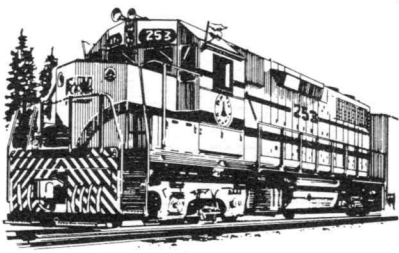


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Winter 1978



MAINE CENTRAL

MESSENGER



BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
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The Presidency

Since 1913 only three men have served as president of Maine Central Railroad Company. Morris McDonald became president on July 9, 1913 and served until Edward S. French was elected to that position on September 1, 1932. E. Spencer Miller, a 44-year-old attorney and Maine Central executive, was elected president succeeding Mr. French on April 23, 1952, to commence a distinguished career, spanning a quarter of a century, as Maine Central's chief executive.

Mr. Miller retired as president of Maine Central and an employee of the Company on December 31, 1977. He was president for a longer period than any man has served in that capacity for a major U. S. Railroad in recent years. No man could have been more loyal to a company or more dedicated to the welfare of its employees and shareholders than E. Spencer Miller. His successful career has been as a railroader, a writer, and possibly most important a teacher.

The "Miller Years" of Maine Central are described in detail elsewhere in this publication. He has been a man of foresight and affirmative action when such was appropriate. But he often has been the master of careful contemplation, moving cautiously, when others plunged forward often to disappointment and even disaster. Those who worked closely with him know of his calculated decisions and that he always had the time to carefully describe the rationale behind those decisions.

As a railroader, there were and still are certain things that he can't abide. They are, perhaps in order of his disdain, disloyalty, incompetence and laziness. Mr. Miller always appreciated the railroad man or woman who worked up to his ability but could never understand the person who accepted anything but excellence at whatever level of service. And to those with an extra measure of loyalty, to the railroad, a political cause, a friend or family; these received his special respect.

Spencer Miller's knowledge of railroading, each department and at every level, established him as a national authority. As a long-time director of the Association of American Railroads, his counsel was valued by the chief executives of some of the nation's largest and most successful railroads.

Mr. Miller is a writer, more proficient than some of the best of published authors and opinion writers. Since 1960 this very column of the Maine Central Messenger has expressed the opinions and communicated the knowledge of Spencer Miller. His words have been quoted by local and national media and have given birth to editorial comment and aggressive argument. His editorials, always thoughtful and thought provoking, were thoroughly researched and documented — not just a collection of trite generalities.

The editorials "From the Desk of E. Spencer Miller" won the national award in 1974 of the Association of Railroad Editors for "Excellence in the Use of Opinion Articles and Editorials." The subjects of his editorials ranged from politics to economics to railroading and several were reprinted by Maine Central a few months ago in a booklet titled "E. Spencer Miller — An American Prototype." All of us who enjoy his writing hope that he will, on occasion, contribute his thoughts to the pages of the Messenger.

When Mr. Miller agreed to address an organization, his presentation was seldom a speech, but almost always the reading of a paper. He would spend weeks researching and writing a 30-minute speech and each one became a resource document for years to come. He has addressed the New England Railroad Club seven times in 25 years, the most recent on November 15, 1977. Only two railroad presidents have addressed that group more than once and each of them only two times.

Spencer Miller has been a teacher for the past 25 years, communicating his acquired knowledge to his associates every working day. Operations, mechanical, engineering, finance, traffic; he picked up the generalities but also always the specifics. He questioned, challenged, probed and retained a wealth of railroad knowledge. He never hoarded the knowledge he gleaned, but generously shared it with others.

Although trained as a lawyer, he educated himself in many other fields. History, science, philosophy, medicine, literature: Mr. Miller possesses a wealth of knowledge about each of these subjects. And baseball — there are few today who know and can vividly relate the history of baseball as well as Spencer Miller.

Those who will guide Maine Central's future will still benefit from his advice and knowledge as he continues as chairman of the board and a consultant. His value in this capacity will remain, built upon years of teaching by which he has helped to mold the men and women who will make Maine Central work.

And now a new management team takes over, but it really isn't a new team. The new president and three vice presidents of Maine Central are young, averaging 51 years of age, but with an average of 27 years' railroad experience. All have worked closely with Mr. Miller and all have learned from him for many years — a lot of railroading and a little baseball.

John F. Gerity, president, has 37 years of experience with railroad finance. His obvious leadership ability is greatly respected by all who have worked with and for him. Arnold J. Travis, executive vice president, has diverse and extensive railroad background and experience. He now has jurisdiction over almost all Maine Central employees. George H. Ellis, first vice president, has invaluable contacts in the shipping community. His many years of community services have enhanced Maine Central's public image.

The challenge is great, but with the support of every Maine Central man and woman and the continued loyalty of Maine Central stockholders and shippers, this railroad has a most promising future. Maine Central employees have a commitment from management that every possible ounce of energy will be dedicated to keeping this Railroad solvent and moving in the direction of prosperity.



Bradley L. Peters
Editor

MESEN**GER**

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.



EDITOR

Bradley L. Peters,
Vice President

ASSISTANT EDITORS

- | | |
|-------------------|---------------------|
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| Albert Wetmore | Rigby |
| Wendell Lewis | Rockland |
| Don Dickey | Waterville Shops |
| Lucette Huard | Waterville Station |
| Arthur Doucette | Waterville Yard |
| Alice Aller | General Offices |
| Mary Morse | General Offices |
| Connie Davis | General Offices |
| Molly Fehlau | General Offices |
| Nat Alward | General Offices |
| Charles Redstone | Sports |

CONTENTS

The Presidency	2
E. Spencer Miller retires	3
Gerity Elected President	8
News Briefs	9
Grapevine	11

COVER PHOTO

Train RY-2 arrives at St. Johnsbury, Vermont crossing the Passumpsic River in January 1977. Photo by Ron Johnson.

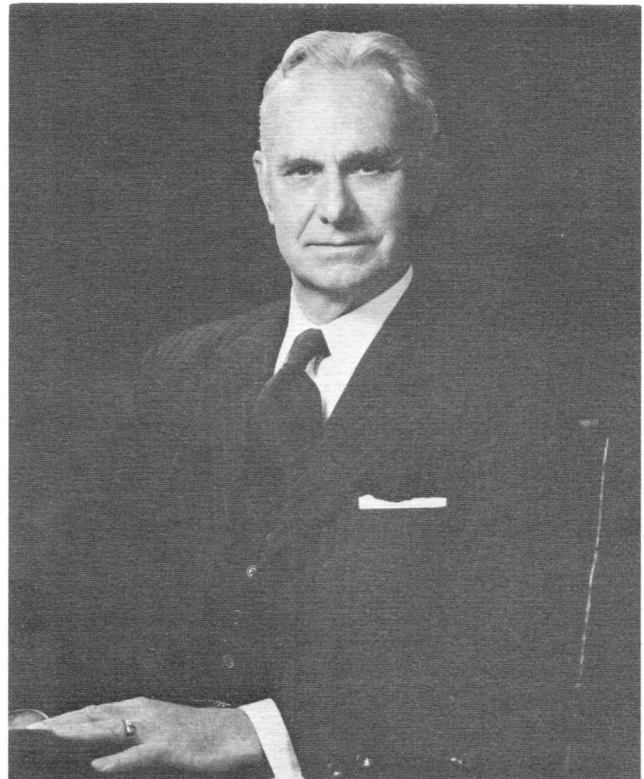


e. spencer miller retires

E. Spencer Miller, president of Maine Central Railroad for the past 25 years, retired as president and an employee of the company on December 31, 1977. He will continue as chairman of the Board of Directors and will be available to Maine Central as a consultant as provided in a five-year contract negotiated with the company.

The Maine Central chief executive said that his 37 years with Maine Central have been a "most happy and rewarding experience. No man ever worked for a more able and cooperative Board of Directors or with a more dedicated or competent management in whose hands I leave the future of the company."

He said he looks forward to moving on to pursue new business relationships and personal interests. He said he is pleased he can retire at a time when Maine Central is showing a profit and following successful refunding of \$12 million of debt. He anticipates a profitable fourth quarter to end the year well in the black.



E. Spencer Miller retires as Maine Central president.

A Recognition of 25 Years of Leadership 1952 - 1977

E. SPENCER MILLER

President
Maine Central Railroad Company

E. Spencer Miller, president and chairman of the Board of Maine Central Railroad Company, has for a quarter of a century operated Maine's largest railroad with notable success. His thinking has contributed markedly to important decisions of the nation's railroads. His leadership, integrity, knowledge and intellect have provided valuable guidance and substantial contribution to a troubled industry. What follows is a brief biography and a brief account of some of Mr. Miller's railroad accomplishments since he became president of Maine Central in 1952.

Mr. Miller was born in Springfield, Vermont, on April 23, 1908. A Phi Beta Kappa graduate, he received an A.B. Degree from Dartmouth College in 1931 and a L.L.B. Degree from Harvard Law School in 1934. From 1934 through 1937 he practiced law in Lowell, Massachusetts. From 1937 until 1940 he served as commerce counsel for the Boston and Maine Railroad.

Mr. Miller joined Maine Central Railroad Company in 1940 as general attorney, became general counsel in 1946 and first vice president in 1947. He became president in April 1952. He was elected chairman of the Board of Directors in 1968.

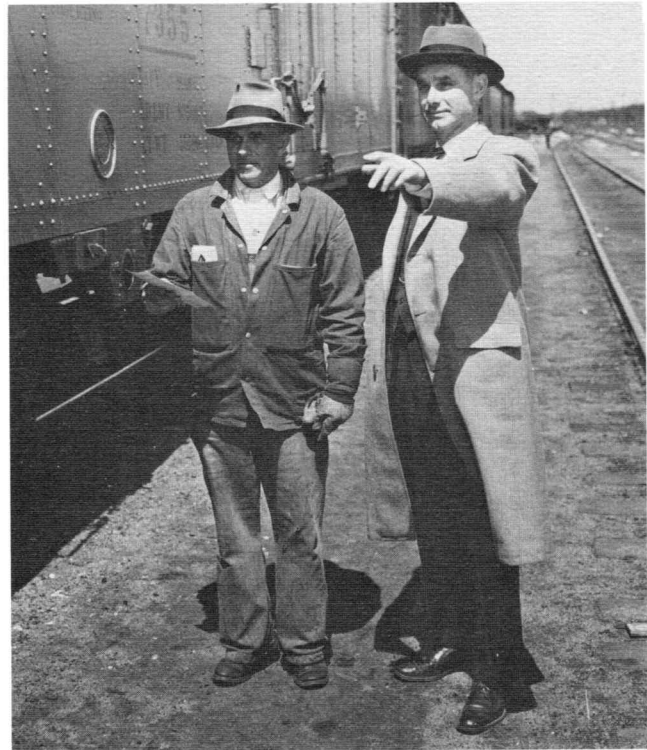
Mr. Miller organized and was then elected chairman and chief executive officer of the Eastern Railroad Association. He has served several years as a director of the Association of American Railroads.

He presently serves as a director of the First National Bank of Boston, Maine National Bank, Great Northern Nekoosa Corporation and Keyes Fibre Company. In the past he served as a member of the Board of Directors of Bates Manufacturing, Dragon Cement, Bancroft & Martin, Associated Industries of Maine and the Maine State Chamber of Commerce.

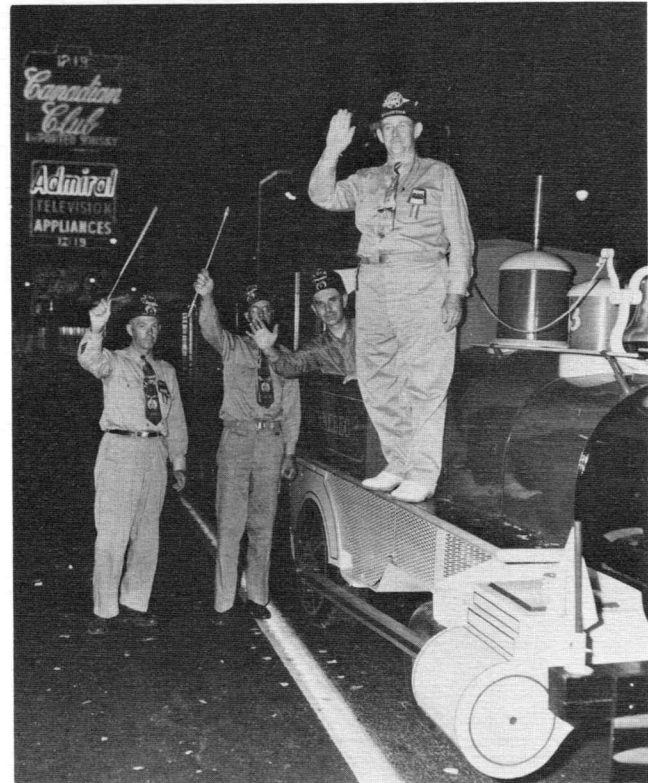
Upon assuming the position of president in 1952, Mr. Miller was faced with what appeared to be an impossible task — the refunding of soon-to-mature bonded indebtedness amounting to over \$19 million. His successful consummation of this refunding maintained the unbroken record of the Company in meeting its obligations. This achievement, accomplished under Mr. Miller's step-by-step guidance, averted a major crisis for Maine Central stockholders.

A notable year in Maine Central history was 1955 as Mr. Miller accomplished another major objective; the acquisition of the last of the Railroad's leased lines. With the purchase of the properties of St. Johnsbury & Lake Champlain Railroad and European and North American Railway nearly all the mileage operated by the Railroad became owned property.

The most painful undertaking in Mr. Miller's railroad career was the discontinuance of Maine Central passenger service. In 1955 mounting passenger train losses, which exceeded in amount the Railroad's net income, motivated his filing of a petition to eliminate passenger trains on the Calais, Farmington and St.



Shortly after becoming president of Maine Central in 1952, Mr. Miller discussed railroad operations with P. T. Norton, conductor, at Rigby Yard in South Portland.



In 1953 Maine Central built a model train to be used in a New York City parade of Shrine units from all over the country. Mr. Miller representing Kora Temple, acted as locomotive engineer for the trip down Fifth Avenue.



In the mid-1960's Mr. Miller participates in a recognition ceremony honoring Maine Boy Scouts.

Johnsbury branches. Not until April 1958 was passenger service on the last of these branch lines discontinued.

Maine Central had lost \$20 million on passenger service since 1945. With a firm determination and a knowledge that upon his success rested the very solvency of Maine Central, Mr. Miller continued his efforts to withdraw from passenger service. The matter was ultimately decided by the Supreme Judicial Court of Maine in a decision which said in part, "the actual need for this (passenger) service is so small as to be almost nonexistent . . ." The final regularly scheduled passenger train to operate on Maine Central terminated in Portland on September 6, 1960.

Mr. Miller has been active in efforts to assure fair treatment for Maine railroads by state government. In 1959, under his initiative, Maine railroads launched an effort to reduce the inequitable gross receipts tax on railroads. Initial legislative efforts were unsuccessful, but with Mr. Miller's perseverance over a period of several sessions, the Maine Legislature reduced the tax to a reasonable level.

In 1965 Maine Central accomplished another long-term goal by clearing all arrears on the Company's preferred stock, a burden accumulated since the depression

year of 1931. Clearing of these arrears had awaited the refunding of bonded indebtedness, elimination of leased lines, and a general rebuilding and modernization of Maine Central's plant, power and rolling stock.

Another important move in maintaining the railroad's financial stability was the agreement reached in 1974 with the Canadian Pacific for the purchase of 57 miles of Maine Central line between Mattawamkeag and Vanceboro, Maine. CP Rail had used this line under contract since 1887 and in recent years its tonnage had predominated. Maine Central retained running rights to Vanceboro for its own traffic.

For a quarter of a century Mr. Miller has worked to bring industry to Maine. He has spoken out candidly and forcefully in his efforts to rationalize concern for the environment with the benefits of industrial development and expansion.

September, 1977 saw the completion of Mr. Miller's greatest and most difficult achievement for Maine Central: the refunding of bonded indebtedness of \$12 million scheduled to mature in 1978 and 1980. With railroad industry credit at an all time low many people considered this to be an impossible task. The refunding included use of \$2 million in company funds, issuance of \$4.5 million in first mortgage bonds, \$4.5 million in equipment trust certificates and \$1 million of collateral trust notes. Confidence in Maine Central's future was expressed by holders of the new securities including three large insurance companies, a college and several Maine banks.

Each of these achievements under Mr. Miller's leadership has contributed to the solvency of Maine Central Railroad, a unique situation in the Northeast in 1977.

On the national and regional level Mr. Miller has provided leadership in the railroad industry as a director of the Association of American Railroads and as chairman of the Eastern Railroad Association. These responsibilities come not alone from his position as president of one of the nation's smaller railroads but to a greater degree from his qualities of leadership, knowledge of railroading, and ability to see far beyond parochial interests alone.

In 1972 Mr. Miller proposed a solution to the succession of national railroad crises; consolidation of all U. S. railroads into a single privately-owned American Railroad Corporation. Congressional efforts to implement the plan were unsuccessful but the concept remains alive.

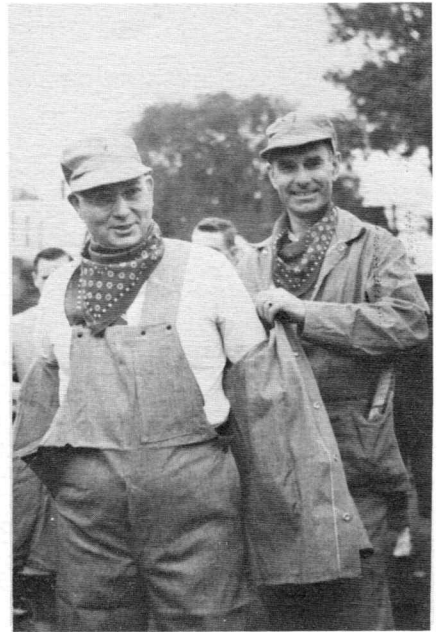
A Maine weekly publication spoke of Mr. Miller in 1973 as: "a quintessential champion of private enterprise . . . an unabashed American prototype — a pure, unblemished industrial capitalist who has no use for euphemisms, public image devices or false concerns for the environment . . ."

The editor of a national publication said of Mr. Miller: "He leads from strength — the strength of his helmsmanship of one of the few solvent railroads in a perilous and deteriorating Northeast rail system. His first allegiance, then, is to keep Maine Central that way through the combination of a tightly-knit railroad, 'spartan' living, and a great determination to get business where it can be had."

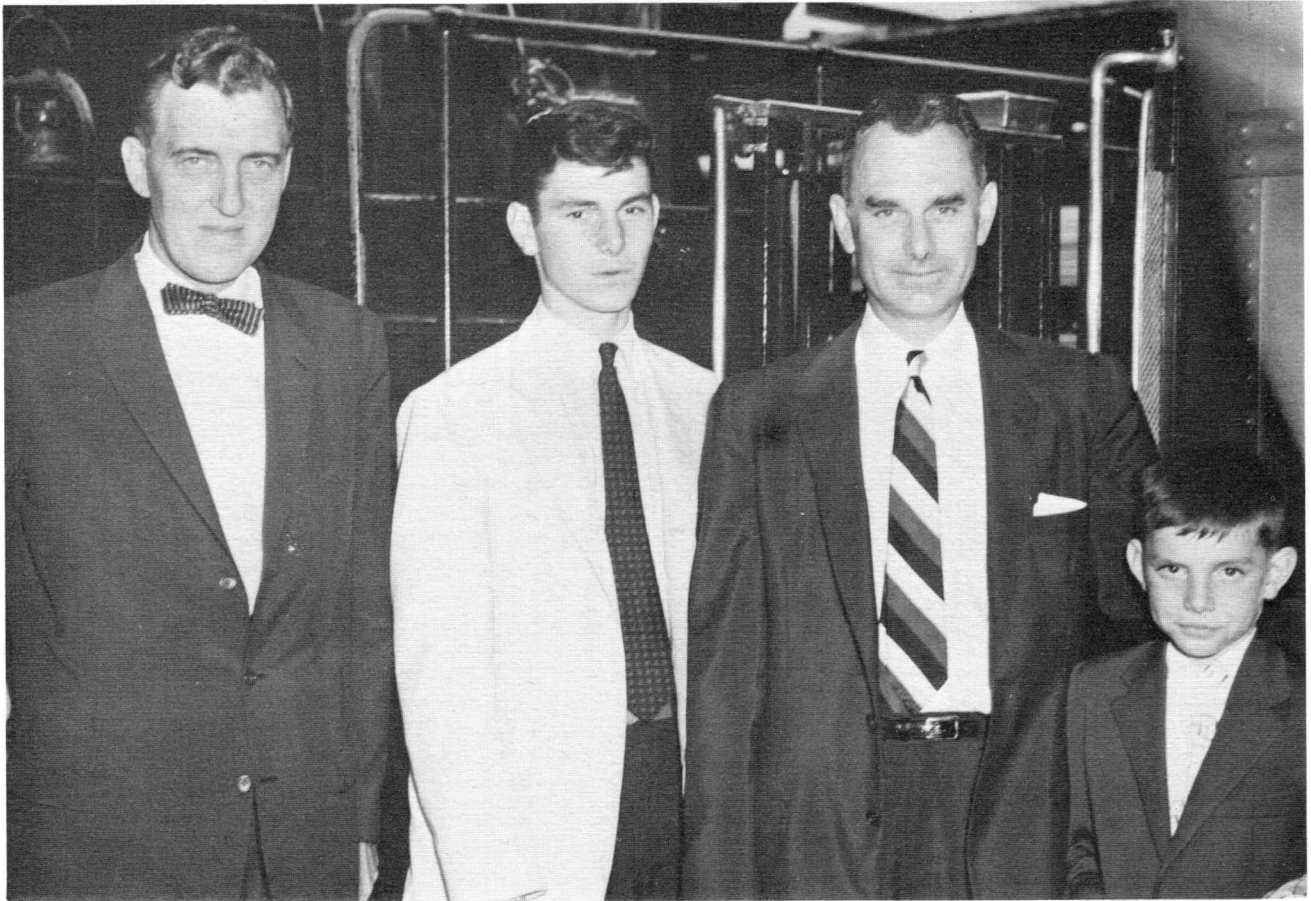




The last trip of the Old 470 in 1954 was the end of the era of steam for Maine Central. Engineer duties were shared by Mr. Miller and Governor Burton Cross, and here they are prepared to board the 470.



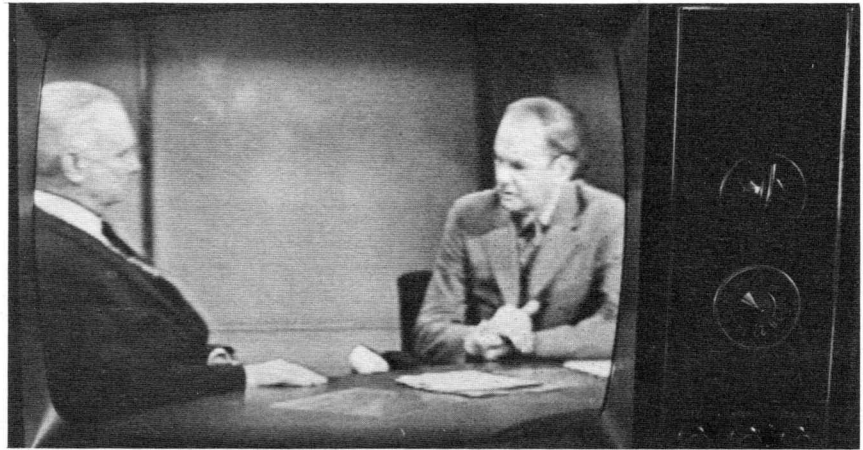
Mr. Miller helps Governor Burton Cross into his locomotive engineer's outfit just prior to boarding the Old 470. The last trip of the 470 in 1954 marked the end of the operation of steam locomotives on the Maine Central system.



Governor Edmund S. Muskie with Mr. Miller and his two sons, Ted, second from left and Charles. They had travelled with several hundred Maine residents to State of Maine Day at Fenway Park in Boston in 1956.



In the early 1960's Mr. Miller appeared on a Portland television station with Governor John Reed to celebrate Railroad Week.

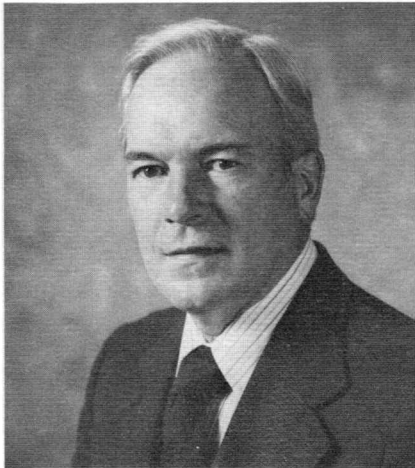


In September, 1972 Mr. Miller, left, appeared on the NBC Today Show in an interview with Edwin Newman. Mr. Miller discussed his concept of a single, nationwide, privately owned and operated American Railroad Corporation.



On September 28, 1977, the Maine Central Board of Directors honored Mr. Miller for his 25 years as president of the company. In the center is Charles E. Cotting, a director since 1936, and right is John H. Hinman, retired chairman of the board of International Paper Company and a Maine Central director for the past seventeen years.

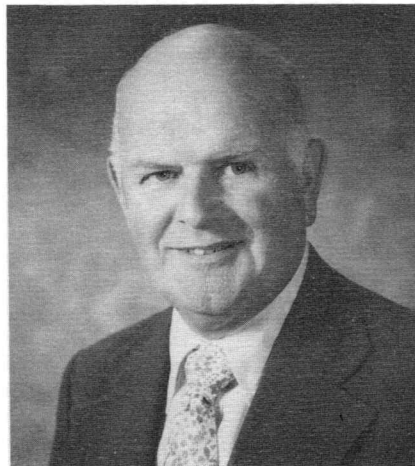
gerity elected president



*John F. Gerity
president*

John F. Gerity was elected president of Maine Central Railroad at a meeting of the Board of Directors in Portland November 29, 1977. In addition the Board elected Arnold J. Travis executive vice president, George H. Ellis first vice president and Bradley L. Peters vice president. All four positions became effective January 1, 1978.

Gerity, who will be only the fourth president of Maine Central since 1913, has been vice president since 1975 while supervising the Accounting and Finance Departments. He began his railroad career with the Boston and Maine Railroad in 1941 in the Bureau of Statistics. He came to Maine Central in 1955 as assistant to the comptroller and then served as auditor disbursements and assistant



*George H. Ellis
first vice president*

comptroller. He was elected clerk of corporation in 1968, a position he held until 1975. He became comptroller in 1970 and was elected a Maine Central director in 1976.

Gerity attended Boston University Evening College of Commerce from 1946-1950 and from 1952-1955. He is a member of the General Committee, Accounting Division of the Association of American Railroads and served as chairman of the AAR Committee on Costs and Statistics in 1969-1970.

Arnold J. Travis

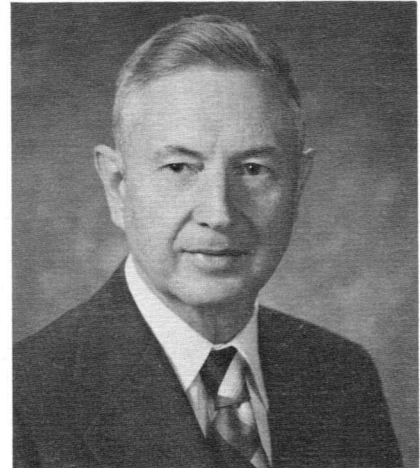
As executive vice president Travis, who was vice president, operations, will continue jurisdiction over the Operating, Mechanical, Personnel, Labor Relations, Car Service, Safety and Security Departments and in addition the Engineering and Purchases and Stores Departments. He joined Maine Central in 1969 as assistant general manager after having served in various capacities in several departments with Bangor and Aroostook Railroad for twenty-three years. In 1970 he was appointed assistant to president and in 1974 vice president, operations. He became a director in 1975.

Travis attended the Maine School of Commerce in Bangor (now Husson College). He is a member of General Committee, Operating-Transportation Division of the Association of American Railroads.

George H. Ellis

In his position of first vice president, Ellis will continue to supervise the Traffic and Marketing Department and in addition the Industrial Development, Real Estate and Taxation Department. He served ten years with the Boston and Maine Railroad before joining the Maine Central Accounting Department in 1955. He was named freight traffic manager in 1966 and assistant vice president, traffic and marketing a year later. He served as vice president, traffic and marketing from 1969-1977 and became a director of the company in 1975.

Ellis is the immediate past president of the Greater Portland Chamber of Commerce and served as president of the Portland YMCA and district governor of Lions International. He is a member of the Committee on Compensation of the



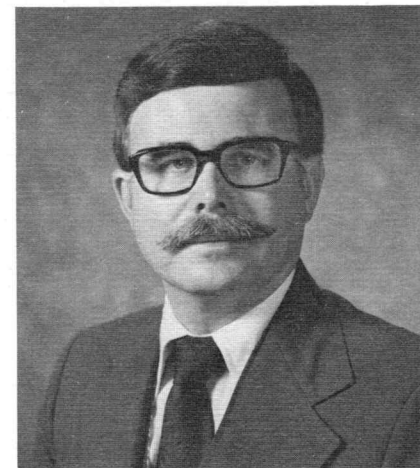
*Arnold J. Travis
executive vice president*

Association of American Railroads.

Bradley L. Peters

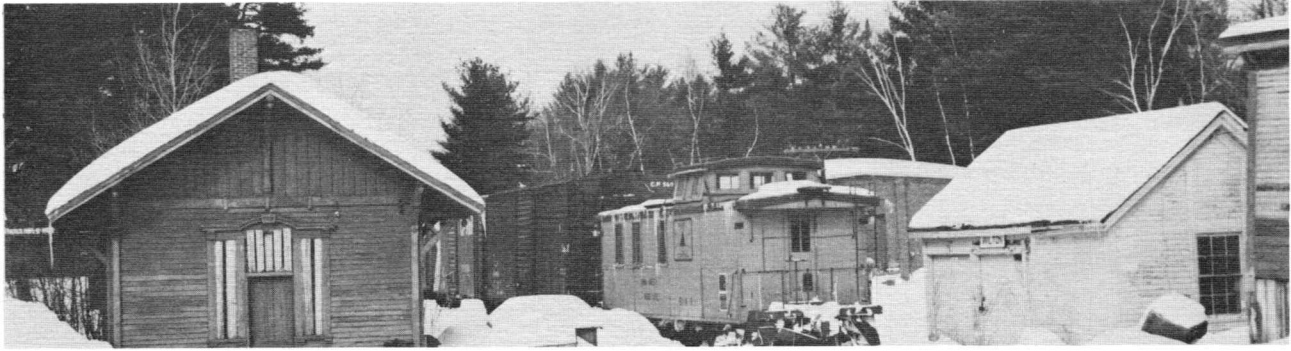
In addition to his duties as vice president, Peters will continue as assistant to president and will supervise the public and government relations of the railroad. He was a science teacher from 1960 to 1967 when he became a producer-director for Maine Public Broadcasting Network. He became director of public relations for Maine Central in 1970 and assistant to president in 1974.

Peters is a director of Associated Industries of Maine and the Maine State Chamber of Commerce and is president of the Vermont State Railroads Association. He received a degree in Chemistry in 1960 from David Lipscomb College and a Master's degree in education from the University of Maine in 1967.



*Bradley L. Peters
vice president*

news briefs



A Maine Central train pauses at Wilton in February 1977. Wilton is on the Farmington Branch which the ICC has ruled can be abandoned. Photo by Ron Johnson.

Farmington Branch

An Interstate Commerce Commission Review Board has issued a decision permitting abandonment of Maine Central's Farmington Branch. The 16-mile line runs from Livermore Falls to Farmington. The decision overturns a decision of the ICC law judge which permitted abandonment of only five miles of the line from East Wilton to Farmington.

At the ICC hearing held in Farmington on April 13 and 14, 1977, Maine Central testified that abandonment would benefit the railroad substantially. Net salvage value of the line was estimated at \$240,000 at the time of the hearing. The petition to abandon the Branch was filed with the ICC in August 1975. The ICC decision has been appealed by the State of Maine.

Messenger Award

The *Maine Central Messenger* received the Photo of the Year Award from the Association of Railroad Editors, meeting in Sarasota, Florida in October. The photo award is one of nine given each year in nine different categories by the organization which is made up of nearly sixty railroad, railroad union, and railroad supply publications in the United States, Canada and Mexico. Maine Central received the black and white photo award with the color award going to the publication of the Southern Railway.

The winning photo by John Patriquin, staff photographer for the

Portland Press Herald-Evening Express, showed a railroad employee explaining the workings of a locomotive to two Scarborough fourth graders. It appeared on the cover of the Winter 1977 issue of the *Messenger*. This year's award for overall excellence went to *Au Fil Du Rail*, the French language pub-

lication of Canadian National Railways. The *Messenger* received the 1974 Association of Railroad Editors' award for excellence in the use of opinion articles and editorials.



This photo, by John Patriquin, was the cover photo from the winter 1977 issue of the Messenger. It was the Photo of the Year of the Association of Railroad Editors in 1977. Raymond Thompson, hostler at Rigby Enginehouse, explains the workings of a locomotive to Scarborough fourth graders, Robbie Cyphers, left, and Wanda Tombly during a visit to Rigby Yard. Robbie is the son of Robert Cyphers, former chairman of the Brotherhood of Locomotive Engineers.

Assistant Trainmaster

Jonathan F. Shute has been appointed to the position of assistant trainmaster with headquarters at Portland. Prior to joining Maine Central he held several supervisory positions with Penn Central Transportation Company and served as transportation supervisor/trainmaster for AMTRAK. He is a graduate of Southern Connecticut State College and has studied at the University of Grenoble, France.

Bangor General Agent

Laughton J. Jewett has been appointed to the position of general agent at Bangor. He began his railroad career in 1963 as Maine Central yard clerk in Bangor and has held clerical positions in several departments. He was educated in Hermon schools and attended Husson College.

Bingham Branch

On October 6, 1976 Maine Central Railroad Company filed an application with the Interstate Commerce Commission for abandonment of the 16-mile rail line from North Anson to Bingham. In early 1977 for three consecutive months, no trains operated to Bingham because there was no traffic to move. In January 1977 the ICC issued a statement that abandonment of the line would not significantly affect the quality of the human environment.

Hearing on the abandonment petition was held in Bingham on November 9 and 10, 1977 before Interstate Commerce Commission administrative law judge Brenda Murray. Maine Central testified that losses on the 16-mile Bingham Branch forced the railroad to seek abandonment of the line. John F. Gerity, vice president, said that the company can no longer underwrite the losses of such operations and economies must be made to strengthen the railroad's financial position.

Gerity said that annual revenue on the branch peaked in 1973 at \$320,000 and that the average revenue for 1975 and 1976 had declined to about \$70,000. Average annual losses on the Bingham op-

eration were \$32,000 in 1975 and 1976. Gerity noted that an anticipated loss of about \$15,000 for 1977 is because expenses on the branch have been held at the lowest possible level. He said that, faced with these losses, management had no recourse but to apply for abandonment of the line.

Maine Central's chief engineer, James O. Born, testified that normal annual maintenance of the line should be \$64,000 but that actual maintenance has been only at about half that level in recent years. He said that such reduced maintenance is due to the fact that the line is a marginal operation. Born estimated that deferred maintenance on the Bingham Branch is well over \$300,000 and that it will eventually be necessary to catch up on this deferred maintenance. Born estimated that net salvage value of the 16-mile Bingham Branch is \$170,000. He said that some rail and ties from the line would be used throughout the Maine Central system and that cash from sale of materials would be used to buy new rail.

Chief Medical Officer

Maine Central Railroad and Portland Terminal Companies are pleased to announce the appointment of Morrill Shapiro, M.D., as chief medical officer. A native of Biddeford, he is a 1945 graduate of Bowdoin College and a graduate of Albany Medical College. A United States Army Medical Corp veteran during the Korean conflict, Dr. Shapiro has an active practice in the Portland area as a general surgeon.



Dr. Morrill Shapiro

Married to the former Muriel Tabachnick, they have three children and two grandchildren. Dr. Shapiro devotes a large part of his time to professional and religious activities as well as being an avid tennis enthusiast. He is an assistant clinical professor of surgery at Tufts University School of Medicine.

Dr. Shapiro has, since March 1, 1977 when he assumed his new position, become a familiar figure. One of his first and most important tasks was to learn what was involved in the various railroad occupations. Not a simple assignment, but Dr. Shapiro now knows firsthand the workings of Rigby Yard, Waterville Shop, and has ridden various yard switchers and main line trains. Experiences such as these, as well as meeting with many employees, have allowed him to effectively aid in implementation of new medical policies. Dr. Shapiro has already expanded the role and number of Company examining physicians. Maine Central and Portland Terminal welcome aboard Morrill Shapiro, M.D.



Portland Terminal equipment battles the ice and snow storm that devastated Rigby Yard in January 1977. Two locomotives work with a Jordan Spreader to open this vital rail gateway on January 9. Photo by Ron Johnson.

The Grapevine

General Offices

John, circuit draftsman, and Julie Wolf have added a little Wolf to their den! Emily Julietta Wolf was born September 2 and is an alert little miss already.

Nancy, daughter of J. Emmons Lancaster, assistant engineer of structures, and Ruth, is co-manager of the Black Bears Hockey Team at the University of Maine in Orono, where she is a freshman majoring in the two-year course to become an animal medical technician. She also is assistant coach of the Recreation Department.

J. Emmons Lancaster and Dwight Smith, president of the Conway Scenic Railway, traveled by pickup camper while attending the Tourist Railroad Association called "Train" in Birmingham Alabama. They visited railroading points of interest in East Texas, South Mississippi and South Louisiana during their vacation.

Second Lieutenant Stephen Aylward, son of Dick, chief clerk, and Nathalie Aylward, was home from the Army, Fort Jackson, South Carolina for a two-week vacation during the Thanksgiving Holiday.

Bethany Potter, daughter of Reid, engineer of structures, and Evelyn, has entered Anna Marie College in Paxton, Massachusetts, where she is majoring in Art. Nancy H. Potter, another daughter, was wed to Jeffrey Miles Norton on October 8 at South Freeport Church. Bethany was her sister's maid of honor and Peter W. Norton was his brother's best man. A reception followed at the Red Coach Grill in Portland.

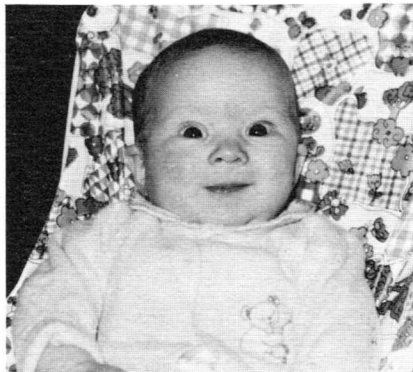
Wendell O. Quimby, circuit designer, was honored at a cake party on November 15 by the Engineering Department when he was presented a purse of money and an attaché case from his many friends and associates in the General Office Building and throughout the system.

Douglas Born, son of James, chief engineer, and Vaun, has been selected for the State Band at Westbrook High School as a percussionist.

On October 8, Anne Gross, former clerk in the Marketing and Accounting Departments, was married to Warren J. Ingraham, Jr. in Ledyard, Connecticut, where they are making their home. Attendants at the wedding were former Maine Central employees Dick Severy and his wife Karen, a sister of the groom. Prior to her departure, Anne was given a dinner party in South Portland by her associates.

Greg Savage has taken the clerk's job in the Assistant to Comptroller's Office vacated by Anne Gross. He was formerly in the Revenue Office.

In late October, Carol Sanborn, a secretary in the Law Department, went on maternity leave and her job is being



Emily Julietta Wolf



Mr. and Mrs. Warren Ingraham



Center, Wendell Quimby and wife Peggy, and Phil Lentz.

temporarily filled by Sonia Duplessie.

Treasurer Stan Watson and his wife Toni are vacationing in the Virgin Islands as we meet this deadline, where they enjoy relaxing on the beach and snorkeling in the world's only underwater national park.

Happy Holiday visits: Mark Bennett, a student at the University of Miami at Coral Gables, Florida was home for the season with Earl, head clerk, Freight Claims, and wife Ruth. Mark is a second year student at the Law School at Miami.

Beverly Jane Braasch, daughter of Ben Braasch, manager, Freight Claims, and wife Anne, came home from her first semester at Wheaton College, Norton, Massachusetts.

Geoffrey Doughty, Maine Central's answer to the great Walter Damrosch, has added television to his broadcasting talents. He has recently been seen on Channels 6, 8 and 13, presenting public service announcements for the Portland Symphony Orchestra. Geoff's radio talents are heard regularly on similar PSO promotions as well as his regularly scheduled broadcasts of concerts Sundays on WDCS. Coming up: concert broadcasts in 1978 on Monday evenings over the Maine Public Broadcasting Network, which covers the entire state of Maine, most of New Hampshire, and large areas of Vermont and Canada.

Topaze Acie Ducie, purebred Pomeranian owned by Nancy Vayo, clerk, Revenue Office, completed his championship at the Vacationland Dog Club's recent show at Scarborough Downs. An outstanding Pom, he began to show his stellar qualities at maturity when he was two years old by picking up two "majors" in the championship ranks, one after the other in the spring of 1976, launching him rapidly towards the honors status he now has. Bone, size, coat, color, gait and temperament are factors in the judging. Nancy is now in the process of showing his daughter, Donayo Saucy Tot, a year and a half old, and may soon bring home more honors. Newest addition to the Vayo clan is a six-month-old Himalayan kitten, which Nancy plans to show and breed.

Cheri Wallace, clerk, Revenue Office, and Joe Crawford, office assistant, Engineering Department, were married November 26 at St. Mary's Church in Westbrook. Many fellow employees and spouses attended the wedding and celebrated at the reception following. The Crawfords spent four days at St. Croix and five days at St. Thomas, enjoying the beauties of the Islands and all the sight-seeing events including a trip to Bluebeard's Castle and a scenic trip in a glass bottom boat. Both returned with glowing tans.

Sharon Richards, mechanical device operator, Revenue Office, was married to Danny Bourgeois at a small family wedding September 11 in a "country home" at Parsonsfield, Maine. They spent their honeymoon at the White Mountains, New Hampshire.

Employees in the General Office Building honored both Cheri and Sharon at a shower in November.



Nat Alward, formerly of the Disbursements Office, has transferred to a position in Freight Claims. Sonia Duplessie, formerly in Freight Claims, is now a stenographer in the Law Department.

To the envy of many who attended the Tom Jones Concert in Portland in October, leading clerk Gloria McCullough of the Mechanical Department was in the best seat in the house, directly in front of the stage because she played trombone in the band for the show. She has been talking about "Tom" ever since. Gloria also made her first ocean voyage when the Don Doane Big Band went to Yarmouth, Nova Scotia aboard the Caribe for a mini-cruise, at which time they cut a jazz album for release around Christmas. Since Gloria said her sea legs weren't the best, a spare trombone player was taken along just in case. What happened? During the rough trip he got the blahs as did the regular trombone player. Gloria was just fine!

Duke Lazette, telegrapher, keeps in touch with his "adopted" daughters through the American Field Service Exchange Program by tape cassettes. The girls are Tania Klimoff of Grenoble, France and Gloria Giraldo of Bucaramanga, Colombia, South America, both of whom are active in organizing AFS Groups in their own countries and are currently engaged in selecting candidates for the 1978 program.

Mechanical engineer Dave Crovetti, who has been exposed to sailboat fever by some of our expert seamen, has been bitten by the "bug" and is now looking for his own boat. Expect he will soon be joining the "_____ weeks to launching" Club!!

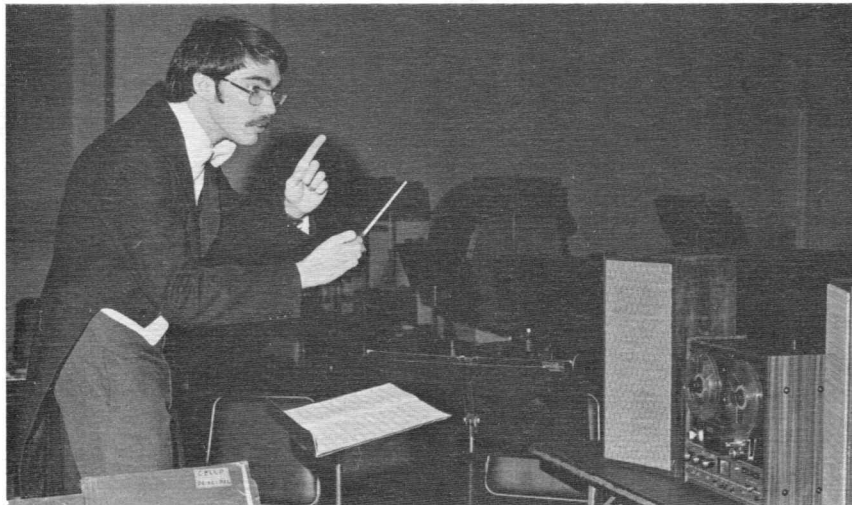
While being a hospital chaplain isn't readily thought of as a career opportunity for ministers, the Rev. Bert Brewster has come full circle, geographically returning to this area after five years to bring an experienced and well-trained helping hand to patients at Mid-Maine Medical Center.

Rev. Brewster, pastor of the Oakland United Baptist Church from 1968 to 1972, spent three years in a chaplain's training residence program at the University of Virginia Hospital in Charlottesville and served as chaplain at the Masonic Home and Hospital in Wallingford, Connecticut.

Now he's back where he wants to be, living in Oakland; and he's doing what he wants to do, taking care of the Protestant patients in Waterville's Mid-Maine Medical Center.

In returning to Oakland, the Rev. Mr. Brewster is returning to his wife's (the former Carol Jewett) hometown. She is the daughter of Ted Jewett, superintendent, Car Maintenance.

Maurice J. Allaire, Maine Central and Portland Terminal storekeeper, was ordained a perpetual deacon of St. Peter's Episcopal Church in Portland by Bishop Frederick Wolf in October. The Rev. Maurice J. Allaire, Deacon, has been a railroad man for more than thirty years and he now has a calling that will continue after his retirement from the Railroad. He came to the decision to pursue this course while convalescing at a Portland hospital from a stroke he suffered in 1975. The ordination came after fourteen months of intensive study.



Geoff Doughty, Portland Symphony Orchestra concert broadcaster, in a spoofing mood, conducts a stereo. He and Symphony directors are pleased at the expansion of broadcast outlets carrying the marvelous concerts.



Left to right, Rev. Maurice J. Allaire, Deacon, Mrs. Allaire and Father Gerald Burt, Rector, St. Peter's Episcopal Church.



Dot Proctor, center, with some of her many railroad friends.

Dot Proctor, secretary, Car Service Office, retired in September after almost twenty-three years of service. A retirement party was given her and she was presented with a beautiful money tree and a delicious, decorated cake from Jeanne Cram. Her husband George, daughter Dotti and granddaughter Kelly from Vineyard Haven, Massachusetts, and her friend Marcia Johnson also attended. A retirement poem, written by Eric Smith, was read by Ralph Libby, director, Car Utilization. Bob Nurse, assistant director, Car Utilization, was on

vacation but he sent a beautiful corsage, and Dot also received one from Gloria McCullough. Dot gave a short "thank you" message and was glad she didn't cry. (She had a supply of Kleenex in case.) We heard through the "grapevine" that she misses her many friends, especially her long association in Car Service. Happy retirement, Dot!

If you have lost faith in Lady Luck, take heart. Dick Luce, clerk in the Accounting Department, recently won \$2,002 at a Cape Elizabeth IGA Store because he held a lucky number in the "Bingo Game."



Damien Morris, son of Cathy, stenoclerk, Mechanical Department, and husband Bruce, at age 15 months.



Julie and Mark Horr

Deepest sympathy is extended to the family of Arthur Gilbert who died suddenly in mid-December. Arthur was a clerk in the Revenue office and his wife Nancy is a clerk in the Auditor Disbursements office. His son Arthur, Jr. is engaged to be married in May to Jacklyn Gain of Dennett Street, Portland. Arthur worked on the section crew at Yarmouth and attends University of Maine, Portland. Jacklyn was graduated this past June from Mary Hitchcock School of Nursing and is an R.N. at the Cardiac Intensive Care Unit at Maine Medical Center.

Eastern Subdivision

Ray Spaulding, regional manager of Marketing Department, and wife Dottie have recently moved into their new home in Hampden. Needless to say, they are very happy with it, and we are very happy to see Ray back to work after undergoing surgery. Ray was out about a month but is feeling fine now.

Still on the recuperating list is Phil Kelley, trainman. Phil had an operation on his knee and, as yet, is not able to return to work. Hope to see you back soon, Phil.

Conductor H. H. Stanhope and Trainman B. L. Johns have resigned from their respective fields to enter the Engineers' Training Program. We wish both Harry and Bobby much success in their new endeavors.

Speaking of changes, we lost a familiar face from the Bangor area when Sandy Johnson, spare clerk, bid off the clerk's position at Great Works. She replaces T. O. Goss, clerk, who returns to his old position as Bangor Yard clerk. Welcome back, Tom.

Julie Wheelden, daughter of Mr. and Mrs. Byron "Bud" Wheelden, became the bride of Mark Horr, carman, in a recent fall wedding. Bud Wheelden is general foreman of the Bangor Car Shop. The new bride and groom flew to Bermuda on their honeymoon and are now making their home in Brewer. Congratulations, Julie and Mark, and much happiness in the years to come.

Darrell Bridgham, AAR checker at Bangor Car Shop, has purchased a new stereo tape deck. The grapevine says he must be practicing dancing at home as he steps around at work a lot faster these days. True, Darrell!

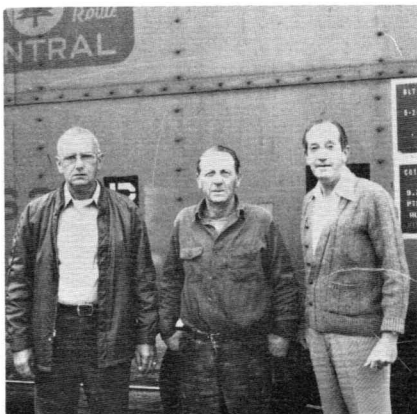
Our sympathy is extended to the family of Stanley M. Conners, Sr., who passed away last September. Stan retired after forty-two years of service with the company and leaves two sons still working at the Bangor Car Shop, Linwood J. and Frank J.

Sympathy also to the family of William Leonard, carman, who passed away recently. Bill was retired from the Bangor Car Shop.

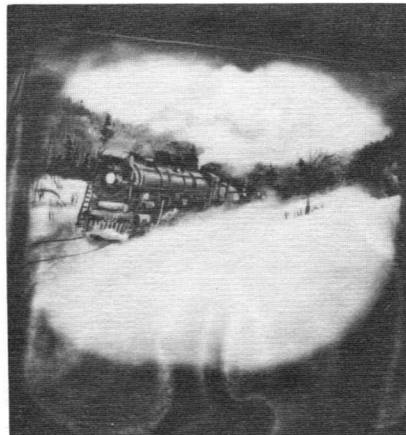
Phil Vance, electrician, Bangor Engine House, has been awarded four oak leaf clusters for longevity of service with the Maine Air National Guard. Paul's present assignment is in quality control. Daughter Paula J. Vance made the dean's list at the University of Maine-Farmington this year.



The Bangor United Way Campaign went over the top again this year by exceeding the goal by 164%. Some of the committee members were, left to right: R. A. Burnham, L. J. Jewett, M. D. Blanchard, E. A. Phillips, and in front, R. L. Spaulding. Other members were R. A. Dixon, Paul Vance, R. M. Strang, Jr., Nelson Dexter, E. J. Corbett, S. E. Packard and R. G. Wheeler. Many thanks to all who gave!



Harold T. McLain, carman, center, retired in September after many years of service. All his fellow workers and many friends wish Harold and his wife much happiness and good health. Left, B. C. Wheel- den and right, T. S. Jewett.



Bob Rustin, track repairman, Bangor, is proud owner of this beautiful leather jacket which has a painting of a steam engine on the back. The painting was done by Mr. "Joe" Caron of Old Town.



Rigby

We heard from retired boilermaker LeRoy Barney. He has been out six years and is quite busy with a large garden, as well as fishing and hunting. He finds time to visit some of his old friends, like Charlie Jackson at Skowhegan, a former employee at the engine house.

Engine dispatcher Arthur Mills informs us he became a granddad when his daughter presented the family with a son, Michael McDonald.

Retired carpenter Milton Poole, seventy-five, died after a short illness at a local hospital. He retired after thirty years' service and had been stationed at the General Office Building.

Attending the meetings and luncheons of the Railroad Veterans' Club, you are sure to see several of the Rigby men present; such as, Lou Carignan, Frank Kane, and Ted Cote. Frank is quite busy also at this time, working on various committees in connection with the Saint John the Evangelist Church due to the Christmas Holiday.

Leading electrician, Bert Wetmore, was a granddad for the third time when his daughter Marjorie presented the family with a baby boy, Louis Prang Roewer.

Maurice Gardner, seventy-two, died after a long illness. Maurice was one of our machinists at the time of his retirement in 1970. He was the author of four books based on the South Sea Islands. He also was recording secretary of Local No. 525 I. A. of Machinists. The Gardner family has contributed four brothers and a father to railroad careers.

Car inspector Wallace Jackson, sixty-four, died at a local hospital after a long illness. He retired in 1976 after thirty years' service.

The deer kill reported to us was credited to car shop foreman Donald Perkins, Phil Small of the section crew, conductor Dennie Wetmore, leading electrician, Bert Wetmore, and Dick Coates, who is the son of former employee car inspector Ernest Coates.

Mr. and Mrs. Charles Lombard of South Casco announced the marriage of their daughter Marjorie Edith to Jeffery Wintle. Jeff is an employee on a Maine Central section crew.

Former Rigby Engine House employee George Coffin, eighty-six, died at a Scarborough nursing home after a long illness. He was noted for his harmonica playing. His railroad experience dated back to the old Thompson Point Shops.

Retired engine hostler, Jimmie Jenkins, made the headlines when he went on the TV air waves for one of our local supermarkets' fruit department, expounding on the value of citrus fruits and their vitamin C advantages.

Rockland

Retired conductor Russ Willey and wife exercised the oil in that new Ford Granada, mentioned in the last Messenger, by making a tour across the country to the West Coast and back, visiting various points of interest that included a Santa Fe steam locomotive on display,



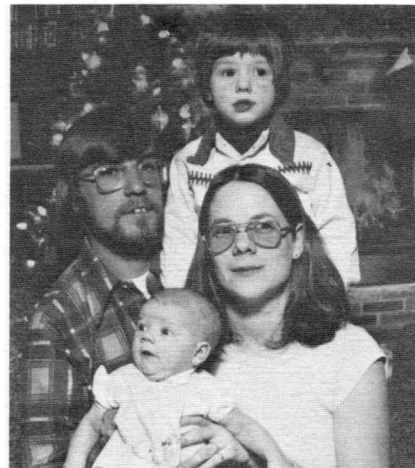
Edgar Dunham, center, Rigby carman, recently received his twenty-five year service pin. Left, foreman Don Perkins and right, acting general foreman Tom Cushman.

the same as the "470," as well as taking in some of the high spots of New Orleans' Bourbon Street.

Ralph Hall and crew completed their work on the branch last October and the work outfit was retired for the winter. Ralph and crew completed rebuilding numerous grade crossings as well as other needed track work.

Section foreman Dennis Lamarr displaced Rick Lovely on the Rockland Section. Now Dennis is "bombing" back and forth from Brunswick in that red, sleek, low-slung Firebird. Understand that when he puts his foot on the accelerator, the front end of the car leaps about ten car lengths ahead so that when he gets out of the car at Rockland he has time enough to shut the door before the rear end of the car catches up with him. Come to think of it, "Rick" had one of those older models of the Firebird when he came here last spring, but after awhile we noticed that he would come to work in his wife's car. Wonder what happened to that "galloping green wonder?"

It is with regret and a deep sense of loss to all of us that we report the unexpected and sudden passing of carman Carlton "Jake" Walker, who succumbed November 21. Mrs. Walker and family extend their thanks for the expressions of sympathy from fellow employees and friends who remember Jake.



Trackman Ralph Hartsgrove with his wife and two children.

Waterville Shops

Electrician and Mrs. Paul Getchell have purchased a home on Western Avenue in Fairfield. They are restoring the home with energy conservation in mind, including provisions for burning wood as supplementary heat.

Patricia Ketchen, wife of carman welder Eugene Ketchen, recently passed tests for a Class I driver's license and is now a qualified tractor-trailer operator in the state of Maine.

Machinist and Mrs. Rick Chamberlain have been recent vacation visitors to Jerusalem and Rome. Their visit preceded some of the November bombings and terrorist activities in the area. Rick reports he felt at ease and had an opportunity to visit many of the historical areas of Israel.

John Lemoine, son of electrical foreman and Mrs. George Lemoine, has received honorable mention as offensive tackle for schoolboy football by the Portland Press Herald. Their older son David, a junior at Colby College, has participated in an exchange student program and attended Pomona College in California for the fall semester.

Carman Frank Gravel is back at the Shop, working at his craft. It is very pleasing to see Frank back after such an extended absence.

The saga of the Weasel has left a new local museum the poorer as results of recent events unfurled at the Shop. One of the Shop's more talented trappers and outdoorsmen furnished a carcass for mounting to the entrepreneur of the rising new museum. Through a couple of traits most humans possess, the Weasel eluded its place in posterity.

The Marshall Plan includes a trip to Disneyland during the Christmas recess.

S. A. D. No. 49 student Jim Patterson, son of carman and Mrs. Guy Patterson, recently participated in that school's "Job Shadowing for Career Day." The provisions of the school's program were to job shadow people in local industry and make an oral report back in the classroom. Jim visited the Waterville Shop and shadowed his dad as well as being conducted on a Shop Tour. Jim observed many interesting facets of Shop repair and maintenance programs and the skills necessary to successfully conclude the needed repairs.

Waterville Station

Sympathies are extended to B&B foreman Ernie Henry and family on the death of his father.

Retired clerks Ralph and Shirley Barton are spending the winter in St. Petersburg Beach, Florida.

Retired scale inspector Al Hendersons was in Waterville during the month of December. Al and his wife became grandparents again. Congratulations! They now reside in St. John, New Brunswick.

Freight Office clerk Elaine Snow has been playing Halloween jokes on her husband, car checker Ken. Many of us plan on catching Elaine next year when she plays her jokes again.

Congratulations to Mr. and Mrs. Loyd Burr on the observance of their 60th wedding anniversary. They were honored at the home of their daughter Mrs. Bernard Poulin. Mr. Burr was a station agent in Harmony at the time of his retirement in 1958. He was employed by Maine Central for forty-two years.

Waterville Yard

The deer season is over. Among the happy recipients were Joe Boudreau and Lee Miller, conductors, Allan Powers, spare clerk, and his dad, Loyd, conductor. Lee Miller says next time he goes hunting with Tom Barnett, conductor, he's going to bring along a seat belt to keep him from falling off tree stumps.

Congratulations to Kerry Clark, engineman. He was declared the unofficial winner of a three-way battle in his ward for a council seat in Winslow. He received approximately 40% of the vote.

We couldn't visualize last summer why John Witham, former towerman, moved to Arizona, but now that winter is in full swing up North, we can see that it was a good move. Now John can look at us and laugh and say, "I told you so."

By the time this news is out, the Christmas season will be gone by, so let's hope all you Yard and Road birds had a Merry Christmas. For those who are full-fledged model railroaders, such as billrack clerk Connie Mason and son, car inspector David Verzoni, and his son, and many others who are not known at present, stay on the iron and have fun.

Our condolences to Ed Palmer, conductor, and his family for the loss of his wife.

Among the recent retired visitors at the Yard Office were Ralph Laliberte, yardmaster; Hubert Gullifer, car inspector; Galen Wheeler, road conductor, and Archie Smith, transfer table operator. It's good to see these good old smiling faces. Drop in on us anytime.

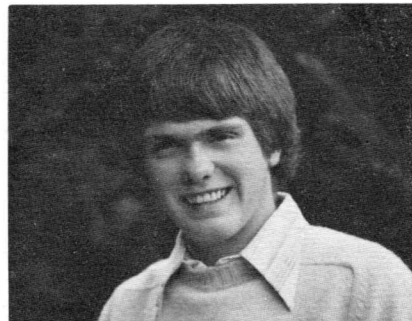
Bobby Sweet, car cleaner and janitor, better known as "Jack-of-all-Trades" was filling in as checker in the Yard on the third trick, no less. Bob said he had his fill of it, two days in a row. No wonder, with six to eight inches of new snow to work in.

We do not know, as yet, who gave conductor G. E. Gagnon, often called "Weasel" by his friend "Ken" Fitton, conductor, the schooling on how to knock trees down. He even had all the correct notching on the side of the tree so it would fall properly. Was it the wind or was it Ken's shadow that felled the tree on the opposite side. Only "The Shadow" knows, huh, G. E.!

Some people have ESP — you know the type that can tell the future, especially the weather. Well, believe it or not, we have such a person in Waterville Yard, and it's none other than general agent Calvin Clark, who picked such a time to take a winter vacation. Let's hope he had fun shoveling snow. Maybe for once the Mrs. didn't have to shovel the porch steps and driveway.



Mr. and Mrs. Loyd Burr



S. A. Cookson, Jr., son of conductor and Mrs. S. A. Cookson, Sr., who graduated M. C. I. in Pittsfield, now is training with the United States Navy at Orlando, Florida. He plans on making a career of the Navy.



Mrs. Mary Soule, daughter of brakeman and Mrs. A. L. Doucette, with her new longhaired dachshund, Francesca. Mary has papers claiming that there are only five such dogs of that breed in the state of Maine.

Response

Several people wrote or called in response to our inquiry about two photographs in the Fall 1977 issue of the Messenger. We thank them all and there was general agreement in the response.

Glen McCorrison, foreman at Waterville Shops, wrote as follows about the piece of equipment found in Ellsworth.

"I believe the answer to the identity of the item pictured on page 19 of the latest issue of the Messenger is 'Journal Box Cover.' I have seen this type cover on very old style trucks used on equipment built in the late 1800's and early 1900's. Instead of flipping up like the modern covers so that oil can be added to the journal boxes and the bearings and wedges can be checked, this type of cover swung to the left or right. There was a spring and bolt that went through the large hole in the top and kept a tension on the cover to keep it tight and from rattling loose. The small hole was there to insert a hook in so as to pull the cover to one side."

Retired Maine Central conductor, Norman J. Massengale, wrote from Florida about Engine 701 as follows:

"That picture of the 701, I believe, was taken while stopped on the back road at Waterville Station. The crossing and the track nearest the engine is the lower road main line and the track nearest the front was known as the 'Yankee,' which merged into the main line just west of the station. I would guess it was hauling train #15, which left Portland at 1:55 p.m. for Bangor. This picture must have been taken when the engine was new and the pictures I have show the lagging all black and the front around the stack painted with a graphite solution which was dark gray. I note the 'blizzard lights' were in line with the head light and must have been changed later because all were at the top front to be more easily seen when passing."



Lucette Huard, better known as our chief clerk in the Waterville Engineering Department, is shown here busy at her usual task — telephoning.

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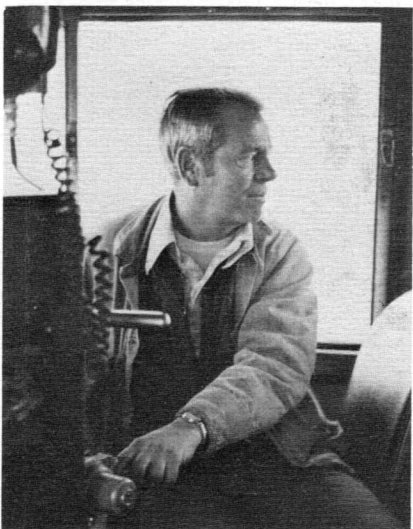
Bob Poulin, left, and Allen Swett examined the safety shoe that was worn by Swett when a rail dropped onto his foot. Bob had the same misfortune almost a year ago. In both cases the leather was torn but the steel toe prevented a painful injury.



This is Dot Begin of the Waterville Engineering Department.



Track repairs on the Main Street crossing in Waterville by Maine Central track crews.



Spare engineer Ralph Rodway has everything under control on Switcher No. 3, Waterville Yard.



Spare engineer Don Garnett is shown checking the instrument panel on his engine while giving air test.



Repair track foreman, Peter Reny, with his 1924 Model T Ford.