



# MAINE CENTRAL

# MESSENGER



# MESSENGER

The Maine Central MESSENGER is published at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends throughout the nation. Printed in Maine on Maine-made paper.



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**CONTENTS**

Alternatives to Confac ..... 3

Facilus Descensus Avernus ..... 4

A Very Busy Lady ..... 5

Stockholder Support ..... 7

News Briefs ..... 9

Grapevine ..... 13

**COVER PHOTO**

The essence of railroading. Rigby Yard in South Portland is bustling with activity as Maine Central train RB-1 gets underway passing Tower PT and two Portland Terminal switchers go about their daily chores of making and breaking up trains. Photo by Ron Johnson.



*Veteran State Representative and Maine Central's General Representative Louis Jalbert nominates the slate of directors at Maine Central's Annual Meeting. See story on page 7.*



*On the night of his retirement dinner, Alden Finnimore, right, shared a story with Maine Central chairman, E. Spencer Miller. See story on page 10.*



# United Way

# it's our opinion

## Alternatives to Confac

In the last issue of the *Messenger* we presented a rather detailed expression of our concern with and opposition to federal legislation proposing government ownership of railroad rights-of-way, otherwise known as Confac or Prorail. In part we stated, "This plan is conceptually unsound, operationally impracticable, and would ultimately lead to total government ownership and operation of the railroads. . . . 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."

The *Messenger* article evoked a great deal of comment. Some members of the New England Council's Transportation Committee responded to the issue. David M. Munro, Second Vice President, John Hancock Mutual Life Insurance Company, Boston: "I am opposed to a government takeover of rail properties, both philosophically and practically. Philosophically, I believe it will lead to abuses in two major areas: (1) Excess labor, i.e., 'goldplating' railroad property; (2) Maintaining excess mileage. Practically speaking, my experience has been that takeover of railroad rights of way by government bodies has not provided adequate compensation to bondholders, and no plan that is devised will really address itself to that problem." George M. Sage, President, Bonanza Bus Lines, Inc.: "In connection with the so-called Prorail proposal, after much consideration, my vote would have to be in opposition. While I recognize the validity of Alan Dustin's (B&M) arguments, I feel that without further study many of Mr. Peter's (MEC) arguments outweigh them. Walter Travis, President, Bangor and Aroostook Railroad Company: "Bangor and Aroostook views Prorail with ambivalence. The proposal is in conflict with the free enterprise system to some extent. . . . Prorail appears to treat bondholders in a cavalier fashion. . . . Bangor and Aroostook can make no final judgment on the merits of Prorail until the costs and benefits are more fully defined."

Alan Dustin, president of the Boston and Maine, supports, with some reservations, the proposal for government ownership of railroad rights-of-way. He believes that failure to adopt such a plan will result in nationalization of the railroads. He feels that the free market system of rail operations would be ideal but that the current railroad situation requires serious consideration of Prorail.

David Stein, Transportation Director of the New England Regional Commission and a co-author of the Confac bill, responded to our article and a portion of his lengthy letter is found on page 9.

Since Maine Central has expressed opposition to government ownership of railroad rights-of-way, we have been challenged to develop alternative measures. We recognize that the nation's railroads have for years been treated

unfairly by government and that an average rate of return of just over 2% for the last ten years for the nation's railroads is wholly inadequate. We also recognize that railroad competition, trucks and barges, receive substantial subsidies in varying forms while railroads build and maintain their rights-of-way at their own expense. We cannot accept, however, a proposed solution to the railroad dilemma that would ultimately result in complete government control of the nation's railroads.

The obvious and simple solution would be to completely eliminate all government subsidy presently accruing to competitive modes. We are not politically naive, however, and recognize that such a solution would have far-reaching impact and does not even have a remote chance for serious legislative consideration. What follows is a brief listing of what we believe are some appropriate corrective measures that could be considered and that may be politically viable.

1. Taxation of railroad rights-of-way is imposed with nearly as many variations as there are states. The state of New Jersey exempts the bulk of railroad property from taxation and reimburses localities for lost revenues. It is also interesting to note that the state of New Jersey exempts certain equipment, repair and replacement parts and locomotive diesel fuel from the state sales tax. The state of Maine exempts railroad rights-of-way from taxation, but in place thereof imposes a state excise tax. This tax involves a very complex formula which taxes gross transportation receipts, and the tax rate escalates as the ratio of net railway operating income to gross transportation receipts increases. Although the Maine Legislature has reduced the minimum tax to a modest level of  $\frac{1}{4}$  of 1%, the maximum level still remains at  $5\frac{1}{4}$ % of gross transportation receipts. This means that although a Maine railroad may pay only a small tax in years of no earnings or modest earnings, in a year of good earnings the tax on Maine Central Railroad could escalate to well over \$2 million. This tax on Maine railroads is levied in addition to a sales tax, a corporate income tax and local property taxes for yard facilities and buildings. It is our opinion that the federal government should consider legislation whereby railroads in each state are treated equally and where railroad rights-of-way are completely exempt from property taxation at any level of government.

2. The federal government moved positively a few years ago by making available from federal highway funds monies for the installation of crossing warning devices and funds for reconstruction of the crossings themselves. This federal involvement is perfectly appropriate since the benefit in both cases accrues almost exclusively to the motoring public and not to the railroad. However, as each new crossing warning device is installed, a financial burden is placed upon the railroad for continued maintenance. Such annual maintenance amounts to \$1200 and up for each installation. We believe maintenance costs for warning devices should be borne by the appropriate federal, state or local government.

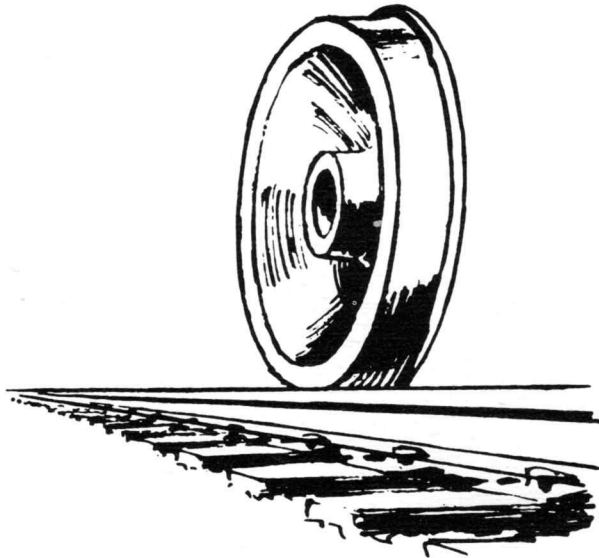
3. The above argument for government assuming the costs of maintenance of crossings applies equally to highway bridges over railroads. Here again, as in the property taxation of rights-of-way, agreements are almost as varied as there are states and localities. Because the benefit accrues again to the motoring public, we believe that government should absorb all costs of installation, repair and maintenance of highway bridges over railroads.



4. States impose sales and use taxes which vary from no tax in New Hampshire to a tax of 7% in Connecticut. The state of Massachusetts recently exempted fuel used in locomotive service from the state sales and use tax. Other states have taken similar action, including New Jersey as noted previously. This exemption allowed in all states would be most appropriate and is a means of assisting railroads, equalizing this tax burden in the various states, and promoting the use of an energy-efficient mode to move freight.

5. There is a current program of government assistance to railroads that is constructive and has functioned well. In 1977 \$3 million of federal money was provided by the New England Regional Commission to New England railroads for rehabilitation of physical plant. A similar program is under way this year. The federal dollars are allocated by NERCOM to the states which in turn work with the railroads to determine where work will be most in the railroad and the public interest. There are no strings attached to these funds except that in all cases the federal dollars are used for labor only with the railroads providing the necessary materials and equipment. This laudable effort by government has two distinct benefits: it is a modest contribution to better railroad property and it is providing much needed employment.

These are only some of the many corrective measures which can be taken by government to bring the railroads into a fairer competitive posture with other modes of transportation, thus improving their viability. There is no single panacea for the railroad crisis in America. What is needed is a comprehensive review of all relevant state and federal laws, looking toward the objective of fair and equal treatment.



## Facilis Descensus Avernus

When the times pose difficulties, the average citizen tends to be increasingly concerned and thoughtful regarding the course of affairs and the fate of our western free world.

Parallels between the course of events in Ancient Rome and in the United States have often been made during the last 40 years—ever since the initiation of Franklin D. Roosevelt's "New Deal" in 1933. More recently, the populist tendencies in this country, so clearly apparent in congressional and bureaucratic attitudes, emphasize the parallel with Ancient Rome in the final days of the Republic, when Cicero, Cataline, Julius Caesar and others were struggling ruthlessly for authority and pre-eminence.

In those days, the populace was concerned with "bread and circuses." The man most likely to win the election was he who supplied the finest performances in the Colosseum, together with the most bread for the Roman farmers who, impoverished by the flood of cheap foreign grain from the fertile plains of Asia Minor, had moved to Rome.

How close is our parallel today! Instead of circuses—gladiatorial conflicts with life or death inflicted on the vanquished by the whim of the onlookers—it is television with its unhealthy preoccupation with violence or certain professional sports where a substantial part of the appeal lies in the desire of the spectators to witness violence. Instead of bread it is relief, with populist politicians vying to increase the benefits.

Even in the field of finance the parallel exists. In ancient times rulers sought to extend their resources by debasing the currency, alloying base metals with the gold—thus stealing from all who sold them goods until the stratagem was realized. Now our legislators simply print the money needed to make up for the shortfall in tax revenues. In so doing they reduce and erode the true value in terms of its purchasing power of every security, bank account, life insurance policy, annuity or bond interest payment measured or fixed in dollar amount. No provident citizen is exempt from this cruel hidden levy.

What is to be done? Can we divert our trends so clearly pointed toward disaster for all of us? Can we change our preoccupation with power, entertainment and high living, and waste? Can we revive a world of simpler living, higher thinking, economy and attention to duty?

One thing one can say, it will not be easy! It can be done only by substituting for our present emphasis on the maintenance of power, on "rights," on privileges and on the gratification of sensual desires our overriding human responsibilities—responsibility to our families, our friends, our employer, our communities, our Country and our World.

If we do not rise to the challenge and accept our responsibilities, one can only say with the Roman poet Virgil—

"Facilis descensus Avernus."

"Easy is the descent to Hades."

And one may indeed tremble as one considers the magnitude of the ultimate inevitable disaster ahead of us if we do so descend.

*Eric Paulman Smith*





*Trombonist Gloria McCullough joins other regulars in Don Doane's Big Band for a jam session. Dom Moio is on drums, Al Doane, bass; Mike Perry, piano; and Don Doane, trombone. Photo by Gordon Chibroski, Maine Sunday Telegram.*

# a very busy

# lady

Gloria McCullough's life has been busy and at times hectic for many years, but recently she even took on new responsibilities. Gloria is one of Portland's most popular musicians, playing trombone for the Don Doane Big Band. She was recently elected the first woman president of a musicians' local in New England and she may be the only woman in such an office in the country. She now heads up the 212 member Portland Musicians' Association. Gloria is leading clerk in the Maine Central Railroad Mechanical Department, where she has worked for eleven years.

Gloria's first musical exposure was from her mother, Evelyn McCullough, a professional musician who taught her daughter piano. It was in her senior year at Deering High School that Gloria took up trombone on a dare. She began by playing for an all-girl band when challenged that she "couldn't get a note out of the thing." Gloria had a crush on the high school trombone player and took up the challenge. "So I dragged home a trombone,

and my mother was horrified. My father was relieved because my first choice of instruments had been a set of drums."

Gloria's training consisted mostly of practical experience. Locally, her teacher was the late Bernard S. Greely, a member of Chandler's Band. She also briefly attended Berklee College of Music in Boston. In the early 1950's the female trombonist made her professional debut with Chandler's Band, at the time considered a bastion of male musicians. Chandler's Band is known as the longest continuously active military band in the country. She also has played with Bob Percival's Dance Orchestra, Syd Lerman's Band and Gordon Howe's Orchestra.

Music has brought Gloria some strange experiences, like the time she and other members of Syd Lerman's band and 75 party-goers were marooned overnight at Fort Gorges in

Casco Bay when someone miscalculated the tides. Another time, Gloria, clutching her trombone, was lowered over the cliffs at Portland Head Light along with the rest of Don Doane's Band for album cover photographs. She has more recently played for several Cumberland County Civic Center events and has loved every minute of it despite the tough schedule. She noted that it's a wonderful way to observe some great performers up close.



Gloria admits that marching was never one of her greater talents. Her short strides, never matched those of her companions, and as she says, "If there was ever a pothole, I would always find it. Also, the trombones are usually in the front line of a marching band. You know, marching behind horses is really terrific," she groans.

She is playing almost exclusively with Doane now. Gloria says he "was way before his time. It didn't bother him that I was a woman as long as I could play." Recently, she switched to bass trombone and has been learning to improvise by performing at jam sessions with Doane at a South Portland restaurant.

She was asked recently if after 25 years of performing she relaxed in that role. Her reply was an emphatic "No! I'm terrified every time. Sometimes I get to a job an hour early, because I can't stand pacing the floor at home. Once I'm up there though, I'm a real ham."

Gloria didn't expect to win the election as president of the musicians' local. Entertaining is her first love, but she recognizes the value of the business end of music. A primary function of the association is to set a minimum wage for members and assist them in finding work. The secretary-treasurer of the association, Jerry DerBoghosian, describes Gloria as "dynamic, a professional in every sense of the word."

Does Gloria regret her musical career? "Not for a minute. I only wish I had done it sooner."

(Material for this story was obtained from a feature article in the *Maine Sunday Telegram* by staff writer, Sharon Zacchini.)



*Gloria McCullough, leading clerk in the Mechanical Department. Photo by Gordon Chibroski, Maine Sunday Telegram.*



*Gloria McCullough, new president of the Portland Musicians Local, with other officers of the union. Photo by J.S. Murphy.*

# stockholder support



*Maine Central stockholders at the 1978 Annual Meeting approved important amendments to the Company's Articles of Incorporation.*

A large number of Maine Central stockholders gathered in the Railroad's Board Room on April 26 for the 1978 Annual Meeting. The meeting was chaired by E. Spencer Miller, chairman of the Board. There was lengthy discussion of corporate matters and two amendments to the Company's Articles of Incorporation were adopted.

Mr. Miller described 1977 earnings of \$1.2 million a "moderately good result." He announced that Maine Central earned over \$500,000 in the first quarter of 1978, nearly five times last year's first quarter results. March 1978 was the first month in the Company's history in which freight revenues exceeded \$4 million. Mr. Miller added, "In my judgment, it would be very wrong to multiply \$500,000 by four. We have a slowdown in the summer months, but historically our fourth quarter has been strong."

Mr. Miller reviewed the status of three branch line abandonment cases. He said, "Fortunately, Maine Central does not have a large percentage of its mileage in the potential abandonment category." The State of Maine has appealed a final decision of the Interstate Commerce Commission permitting abandonment of the Farmington Branch. Mr. Miller said, "We feel that the appeal is utterly without merit and it is costing us money in legal fees and particularly in delay." He added that Maine Central will likely not be able to pick up the track but that some kind of subsidy for continued operation of the Farmington Branch will be forthcoming. He further noted that Maine Central had just recently received a favorable decision from an ICC Law Judge permitting abandonment of the Bingham Branch. (A few weeks later opponents to the abandonment appealed the decision of the Law Judge.)

Mr. Miller said that Maine Central was working very cooperatively with the City of Eastport and the Maine Department of Transportation with respect to abandonment of the Eastport Branch. He said the case will be handled under modified procedure without a public

hearing. He also said that Maine Central is willing to sell the line to the State of Maine. He added, "We compliment the State and the people in that Washington County area for their statesmanship."

Maine Central stockholders approved two amendments to the Company's Articles of Incorporation. These amendments will make it more difficult for a company to gain control of Maine Central by simply acquiring a majority of the stock.

Amoskeag Company, a Boston-based holding company, has made repeated attempts to control Maine Central over the past several years. Amoskeag owns Bangor and Aroostook Railroad and also owns 35 per cent of Maine Central's common stock which is held in a voting trust. In December, 1977, Amoskeag announced a tender offer for 25,000 shares of Maine Central common stock to be acquired by a wholly-owned Amoskeag subsidiary. The tender offer was withdrawn after the Interstate Commerce Commission ordered Amoskeag to cease and desist from the tender offer, and the U.S. District Court for the District of Maine warned Amoskeag that it would enjoin the tender offer if Amoskeag did not comply with the ICC's Order.

The first amendment which was adopted requires a vote of at least two-thirds of the stockholders for approval of certain mergers, consolidations or sales of assets. The second amendment to the Articles of Incorporation will provide for a classified Board of Directors with terms expiring in different years. Prior to this change, all directors were elected annually. Stockholders elected four directors for a one-year term, four for a two-year term and five for a three-year term.

Following the meeting, a Maine Central spokesman said



that the second amendment "will reduce the likelihood of sudden disruptive changes in Company policies. It has the effect of making it more difficult for a stockholder with a substantial stock interest, such as Amoskeag, to control the Board of Directors. A classified Board will provide continuity of management and stability of leadership and operating policies."

Arthur C. Jones, a vice president of Mercantile Trust Company, represented the 35 per cent of Maine Central common stock which is owned by Amoskeag and held in a voting trust. Mercantile voted against the merger amendment stating that it would "in substance, be disenfranchising the majority stockholders." Mercantile also voted against a classified Board of Directors. Mr. Jones said, in summation, "We strongly suggest to the shareholders that, irrespective of their position as an officer or director or otherwise, they exercise independent judgment."

Mr. Jones also said, "We take this opportunity to compliment management, and particularly Mr. E. Spencer Miller, for completing the herculean task of bringing about the refinancing of the Company's fixed obligation which would have matured in February of 1978."

Alan L. Lefkowitz, an attorney representing Amoskeag, charged in a letter presented to the Board of Directors that the amendments were illegal. He said that to adopt the merger amendment "with the support of those stockholders who are directors would clearly be a breach of the fiduciary duty of those directors to the other stockholders." He also said that the classified Board is "inconsistent with the Railroad's Enabling Act of 1856."

Responding to Amoskeag's legal counsel, Mr. Miller said, "Mr. Lefkowitz has raised a strictly legal question to which I shall not respond. This matter has been very carefully analyzed by us. There is no question in our minds but our procedure is legally correct, beyond reproach and beyond any attack."

The two amendments to the Articles of Incorporation were approved by a wide margin. Amoskeag stock held in the voting trust and other stock controlled by Amoskeag interests were voted in opposition to the two amendments. Stockholders voted 85,625 shares in favor and 50,982 shares against the merger or consolidation amendments and 85,604 shares in favor and 51,033 shares against the classified Board amendment. Amoskeag owns 48,299 shares which is held in the voting trust and the chairman of Amoskeag's Executive Committee is income beneficiary of another 2000 shares.

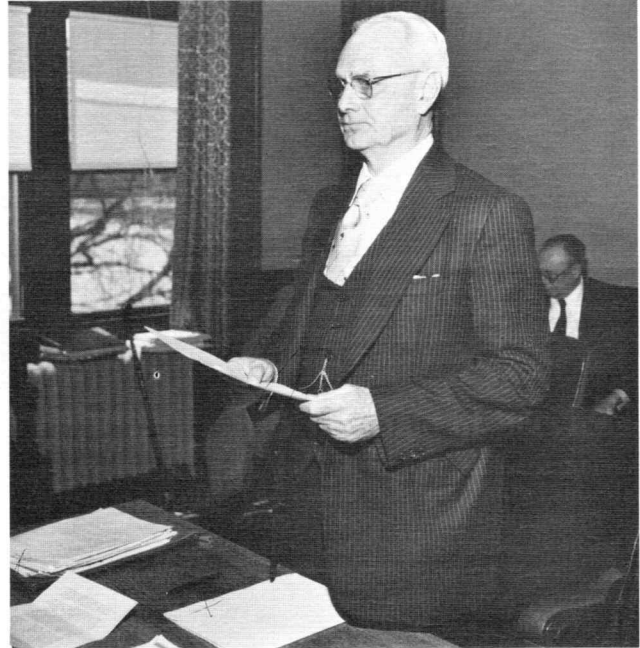
With the exception of the Amoskeag interests, only 7 stockholders voted against the amendments out of a total of 352 who voted at the meeting. These stockholders represented 8/10 of one per cent of the non-Amoskeag shares voted at the Annual Meeting.

In reaction to the vote of the stockholders in favor of the amendments, Mr. Miller said, "This stands as a remarkable support for management's posture and a stinging rebuke to any attempted takeover." Mr. Miller added, "It is possible that in the future there would be another tender offer made and I want to assure every stockholder here, irrespective of who makes this tender offer, this Board of Directors will view it most carefully. They will make a most painstaking appraisal of it and will reach a decision which we believe will be in your best interests."

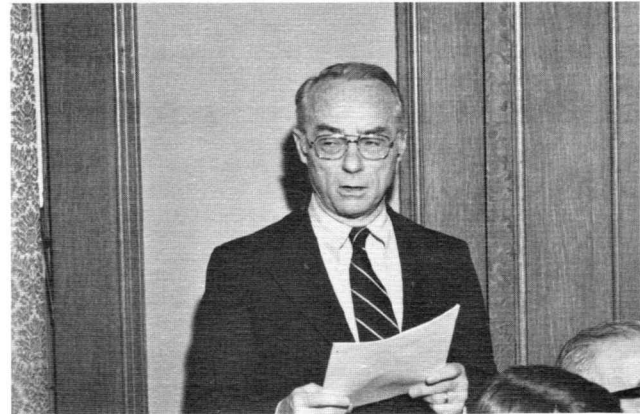
Stockholders rescinded a vote taken at the 1976 Annual Meeting which approved an increase in the number of authorized shares of common stock from 139,949 to 639,949. At the time of the 1976 vote, management was exploring various alternatives to refinance \$12 million in long-term debt, including the possible issue of common

stock. The successful refunding in September 1977, not utilizing additional common stock, resulted in a recommendation from management to rescind the 1976 vote. The item was approved by a vote of 136,508 to 99.

Mr. Miller said that "management has been tremendously gratified by the response on our proxy material." He read a portion of a letter from a Los Angeles stockholder, "I wish to take this opportunity to commend management for the wise steps being taken in amending Articles of Incorporation to prevent possible future takeover attempts unfavorable to management and stockholders. I feel very strongly Maine Central Railroad should retain its independent status."



*Maine Central's chairman, E. Spencer Miller, presides at the 1978 Annual Meeting.*



*Arthur Jones of Mercantile Trust Company states the position of the Trustee of Amoskeag Company's stock during the Maine Central Annual Meeting, held in Portland in April.*





# news briefs

## Delaware and Hudson PA

Probably no single piece of railroad equipment sends the blood of a rail fan racing more than one of the four remaining Alco PA's. Maine Central has now added a chapter to the story of these historic passenger locomotives.

D&H PA number 18 spent more than a month during the spring in Waterville Shops for repair work. The crews performed heavy repairs on the main generator, including application of a factory-overhauled armature. The exterior and interior of the carbody was cleaned, the trucks painted silver, and the unit was load tested. The locomotive most recently served in commuter service on the Massachusetts Bay Transportation Authority.

A fleet of 40 stainless steel Alco passenger locomotives was constructed in Schenectady in 1947 and 1948 for the Santa Fe Railroad. All but four were retired by the mid-1960's and in 1967 these four PA's were purchased by Delaware and Hudson for the New York-Montreal passenger service. At this time the units had over two million miles of service. The four units were retained by D&H when Amtrak took over passenger service in 1971, primarily because of the sentiments of many rail fans. In 1974 the units were again placed in passenger service between Albany and Montreal. The four units, including number 18, were moved to Boise, Idaho, where they were completely refurbished for first class service.

As PA 18 traveled through Maine, it was followed by rail fans as the grapevine spread the word throughout New England that the unit was moving to Waterville. Its presence in Maine may have gone unnoticed by the general public, but it surely wasn't missed by hundreds of rail enthusiasts and their cameras.

## To The Editor

I have just finished reading the article "Thanks, But No Thanks, Senator" in the Spring, 1978 issue of the *Messenger*. As a friend of the Maine Central, and as one of the authors of the proposal which you attack (no, the two are not mutually exclusive), I would like to correct some errors in your analysis of the proposal, and suggest some additional thinking



*D&H PA 18 was recently in Maine for repair work which was accomplished by Maine Central crews at Waterville Shops. The passenger locomotive, one of the last of its kind in the country, is shown here at Rigby Yard in South Portland.*

which might help to alleviate some of the problems you foresee.

The bill (providing for government ownership of railroad rights-of-way) does not claim to be the panacea so ardently sought by the rail industry. We at the New England Regional Commission, where the bill was developed, recognize that it only addresses one major area directly, that of the funding needed for modernization of the fixed plant and rehabilitation of lines and facilities. I recognize that the Maine Central is an excellent railroad for what it does. It is only that there is a school of thought, to which I belong, which says that the rails can and should do a lot more.

The points you raise should be answered in order:

Scheduling of track maintenance. The bill specifically provides that all maintenance and rehabilitation is to be done by carrier employed maintenance crews. The Government would be responsible for setting the standards and for the financing of the cost of materials. All labor costs would, however, remain the obligation of the carrier, as would control over their scheduling and disposition.

Responsibility and liability for accidents. Again, an issue which is moot, or largely so. Because the actual work is done by the carriers, the only case

where the owner of the track could conceivably be at fault would be where the standard to which the track was to be maintained was itself the cause of the accident.

Determination of level of maintenance. The bill sets maintenance levels according to use and line length. While the standards may not be quite as flexible as those currently in use, present maintenance all too often leaves a great deal to be desired.

You also question the lease provisions in the bill. The point you raise is valid, and we suggest a modification: rather than a fixed term lease, consider a continuously extended lease of 25 years, extended each year for one additional year at the option of the carrier (assuming that it intends to stay in business) and cancellable only for cause or determination of the ICC? The lease is thus always valid for 25 years.

You also raise the question of open access to the rails. This is a point on which there is a major controversy, and one on which a great deal more study is required. The safety side of the issue is just a red herring. As for



the more serious issue of traffic skimming, I am one of those against open access because I believe in common carriage which I am afraid would be impossible on rails under conditions of open access. However, there are many who argue that open access might be good.

Finally, I must point out that all this is accomplished without major injury to anything but tradition. I would suggest that the railroads have an obligation to wake up to the fact that their competition is other modes, rather than other rail carriers, and that until they learn to deal with all consequences of this fact, it may take some politicians, aided by planners and transportation consultants (who have a strong background in railroading among other skills) to force the issue to a proper resolution.

J. David Stein  
Transportation Director  
New England Regional  
Commission

(Editor's note: Mr. Stein's lengthy letter has been edited for brevity but all of his points are included above.)

## Railway Safe on Display

by  
Herb Cleaves

An office safe used by the Washington County Railway at the close of the 19th century was returned to the Machias area Thursday and placed on permanent display at the Gates House in Machiasport.

Several volunteers wrestled the half-ton safe off a pick-up truck and into the headquarters building of the Machiasport Historical Society during a driving rainstorm. Accepting the safe on behalf of the Society were John Brown and Daniel S. Dunn.

The safe was donated to the society by Maine Central after its use at the Machias Railroad Station was discontinued earlier this year. Members of the historical organization contacted Maine Central's vice president Bradley L. Peters and manager of purchases and stores Kenneth W. Phillips who arranged to donate the safe because of its historic significance in Washington County.

The safe was first used by the Washington County Railway Co. about 1898. It bears lettering which identifies the railway and a handpainted scene of Friar's Head at Campobello Island, N.B. which served as a logo for the original Washington County Railroad line.



*A safe dating back to the 1800's and the Washington County Railway was recently donated by Maine Central to the Machiasport Historical Society. Here it is being moved into the historic Gates House in Machiasport. Photo by Herb Cleaves.*

The county railway was a predecessor of Maine Central in eastern Maine. The Machias station, where the safe was used until it was retired, is one of two station buildings still in use that date back to the opening of railroad service in the county. Maine Central's Machias agent, Roger Wakefield, was the last stationmaster to use the historic safe.

Dunn said the safe will be displayed in the Gates House where it will serve two purposes. "It will be displayed for its obvious historic value but it will also be used as a place to store small valuables owned by the society," Dunn said.

## A Lifetime of Service

Alden H. Finnimore, assistant chief mechanical officer, retired in May after 45 years of service, mostly associated with Waterville Shops. On May 19 he was honored at a dinner in Waterville. Maine Central's chairman, E. Spencer Miller, was a speaker at the dinner. He described Finnimore as "exemplary of the thousands of Maine men and women, many working in Waterville, who have dedicated their entire careers to railroading." He added, "Employees like Alden have contributed greatly to Maine Central's continued financial security."



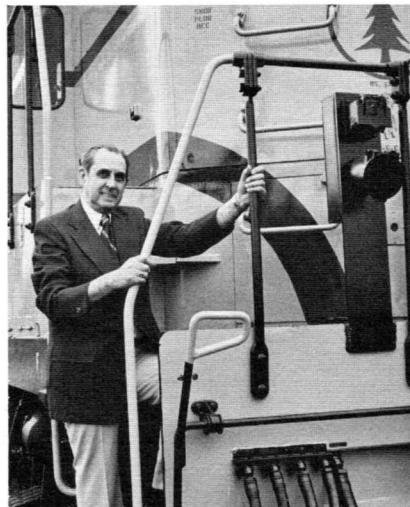
*Alden Finnimore, assistant chief mechanical officer, retired in May after 45 years of service. Left to right are Finnimore; John F. Gerity, president; Stewart P. Park, chief mechanical officer; Mrs. Gerity and E. Spencer Miller, chairman.*



*After touring Waterville Shops, some of the more than forty 470 Railroad Club members and families pose for a group picture in front of the 470, the last passenger Pacific to operate on Maine Central. Photo by Ron Johnson.*



*A freshly outshopped Maine Central locomotive, boxcar and caboose were on display for the public in Waterville as a recognition of National Transportation Week in May.*



*Alden H. Finnimore, assistant chief mechanical officer, "steps down" following 45 years of Maine Central service. Photo by Dick Maxwell of the Waterville Morning Sentinel.*



*Larry Brown, right, is thanked by William Bickford, assistant superintendent, for his prompt action which likely prevented a derailment.*

Chief mechanical officer Stewart P. Park said, "It is with a mixture of deep regret and extreme delight that I accept your resignation for I know that you will enjoy the years to come in pursuing your various interests. At the same time, I will be deprived of a valued associate, confidant and teacher. The years of your association have been extremely pleasant and most beneficial for me and words cannot express adequately the debt which I owe you and which I never can repay."

Finnimore began his Maine Central career at age 17 as a machinist apprentice at Waterville Shops in 1933. He held several positions in the Shops until he was appointed shop superintendent, locomotive maintenance, in 1974 and assistant chief mechanical officer in 1975. He has been active in Waterville civic affairs for many years as a member of the Chamber of Commerce, the Kiwanis Club and a Mason.

## RAILROADERS HONORED

In the summer of 1976 about 75 men and women from the Bangor Enginehouse and from Signal and Maintenance of Way crews contributed to the purchase of a large American flag and a Bicentennial flag to be displayed high above the Bangor Enginehouse. The flags were illuminated and flew 24 hours a day. The Bicentennial flag was removed at the end of 1976, but the American flag remains.

On the second anniversary of the first raising of the flag, Maine Central was presented a Patriotic Citizen Award for the display of the flag at the Enginehouse. The award was presented to Charles Wilson, general foreman—Enginehouse, by the Hampden, Maine, Auxiliary of the Veterans of Foreign Wars.

In April of this year, Frank L. Blair, Jr., electrician, Portland Terminal Company, received the Silver Beaver Award from the National Court of Honor of the Boy Scouts of America.

Blair, who began his railroad career with Maine Central in Waterville in 1947, received the award for extraordinary activity in the development of young men through the Boy Scout program.

On May 11 Lawrence E. Brown, retired Maine Central employee, stopped train RB-3 at Oakland. He had spotted a "hot box" and inspection of the train revealed a serious condition. On several other occasions "Brownie" has



assisted Maine Central by his constant vigilance.

William M. Bickford, assistant superintendent, said, "Your dedication and promptness saved Maine Central what could have been a costly derailment." RB-3 conductor, John Keniston, said in a note to "Brownie," "You probably prevented a good pile-up. It's gratifying to know that a man retired from the MEC is, in effect, still working for them and doing a good job of it. Keep up the good work."

On May 2 the Grand Lodge of Maine, Ancient Free and Accepted Masons, meeting in Portland, presented Right Worshipful Royce G. Wheeler with the Simon Greenleaf Medal for "contribution of his time, thought and services to Masonry beyond the line of duty." The medal was presented by Most Worshipful Donald S. Smith, Grand Master of Maine.

Maine Central's assistant superintendent has been involved in Masonry for 27 years. Right Worshipful Wheeler, Assistant Grand Lecturer, is a member of the St. Andrews Lodge of Bangor and an honorary member of the Lynde Lodge of Hermon.

## 100 Years

The month of April provided two happy events for a retired railroad man. Edward E. Pearl of Monmouth celebrated his 100th birthday on May 15. He and his wife Gertrude have lived in Maine for many years and on May 8 they celebrated their 45th wedding anniversary.

Mr. Pearl joined Maine Central as a crossing tender in 1919. He worked in that capacity for 27 years until his retirement in 1946.

## Mechanical Department Promotions

Three men have been promoted in the Mechanical Department. David P. Crovetti has been made assistant to chief mechanical officer; Arlan E. Freeman, Jr., has been promoted to road foreman of engines and David Denton has become supervisor AAR rules.

Crovetti came to Maine Central as assistant mechanical engineer in 1974 and was promoted to mechanical engineer a year later. He has acted as resident inspector during several new car construction programs. Prior to joining Maine Central, he served as manufacturing and academic apprentice with General Electric in Somers-

worth, N.H. He is a 1973 graduate of the University of New Hampshire.

Freeman became assistant road foreman—engines in 1974. From 1969-1974 he was clerk-crew dispatcher at the Bangor Engine House. He attended Iowa State University for three years and later the University of Maine part time.

Denton was named mechanical inspector in 1974. He held several positions in the Mechanical Department of the Norfolk and Western Railroad from 1970-1974. He is a 1969 graduate of Indiana University and currently is a member of the AAR Loading Rules Committee.

## Hazardous Materials Education

The tragic derailments involving hazardous materials which occurred in Tennessee and Florida in February focused public attention on the transportation of hazardous materials by rail. Fire departments in many Maine communities wanted to know the extent Maine Central transports hazardous materials.

Responding to this obvious need, Ed Galvin, Maine Central's safety

supervisor, developed a slide presentation detailing Maine Central's role in the movement of hazardous materials. It wasn't long before Galvin was on the road talking to public safety agencies in small communities and large cities through which Maine Central operates.

The following letter is typical of the response to Maine Central's hazardous materials program.

Dear Mr. Galvin:

We of the Hancock County Fireman's Association feel that you have done the people of this County a great service by educating the fire department personnel. There were fourteen departments represented in your classes and all seventy-seven attending had nothing but praise for your program.

We would like to say, "Thank you for a job well done." It is greatly appreciated.

Sincerely yours,  
Training Committee  
Hancock County Fireman's  
Association



# The Grapevine

## General Offices

Phil Moore, general attorney, with his wife Susanna and two children, spent a spring vacation in Baltimore visiting the children's grandparents, Congressman and Mrs. Clarence Long. Daughter Jane, age 4½, stayed in Baltimore to continue swimming lessons and flew back later by herself.

Comptroller John Michaels and his wife Margaret flew to Kilgore, Texas to visit their son Richard and attend his wedding to Audrey Andrews at Overton, Texas on May 21. "Mike" and Margaret were royally entertained and enjoyed some sightseeing in the area, including lots of oil wells. Richard is the third of their five boys and the second to be married.

Kendall Holmes, son of assistant to comptroller Marty (and Helen) Holmes, has completed his studies at the University of Maine—Orono and will receive a B.A. degree in journalism in August. Meanwhile, he is on a work-study grant this summer as a reporter for the Portland Press Herald.

Ellie True, secretary to comptroller, flew to Reading, Pennsylvania to attend an air show. She enjoyed the aerobatics and the spectacular flying of the Blue Angels.

Fred Wilson, retired from the Payroll Department, and his wife Pauline were honored by family and friends on June 25 on the occasion of their 50th wedding anniversary.

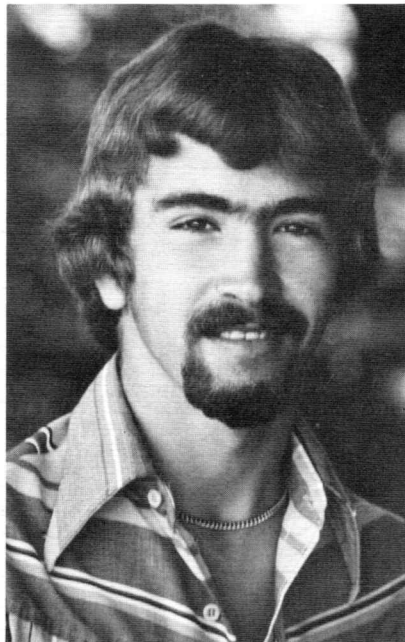
Catherine Ann Gallant graduated from Portland High School this June. She is the daughter of Kay and Joe Gallant, Payroll Bureau—Disbursements. Cathy plans to attend the University of Maine—Portland this fall.

Glenn T. Clarke graduated from Windham High School this June. He is the son of Janice and Bob Clarke, Voucher Bureau—Disbursements. During his years in Windham High Glenn was very active in various activities and sports, including the Soccer Team, Basketball and Key Club. He plans to attend Southern Maine Vocational Technical Institute this fall.

Milton Chaplin (Voucher and Stores Bureau) is out on sick leave. We all wish you a speedy recovery, Milt, and hope to see you back with us soon.

Bette J. Gingras, daughter of Pearl L. and E.J. Gingras, clerk—Revenues, graduated June 16 from Deering High School and has been accepted at Springfield College in Springfield, Massachusetts. She will major in Special Education.

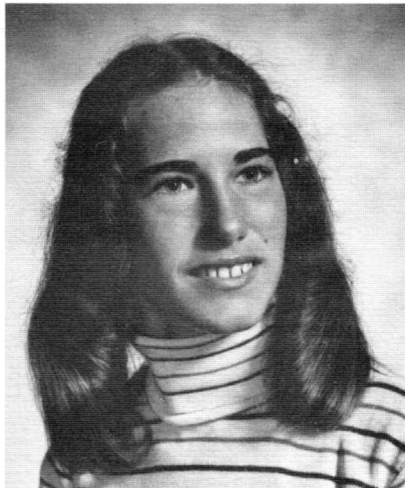
Jaelyn Gain and Arthur P. Gilbert, Jr., son of Nancy Gilbert, division clerk—Revenue Department, and the late Arthur P. Gilbert, clerk—Freight Revenues, were married May 20, 1978 in Portland. Jaelyn graduated from Catherine McAuley High School and Mary Hitchcock School of Nursing in Hanover, New Hampshire. She is presently employed in the Cardiac Intensive Care Unit at the Maine Medical Center. Arthur graduated from Cheverus High School and attended the University of Wyoming and University of Maine at Portland-Gorham. He is presently employed by Maine Central as a trackman at Danville Junction. They are residing on Brighton Avenue in Portland. The engagement is being announced of Stacy E. Gilbert, daughter of Nancy and the late



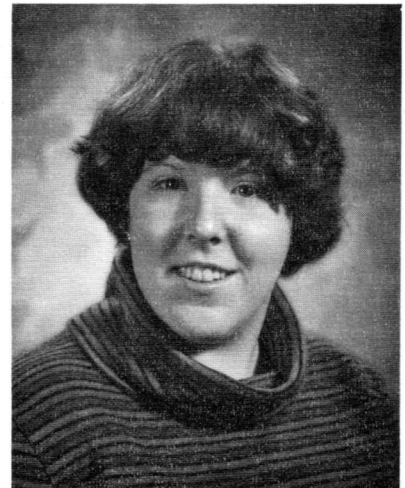
*Glen T. Clarke*



*Mrs. Arthur P. Gilbert, Jr.*



*Bette J. Gingras*



*Catherine Ann Gallant*

Arthur P. Gilbert, to Ronald C. Hodge, son of Mr. and Mrs. John H. Hodge of Groveton, New Hampshire. Stacy graduated from University of Maine at Portland-Gorham and has an Associate Degree in Therapeutic Recreation. Ronald graduated from Plymouth State College in New Hampshire and is presently employed as director of supervision, First National Supermarkets, Inc.

Sharon Bourgeois, Revenue Department, was both surprised and delighted to be given a baby shower, held at the home of Sally Lerner, Revenue Department, which was attended by several women from the General Office Building. We all wish you well, Sharon, and hope to see you back soon.

Mary E. Mingo, secretary in the Marketing Department, retired in May. Mary came to the Marketing Department for a two-week temporary assignment and ended up staying for 35 years. Mary attended business college for two years before joining Maine Central in 1943. Her many friends in the General Office Building wish her many happy years of retirement. Mary will spend part of her retirement hours at an antique shop called "Ray's" on Route 1, Saco, which she and two friends will operate.



On June 2 a party was held in the General Office Building honoring Mary E. Morse on her "graduation" from Maine Central after 34 years of faithful service. Along with numerous other gifts, Mary was presented with a wall chime clock (which she had been eyeing). Mary's husband Vinnie and many friends, neighbors, relatives and retirees were among the honored guests. Mary's nephew Bucky Maddocks and his wife Jan traveled from Ellsworth to attend the party. Best of luck, Mary, and many healthy and happy days ahead!

A combined retirement party was given for Mary Mingo and Mary Morse at Dunphey's on May 24. The dinner was excellent and the company delightful and a good time was had by all!

On May 13 the First Congregational Church, Meeting House Hill, was the scene of the wedding of Mr. and Mrs. Geoffrey Doughty. Nancy (Powers) is the daughter of Mr. and Mrs. Henry Barker, East Millinocket, Maine and Geoff is the son of Mr. and Mrs. J. Sanford Doughty of Lexington, Virginia. The couple spent their honeymoon in Williamsburg, Virginia, during which time a trip to Chancellorsville, Virginia to traipse through the battlefield and wilderness where Stonewall Jackson and General Lee devised their greatest offensive plan against the Northern Armies. On their return trip, Geoff and Nancy stopped off at Avon, Connecticut, where they attended Geoff's tenth Class Reunion from Avon Old Farms School. This couple will be making their home in Lyman, Maine. Geoff is signal clerk in the Engineering Department and Nancy is employed as assistant chief radiologist at Webber Hospital, Biddeford.

Christine Born, daughter of James O., chief engineer, and Vaun, has finished her first year at Rensselaer Polytechnic Institute, Troy, New York. She is employed by Portland Water District this summer.

Karen J. Lentz, daughter of Philip, superintendent signals and communications, and Glenda, graduated from Cape Elizabeth High School in June. She is employed as secretary with Goodwill Industries in Portland.

Barbara Ann Lancaster, daughter of J. Emons, assistant engineer of structures, and Ruth, graduated from Falmouth High School in June. Barbara had participated in the Teen Age Advisory Board at King's Department Store and will be attending Johnson & Wales College in Providence, Rhode Island, where she will be studying for her Associate Degree in Retail Merchandising.

Second Lieutenant Stephen R. Aylward, son of Dick, chief clerk, Engineering, and Nathalie, stationed with the U.S. Army at Fort Jackson, South Carolina, recently received a promotion and is now First Lieutenant.

A hearty welcome is extended to Michael P. Doucette, who is working as rodman in the Drafting Room this summer. Mike graduated from SMVTI in May. He is the son of George and Priscilla Doucette of Westbrook and is engaged to Cheryl Powers, who is from Massachusetts.

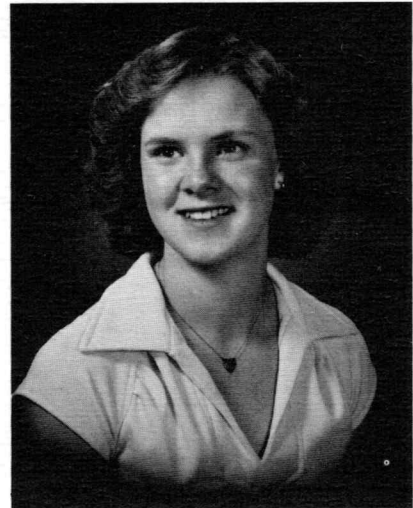
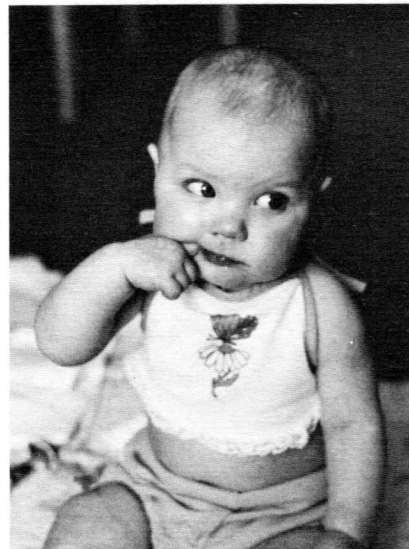
We also would like to welcome back Mike Vessey, who recently graduated from the University of Maine at Orono with a B.S. degree in Civil and Sanitary Engineering. Good to see you, Mike!

Al Kennedy, clerk, and wife Prudence became the proud parents of a baby girl, Stacey Louise, born on March 24, weighing in at 7 pounds, 2 ounces. Stacey is their second daughter; she has a sister, Melissa.

Joe Crawford, office assistant, and Cheri, clerk, Auditor Revenues, became the proud parents of a baby boy, Joseph Kenneth Crawford, Jr., born on May 30 and weighing 8 pounds, 7 ounces. Joey is the first child born to Joe and Cheri Crawford. I'm sure Joe would be only too glad to give you more details!

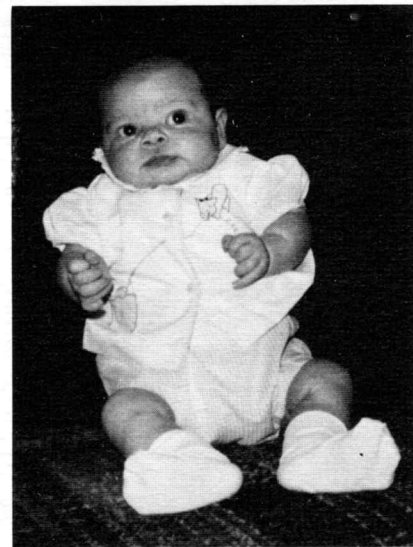


*Mary Morse was joined by many friends for the celebration of her "graduation" in June. Left to right are Philip Lentz, superintendent of signals and communications; Mary and her husband, Vinnie. For many years Mary served as an assistant editor for the Messenger. She will now report on retirees while enjoying her own retirement.*



*Karen J. Lentz*

*"How's this, Grampy?" asks Christina Hawkes as she poses for the camera. She is the 3-year-old granddaughter of Phyllis and "Kippy" Hawkes, assistant comptroller—Revenues.*



*Barbara Ann Lancaster*

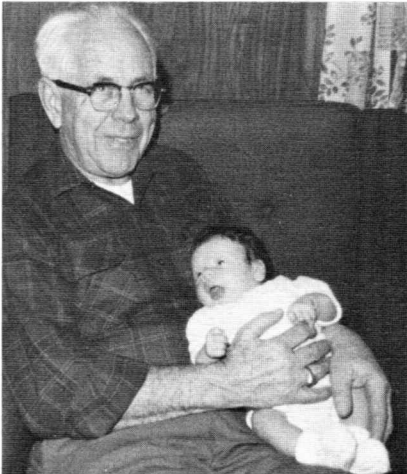
*Stacey Louise Kennedy*



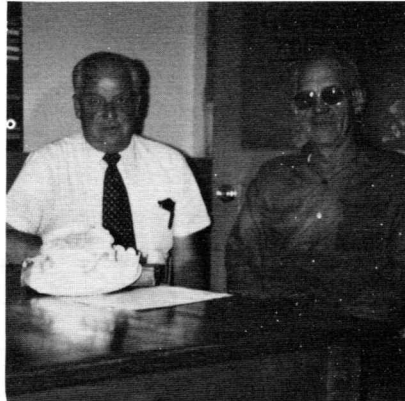
*Karen Dee Lazette*



*Nathan Perkins*



*Tamara Jeanne Vogel with her proud grandpa Wes Martin, engineer of track. Tamara was born November 17, 1977, weighing 7 pounds, 9 ounces. She is the daughter of Beth (Martin) and Monty Vogel.*



*Granville E. Bickford, right, has retired. Bangor Engine House general foreman Charles Wilson, Jr. is at the left.*



*Jimmy Chalmers on his ladder.*



*Can you blame Dave Worcester, work equipment maintainer, Bangor, for the big smile? That's a 14-pound Atlantic salmon which he landed at the Bangor Salmon Pool.*



*Dawn Burnham*

Leon G. "Sandy," assistant supervisor, B&B, and Marcia H. Perkins became the proud parents of a baby boy born on May 18 on their fourth wedding anniversary. Nathan weighed in at 8 pounds, 15 ounces. Nathan has a sister, Heather, but already he looks like he's going to be able to take care of himself!

Anne Britting daughter of Cathy Britting, clerk, was elected a member of the Junior National Honor Society. Anne is a seventh grader at Freeport Middle School.

Jamie Sinclair, grandson of Don A., supervisor of B&B, and Eva Sinclair, will be visiting his grandparents for the summer. Jamie will be leaving Elizabeth City, North Carolina. This is Jamie's second trip to Maine by himself and he's only eight years old!

We would like to welcome Charlie Chamberlain as the new signal supervisor, Engineering Department.

Eugene A. Wakefield, train dispatcher, expresses his appreciation for the gift from the boys all over the system. He broke his hip in an automobile accident in January, but is now back to work. "Thanks—people are wonderful," Gene writes. And our welcome back to you, Gene.

Karen D. Lazette, daughter of W.E. Lazette, Jr., car distributor, graduated from Deering High School June 16. Karen has served as president of her church's Senior High Fellowship, has played flute in the Deering High School Band and violin in the Deering Orchestra. She was a member of Future Teachers of America, the outdoor track team, and the Bell Choir Christian Spirits. She hopes to teach children with reading problems and is employed this summer by United Church of Christ at Pilgrim Lodge, Litchfield, Maine.

## Eastern Subdivision

Granville E. Bickford, electrician, at Bangor Engine House, retired on May 31 after service with Maine Central since 1944. In his retirement, "Bick" plans to spend his winters in Florida and summers at his home in Brewer.

Spring cleaning time rolled around and a sight to behold was our janitor, "Jimmy" Chalmers, at Bangor Freight Office, actually up on a ladder washing the windows on the second floor. This was a "first!" Jimmy was up there for two reasons: the windows were extremely dirty and, not shown in the picture, is a very determined trainmaster holding the ladder to make sure it got done. Those of us who are enjoying being able to see the outside world again want to thank Jimmy for his "spit and polish" and trainmaster "Dick" Burnham for his holding power.

Dawn Burnham, daughter of trainmaster Richard A. Burnham and wife, Kay, graduated in June from Hampden Academy. Dawn plans to go on to further her education at Westbrook College where she will take up fashion merchandising.

The B&A Golf Tournament was held recently at the Bangor Municipal Golf Course and winners from the Eastern Subdivision were: Laughton J. Jewett, general agent, Class B, nearest the pin and first place, low gross; Paul Gallant, trainman, Class A, second place, low gross; and Larry Warren, retired crew dispatcher, Class C, third place, low gross. The W. Jerome Strout trophy went to Larry Gallant, former trainman, for posting low gross in Class A.

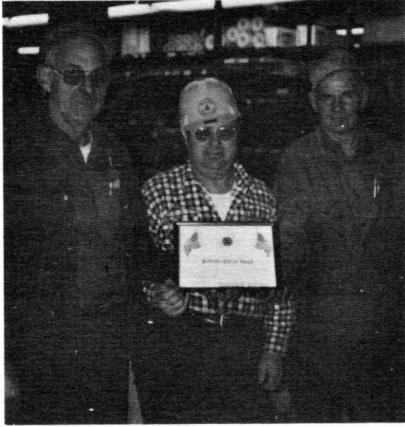
A new face in the Car Department at Bangor is John C. Peasley who was hired this past spring. John is the son of C.J. Peasley, road foreman of engines, Bangor.



Best wishes to Dick and Helen Lancaster in their new home in Bangor. Dick is a carman at Bangor.

Darrell K. Bridgman and Owen F. Spaulding, both of the Bangor Car Shop, are looking down the retirement road. Both men will have time in within the next couple of months and look forward to the leisure days ahead.

Jack C. Hinds, carman, seems to be keeping a close check on the weather on the west coast. Is a change likely in the near future, Jack?



*In April, the Bangor Enginehouse was presented a special award from the Hampden VFW for displaying the flag. Above, left to right, Granville E. Bickford, Herbert R. Robshaw and John McTigue, Jr. It was Herb's idea for the flag two years ago. Congratulations to all the men who were instrumental in making this award possible.*

## Rigby

Retired engineer and former Maine Central bus driver, "Gillie" Powers, age 85, died at a local hospital after a long illness. Gillie had a total of 42 years' service.

Your correspondent heard from Arthur Thompson, our oldest living retiree from Rigby Shops. Arthur is 82 years old and plants a large garden as well as taking care of ten head of cattle. Arthur wishes to be remembered to his friends at the enginehouse.

A visitor at the enginehouse during the month, attending a meeting of Local 525, was former general chairman, Paul Sullivan of Boston.

The Class of 1919, Freeport High School, celebrated their 59th reunion. There were 14 of the original 17 graduates in attendance. The average age was 74 years. Mrs. Albert B. Wetmore, Sr., was a member of the class.

Evelyn Tibbetts, wife of former chief clerk at Bartlett Station, died after a long illness at a Portland hospital.

Mrs. Lydia Kane, wife of Frank Kane, Stores Department at Rigby, underwent eye surgery. She is now on the road to recovery.

Lawrence Holmes, retired spare dispatcher, 77, died after a long illness at a local hospital. Lawrence after retirement in 1964 went the way of a gentleman farmer in Gorham.

## Waterville Shops

Retired officials Joe Rourke and Lawrence Sparrow were recent visitors and had a grand tour of the Shop. They were both instantly recognized and welcomed throughout the Shop.

Laborers Keith Wilbur and Henry Pooler participated in the Waterville walkathon for the benefit of the March of Dimes, sponsored by the Waterville Jaycees. The hike was fifteen miles and both Keith and Henry completed the prescribed route.

Linanne, age 6, and Cheryl, age 5, Nye are granddaughters of retired carman painter and Mrs. Earl McCaslin. Their mother, Dianne M. Nye, was a home economics teacher at Messalonskee High School in Oakland. Their father, Lincoln H. Nye, a former employee of Maine Central, is now a chief marine engineer, employed by Gulf Oil Corporation.

Rebecca Arlene is the five-month-old daughter of Timothy and Debra McKeil Michaud. The proud grandparents are machinist and Mrs. John McKeil. John is a second generation rail-roader with nearly thirty-six years' service.

Florien Warren, now employed as a watchman after a number of years in the Waterville Yard, reports he and his wife became grandparents May 22, 1978, with an eight-pound boy, Michael Joseph.

Machinists Cecil Carmichael, John Larracy and Carrol Emery, clerk Don Berard, crane operator Ken Philbrick and carman Raymond Taylor have resigned to apply for their annuity. We wish each of them a happy retirement.

Retired carman Arnold Boivin passed away recently. His son is watchman Maynard Boivin. We extend our sympathy to the family.

Sympathy is extended to the family of Stanley Richardson who passed away recently. Mr. Richardson was the father of machinist Wade Richardson.

## Waterville Station

B&B foreman Ernie Henry is very proud of his little pumpkin, but not the kind you find in a garden. Pumpkin is his little grandson Ryan, who was one year old in June. Ryan is the son of signalman Alan and Susan Veilleux who are living with Ernie and Trudy while awaiting construction of their new home in Clinton.

Track supervisor Donn Wolfe and wife Phyllis vacationed in Nova Scotia and New Brunswick in early June.

Supervisor work equipment Roland Giroux and wife Dot vacationed in Florida along with their son Bruce and daughter-in-law Long. Bruce is a music teacher in Georgia.

Tower operator Cliff Dunn was blessed with three new grandsons within three days in April. First, Cliff's daughter gave birth to twin boys, Danny and David, and then Cliff's daughter-in-law presented the family with a boy. Congratulations to all the Dunks!

June 23 was wedding bell day for division crew foreman, Edmond P. Veilleux, and Betty Weber. Best wishes to both of you!

Trackman Christopher H. Spencer and Coleen Bowdoin were married on May 12 in Waterville. Chris is the son of division crew foreman Howard T. Spencer and the grandson of retired section foreman Mike Spencer.

Trackman James Auclair and Therese Grenier will be married in early July. Therese is the daughter of Waterville Shop clerk Arthur Grenier.

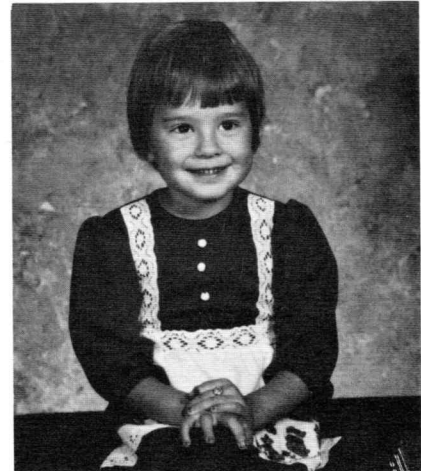
Lucette Huard, Engineering Department, traveled to Washington, D.C., Williamsburg, Virginia and New York City as a chaperone for the Winslow High School Band.

A party was held in Waterville May 27 for former division engineer W.G. (Bill) Schloth. Bill has accepted a position as project engineer for the Long Island Railroad in New York. Best of luck in your new venture, Bill!

Retired scale inspector Al Henderson was a recent visitor in Waterville. Al and his wife have been keeping busy taking dancing lessons and traveling. They became great grandparents this spring.



*Linanne Nye*



*Cheryl Nye*



*Rebecca Arlene Michaud*



*Heidi Nelson is the daughter of truck driver Dennis and Mrs. Nelson.*



Retired track supervisor Maurice Thorne was also a visitor recently. He just returned from Florida where he spent the winter.

Dick Fecteau is also a frequent visitor. He comes in early in the morning to see his old friends before they start their day's work.

Joyce Begin, daughter of Engineering Department clerk Dot Begin and Cornelius Begin, Jr., graduated from Winslow High School. She plans to attend the Central Maine Medical Center School of Nursing in Lewiston. While in high school, she served as secretary of the Student Council, delegate to Dirigo Girls' State, was a member of the National Honor Society and a varsity cheerleader.

John Wolfe, son of track supervisor Donn and Mrs. Phyllis Wolfe, graduated from Winslow High School. He was a member of the National Honor Society and also attended Dirigo Boys' State. He plans to work for awhile and return to school in 1979.

David W. Snow, son of car clerk Elaine and car checker Ken Snow, graduated from Winslow High School. David was on the Varsity Basketball team in his Junior and Senior years. He will be attending Maine Maritime Academy in the fall.

## Waterville Yard

We hear that Romeo LeCompte, retired conductor, was admitted to Maine Medical Center in Portland for surgery. We hope the operation was a success and that he is up and around.

Conductor Bill Welch was off duty awhile ago for being run over by a wheel chair. We don't know exactly how many toes were involved, but they must have been sore. It will teach you, Bill, to run around the house without shoes.

Conductor Guy Core, an avid ham operator who does quite a bit of transmitting with people all over the world, was amazed at a great discovery through his many friends. He made contact with a former Scarborough man, a Dr. Haggius who now resides in Puerto Rico. Seems Dr. Haggius is a great friend of former assistant superintendent A.C.P. Lennon, who now resides across the street from Dr. Haggius. Arrangements were made between Guy and Dr. Haggius one evening to make a hook-up with telephone by way of radio to talk to Mr. Lennon. As a great surprise to Mr. and Mrs. Lennon, various people at the Yard Office met for the great occasion. Mr. Lennon's daughter was present with assistant superintendent Bill Bick-

ford, yardmaster Bouchard and others, and all spoke to Mr. Lennon. With a few tears and much laughter, it was a very happy occasion for all. They hope to repeat the same performance in the near future.

Our condolences to the family of "Skip" Houdlette, retired engineer who passed away recently.

Yardmaster Tom Barnett is at home recuperating from an operation. We all send him our best wishes for a quick recovery so that he soon may be back to work.

## Retirees

Herb Sullivan, signal supervisor, and Charlotte flew to Las Vegas on June 3, thence to San Francisco and other points on the West Coast for a vacation of 17 days. Knowing them, they will have a ball! Also, Sully has a new Beagle dog for chasing rabbits.

We were all saddened by the death of Walter O. Emery May 27. He retired as electrician from the Portland Terminal Company several years ago. He and Mrs. Emery lived in Florida in the winter and had a cottage at Moosehead during the summer. We shall miss him.

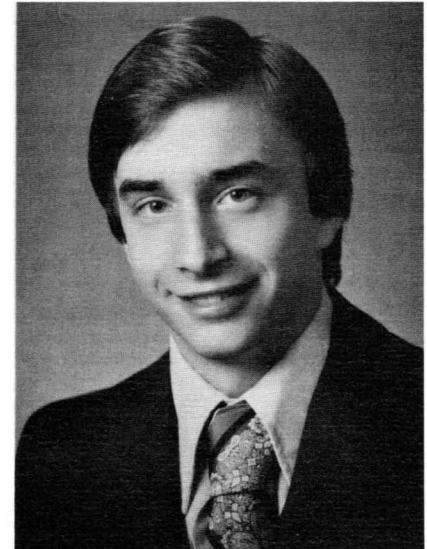
Having "graduated" June 2 into the ranks of retirees, any doubts have drifted away like smoke. It's a great feeling! Many thanks to all; my signal boys for participating, the cake party in the General Office Building, my beautiful wall clock, gifts, many cards, and all five photographers. I started unraveling when Peggy Berry pinned the corsage on, and after the nice speech by Brad Peters, was nothing but a ball of yarn. Phil Lentz made a good Master of Ceremonies, and it was a very happy occasion. Guests included Herb Sullivan, Ruth Kelley, Cora Hoy, Rosemary McDonough, James Small, Ray Ryder, and Lin Lamson. "Mr. Maine Central" himself, Tate Cummings, looked just beautiful. Other guests, not retired, were husband Vinnie, relatives Marj and Lin Cook, Jan and Bucky Maddocks of Ellsworth (nephew), Florence and Lee Kelly, Jeff Pride, Wendell Quimby, Bert Wetmore, Bill Johnson, and Al Cannell. Guess they came to be sure I didn't change my mind again!

MARY MORSE

Retirees should send news for this column to Mary E. Morse, 12 Riggs Street, Portland, Maine 04102. Let's keep up with news about each other, grandchildren, weddings, trips, etc.



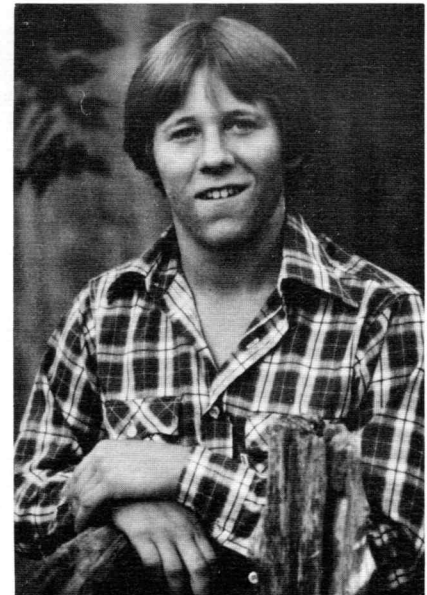
Joyce Begin



John Wolfe



Rene Jacques from the Waterville Shops, admiring the new paint scheme on Caboose No. 640. Rene was recently host on the Metro Track where an open house was held. Members of the 470 Club had a tour of Waterville Shops and Yard on the same day.

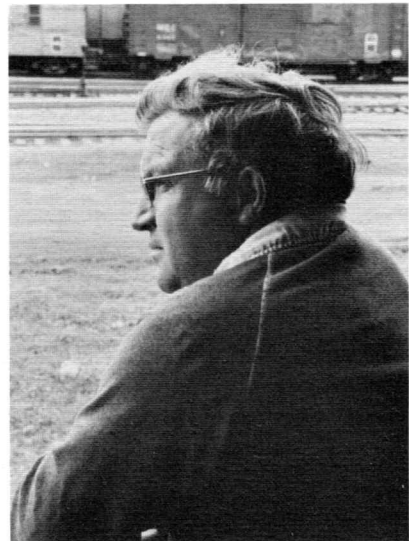


David Snow

All photos on this page by assistant editor Arthur Doucette.



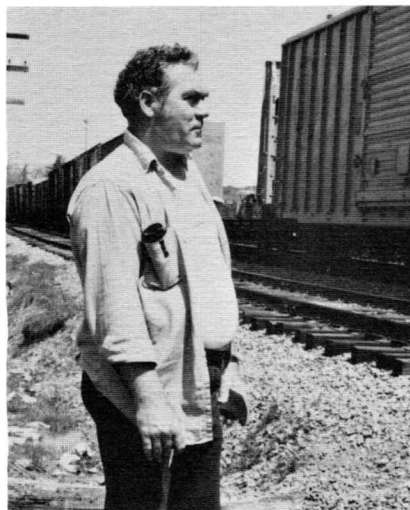
Car inspector Jim Poulin is ready for action while inspecting RB-1 at the east end of Waterville Yard.



Engineer Bob Hooper is seen looking ahead for signals from the ground crew.



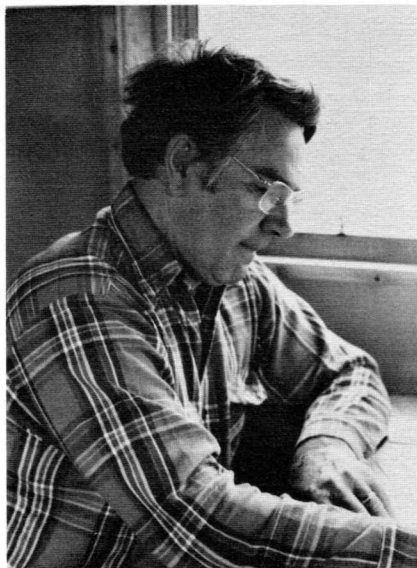
Spare conductor and brakeman D.P. "Pat" Holt who has given up his night job for spare board work.



Car inspector George Buck caught by surprise by the cameraman. Here he is shown inspecting train RB-1 at the east end of Waterville Yard.



Spare engineer Johnny Gray at Waterville Yard at the throttle looking out for action.



Here is Conductor Earl McInnis of RB-1 doing his usual task—working on his wheel report in his caboose. Earl does a little bit of free lance writing in his spare time for various newspapers and magazines.



Here is conductor Victor "Grumpy" Tardiff. Sometimes he has to use a little force for obedience to the rules. At the receiving end is Ken Fitton, head brakeman, begging for mercy. The hammer is made of plastic, so the punishment is not too severe. Note the smile on Ken's face.

## Myth:

It takes a lot of fuel to move a heavy load.



## Fact:

On today's railroads, one gallon of fuel moves a ton of freight 280 miles.

Most automobiles made in Detroit can go about 100 miles to the gallon—if they move by railroad. The same goes for most other goods that move by rail. Today, railroads use less than one-third as much fuel as trucks, on the average, to move big loads.

And railroads are working to save even more fuel in the future—with entire trains of grain or coal that require less energy than either barges or pipelines, with new space-age technology, with improved operating practices.

Piggybacking—the movement of truck trailers and containers on railroad flatcars—is the fastest growing part of the railroad business. It not only saves fuel, it reduces traffic congestion and improves highway safety by taking more than 2 million truckloads off the roads each year.

The Department of Transportation expects the nation's freight load to double by the year 2000 and the railroads' share to grow even faster. One important reason for this is that the existing rail system already has the capacity to handle many more trains. Another is the railroads' proven fuel efficiency.

Last year the railroads spent a record \$9 billion for track and equipment improvements that will allow them to handle more freight with greater efficiency than ever before—saving both fuel and money.

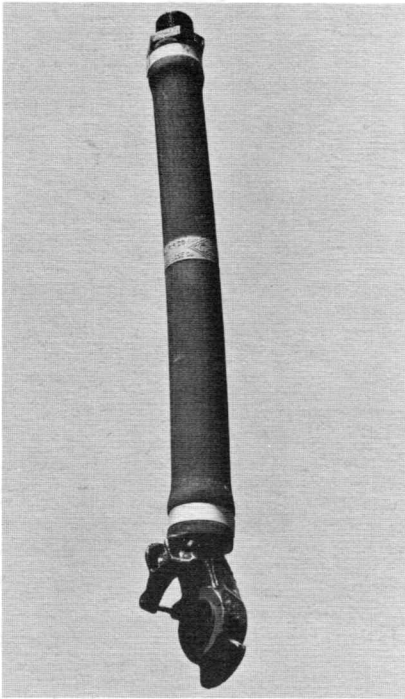
Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

## Surprise:

We've been working on the railroad.

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## Number One – Regrettably

Who would have thought that the lowly air hose would be number one. A recent survey to determine sources of injury to Maine Central trainmen revealed the surprising fact that the most frequent cause of personal injury to employees resulted from their being struck by a flailing air hose. The time span of the study was the three-year period from 1975 through 1977. A charged air hose improperly handled can deliver a vicious blow anywhere from a person's knee to his head.

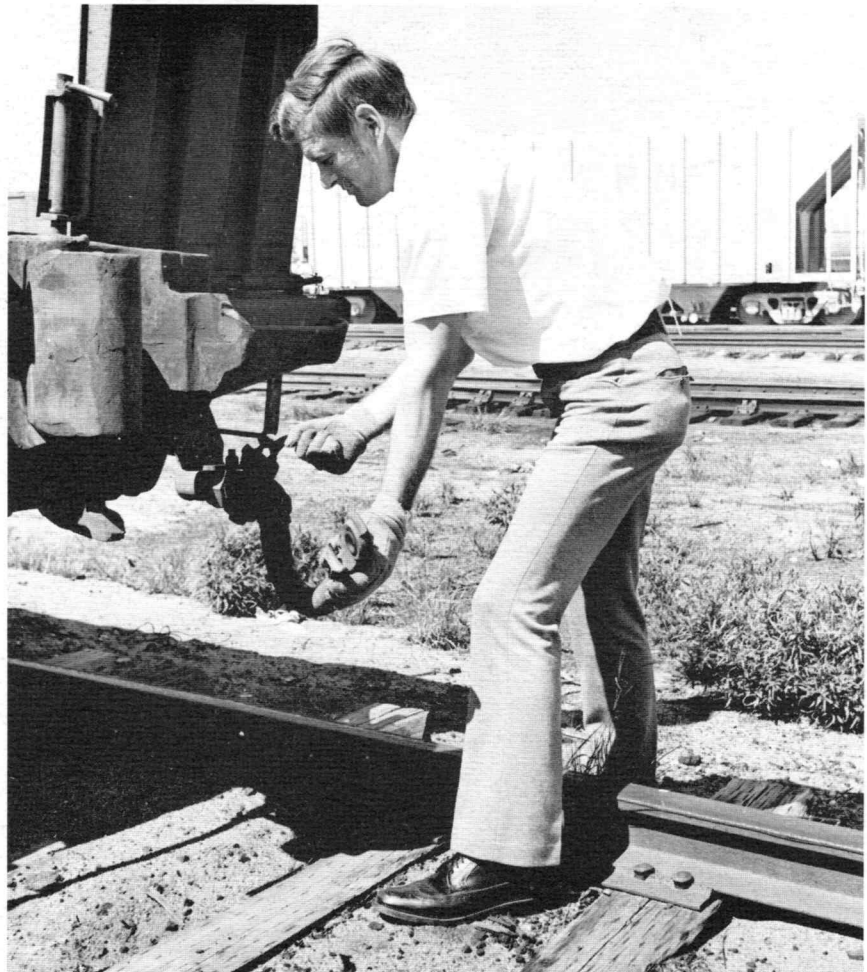
Many trainmen have recently seen a safety film, demonstrating the proper way to work with air hoses. Air hoses, under pressure, can be compared to a

canvas and steel snake capable of striking a swift, painful blow to a person's body.

Air hoses don't have to be dangerous. The key to safety around air hoses is the angle cock. Before you put a hand on an air hose, be sure the angle cock is shut. Grip the air hose just behind the glad hand so it can't swing around and strike your body. Safe footing is a factor and it is advisable to

straddle the rail if possible. When uncoupling, treat the hoses as if they were still under pressure even though you have already shut the angle cock. In dumping air, get a good grip on the hose just behind the glad hand, a grip that won't slip before turning the angle cock on.

With a little effort from every trainman, we can knock the air hose out of that number one position.



*David E. Mahon, rules examiner, demonstrates "dumping air" safely. Note the correct procedures: placement of feet, firm grip of loose end of air hose with left hand, and use of gloves.*