

BOSTON & MAINE RAILROAD
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MAINE CENTRAL

MESSENGER



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it's our opinion

THE VIRTUE OF FAIRNESS

On February 10 the people of Maine learned the provisions of the White House proposal for settlement of the Maine Indian Land Claims Case. Although anger and dismay were expressed by public officials and people on the street, one word was repeated over and over for the next several weeks—unfair.

A little background is necessary. In 1972 the Penobscot and Passamaquoddy tribes of Maine sued the State of Maine for millions of dollars in a dispute over 12.5 million acres of land (nearly two-thirds of the entire state). The tribes claimed that treaties going back to 1792 whereby they gave up most of their land in northern and eastern Maine were invalid because the treaties had not been approved by Congress. From the beginning, the central theme of the dispute was that the Indians were wronged by failure of the federal and state governments to comply with the Non-Intercourse Act of 1790.

In early 1977 President Carter appointed William B. Gunter, a retired Supreme Court Justice from Georgia, to review the case and report his recommendations. In July 1977 Judge Gunter made public his report to the President. He proposed that (a) the Federal Government pay \$25 million for the benefit of the Indians, (b) the State of Maine convey to the Indians a tract of land consisting of 100,000 acres in the claims area, (c) the tribes receive federal and state benefits in the future and (d) the Secretary of Interior attempt to acquire options for the Indians to buy an additional 400,000 acres of land at fair market value. Judge Gunter concluded that "the federal government is primarily responsible for the creation of this problem. . . that private property owners owning property within the claims area do not bear any responsibility for the creation of the problem."

When the Indians failed to accept the Gunter proposal, the White House then picked a three-man "Work Group" to further review the case and propose an agreement for resolution of the dispute, "within the framework recommended by Judge Gunter." The Work Group, after consulting only with the Indians, released a Joint

Memorandum of Understanding on February 10. The tribes agreed to accept \$25 million from the Federal Government in exchange for giving up claims against landowners owning less than 50,000 acres. If the state would pay \$25.5 million to the tribes over 15 years, the Indians further agreed to extinguish their claims against state-owned land. In addition, the Work Group agreed to use its best efforts to acquire easements permitting members of the tribes to hunt, fish, trap and gather for non-commercial purposes and to obtain brown and yellow ash on three million acres in the claims area owned by the state's 14 largest landowners.

But then came the element of the proposed settlement that evoked cries of unfairness. The tribes agreed to release claims against landowners of over 50,000 acres if these private parties would convey 300,000 acres of timberlands to the Indians and grant options for an additional 200,000 acres. For the first 300,000 acres, the tribes agreed to pay \$5.00 an acre, for land worth between \$100 to \$150 an acre. The remaining 200,000 acres would be acquired at fair market value.

Something must have been lost in translation from the Gunter proposal to the White House to the Work Group. All of a sudden the burden of settlement moved from the state and federal governments to 14 selected large landowners with an arbitrary separation of owners of 50,000 acres from those who own 49,999 and less. Ownership of property is no less sacred if the individual or company happens to own 50,000 or more acres of land than if he owns two acres.

Maine Central employees and stockholders have a stake in this proposed settlement. The 300,000 acres of land is held by 14 owners: seven paper companies, and seven families and landholding companies. This is productive land now contributing greatly to the well being of Maine residents. More than 75 per cent of this land is owned by paper companies that provide a large percentage of Maine Central Railroad's total traffic. The companies affected in order of acreage involved are: Great Northern, Diamond International, Georgia Pacific, International, St. Regis, Scott and Boise-Cascade.

The settlement proposed by the Work Group is incredibly political and justified by expediency without a particle of morality. The federal government gets off the hook for a few million dollars for an alleged ancient mistake. This settlement is obviously an attempt to buy off the vast majority of the individuals in the disputed

region with extinguishment of claims against all but 14 landowners. There has been some talk that these large landowners can take care of themselves in any litigation. That attitude may be politic, but it obviously ignores fair play as a consideration.

Any settlement which impairs the potential of Maine paper companies to grow and prosper will do grave harm to the future of the state. This is the Maine industry that contributes more than one billion dollars annually to the economy of the state in payroll checks, payments for services and supplies, and taxes. With a yearly payroll of about \$200 million, the paper industry provides nearly 20,000 jobs directly and also generates an estimated additional 127,000 jobs in Maine.

The Attorney General of Maine has said that the tribes' case is without merit and believes the case should be settled in the courts. There are many who believe the Indians have no real moral claims at all because in the 1700's and 1800's the tribes did not exercise the concept of land ownership. The Indians obviously believe they have a valid claim, but one has to wonder if their willingness to settle for a fraction of the original claim is a sign that their confidence has been shaken. The White House Work Group and others believe there are good reasons for a negotiated settlement.

It is readily acknowledged that the Work Group proposal only amounts to an offer for settlement by the Indians with the support of the White House. It is troublesome that this plan is obviously a divide and conquer tactic. If the state and federal governments accept the offer but the large landowners reject it, then the three million acres owned by these 14 parties in the claims area remain under a cloud and become subject to years of litigation.

Maine Central hasn't studied and researched every aspect of this very complex case and we wouldn't pretend to be able to find a completely fair solution, but the Work Group proposal is transparent. Any person who supports a settlement which lets the party with the greatest liability get off easy while expecting those with no responsibility for creating the problem to assume the greatest burden has lost sight of the virtue of fairness.



MESSENGER

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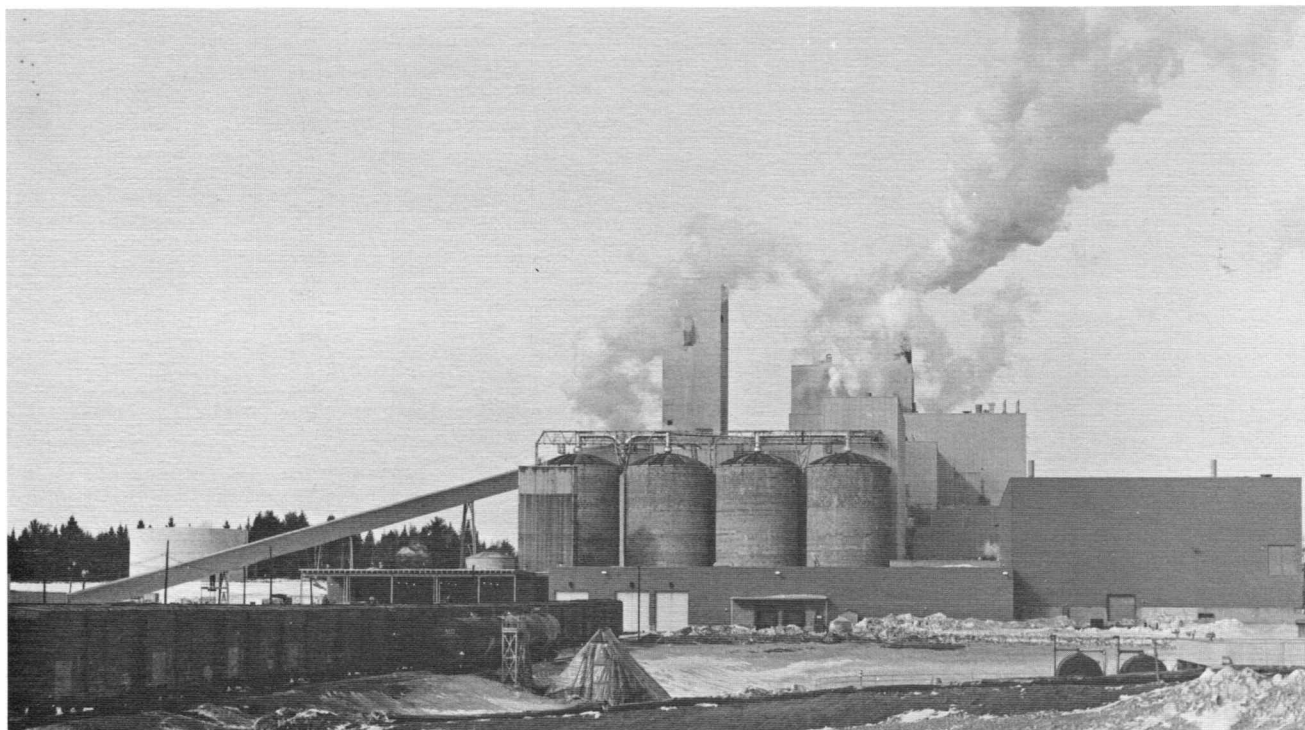
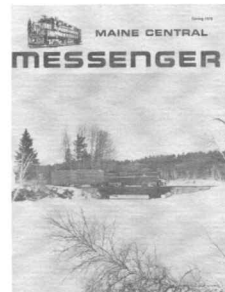
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COVER PHOTO

A Maine Central switcher, heading toward Waterville, has just departed the new Scott Paper Company Somerset Mill near Skowhegan. See story on Page 6.



Scott Paper Company's new pulp mill near Skowhegan. See story on Page 6.

kennebec and somerset railroad

Editor's Note: Arthur Doucette is a Maine Central conductor and is *Messenger* assistant editor representing Waterville Yard. Doucette is also an excellent photographer. Nearly every issue of the *Messenger* contains a half-dozen photographs taken by Doucette in Waterville. The following story, by Ann McGowan, appeared in the Waterville Morning Sentinel just before last Christmas.

"... and Santa, what I really want most of all is an electric train."

As last minute dispatches are being sent off to the North Pole and the holiday that tops all holidays rapidly approaches, there are some little heads in Central Maine dancing with visions of toy locomotives and red cabooses. The train toy set. It has delighted youngsters for generations and traditionally has woven its way to the top of Christmas wish lists. Thus, this season, as old Santa is busy with last

minute details at the North Pole workshop readying for his annual Christmas jaunt, it seemed fitting to visit the "King of Model Railroads" here in Central Maine.

Arthur Doucette peered out from under his cap as he manned the miniature switchboard in the basement of his Mathews Avenue home in Waterville. He kept glancing up to a corner mirror which afforded him a view from all angles. This master of model railroads had four trains run-

ning simultaneously. They were rolling along through complicated routes that featured tunnels, bridges, overpasses, underpasses, scenic countryside, small villages and freight yards.

His set-up, plus another operation that had been designed by his son John, has taken over almost the entire 30 by 42 foot cellar. "I've left my wife just room enough for her washer and dryer." A broad grin flashed across Arthur Doucette's face as he made this confession.



Arthur Doucette, Maine Central conductor, and his son John survey their extensive model train layout.

This particular morning he'd been out on a model railroad errand at the Leopold Picard home on Silver Street where he'd checked out the project he helped the Picards' son Paul put together. Now, back at his own Kennebec and Somerset Railroad, he was in control. His passenger train was making a run and he was warming up his Bingham Branch, the Lewiston Branch and the Mountain Division that ran over his oil tank. Freight cars loaded down with Maine pulp, plus coal and oil were being moved by Doucette to their destinations.

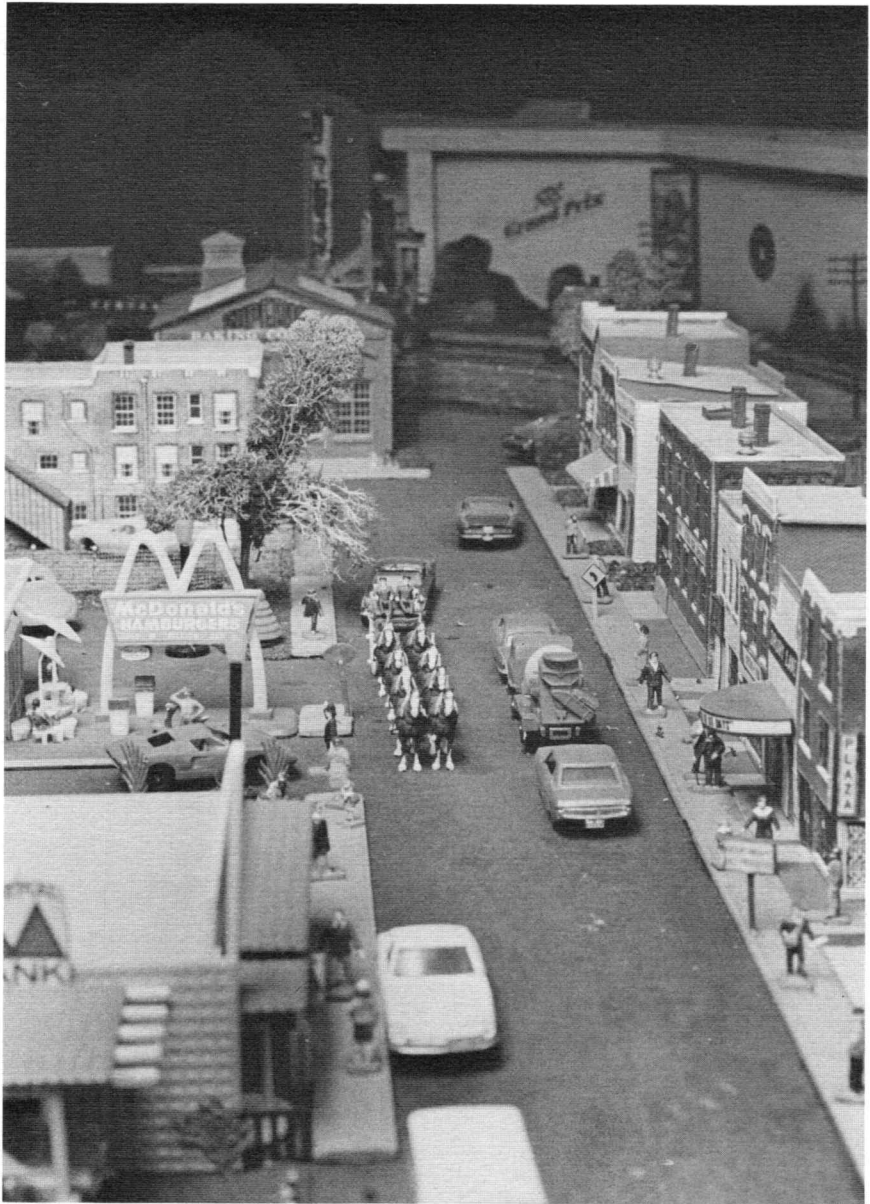
"I plan to run the trains at least an hour a day just to keep the tracks clean," explained the man who is actually a conductor-brakeman in real life for Maine Central Railroad. The listener has to pay close attention when Arthur Doucette speaks to determine if what he's saying relates to the railroad where he works or the railroad where he plays.

Over the years, he's become a stickler for details. It doesn't matter whether he's laying tracks, building cars, wiring or painting the finished product, the model railroad is as near to the real McCoy as possible. And, he's constantly changing and improving his operation. Doucette even puts up construction signs in areas where he's working.

Most of his trains are miniature duplicates of the trains that leave out of Waterville daily, including the wood job that leaves at 4 p.m. every day to supply mills in Rileys and Rumford. When he erects a new building, it's done to scale. "When I built the Waterville freight office on College Avenue, John went over and measured the building," he explained.

As one is given a tour of the Kennebec-Somerset Railroad in Arthur Doucette's basement, the east and west ends of the Waterville yard are pointed out, as are a group of railroad workers who Arthur notes are "talking shop." Upon closer inspection, the Waterville-Winslow railroad bridge is spotted. Then one spies McDonalds, the Federal Bank, Keyes Fibre. There's a brewery, a meat packing outfit, the shoe factory in Auburn. There's a super highway, mountains, valleys, telephone lines, smoke stacks

It's been an inspiring hobby. There are so many aspects. It never gets monotonous. If you're tired of doing one thing, you can change and do something else.



Arthur Doucette's model train layout includes a city street, complete with a miniature McDonald's.

Story by Ann McGowan
Photos by Lynn Mosher



BOSTON & MAINE RAILROAD
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an investment in maine

Here's a question for trivia fanatics: where is the tallest building in the State of Maine located? Is it downtown Portland? No! Lewiston? No! Maybe Bangor? No again!

The answer: Maine's tallest building is situated just about dead center on the town line separating Skowhegan and Fairfield. It is a 220-foot-high digester building, the most prominent structure at Scott Paper Company's new \$230 million Somerset Mill.

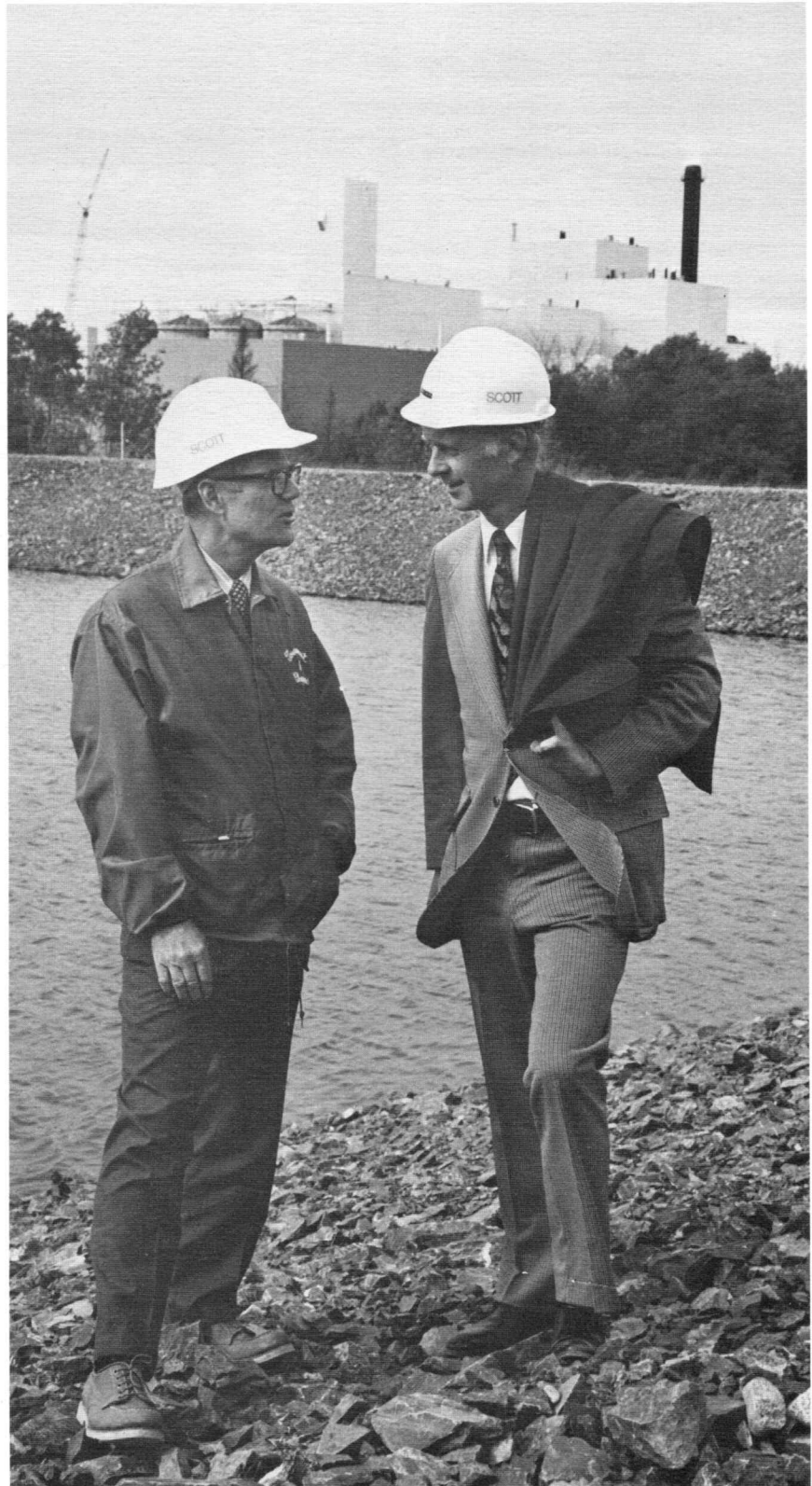
The building houses a towering 190-foot tall, 21-foot diameter, continuous pulp digester, a huge cooking vessel that converts both softwood and hardwood chips into premium quality pulp. The digester, one of the largest in operation anywhere in the world, is the heart of the mill's pulping process.

The Somerset Mill is located in Somerset County on a 1280 acre site overlooking the Kennebec River. Following nearly three years of construction, it began production of bleached Kraft pulp in December, 1976. Today the plant stands as testimony that heavy industry can successfully work in harmony with nature. The most advanced pulp manufacturing technology enables the output of high quality fiber for use in papermaking while scrubbers and precipitators, clarifiers and aeration basins, as well as other complex environmental facilities, assure clean air and water and a minimum of odorous emissions.

It was the inability of Scott's former pulp mill at nearby Winslow to meet rigid environmental standards that necessitated construction of the new Somerset Mill. To bring its 77-year-old, 450-ton-per-day sulphite pulp mill at Winslow into compliance with federal and state environmental requirements, the company would have faced a substantial capital investment coupled with significantly increased operating costs.

Due to the age of the Winslow Mill and its location in the center of a populous area, Scott decided to build a new Kraft pulp mill. These factors, as well as the obvious advantages and increased output of a new installation, made it apparent to the company that it was not economically feasible to rebuild the existing facility to meet environmental standards called for by regulatory agencies.

In the fall of 1973 the decision was



As the Somerset Mill of Scott Paper Company neared completion in late 1977, A.J. "Ben" Haug, vice president—northeast operations, left, and Alec Glen, plant manager, pause to discuss start-up preparations.



A model of Scott Paper's new pulp mill complete in every detail. The model, which fills an entire room, was very valuable during plant construction and continues to be used during operations.

reached by the company to undertake construction of a new 800-ton-per-day bleached Kraft pulp mill in central Maine. Its strategic location in relation to Scott's 880,000 acres of Maine woodlands will enable maximum utilization of this renewable resource. It will also offer a market for forest resources which can be supplied to the Somerset Mill by other wood producers and chip manufacturers. The mill can use a greater variety of wood species available in Maine because it employs the Kraft process.

The new mill is the largest single capital project ever undertaken by

Scott and will provide a vital source of pulp for use in the production of the company's broad range of paper products. Its 800-ton-per-day output provides almost twice the production capacity of the Winslow pulp mill it replaced.

The Somerset manufacturing complex represents far more than a major source of fiber for Scott papermaking operations. It also represents a long-standing commitment by the company as an important contributor to the economic strength and future development of Maine by providing jobs and payroll, local purchases, and support

to other businesses throughout the state.

Operational efficiency is at a very high level at the Somerset Mill. It is Scott's most completely automated mill and the first one to use fully electronic controls. The controls for nearly all operations at Somerset are centralized in two rooms, one for pulping operations and the other for the utility and recovery operations. But even with this high degree of automation, it takes 350 employees to run the mill on a 24-hour, seven days a week basis.

For the pulp finishing, the mill has two feltless wet machines, each with a 170-inch working width and a capacity of 450 air dry tons per day. The equivalent of the output of one machine is shipped by rail in a 50 per cent dry state to Scott's Winslow paper mill, less than a 15-mile haul. Pulp produced by the second machine is dried prior to baling for shipment by rail to other locations. This pulp contains only 10 per cent moisture to reduce shipping costs for greater distances.

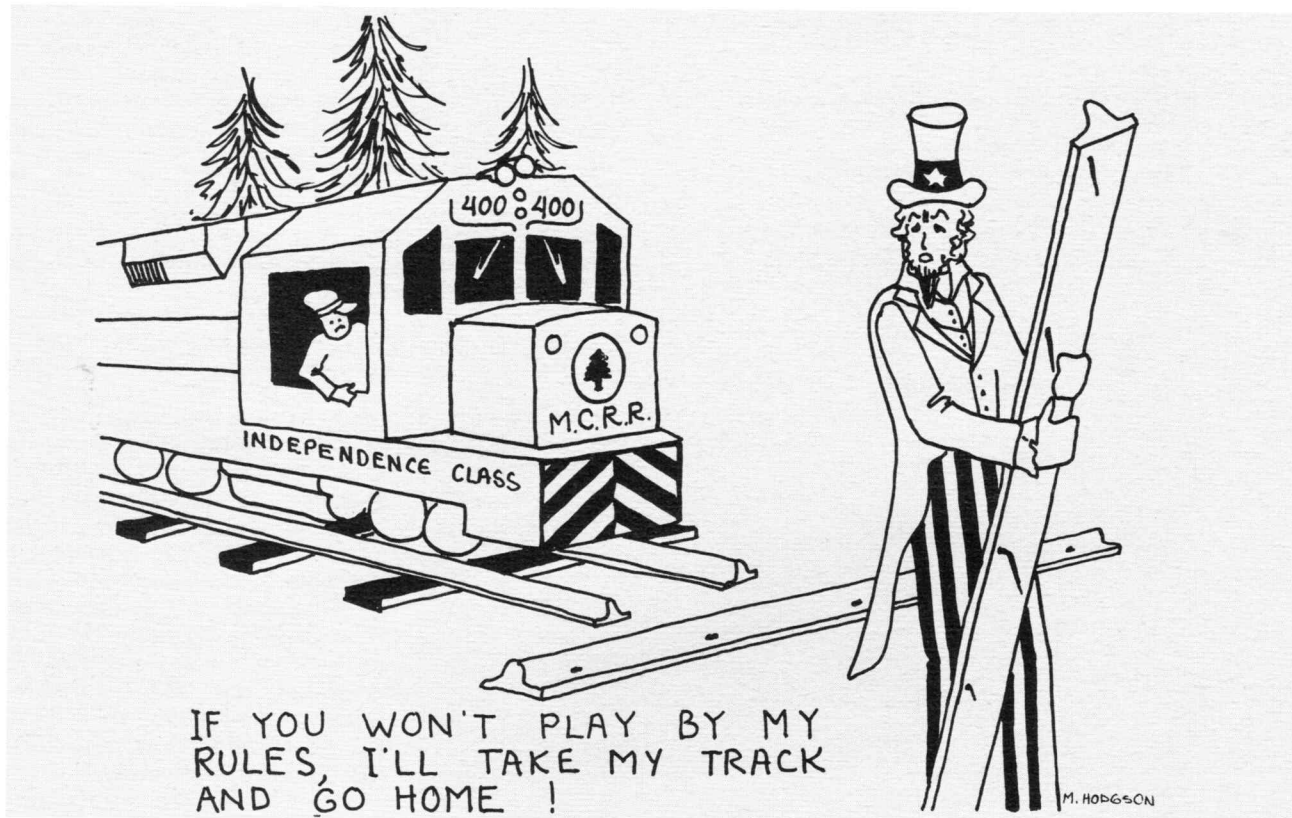
In addition to the pulp moving to Winslow by rail, at maximum production about seven cars a day will be shipped by rail to various other Scott paper mills within the U.S. In addition to these outbound pulp movements, the Somerset Mill receives inbound chemicals and oil by rail. The mill itself has five miles of on-site railroad trackage.

The Somerset Mill stands out as a commitment by Scott to protect the environment. But the Somerset Mill does not stand alone. Some years ago the company adopted an environmental policy that states: "Scott recognizes and accepts its corporate responsibility to protect the environment by controlling its effluents so that waterways adjacent to its manufacturing plants may adequately serve other recognized public uses and controlling its emissions to the atmosphere to avoid harm to public health and property. Our objective, in concert with other industries, municipalities and private citizens, is to continue to earn the respect of the public for responsible stewardship of our resources and our environment."

The Somerset Mill is a clear demonstration that Scott's environmental policy is more than words. It is a commitment that has resulted in the completion of a multimillion dollar manufacturing complex that will provide economic, environmental and social benefits to the citizens of Maine.



thanks, but no thanks, senator



With the recent failure of several U.S. railroads a number of plans have emerged to deal with the deteriorating condition of some of the nation's railroads. Most of these proposals express the desire to maintain the railroads in the private enterprise sector except that some individuals have called for complete nationalization of the railroads. Of all the schemes that have been put forth, none is more dangerous to this nation's railroads than the proposal for government takeover of railroad rights-of-way, or the Consolidated Facilities approach known as ConFac. This plan is conceptually unsound, operationally impracticable, and would ultimately lead to total government ownership and operation of the railroads.

Legislation has been introduced to provide for government ownership of railroad fixed plant. Known as the Rail Rehabilitation Act of 1977, the bill is sponsored by Senator Edward M. Kennedy of Massachusetts and co-sponsored by seven other New England senators and several New England congressmen. Upon introduction of the legislation in May 1977, Senator Kennedy said, "This program is straightforward, fair to all parties, and would preserve the essential characteristics of the free enterprise transportation system without undue Government interference in operations." He also said at the same time, "The railroad industry as a whole is unable to meet from private resources the capital requirements of maintenance, rehabilitation and modernization . . . America's railroads have been traveling fast in only one direction, and that is down."

Maine Central rejects Senator Kennedy's assumptions

concerning the condition of the nation's railroads and his conclusion that ConFac would resolve existing railroad problems. The nation's railroads are troubled, especially in the Northeast and Midwest, but even with the severe deficits of some properties, the industry as a whole operates at a profit. Several southern and western railroads are quite prosperous and provide modern, efficient rail transportation service using well-maintained rights-of-way. Even in the State of Maine in the extreme Northeast, the railroads serving most of the State are solvent and the Maine railroad fixed plant is described by the Maine Department of Transportation as in "good physical condition, capable of providing an adequate level of freight service for Maine industry."

To propose that implementation of ConFac would preserve "free enterprise transportation without undue Government interference" is to demonstrate a serious lack of knowledge and understanding of railroad operations and financing. The Rail Rehabilitation Act of 1977 would establish the Federal Railroad Property Administration to act to acquire and maintain railroad fixed plants. It would provide for "voluntary" transfer of rail properties to this new federal agency. Railroad operators would then be charged an unspecified user fee by the government for the privilege of operating over the federally-owned rights-of-way. Funds to acquire the railroad property and subsequently maintain the property would come from the Federal General Treasury. The legislations would also establish a mechanism for national rail planning by providing for development of an approved Interstate Railroad System plan.

It is argued that railroad operations are analogous to trucks operating over government owned and maintained highways and barge operations on waterways maintained by the federal government. It is further argued that government ownership and maintenance of railroad rights-of-way would result in an equal treatment of transportation modes. The ConFac plan allegedly would relieve the railroads of the financial burden of rehabilitation of railroad tracks and structures thus bringing railroads to equal footing with motor and water carriers. Some proponents of this plan have in mind a "public highway" operating philosophy granting free access or at least freer access to competing railroad operators. It is believed by some that ConFac would be a politically acceptable method of making up for past mistakes when massive government largess built thousands of miles of Interstate Highway to provide unfair competition with railroads.

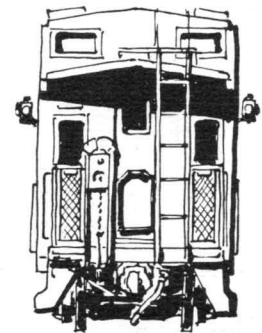
While these arguments may have some superficial appeal to those not directly involved in freight transportation, a more careful examination and analysis indicates that separation of integrated control of track and train operations will result in destructive competition among railroads, significant impairment of rail service, and higher cost to some shippers. Government ownership of railroad rights-of-way will likely cause further deterioration of already weak lines and solvent carriers will be forced to compete with subsidized carriers, resulting in viable railroads being driven into ConFac by competitive forces.

Analogy is far from a fool-proof method of reasoning and the track-highway analogy is particularly weak. The first railroads built in the United States were used primarily by the owners, but for-hire transporters and private shippers were allowed on the lines when they provided their own equipment and paid a toll. It wasn't long, in fact only a few years, before necessity forced a change in this method of railroad operations. Frequent head-on collisions between trains and service disruptions resulting from overcrowding of rail lines forced railroad companies to close their lines to other users and assume total responsibility for train operations and maintenance. By the early 1850's the need to consolidate ownership and control of operations was universally accepted in the United States and many railroad charters were modified to authorize exclusive control of track and train operations by the owner.

Establishment of ConFac will create endless priority conflicts between the owner of the property (government) and the operator of the railroad (private companies). These conflicts will result in bitter divisiveness and ultimately will be resolved by decisions made for political expediency rather than profit incentives or service to shippers. Of the several conflicts that are inevitable, some are: 1. Scheduling of track maintenance, 2. Responsibility and liability for accidents, and 3. Priorities for maintenance projects.

1. Current conditions of joint control of track and operations result in very close coordination in the scheduling of track maintenance. If this scheduling is not properly coordinated, men and/or trains will spend costly hours waiting for one to get out of the way of the other. With control of operations and maintenance in the hands of parties with differing objectives, the only result can be substantial delays, most likely to the operator, to the detriment of service to rail customers and escalation of operating costs.

2. A railroad accident, usually a derailment, almost always results in a healthy internal adversary relationship among railroad departments as to the cause of the derail-



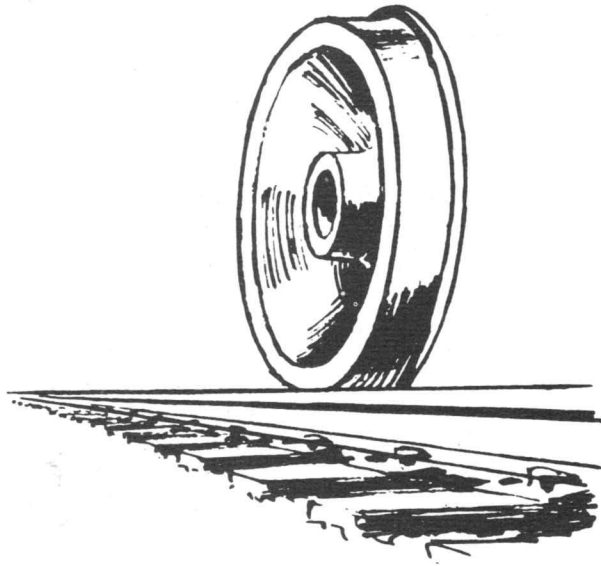
ment. As a result of intensive investigation by the Engineering, Mechanical and Operating Departments, usually a determination can be made that the derailment was in fact caused by defective track, defective equipment, or improper train handling. But often it is determined that the derailment was caused by some combination of several contributing factors and, in fact, occasionally a specific cause is never determined. With ownership of the fixed plant in the hands of government and responsibility for operation and equipment with the private operator, how will these cases be resolved? And who will be the arbitrator of such cases, another government agency, with a third set of priorities and values? Costly and debilitating litigation to determine accident liability would be the likely result of separation of control of railroad fixed plant and operations.

3. Determination of the level of track maintenance is another important function of railroad management. Maintenance requirements continually change in response to economic conditions and shifts in type and volume of traffic moving over a given rail line. Under government takeover of the railroad rights-of-way, these decisions will no longer be made by the operator of the railroad but by a government agency surely influenced by political pressures. If current government activities and decisions are a guide, track rehabilitation and maintenance spending will be governed more by national and local political considerations than by practical marketing and financial considerations.

The federal legislation under consideration provides for a lease of up to 25 years to the railroad currently operating over a given property. The determination of the length of any such lease will be subject to politicization. Any long-term security which might result from a full twenty-five year lease disappears as the years expire. A railroad operator with only five years left on a twenty-five year lease has no more security than a new operator with only a beginning five-year lease.

Any consideration of government ownership of railroad fixed plant must include an evaluation of the effect of such a plan on public investment in the railroad operation. Financial institutions may not be interested in providing financing for 25-year railroad equipment obligations when the railroad operator has only five years remaining on an operating lease. Individual investors will be reluctant to take a chance on an operating company subject to the vagaries of politics.





Government ownership of railroad rights-of-way is bound to precipitate a demand for a true public highway operating philosophy and freer access to the property. When public funds have been used to finance the acquisition of the fixed plant and/or its rehabilitation, the argument for giving qualified railroad operators access to the property is indeed strong, if not unavoidable. The government owner will also be interested in maximizing revenue from user charges and, therefore, will encourage expanded joint use of the government facilities.

The most insidious effect of free access to the right-of-way and increased railroad-railroad competition is that this competition will be highly selective. A new rail carrier will seek out the most profitable traffic, a practice known as cream skimming. Large shippers, such as electric utilities, steel companies, paper makers and other large manufacturers, will be able to use the threat of creating railroad operating subsidiaries to exert pressure on railroads to reduce rates on bulk commodities that are the most remunerative to the railroads. This threat could also become a reality, to the severe detriment of the current railroad system. Much of the present railroad crisis in the United States has been brought on by the internecine warfare among railroads. Government ownership of railroad fixed plant could escalate the railroad crisis to disaster.

Many government officials and academicians believe that rail versus rail competition will provide advantages in the form of better service and lower rates. Any such benefits always accrue to large shippers and, therefore, smaller shippers will face higher rates or deterioration of rail service. This selective competition coupled with the common carrier obligation will result in further depressed rail earnings.

All of these impediments coupled with several others have resulted in rejection of the separation of the control of fixed plant and operations in this country and in all other industrial countries. All of these conflicts would do grave harm to the competitive position of railroad service and could conceivably drive privately-owned railroads out of

the transportation market. Even if the premise is accepted that ConFac will result in upgraded rights-of-way, any advantages of an improved fixed plant is substantially outweighed by the many disadvantages of government ownership of railroad fixed plant.

Advocates of government ownership of railroad rights-of-way are primarily politicians. The support at this time appears to be concentrated in New England. In February of this year, Secretary of Transportation Brock Adams publicly expressed his unequivocal opposition to this proposal. With a few exceptions, the nation's railroads are opposed to ConFac and several railroad labor unions are also opposed to government ownership of railroad fixed plant.

In any discussion of solutions to the current railroad crisis, a brief review of a national plan proposed by Maine Central chairman, E. Spencer Miller, is appropriate. In 1972 Mr. Miller outlined his American Railroad Corporation concept. He proposed that all of the nation's railroads be consolidated into a single, privately-owned and operated corporation, providing railroad service throughout the nation. This single company would be organized into a number of operating subsidiaries, each with responsibility for rail service in a particular geographical area.

In 1973, Senator William B. Saxbe of Ohio introduced a bill that would have been a first step in accomplishing this goal. The Saxbe bill provided for the development of a plan for the consolidation of all railroads into one corporation. The bill died quietly but the concept remains alive.

This single corporate structure of American railroads would provide savings of such magnitude that a single railroad would improve on the present situation whereby all U. S. railroads taken together show a profit. The new single system would not only be financially viable but highly profitable, providing better service to shippers, possibly at lower costs. The creation of ConRail and the subsequent bankruptcies of midwestern railroads has made establishment of the American Railroad Corporation more difficult but it could still be accomplished without additional government subsidy.

In contrast to the stated objective of preserving the private enterprise nature of railroad operations by limiting government involvement to ownership of the fixed plant, such a plan to separate control of track and operations will result in more severe railroad problems which will escalate to complete rail transportation chaos. Further erosion of the already troubled railroad industry, even though it is relieved of financial responsibility for plant maintenance, can only result in many more railroad bankruptcies. As bankrupt railroads are taken over totally by government, the financial condition of the solvent lines will deteriorate because of the competition offered by nationalized railroads that would enjoy access to apparently unlimited government funds. Such deterioration of solvent railroads will end in bankruptcy and government takeover.

It can only be concluded that any proposal for government takeover of railroad rights-of-way must be rejected since it will inevitably lead to total nationalization. It would be more honest and straightforward for Congress to debate a plan to completely nationalize the railroad industry in this country.



The foundation of any successful railroad safety program is the Safety Rule Book. Until recently, Maine Central and Portland Terminal used rule books issued by the various departments over a period of several years. The publication of a consolidated Maine Central-Portland Terminal Safety Rule Book is a significant step in efforts to make this railroad a safer place to work.

The new Safety Rule Book, which has been distributed to all railroad employees, is no longer just a dull listing of "thou shalt nots" and "thou shalt," but is a publication designed to help employees, both experienced and new, to perform their jobs in a safer manner.

Arnold Travis, executive vice president, directed the Permanent Safety Committee to prepare a rule book that would be instructive, a tool to alert all railroad employees to any hazards that can exist when doing railroad work. Under the direction of Ed Galvin, safety supervisor, several months' research, writing, critique, rewriting, review, and rewriting resulted in a book that is now written with uniformity, clarity and simplicity.

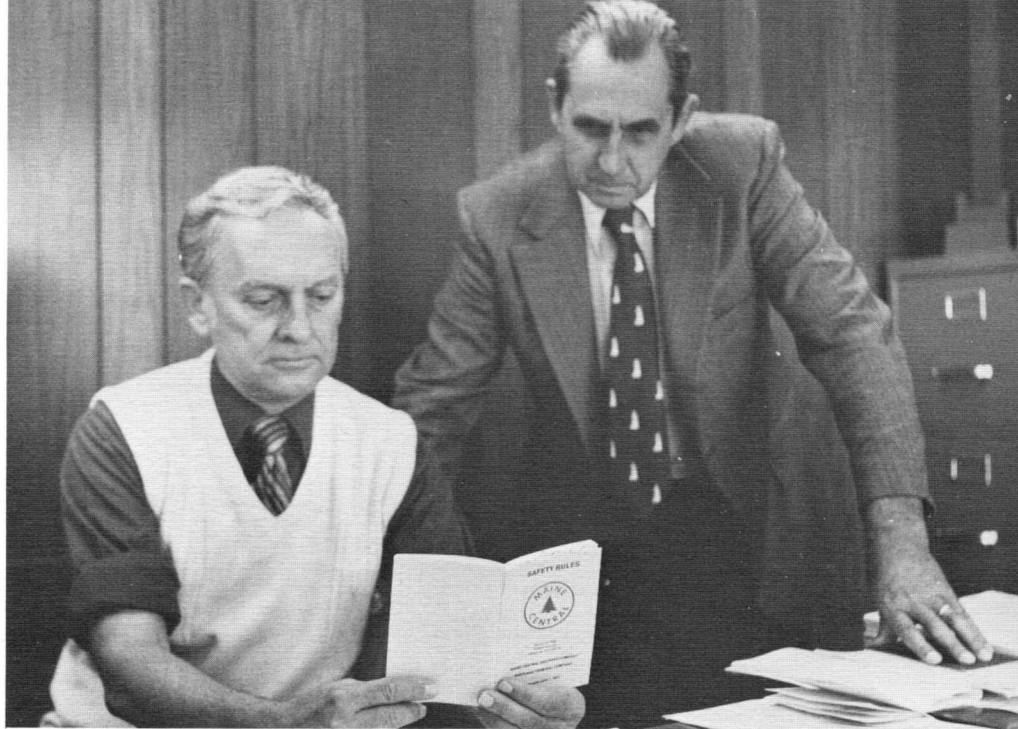
Reggie Thompson, assistant superintendent of Portland Terminal and member of the Permanent Safety Committee, comments, "These rules resulted from someone within the railroad industry having a problem or an accident. As silly as some of the rules may seem to be, someone, somewhere, was careless enough to be injured. The result was the establishment of a rule to prevent it from occurring again."

Permanent Safety Committee member, J. Emmons Lancaster, assistant engineer of structures, noted that "while many of these safety rules are common to railroads throughout the country, many rules are specifically designed to fit Maine Central-Portland Terminal situations."

Another Permanent Safety Committee member, Dick Burnham, trainmaster, Bangor, adds that "Only when the new Safety Rule Book has been read and understood by the people doing the work, can the real value be realized."

"Rule books are intended to help, but unless the rules are enforced we aren't helping anybody," states Hugh Flynn, general storekeeper.

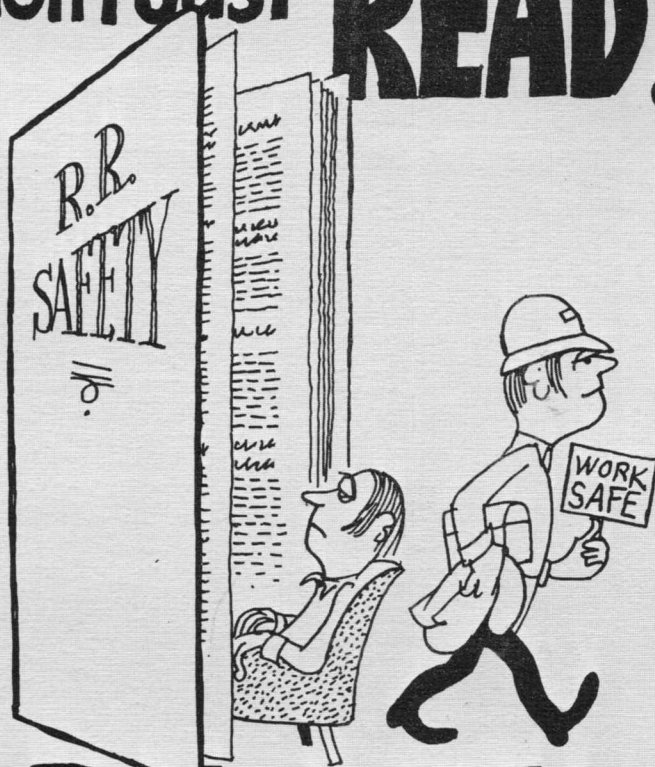
It is not intended that the new rule book become obsolete. Enough copies were printed to fill needs for the next four to five years when it will be updated. This rule book will be an important part of a continuing system-wide safety program.



Alden Finimore, Assistant chief mechanical officer, right, and William Bickford, assistant superintendent, review the new Safety Rule Book.

safety rule book

don't Just **READ!**



RE-ACT!

dean of the house



E. Spencer Miller, left, congratulates Louis Jalbert, general representative, at the testimonial held in Lewiston in March.



Louis Jalbert and his wife Yvonne are somewhat obscured by a gift they were given at a testimonial where over 1,000 persons honored "Mr. D."

Louis Jalbert, a State Representative for 32 years and now also Maine Central's general representative, was honored by more than 1000 persons in Lewiston on March 11. State Representative Jalbert has served in the Maine House of Representatives, longer than any other man in the history of the state.

Jalbert is now ranking member of the Appropriations Committee. In the past, he has served as Democratic House Floor Leader, chairman of the Legislative Research Committee, chairman of the Ways and Means Committee, and vice chairman of the Governmental Operations Committee. He has always been a strong supporter of education and especially vocational schools.

Political dignitaries and long-time friends delivered amusing anecdotes highlighting the career of "Mr. Democrat." Jalbert dispelled reports that had him retiring from politics at the end of the current legislative session. He said, "If anybody here thinks seat 78 (in the Legislature) is being put away, forget about it. I've got pretty good connections with the man upstairs and I'm going to be around a bit."

Speakers included: Lillian Caron, Mayor of Lewiston, U.S. Attorney George Mitchell, Speaker of the Maine House John Martin, President of the Maine Senate Joseph Sewall, and Senator William Hathaway. Senator Hathaway said, "He earned the title of Mr. Democrat for serving his state and party devotedly. He has shaped every state budget during his years on the Appropriations Committee."

The final speaker was E. Spencer Miller. He spoke of his 30 year friendship with Representative Jalbert and of Jalbert's long-held belief that jobs and the welfare of Maine citizens are closely tied to a healthy economy and a good business climate. He noted that Jalbert has always recognized the importance of a viable railroad system to a sound state economy. He added that he and Jalbert were much alike because they both had a lot of respect for "the buck."

The printed program for the event referred to "Mr. Democrat's" distinguished service to Lewiston, Androscoggin County, and the entire state. The program said, "We all re-affirm our confidence and backing of this brilliant man as he continues to fight for our freedom, our welfare, and a better way of life."

news briefs

RAILROAD POLICE

On February 17 three Maine Central men were commissioned as railroad policemen by the Commissioner of Public Safety, Colonel Allen Weeks. As a result of a bill passed into law by the 108th Maine Legislature, railroad police work will be more effective. Those commissioned for Maine Central were Robert Baker, chief special agent; Arthur Murdock, special agent; and Harold Littlefield, special agent. Also commissioned were policemen for Bangor and Aroostook, Canadian National, and Canadian Pacific Railroads.

Prior to this legislation, railroad policemen in Maine became deputy sheriffs in those counties where the railroad operates. This created some logistic difficulties and enforcement problems because crime does not know county lines. Railroad policemen are now subject to the rules and regulations of the Maine Public Safety Department and they have statewide jurisdiction. The legislation is the result of extensive work by Chief Baker who was primarily responsible for developing the background information for the Law Department to draft the bill. The Association of American Railroads has shown a great deal of interest in the new Maine law as have several railroad police departments in other states.

At the commissioning ceremony held at Public Safety headquarters in Augusta, Colonel Weeks, said, "This is a good law which will provide an opportunity for the exchange of information with the railroads and tie in railroad police work with all police agencies in the state. We will be able to gain a better understanding of each other's duties and we will be able to assist you in efforts to make your departments up-to-date and professional."

A RAILROAD MAN PRAISED

Several months ago Maine Central received an unsigned letter praising the heroic efforts of a railroad man during an incident which occurred about 35 years ago. The woman writing the letter was at the time a high school student who travelled from East Sumner to Buckfield by passenger train to attend Buckfield High School. One day the usually peaceful trip was marred as the train struck a gasoline truck at Gilbertville crossing.



Railroad policemen were commissioned by Commissioner of Public Safety, Colonel Allan Weeks, left. Maine Central policemen, left to right are: Robert Baker, chief special agent; Harold Littlefield, special agent; and Arthur Murdock, special agent.

Gasoline spilled onto the ground and caught fire.

The letter writer said a member of the train crew named Mr. Roy jumped out of the train, ran through the flaming gasoline and dragged the unconscious driver from the burning truck. She said, "If anyone deserves a citation for bravery, for saving a man's life at great risk to his own, Mr. Roy should get it."

A little investigation revealed that the Maine Central employee responsible for this act was Arthur J. Roy, retired conductor now living in Lewiston. He said the following in response to our inquiry, "The incident that happened at Gilbertville will always be with me. It was like a nightmare, fire everywhere, three of the four gasoline compartments were ruptured, spilling gasoline over everything. If I had been a few minutes later in reaching the driver of the truck, he would have burned to death."

In response to the lady who wrote the letter, this story is our way of recognizing the unselfish action of Arthur Roy many years ago.

MESSENGER MAILING LIST

Questions frequently arise about the *Messenger* mailing list. What follows should answer many of these inquiries.

The *Messenger* is mailed to about 5000 employees, retired employees, stockholders, shippers, elected and appointed officials, and many friends of the railroad. The *Messenger* is sent all over the United States and to some foreign countries.

The mailing list for employees is taken directly from computer payroll lists. In order for an employee to change his or her mailing address for the *Messenger*, the change must be provided to the railroad payroll department. Any non-employee or retired employee who wishes to change an address should notify the Maine Central Executive Department at 242 St. John Street, Portland, Maine 04102; telephone 207-773-4711.

Following retirement an employee's name will be removed from the computer payroll list and, therefore, he will not continue to receive the *Messenger*. If you are a retired employee and wish to receive the *Messenger*, simply contact the Executive Department and your name will be added to the list.

Do not hesitate to ask us to add your name to the *Messenger* mailing list; we will be most happy to do so.



MAINE RAILROADS NUMBER ONE

Maine railroads were rated number one in a recent survey of Maine news media. The purpose of the survey, conducted by Fredrick Chapman, was to determine the perceptions of news media toward 32 Maine industries. Of the 31 newspapers, magazines, radio stations, and television stations responding, 59 per cent thought that Maine businesses are carrying out their obligations to the news media.

In the media rating of the "public communications practices" of 32 in-

dustries, Maine railroads were rated highest followed by leisure time/recreation, paper/packaging/container, aerospace, and gas and electric utilities. Three industries — electric utilities, railroads and paper manufacturers — were listed by more than one news person as generally making authoritative spokesmen available when contacted by the media for information on sensitive subjects or potentially unfavorable stories.

Specific companies in Maine recognized by editors as doing an outstanding job on public relations

included: Central Maine Power, Maine Central Railroad, Scott Paper, Great Northern Paper, and Maine Public Service. Maine Central was specifically mentioned by three newspapers, three radio stations, and one television station. The important gas and electric utilities, as well as the railroads, were most often cited in the survey as doing an outstanding job in handling their relations with the news media.



Just prior to his retirement, E. Spencer Miller was honored by employees in Waterville. He was given a painting of a steam locomotive at Portland Union Station. Left to right are: John Larracey, machinist; Mr. Miller; Alden Finnimore, assistant chief mechanical officer; and Roland Boulette, shop superintendent.



Employees in Waterville recognize the years of leadership of E. Spencer Miller.

The Grapevine

General Offices

Herbert D. Sullivan, signal supervisor, and wife Charlotte were honored by 102 friends on February 28, when he retired after 41 years of railroad service with Maine Central Railroad and Portland Terminal Company, at a roasting party at the Merry Manor in Waterville. James O. Born, chief engineer, acted as Master of Ceremonies and presented "Sully" with a Seiko wrist watch, along with a substantial gift of money and enough quips to last him a lifetime. The watch was engraved on the back, "H. D. Sullivan from Your Friends" and on the strap, "41 Years' Service, February 28, 1978 - MCRRTCo." Friends from all over the system spoke in Sully's behalf, carrying out the roasting in a good-natured manner. Two poems were written in his honor, one by Bill Schloth and one by Mary Morse. Jimmy York, electrician at Waterville, and wife Charlotte certainly plan a nice party!

The Chapel of the Cathedral of the Immaculate Conception was the scene of the wedding of Mr. and Mrs. Stephen Merrill Calder on January 21, 1978 in an ecumenical ceremony with Father Whitlock and Reverend C. Richard Sheesley officiating. A reception followed in the Wilkinson Community Hall. The couple will reside on the Eastern Promenade. Stephen is the son of Jan Calder, clerk, Engineering Department and Thomas Calder of Turner, Maine. Francine is the daughter of Mr. and Mrs. Raymond Fogg of Portland. Jan also became a proud grandmother for the fifth time on March 10, 1978, when Thomas and Sherry Calder became parents of their first child, Matthew Thomas Calder.

James O. Born, chief engineer, has returned to the Westbrook Planning Board after an absence of five years.

On the day of the big storm, January 20, J. P. Small, our P. T. and General Office electrician retired. A small party was held to honor "Smallie" at the office in the Motive Power Building. He was presented a purse of money from his many friends over the system by P. C. Lentz, superintendent, signals and communications. Bert Wetmore, Ray Ryder, and Bill Johnson gave him an ice fishing auger and a cake was shared by all visitors. We miss "Smallie" for his prompt service and pleasant ways, as do his fellow electricians.

Sally Larner and Nancy Vayo, clerks in the Revenue Office, enjoyed a "spring fling" at Disney World in early March. Sally's husband, Paul, clerk, Revenues, held the fort at home with the youngest Larner girls, "CC" and Mary. Sally and Nancy flew down to Florida accompanied by Ginny Larner, 6, Anne Larner, 8, and Nancy's 8-year-old niece, Debbie. Favorite of the youngsters was the famed Haunted House while Nancy and Sally found the Mad Hatter's Tea Party a memorable experience of their five-day tour. Seven bushels of oranges and grapefruit were part of the treasure they brought home. One highlight of the trip was a four a.m. phone call from home in which Nancy got the word that her one-and-a-half-year-old Pomeranian, Trinket, had given birth to her first litter of three female pups.

After an extended sick leave, Eddie Libby has returned to the Revenue Office as a clerk. Glad to see you feeling better, Ed.

Sharon Bourgeois also got a hearty welcome greeting after convalescence from surgery.



James Born, chief engineer, left, presents a gift to retiring Herbert Sullivan.



Mr. and Mrs. Stephen M. Calder



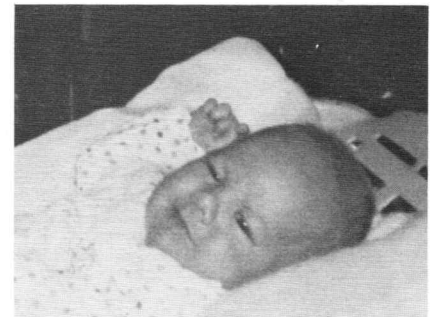
Left to right, Bill Johnson, J. P. Small, retiring electrician, Phil Lentz, and Bert Wetmore.



Linda B. Green

And a flash for all his friends at Maine Central—more details later—Doughty's getting married!

Cashier Colleen Andrews and young daughter Tamara have moved to a new home in White Rock Park, North Gorham. Colleen has experienced her first winter as a commuter through some mighty fierce storms.



Matthew Craig Sanborn

Carol Sanborn, Law Department stenographer, and husband Randy welcomed the arrival of Matthew Craig, their first child, who weighed in at 8 pounds, 2½ ounces on January 13. Matthew is coming along just fine and Carol has returned to work.



Among those vacationing in Florida so far this season have been Nancy Gilbert, Voucher Bureau, who stayed at Fort Lauderdale; Paul Crawford, Personnel Records, and wife Bea, who stayed at St. Petersburg Beach; and Dick, clerk, Payroll Bureau, and Kay Greene, who toured the entire state. Linda B. Greene, Dick and Kay's daughter, recently graduated from Southern Maine Vocational Technical Institute, earning her degree as an L. P. N. She plans to work in a hospital in this area.

Karen Schwarz, granddaughter of John Hamilton, manager-personnel and labor relations, and Ellen Tupper, daughter of Ansel Tupper, general superintendent, were important scorers and rebounders for last year's girls state champion Red Riots. They continued their basketball endeavors this year as the South Portland team strove to repeat as State Champions. South Portland Red Riots girls team won second place in the Western Maine Class A basketball tournament.

Eastern Subdivision

Mary Carson, daughter of rate clerk Charlie Carson, Bangor Freight Office, was recently elected to the National Honor Society at Bangor High School where she is a senior. Mary also is the recipient of a \$50 Savings Bond from the Elks Scholarship Fund of Bangor.

Roger Crooker, son of car clerk Merle Crooker, recently left for three months' basic training at Fort Leonard Wood, Missouri. Another son, Larry, has moved with his wife and daughter to Exeter, New Hampshire to accept employment there.

Winter vacations are becoming almost as popular as summer holidays. Yard clerk Nelson Violette and family recently spent five weeks in California; on a Caribbean cruise are Dick and Marge Strang and Ashley and Joan Dumont. Dick and Ashley are yard brakemen in Bangor. Another yardman, J. H. Spellman, better known as "Hackle," and family are spending a few weeks in Florida.

From the Bangor Engine House, we have learned that clerk Johnny Mincher and his wife went with friends to such interesting places as Haiti, Puerto Rico, St. Thomas in the Virgin Islands, and the Dominican Republic. According to Johnny, they enjoyed every minute of the trip and we can well believe it!

Not everyone is having a pleasant time this winter. Granville "Bick" Bickford, electrician at the Bangor Engine House, has been in the hospital for surgery and is now home recuperating. Don Booker, machinist, has had surgery and is still confined to the Maine Medical Center at Portland. We send get well wishes and hopes for a speedy recovery to both guys. Also, get well wishes to Gerald Buck, machinist, who has been ill.

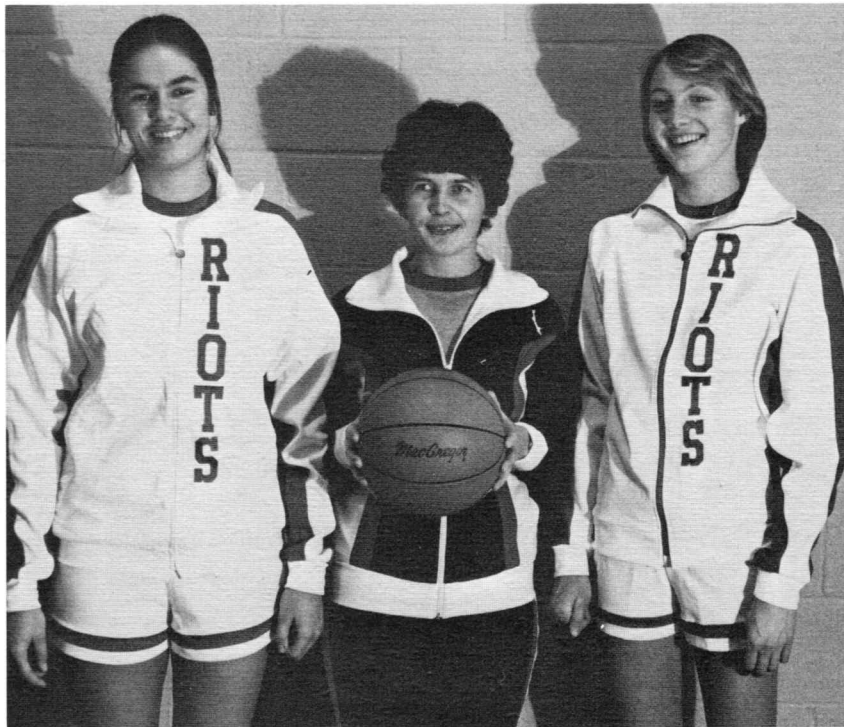
At the Bangor Car Shop, we wish to congratulate Steve Porter on his appointment to assistant foreman and, perhaps more important to Steve, the birth of a new son Derek.

Alan Jewett, carman, moved from Oakland to his new home in East Holden this past January. The weather left a lot to be desired during Alan's move, but we would imagine that he is all settled in by now.

Retired persons calling in to visit recently at the Car Shop have been Howard Brown and Willard Kingsbury.

Sympathy is extended to carman Roger Boudreau and his family in the loss of his mother early in February.

Our condolences also to the family of Paul S. Stevens, engineer, who passed away recently after a long illness.



From the South Portland girls basketball team, left to right, Karen Schwartz, granddaughter of John Hamilton; Marie Jordan, coach and wife of Stanley Jordan, and Ellen Tupper, daughter of Ansel Tupper.

UNITED WAY CAMPAIGN '78

611 HAMMOND STREET, BANGOR, MAINE 04401 947-8688

March 20, 1978

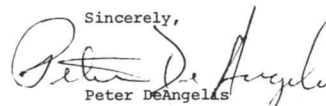
Royce G. Wheeler, Superintendent
Maine Central Railroad Co.
Eastern Sub-Division
Dutton Street
Bangor, Maine 04401

Dear Royce:

Each year at our United Way Annual Meeting, the General Campaign Chairman's Award is presented to an outstanding firm for significant achievement in terms of voluntarism and employee participation. It is my pleasure this year to present the Chairman's Award to Maine Central Railroad Co., Eastern Sub-Division.

During our 1977-78 Campaign there were many outstanding companies who supported the United Way. This made it possible to raise over \$600,000 for the first time in campaign history. Yet throughout the year, Maine Central Railroad Company and its employees, provided significant volunteer services and contributions to the community through the United Way. Your volunteer leaders planned, organized and managed an information and education program that inspired participation from all departments.

On behalf of our United Way and its member agencies, I thank you and your employees for making the Penobscot Valley a better place in which to live.

Sincerely,

Peter DeAngellis

Rigby

Machinist Bert Jewett, formerly at Rigby and the Waterville Shops, has been hospitalized most of the winter months, undergoing foot surgery. He is now at this home convalescing.

Kimberley Ann Rounds and Christopher Richard Snell were wed late in January at the church of Saint Anne. The bride is the daughter of Gilmore Rounds, who is employed at the Car Department.

Mildred (Stowell) Coffin, 83, recently died at a nursing home in Freeport. She was the wife of James Coffin, an engineer on the Maine Central for many years. Jim was named the "Turnip King" due to his ability to raise that vegetable on his farm at Freeport.

Although retired from the railroad police, Al Christie is still occupied in security work in his spare time.

Winifred Bume, 80, died recently after a long illness. Winnie was the wife of machinist William Bume.

Former machinist Stratton wishes to be remembered to the boys at the Engine House.

The Westbrook High School girls basketball team, managed by Rendy Caiazzo, was quite successful this season. They had 10 wins and 2 losses and won the State Championship. Rendy is the granddaughter of your correspondent.

Cliff Morton, 83, died at a local hospital after a long illness. Cliff had been retired after many years of service.

Engineer Edward and Mrs. Stevenson are looking ahead to an extensive Florida trip, using a trailer for camping out. Their daughter Arlene and family will accompany them.

Rockland

Who do you suppose called in the other day from an all-month, February smelt fishing expedition? None other than retired conductor Russ Willey. He claims to have caught smelts enough so that he got tired of the sport, but no one that we have talked with ever saw any of them. Then, to add to the story, he claimed he and a friend took the smelt shack off George's River during one of the high winds of early March. They nearly lost the shack as it wanted to take off like a kite. Boy, we have heard of people being told to "go fly a kite," but can't help wonder about a fellow trying to fly his smelt shack!

Retired section foreman Leland Boggs paid us a visit and said he is keeping busy with never a dull moment. He built a good sized garage and now is planning to construct a work shop.

Engineer Clarence Morse, now home recovering from several bouts in the hospital, wants to thank all those who remembered him during his illness with their gifts and cards.

We understand that section foreman Russ Pennel retired recently. He extends his thanks an appreciation to his fellow workers who remembered him with their well wishes and gift.

Changes on the Rockland Section are Foreman Dennis Lamarre in the foreman's job at Danville Junction and fireman Rick Lovely in Dennis' old job. Now, in view of the much shorter distance that Dennis will travel from Brunswick to Danville Junction, he is going to have to eject himself from that red Firebird that much faster so as not to get hit by the rear of the car when it catches up. It's a lot less distance to travel as compared to when he arrived in Rockland. Also, regarding Rick's mode of transportation, those International Harvesters are awful hard on clutches and transmissions, and in the case of his truck that he commutes with, we still think it "unsuitable for highway use"; it would serve a much better purpose painted a bright "dump cart blue" with a pair of shafts and a whiffle tree and located on someone's farm.



During the recent successful United Way Campaign in Bangor, the very first contributor of more than his fair share was trainman R. S. McKenzie. Roger is shown at left, handing his pledge to Ernie Phillips, who was the committee member in charge of collecting from the road trainmen.

We are sorry to report the passing of retired signalman Andrew Staples. "Andy," who was 86, had worked for Maine Central for 50 years before retiring, and was a World War I veteran.

Sporting a new Chevy pickup is spare operator Gene Harjula and your correspondent, a new LeMans wagon. It is interesting that, unbeknown to each other, we both chose the same exterior color. Gene calls it "mahogany." Maybe that's due to snow blindness from too much snowmobiling.

Waterville Shops

Carman Wyman Closson and machinist Patrick Slaney are recovering from injuries sustained in automobile accidents. Boilermaker Vince Dostie is still recuperating from an injury sustained in a snowmobile accident.

Storeman David Dulac was among several candidates vying for Town Council seats in Fairfield and Dave came away a convincing winner. An interview will be requested when he balances the budget, expands the services, and reduces the taxes.

Laborer Harold Vear and blacksmiths David Tuttle and Mark Veilleux have recently participated in a three-way reducing battle. Each of them maintained a well-disciplined program and their appearances failed to reveal the winner. David Tuttle was seen recently, a smile on his face, taking an extra notch on his belt and tucking some green in his back pocket.

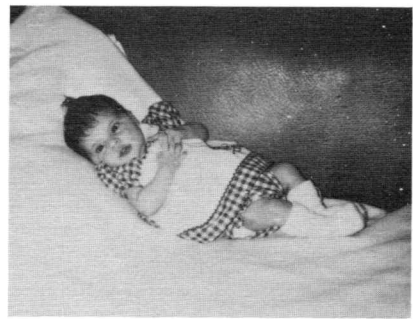
Machinist Michael Haynes' injuries, resulting from a recent snowmobile accident, were very evident one morning at work. Michael was thrown from his machine at good speed, face first into the snow crust.

Sympathy is extended to the family of carman Gerald Ackly who passed away since the last Messenger printing.

Waterville Station

Winslow's section foreman Robert Hallee has a new hobby cutting wood in his spare time. If anyone needs advice on cutting wood, Bob will be happy to help out.

Freight office clerk Judy Brown is the strong female in the office; in fact, she is so strong that she broke a pair of scissors. It must be the Geritol or all those peanuts she has been eating.



April Sue Botting, daughter of crossing-tender and Mrs. B. E. Botting of Mattawamkeag, was only a few months old when this picture was taken. April is now seven months old and, according to her proud dad, Bernie, is the best baby ever. Bernie works on the Railroad Street crossing in Bangor and has two other children, a son and a daughter, who also rate as "best" to Bernie.

Spare clerk Nancy Gagne and husband Paul spent ten days in Puerto Rico. She returned with a beautiful tan.

Congratulations to freight office clerk Marilyn Stubbart and her husband on becoming grandparents to a 10.2 pound baby girl named Stephanie. The proud parents are Peter and Andrea Couture of Manchester, New Hampshire.

Also grandparents for the first time are plumber Leon Richards and wife. Their grandson was born in Bangor.

Sympathies are extended to track supervisor Donn Wolfe and family on the recent death of his father in North New Port Richey, Florida.

Sympathies are extended to signalman Larry Caret and family on the death of his brother, to the family of former section foreman Joseph G. Dyon, age 55, who died in Waterville in January, to B&B foreman E. E. Henry and family on the death of his mother, and to the family of former trackman Lionel G. Roy who died in February.



Bingham section foreman Paul Vainio finally got himself a helper. When anyone goes to Bingham, they see his faithful dog Trapper following him. He even enjoys a ride on the motor car.



Sympathies also are extended to the family of Mike McEachern, age 23, who died accidentally in British Columbia on a skiing vacation. Mike was a trackman.

Waterville Yard

A record was broken once again in Waterville Yard. The wood job had a 128 car train out of Waterville. It was learned later that they were to pick up 35 more cars before reaching their destination. The proud crew was engineer Ernest Goldrup, conductor Louis Donahue, trainman M. E. Phinney, and flagman Don Barry. It took five units to haul the train. On another occasion, we learned that there were 143 cars for the wood job, but not enough power at the time to haul such tonnage.

Here's another one for the believe-it-or-not column. The last time I saw such a commotion was on a movie screen quite some time ago. This story is true to life, but there were a few witnesses. Connie Mason, billrack clerk, came to work one afternoon recently soaking wet, but not because of inclement weather—pause—please let me laugh this through first. Seems Connie went through the car wash with windows open. Well, open long enough to get a really good soaking. Anytime you guys wish to hold a conversation with a busy car wash tender, watch yourselves or else.

Vic Tardiff, Jr. is once again checking on the second trick. He did manage to work inside during the last snow storm. Sorry you couldn't make it to the dry season, Vic.

Conductor Roland and chief clerk Beverly Cook took a month's vacation in Florida. They loaded their trailer and off they went. They had a few car problems, but nothing that couldn't be fixed. Seems they lost the rear end of their car, and just as they arrived in Winslow the transmission also went to pieces. Other than that, it was a pleasant trip. Bev was sporting a suntan for a few weeks. She's going to try blending it with Maine sunshine to make it last until fall. While in Florida, Bev and Roland visited with retired clerks Ralph and Shirley Barton at St. Petersburg Beach.

We wish to extend our condolences to engineer Paul Currier whose mother passed away. Also, condolences to Burns Hillman, yardmaster, whose father passed away while visiting in Florida, to engineer Charles "Honko" Richardson on the recent death of his brother who lived in Missouri, and to the family of section foreman Lionel Roy, who worked many years as a crossing tender on Main Street.

Conductor Claude Bills, retired, on Switcher No. 3 before retiring and for many years on the shop switcher, and engineer Arthur Leonard, retired, who worked on Switcher No. 7 and many road jobs, both recently passed away. Our sympathy to their respective families.

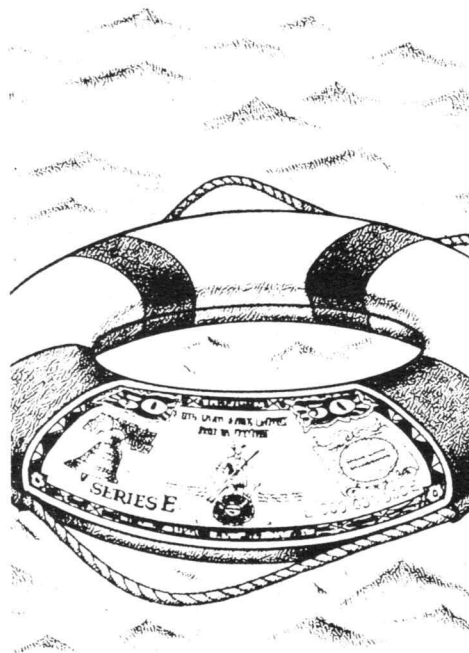
Conductor Roger Veilleux has just returned from a two weeks' vacation during which he did some extensive driving. He, his wife, and three of his children went to Florida where they visited many places. One of the many he enjoyed was, of course, Disney World. Luckily enough, the trip was a success except for his pocketbook — it is somewhat depleted! A good time was had by all and a future trip is already in the planning.

Retired conductor Galen Wheeler and wife recently made a trip to the west coast and on their way by Arizona made a call on John Witham, former second trick telegraph operator. From what we hear, John is still waiting for an opening on the Union Pacific. At present, he's working as a clerk in a local motel.



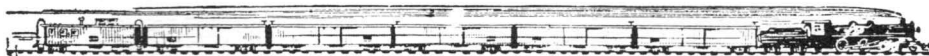
Florida's Busch Gardens acquired a new scarecrow — none other than Waterville yardmaster Burns Hillman.

Keep Afloat.



**Take stock in America.
Buy U.S. Savings Bonds.**





Deadheading to Waterville and Back ---a Novel Experience in a Locomotive Cab

By DEL BISHOP, Associate Editor

PROBABLY many of you have read Elinor Glynn's famous novel "My Greatest Thrill". I never did but I'll wager just one single ride in the swaying cab of a Class "C" Pacific would knock her thrills galley west.

The thought came to me that readers of the *Magazine* might be interested in a write-up of the impressions an inquisitive reporter receives what a (Hog-head) and (Tallow-pot) does and thinks of on a passenger run.

To get right down to facts about this ride, I took my little Kodak and two rolls

of ammunition and got aboard No. 13 at Portland Union Station for a ride up the back road to Waterville. Maynard "Hinky" Hinks was Engineman and Harold Bryant the Fireman, and two better men as far as affability is concerned I have yet to meet. You know that meant a lot to me, for we are all human and they were, especially pleasant and were particular to let me know that I was welcome.

I climbed up the gangway and occupied part of the seat on the fireman's side of the cab, in fact there wasn't any other place I could squat, for you all know "Hinky" is quite some man, and as a matter of fact Bryant is no bantam-weight.

Old 458 Rarin' to Go

Of course old 458 was all steamed up and rarin' to go and we pulled out of Portland right on the dot of 12.05 p. m. after Engineman "Hinky" had made sure that everything was ship shape and "Skipper" Joe Cote had given him the high sign that all had boarded the "Varnished Wagon" that planned to.

The weather was perfect, about six or seven inches of light snow on the ground and Fireman Bryant reminded me that it might be a little dusty and may get wet he said. I told him I couldn't be any more so than at present so didn't worry me any. We hardly pulled out of the yards limit when "Hinky" yelled to Bryant who was nursing the fire box with a few shovelfulls of coal to "Shut her off" I couldn't understand what he said there was so much noise in the cab but evidently the "tallow pot" was expecting it for he turned a valve which immediately eliminated all static.

Well, I being a student to the wichness of the wherefore of one of these hogs, just kept my eyes and ears open and tried not to ask an excessive number of fool questions.

We got along to Royal Junction and "Hinky" blew two short blasts of the whistle to tell the towerman to set the iron for the back road as No. 11 had gone along just ahead of us. A signal from the "Brakie" back in the coaches, three pulls of the cord which registers right back of the engineer's ear, told us that we had passengers for Walnut Hill, which is only a flag stop on the time-card.

In answer to one of my fool questions was told that an engineer has to haul a freight 73,000 miles before he can sit at the throttle of a passenger locomotive.

I soon found out that engineman and fireman continually checked the other on the blocks, either "Hinky" would shout "clear board" and Bryant reply O. K. or vice versa all the way. Noticed it was not necessary to look

at their watches very often, because we were right on time all the way.

At Rumford Junction one baggage car was "amputated" from the train to go to Rumford on No. 213 in charge of Conductor Vaughan.

Passed 340 at Greene

At 1.33 p. m. we pulled into Lewiston and "Hi" Carr climbed aboard to shovel over the coal from back of the tender near the cab. It was here that I learned of the great amount of good Fuel Supervisor Carroll Frank has been doing. Was told that this same engine had already made one trip on No. 14 from Waterville and been turned right around and used back on 13. A few years ago they said it could not be accomplished without hostling the engine making a new fire and coaling up again, and a delay of two hours at least. We now have better grade of coal and by improvements resulting from a study of drafts better fires are kept.

At Greene, passed No. 340 on the siding, the engine crew and trainmen giving us the usual greeting as we went by.

Between Greene and Leeds Junction we saw an auto snowed in a drift and evidently abandoned until spring. At this Fireman Bryant remarked "should have patronized the old M. C."

At Leeds the board was out and I learned that we were to meet No. 20 at Monmouth. After reading the order, they allowed would have to get out of town right away in order to make Monmouth and not delay No. 20, as we were a little behind schedule due to a delay at Lewiston.

Took Siding at Monmouth

As No. 20 was a superior train we took the siding at Monmouth and just made the siding as Ralph Henry, Engineman on No. 20 pulled into the station.

When we got along between Readfield and Belgrade, "Hinky" opened her up a little and the way we went around the curves and down the grades was a caution for an amateur like myself. When we reached North Belgrade, we drifted, I should judge, for five or six hundred yards and almost came to a stop because we had then caught up with our schedule and as North Belgrade was a flag stop, we did not want to leave the station ahead of leaving time. At Oakland, we had to wait for the Bingham local and were delayed about seventeen minutes and consequently could not make Waterville on time. Here, engine No. 458 was cut off and taken to the round house for a good going over as she was scheduled to double back on 48 that evening.

Back on Famous Milk Train

As "Hinky" and Bryant were going back, I still had a desire to have a night journey on the "head end" so about 6.45 p.m. we started out on this famous "milk train" and I deadheaded back into Portland.



Maynard Hinks
Engineman



Harold Bryant
Fireman

Boston & Maine Historical
Society, Box 302
Reading, MA 01867

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Maine Central train crossing the Androscoggin River. The train was out of Brunswick bound for Augusta in July 1977. Photo by Ron Johnson.