need of the other and the desirability of closest economic cooperation.

On the other side of the traffic picture is the inflow of fuel and the raw products from which finished pulp and paper are fabricated. The inbound movement by all media will exceed the outbound movement by 3 cars to 1. While the railroad's revenues per ton on fuel, pulp, wood, and chemicals may be less attractive than on the finished paper product, these raw materials are remunerative traffic. Inbound and outbound traffic for the pulp and paper industry account for more than 55 per cent of Maine Central's total dollar volume.

The mention of fuel leads us to emphasize Maine Central's prosperity. No one can doubt that it is just a question of time until electric utility plants and industrial steam plants are converted from oil to coal. The conversion to coal will occur because of two compelling reasons. The first will be governmental requirement to reduce the country's dependence on foreign oil and all the other national benefits which that reduction will bring. The second is the growing differential in cost and the savings which can be made from burning the solid fuel which is a compelling reason for the industries themselves. Railroad management must play a part in seeing to it that rail transportation rates are fair and reasonable in helping on-line industries to realize the efficiencies and competitive positions which a comparatively lower cost of power will generate.

Coal will be carried by our railroad to places where oil is now trucked. Coal will be moved by rail to industries now receiving liquid fuel by rail with greater revenue to the railroad and with less competitive potential. Presumably, the economics have so changed that most, if not all, of this coal will come all-rail without water competition. Not the least significant of the indirect advantages of conversion to coal will be the increasing benefits to our connecting carriers to the south and west. Historically the railroads in trunk line territory were immensely prosperous because of coal and we are very hopeful that prosperity will return to them in the next decade because greater strength in the railroad system as a whole will mean a stronger Maine Central.

The continued growth of our great pulp and paper industry and the prospect of the movement of coal by rail to industries throughout Maine, coupled with Maine Central's inherent soundness, should lead to ever increasing prosperity for this Company in the years to come. This accomplishment will be to the benefit of Maine Central employees, shareholders and shippers and will contribute greatly to the health of the Maine economy.

*E. Spencer Miller*

President

# the running tuppers

This past winter the indoor mile relay team of the University of Maine at Orono set a new Yankee Conference and school record, a highlight in the running careers of two young men. Two of the four team members were brothers, Nick and Nat Tupper, sons of Ansel Tupper, Maine Central General Superintendent.

The Tupper brothers have been running together for nine years but have never competed against each other in any event. "It's an unwritten law between us, that we won't compete against each other," Nat said recently. Neither would speculate on how he would do against his brother.

At South Portland High School Nick, who is the older by two years, was a hurdler while Nat competed in several events with the 440 his best. They both chose the University of Maine at Orono for their academic pursuits.

## In Good Shape

Nick says he runs because he likes to be in good shape and also because it keeps him on a schedule. "You have to learn to use time wisely and being on a strict schedule helps with my studying," he said. Nat agrees about being in shape and added that he also likes being a part of a team and said that track is a good outlet from the pressures of classes and studying.

Nick is a Junior, 6'4" and weighs 193 pounds. He also has a hard time finding track shoes big enough, size 15. Nat, a Freshman, is 6'1" and weighs 200 pounds, which would be expected to be a little heavy for the 440, but his record in that event proves otherwise.

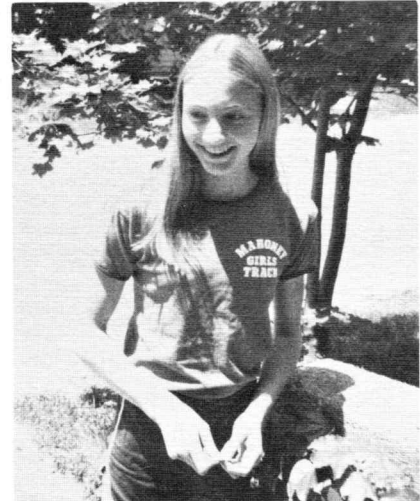
The Tuppers have rooms full of trophies. When Nat was a Senior at South Portland High, in the Southwestern Championship Meet he won the 440 — shattering the old record, won the 100-yd dash and placed fourth in the long jump. He went on to win the State Championship in the 440 and was 440 runner-up in the New England contest. Nat also competed and won at various times in the 220, the hurdles, shot-put, and the discus. When Nick was in high school he also placed in several events in State meets.

## Ellen Also Runs

When the Tupper brothers graduated from South Portland High most observers assumed that Tupper domination of track had ended. Not so, Ellen Tupper, 16 and a Sophomore at South Portland High, is not only running in her brothers' footsteps, she may run right by them both.

Ellen runs the 880, the 220, the relay and competes in the hurdles and long jump. In the 1977 season she was undefeated in the 880 in regular competition. In the Southwestern Maine Track Conference championship, which was won by South Portland, Ellen won the long jump, the 880, and ran on the winning 880 relay team. She placed second in the 220. A new meet record was set in each of these four events. At the State Meet she placed third in all three of her individual events and ran the first leg of the record setting 880 relay team. She was selected as Most Valuable Runner on South Portland's State Champion Girls' Team.

All of this should not be too surprising to Ansel Tupper. At the University of New Hampshire he was awarded 8 letters in track and 3 in football and he set indoor and outdoor records in both the shot-put and discus.



*Ellen Tupper, as a sophomore at South Portland High School, was successful in several track events.*



*Nat Tupper, left, and Nick Tupper, right, were members of a record-setting mile relay team. They are the sons of Ansel Tupper, general superintendent.*



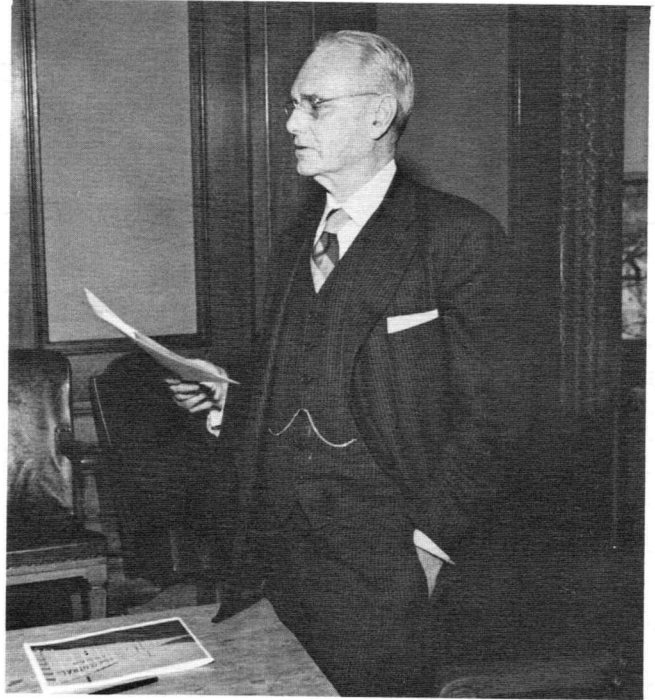
## BOARD OF DIRECTORS RESOLUTION

Following the Annual Meeting the Board of Directors passed the following resolution recognizing Mr. Miller's 25 years as president of Maine Central Railroad:

WHEREAS, Mr. Miller's administration has been marked by able and energetic leadership which has enabled this railroad, almost alone among the railroads of the northeast, to maintain itself as a solvent, viable carrier, and

WHEREAS, Mr. Miller's thoughtful leadership in the railroad industry and his development of constructive programs for the good of all has brought widespread recognition to Maine Central throughout the world

NOW THEREFORE, we, his fellow Directors, do hereby place upon the permanent records of the company this record of our profound gratitude to and warm affection for Edward Spencer Miller together with our earnest hope that he continue his invaluable service as President and Chairman in days to come.



*E. Spencer Miller, president and board chairman, presided at the Maine Central Annual Meeting in April.*

# an optimistic outlook

The 1977 Annual Meeting of Maine Central Railroad was held in the Board Room at the General Offices in Portland with an overflow crowd of shareholders participating. Subjects discussed were varied: the unique first quarter and an optimistic prediction for 1977, progress on refunding, abandonments, coal, incentive per diem, dividends and big trucks.

Fourteen directors, all incumbents, were elected by one of the largest votes cast in recent years. The meeting was chaired by E. Spencer Miller, president and chairman of the board.

### First Quarter

Mr. Miller opened his remarks by commenting on a most unusual first quarter for 1977. He reported that January was the worst month financially in the last quarter of a century due primarily to unprecedented storms and winter conditions, especially in the Portland area. He added that February showed a modest profit. He then said that March was Maine Central's greatest month in the last 25 years, except for December 1974 which included unusual credits.

First quarter profits were \$82,000 despite the "horrendous" January. Mr. Miller said that the worst followed by the best month in a single quarter "demonstrates very clearly the resilience of Maine Central, its earning power, and its remarkable ability to come back from disaster."

The Maine Central president stated that best estimates showed that the railroad should net about \$1.5 million in 1977. He also said that the "five year prog-

nosis is very good, continuing on the seven figure net income level."

Mr. Miller reported that "very substantial progress" has been made in efforts to refund \$12 million in bonds due in 1978 and 1980.

### Abandonments

H. Alan Timm, president of the Bank of Maine, said that he understood railroads must file a plan with the federal government concerning possible line abandonments. He asked what the plan would show concerning the Maine Central system.

Mr. Miller outlined the status of the three abandonment petitions pending before the Interstate Commerce Commission. He noted that hearing has been held on the proposed Farmington Branch abandonment and that no hearing has been scheduled on the Eastport Branch abandonment application. He said that a petition was pending for abandonment of the line from North Anson to Bingham. He added that these three branch lines were, coincidentally, all 16 miles in length.

Mr. Miller said that "regrettably, the Kennebec River Pulp and Paper mill has shut down. We hope a purchaser and new operator may be found, but we are under compulsion to file in the plan some 20 miles as potential abandonment from Oakland to North Anson."

He added, "Only six per cent of the mileage of Maine Central has been indicated as nonviable in con-





*H. Alan Timm, president of the Bank of Maine, asked a question about possible Maine Central abandonments.*



*Stephen Weston, from Danvers, Massachusetts, commented that stockholders were pleased to have the Messenger back in publication.*



*Fred N. Levin, a shareholder from Norwell, Massachusetts, asked about Maine Central dividends.*



*Donald Valentine, Keene, New Hampshire, asked about the energy advantages of rail movement of freight.*

trast with tremendous mileage which will be indicated by less happily situated railroads in the northeast.

### **Coal**

Widgery Thomas, Chairman of Canal National Bank, noted the emphasis on coal in President Carter's energy message and possible incentives to convert industrial plants to coal. He asked what effect this could have on Maine Central.

Mr. Miller said, "We looked back over our records and found that in the 20's we were handling one million tons of coal a year for customers. We now carry oil to most of the major plants on our line, but our costs for handling oil are considerably higher than our expenses for coal would be. Furthermore, coal is not very vulnerable to truck competition. I would expect that we would handle coal to accounts with respect to which we don't enjoy oil. I think that the return of our industrial plants to coal will be a bonanza to the northeast railroads. We look to this event with considerable optimism."

Stephen Weston, a shareholder from Danvers, Massachusetts, commented that stockholders appreciated having the Messenger back. He added that he was particularly interested in comments by Mr. Miller in the spring Messenger about the difficulties with ICC interpretations and regulations.

In response, Mr. Miller further expanded on his earlier remarks in the Messenger concerning car hire and incentive per diem. He called it a "very confused situation." He said, "I am quite optimistic that this will come out in such a posture that Maine Central will not be severely hobbled."

### **Dividends**

Fred N. Levin, a shareholder from Norwell, Massachusetts, asked about Maine Central dividends.

Mr. Miller said that when refunding is completed and when deferred dividend payments on preferred stock are up to date, "we hope our house will be in order in the next few months so that what you would like to see would take place."

Donald Valentine, a stockholder from Keene, New

Hampshire, asked if, with the concern for energy conservation, government shouldn't be more favorable toward transport by rail than truck.

Mr. Miller said, "As I see it, the way the country and transportation could conserve energy to the greatest advantage is not to push the so-called 'gas-guzzler' cars off the road, which incidentally do very little road damage. It should be suggested that heavy trucking with its 80,000 pound rigs pounding the highway system to pieces be constrained and that heavy freight and intercity freight go to the railroads."



*Widgery Thomas, chairman of Canal National Bank, notes his bank's involvement in Maine Central's new locomotive power.*





Stockholders take a close look at one of Maine Central's new boxcars. Stewart Park, right, chief mechanical officer, describes the car.

The Maine Central president added, "It takes just one quarter as much energy, or diesel fuel, to move a ton of freight on America's railroad systems as it does on the highways. This point has been overlooked and missed, perhaps for political reasons, by our leaders."

It is worthy of note that a representative of Mercantile Trust Company of St. Louis, Missouri, was present at the meeting but did not participate in the discussion and did vote for the slate of directors. Mercantile holds the voting trust of Amoskeag Company which owns about 35 per cent of Maine Central's common stock.

#### Directors

Following the discussion the election of fourteen directors was announced. All were incumbents and were unchallenged. A total of 132,159 votes were cast out of 139,784 issued shares of common stock. Directors for the next year are:

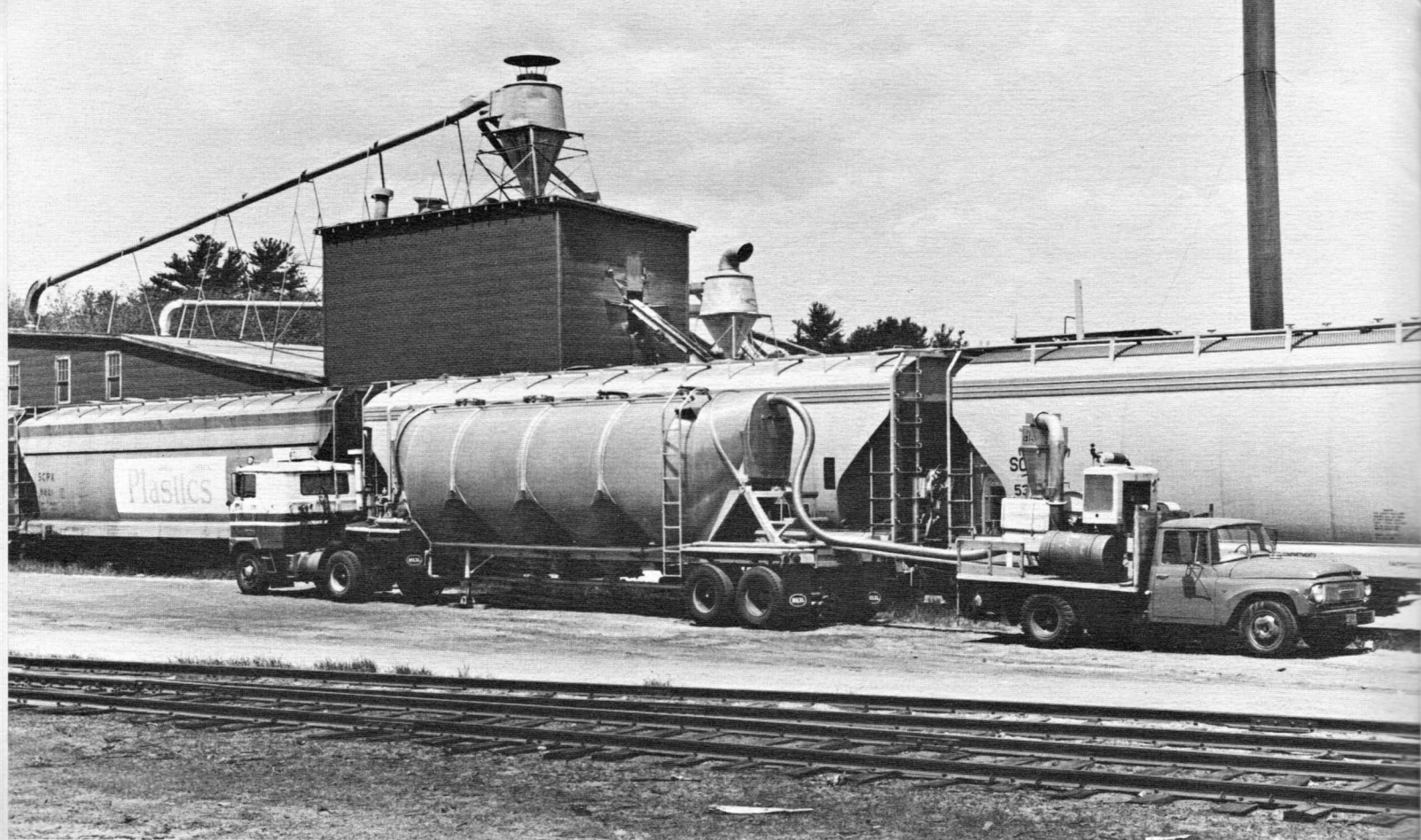
Charles E. Cotting	Boston, Massachusetts
George H. Ellis	South Portland, Maine
Robert G. Fairburn	Fairfield, Maine

John F. Gerity  
 Robert Hellendale  
 John H. Hinman  
 Randal Holden  
 E. Spencer Miller  
 James F. Miller  
 Alfred Peck  
 Farnham W. Smith  
 Robert P. Snyder  
 Stephen D. Trafton  
 Arnold J. Travis

South Portland, Maine  
 Stamford, Connecticut  
 Pelham, New York  
 Larchmont, New York  
 Portland, Maine  
 New York, New York  
 Portland, Maine  
 Carlisle, Massachusetts  
 Yarmouth, Maine  
 Auburn, Maine  
 Portland, Maine

Shareholders visited a display of Maine Central's newest equipment. The consist was made up of a new U18B locomotive, a new 50-foot boxcar, a 50-foot stretched boxcar, a new gondola, and a new caboose. This equipment is valued at about \$428,000 and the total value of new rolling stock in the categories represented by it is about \$30 million.





*Pellets are unloaded from a rail hopper car into a truck at Fryeburg, Maine to be moved to J.V. Components in Conway.*

# walking on kraton and pvc

Tucked away in the small town of Conway in New Hampshire's beautiful White Mountains is one plant of the largest manufacturer of unit soles in the United States. The unit sole is a combined heel and sole designed to be cemented to the shoe top.

J. V. Components is one of the several divisions of Jones & Vining, Inc., which produce unit soles. Others are located in Lewiston, Maine, Massachusetts, Missouri, and Canada. Jones & Vining has been in the shoe business for over half a century.

Unit soles, as now designed, are relatively new to the shoe industry in the United States — only about 10 years old. J. V. Components, which has been operating in Conway now for 8 years, and other Jones & Vining plants are leading the way in this new field.

## 50,000 Pairs

Two hundred twenty-five men and women at the Conway plant produce up to 50,000 pairs of soles a day. The plant operates seven days a week, 24 hours a day. The soles are marketed all over the United States, Canada, and in South America. A large percentage go to shoe makers in northern New England.

The process of making a unit sole starts with an idea which is put on paper in the form of a blueprint. Skilled craftsmen in the mold shop machine tool an aluminum mold for the sole. For some molds detailed hand work is also required. From idea to a finished mold takes only a few days and a newly designed unit sole can be in production very quickly.

Thousands of molds are necessary for the hundreds of styles and

the several sizes for each style. The Conway plant of J. V. Components can operate with 54 different molds at one time. Color provides another variable. At Conway, Kraton is available in 21 colors and PVC in 17 colors.

## Rail to Fryeburg

While this process is going on in Conway, the material that will make up the sole is moving by rail to Fryeburg, Maine, in huge hopper cars. The soles are made of two materials, Kraton and PVC (polyvinylchloride). These hydrocarbon-based materials are shipped as pellets about  $\frac{1}{8}$  inch in diameter. The Conway plant uses about 50,000 pounds per day of the materials.

Conway is not served by rail so the material is shipped to Fryeburg where it is unloaded by vacuum from the hopper car into a truck. It is then moved by highway the



nine miles from Fryeburg to Conway. Nearly 100 cars per year of Kraton and PVC are brought to Fryeburg by Maine Central Railroad.

After the Kraton or PVC is unloaded at the Conway plant, it is heated to a molten stage and then injected with pressure into the aluminum mold. Within 45 seconds to 2 minutes, the sole is cool enough so that it can be removed. The completed soles are cooled and inspected twice before being packed for shipment. Soles made from Kraton are given a chlorination treatment so they will adhere to the upper portion of the shoe. After packing, labeling and sorting, the soles are shipped by truck to shoe makers all over the United States.

#### Earth Shoes

Shoes of all kinds are now being made with unit soles: women's, men's, casual, dress, sport, and children's. At one time J. V. Components was producing more soles for the very popular "earth shoes" than any other manufacturer.

The 1976 Jones & Vining Annual Report stated: "We believe that innovations in material use and design and the ability to respond quickly to needs of our customers allow us to compete successfully. Our capabilities and expertise are rooted in many years of experience. We have had the foresight in the past to seize on opportunities and expand into new markets and we expect to do so in the future."



*A J.V. Components worker removes a unit sole from the mold at the plant in Conway, New Hampshire.*



*Oscar Cloutier, left, general manager, unit soles, and George Burt, plant manager, Conway, look over one of the thousands of unit soles produced by J. V. Components.*



*Maine Central train RY-2 with four Independence Class locomotives crossing the causeway of Sebago Lake.  
Photo by Ron Johnson*



# the nerve center

by Herb Cleaves  
Bangor Daily News

The nerve center of one of northern New England's larger transportation systems is tucked away in a quiet corner of Maine Central Railroad's rambling office complex near Portland's downtown district.

Instead of using sophisticated computers to chart the positions of its trains, Maine Central relies on a team of experienced dispatchers to keep track of train movements in Vermont and New Hampshire and in 14 of Maine's 16 counties.

Because there is usually at least one Maine Central train hauling freight somewhere in northern New England every hour of the day, seven days a week, the lights are never turned off in the dispatching office. The day shift gives way at 3 p.m. to a second team and at 11 p.m. the "graveyard trick" takes its turn at running the trains.

Heading the Maine Central dispatching team is John E. Oberg Jr., formerly of Brownville, who began his railroad career with the Bangor and Aroostook at Northern Maine Junction in 1943. In August 1948 he moved to Maine Central's dispatching office and has been there ever since.

Every train movement from St. Johnsbury, Vt., to Eastport, Maine, must receive its orders from Oberg and his crew. During a recent interview, 11 trains were operating at different locations on the Maine Central system. While dispatchers Charles W. Redstone and Ralph J. Coffin Jr., plotted actual train movements, Oberg was organizing train operations and switching services for later in the day. Tonnage of trains en route to terminals was being compiled so that locomotive power could be assembled in sufficient horsepower to move the freight. Each afternoon, Oberg said, a freight train from South Portland's Rigby Yard takes all available

freight over the White Mountains to St. Johnsbury, a freight train run that necessitates stringent planning to utilize locomotive power to its ultimate.

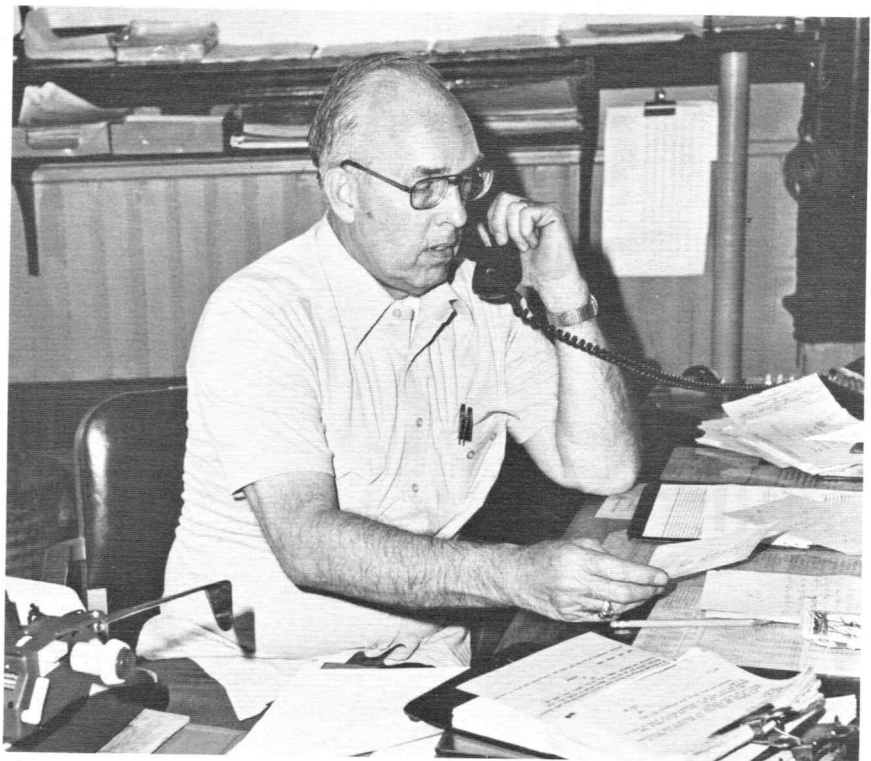
Early morning train delays, which customarily occur in winter, usually complicate operations later in the day. Train crews must be "set back" or ordered to report for work later than normal when delays occur. Because crews may only work 12 hours without rest, arrangements for relief crews must sometimes be planned long in advance. Derailments and other abnormal occurrences raise havoc with work plans, Oberg said.

"When you have to send a crew to Vermont from Portland, it can

be expensive . . . and difficult," Oberg said.

Oberg must also see that each station on the Maine Central has an agent available. At present 55 men hold agent or operator jobs on the Maine Central roster. Planning vacations can be a real "hassle," the veteran dispatcher admits.

Railroad careers for men like John Oberg are almost predestined. His father, the late John E. Oberg Sr., was a B&A trainman and conductor who worked in the Northern Maine Junction-Searsport area for many years.



John E. Oberg, Jr., chief dispatcher, at work in the Dispatcher's office in Portland.

# news briefs

## New Piggyback Vans

Maine Central has acquired by lease 100 new piggyback trailers from REALCO. The new vans are 13 feet, 6 inches high, which is a foot higher than previous trailers leased for piggyback service by Maine Central.

The 40-foot vans are made of plywood covered by fiberglass. This is a new concept in trailer design and from two years' experience REALCO believes they will be more durable than aluminum and less expensive to maintain. Maine Central has about 400 leased trailers in its piggyback fleet.

## Park to Head Railroad Group

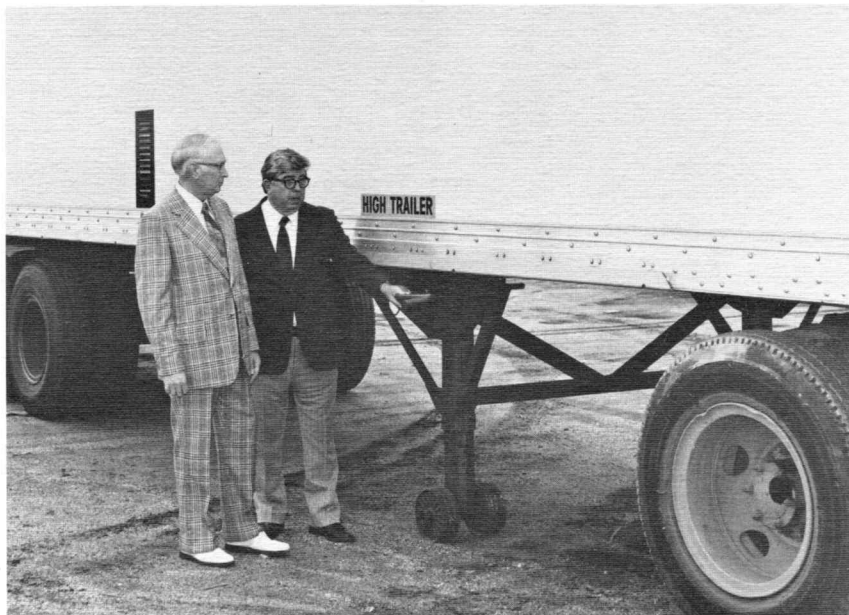
The New England Railroad Club has elected an official of Maine Central Railroad Company as president. At its Annual Meeting in Boston in May, the organization elected Stewart P. Park, Jr., chief mechanical officer of Maine Central, to head the group. The New England Railroad Club has a membership of over 500, consisting primarily of railroad officials from New England and railroad suppliers.

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

Park joined Maine Central in 1962 as assistant mechanical engineer. Since that time he has served the Maine Central Railroad in several capacities within the Mechanical Department. In early 1975 he was appointed to the position of chief mechanical officer, becoming, at age 38, the youngest chief mechanical officer in Maine Central's 113-year history.

## Peters Elected

Directors of the Vermont State Railroads Association, meeting in Burlington, Vermont in May,



Ralph Libby, manager-Car Service, left, and Frank Curran, market manager-TOFC/COFC, look over one of the newly-acquired piggyback vans.

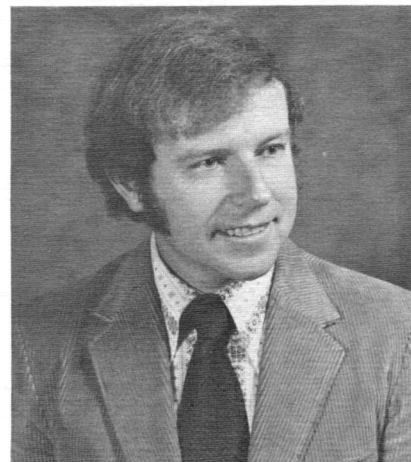
elected a Maine Central Railroad official as president. The association is made up of eleven railroads operating in Vermont including Maine Central.

Bradley Peters, assistant to the president of Maine Central, was elected president of the association for a two-year term. He succeeds Harold Filskov, vice-president and general manager of Vermont Railway.

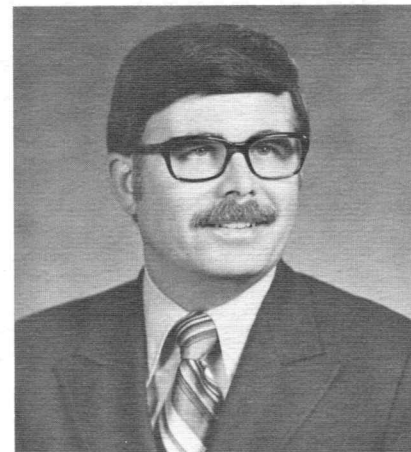
Peters has been with Maine Central since 1970 when he became director of public relations. He was appointed to his present position as assistant to the president in 1974. He is also editor of the Messenger. He is presently serving as a director of Associated Industries of Maine and the Maine State Chamber of Commerce.

## Nils A. Lennartson Dies

Nils A. Lennartson, 61, former Maine Central assistant publicity manager, died suddenly May 31 at his home in Alexandria, Virginia. He was president of the Railway Progress Institute, an association of suppliers of railroad equipment, with headquarters in Washington, D. C., a post he assumed in 1965. He made frequent visits to a home he and his wife maintained in Fal-mouth Foreside.



Stewart P. Park, Jr.



Bradley L. Peters



Mr. Lennartson joined the Portland Press Herald as a reporter in 1937. While at Maine Central from 1945 to 1947 he also acted as editor of the Messenger. For several years he held public affairs posts in the Department of the Air Force, Department of Commerce, Treasury Department and Defense Department.

He is survived by his wife, the former Emily Weston of Skowhegan. The eulogy for the memorial service was delivered by Senator Edmund S. Muskie.

## A 50-Year Celebration

The Railroad Workers' Credit Union celebrated its 50th year of operation on May 14, 1977. Nearly 700 members and guests attended the affair at the Downtown Holiday Inn in Portland. The Railroad Workers' Credit Union serves employees of Maine Central Railroad Company and Portland Terminal Company. The railroad credit union was the second to be formed in Maine, chartered by a special act of the Maine Legislature in 1927. Today it is one of nearly 170 credit unions that make up the Maine Credit Union League.

E. Spencer Miller, president of Maine Central and Portland Ter-

minal, addressed the group, noting that it was probably the largest gathering of Maine Central and Portland Terminal employees under one roof in the railroad's history. He described the credit union management as "industrious, learned and competent."

Ted Desveaux, managing direc-

tor of the Maine Credit Union League, presented the credit union with a plaque which was accepted by Hugh Flynn, president and general manager of the Railroad Workers' Credit Union. Flynn, who presided at the affair, is only the second president of the credit union in its 50-year history.



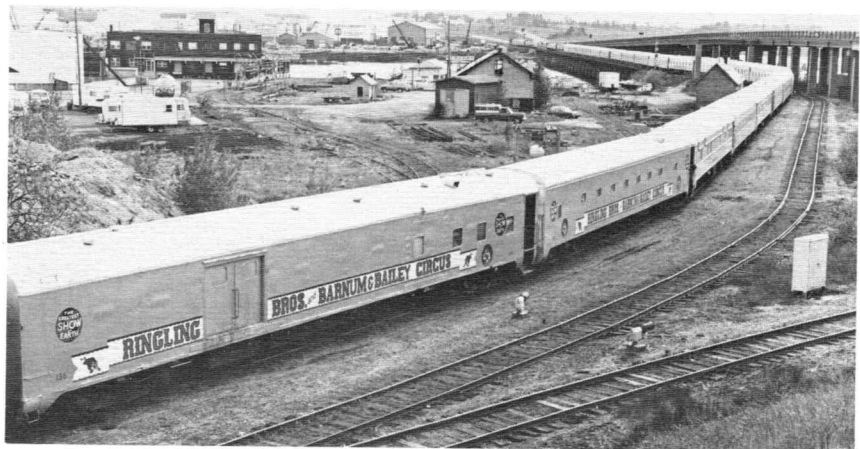
*Ted Desveaux, managing director of the Maine Credit Union League, presents Hugh Flynn, president and general manager of the Railroad Workers Credit Union, with a plaque at the 50th anniversary celebration of the Credit Union.*




*While Portland High School played Westbrook in Portland, several hundred persons visited Maine Central's exhibit of equipment behind the baseball field. The display on May 21 was in recognition of National Transportation Week.*



*Benjamin B. Braasch, left, chairman of the Maine Central's Savings Bond Drive, received special recognition for the railroad's becoming one of the few railroads in the country to exceed 50 per cent Savings Bond participation. E. Spencer Miller, president, congratulates Braasch and gives him a memento provided by John S. Reed, chairman of the Santa Fe Railroad and 1976 national railroad chairman of the Savings Bond Drive.*



*For the first time in 24 years, the Ringling Brothers and Barnum & Bailey Circus came to Portland. The 37-car circus train was stored in Portland Terminal's yard on Commercial Street. The train contained animal cars, equipment cars, and personal cars.*



# The Grapevine

## General Offices

Treasurer Stan Watson and his wife Toni celebrated their 25th wedding anniversary in early June by acquiring a 36-foot Chris Craft, already christened "Faszination" by them after their previous boats. They had their shakedown cruise bringing it home from East Blue Hill in Penobscot Bay, a two-day cruise to home port at Yarmouth.

Assistant to comptroller Marty Holmes and his wife Helen visited in late May with their son Kendall who had been working in the Washington office of Senator Hathaway, earning credits toward his degree from U of M, Orono. They had a special pass from the Senator for a tour of the White House. They also visited Mount Vernon, the National Cathedral, and made a stop at Gettysburg. "Ken" has started his summer job with the Portland Evening Express.

Cashier Colleen Andrews and her young daughter Tamara spent an early spring vacation in Florida, enjoying such attractions as Disney World, Busch Gardens, and Cypress Gardens.

Carol Sanborn, stenographer in the Law Department, and her husband Randy used their camper for an early June vacation at Baker Lake in northern Maine; object — bear hunting!

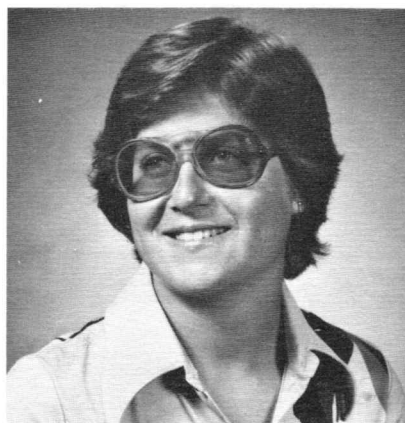
We extend condolences to Violet Lowell on the death of her husband, retired bookkeeper George R. Lowell, who passed away this spring after a long illness.

It was recently learned that Fred P. Wilson, retired from the Payroll Department, was hospitalized with a heart attack. Fred is understood to be progressing satisfactorily.

Connie, car accounting, and Ray Davis recently flew to New York where they visited their daughter and son-in-law, Kathleen and Paul Ragusa, and grandson Matthew. They also attended Kathy's graduation from the School of Nursing at Pace University in New York City.

Beverly J. Braasch, daughter of Ben, manager freight claims, and Anne Braasch, graduated in the Class of 1977 from Deering High School. She has been a member of the National Honor Society since her sophomore year, was elected to the Women's Literary Union, awarded the Yale Book Award as a junior and selected as Honor Essayist in her senior year. Beverly plans to attend Wheaton College and major in the field of Pharmacology.

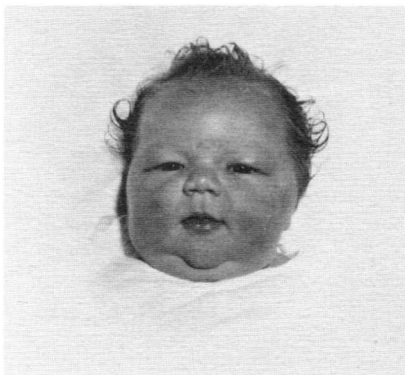
Recently, Dick Goodie, Auditor Revenue, was contacted by University of Maine assistant professor Martin who had read one of his magazine stories and wanted permission to use it as class text: "To encourage students to develop stronger feelings toward their environment when they perform various out-



*June graduate, Beverly J. Braasch.*



*Karen White*



*Jennifer Lynn Costa is the new daughter of Mr. and Mrs. Anthony P. Costa. The proud father, Tony, works in the Auditor Revenue Office.*

door activities," he explained. The article, titled "The Maine Quality of Running," published in **Runner's World** magazine of Mountain View, California describes sights and sounds along a Maine woods trail in spring.

Joe Green, head clerk, Auditor Revenue, and wife Florence recently went on a trip on the newest cruise ship afloat, the M/S Kazakhstan, stopping at Montego Bay, Jamaica, Grand Cayman, Playa Del Carmen, Yucatan, and Cozumel Island, Mexico. Joe and Florence have been on the M/V Odessa several times. By now they should be quite familiar with the Russian language.

Congratulations are in order on the engagement of Cheri Wallace, clerk, Auditor Revenue, and Joe Crawford, office assistant, Engineering Department. A fall wedding is planned. Cheryl, a Deering High School graduate, is the daughter of Mr. and Mrs. Irvin L. Wallace of Cardinal Street. Joseph is the son of Mr. and Mrs. George W. Crawford of Cobb Avenue, Portland. He is a graduate of Cheverus High School and Boston College.

Karen E. Lyden was married to Stephen Charles White May 28 in the chapel of the Cathedral of the Immaculate Conception. Karen is the daughter of Mr. and Mrs. Eugene F. Lyden of Dartmouth Street. Gene is general chairman of the UTU. Karen is a graduate of Westbrook College and is a medical assistant at Spurwink Medical Center, Cape Elizabeth. Congratulations, Karen and Stephen!

Lindy Burgess, clerk, Stores Department, retired May 31 after over thirty years with Maine Central. All of our best wishes for a happy and healthy retirement, Lindy! We will miss you.

Cathy, stenographer-clerk, and Bruce Morris and little son, Damien, have moved into their new split-foyer home in Buxton.

Ralph Libby, Car Service, and grandson Jeffrey Trefethen, enjoyed Barnum & Bailey's Circus. This was Jeffrey's first circus and he was an excited and happy child.

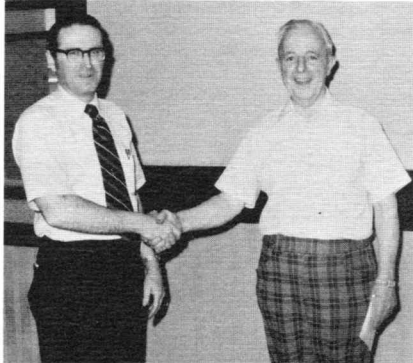
Bob Nurse, Car Service, and wife Velma and friends had a most enjoyable fishing trip at Moosehead Lake. Bob said the salmon catch was really great.

John Stanton Wallace (Jay), son of John H. and Virginia Wallace, Key Punch Room, graduated in June from Deering High. He was a member of National Honor Society and in "Who's Who in American High Schools." He was active in the "D" Club, Key Club, and band, and manager of the basketball team for two years. He and a fellow student organized their own disc jockey business, operating record hops at local school dances. An ardent "CB" operator and the youngest member of Southern Maine React, Jay plans to arrange a Marine React at Casco Bay during the summer. He will study Marine Biology and Oceanography. Congratulations Jay!





*Introducing Sherri Lee Williams, daughter of John E. Williams, laborer, and wife Regina.*



*Charlie McCarthy, right, clerk and telex operator, Engineering Department, retired May 31. He was given a retirement party by fellow employees in the General Office Building and was presented gifts of money, a radio, and a key ring by Stan Jordan, assistant to chief engineer. Best wishes, Charlie!*



*Lindy Burgess and his wife, Martha, were honored at his retirement party.*

The Engineering Department welcomes Jan Calder as a clerk-telex operator. Jan transferred from the Auditor of Revenue's office.

Congratulations to David Tenney, engineering technician in the B & B Department! David has been promoted to student supervisor with the Track Department in the Portland Division, reporting to Wally Pooler.

Reid Potter, engineer of structures, and Evelyn are off again! This time they flew to San Juan, Puerto Rico, and then took the "Carla C" for a one week's trip to Venezuela by boat, making several stops along the way. They visited Curacao, Trinidad, Martinique, and St. Thomas. They lived aboard ship where the food was excellent. Reid and Evelyn's daughter, Bethany, graduated in June from Catherine McAuley High School and will attend Anna Maria College in Worcester, Massachusetts. She will major in Art.

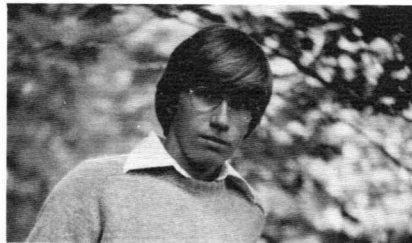
Nancy Lancaster, daughter of J. Emmons, assistant engineer of structures, and Ruth, graduated in the top twelve of her class at Falmouth High School in June. She took fourth place in the State Track Meet at Mt. Ararat, Topsham, in the 880 Race. In September, Nancy will attend the University of Maine in Orono to take a two-year course as a veterinary's assistant.

Stan Jordan, assistant to chief engineer, Marie, Stephen, and Kathleen motored to Montreal in April, visiting the newly-built Olympic facilities, and saw a Major League baseball game between Montreal and San Francisco in the Olympic Stadium.

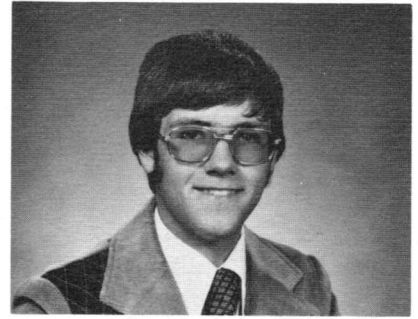
Debbie Aylward, daughter of Dick, chief clerk, Engineering Department, and Nathalie, graduated May 14 from Westbrook College with highest honors in the Nursing Program. That evening the family and Nat's mother, Mrs. Smith, left for Fort Jackson, South Carolina for a four-day vacation with Stephen. They rode Amtrak from South Station, Boston, both ways, and recommend it greatly. The southern hospitality is really real! Debbie reported for her new position at the Maine Medical Center in Portland after a short vacation at home.

Susan, daughter of Cathleen, P. T. track clerk, and David Britting, traveled to Toronto, Canada with a group in four busses for a five-day trip with the Freeport High School Band, where they competed in the International Music Festival during May. Susan, a freshman, is a member of the color guard and a majorette for the band. There were 115 youngsters plus the chaperones.

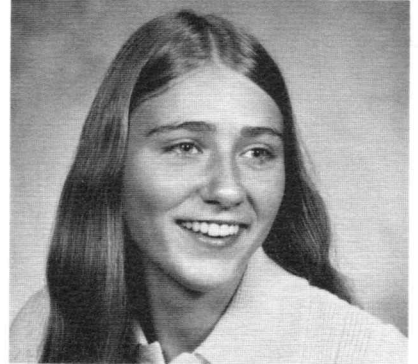
Douglas, son of James Born, chief engineer, and Vaun has been employed as a percussionist with the Portland Players, Cape Elizabeth, for the summer. The current musical is "Something Afoot." Doug is a junior at Westbrook High School.



*Richard I. Luce, Jr., right, and Robert I. Luce, sons of Gloria and Dick Luce, Disbursements Office, are graduates of Cape Elizabeth High School. Richard plans to attend Southern Maine Vocational Technical Institute and Robert is joining the United States Air Force.*



*John Wallace has graduated from Deering High School.*



*Stacy E. Gilbert, daughter of Nancy, Voucher Bureau, and Arthur, Revenue Office, Gilbert. Stacy graduated in June from the University of Maine-Portland with an Associate Degree in Recreational Therapy. She was on the Dean's list.*



*Janet E. Roy, daughter of Jean and Reggie Roy, Voucher Bureau, is a June graduate from Deering High School. Janet is employed as a secretary with a Portland law firm.*



The first week of May was spent in luxury and leisure by the T. L. Woodburys, G. H. Stanleys (auditors, Revenue Department) and R. T. McCrums (S. D. Warren Company) at the Sonesta Beach Hotel in Bermuda. The weather was perfect, the food was delicious, and the "boys" enjoyed riding the mini-bikes.

Jim Landry, revision clerk, Auditor Revenues, has been a member of the Portland Rugby Football Club since 1974. The club was founded in 1970 by a small core of players and now has expanded to 45-50 players. Experience, depth, and versatility have given the club a good reputation these past seasons. They hosted the 7th Annual Invitational Rugby Tournament. This past spring marked the start of their women's rugby club, which this May won the Women's Competition of the New England Rugby Tournament.

## Eastern Subdivision

Congratulations to Mr. and Mrs. Stephen H. Burnham on the birth of a son, Stephen, Jr., born January 24. He weighed in at six pounds, twelve ounces and is doing fine. The Burnhams also have a little girl, Kelly, who was two years old in May.

Raymond Spaulding, marketing manager, and wife Dottie are planning to build a new home in Hampden this summer.

Maine Central Railroad received a Fair Share Award for its contributions to this year's Bangor Area United Way Campaign.

John Costain, yardmaster, Bangor, received his 25-year pin from general agent Steve Packard in January. Mr. Costain is now off duty because of a broken knee and heel sustained in an accident at his home.

Congratulations to Mr. and Mrs. Alan Jewett on their marriage March 12. Alan is a carman at Bangor Car Department. Mrs. Jewett is the former Mitzi Rackleff of Oakland.

Retirees visiting in the Bangor Freight Office recently included: Virgie Nowell, Dorsey Richards, Bill Robinson, Francis Corbett, Larry Currie, Ray Bond, Bill Walker, Roger Shaw, John Shaughnessy, and "Al" Sullivan.

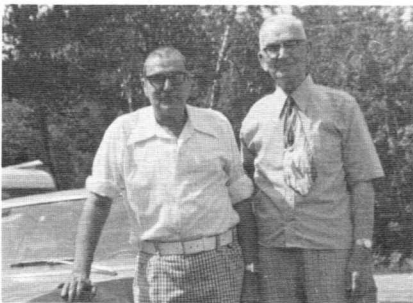
E. A. Phillips, conductor, must have been more than a little surprised to find that a four-seater Piper Commanche had made an emergency landing in his pasture on the Davis Road, Bangor. The small plane's engine quit and the pilot utilized Ernie's field to make a safe landing. Ernie had just left the field where he had been working all day, so luckily no one was hurt. The plane was able to take off the next day and, we assume, Ernie continued on with his work as if nothing had happened.

The Bangor Car Department's softball team is trying to improve on last year's record. All they need to do is win one game to achieve this goal, since they didn't win a game last year. Keep pitching boys!

If anyone talks about the "Fonz" around the Bangor Car Shop, they are, of course, referring to Harold T. McLain, carman. It's Harold's new "Fonzie" thermos bottle and cup that earned him that title!



*Laurie Goodie is the daughter of Mr. and Mrs. Richard Goodie, Auditor Revenue Office. She graduated from Deering High School as an honor roll student. She will attend the University of Maine in Orono.*



*Retired agent-operator E. F. Sanborn, right, recently celebrated his 90th birthday. His son, M. H. Sanborn, is shown with him. The elder Mr. Sanborn is still very active in church work, drives his own car, and enjoys fishing.*



*Charles "Chip" Corson has added more bowling trophies to his collection. Chip, 12 years old, is the son of Charlie Corson, cashier, Bangor Freight Office. He recently won the Junior State Doubles and the Eastern All Events.*

Best wishes for a long and happy retirement to W. A. Kingsbury, carman at Northern Maine Junction, who retired May 31, 1977 after 32 years of service with Maine Central.

Welcome back to Linwood G. Quimby, carman, who returned to work recently after several months' recuperation from a back operation. Hope you're feeling much better now, Linwood.

If you are down by the Bangor Car Shop, you might get a look at Steve Porter's new 1977 Ford LTD. Steve is a carman for the Shop, as is R. A. Dixon. "Dick" is going to be enjoying the summer months camping in his new travel trailer. Dick's "Old Dad," maybe better known as Clarence E. Dixon, retired supervisor of the B & B Department, Bangor, dropped in for a visit the other day. "Old Dad's" sense of humor is still as great as ever.

Summer is upon us and tours for school children are in full swing. General agent S. E. Packard, Bangor, has arranged and accompanied nine different groups on tours of the Bangor Engine House, the Bangor Car Shop, and Bangor Yard. At the Engine House the groups are met by "Doug" Clendenning, foreman, who very ably, and with a great deal of interest, explains the workings of the round house and the work being performed. Assisting Doug are Bill Martin, hostler; Silva Doyon, laborer; Don Coleman, laborer; and many other employees. At the Car Shop, the groups are shown what is involved in keeping a railroad car moving, what makes a train stop, as well as how cars are hitched together to make up a train. Many questions are asked by the children and adults accompanying them. It is interesting to note that in most cases, the adults take as much interest as the children and frequently remark that they didn't realize how complex the operation of a railroad really is. To express their appreciation, many letters are received such as the one below from one of the young students:

"Dear Friends,

Thank you so much for taking us on that tour. It was fun! We have gone on seven other field trips this year and I thought the Maine Central Railroad was the best. Thank you so much.

Sincerely,

Darlene Parsons"

Bruce Goodin, age twelve, son of Leo J. Goodin, Jr., brakeman, was a member of the Biddy Basketball team that won the New England championship in Danielson, Connecticut this spring. The boys then went on to play for the national championship in Wichita, Kansas, where they tied for seventh place. This was a great experience for the boys and one they won't soon forget.

New faces are being seen among the trainmen on the Eastern Subdivision and a hearty "Welcome Aboard" is extended to the following: Richard D. Adams, William B. Bailey, Wesley E. Donnellan, Paul A. Lainsbury, Douglas A. Morris III, and Michael E. Phinney. The same greeting goes to Arthur W. Carlisle, who joins us as a spare crossing tender at Bangor. A familiar face and old friend coming back from the South to serve again as spare crossing tender at Mattawamkeag is Fenton W. Priest. We know that summer has surely arrived when we





Robert J. Rand, operator, left, receives his 25-year service pin from assistant superintendent Royce Wheeler.



June graduate, Michael Joseph Hartery.

see Fenton again.

Ernest D. Wheeler III, son of assistant superintendent and Mrs. Royce G. Wheeler, graduated from Hermon High School on June 10. "Ernie" hasn't made any definite plans for the future, but intends to spend the summer working.

Jodie Harriman, daughter of Mr. and Mrs. William Harriman, graduated from

Old Town High School this June. "Bill," who is a yard clerk at Bangor, tells us that Jodie will be going into secretarial work immediately.

Michael J. Hartery, son of yard clerk, M. J. Hartery and Mrs. Hartery, graduated from Bangor High School, June 17. "Mike" enlisted in the United States Marine Corps in December 1976 and leaves for Parris Island in July to begin a four year stint. After boot camp, he will report to Tennessee for Navigation School.

Bangor Freight Office personnel are waiting for the big event. It seems that Chief Clerk Harry A. Bowen, Jr. has bought a new sail boat and there is a great deal of speculation as to its floatability. Don't go up the creek without a paddle, Harry.

## Rigby

Terminal electrician Jim Small had a busy month of May. He was hospitalized for several days undergoing various tests to determine his health status. During that time, he announced he was a grandfather for the fifth time. His daughter, Marsha Pendexter, presented a baby girl to the family named Meridith Lea.

Former Rigby employee, Maynard Jellison, 75, died suddenly at his home. He was employed on the Terminal for 23 years and had been retired for nine years.

The employees at the Rigby Shops wish to send their condolences to former engineman "Cliff" Morton in the death of his daughter, Mrs. Edward Estey.

Mrs. Florence Bonang, the wife of Phillip Bonang, died recently at age 59. Phil was employed for many years at the terminal engine house at Rigby as well as at Number Three engine house on Commercial Street as a boilermaker and a machinist respectively. He later transferred to the Vermont Central where he retired.

Arnold Sturtevant, an employee of the section crew working out of Freeport, retired on December 31 after thirty

years' service at age sixty. His wife Marion also retired. They will live in Freeport.

Raymond Ryder, leading man electrician, has decided to retire after 36 years of service. Ray has been located at Rigby for more than eighteen years.

## Rockland

Section foreman Alex Kelley bid off a job in his home town area of Bartlett, New Hampshire. His job was taken by Rick Lovely, who with regular Rockland crew Bob Bonney and John Bodman, plus new hires Fred Beerman, Ray Johnson, and Stan Winchenbach, as well as Waldoboro sectionmen Peter Davis and Bill Fowler, have been busy enlarging the public delivery track at Thomaston and surfacing with the Jackson tamber. Trackman Walter Zaccadelli, who was working the tamber as machine operator, bid in the assistant foreman's job at Lisbon Falls and Bill Fowler has taken his place running the tamber.

A recent visitor to the freight office was former telegrapher Everett "Andy" Anderson, who for the last fourteen years has been working as a letter carrier in Augusta. It sure doesn't seem like fourteen years ago that he left the railroad. He is still active, playing for dances Saturday nights at the Blue Goose in Northport, and is still collecting and refurbishing old and antique cars. Andy wants to be remembered to the boys he used to work with.

Retired conductor Russ Willey came in to call and said he had been fishing for smelts and chasing around various garages looking for a trade on a new car. Wonder what he'll finally end up with for a vehicle?

## Waterville Shops

Ernest Taylor, carman, who has recently been on sick leave, has applied for retirement after more than forty years' service.

Erecting floor machinist Robert Crowell has sold his house in Winslow and is now building a new one.

Barry Bickford, painter's helper, was stricken ill at home, hospitalized, and underwent emergency surgery. Barry is now well on his way to a full recovery.

Wheel room machinist Sherwood Bumps is pulling up roots in China and is building a new home on the West River Road, Sidney.

Retired Blacksmith Shop foreman Owen Thompson passed away recently. We extend our sympathy to his wife and family.

Stenographer Ruth Brochu is now an avid golfer and has joined a league at the Natanis course in Vassalboro.

Forklift operator Alan Swett and wife Valerie are the proud parents of their first child, Jason. It has been said that Alan can now qualify as a medical technician with his recent operating room experience.

Miss Lillian, Stores stenographer, maintains a candy dish where she can observe the dietary disciplinarians.



Portland Terminal Company Softball Team poses in their newly-acquired uniforms. The team has a good shot at a very successful season this year. Front row, left to right, Don Doane, Doug Dufour, Billy "The Walker" Keniston, Larry "The Dude" Albert, Dick Downs.

Back row, left to right, Wayne Davis, Paul "Porker" Parmenter, Gene Carey, Jerry Gilbert, Don Bernheisel, Dave Darling, Fred Sherrill. Absent when picture was taken, Steve Keniston, Paul White, Steve King.

Photo by J. S. Murphy.



## Waterville Yard

We want to welcome back conductor Maurice Johnson from Rockland. Maurice has been absent from Waterville for approximately seven years. The reason for the change is the time change on the Rockland Local. From what we hear, the D & H Poolroom is glad to see Maurice as he is one of their champion pool players. He won a double championship and was a runner-up the last time he was here. He came in fourth in the New England Tournament, so we are happy to have a champion among us.

Conductor Joe Boudreau made the local headlines (Waterville Morning Sentinel) recently with his Lab retrievers. He donated one of his pups to the Seeing Eye Dog Foundation. We assume that Molly, the pups' mother, is very proud. (See Spring "Messenger," back cover, for photo of mother and pups.)

First trick yardmaster B. C. Hillman is back to work after a couple of months' absence due to surgery. While convalescing, he received the service award of Bourque-Lanigan Post No. 5 American Legion, Waterville.

Congratulations to conductor and Mrs. Arthur Voisine on their 25th wedding anniversary. A surprise party was given by their children at the Fox's Den. Arthur's own dancehall, where you will find him on week-ends.

Condolences to the family of Benjamin Nabnowsky, former yard brakeman, who left the railroad some years ago to go into business for himself.

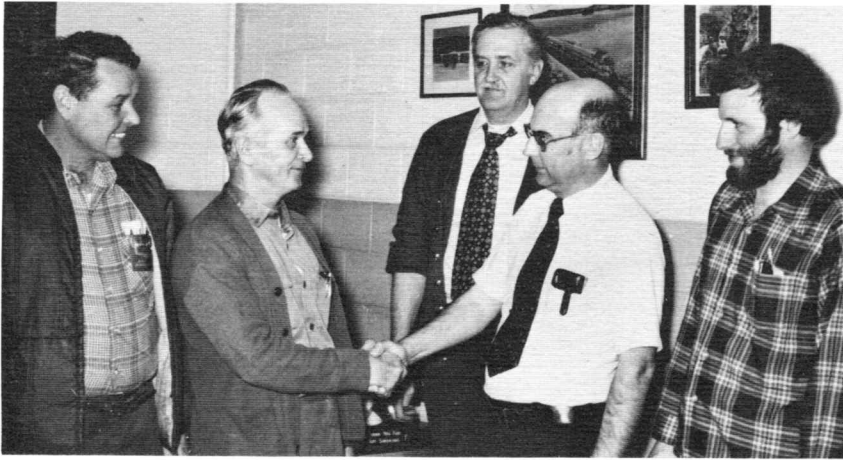
Conductor Arthur Genest, first trick, Waterville Yard, has moved into his new home on the County Road, Oakland, Maine.

Rigby engineers, now in the Waterville bunkroom, known as "The Bunkhouse Five," are Jimmy Lowery, Bob Maloy, Don Lucas, Ralph Rodway, and Walter Zimont. Jim keeps busy in his off hours reading sailing magazines and dreaming of hoisting a few sails this summer. Bob Maloy is enthusiastic about old movies, especially the ones starring Randolph Scott. What ever happened to Randolph anyway? Bob says, "He's still around." Don Lucas is the bunkroom program director. Don takes care of the television and makes sure the volume is not too loud. Walter Zimont keeps himself busy painting old boats, installing old antennas. During coffee breaks, you can always find engineman Ralph Rodway talking politics by the coffee machine with Arthur Genest, conductor.

Welcome to the following new spare brakemen at Waterville Yard: D. E. Bartlett, M. S. Brennan, K. D. Chase, P. R. Giroux, J. A. Gravel, K. D. Hall, Jr., A. R. Mathieu, R. J. Poulin, S. N. Tardy.

Spare brakeman Larry Genest got married May 6, 1977 to Donna Gagne of Fort Kent. They spent a two-week honeymoon in Florida at Daytona Beach and Orlando. They are residing in Waterville. Larry is the son of conductor and Mrs. Arthur Genest, Waterville Yard.

Spare conductor Bernard Faulkner is sprucing up his show horse, Tiny Tim, for the horse show in Clinton, June 26. His son, Kenny, will be the proud rider for the occasion.



Alfred D. Henderson, second from left, has retired after many years of service. He is congratulated by Roland Giroux as Les Anderson, Bill Schloth, and Ron O'Blemis look on.

## Waterville Station

Trackman and Mrs. John Hafenecker are the proud parents of a baby boy, born in April. Congratulations!

Also on the baby parade is a son named Joshua, born to trackman and Mrs. Harry Hambrick III. They also have a son named Jonathan.

Sympathy is extended to division engineer Bill Schloth and family on the recent death of his father, to chief clerk Bev Cook and husband Roland on the death of his father, and to section foreman Mac Brown on the death of his mother.

Retired assistant superintendent Arthur C. P. Lennon visited the station building in May. Arthur and wife Jeanette are now residing in Puerto Rico. Retired track supervisor Maurice S. Thorne also visited the station after spending the winter in Florida.

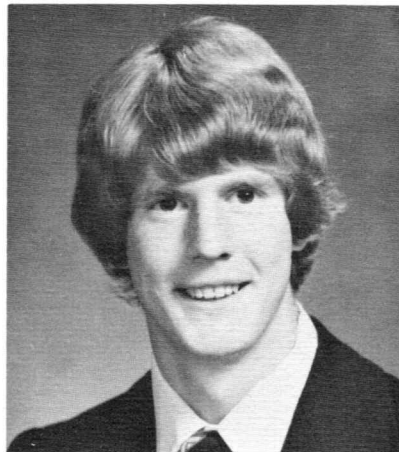
Track supervisor Donn Wolfe and family went to Florida in April. They visited his parents and toured the area.

Supervisor-work equipment Roland Giroux and wife Dot recently drove to Indiana to visit son Bruce and his wife.

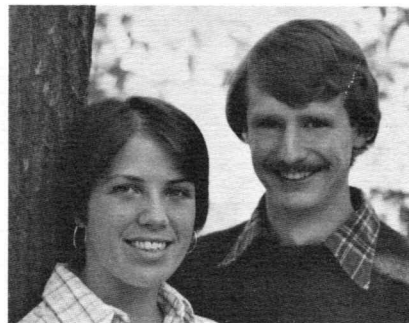
There is another face in the Waterville Freight Office; she is Leanne Lentz, daughter of Phil Lentz. Leanne will be filling vacancies and working as a spare. Welcome aboard, Leanne!



Over 1400 diesel parts almost smother clerk David R. Dulac, Waterville Stores Department. The diesel program will consist of five light general overhauls and six cylinder rebuilds to be carried out in 1977.



James Russell, son of Tower A operator and Mrs. Melvin Russell, Sr. is a sophomore at Harvard. Jimmy was on the boat crew and they won all their meets and sprints for the year '76-'77. He has been on the Dean's list for the past two years. He is going to work for Senator Bill Hathaway in Washington for six weeks.



Mr. and Mrs. Melvin Russell, Jr. Melvin is the son of Tower A operator and Mrs. Melvin Russell, Sr. They are both graduating from Gordon College at Wenham, Massachusetts. Presently, they reside at Rockport, Massachusetts.





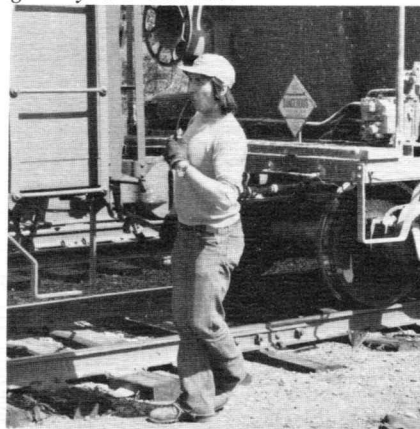
Left to right, T. W. Barnett, yardmaster; E. R. Palmer, brakeman; and C. F. Hodgdon, conductor, each being congratulated by Bill Bickford, assistant superintendent, for completing 25 years' service.



Al Cook, swing checker, busy checking the westbound, Waterville Yard.



Spare brakeman Larry Lemieux on relief switcher No. 1.



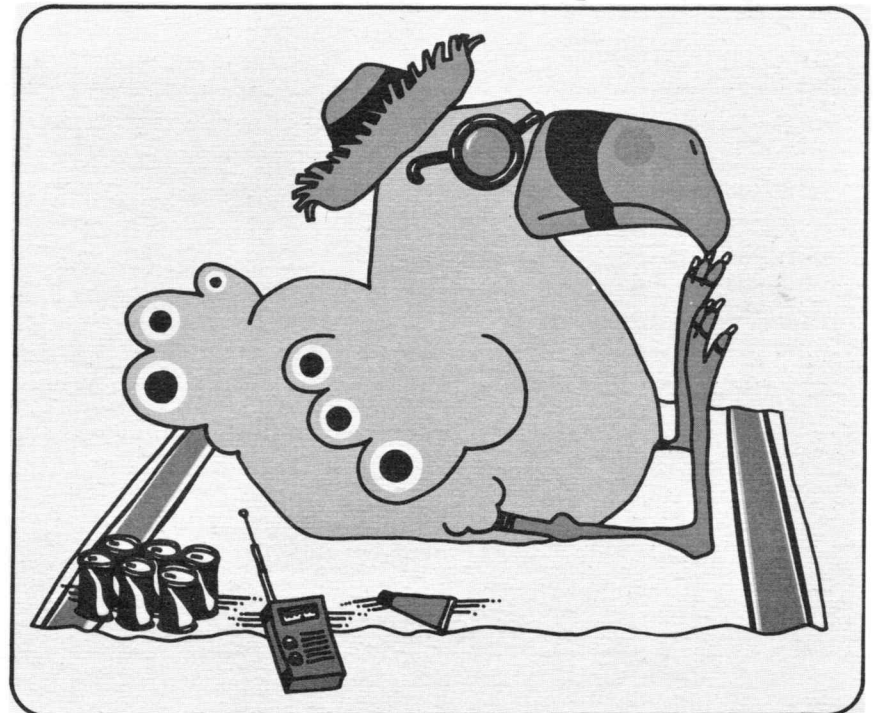
Spare brakeman, Nick Pitarys, pulling a pin on BR-4 recently in Waterville.



Car inspector, Alphonse Desveaux, Waterville.



Conductor Maurice Johnson poses before boarding his train for Gardiner.



**The summer blood donor is a rare bird.  
Be one.**

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 GORHAM, ME 04038

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# number one

In June the Paper Industry Information Office in Augusta announced that the State of Maine has passed Wisconsin to become the nation's number one paper-maker. An updated survey of the Maine pulp and paper industry has revealed an 18 per cent increase in annual production capacity with expansion and modernization projects coming on line this year. The new capacity is 3.4 million tons per year, up from an earlier rating of 2.8 million tons per year.

Wisconsin and Maine together account for over 20

per cent of the nation's output of paper. On a nationwide basis, the State of Maine is projected to have 11.1 per cent of the 1977 year-end papermaking capacity.

The Paper Industry Office survey showed that there are a total of 17 pulp mills in Maine with an annual production capacity of over 2.9 million tons. Maine has 19 paper mills with 79 paper machines to produce a potential of 3.4 million tons per year. The Maine paper industry employs nearly 20,000 men and women and is the backbone of the Maine economy.

## MAINE PULP AND PAPER INDUSTRY — 1977

Company	Location	Employees	Paper Products	Capacity Tons/Day		
				Paper Machines	Paper	Pulp
Boise Cascade	Rumford	1850	Printing, periodical, book	10	915	705
Colonial Boards	Bar Mills	37	Paper	2	15	—
Diamond International	Old Town	1412	Market pulp, tissue paper	1	75	550
Eastern Fine Paper	Brewer	410	Paper	2	120	—
Fraser Paper	Madawaska	1000	Bond, catalogue, specialty	8	1,100	—
Georgia Pacific	Woodland	1300	Market pulp, newsprint, specialty	2	400	750
Great Northern	East Millinocket					
	Millinocket	4000	Newsprint, book, magazine, form	17	2,300	2,300
International Paper	Jay-Chisholm	1750	Bond, tablet, form, carbonizing	7	1,480	1,770
Kennebec River	Madison	Idle	Paper	2	—	—
Keys Fibre	Shawmut, Waterville	1125	Formed fibre containers	—	225	120
Lincoln Pulp & Paper	Lincoln	625	Paper	3	375	325
Marcal Paper	Mechanic Falls	200	Paper	3	60	—
Owens Illinois	Old Town	125	Converting paper	—	17	25
Pejepscot Paper	Topsham	350	Specialty, printing	3	160	135
Scott Paper	Skowhegan-Winslow	1390	Specialty, card, towel, tissue	6	600	750
S. D. Warren	Westbrook	2176	Book, cover, printing, specialty	5	485	280
St. Regis	Bucksport	1250	Printing, magazine, catalogue	4	1,000	500
Statler Tissue	Augusta	500	Converting paper	3	150	—
U. S. Gypsum	Lisbon Falls	180	Wood fibre board	—	325 sq.ft./day	—
Yorktown Paper	Gardiner	75	Converting paper	1	80	—

Source: Paper Industry Information Office, Augusta, Maine