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Fall 1977



MAINE CENTRAL

MESSENGER

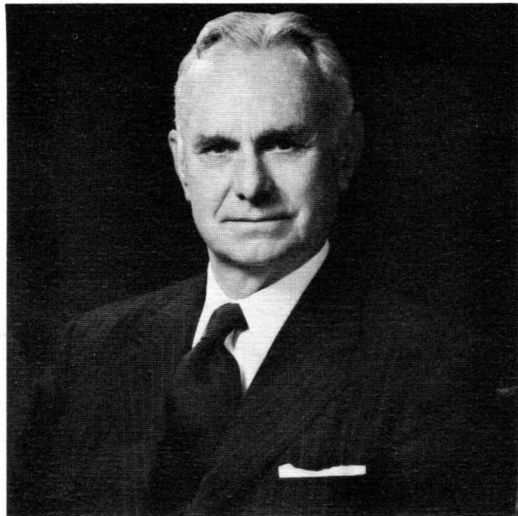


The Route

To many travelers and vacationists the route of the Boston - Maine Airline will represent a new perspective of familiar scenes. In fact, some of the famous show places along the route that can not be seen from the highways or railroads will be visible for the first time.

What a new experience to be looking down upon the palatial estates of the North Shore and the Maine coast, peering into their secluded grounds; seeing the spindly tops of lighthouses; the smoke belching forth from the innards of an ocean liner; formidable rock promontories that look as flat as the fine strips of beaches beside them; the pines of Maine, like spears at attention; and the twinkling lakes and mountains in the distance. Everything in miniature. That's seeing old New England in a new way.

From the desk of . . .
E. SPENCER MILLER



Expression of Confidence

Perhaps the two most satisfying accomplishments in my 40-year railroad career took place 25 years apart. The first was the 1953 refunding of railroad debt during my first year as president of Maine Central. The second was the September 8, 1977 completion of efforts to refund \$12 million of Maine Central debt. The latter was described by the financial writer for the Portland Press Herald as one of the "more important happenings in recent Maine railroad history."

It would be difficult to find a more pleasant task than to use this column to explain how our railroad refunded this debt when railroad credit was at an all-time low and when hostile parties said the task was impossible. The men and women of Maine Central can stand proud today.

In 1952 over \$22 million in debt had just matured or was about to mature. Wall Street experts considered the task of refunding the debt all but impossible but the job had to be done so we set about to accomplish the impossible. The effort suffered a near fatal blow when the largest institutional bond holder ran out from under us. The action shook the confidence of other potential institutional holders and we were forced to press the effort in other quarters. Only one bid, that from a syndicate headed by First Boston Corporation of New York, was received but the bonds were placed in 1953 and 1955. A large percentage of the bonds were sold locally and acquired by individuals and institutions in Maine.

Twenty-five years later, in 1977, the management of this company faced a similar but even more difficult task, refunding \$12 million of the \$22 million 1953-55 debt which had been cut almost in half by careful stewardship over a quarter of a century. Railroad credit was at an all-time low and for good reason. Railroads generally in the northeast faced bankruptcy during the past decade. By 1975 most of these properties were under quasi-government Conrail operation and one continued to struggle valiantly to avoid segmentation and stay out of Conrail. Since 1970 the rate of return on net investment of Eastern District railroads has been a deficit in all but three years and the average for those three was less than one-quarter of one per cent.

Against this background First Boston Corporation accepted the task of developing a plan in cooperation with our management for private placement of \$10 million. After more than two years of work, on September 8, 1977 the closing was held at the Canal National Bank in Portland and Maine Central continued its unblemished record of faithful payment of debt.

Officers of Maine Central have received praise from holders of our securities noting that they are being paid out 100% for their investment and, of course, that they enjoyed steady interest payments over the 25-year life of the bonds. The faith and confidence demonstrated by these investors in 1953 was well founded. Investors in other northeast railroads have not been so fortunate.

The plan to refund the \$12 million in debt is in four parts. Two million dollars of Company funds were contributed by the railroad. Equipment Trust Certificates due in 1991 and with an interest rate of 9 $\frac{1}{4}$ % were issued in the amount of \$4.5 million. These certificates are secured by Maine Central equipment including box-cars rebuilt by Maine Central forces at Waterville Shops. First Mortgage and Collateral Bonds were issued for another \$4.5 million and they carry an interest rate of 9 $\frac{3}{4}$ % and are due in 1987. Finally, one million dollars of 9 $\frac{3}{4}$ % Collateral Trust Notes due 1991 were issued. These notes are secured by Soo Line bonds acquired in 1974 as part of the compensation received when Maine Central sold the line from Mattawamkeag to Vanceboro to CP Rail. The terms of each type of security call for total extinguishment at maturity.

The \$10 million in bonds, trust certificates and notes were placed with nine institutional investors led by New York Life Insurance Company, one of the largest insurance companies in the country. New York Life had participated in the 1953 refunding and, at the time of maturity, held \$2 million of bonds. The first effort to place the new securities was with New York Life. The large, sophisticated company thoroughly investigated Maine Central even to several days of inspection of the property and tours of the plants of several of Maine Central's largest shippers. New York Life then agreed to take \$8 million composed of \$3.6 million trust certificates, \$3.6 million bonds and \$.8 million notes.

The remaining \$2 million is held by a large mid-western insurance company, a Portland, Maine based insurance company, a college, two Portland banks, two Bangor, Maine banks and a trust. Five other Maine institutions would have bought bonds or equipment, if necessary, including one which expressed an interest of investing over \$1 million in equipments but which came after full commitments had been obtained.

The securities are distributed as follows:

Purchasers	Trust		
	Certificates	Bonds	Notes
New York Life Insurance	\$3,600,000	\$3,600,000	\$800,000
American Mutual Life Insurance	700,000		
Union Mutual Life Insurance	200,000	200,000	100,000
Dartmouth College		250,000	
Canal National Bank		150,000	
Casco Bank & Trust		150,000	
Bangor Savings Bank		100,000	
Clarence B. Little Trust			100,000
Merrill Trust		50,000	

The successful refunding is a vote of confidence in Maine Central's future and in the future of industrial Maine. Large insurance companies, with sophisticated financial expertise have demonstrated their belief that Maine Central is and will continue to be financially sound and that Maine's expanding industry will need and use our railroad. The local Maine banking community, with personal knowledge of Maine Central management and the railroad's potential, showed that they believe Maine Central is a well-run railroad with a promising future.

Every Maine Central and Portland Terminal employee should take comfort and great pride in the accomplishment of refunding because it is most of all an expression of confidence in the men and women, at all levels, who make this railroad what it is today and who will determine what it will be in the future.



President

E. SPENCER MILLER AN AMERICAN PROTOTYPE

In recognition of Mr. Miller's 25 years as president of Maine Central, the railroad has published a 53-page book honoring his able leadership over the past quarter of a century. Most of the book is devoted to reprints of 18 editorials and portions of editorials written by Mr. Miller for the *Maine Central Messenger*. The opinion articles range in subject from railroading to politics to economics and in time from August 1961 to the summer of 1977. The writings are educational, candid, thoughtful and thought provoking.

A limited number of copies of the book are available to railroad employees and other persons who read the *Messenger*. You may obtain your copy at the Executive Department in the General Office Building in Portland, at the office of the Shop Superintendent in Waterville or at the Assistant Superintendent's office in Bangor. You may also write to Bradley Peters, Assistant to President, Maine Central Railroad, 242 St. John Street, Portland, Maine 04102 and a copy will be forwarded to you.

Fall 1977

MAINE CENTRAL

MESSENGER

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EDITOR

Bradley L. Peters,
Assistant to President



ASSISTANT EDITORS

Barbara Spaulding	Eastern Subdivision
Albert B. Wetmore	Rigby
W. B. Lewis	Rockland
Don Dickey	Waterville Shops
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COVER PHOTO



A Stinson Trimotor of Boston-Maine Airways. Note winter chains on wheels. Used by Boston-Maine Airways from 1933 to 1940, it carried ten passengers and cruised at 85 miles per hour. Story on page 5.

A testimonial

On the surface, the recent announcement by Maine Central Railroad that it has successfully refinanced \$12 million in old debt may seem like no big deal to most folks.

On the contrary, this financial transaction was an estimable accomplishment. When you consider that railroads throughout the country are wracked with financial insolvency, even with government loans, Maine Central's

capacity to attract major private investors and thus help it work toward extinguishing its bonded indebtedness is, in contrast, highly noteworthy.

That the conservative New York Life Insurance Co. is a major investor in the refinancing deal is in itself a gold star.

Quite obviously, those in positions to pass judgment are harboring a lot of confidence in Maine Central's present and future.

Kennebec Journal, Augusta, Fri., September 16, 1977

A railroad that pays

Congress is grumbling, although not yet in concert, about the \$2 billion deficit accumulated in the last six years of operation by Amtrak. Whether or not the National Railroad Passenger Corp. will be fully refinanced remains to be seen.

Amtrak's red ink highballing and need for continuing injections of tax money brings to mind in a left-handed fashion a railroad that does it on its own. It's a road that doesn't cost the taxpayers a dime, one that not only remains solvent but even showed a profit for the first half of this year, the only major line in the northeast to do so.

We're referring to the Maine Central, of course, which earlier this month refinanced nearly \$12,000,000 in long term debt the way every other private business does, by borrowing from equally private

lenders. Maine Central's president, E. Spencer Miller, an unabashed booster of capitalism as a system, scored the coup. He described it—rightfully, we thought as “a profound expression of confidence in Maine Central's financial stability and promising future.” Raising \$12,000,000 at a time when railroads nationally are held in such low financial esteem can only be described as a tribute to effective management. It meant convincing such hard-nosed financial entities as the New York Life Insurance Company, Canal National Bank of Portland, Merrill Trust of Bangor, and others, that the Maine railroad could be depended upon to continue amortizing a debt that was \$22,000,000 in 1955. Miller and Maine Central deserve credit for achieving such results in the continuing atmosphere of railroad debilitation.

WJBQ, Portland, Maine

NEWS COMMENTARY

September 12, 1977

Frank Gibbs - Excerpt

Headquartered in a brown rock fortress-like building on St. John Street, with seemingly insurmountable problems... the Maine Central Railroad is doing its crucial thing better than most railroads in the nation - and astoundingly is doing it at a profit. The Maine Central is run dynamically but conservatively by a ramrod straight E. Spencer Miller. A lot of businesses and every governmental bureaucracy could use the Spencer Miller approach of how to do things The Spencer Miller zeal for getting all the possible mileage out of a buck has made the Maine Central a unique success in a business which the government has decreed is supposed to succeed only if billions of your dollars and mine are used. Miller has time and time again gone on record opposing governmental handouts, empire building and waste. Sadly-whether in Augusta or Washington - few listen. But you and I should at least listen and admire what goes on at St. John Street. E. Spencer Miller and his Maine Central railroaders have a way of doing the difficult that our state and nation desperately need more of. The Maine Central is a hell of a railroad...and we should all be damned proud.

MORNING SENTINEL, Wednesday, Sept. 14, 1977

How To Run A Railroad

Members of Maine Central Railroad's management team were smiling last weekend. They had reason to be pleased.

They had just completed the refinancing of \$12 million in long-term debt. In view of the condition of most railroads in the northeastern part of the country this was quite an accomplishment.

President E. Spencer Miller noted the obvious when he called it a “profound expression of confidence in Maine Central's financial stability and promising future.” He heads one of the few

railroads in this part of the country that has remained solvent and out of government control.

What was refinanced was part of a debt issued in 1953 and 1955. The other \$10 million had been retired previously, through careful stewardship and hard-nosed management.

Some of the decisions of the Maine Central brass over the years haven't been universally popular, but last week's financial transaction suggests that it has learned the prudent way to run a railroad.

boston-maine airways



The people who ran the first regular airline service in Maine. Left to right, Paul Collins, president, Boston-Maine Airways; Jack Sheehan, general passenger agent, Boston-Maine Airways; Amelia Earhart, vice president, Boston-Maine Airways; Milton Anderson, chief pilot; Dana Douglas, executive vice president, Maine Central Railroad and Laurence Whittemore, assistant to president, Boston and Maine Railroad.

(Information for this story provided by Richard F. Dole, retired Maine Central chief mechanical officer. Mr. Dole is recognized as one of Maine's foremost authorities on the subject of Maine railroads)

A little-known New England transportation fact is that the first, regular, continuing air service in Maine was provided by New England's two major railroads, Boston & Maine and Maine Central. This 1930's railroad venture into the air evolved into Northeast Airlines, one of the nation's major airlines. A few years ago the Northeast "Yellow-bird" was retired and the airline became part of Delta Airlines, one of the country's largest and most profitable carriers.

Maine enjoyed irregular and infrequent air service between Boston, Portland, Rockland and Bar Harbor during 1929 and 1930. Boston & Maine Railroad and Maine Central

Railroad management had considered for several years instituting air service to points along the Maine coast in order to provide speed and convenience not available from existing passenger train service. These studies intensified in 1931 under the direction of Laurence Whittemore, B&M's assistant to the president.

The railroad studies resulted in the formation of Boston-Maine Airways, a joint subsidiary of the Boston & Maine and Maine Central Railroads. An agreement was worked out in 1931 whereby Pan American, acting as a contractor to Boston-Maine Airways, would provide summer service through Boston-Maine Airways. It is believed that this air service was the first in the nation sponsored by railroads. The agreement with Pan Am only lasted through the summer of 1931 and service was terminated.

Boston-Maine Airways entered into a contract with National Airways which had been formed for the specific purpose of providing service for Boston-Maine Airways. One of the vice-presidents was Amelia Earhart, the first aviatrix to fly the Atlantic. With the new corporate arrangement, each railroad owned about 16 per cent of the stock and the president and one of the vice-presidents of National Airways owned over 16 per cent each. Regular year-round air service was inaugurated by Boston-Maine Airways on August 11, 1933.

The first aircraft used in this service were two Stinson Trimotor planes which were purchased from Eastern Airlines for only \$2500



each. The 3-year old planes cost \$22,500 new. They had no retractable landing gear, wings covered by fabric, only one pilot and carried 10 people at a cruising speed of 85 miles per hour. The headquarters for the new airline was in Scarborough just outside Portland with an unheated hangar and a grass landing field.

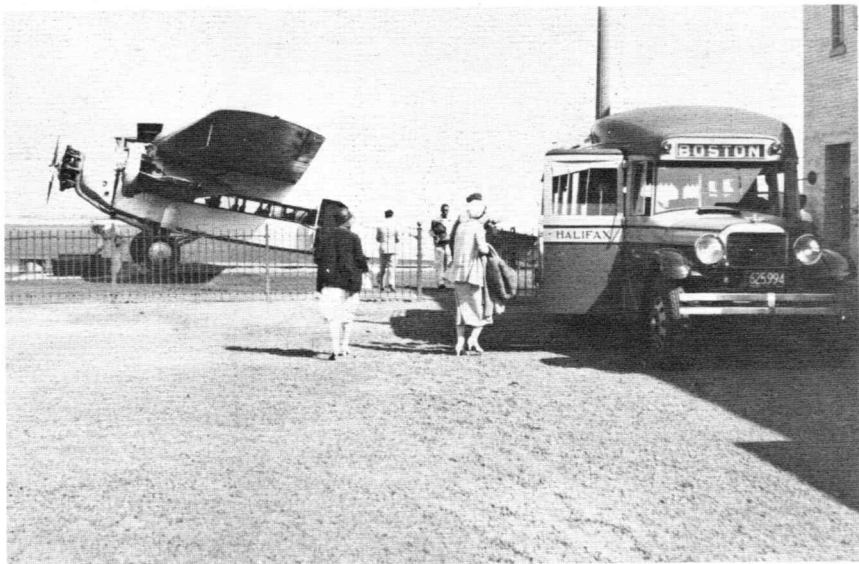
Herbert Baldwin, former investigative reporter for the Boston Post and at this time publicity director for both railroads, traveled northern New England with Miss Earhart promoting the new service. Baldwin later said that the effort was aimed primarily at the housewife, convincing her that airplanes were safe so that she would allow her husband to fly.

The new air service was known as the "Flying Yankee of the Air" and consisted of three daily round trips Boston - Portland, one round trip Boston - Portland - Waterville - Bangor and one round trip Boston - Portland - Rockland - Bangor. The Boston - Portland (90 miles) flying time was 50 minutes and Boston - Bangor (215 miles) was 135 minutes with a 10-minute stop at Portland and five minutes at Waterville. The one-way fare Boston - Portland was \$5.50 and Boston - Bangor, \$13.00. The Rockland stop was discontinued during the first year due to lack of patronage.

Boston - Maine Airways was soon joined by Central Vermont Airways, an airline sponsored by Central Vermont Railway. This allowed service to be expanded into New Hampshire and Vermont and later to Montreal. Headquarters for the growing airline was moved from Scarborough to East Boston in the spring of 1934.

In the winter of 1933-34 the airline used winter chains on the planes' wheels for better braking on ice-covered fields. It may have been the first airline in the country to do so. In October 1936, two 10-passenger Lockheed Electras were obtained at a cost of \$50,000 each. The all-metal planes had a cruising speed of 183 miles per hour, reducing the flying time Boston - Portland to 39 minutes and Boston - Bangor to 95 minutes.

In 1937 pressured by the need for new equipment, National Airways was dissolved and the management became part of Boston - Maine Airways. The Aroostook



A Pan American Fokker Trimotor used to provide service under contract to Boston-Maine Airways. The plywood constructed plane was a giant for its time. Each of its three engines were capable of putting out 400 horsepower. It is pictured at Boston's Airport during the first week of operation of Boston-Maine Airways, August 8, 1931. Photo from the collection of Norton Clark.

Division was inaugurated in 1937 in cooperation with Bangor & Aroostook Railroad, providing service to northern Maine. During 1938 Atlas Corporation bought some Boston - Maine Airways stock. Atlas was a large holding company controlled by Floyd Odum and his wife Jacqueline Cochran, both famous pilots.

As of August 1, 1938, with five years of regular flying service, Boston - Maine Airways had flown 45,000 passengers two million miles without a mishap. As airline patronage grew, the line experienced a record month in June 1940, carrying 2,855 passengers 104,814 miles. July 3, 1940 was a record with 150 passengers riding the railroad-controlled airline.

By November 1940, all flights were using Lockheed Electras, but new and larger planes were required to provide needed capacity. The most suitable plane available was the Douglas DC-3, a twin-engine, 24-seater, costing about \$120,000, too much for the railroads to handle. In order to obtain funds for new equipment, new shares of stock were successfully offered to the public. As part of the financing plan, the name of the airline was changed on November 16, 1940 to the name it would carry for over 30 years — Northeast Airlines.

Railroad involvement in air serv-

ice was destined to be short-lived due to government regulation. A short time after the Civil Aeronautics Board was formed in 1938, it ruled that no surface carrier should control an airline. Boston - Maine Airways and Northeast Airlines were exempted from this prohibition because the control existed before the formation of the CAB.

Northeast Airlines had an application pending for services to New York and west to Chicago and even overseas service was contemplated. The CAB made it clear that as long as railroads controlled the airline, approval of route extensions would be denied. In 1943 both Maine Central and Boston & Maine decided to sell most of their airline stock with the majority of it going to Atlas Corporation. Railroad control was now at less than ten per cent and Northeast Airlines grew steadily for several years until it was taken over by Delta Air Lines in 1972.

New England railroads, including Maine Central, played a vital role in air travel, provided the inauguration, growth and stabilization of air service in northern New England and eastern Canada.



hollis wyman

blueberry baron

J. Hollis Wyman; hard-nosed, successful businessman; powerful, conservative politician; dry-witted Downeast philosopher.

Wyman as businessman is the son of Jasper Wyman & Son of Milbridge, Maine. For many years he has been president of what is today the largest wild blueberry processing operation in the world.

Senator Wyman is serving his 21st year in the Maine Senate. His political acumen has led to his reputation as a force to be dealt with in Augusta.

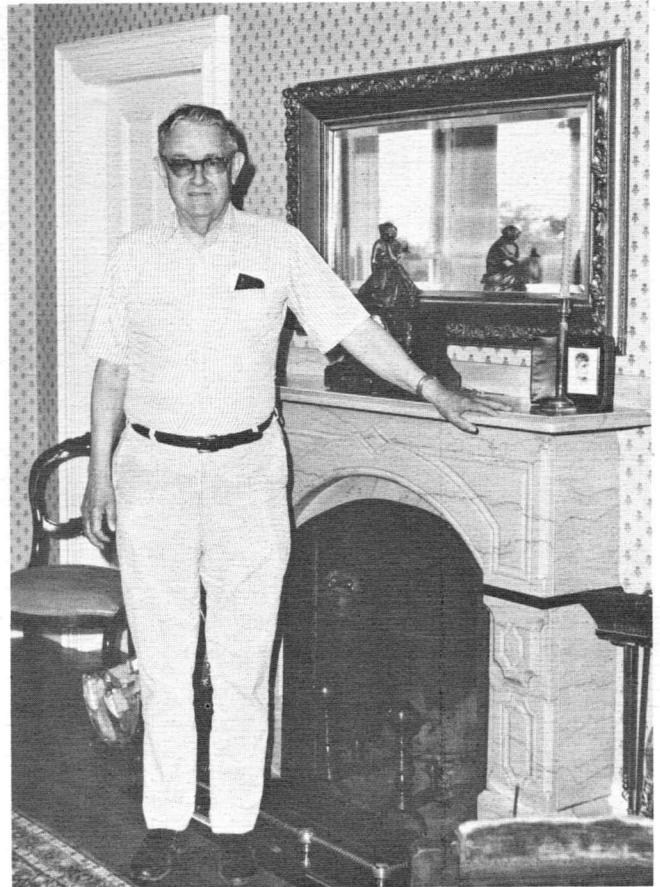
His Downeast philosophy is demonstrated by his comment at a public legislative hearing in Washington County's East Machias in 1975. He said that when he was in Augusta "people ask me, 'How are things in the County?' and I say, 'fine, as long as outsiders and dogooders will leave us alone.'" Then there is the framed slogan that hangs in his office or home, "No amount of planning can substitute for dumb luck," signed Uncle Hollis.

Blueberry growing and processing is a big business in Maine. Although Senator Wyman is the largest grower and processor, there are about a dozen other substantial processors and many growers of lowbush, wild blueberries. The Maine crop will vary from eight million pounds in a very bad year to as high as 28 or 30 million pounds in an exceptionally good year. A considerable quantity of wild blueberries are also grown in the Eastern Canadian provinces, Nova Scotia having several sizable processing plants.

Jasper Wyman & Son operates sardine canneries, processes frozen fruit products and cans various pie fillings. The senior Wyman prepared Hollis well for his task of running a difficult business. He was educated at Phillips Exeter Academy in New Hampshire and at Harvard University.

Jasper Wyman & Son is over 100 years old and has been in the blueberry processing business for over 75 years, and may have been the first in the country. Before the railroad came to Washington County in 1898, the blueberries were hauled to the town dock in Milbridge and loaded into sailing vessels. The berries, packed in wooden boxes, were then transported to Boston for sale or further reshipment. In 1913 the cannery was relocated to its present location in Cherryfield adjacent to the railroad and the blueberries were moved by rail to market. Today, more than 100 carloads a year of blueberries are moved out of Washington and Hancock Counties by Maine Central Railroad to destinations thousands of miles from the blueberry fields of Maine.

The trend in recent years has been away from canning to freezing the fresh fruit. More than half of the Wyman blueberries are now sold frozen. In the Spring of 1977 Wyman's installed a new blast freezer near Ellsworth where the fresh fruit travels on jets of air and is flash frozen at 40° below zero at a rate of eight to nine thousand pounds per hour.



Senator J. Hollis Wyman, president of Jasper Wyman and Son, at his home in Milbridge.

Wyman says that Maine's wild blueberries are superior to cultivated berries. Cultivated blueberries are larger than wild berries and mature a little earlier in the season due to the fact that they are grown in regions with earlier springs. The problem with marketing Maine blueberries is, according to Hollis Wyman, that "people eat with their eyes. The cultivated berries look better because they are larger and a shopper will pick up the more attractive berries. But our wild berries have a much better taste." Maine blueberries are now being exported to Europe and are shipped all over the United States. In addition to the retail market, Wyman blueberries are processed in small cans and sold to Pillsbury, General Mills and Duncan Hines for inclusion with their blueberry muffin and pancake mixes.





Blueberries just delivered from the fields at the beginning of the canning process at the Jasper Wyman and Son plant in Cherryfield.

Many people believe that producing blueberries is a one month job, but according to Wyman, the work is nearly year round. In late October, after the blueberry bushes are dead, they are mowed and burned — burning being the only practical known way to prune the wild blueberry bushes which are only eight or nine inches high. The area that is burned one season will be harvested the next. The land that has been burned is fertilized, mostly with liquid fertilizer spread from the air. Burning is much more controlled today than when an entire township of blueberry land was burned in a wild fire. Now using flame throwers and controlling the edge of the burn with water tanks and hoses, only the limited area that is to be picked is burned. This mowing and burning goes on until the snow falls and then is completed in the early spring.

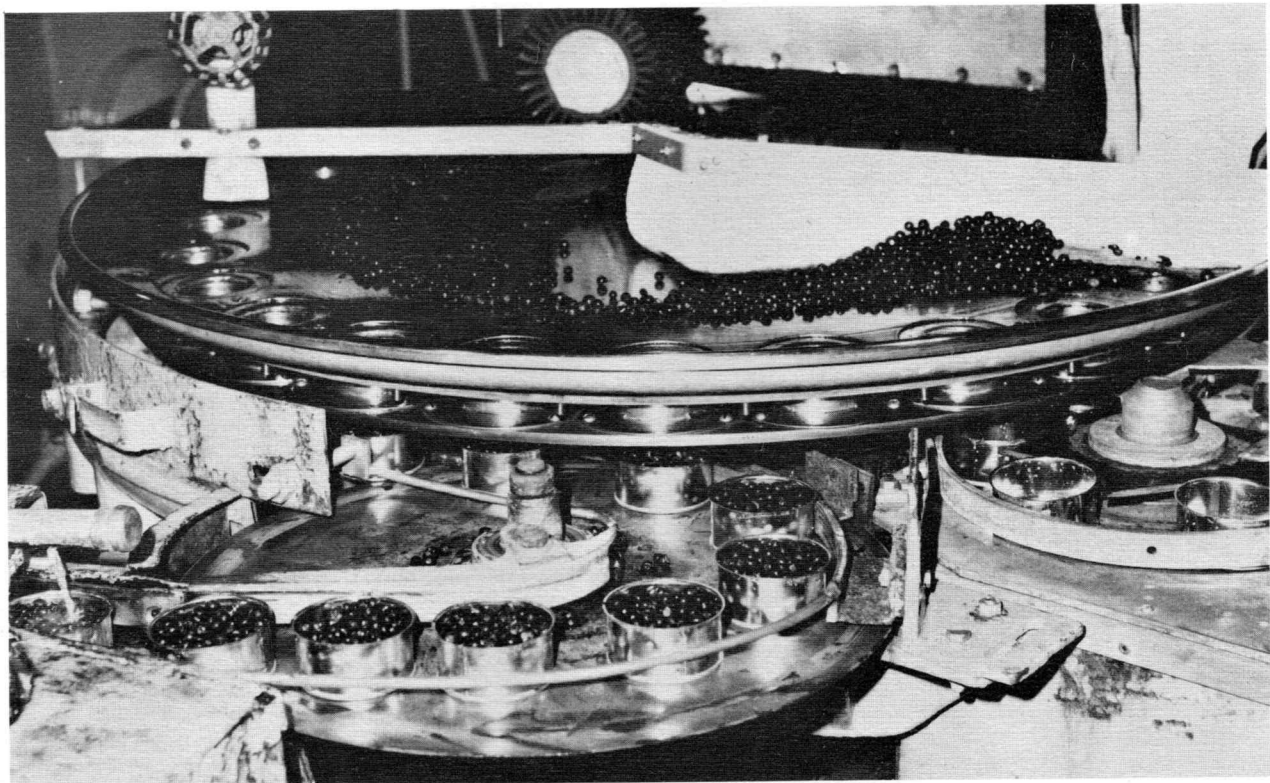
In May the land that is scheduled to be picked is pollinated by bees. This is one time that the Wyman attitude toward outsiders is modified as millions of bees are brought into Washington County from New York, Pennsylvania and Florida. These outsiders, but productive outsiders, assist local bees in pollinating the blueberry blossoms. Over 4,000 bee hives are used in what Wyman describes as one of the most important aspects of crop development. The bees are in the field about a month and then moved on to the Midwest clover crop. As soon as the bees are taken off the crop to be picked, the bushes are sprayed for the fruit fly. If the weather is wet in blossom time, sprays are used to prevent blossom blight. Also, irrigation is used in very dry weather.

Now it is time to pick the wild Maine blueberries,

about early August in most seasons. The picking lasts about three weeks and there isn't a quiet moment in the Wyman Complex during these weeks. Picking is hard work, but there is good money in it for the strong of back. A staff reporter for National Geographic described her experience with blueberry raking in a June 1977 story as follows, "Armed with a short-handled rake shaped something like a dustpan, I attacked a strip marked out with a string. By the time I had gathered and winnowed three bushels of berries, \$12 worth, the Indian family of nine combing the next rows had piled up earnings of \$600." This figure was later challenged by local sources as excessive, but it is generally agreed that a large family of adults can earn as much as \$4,000 in three weeks.

Hollis Wyman believes that economics now require efforts to obtain the best possible yield of blueberries per acre. Wyman owns a good many thousand acres of land in Cherryfield and almost the entire township of Deblois. Obviously, this is not all blueberry land. Wyman works five or six thousand acres of land, one-half of which he picks every other year, the remaining half having been burned and prepared for the year following. Today he is working less acreage than in previous years and he is producing more and more pounds of berries per acre than in past years.

Research is the answer to a greater yield and Wyman credits the University of Maine's experimental agricultural station at Blueberry Hill in Jonesboro with many advances in blueberry growing. The station explores better and more efficient use of weed killers, weather effects on blueberries, and how to produce



Maine blueberries are canned at the plant of Jasper Wyman and Son. They will be used in blueberry muffin mix and sold on grocery shelves all over the country.

hardier berries. This facility, the only blueberry experimental station in the United States, is under the direction of horticulturist Dr. Amr Ismail, a specialist in blueberry research.

Hollis Wyman, politician, is a story in itself. His father served two terms in the Maine Senate from 1907 through 1911. Senator Wyman tells stories of those early days when he and his mother accompanied the Senator to Augusta and even sat in a seat next to the senior Wyman during Senate sessions. Hollis was always involved in local politics in Milbridge and when asked in 1955 by a friend, "Why don't you run for the Senate" he says he "reasoned out that most people knew me and would vote for me or against me." Even so, he campaigned very hard meeting many people he had not met personally. He attempted to write a short note to every voter with whom he had spoken. He won by a solid margin and his political career and a campaign technique was established.

He lost his Senate seat only once, in the "Goldwater Year." He admits the defeat was a good thing for he had a good winter vacationing in Florida. He considered asking for a recount since he lost by only 169 votes but says now he is glad he didn't. Only five Senators were Republicans that session and as Wyman describes it, "The Democrats wouldn't even let the Republicans say anything and having six instead of five Republicans wouldn't have made much difference." Senator Wyman has served seven terms as chairman of the Legislature's Taxation Committee.

Senator Wyman has always recognized the importance of Maine's railroads to the State's economic well being. He is something of a rail fan and has lanterns and railroad signs on his barn wall. His prize is a station sign from Helsinki, Finland which he conned from

a railroad employee on a recent European visit. The Senator led successful legislative efforts to improve an oppressive excise tax on Maine railroads on two occasions.

Senator Hollis Wyman is a proud man. He could be described as distinguished in a Downeast style. In his mid-seventies he is trim, stands very erect and has the tenacity and energy of a businessman a fraction of his years. He runs Jasper Wyman & Son with a firm hand from top to bottom.

Senator Wyman lives in a turn-of-the-century white expansive home a couple of blocks from his modest office in Milbridge. It is the house he was raised in and in fact a little apartment upstairs where he brought up his children is still in evidence. The exquisite home-stead is filled with antique furniture owned by his parents. On the walls of the sitting room and hall hang oil paintings of sailing ships on which his grandfather and grandmother had sailed all over the world. The fireplace mantel is of imported marble taken out of an old Portland home. Lunch with the Senator may be served on the sunporch and the lobster stew will frequently be interrupted by business telephone calls. With all his gracious hospitality, running the business still comes first.

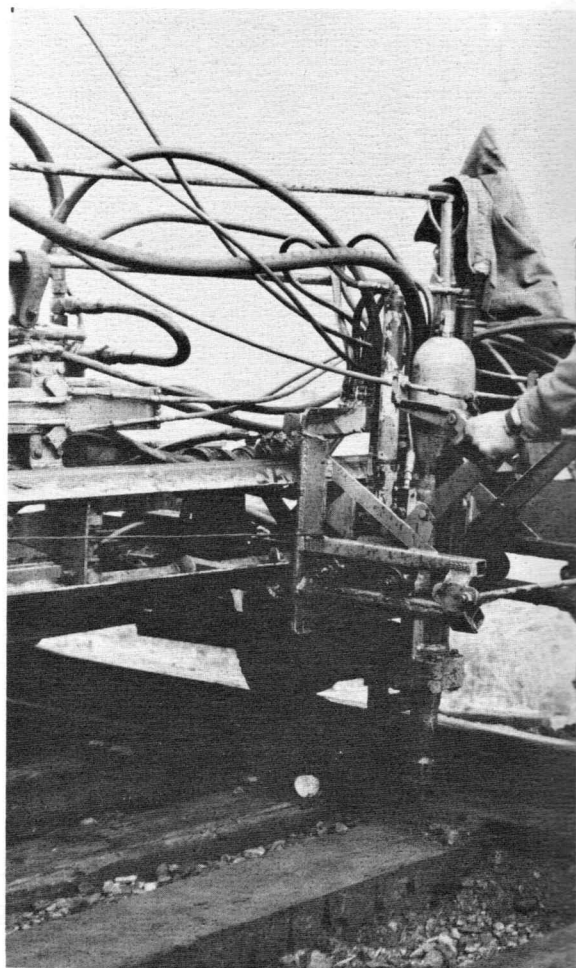
Wyman and Maine blueberries, hardy and refreshing; and don't believe that as far as Hollis is concerned, "no amount of planning can substitute for dumb luck." No amount of luck could have brought to Hollis Wyman the degree of success he has enjoyed as a politician and businessman.



building up the railroad



During the warmer months of the year, Maine Central tie crews replace cross ties throughout the system. A dozen men work together using modern equipment. From top to bottom, the equipment is an hydraulic spiker, a tie plate placer, a tie renewer and a motor car hauling ties. A tie handler, not shown here, which is like a small cherry picker, runs out ties ahead of the job and picks up old ties. Maine Central renews between 60,000 and 80,000 cross ties each year. A hardwood treated tie has a life expectancy of about 35 years.



Machine operator John Hunnewell is at the hydraulic spiker driver.

The photographs for this story were near Bowdoinham, Maine. Since that time, the use of modern equipment has been instituted for track crews.

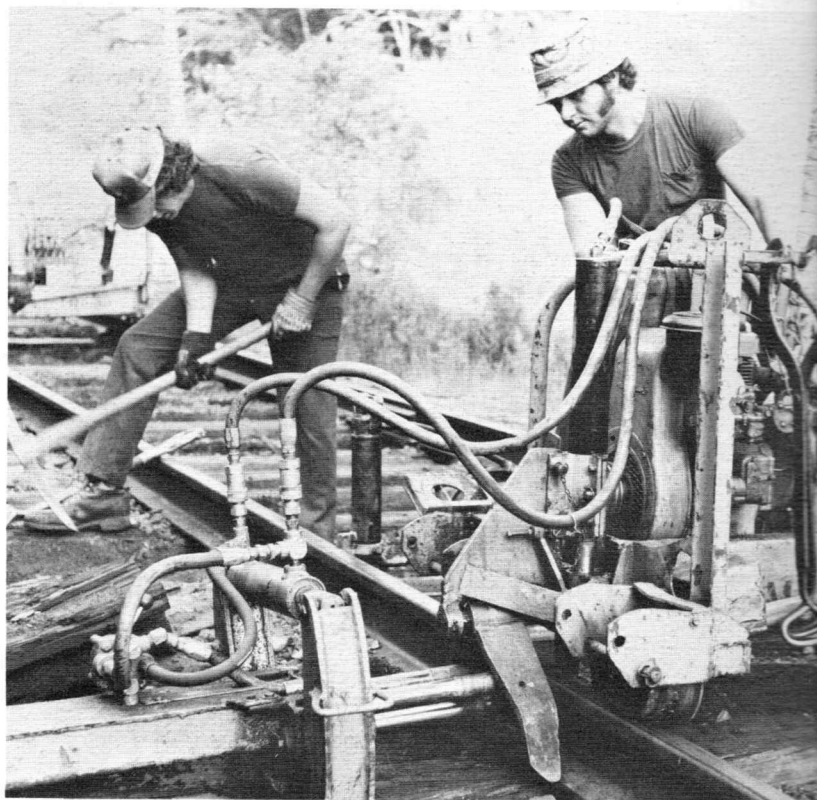
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John Hunnewell is driving spikes in a new cross tie with a spike driver.

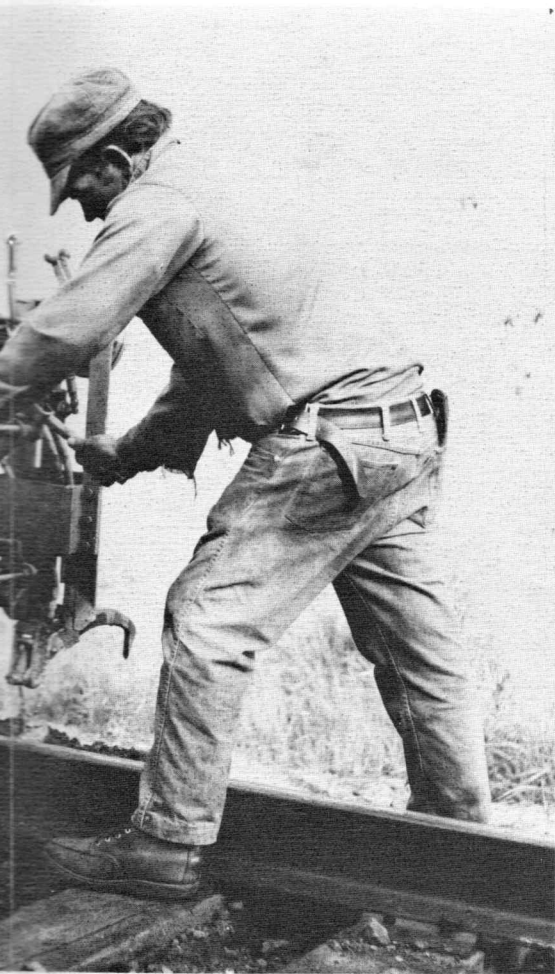


Trackman Gerry Desveaux checks track gauge immediately ahead of the tie plate placer.



Roland Taylor, right, machine operator, removes old cross ties with a tie renewer. Trackman Ronald Dunbar is loosening ballast with a pickaxe to prepare for installation of a new tie.

for this story were taken during the summer of 1976 in Maine. Since that date a hard-hat program has been implemented for all crews.

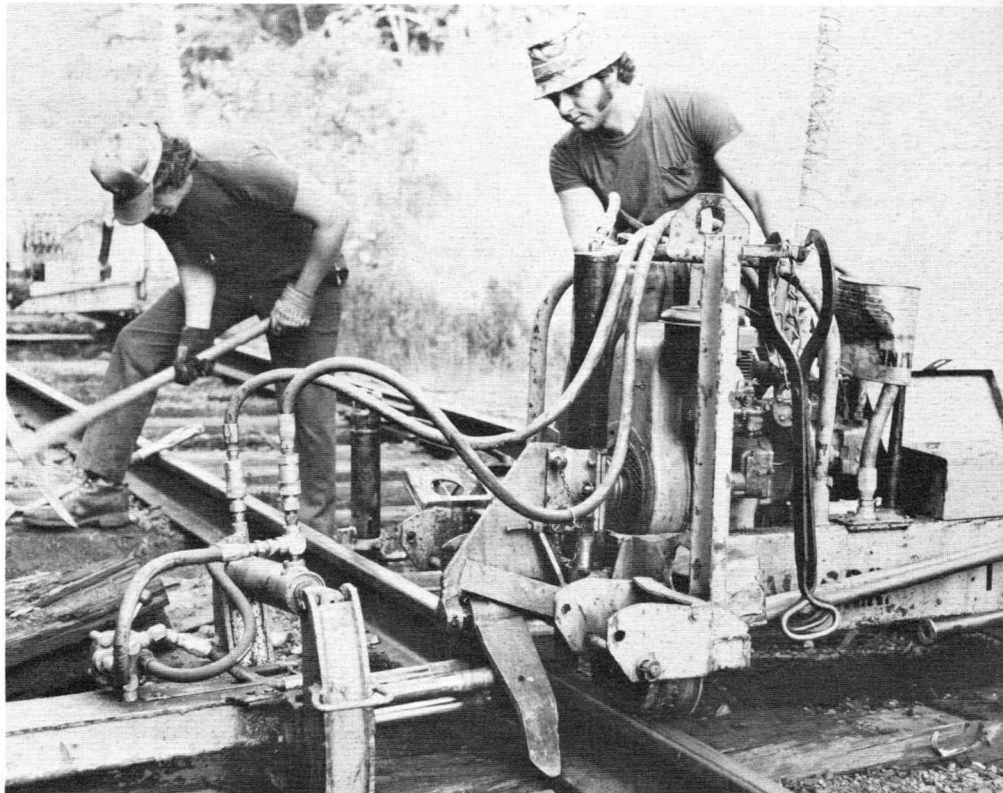


driving spikes in a new cross tie with

taken during the summer of 1976
date a hard-hat program has been

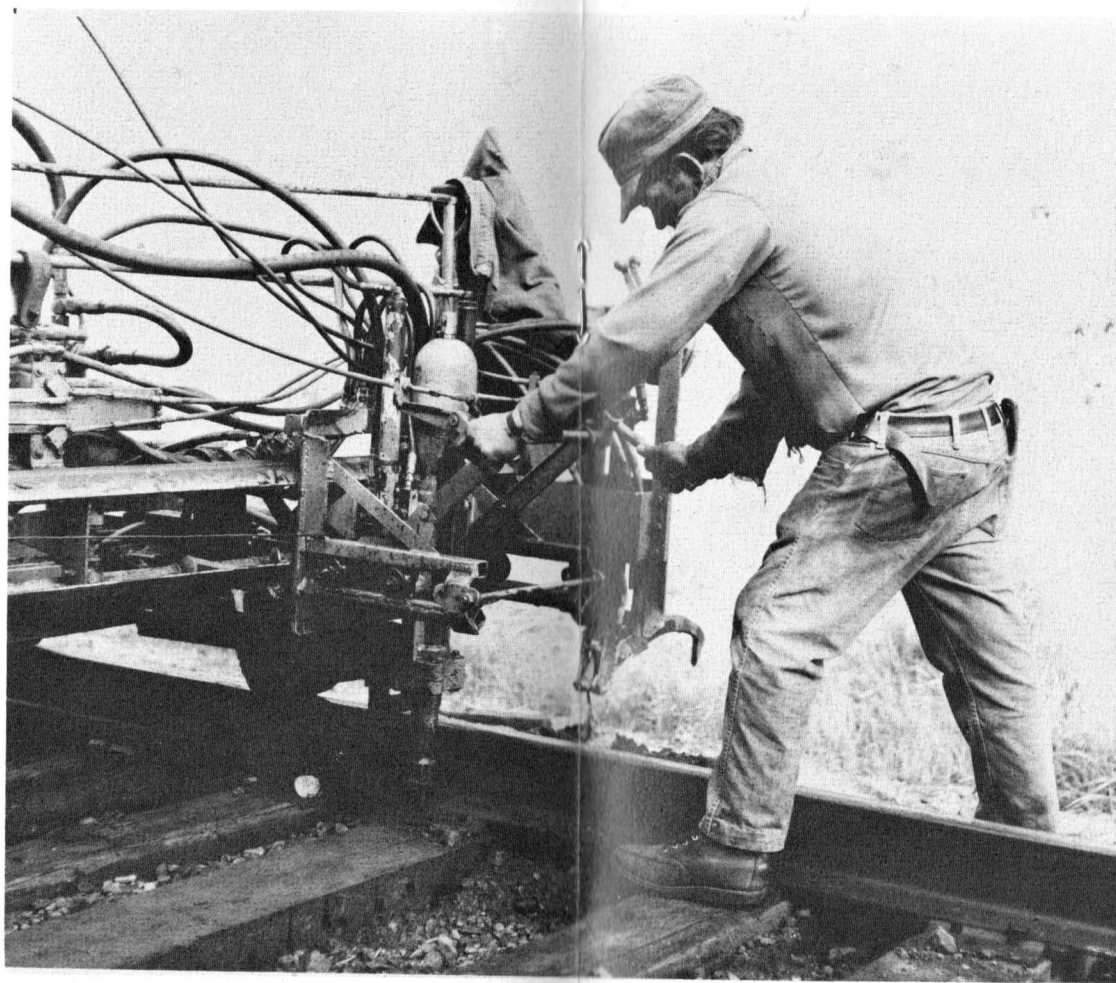
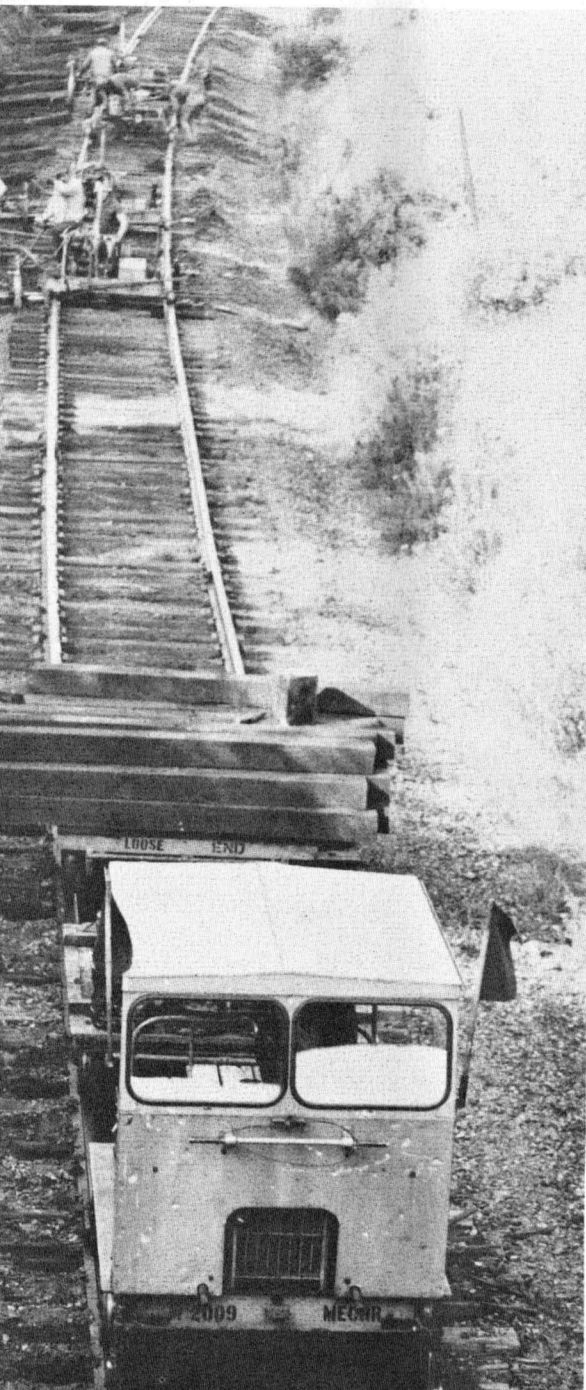


Trackman Gerry Desveaux checks track gauge immediately ahead of the tie plate placer.



Roland Taylor, right, machine operator, removes old cross ties with the tie renewer. Trackman Ronald Dunbar is loosening ballast with a pick to prepare for installation of a new tie.

ling up the railroad



Machine operator John Hunnewell is driving spikes in a new cross tie with the hydraulic spike driver.



Trackman Gerry Desveaux is operating the tie plate placer.



The photographs for this story were taken during the summer of 1976 near Bowdoinham, Maine. Since that date a hard-hat program has been instituted for track

news briefs

One Million Mile Overhaul

Eleven Maine Central road locomotives are undergoing heavy overhauls at the Waterville Shops this year. All eleven units will receive cylinder rebuilds and six of them will also receive general repairs. The work on the locomotives is from top to bottom right down to a new paint job and an updating of all components to the most modern available.

The locomotives are mostly about 25 years old and each has about one million miles of railroad service. When a unit is released from the shop, it is expected to do the work and have the dependability of a new locomotive and should be good for many more years of freight hauling without major overhaul.

The project got under way in February and is expected to be completed by the end of the year. Seven units were completed and out working by the end of September. Nine men have been working on the program which will cost about a half million dollars to complete.

Dig Down at Lewiston

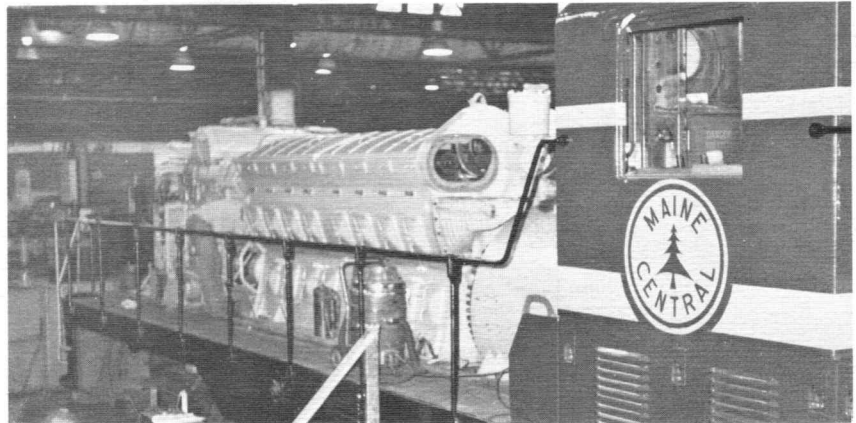
As a result of a major construction project in Lewiston, overhead clearances on Maine Central's Back Road main line between Portland and Waterville have been improved by one foot and between Portland and Rumford by over two feet. Loads in excess of 19 feet may now be handled with restrictions between St. Johnsbury, Portland and Rumford and loads in excess of 17 feet 8 inches may be moved between Portland and Bangor.

The project involves the overhead bridge at Riverside Street in Lewiston. In order to improve clearance at the bridge by more than three feet, it was necessary to lower 1800 feet of main line track and sidetrack. Crews worked for about two months on the "dig down" and on August 4 the first train operated over the lowered side track and on September 21 traffic first moved over the new main line track.

This clearance improvement will allow the movement of new, higher piggyback trailers and permit rail transportation of other loads such as large industrial plant components which previously moved by highway due to clearance restriction of the Riverside Street Bridge.

Track crews worked under the

guidance of foreman, Dick Jarvi and track supervisor, Wally Pooler. Bridge and building crews worked under Warren Russell, foreman, and Don Sinclair, supervisor. Project coordinator was J. Emmons Lancaster, assistant engineer of structures. Excavation was by W. E. Cloutier Company of Lewiston.



Crews at Waterville Shops are overhauling locomotives at a rate of about one each month. Unit 573 is nearly complete at the time of this photograph.



Railroad clearances have been improved by lowering the main line and side track at the Riverside Street Bridge in Lewiston. At the time this picture was taken, the side track had been lowered more than three feet. The main track was lowered a few weeks later.

Employee Response

The *Morning Sentinel*, published in Waterville, recently carried an editorial critical of Maine Central Railroad for delaying commuter traffic in Winslow during rush hours as a result of through trains and switching movements. Kerry A. Clark, general chairman, Brotherhood of Locomotive Engineers, responded to the editorial with a lengthy letter to the editor. Mr. Clark described in detail train movements through the region. What follows are excerpts from his letter.

"Although I do not represent the official policy making organ of the Maine Central, as both a railroad employee and resident of the Town of Winslow, I must take strong exception to an editorial printed in the Friday, June 10, issue of the Central Maine Morning Sentinel.

"Let us suppose, for a moment, that rail service was no longer available to the Waterville area, and that all shipments in and out of Winslow came and went by truck. No longer would you be detained at the Bay Street and Clinton Avenue intersection momentarily a few times a day while Maine's prime carrier of its native manufactured goods goes about its business of delivering these goods to market. The familiar locomotive, the most efficient and economical machine, per ton mile, yet invented for surface transportation (and, incidentally, with the exception of the full electric locomotive, the cleanest ecologically) would give way to the Whites and Kenworths. As a matter of fact, literally hundreds of them.

"Let us further trace a load of paper products shipped by truck out of Scott, through Waterville, and out onto Interstate 95. Who

pays the price of inter-city congestion created by increased vehicular traffic? Who pays the price of increased road maintenance due to the pounding your streets and roads will get from all this extra heavy traffic? The answer is YOU, dear taxpayer!

"We must all reassess our feelings toward one of the least understood yet most vital resources that our state has to offer: its railroads. We must realize that Maine's industry and its railroads exist in a symbiotic environment, and that the Maine Central and its employees, along with thousands of other railroad employees across this state of ours, are all doing our part in keeping consumer costs down in an inflationary age, keeping our highways free from congestion, and last, but certainly not least, keeping the air fresh and our communities free from noise pollution."

Reader Reaction

Maine Central frequently receives comments and suggestions concerning the *Maine Central Messenger*, which, of course, are always gratifying. Recently, 85 year old Ralph B. Skinner of Auburn, had a fine compliment for the *Maine Central Messenger*. Mr. Skinner is a director of the Androscoggin Historical Society and has been following *Maine Central* and the *Messenger* for many years.

He described the *Messenger* as follows:

"one of the finest, most complete and authoritative publications of progressive history regularly put out by any major industry, business corporation or public utility in Maine that has ever come to my attention. The treatises of President E. Spencer Miller are faultlessly factual and highly informative. Articles like the one on the snow emergency of January 10, 1977, which appeared in the Spring issue this year, was recorded history at its best. Likewise The News Briefs and the Grapevine jottings bring a living picture of railroad people at work in a great enterprise and in their homes and community. I read every item in every issue of the *Messenger* and always look forward to the next one to come out."

Thank you, Mr. Skinner.



Widgery Thomas, Chairman, Canal National Bank, right, congratulates E. Spencer Miller, Maine Central president, upon the completion of the Railroad's successful refunding. Canal is the trustee for the new securities.

The Grapevine

General Offices

Debbie Aylward passed her State Boards in August and is now a full-fledged Registered Nurse. Congratulations, Debbie! She has a position in the Pediatric Department of the Maine Medical Center, Portland and is the daughter of Richard, chief clerk, and Nathalie Aylward.

Philip Lentz, superintendent-signals and communication, and Glenda have purchased an unfinished chalet in Ossipee, New Hampshire and had a great time on their vacation working on it.

Bill Hayward, instrumentman, and wife Irene have a brand new granddaughter, Andrea, born July 22 to his son Robert and wife Dora in Bogota, Colombia. Bill is celebrating by painting his house. Got to expend that "Proud Grampa" energy somewhere!

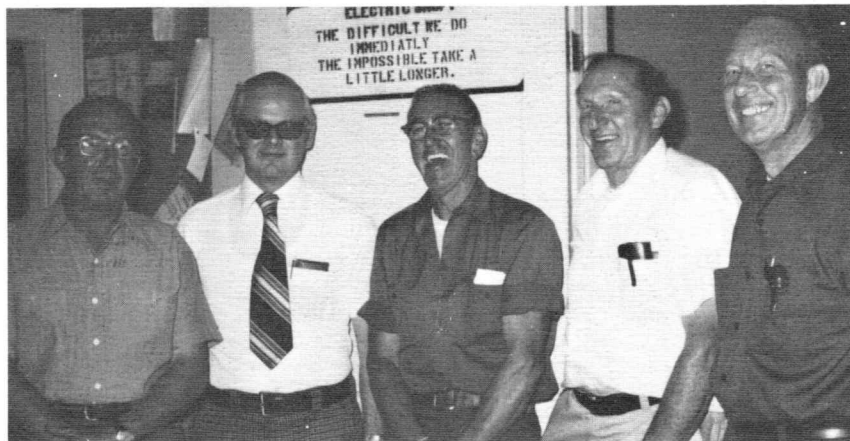
Stan Jordan, assistant to chief engineer, and wife Marie and children Stephen and Kathleen took another motor trip, this time to Washington, D. C. This was the first trip for Stephen and Kathleen and they took in the Capitol, Supreme Court, Smithsonian, Archives, Bureau of Engraving and Printing, Arlington Cemetery, Library of Congress, Lincoln and Jefferson Memorials. Also, the new Metro Subway System had four new passengers!

Graduation Day! Ray Ryder, our jovial and accommodating leading electrician in the Portland Terminal and General Office Building, retired in June, the month of most graduations. Ray is having the time of his life, riding his motorcycle, going to auctions, and dancing the night away. His wife likes the same things, and in the winter they have two snowmobiles. We all miss you, Ray, but have fun!

Michael K. Vessey returned to the University of Maine at Orono after working as rodman in the drafting room for the summer. Mike will graduate in May, 1978 with a B.S. degree in Civil and Sanitary Engineering. He is athletically inclined, having been a member of U. M. O.'s Varsity Tennis Team, which captured the State Collegiate Championship in his freshman year. He also is an enthusiastic scuba diver, water skier, photographer, and cook. Mike is the son of William A. Vessey of Portland.

Wayne Hagman has been working as rodman in the drafting room this summer and will enter M. I. T. Graduate School this fall to take advanced work in electrical engineering. Wayne graduated from Lafayette College in Easton, Pennsylvania as an electrical engineer in June. He is the son of Henry B. Hagman of Scarborough and the late Mrs. Hagman. How soon the summer passed, but we've enjoyed having you, Wayne.

The engagement of Gregg Scott, re-audit clerk, Auditor Revenue Department, to Roxanne Clifford, daughter of



Left to right, James Small, Phil Lentz, Ray Ryder, Herb Sullivan and Bert Wetmore. Ray is a recent retiree from the Engineering Department.



Michael Vessey worked in the Drafting Room this summer.



Wayne Hagman worked in the Drafting Room this summer.

Cliff Clifford, clerk, Car Accounting, has been recently announced. An October wedding is planned. Congratulations, Gregg!

A beginning student teacher this fall at Scarborough High School is Jane Woodbury, daughter of Maxine and "Les" Woodbury, Auditor Revenue Department. She will be in her senior year at the University of Maine at Farmington, majoring in Home Economics.

Included on the dean's list at the University of Miami Law School was Mark T. Bennett, son of Ruth and Earl Bennett, Auditor Revenue Department. Mark

will return for his second year in September.

"Wendy" MacDowell, Auditor Revenue Department, and his wife Pat spent a pleasant four days in Newport, Rhode Island, watching their son Stephen perform for the State of Maine Babe Ruth All Stars. They also took advantage of an opportunity to visit the Vanderbilt Estate and tour the former presidential yacht, Sequoia.

"Fabulous" and "wonderful" were the words of Joe Green, Auditor Revenue Department, used to describe the vacation that he and his wife Florence recently enjoyed. They cruised to Bermuda aboard the M/S Kazakhstan, the newest ship afloat, and spent four lovely days on the island and returned, ready to go again.

Francis Cameron, Disbursements Office is at home recuperating from surgery. We all join in wishing him a speedy recovery.

Reginald (Pierre) Libby, Disbursements Office, drove to New Martinsville, West Virginia to attend the wedding of his nephew, Daniel Welch, son of Mr. and Mrs. Jack Welch, former residents of Waterville, Maine. Reggie also visited with his brother, Richard Libby, at Great Pond.

Treasurer Stan Watson and his wife Toni had three words for their August vacation aboard their new boat — fog, fog, fog! They were completely fogged in three times. However, they had an enjoyable time and touched the ports of Boothbay, Camden, Rockport (where they saw Andre) and Northeast Harbor. At one point they entertained a party of nine from Switzerland (twelve on board) — a lot of fun! Also, eighteen or twenty Navy men came aboard to visit in Rockland Harbor.

Richard A. Michaels, son of comptroller and Mrs. John Michaels, has been named to the dean's list at Kilgore College, Texas. He is a pre-medical student.

Married in Theresa, New York on July 16 to Linda LaPorte was Jay Gross, son of Anne Gross of the Assistant to Comptroller's Office. The wedding took place at St. Theresa of Avila Church and a reception followed at the Hilltop in Theresa. Anne was a guest at the Edge-wood Resort in Alexandria Bay while in Theresa for the wedding and gave a dinner for members of the wedding party and out-of-town family members at the Old World Inn in Alexandria Bay.

Henry Sawyer, bookkeeper, and his wife enjoyed beautiful weather and a great vacation in June when they flew to Bermuda for a stay at "The Princess."

Rosemary McDonough, key punch operator, retired July 15. She was honored at an office party and presented with various gifts. Happy and healthy retirement, Rosemary!

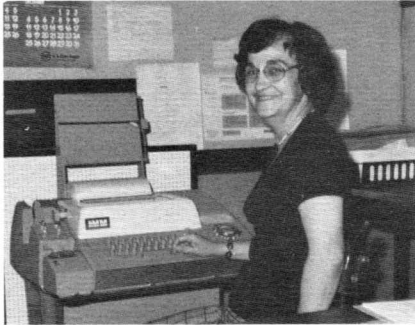
Beryl Farrar, Purchasing Department, also was on the retirement list July 29. The best of luck and good wishes, Beryl!

Sympathy is extended to Tommy Foley, Operating Department, on the loss of his father.

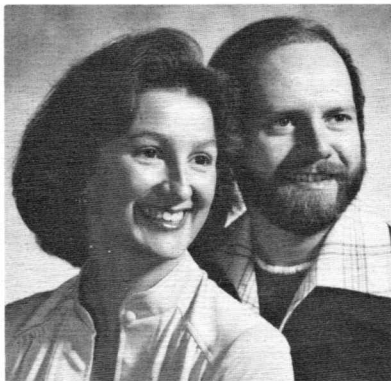
Grace Hogland, who was secretary in the Executive Office for many years, passed away in August after a long illness.

Jean Cram, Cleaning Department, has been recuperating at home with a broken ankle.

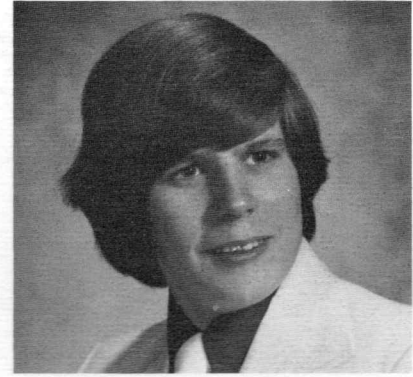
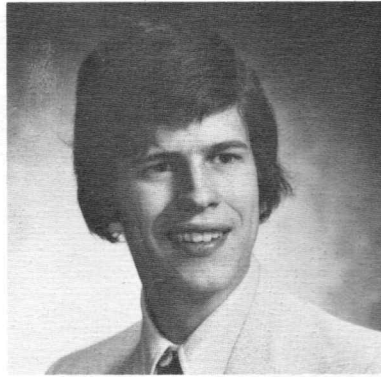
"Duke" Lazette, car distributor, and family entertained a guest from Genovle, France, Tania Klimoff. She is a Russian interpreter. She took trips to several parts of Maine and was most impressed with its scenic beauty.



Jan Calder recently transferred to the Engineering Department as clerk. Jan runs the Telex machine. She was a Messenger assistant editor for several years prior to the move.



Roxanne Clifford and Gregg Scott have announced their engagement.



Michael, left, and James Williams are the sons of Dolores, Cleaning Department, and John Williams. Mike is employed at Shaw's Supermarket and James graduated from South Portland High School this year. Both are on-call South Portland firemen.



Gregg Savage, Auditor, Revenue Department, and his wife Edna are the proud parents of a baby girl, Heather, born August 3, 1977.



Linda and Jay Gross.

Eastern Subdivision

Condolences to the family of James Pope who was chief clerk at the Bangor Car Shop prior to his death. Jim passed away after a long illness on July 13, 1977. He had worked for the company over twenty-one years in various clerical positions. Ronald J. Chalmers, formerly rate clerk at Bangor Freight Office, assumes the position of chief clerk at the Car Shop.

Johnny Vanidestine of the Car Shop has recently purchased an 18-foot travel trailer. It appears that someone is getting close to retirement and wants to be prepared to move around a bit.

Congratulations to Gary Spaulding, carman, on the birth of his second son, Jeremiah Wayne Spaulding. Grandfather Owen Spaulding is also employed at the Bangor Car Shop.

Retiring in June after forty-four years of service with the Maine Central is Charles B. King, foreman at the Bangor Engine House. Charlie and wife Bertha have three children and nine grandchildren. He is active in the Masonic Lodge at Orono and also in the Shrine. May you have many happy years ahead, Charlie!

A recent retiree at the Bangor Engine House is Charles E. Quimby, inspector. Charlie had over forty-six years of service with the Maine Central and held many jobs over that period of time. Charlie was presented with a cake on the day of his retirement. Happy retirement, Charlie!

Edward Robshaw, son of Mr. and Mrs. Herbert Robshaw (Herb is a laborer at Bangor Engine House) recently married Pamela Hopkins of Verona Island. Congratulations to the newly-weds!

Merle A. Crooker, car clerk, Bangor Freight Office, has to have one of the best vegetable gardens in the area. At the Bangor State Fair, Merle walked away with eight blue ribbons, four second prizes and one third prize for his "Best of the Show" vegetables. We saw the produce and can well understand why it qualified. Merle was reaping his harvest when the rest of us were still counting the blossoms.

Looking great after two years of retirement is a recent and favorite visitor to the Bangor Freight Office, Willis P. Moon. "Bill" was the general agent when he retired and has been so busy that it's a rare day when he finds time for a visit.

Richard M. Boothby, operator, was awarded his 25-year service pin recently by assistant superintendent R. G. Wheeler. Dick's many friends will be pleased to hear that he is recuperating at his home after surgery and would welcome visits from his old friends or would enjoy hearing from them.



Rigby



Machinist, Bangor Engine House, Percy Cartwright completes 25 years of service. Left to right, Charles Wilson, Cartwright, James Coffin and Stewart Park.



Left to right, Doug Glendenning, Charles King, retired Bangor Engine House foreman, and Charles Wilson.



Left to right, C. J. Peasley, recently retired Charles Quimby and Charles Wilson.



Merle Crooker, car clerk, Bangor Freight Office, displays his many awards for home grown vegetables.

Rosario DeMers, seventy-eight, died at his home in Auburn, Maine, following a short illness. All called him "Rosey" around Rigby Shop, where he worked for many years before transferring to Auburn and Lewiston engine houses as a machinist-inspector.

After electrician Ray Ryder retired in June, his position as leading electrician was bid off by Albert Wetmore, Jr. A new face appeared in the crew to fill the existing vacancy, that of William Johnson, an electrician from Waterville who had been working spare.

Machinist Ernest MacVane became a new grandad when his daughter-in-law presented the family with a baby girl, Jan Pray.

"Jimmie" Concannon, sixty-four, died at a local hospital after a short illness. He was employed for many years before retirement as an engine house clerk and a machinist helper.

Willie "Bill" Hayes, ninety-nine, died in July at his home in California. "Bill" was employed at the old Thompson Shops until they closed when Rigby was opened. He was employed at the engine house until he took up a position in California as a security guard.

Former machinist Ralph McKelvey was taken to the Mercy Hospital on an emergency call and died later at age seventy-eight. Ralph had a varied railroad experience, starting on the Canadian National Railway as a machinist at Island Pond, Vermont, later transferring to the Maine Central at Rigby. He had forty-five years of railroad experience before retiring in 1961.

Electrician and Mrs. Harold Marden have been spending their vacation in South Portland since their marriage in early summer. They will now return to Seminole, Florida, where they will make their home. Before departing, Mrs. Marden was given a birthday party by friends and relatives, celebrating eighty-two years. Harry retired from Maine Central after forty-two years of service.

Former engineer Herman Berrick died at a local hospital after a short illness. "Herm" retired in 1972 after thirty years' service.

Little Jodi Lynn Perry, five and one-half, of Scarborough, represented Maine in the PeeWee Division of the 1977 national finals of the Miss Hemisphere Beauty Pageant at Walt Disney World in September. Jodi was chosen Miss Pee Wee Maine Hemisphere at the Holiday Inn in Portland. Jodi's sister Ginger, ten, was runner-up in the Little Miss Division. The two girls are the daughters of Christopher Perry, engineer, and Mary Perry.

Rockland

Retired conductor Russ Willey finally traded cars, blossoming out in a bright green vehicle with white vinyl roof, bucket seats, and even air conditioning — no less!

Also caught up in the trading trend is none other than retired cashier,



L. R. Bligh, right, agent at Bucksport, receives his 25-year service pin from Royce Wheeler.



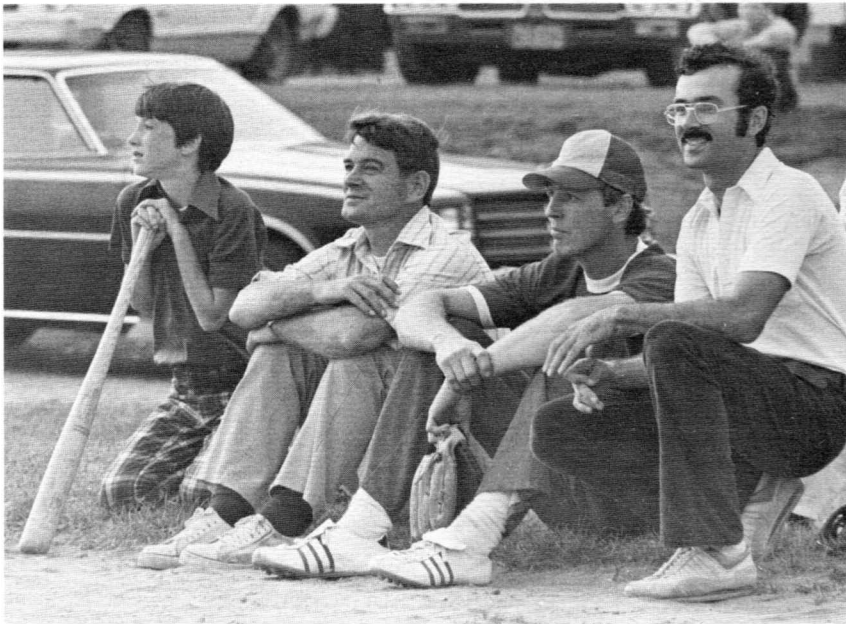
With three of his regulars on vacation, Harry Bowen, left, chief clerk, Bangor Freight Office, has a good second crew. Sandy Johnston, middle, Charlie Jordan and, seated, Bill Harriman.



Yard clerks Milton Hartery, right, and Bob Strickland, hard at work at the Bangor Yard Office.



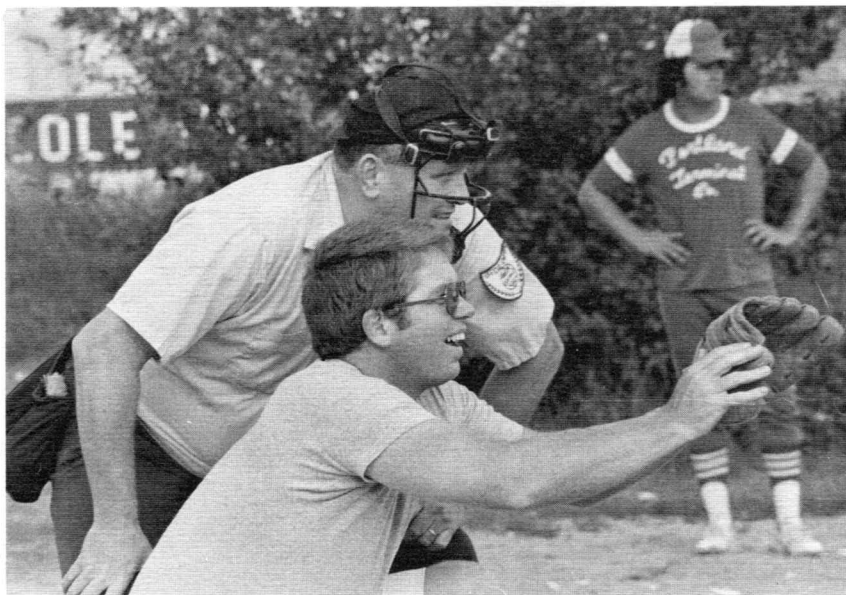
Peter J. Welch, Jr., left, receives his 25-year service pin at Rigby from Marty Moore while Stewart Park looks on.



A team of company officials challenged the Portland Terminal Softball Team to an exhibition game in early September. The PT team had recently completed a winning season including runner-up position in the Coastal Maine Tournament. Although there is still some argument about the final score of the seven-inning game, the umpire's scorecard showed that the PT team won by only one run. Above, left to right, are Tim Mahon, son of Dave Mahon; Dave Mahon, mechanical instructor and train rules examiner; Marty Moore, general foreman, Rigby Car Shop; and Dave Crovetti, mechanical engineer. Photo by J. S. Murphy.



Jodi Lynn Perry, five, was placed sixth in a field of 40 girls in the Hemisphere pageant in Florida. She also received a trophy for modeling. She is the daughter of Christopher Perry, engineer, and Mary Perry.

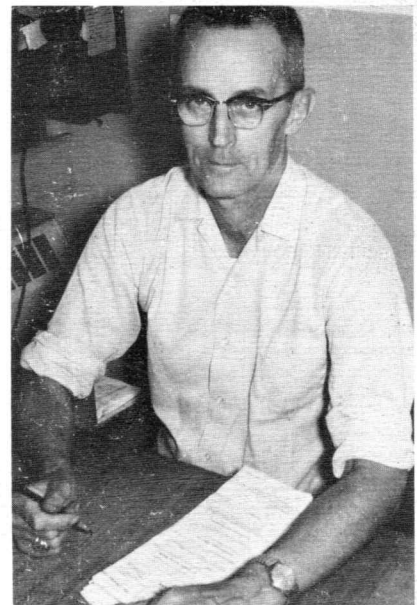


Safety supervisor Ed Galvin caught a steady game for the company officials. The umpire was Marty Conley, Rigby Engine House, and Portland Terminal player Steve Kenniston is in the batter's box. Photo by J. S. Murphy.

"Father" Fred Snowman who is parading around in a brand new rich blue car with white vinyl roof. Guess the ash tray finally got full enough to run over!

Yardman Joe White took his pension in July after thirty years' service. Our best wishes go to him for many years of retired life. Maybe he will take up deep sea fishing. Who knows?

Recent callers in the Rockland area were retirees, general agent Frank Carsley, former Augusta agent Ray Bishop and mail baggage and expressman Shirley Driscoll, as well as operator Henry Preble, who was on vacation and made a call on our old friend, Merv "Seaweed" Harriman, a retired mail car service employee.



W. Stanley Pike, a Maine Central employee for 43 years, died recently after a long illness. The above picture was taken in 1964 at his desk in the railroad office at the Otis Mill of International Paper Company.



Waterville Shops

Shop superintendent Roland Boulette has moved into his new home in Vassalboro. Roland has been fortunate to have a good building superintendent on site to keep the whole project moving.

Shop night watchman Phil Harlow, who has been on the sick list, passed away August 29. We extend our sympathy to his family.

Rip track foreman Basil Thompson retired August 31 after nearly forty-two years of service. He started as a carman helper on December, 1935 and became a carman August, 1941. After military service, 1942 to 1945, he worked as a carman until 1967, when he was appointed assistant foreman. He has served as foreman of the Rip Track since 1975. Our best wishes to Basil for a long and happy retirement.

The sporty little 1924 Model T Roadster Pickup seen recently around the Shop parking lot has a home in North Vassalboro. The vehicle turns quite a few heads as its owner, foreman Peter Reny, guides his pride and joy homeward.

A machinist in the wheel room was graphically assigned an "E" number recently, another attempt to keep the important repair assignments in the forefront.

Henry Douin is the new face covering vacationing clerk Arthur Grenier's job. Henry formerly was a conductor.

Blacksmith Thomas Hassen has returned to work after having open heart surgery. Tom reports it is great to be reborn and free of all his former restrictions.

Ruth Brochu, stenographer, and her mother have their tickets and their trip arranged to fly to Seattle, Washington during Ruth's September vacation, where they will visit her sister and brother-in-law.

Mr. and Mrs. Alden Finnimore were recent week-end travelers aboard the M. S. Caribe. They were accompanied by Mr. and Mrs. Don Russell and Mr. and Mrs. Charles Wilson. It was reported the waters were calm, but the days were long and the nights were too short.

Our sympathy is extended to the family of retired carman Ervin Emery, who passed away recently.

There were two vacationing Shop neighbors,

Who were taking a pause from their labors.

On a lake in the Belgrade chain, side by side,

Their next day's activities they would confide.

A poker game was put on the agenda, Both determined not to be a lender, Soon to lose its appeal for lack of activity,

For these active men from the city.

More exciting events must be found for their leisure,

And lo and behold a turtle was discovered for their seizure.

With a hoot and a holler the chase was on,

The hare was missing, now the turtle was gone.

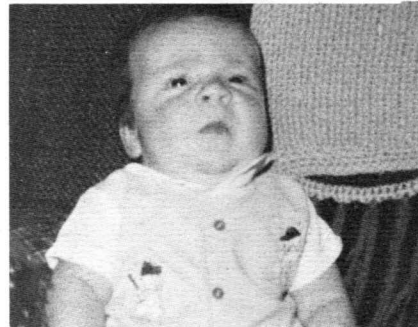
Soon he was found clinging to a rock, Combining their efforts, Mr. Turtle was



Repair track foreman Basil Thompson, left, is congratulated by Alden Finnimore upon his retirement.



Section foreman Spurge Nelson and his wife celebrated their 35th wedding anniversary in June. His son Dennis is the truck driver on Division II.



Ryan Alan Veilleux is the son of Mr. and Mrs. Alan Veilleux. He is the grandson of B and B foreman and Mrs. Ernie Henry.



David Dulac, left, storekeeper, and foreman Glen McCarrison with the result of their chase.

persuaded to unlock. Two Shop men put to a stamina test. And now a picture to prove their success.

Waterville Station

Clerk-stenographer Marilyn Stubbert is back to work after several months on sick leave. Welcome back, Marilyn!

Bill Schloth, division engineer, is also back at work after being on sick leave this summer.

Rate clerk Bob Estes received an award for having traveled the longest distance to attend the Fifth Reunion of the U.S.S. Topeka CL 67, which was held on August 20, 1977 in Long Beach, California. While in California, Bob and wife Loraine visited with her sister Connie.

Alfred Henderson, retired scale inspector, has moved to St. John, New Brunswick. Al has a son who lives in St. John.

Work equipment maintainer Leslie Anderson has been off sick since May. We all miss Leslie's friendly smile.

Work equipment maintainer Dewey Tilson also is on sick leave at this writing.

Congratulations to trackman Frank Tingley and his new bride Kathleen. They were married on June 25. Kathleen is the daughter of B and B carpenter and Mrs. Gene Alley.

Leslie E. Henry and Ronald J. Mathieu were married on August 6 in Winslow. The bride is the daughter of B and B foreman and Mrs. Ernie Henry. Ernie not only gained a son-in-law this summer, he also became a grandfather for the first time with a grandson named Ryan Alan, son of Mr. and Mrs. Alan Veilleux, born in Portland on June 13. Congratulations, Grampie!

Engineering department clerk Lucette Huard and family went to Boston this summer to see her favorite baseball team, the Red Sox.

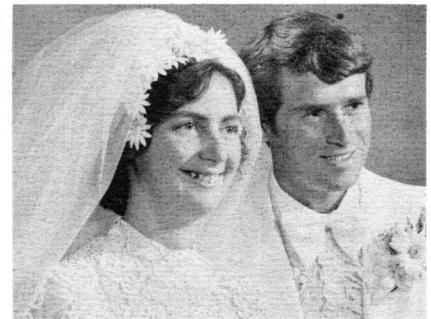
The stork has been busy in the Waterville area this summer. Congratulations to trackman and Mrs. Jerry Washburn on the birth of a baby girl. The Washburns also have another daughter.

Congratulations also to machine operator and Mrs. Roland Taylor who became parents of a daughter in August.

Assistant Foreman Larry Douin and wife became parents of a second son born August 25, weighing 8.9 pounds. Congratulations!

Congratulations to assistant track supervisor and wife Faye on the arrival of a 9.4 pound son on July 23 named Ryan Dean.

Supervisor work equipment Roland and wife Dot Giroux spent part of their vacations in Montreal.



Leslie and Roland Mathieu.

Retired chief clerk Dennis Chamberlain was seen visiting at the Station this summer. Retired work equipment maintainer Leo St. Pierre comes in from time to time to check on his old friends. We always enjoy seeing the retired employees.

Chief clerk Bev Cook and husband Roland have enjoyed their new camper this summer, spending a few weeks at Old Orchard Beach.

Waterville Yard

For those guys who have the habit of yawning at work, be careful or you'll end up doing like brakeman Carl Trask did, going to the Emergency Room at a local hospital with locked jaws. Could be from watching "Jaws" at the Cinema. Only Carl can answer that.

Our condolences to engineer Alden Higgins and family on the recent loss of his wife.

Our extensive traveler has returned. Conductor Ken Fitton is back to work after traveling throughout the Northwest Territory, including the southern tip of the Yukon, British Columbia, Alberta and Saskatchewan. We don't exactly know as yet the extent and nature of his travels, but I'm sure it was an adventurous experience which he will long remember.

Engineer C. W. Morse, Jr., is getting ready for retirement. He recently spent his vacation modernizing his camp. He's finishing his basement with paneling, etc. Wonder if he'll have a house warming party after completion?

Our warmest wishes for a long, healthy and happy retirement to Conductor Joe White. Incidentally, Joe kept this secret from all of us including his own brother, Romeo. After the completion of a work day, Joe went to see his boss, Cal Clark, and said, "This is my last day." Cal was so stunned that he couldn't believe it. Anyway, it was good to have you around, Joe. Joe had thirty years' service, and he has been traveling forty miles a day to work. Since he lives in Rockland, it is quite a chore in the winter and also during inclement weather. A man has to be tough to endure such a chore and we're sure he'll enjoy his retirement. We don't know as yet what he has as hobbies — will it be more traveling? Let us know, Joe. Don't keep us in suspense.

Scorecard

The Portland Terminal Softball Team had a fine year and proved to be excellent representatives of the railroad — winners. The team ended in second place in their division with a 12-3 record. They placed second in the Coastal Tournament, bringing home a big, beautiful trophy for all to admire. The PT team then placed sixth in the state. A good job and we can look for a first place finish next year.

The annual Maine Central Railroad golf tournament was held at Fairlawn Country Club, East Poland, on September 24, 1977. Wild Bill Trefethen handled the load this year. The Bowling Couple's League on Thursday nights started September 8 at Westport Alleys

and the Men's League at Mill Creek on Mondays started September 18.

Train dispatchers Ralph Coffin and Craig (Wolfman) Wilson are having some luck with togue and salmon on Big Sebago, losing a lot of good equipment on the rocks.

Bob Casey and John Farrell from Rigby Engine house are cleaning up on the Willowdale Golf Course again this year, but Farrell has been doing a masher's job on the side. Eric Hayward of the Track Department has been making himself known at Willowdale. Brakeman (The Sweet Swinger) Broderick and John (Reb) Luttrell along with Tom (Big T) Caulfield are getting their handicaps rounded out. At this writing, retired brakeman Gene (The Little Man) Guilmette is recovering from surgery at the Mercy, but plans on playing at Fairlawn. Best of luck, Gene. We understand retired Larry Severance has been on the Links in the Bangor area.

The E. Spencer Miller trophy will be retired this year and will be cased in the General Office Building. The Ben Whitney trophy was retired to Bob Chapman for winning it so many times. This year we will have a plaque for both trophies. Each year a plate with the name of the

winner and year will be added to the plaques and a small trophy will be given for the player who wins.

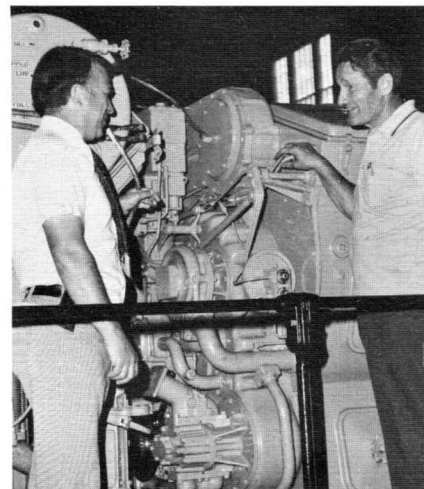
We would like to thank George Stanley and Bill Trefethen for running the Maine Central - Portland Terminal Golf League this past summer. First place went to team number one, made up of Perkins, Luttrell, Colton, Libby, Tate, Dill, Broderick, and Costa. Low average was won by Jerry Shea and most points went to Len Forest. A banquet was held on August 31 at Willowdale Country Club.

Veterans

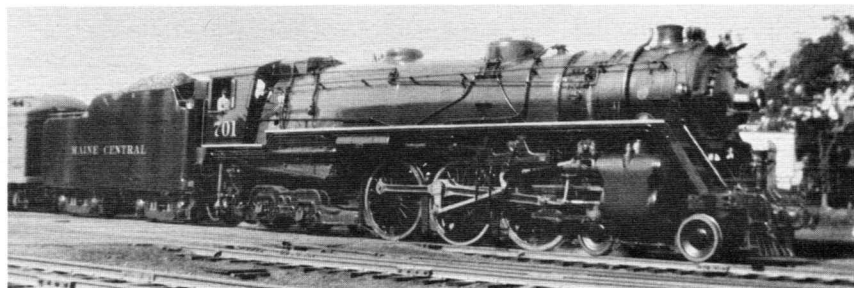
The Maine Association of Railroad Veterans are holding their regular monthly meetings on the fourth Sunday of each month at Howard Johnson's Restaurant in South Portland. The first meeting of the fall was held September 25 at 12 noon. All members are welcome and we look forward to a good turn-out. Members wishing to pay dues, which is \$2.00 a year, may send payment to Alfred Chapman, 27 Edgewood Avenue, Portland or to John Larracy at Waterville Shops.



This picture forwarded by Leo Blanchette, agent at Ellsworth, is of a cast iron plate about 8 x 11 inches with initials MCRR and K 61½. It was found on Park Street in Ellsworth by Wayne Dennison while excavating for a garage. Can anyone identify this item?



Don Dickey, left, assistant shop superintendent and Blaine Ladd, foreman, look over the work on a locomotive undergoing an overhaul at Waterville Shops.



This photograph of Maine Central 701 was apparently taken when it was new. The photo is from the collection of Robert Baker of Brunswick and he has two questions for our readers. Where was the picture taken? What was the color of the boiler and cylinder jackets? He notes the difference in shade between these and the cab, tender and cylinder head covers which were black.

J. M. Shaw C-11
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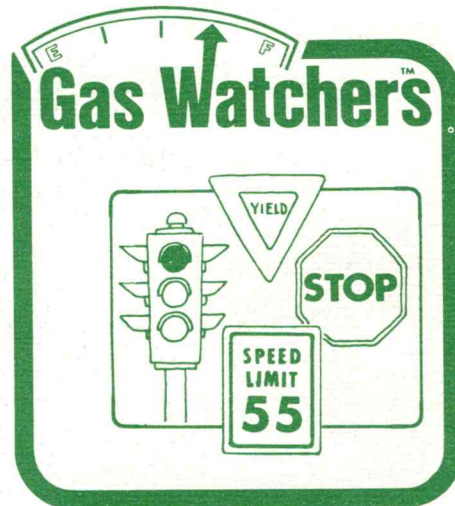
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Energy Conservation

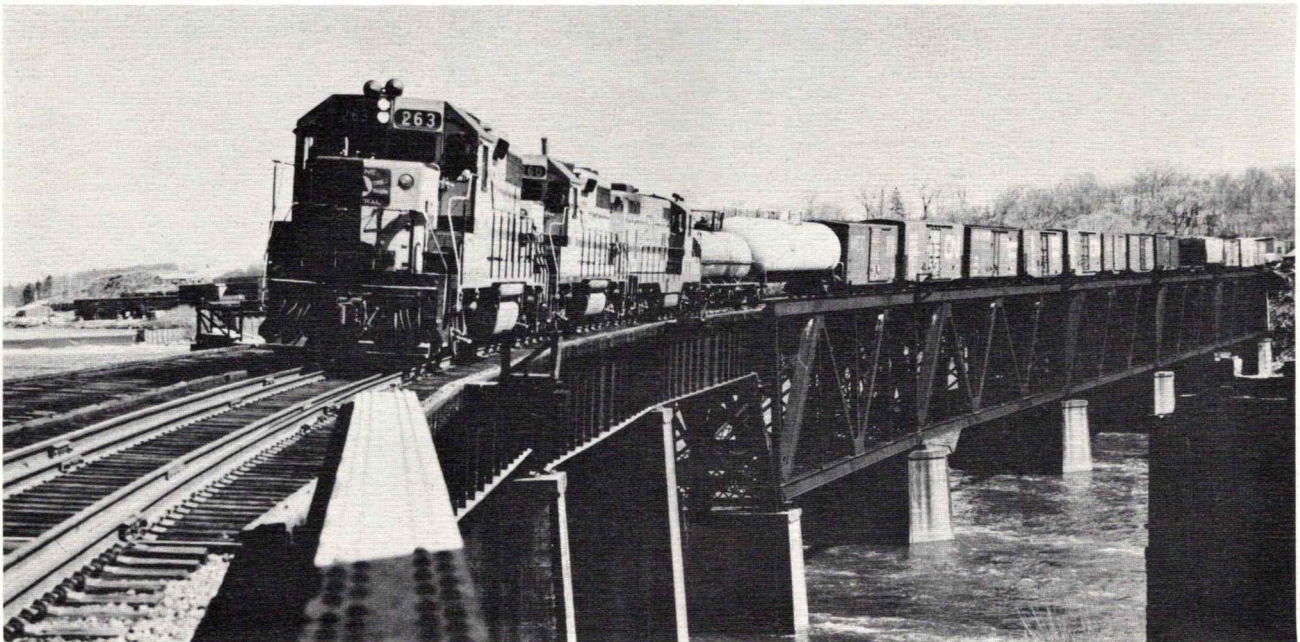
The Maine Office of Energy Resources has information on the subject of energy conservation which will prove valuable to an individual interested in conserving energy and saving money.

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.

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



Good Driving Techniques



Maine Central train BR-4 crosses the Kennebec River at Augusta, Maine in April, 1977. Photo by Ron Johnson.