

BOSTON & MAINE RAILROAD  
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# MAINE CENTRAL

# MESSENGER



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**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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COVER PHOTO

Maine Central directors inspected the system when the Railroad's Business Car 333 was brought out for the first time in several years in September. The top photo is at Rigby Yard at departure. The train consisted of locomotive 573, a combine, a renovated passenger coach and the Business Car. The bottom photo shows the 333 as it passed behind the Railroad's General Office Building in Portland.



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the  
good  
life

by  
Stan Milton

*(Reprinted from The Shopping Notes. Stan Milton owns an advertising agency in the Portland area and his columns frequent many Maine publications.)*

I heard a train whistle wailing in the distance the other night and a funny thing happened. The pages of my book were turned back to other years and other people. Names such as: Harold Finnemore, Ernie Bowie, Bill Mingo, Harry Alward, Jim McGregor, Joe McKinney, Eddie Osborne (the only black man in Waterville, born into slavery, freed to become a good railroader and the only man ever to hit a baseball from the old Colby College home plate over the steeple of the College Chapel). And the names go on and on. They were railroad men, like my father and my grandfather.

The men and women ate, slept and talked railroad. It was a way of life for most of the kids growing up in the neighborhood. On the cusp of the great depression, over all, the railroad had been pretty good to its people. Everybody got a little something as the Maine Central struggled to survive and anxiously looked forward to better times.

As I heard that familiar sound in the night, the memories of the stories that were told and the sights I saw were reborn. I guess, all things being equal, they were beautiful and exciting memories that I treasure.

Raymond Ervin Spear is part of these memories. "Six foot three in his stockin' feet" is the way they described him. He was a big handsome man with his "railroader's cap" jauntily tilted to one side of his head. His crooked grin could become a frown faster than any person I've ever met. He swore loudly and he cried easily. He was as gentle and kind as a lamb, and as ugly as a bear, depending upon how the spirit moved, and that could happen very quickly. "Jig" Spear was my grandfather and he worked at what he loved best—the Maine Central.

The lack of color was never one of Spear's liabilities. He had the reputation of taking over a train, from a sick engineer in the midst of a time-makin' run. It was said that he once came upon two roughneck hobos beating up one of his slightly-built fellow workers, and he took them both "to the cleaners" and turned them over to local law to boot. When he walked into a room, they knew he was there, and when they needed a favor, they could always depend on him.

He was witty. He was wry. He was a master of the cliché. He talked in similies a lot of the time and he was never one to pass up a "good Maine expression." He hunted "hard" and he fished "hard," and enjoyed telling stories about the fish he caught and the deer he shot, and he was a master at exaggeration.

Railroad men were like that in those days. Good talk and cribbage was how they passed the time. Pride in themselves was how they made some pretty tough working moments bearable. They knew their "line" and they knew the men on their "line." They played an important role in moving our beautiful Maine right along nicely.

On a quiet night, when the TV is not in operation, and there is no stereo beating out the sounds of today's music, what a thrill it is to rekindle wonderful memories of another time with the help of the sound of a distant whistle.

# its our opinion

## A River Called Niagara

A recent *Messenger* editorial, "Facilis Descensus Avernus," pointed to the tragically dangerous trends now evident in our economy. Some of these trends threaten the true value of every bank account, insurance policy, savings bond, annuity or other asset measured in dollar amount.

One may liken our situation to a group of men going down an unknown river in a boat. The little craft has entered rapids which alarm the crew, but not unduly, since there is the expectation the rapids will shortly give way to dead-water. What the crew does not know is that the name of the river is NIAGARA. Our government, while perhaps becoming less sanguine about the approaching flatwater, is still hopeful and is making every effort to avoid any rocking of the boat while doing little to change its course or attempt a landing on the rocky shore.

There is no easy way out of our present situation. One can properly call it a dilemma composed of two major facets, one international and the other domestic. The international side involves an excess of imports; the domestic—mistaken tax policies and excess spending.

On the international side, we have bought a lot more goods from other countries than they have purchased from us. This imbalance has been made worse by the increased cost of oil imports. Formerly the dollar was considered the equivalent of gold; the dollars which piled up abroad due to our heavy buying were added to foreign bank reserves. So the U. S. had a temporary exemption from the discipline which the balance of payment problem normally imposes. In 1971, our trading partners began to ask for settlement in gold. So, on August 15, 1971 the gold window was closed, and as dollars continued to pile up abroad there was a dollar glut, and an ever-lower selling price. The mark, franc and yen soared. Unless we act firmly, the end will be a destroyed dollar. The prospect has resulted in protest from holders of dollars worldwide, who ask that our government do something to preserve the value of the dollar.

Let us return to our boat in the Niagara River. We must seek to stop its rapid and accelerating progress—perhaps by throwing out a grapnel, and when it catches, letting out more cable at a decreasing rate until the craft can be held against the current. Not easy—but we must do it!

Surely we must reduce our use of imported oil! Administration proposals for increased taxes on motor fuels have not been well received—but short of rationing, which no one wants, there seems no other way of cutting the consumption of gasoline. To reduce consumption, the federal tax on gasoline should be sharply increased, along with related taxes on other motor fuels. But to give people a chance to accommodate to the increase, it should be progressive. Increased fuel taxes should help bring about an appreciable reduction in oil consumption and greatly help our balance of payments—not to mention the reduction in the federal deficit from the extra taxes.

A rebate on the tax to bus lines would give these fuel-efficient carriers greater ability to compete and save much fuel. Much motor fuel is consumed by motor carriers of freight which should have no exemption from the increased taxes. Government assistance should be available to promote "piggybacking" of trailers and containers on railroad flatcars, the most fuel-efficient method of surface movement of freight. Motor carrier hauls in excess of set limits should be progressively restricted.

The other great use of oil is for heat and power. There already is a slow-moving program for conversion from oil to coal by industries and utilities. This should be pushed—possibly by tax incentives. The development of the "fluid bed" method of burning coal to use high sulphur coal without pollution should be developed. The burning of waste for fuel (as bark by paper companies) should be expanded. In the Northeast, where once domestically produced anthracite was the near-universal househeating fuel, every effort should be made to bring it back. As a byproduct, this might well solve the northeast railroad crisis. An overall integrated national energy policy must be adopted and carried forward energetically.

Our government is hampered by the interrelated second or domestic side of our situation, on which it is much easier NOT to act.

Federal expenditures rise in inexorable fashion, month after month and year after year. If you or I were to live as the government does, we would land in the bankruptcy court; we would lose our homes, our salaries would be garnished and our standard of living would drop catastrophically.

How can the government avoid a similar fate? The answer is—it can't—but by a variety of stratagems it can postpone that fate for quite a while. To return to our parallel of the boat on the Niagara River—it can have a fast, exciting ride until it goes over the brink.

So, what happens when funds to pay for all the expenditures which we cannot afford, but which in Congress' opinion we cannot afford not to make, have to be found? The answer is easy. Uncle Sam simply prints the money. The process amounts to monetizing the deficit.

And, as circulating money in one form or another increases without any corresponding increase in goods, prices rise and we have inflation. Now the question is—why doesn't the government call a halt? Well! No one wants to vote against Santa Claus—and few will admit that there is no Santa Claus.

To return to our boat in the Niagara River, if we stay in the channel we can continue for a time safely down the stream, whereas an attempt to reach shore through the rock-strewn shallows might well upset the boat, with some loss of life. Meantime, the pilot of our boat fails to face up to what is going to happen a little time after Goat Island comes into view.



Or to return to the economic terms, what is going to happen when coffee is \$100 a cup and the dollar is virtually worthless? Clearly, the situation will be pretty close to what the bankruptcy court does to a prodigal spendthrift.

But equally clearly, it takes enormous intestinal fortitude even to try to stop the relatively smooth onrush of our boat, or the present not-too-rough course of our economy. With necessary prompt action, inevitably there will be hardships; maybe our leaders are thinking, like Dickens' Mr. McCawber, that something will turn up. Unless we try, nothing will turn up! And unless we stick to economic matters and not use social reform to redistribute even more extensively property from the haves to the have nots, we shall all be together when we get our heads crushed on the rocks at the foot of Niagara.

So what do we do? Remember, it is our capitalistic system of free enterprise which has built up our country and has paid for the welfare benefits which a generous Congress has accorded our citizens.

The essence of capitalism is the ability to place capital in a promising but risky venture and have it become in a few years a great success, to make a large sum of money, then to dispose of the enlarged, successful enterprise to the less venturesome and to replace the capital in another promising venture. From such successful enterprises has come our magnificent western world.

Congress for many years heeded the advice of scholars and businessmen that capital gains, which many countries do not tax at all, are not income, and that to preserve our economic system, capital gains should not be taxed as if they were income. For many years the maximum tax on long-term gains was limited to 25%, but now, Congress has increased this tax so that at maximum it is about doubled. The result is that venturesome investment in new undertakings is made much less attractive and tends to be restricted.

Consider that with our monetary unit, the dollar, dropping in value, the value at this time of any enterprise in current dollars may be multiplied by a factor of two or three when measured in ever softer paper dollars instead of hard dollars. But the capital gains tax is figured as if the soft dollars coming out of the enterprise were equivalent to the hard dollars which went in. So the true rate of tax is very much greater than the statutory amount.

In many cases, where much of the apparent gain is the result of the decline of the dollar, the application of a capital gains tax is not taxation of profits but confiscation of capital. This is a situation familiar to everyone who has sold a house on which he had a mortgage. The house may well have doubled in value, and the owner's equity has perhaps multiplied by a factor of four or five. Here the obvious inequity of taxing the gain caused in so great a part by a shrinking dollar is recognized by Congress—so the householder selling out has chance for a year to buy another house (a year and a half if he builds) without payment of any capital gains tax whatsoever. But not the holder of investment capital, who, by his potential reinvestment could create many new jobs and new enterprises and greatly contribute to our national well being. If he acts, he must pay capital gains taxes—so, often he just sits tight.

There is a name for this process of immobilizing capital. It is known as "Killing the goose that laid the golden egg." And it is a sad commentary on our leaders that a proposal to relax capital gains tax should be pejoratively labeled as "a tax relief project for millionaires."

What then should be done to reform capital gains taxation to promote growth?

First of all one must state that, based on the term of

holding of investments prior to sale, there should be a gradual transition from ordinary income to capital gains. The portion of the profit determined to be ordinary income should be taxed as such. The portion, if any, determined to be capital gains should not be taxed at all.

Reform of capital gains taxes, a vital necessity, is but one step to getting us back to a condition in which we are not threatened by disaster. Another is the elimination of the present double taxation of dividends.

When the individual owner of a business makes a profit, he pays an income tax on his profit, and thereafter the funds are his to do with as he may decide. When a company makes a profit, it pays an income tax on its profit and then uses the money either in the business, or, if the directors so decide, it pays a dividend to its shareholders. The shareholders, in turn, pay an income tax upon the sum received—even though the company has previously paid an income tax on the same money. This unfair double taxation should be eliminated—perhaps by allowing the corporation to deduct dividends paid as a business expense, just as interest is now deducted.

The final and equally crucial element necessary to save us, make our grapnel catch and stop our little boat in the fiscal rapids of Niagara, is the matter of economy in government. At present, federal expenses rise and rise. The tide may be turning as members of Congress now find renewed interest in economy in government. But actions speak louder than words! Whatever else may happen, Congress must cut back. Without this, nothing can save the dollar and us! To return to the men in the boat, it is indeed the ever-growing federal deficit which adds power to the current of the stream which carries us all toward disaster at the falls. Where the savings can best be made is beyond the scope of this paper. But the job must be done!

If Congress does not act, the 20th Century, which has seen our America reach its greatest level of power and influence, will also see our catastrophic decline. Without successful action, the day will come when archaeologists will wonder at the pile of bones and broken metal fastenings at the foot of Niagara Falls, where our boat has met its doom.

*Eric Paulman Smith*



Postscript: At press time, White House opposition considerably watered down congressional proposals for capital gains tax reform. Though any improvement, as in the recently enacted legislation, is good, the changes Congress wanted and more are still badly needed!

A limited energy bill has been approved by Congress. But the spending issue remains!

# triple crown

Ralph Wendelaar of Spruce Head, Maine is a caboose fanatic. For 43 years he has modeled caboose cars, but it was his 123rd caboose model that brought him honors beyond any of his dreams. It was at the National Model Railroad Association competition in Dearborn, Michigan, attended by over 2000 modelers, that Ralph won the triple crown of railroad modeling.

Ralph first learned that his one-inch-per-foot scale, scratch-built replica of Pennsylvania Caboose No. 997482 had won the Brass Lantern Award, the highest honor given at the competition by the United Transportation Union. He then learned that his Erie Caboose No. 04732, a one-inch scale model that he built in 1974, had taken second place in the overall NMRA competition. But if euphoria was the emotion experienced by Ralph at this time, it was replaced by complete shock when it was announced that his Pennsylvania Caboose had also won the first place award in the National Model Railroad competition. He had walked off with most of the top awards even though it was the first time he had entered the national competition.

The detail in each of Ralph's works is extraordinary. For his PRR caboose he worked with detailed plans, photographs taken in 1915, and pages of data. The finished product is nearly two feet in length and everything works, including the brakes, couplers, wheels, and even the sink. There is a stove with a cast iron skillet, a galvanized sink with a stopper made from a pencil eraser, a table with table cloth and utensils, tin cups made from .22 caliber cartridges, curtains, an ice box, a mop, a broom, pillows, blankets, and even a commode. But the real surprise is the roll of toilet paper, made from actual tissue cut down to exact scale and rolled to the proper size. Gauze and adhesive tape are also the real thing and are stored in a first aid kit which goes under one of the bunk seats.

In all, over 10,000 pieces went into Ralph's 123rd caboose, the Pennsylvania No. 997482. Maybe it was one single touch that brought the PRR caboose the two top awards. As a judge looked into the caboose toward the end

of the competition, he observed an odor that is familiar to anyone who has been inside a full-sized caboose. The aroma was accomplished by soaking the caboose floor boards with kerosene.

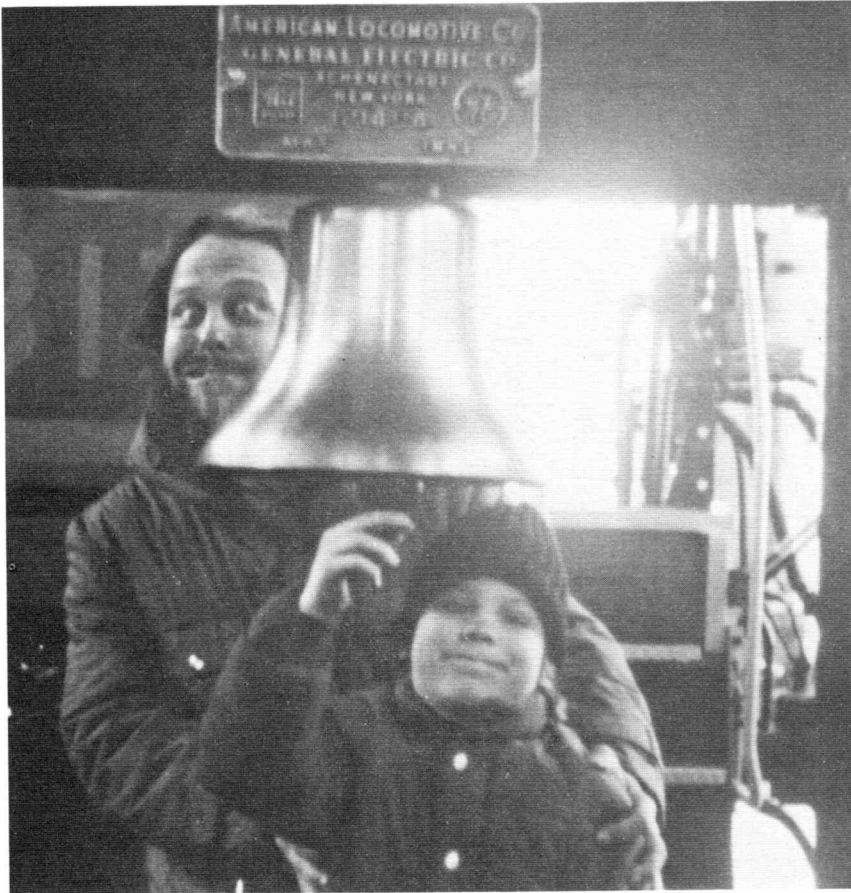
Ralph began his caboose fanaticism when Wallace "Skeet" Shaffer, an Erie conductor, was willing to answer a multitude of questions from a youngster who was drawn to the mystique of caboose cars. Ralph named his second place award-winning Erie caboose in

memory of Shaffer, the man who started it all. He is now talking with representatives of the Owls Head Transportation Museum to make arrangements to leave his extensive collection of caboose cars to the organization.

Where does he go from here? Ralph intends to fashion one more one-inch scale model caboose—Maine Central Railroad's 614. It will be dedicated to his friend, retired Maine Central conductor John Keating of South Portland.



*Ralph Wendelaar of Spruce Head poses with his Pennsylvania Caboose. He won three honors in the National Model Railroad Association competition. Photo by Emmett Meara.*



*Peter Schickele of P.D.Q. Bach fame and his son at Rigby Enginehouse. Photo by Geoffrey Doughty.*

# a professor who was taken for a ride

By  
Geoffrey H. Doughty

Back in March the Portland Symphony Orchestra had as one of its guest artists the renowned (perhaps "notorious" would be better) renegade musicologist, Professor Peter Schickele, of P. D. Q. Bach fame. The professor arrived on a cold but clear Sunday afternoon, along with his small troupe: his stage manager Bill Walters and eight-year-old Matthew Schickele. The latter gets to travel

with his father once a year, and this year the trip was to Portland, Maine. Schickele and Walters had been in Portland before and returned this time, thinking that perhaps the effects of the concert they had given six years earlier had worn off and it was safe to come back.

After the first rehearsal that evening and during the course of a meal at a local establishment, Schickele asked if a tour of a railroad facility could be arranged for his son Matthew. I wasn't sure exactly what I could come up

with, but I told Schickele that something might possibly be arranged.

I knew that the Portland Terminal put on a rather good show at Rigby for school children, and after talking with Brad Peters, permission was obtained for Matthew to be shown the roundhouse and shop areas, with myself as an escort, of sorts. Somebody would be on hand Tuesday to show us around. I thanked Brad for his help, and after picking up the necessary papers for Matthew's father to sign, I was on my way for a radio interview with the professor.

It is appropriate to tell you something about Peter Schickele. Schickele is a graduate of Swarthmore College and the Julliard School of Music. He composes serious music, but his main claim to fame has been his "discovery" of a garbage truckful of compositions by what has been up to now the most avoided composer in history, P. D. Q. Bach, the last and least of J. S. Bach's twenty-odd children "and also the oddest." Schickele is a professor of music on permanent leave of absence from the University of Southern North Dakota at Hoople. What is this man like as a person? Well, take a ten-year-old boy, add twenty-five years and a beard, and that is Peter Schickele. When I told him that the Railroad would be happy to have Matthew as a guest on its property, he was very pleased. But, as I described what Matthew would be shown, he began to show more enthusiasm until he decided that he'd like to see the place too!

At the appointed hour the next day we arrived at the roundhouse and were first treated to a short demonstration ride. This was quite a surprise as none of our guests had ridden on an engine before, let alone a turntable! The hostler in charge filled everybody in on what he was doing to run the engine, and while Matthew watched out the window and waved to bystanders, Schickele tried to learn what made a train run and stop. After a short ride down the test track, our guide took us on a tour of the enginehouse. I must say, Bob Messer and his men put on a very impressive show.

Back in the car, after several rounds of taking pictures, I presented Matthew with an assortment of material obtained in the Public Relations Office. Matthew was quite pleased and at this point he was rather worn out.

A while ago I received a note from Schickele who expressed his gratitude for our hospitality and for providing Matthew and him with a most memorable adventure. He sent us, "Boxcars full of thanks."

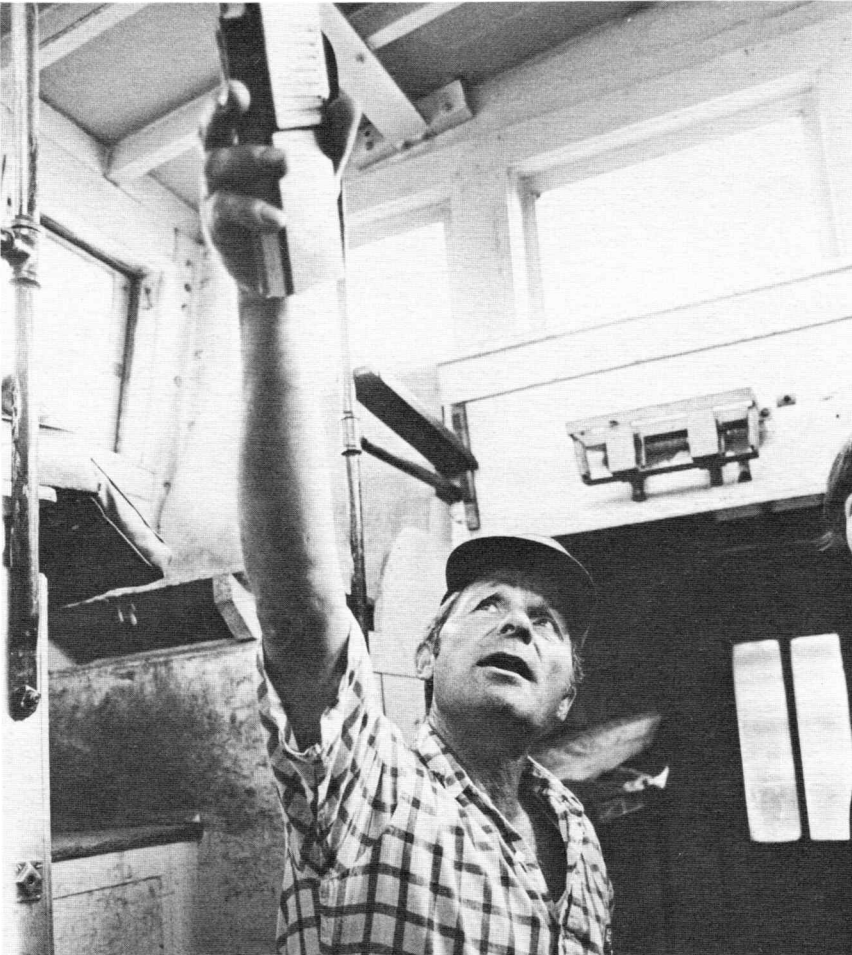
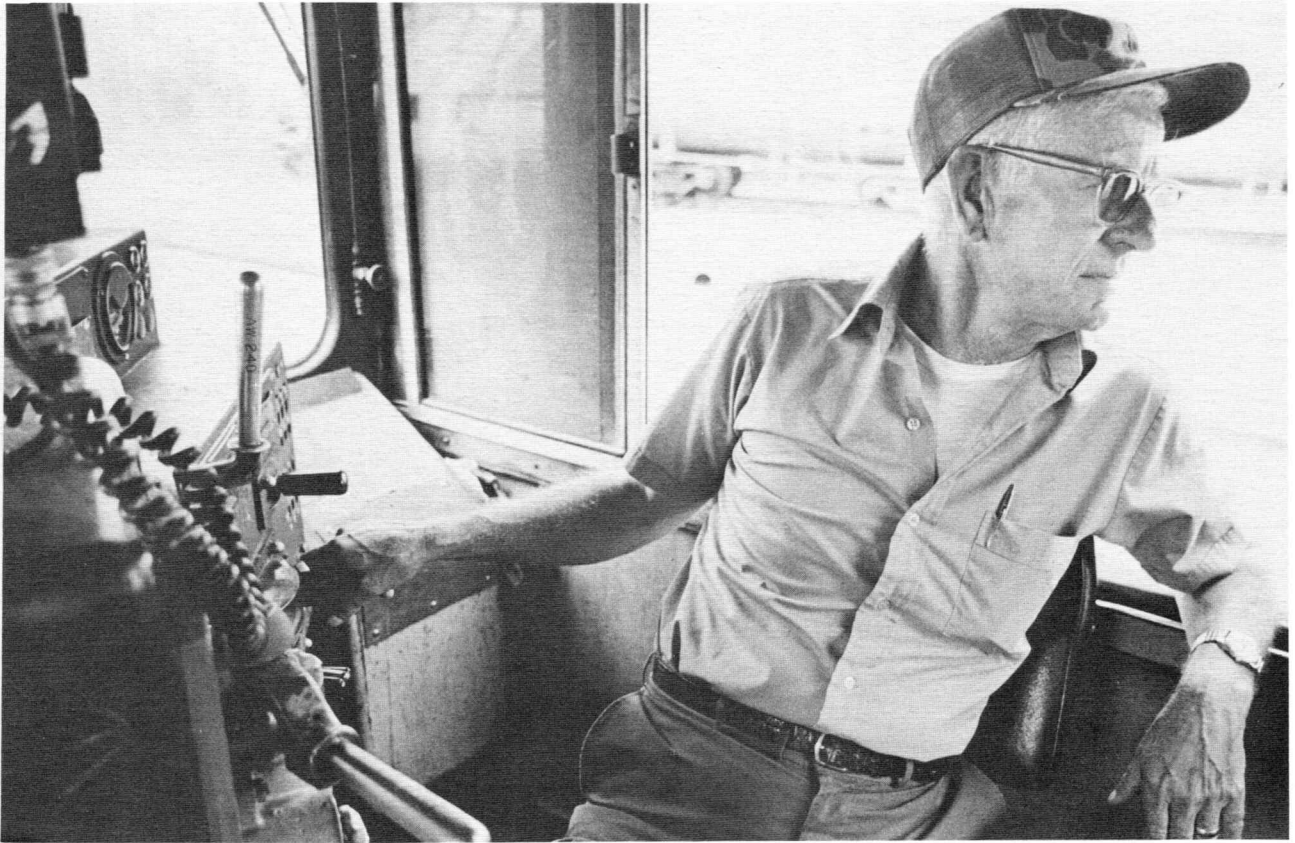
# a trip to somerset

Maine Central has two yard switchers working out of Waterville which serve the new Somerset Pulp Mill of Scott Paper Company. Photographer Lynn Mosher of the Waterville Morning Sentinel captured a day with the crew of Switcher 9.

PHOTOS BY LYNN MOSHER

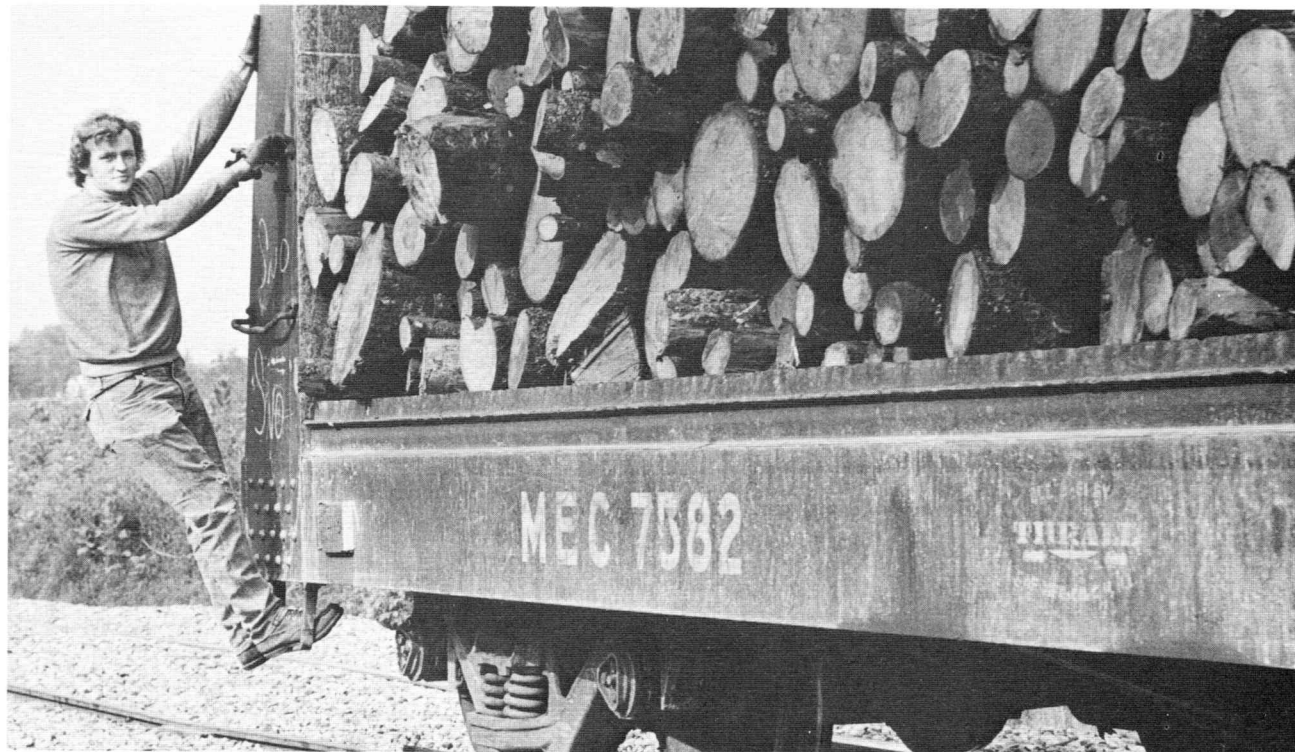


*Brakeman Lucien Lefevre throws a switch on the way to serving the new Scott Paper Company Somerset Pulp Mill.*

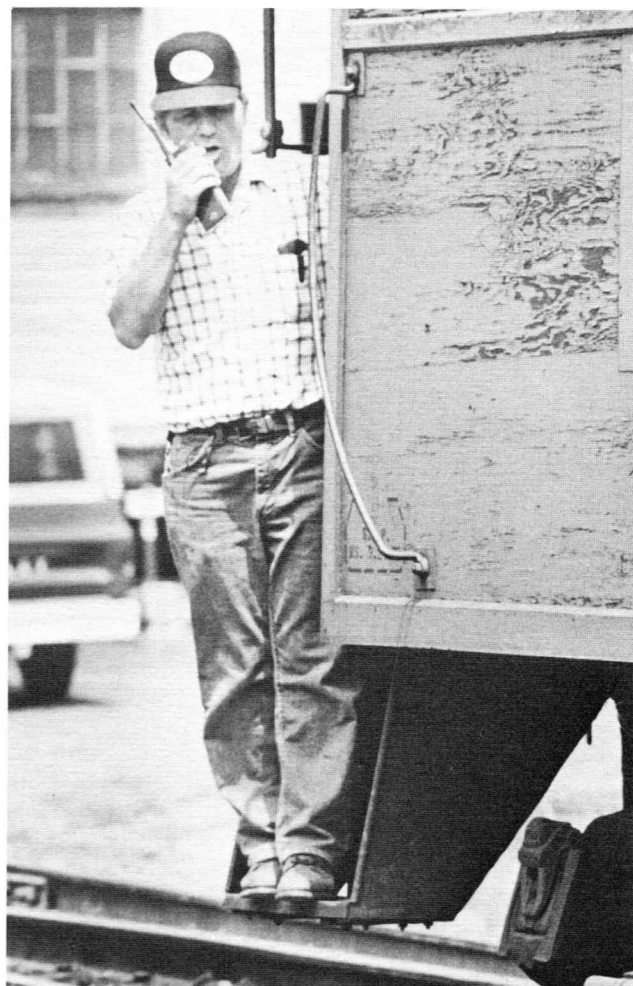
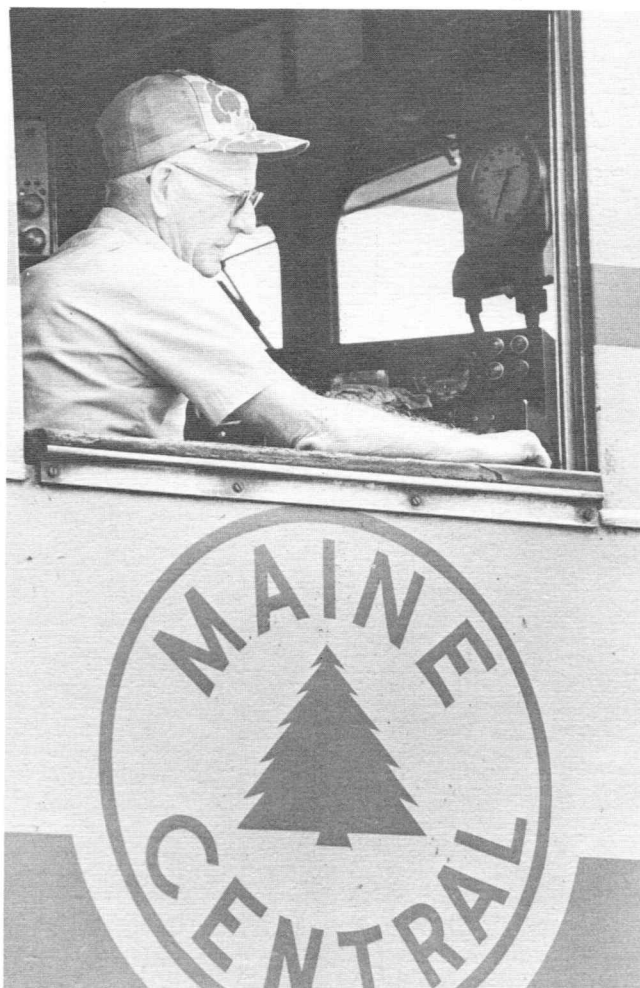


*Top photo is engineer Charles Kimball operating the locomotive for Switcher 9 at the Somerset Mill. Left photo is conductor Mark Michaud in the caboose.*





Above, flagman Greg Mahone rides a flatcar loaded with pulpwood for Keyes Fibre at Shawmut. Below, left, engineer Charles Kimball watches carefully as he switches the Somerset Mill. Below, right, conductor Mark Michaud communicates with the head end of the train.



# news briefs

## Messenger Honored

The Maine Central Messenger has been recognized for Best Use of Opinion Articles in the annual international competition of the Association of Railroad Editors. This Association is made up of over 60 editors of railroad, railroad labor and railroad supply publications in the United States, Canada and Mexico. It is the country's oldest industrial editors' organization.

Maine Central also won the award for Best Use of Opinion Articles in 1974 and the Photo of the Year Award last year. The editorials submitted for the 1978 competition were authored by Bradley Peters, vice president. One article was a detailed opposition to government ownership of railroad rights-of-way titled "Thanks, But No Thanks, Senator." Another was an editorial titled "The Virtue of Fairness," which expressed the railroad position concerning the Maine Indian Land Claims Case. The third submission was titled "The Presidency" and reviewed E. Spencer Miller's 25 years as president of Maine Central.

The 1978 award for Best Overall Publication went to Union Pacific Railroad and Bangor and Aroostook Railroad won the Best Magazine Award.

## Boise Cascade Expansion

In August Boise Cascade Corporation announced a \$189 million dollar expansion of its Rumford mill. A new paper machine will increase production by 450 tons per day by 1981. This announcement followed by only two months the word that the Rumford mill would spend \$60 million for a new recovery boiler.

According to Raymond Taylor, resident manager of the mill, the expansion project will create 800 construction jobs and increase the annual payroll of the mill to about \$35 million. He said the new expansion will mean about 120 new permanent jobs.

Charles Faries, vice president-manufacturing, said the key factor in the decision to expand at Rumford was the availability of skilled workers. "This commitment of capital to the

Rumford mill emphasizes the confidence we have in our employees, the community, Maine and the East Coast paper market," he said.

The \$249 million investment in the Rumford mill is the largest single investment Boise Cascade has made in any one of its chain of 17 mills. The increased production resulting from the new paper machine will increase substantially Maine Central's traffic from the Rumford paper mill.

## Dr. Morrill Shapiro

Dr. Morrill Shapiro, Maine Central's chief medical officer, died August 14 at 54. He was a general surgeon in the Portland area and an active staff member of the Maine Medical Center, Mercy Hospital, Westbrook Community Hospital, and Portland City Hospital. He was assistant clinical professor of Tufts University School of Medicine.

For several years he was a vice president and board member of the Shaarey Tphiloh Synagogue and a member of the Jewish Home for the Aged. He is survived by his wife, Muriel Shapiro, two daughters, Mrs. Lynne Gordon and Susan Shapiro, a son Steve and two grandchildren.

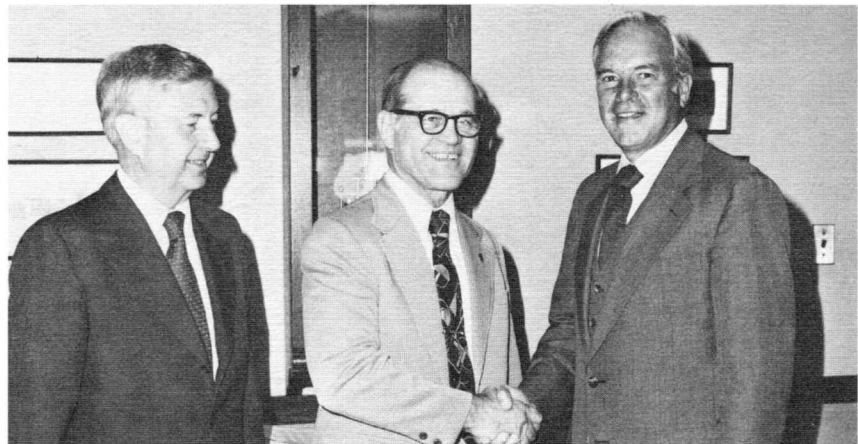
## Thomas C. MacMaster

In July Thomas C. MacMaster, 28, joined the Railroad's police department. He has been assigned patrol duties in the Portland Terminal territory.

He served as a criminal investigator and as chief criminal investigator for the Kennebec County Sheriff's Department. He also served as a patrolman for the Gardiner Police Department. He is a graduate of the Maine Criminal Justice Academy.



Thomas MacMaster, right, is commissioned by Colonel Allan Weeks, Commissioner of Public Safety.



James O. Born, chief engineer, center, is congratulated by John F. Gerity, president, upon 25 years of service. Arnold J. Travis, executive vice president, left, joins the ceremony.

## Conscience — After 60 Years

The following unsigned letter was received by Maine Central from a railroad passenger of over sixty years ago.

Maine Central Railroad  
Gentlemen:

Once upon a time in World War One I rode from Burnham to Pittsfield without paying fare. Now, in order to make things square and make heaven my home, I am enclosing one dollar for the fare. As a Christian, one has to make things right when they can. I know that the dollar is more than I would have had to pay.

Thank you,  
(unsigned)

Note: It is estimated that the fare was about 20 cents from Burnham to Pittsfield.

## Dr. Miragliuolo

Dr. Leonard G. Miragliuolo, an examining physician for Maine Central for the past ten years, passed away

this summer. Dr. Miragliuolo was known for his dependable service, his realistic and forthright approach, and a willingness to accommodate the needs of employees regardless of the day or time of day.

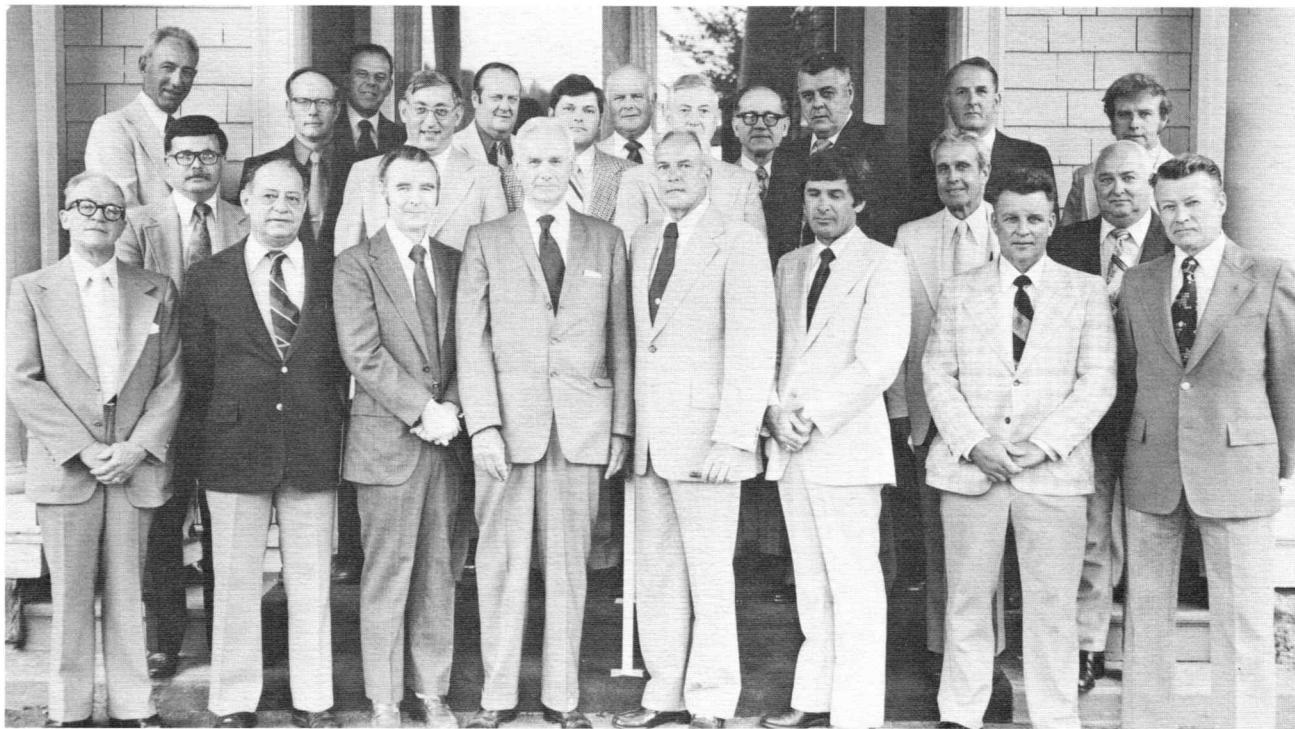
## Fifty Years for Wilfred Hall

Wilfred I. Hall, general manager and auditor of the Belfast and Moosehead Lake Railroad, began his 50th year with that railroad in September. He has worked out of the same building for the entire 50 years and has worked longer than any other employee for the B&ML.

Hall went to work for the B&ML two years after Maine Central turned the line over to the City of Belfast. He moved up through the ranks and became general manager. He works closely with many Maine Central men and women who all consider him a fine railroader. He has been successful in keeping the little B&ML solvent and able to provide good rail service to the area.



*John F. Gerity, president, addresses labor-management luncheon.*



*Labor leaders got together with Maine Central and Portland Terminal management in September to discuss railroad affairs. Left to right are: Kenneth Phillips; Ansel Tupper; Bradley Peters; John Michaels; Donald Wolfe, Supervisors; William Maloy; Eugene Lyden, UTU; Oscar Derderian, BRAC; William Mitchell, Machinists; E. Spencer Miller; Kerry Clark, B.L.E.; George Ellis; John Gerity; Arnold Travis; James Born; Kenneth Poore, Signalmen; Eugene Plourd, UTU; John Hamilton; Ralph Coffin, Dispatchers; Earl Jones, Carmen; W. Laird Harris; Stewart Park; and Leonard Greenlaw, Supervisors.*

# The Grapevine

## General Offices

There were two retirements in the Car Accounting Office this summer. C. C. "Cliff" Clifford retired on June 30 with 23 years' service, followed by R. L. "Ray" Briggs on August 30 with 42 years' service. Parties were held for each in the General Office Building, at which time best wishes were extended by their many friends and their families as well. Both Cliff and Ray wish to express their thanks again to all, and especially to those whom they may have missed.

Newcomers who have been welcomed to the Disbursements Office are Cheri Crawford and Hazel Davison in Car Accounting and Polly Frallicciardi in the Voucher Bureau.

Among those who left our fair New England states to travel farther were Mary and Francis Cameron, Disbursements, who drove to Portland, Oregon to visit with son Richard and family. They then went on to Lake Tahoe, Reno, and Las Vegas before heading home. Kay and Joe Gallant, Payroll Bureau, went to Florida for their summer vacation, making St. Petersburg their headquarters. Kay and Dick Greene, Payroll Bureau, toured the Southeast with friends, the Wallace Browns of Pembroke, in the Browns' motor home. Highlight of their trip was two days at the Grand Old Opera in Nashville, Tennessee. Polly and Axel Hansen, Car Accounting, ferried to Yarmouth on the Caribe, then toured Nova Scotia by car, dined on seafood every day while there, after which they thought they probably could have swam back to Portland. Pat, Purchasing, and Jerry Shea, Car Accounting, flew to Tucson, Arizona for the wedding of her niece and enjoyed a family get-together as well. They also had a good chance to find out what summer is like in the Southwest.

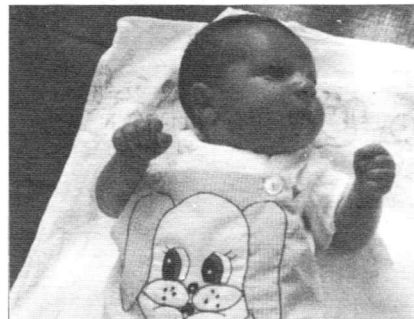
Phyllis and Charlie Anderson, Disbursements, once again made a trek to Europe with the "Presumpscot River Bottom Boys." Charlie is trombonist with the group. From Boston they flew to Geneva, Switzerland, and thence the village of Thion, located 6000 feet up the side of Mount Thion. Phyllis and Charlie had their own apartment for their eight-day stay. Charlie managed to climb to the top of the mountain, which is 8000 feet and still snow-covered. They also took a local bus to a larger village just below theirs to do some shopping and "enjoyed" some hair-raising hairpin curves, which gave them excellent views of what the bottom of the mountain looked like. The musical group played two engagements in that area. From Switzerland they flew to Paris where they remained for the rest of the tour. The group played two engagements at a hotel and one on a boat trip down the Seine River. Besides visiting the usual tourist attractions in Paris and a side trip to Rheims and the famous cathedral, Phyllis and Charlie spent a day on a tour through the wine country and had a chance to sample some of the finest French champagne, which Charlie says was no "chore." A real highlight in Paris was an evening spent at the famous Lido restaurant and nightclub where they were served an elegant meal and enjoyed a fabulous show. Guess they just missed the victorious balloonists who finally made the trip across the Atlantic Ocean and who were also feted at the Lido. All in all, Phyllis and Charlie's trip was an entire success and they are already looking forward to the next one, if and when.



Cliff Clifford, left, at his retirement party.



Ray Briggs is congratulated on the day of his retirement.



Joseph Kenneth Crawford, Jr. is the new son of Cheri Crawford, Car Accounting, and Joe Crawford, Engineering Department. He was born May 30, weighing in at 8 pounds, 7 ounces.



Charlie Anderson on the trombone.



The Presumpscot River Bottom Boys. You will find Charlie Anderson, Disbursements, in the back row, second from the left.

In September Edward C. Jordan & Company of Portland held their annual company field day. The feature event of the day was a cross country race of 4.2 miles. The first place winner was Gregg Scott of the Auditor Revenue Department. His winning time was 29 minutes, 3 seconds, an excellent time for a two-season runner. Gregg's wife, Roxanne, works for the Jordan Company as a clerk in their Project Management Department. Roxanne sat this race out as she is expecting their first child in January.

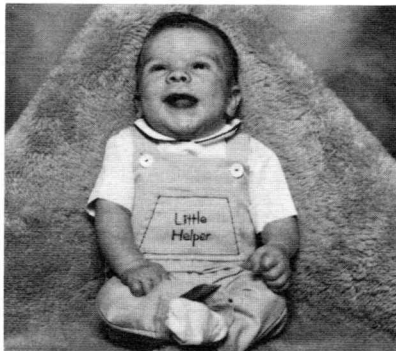
Mr. and Mrs. Chet Robie, Assistant to Auditor

Revenue, and Mrs. William Preston of South Portland spent the first ten days of August touring New Brunswick, Gaspé, Quebec, and New York State, crossing Lake Champlain at Plattsburgh, N. Y. to Grand Isle, Vermont, where they spent two days, then on through New Hampshire and home.

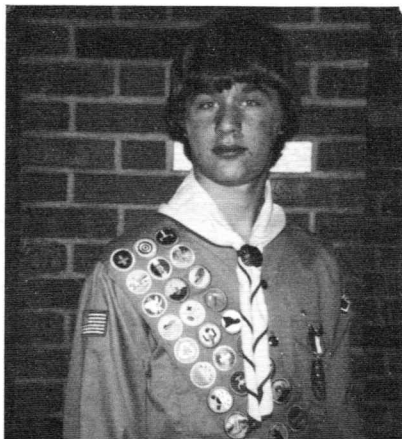
We would like to welcome a new employee, Martitia Walker, to the Auditor Revenue Department. "Marty" was formerly claims examiner at the Veterans Administration Center at Togus, Maine. She came to Maine Central in



*"Is this really where milk comes from?" asks Renee, daughter of Sonia, Auditor Revenue Department, and Walter Duplessie.*



*Cute and cuddly best describes little Derrick Bourgeois, born July 3, 1978, to Sharon, Auditor Revenue Office, and Daniel Bourgeois. Welcome back, Sharon.*



*Craig J. Nielsen, grandson of Christian Nielsen, locomotive engineer, was honored on becoming an Eagle Scout of Boy Scout Troop 58 of Cumberland.*



*Anne Larner*



*Sherry Suzanne Baker, daughter of Bob, chief special agent, and Ellen Baker, graduated from Lake Region High School in May. She was an honor student, won three scholarships and has entered Westbrook College School of Nursing.*

July and is the fourth generation of Walkers to work for the Railroad. Her father, Ellis E. Walker, was a freight clerk in Augusta and grandfather and great grandfather were both station agents in Augusta. Railroad is also "Marty's" hobby. On September 15-18, she attended the Annual Convention of the Association of Railway Museums in Elgin, Illinois and enjoyed several tours.

Anne Larner, age 9, daughter of Paul and Sarah Larner, Auditor Revenue Department, started swimming competitively with the Pine Tree Swim Club at the age of 7. Since that time she has accumulated a total of 26 ribbons as awards for her fine performance. She has a younger sister, Ginny, who has just started swimming with the Pine Tree Club this year.

Las Vegas has finally recovered from Gloria McCullough's vacation. Being a winner at roulette and the slot machines was great, but the highlight of her trip was sitting in the orchestra at the Frontier while Juliet Prowse and Foster Brooks performed. Gloria was invited to play in the orchestra at the midnight show but had to decline because she held hard-to-come-by tickets to the Tom Jones show. This was also Gloria's first flight and everything was so delightful she is looking forward to another visit to Las Vegas next year. Gloria is leading clerk in the Mechanical Department.

Beatrice Setlin, Purchasing Department, and her husband, Shimmie, also visited Las Vegas this year together with friends from Winthrop, Massachusetts. They stayed at the beautiful Landmark Hotel and were completely captivated by the floor show put on by Liberace. Bea said not only did his clothes and eyes sparkle, but so did his very vibrant personality. The blackjack game was Bea's favorite, and at the end of having tried many forms of chance, they ended up a little behind financially but way ahead in experiencing a good time. Bea's answer to the question, "What's Las Vegas really like?" "UNREAL."

Everyone extends best wishes to Charlie Redstone, relief chief train dispatcher, who is recuperating from a heart attack. His recovery progress is slow, but with his daily five-mile walks (weather permitting), it shouldn't be too long before he's back in good health again.

Maine Central welcomes Patricia Lowery who has been working as a clerk-stenographer in the Car Service and in the Purchasing Department. Patty's sister is Pauline Frallicciardi and her husband, Jimmy, is a locomotive engineer.

Thomas F. Foley, chief clerk of the Operating and Transportation Department, passed away September 12, 1978. His railroad career spanned 38 years. Tom entered into railroad service in 1940 as a mail handler for the Portland Terminal Company, transferred to the Maine Central in 1960, and was promoted to chief clerk in 1962. Tom will be sadly missed by all who were privileged to work with and know him. Tom's wife, Claire, Maine Central telephone operator, extends her thanks to the many friends and co-workers who remembered Tom during his illness, for which he was most grateful.

Kenneth W. Phillips, manager—Purchases and Stores, and his wife Alma traveled throughout New York state during their vacation. A visit to Niagara Falls was a lovely experience for them, especially viewing the falls from the Canadian side. A truly beautiful sight! They also stopped briefly at a familiar railroad terminal at Granby, Quebec. A week of perfect weather for a perfect vacation! Betsy A. Phillips, daughter of Alma and Ken, just enrolled at Westbrook College in a two-year nursing program. Betsy already holds a B.A. degree in music from Connecticut College in New London. Good luck, Betsy!

On September 16, 1978, the Gray Congregational Church was the scene of the wedding of Mr. and Mrs. Douglas Hermann, with Reverend Charles Whiston officiating. The reception was held at Cole's Lodge, Notched Pond, Raymond, Maine. The bride, Susan Allen Eldridge, is the daughter of Mr. and Mrs. David Eldridge, assistant engineer of track. She is a 1976 graduate of the University of Maine Nursing Program and is employed at the Maine Medical Center. The groom is the son of Mr. and Mrs. Charles Hermann, Alfred, Maine, and is a 1976 graduate of the University of Maine. He is an engineer for Cianbro. The couple spent their honeymoon in the Magdalin Islands and will be residing in Gorham.

We would like to extend our sincere sympathy to Charles D. Prentice, retired chief engineer, and his family in the loss of his wife, Edna Maynard Prentice, who passed away September 8, 1978 after a long illness. A memorial service was held at State Street Congregational Church on Friday, September 15, attended by many of their railroad friends.

Scott Scully, general counsel, flew to Anchorage, Alaska, then on to Lake Iliamna this past summer for some fine fishing and spectacular scenery.



Phil Moore, general attorney, with his wife Susanna and two young children, visited Nag's Head on the Outer Banks of North Carolina, in the area of the first successful flight of the Wright Brothers at Kitty Hawk. They also visited Roanoke Island, the site of the first English settlement in this country.

Stan Watson, treasurer, and his wife Toni cruised along the Maine Coast as far as Northeast Harbor and Seal Harbor in July. While at Camden they had 16 on board for a family party.

Marty Holmes, assistant to comptroller, and his wife Helen ferried across on the Caribe to Yarmouth, Nova Scotia for three days of touring that province by car. They enjoyed the sights and the good weather and reported "excellent food." Marty and Helen's son Kendall received his degree in journalism this summer from the University of Maine at Orono and is now employed full time as a suburban reporter for the Gannett papers.

Cashier Colleen Andrews' daughter Tamara, age 10, entered the fifth grade at Little Falls School in Gorham this fall and is taking alto saxophone lessons.



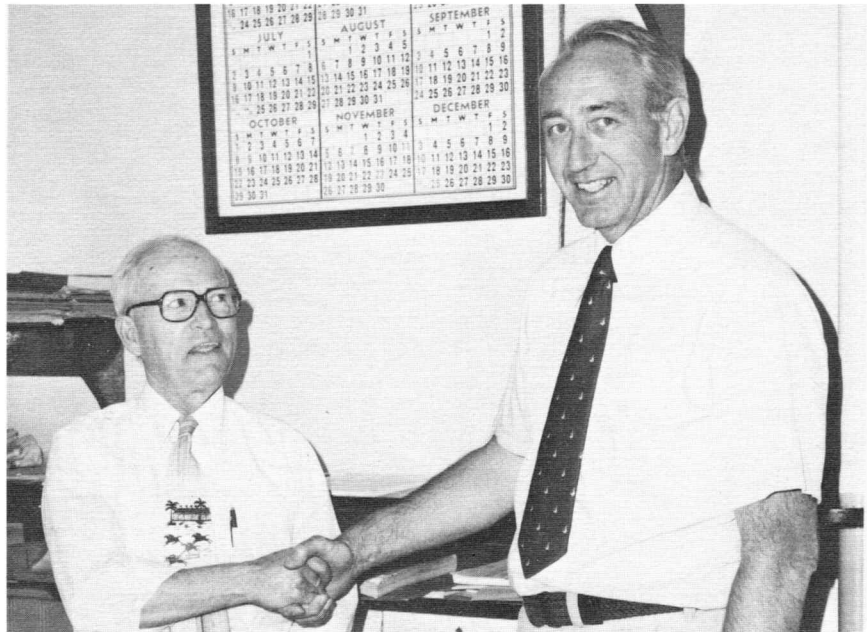
*Congratulations to Donna O'Bryan, General Superintendent's Office, who won eleven Blue Ribbons and one Red Ribbon for her entries at the Cumberland Fair. Her awards were for such things as Raggedy Ann/Andy dolls, a cruel picture, a crocheted apron, a child's pinafore, an appliqued pillow and others. She was competing with entries from all over the State.*

# SCHOOL'S OPEN

DRIVE CAREFULLY

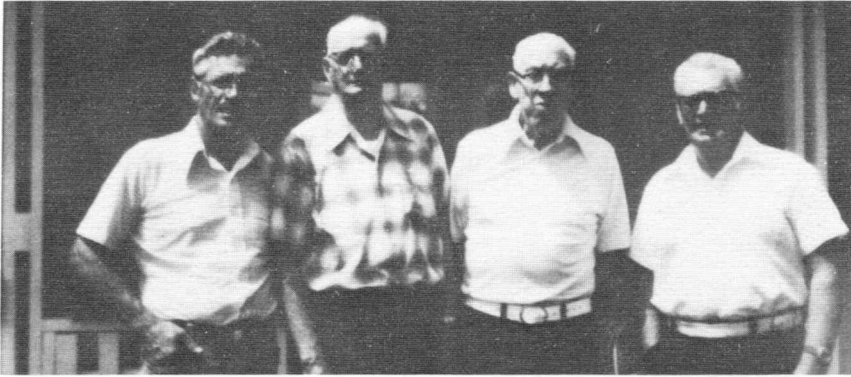


*A check for the burn unit was presented to Maine Medical Center Head Nurse Jan Thompson last week by Charles Redstone, Dispatchers Office, who represented Commander Lloyd Trufant of VFW Post 832 in South Portland. Members of the Unit raised the \$380 through a series of events to make their second annual gift to the Burn Unit. (MMC photo)*



*Eldon P. Otis, chief train dispatcher, left, retired with 30 years of service. He is congratulated by Ansel N. Tupper, general superintendent.*

## Eastern Subdivision



Clinton Kenny, trackman, right, with his 1943 crew. Left to right, Bob Rustin, Alden Davis and Bill McLaughlin.



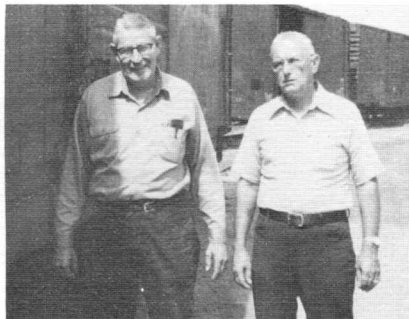
Norm Spellman and his big catch.



Mary Carson



Chessie Emily Lancaster



D. K. Bridgeham, left, with Bud Wheelden, retired in August after 36 years of service.



Amber Lee Benton, born July 10, is the daughter of Bangor Engine House electrician Eric Benton and his wife. The proud grandfather is Dick Porter, Bangor Car Shop foreman.



Owen F. Spaulding retired in August with 34 years of Maine Central service.

A surprise open house retirement party was given Clinton Kenny, trackman, by his children in Eaton, Maine this past July. About 150 people attended, including members of the section crew that Clint was a member of in 1943. In this crew were Alden Davis, foreman; Bill McLaughlin, trackman, and Bob Rustin, track repairman. Other crew members unable to attend were Cecil Beal and Walter Michaud. All are retired now except Bob Rustin. A special retirement cake was made by Mrs. Bob Rustin, which featured important dates, and the sugar mold train gave Clinton a green light for hunting in one corner of the cake and fishing in the opposite corner.

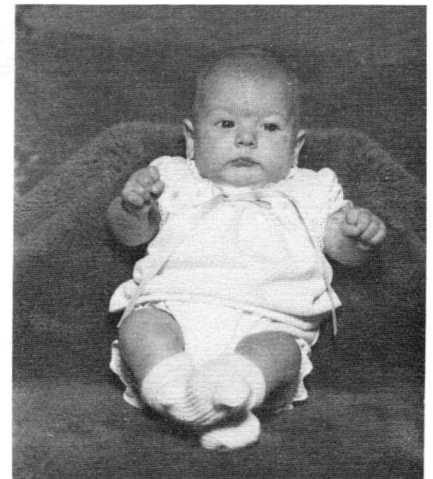
Norm Spellman, yard clerk, Bangor, is proud of the Atlantic salmon he caught this summer at the famous Bangor Salmon Pool. Norm's great catch weighed in at 10 $\frac{1}{4}$  pounds and was 30- $\frac{3}{4}$  inches long. Congratulations to Norm! Then there was the day a week later that Norm found himself slowly sinking while an unidentified fisherman came to his rescue. We think all he got that day was "soggy"—not salmon.

Mary C. Carson, daughter of Charlie Carson, rate clerk, Bangor, is a recent graduate of Bangor High School with first honors. Miss Carson was a member of the National Honor Society, co-president of American Field Service, Bangor High School Scholar, debate team member and National Forensic League member with a degree of merit. She received honors in the English essay, a Bangor High letter, three "B" awards for debate, and was chosen top foreign language student at Bangor High. Mary entered the University of Maine, Orono, this fall as a foreign language major.

Congratulations to Dick and Helen Lancaster on the birth of a new daughter. Dick is a carman at Bangor Car Shop. Cute baby's name is Chessie Emily.

General car foreman Byron "Bud" Wheelden and wife Thelma vacationed this summer in California with Thelma's sister.

L. S. McCommie, carman, returned to work recently after being off several weeks due to surgery. Glad to have you back, Mac.



Christy Lyn MacDonald, born April 6, is the granddaughter of Mr. and Mrs. James MacDonald, machinist, Bangor Engine House.



We don't believe Merle Crooker, car clerk, Bangor Freight Office, was very surprised when his guinea hen won first prize at the Bangor State Fair—it was the only one there!

John Spellman, trainman, is hobbling around on crutches, the result of a softball game accident. Sorry about that, "Hackle."

Willis P. Moon, 68, passed away September 15, 1978. Bill retired in 1975 after 33 years of service with the Maine Central, the last four years of which he spent as general agent at Bangor. Bill will be sadly missed by all that knew him. Our sincere condolences are extended to his family.

## Rigby

Electrician "Bill" Johnson, a member of the Portland Terminal crew of electricians, enjoyed his first vacation since employment. "Quite nice to be paid too," he says.

Henry J. Neal, 77, died at a local hospital after a long illness. Henry hired out at the old Thompson Point Shops and later was transferred to Rigby as a member of the section crew. He retired in 1967.

Walter Browne, foreman of the shop electrician's second trick, retired after many years of service on all three tricks.

Your correspondent, Albert B. Wetmore, had the pleasure of receiving an invitation to visit the Westbrook Regional Water Pollution Treatment Plant owned by the Portland Water District. This facility is now handling over 4.5 million gallons of waste for Westbrook, Gorham, and South Windham.

The class of 1911, Standish High School, was attended by only two members at the 67th reunion. They were Gertrude Hasty of Waltham, Massachusetts and Seth Moulton of Largo, Florida, an engineer on the Maine Central Railroad for 48 years before retiring. Neither had met each other for 67 years.

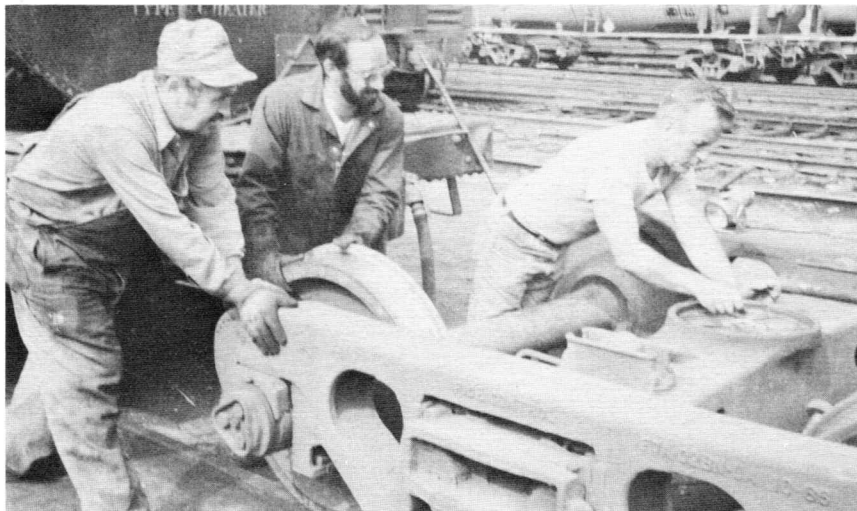
Howard Jordan, 75, died after a long illness. Howard was a car inspector stationed at Union Station. He retired in 1968.



*Katie Marie Gaudette is the daughter of Doug Gaudette and wife. Doug is a laborer at the Engine House.*



*Nelson E. Dexter, left, hostler in Bangor, received his 25-year service pin from C. J. Peasley, road foreman of engines.*



*Members of the Bangor Car Shop changing wheels on a box car. Left to right are Ralph LaForge, Jack C. Hinds and Carlton Plummer.*



*On the left is Norm Spellman fishing (or whatever) in the Bangor Salmon Pool. See story page 15. Send in your most imaginative caption for this photo, i.e., "There must be a safety rule to cover this situation." We will print the best captions in the next issue of the Messenger.*





*Ben Braasch, right, chairman of the Savings Bond Drive is presented the Patriotic Service Award by Joel Chapman, State Director, U.S. Savings Bond Division.*

Mrs. Elijah Ryder, 87, died at a local nursing home after a long illness. Mrs. Ryder was the wife of Elijah, supervisor of maintenance of way, and the mother of former electrician, Raymond Ryder.

Retired machinist Clyde E. Burnham, 82, died at his home suddenly. He originally hired out at the Thompson Point Shops. He was later transferred to Rigby Shop. He retired in 1960 after 45 years' service.

Machinist Ernest MacVane retired after 30 years' service at the age of 62, the youngest retiree at Rigby to date.

## Rockland

Summer visitors to the Rockland Freight Office were retired general agent Frank Carsley, who will be leaving shortly for his winter home in St. Petersburg, Florida; also, a real long time stranger, former Newcastle agent Dom Pomerleau, who was visiting briefly in this area from the South. Both men looked hale and hearty.

Clerk Stan Prescott is enjoying retirement. We understand he has been busy wielding a paint brush and hanging wall paper at home for a "pastime" while he is resting.

Retirees Earl Miller and Floyd "Monty" Montgomery are both sporting newer model vehicles. Earl with a pickup and Monty a big 4 door sedan. Would almost appear they both are trying hard to outdo each other.

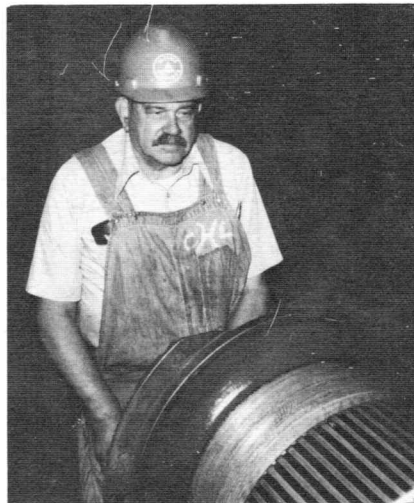
Engineer Ed Elliot is home recuperating from having been hospitalized at Pen-Bay Medical Center. Ed wants to thank all who sent him get-well wishes and the many friends who called on him while he was in the hospital. Retired engineer Jeff Meally was recovering from surgery at the same time and, oddly enough, had a room very next door to Ed. Although he was discharged a day before Ed was, we understand he tried to get some of the nurses to place bets on the horses for him. Wonder if one of section foreman Bill Barnes' horses was among them?

Section foreman John Hilton of Wiscasset and trackman Bob Bonney of Rockland, each over 30 years' service, took their pensions during the summer. Both of them express their thanks to all their fellow employees for their gifts and well wishes. Our best wishes to them for a full and enjoyable retirement.

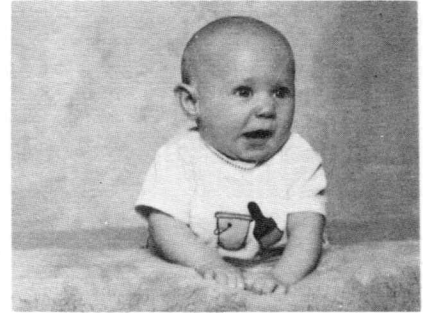
Carman Ellsworth Damon and wife have been very busy this summer, building a new home in



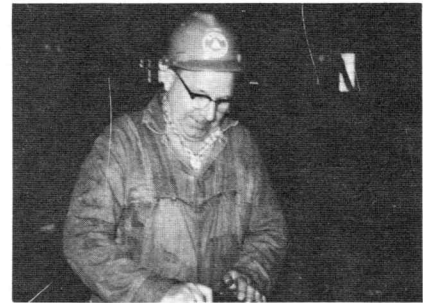
*Don Priest, machinist, as he repairs trucks to be used under Locomotive No. 253. Don has the enviable record of being on time on the job for his entire career of 35 years.*



*Carl Lindvall, electrician, as he prepares a traction motor armature for final assembly into the stator.*



*Darren Higgins, the son of Steve and Carol Higgins, is shown at the age of four months. He is the grandson of Frank and Norma McLean of Calais. Frank worked on the B&B crew at Rockland this summer.*



*Carroll Carey, machinist, repairs diesel engine heads. He has more than 45 years' service.*

North Newcastle. It will be designed to utilize solar heat and will be backed up by wood fuel for cloudy and inclement days. He and the Mrs. both took a course on solar energy and are now going to put the knowledge into practical use. We wish them the best in this venture and it will be interesting to find out how well it works.

After much pleading and threatening, trainman "Duke" Davis finally returned the missing door knob to the Big "O."

Spare operator Gene Harjula's new motorcycle was making such good mileage so fast during July that its operator incurred a sudden "blue" added expense to that of petrol. Wonder how he works that out in miles per gallon?

## Waterville Shops

Sheetmetal worker Raymond Simpson retired August 30 after nearly 42 years' service. Raymond was a second generation railroader, his father being former boilermaker foreman Tom Simpson, who retired in February, 1955 after more than 62 years' service. We wish Raymond the best for his retirement years, and his enthusiasm for the Yankees will be long remembered.

Blacksmith Hillard Bessey had a poor start for his day's work on September 15. Hillard starts his day early, and as he was crossing the Neck Road in Benton, a doe deer of less than 100 pounds bolted in front of him, causing extensive damage to his car and leaving Hillard quite shaken.

Blacksmith and Mrs. Gid Gagnon made it for the first time as grandparents on July 29. Mr. and Mrs. Louis Gilbert (daughter Linda) are the parents of a 6 pound, 8 ounce daughter.



Karla Stevens, daughter of Stores truck driver and Mrs. Leonard Stevens, was selected to attend Girl Scout Wider Opportunity in Hawaii in August. Karla was one of 170 senior scouts chosen to participate in a Hawaiian Girl Scout celebration in honor of the bicentennial of British explorer Captain Cook's arrival in the Hawaiian Islands. She fulfilled requirements for an award unique to the 50th state's Girl Scout Council, the Hawaiian patch. Miss Stevens is a member of Troup 414.

Father and son, Howard Patrick Larracey, 90, and John Larracey, both are retired Maine Central machinists with combined service of nearly 100 years. Howard served his apprenticeship on the Canadian National, worked for a short period of time for the Maine Central and the New Haven. He came back to Maine Central in 1916, serving with unbroken service until retirement in 1961. John started his railroad career October, 1935 as an apprentice machinist and then worked as a machinist until retirement on May 31, 1978. Our best wishes go with both father and son for their continued health and happiness.

Waterville Shop has gone co-ed and hard hat. Freight room laborer, Priscilla Bas, wearing her hard hat, can be found tidying up the freight room. Priscilla is preparing herself for a railroad career in the electrical field, having completed a course at the Waterville Technical School in Electrical Theory 1 last winter. She is currently enrolled in an electrical theory class of 45 hours' classroom instruction with an advanced course to follow of 45 hours' classroom instruction.

## Waterville Station

Division crew foreman Edmond Veilleux and wife Betty went to Canada on Labor Day weekend and found that seat belts are mandatory. Ed would like to pass the word around to all his friends. Ed is also planning to save money this winter now that he has a new heating system.

Machine operator Harry Hambrick has a new hobby. He has taken up the art of crock welding. He will be glad to assist anyone who should require such welding.

Congratulations to trackman John Hafecker and wife Cindy on the birth of a new son on September 2, named Olan David. The Hafeckers have another son named Travis.

Congratulations are also in order to machine operator Gerry LaPlante and wife on the birth of a daughter.

Sympathies are extended to John Gurney and family on the recent death of his father.

We want to welcome Randy Pike, student supervisor in the Engineering Department.

Former division engineer Bill Schloth underwent surgery in Waterville in September. We are all cheering for you, Bill, for speedy recovery.

Foreman Robert M. Hallee won the Demolition Derby in Unity on Labor Day. Congratulations, Bob!

Best wishes for a long and happy retirement to trackman Celand Weeks who retired after 32 years of service in the Track Department. Celand was given a party by his family and friends. His granddaughter made his cake in the shape of an old locomotive.

John Wolfe, son of track supervisor Donn and Phyllis Wolfe, entered the University of Maine at Orono. He will be majoring in Engineering.

Joyce Begin, daughter of clerk-stenographer Dot and Cornelius Begin, entered the Central Maine Medical Center School of Nursing in Lewiston.

Both John Wolfe and Joyce Begin graduated from Winslow High School where they were on the National Honor Society and attended Dirigo State.



Howard Patrick Larracey, left, 90, and his son, John Larracey.



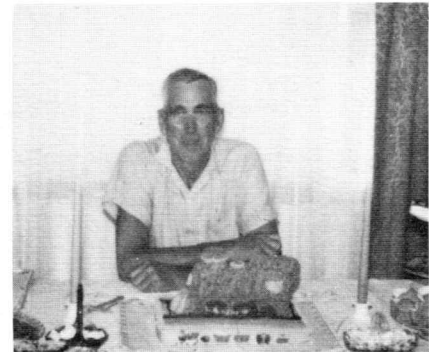
Priscilla Bas



Karla Stevens



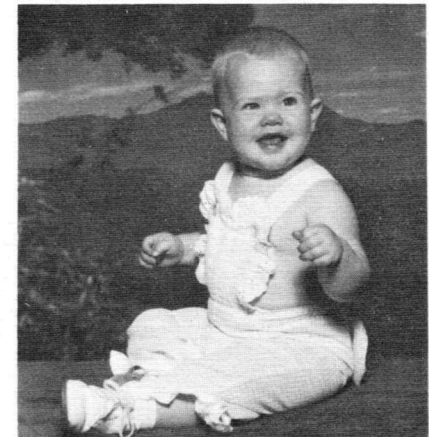
Mr. and Mrs. James Auclair were married in July. Jim is a trackman in Waterville.



Retired trackman Celand Weeks.



Janet Francoeur is the 2½-year-old daughter of foreman and Mrs. Neil Francoeur.



Jaime Marie Taylor is the one-year-old daughter of machine operator Roland Taylor.

## Waterville Yard

Conductor L. P. Donahue says that R. S. Carter, brakeman of Switcher No. 10, sold three dozen ears of corn to brakeman Kenny Hall and Kenny says it's the best he ever had. Donahue claims it was cow or silo corn.

We are glad to see Tom Barnett, yardmaster, occupying the big green chair in the Yard Office once again. Tom had a little surgery and we certainly hope all is well.

The summer vacations are mostly over now and fall is in the air. Now the boys are getting their hunting equipment ready for their hunting vacations.

A pleasant surprise was had recently by conductor and Mrs. G. E. Gagnon while attending a Region One convention of the United Transportation Union at Providence, Rhode Island. Their daughter, Cindy, was selected for a scholarship award through the Union Insurance Association Scholarship program. Cindy is well deserving of congratulations as she worked very hard her sophomore year at the University of Maine, Presque Isle, to be on the Dean's list. She is majoring in Criminal Justice. Gerry is well known in Waterville Yard areas as local chairman for the yard and road crews. He has held



Cindy Gagnon, daughter of conductor and Mrs. G. E. Gagnon.



Car inspector Arthur McConkie and his horse at a recent horse show in Sidney.

many positions on the local level—local grievance, president, and also serving general committee, filling in for general chairman Gene Lyden when Gene is away on business.

Conductor Guy Coro of Switcher No. 10 was appointed local coordinator for the reunion of his school class of 1958. The event took place at the John Martin Manor across the street from the Waterville Freight Office. The evening was highlighted with a dinner and dance and, of course, many good old memories and acquaintances.

Old friend retirees visiting Waterville yard this past month were A. C. P. Lennon, former assistant superintendent at Waterville; Maurice Thorne, track supervisor in the Engineering Department, Waterville; and Ralph Laliberte, former yard master at Waterville.

Mark Michaud, conductor of Switcher No. 9, and his crew made the local newspaper with pictures and a story. A trip was taken to the Scott Paper Company's Somerset Mill with a Waterville Morning Sentinel photographer and a reporter along to do a story.

Conductor Jim Tardiff of WG-2 and GW-1 is thinking of doing a little barbering on the side. With the help of his neighbor, Bill, Jim was up in his willow tree giving it a "butch," so he says—a nip here and a nip there—with his friend's approval, of course. After he was well under way, Jim's wife happened to come along. "Butch," the willow tree, ended at the city dump. The tree was also known as something of a landmark. When Bob Maloy, engineer, borrowed Jim's lawnmower, he couldn't find Jim's place when he came to return it and Bob says that it's a good thing the old Pontiac was in the driveway.

## Scorecard

Charlie Redstone, who usually handles this column, is home recuperating. We all wish him a speedy recovery and hope to see him back on the sports circuit real soon. Hurry back, you sandbagger!

The annual Maine Central Railroad Golf Tournament was held at Fairlawn Country Club, East Poland, on September 23, 1978. We had an excellent turnout from the Bangor and Aroostook, Boston and Maine, Conrail, Maine Central, and Portland Terminal. We were especially glad to see the Boston and Maine represented this year and hope to see more of them come next year. Congratulations to all the winners and thanks to all (as Charlie would say) the sandbaggers who came and helped make it a great tournament and a fun time. Thanks, too, to Bob Brewster, Joe Crawford and Ralph Gordon for taking care of the awards and scoring at the golf course.

Eric Hayward of the Track Department really made himself known at Willowdale this summer. He won the Club championship. Congratulations, Eric! Also saw the names of Tom (Big T) Caufield and Ralph Gordon in the paper quite a bit this summer as weekend winners at Willowdale.

The Maine Central-Portland Terminal Golf League ended its season with a banquet on August 30 at Willowdale Country Club. Captain Bob Casey and John (Sweet Swinger) Broderick led their team to first place with a lot of help from "Lucky Len" Forest, "Florida Jack" Keating, Marty (The Cigar) Stratton, Joe (Long Ball) Crawford, George (Big Daddy) Stanley and Tony (The Pro) Costa. Two teams tied for second place. Jerry Shea had the lowest average and Brownie (Mr. Tatarczuk) Tate won most points. Thanks to Dick Gay and Joe Crawford for doing a great job of running the League this year.

Craig (Wolfman) Wilson is running the Men's Bowling League again this year. The pins

will begin to fall on September 18 at Mill Creek. The Couples Bowling League began September 14 at the Westport Lanes.

## Retirees

One nice thing about writing a Retirees' Column is keeping in touch with everyone.

Had a very nice call from Charlie McCarthy, retired clerk and telex operator, Engineering Department. He is still interested in politics and keeping Biddeford on its toes.

Also, I was delighted to hear from Earl Bean, retired mail clerk in the General Office Building. He and Mrs. Bean are enjoying life since his retirement 18 years ago. I saw him not long ago and he looks great.

We drove up to Cornish to visit Jim Small (Smallie), P. T. electrician, and Mary and to deliver a long-promised "Romance Light" for daughter Marcia. They are gardening and dancing and thinking about snowmobiling this winter with Ray Ryder, P. T. electrician, and wife "Dutch." In the meantime, Ray Ryder and "Dutch" are riding his motorcycle in Maine and the mountains of New Hampshire. Absolutely nothing like a bike ride to smell the posies!

Louie Davis and wife Marcella have been taking bus tours among other things. In May, they travelled to the Tulip Festival in Holland, Michigan, which was quite an event in itself. They also visited Toledo, Notre Dame in Holland, Chicago, Toronto, Montreal; then back home again to think about the next trip.

Welcome to Clifford C. Clifford and Ray Briggs to the status of Retirees! They both were clerks in the Auditor of Disbursements Office and both were honored at cake parties on their retirement days.

Linwood Lamson, retired office assistant to the chief engineer recently won Portland Camera Club's top award in the 1977-78 seasonal color slide competition. He received an attractive trophy for the highest cumulative total score for the club year. Lin is the Club's bulletin editor and is pleased that its *Photogram* received an honor award in the Photographic Society of America's International Club Bulletin Contest for 1978. Two hundred eighty-six clubs entered the competition and *Photogram* scored sixth place among nineteen awards made to large clubs, eight of the nineteen being foreign entrants. And this is the second successive year in which the club acquired an Honor Award.

Louise Scannell, retired machine operator, also takes trips by bus and will enjoy a ride through the White Mountains of New Hampshire in October. Louise was in the hospital during May but is feeling much better now.

I have joined a camera class at Westbrook College on Tuesday nights from seven to ten for six weeks. We have a very capable and young teacher, Dorothy Ferrara of Freeport, who certainly knows her onions! We have started with the bloody basics and have sixteen in the class of all ages. We are learning development of black and white film.

We have upgraded our home organ to a better and more versatile one. This one will bake a cake—almost! And, my mother-in-law, Mrs. Monte Hurd, widow of conductor on the Mountain Division, has been visiting us. She is teaching me some of her fine ways of cooking blueberry cake, pie crust, and raised bread. She is ninety years old—and no grass grows under her feet! So, I'm not suffering for something to do!

Please get in touch with me before the next issue by letter or phone. Would like to hear from B&B, track, and office folk, and of course Signal Department.

Mary Morse

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# safety shoes

The old saying that clothes make the man still holds true. Perhaps no other article of a person's clothing is as important as the shoe. With the winter months ahead, all employees should now pay attention to obtaining shoes and boots that will protect not only the feet but the entire body from the results of slipping and falling accidents.

A person used to go out and simply buy a pair of shoes to wear to work. Working around a railroad, however, requires more than just a pair of work shoes. Ballast, sill steps, and getting on and off moving equipment require that a person put some thought into the money spent to keep his feet comfortable and the rest of him safe from injury.

The Safety Rule Book lists types of unacceptable footwear. What the book doesn't say is what a person should wear. The reason is that with all the various occupations found on a railroad, a person has to use judgment as to what is right for him.

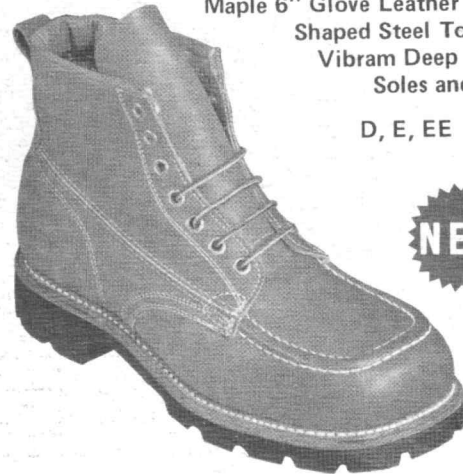
Experience has shown that the "perfect shoe" would be a boot, 6 to 9 inches in height to protect ankles, with neoprene soles and heels to resist puncture, oil, grease and chemicals and a hard toe and steel shank.

There is no substitute for shoes of sturdy construction and proper height to insure adequate protection. Beware of bargains. Inexpensive shoes are often a case of false economy because they may wear out fast and not offer the kind of protection one should have while at work.

Current posters of some work shoe manufacturers are displayed on various bulletin boards. If these are not available to you, contact L. D. Smyth, Assistant to Purchasing Agent, Portland, telephone 773-4711, extension 354, for information on the various kinds of shoes available. These shoes may be purchased through payroll deduction.

Maple 6" Glove Leather Natural Shaped Steel Toe Shoe, Vibram Deep Cleated Soles and Heels.

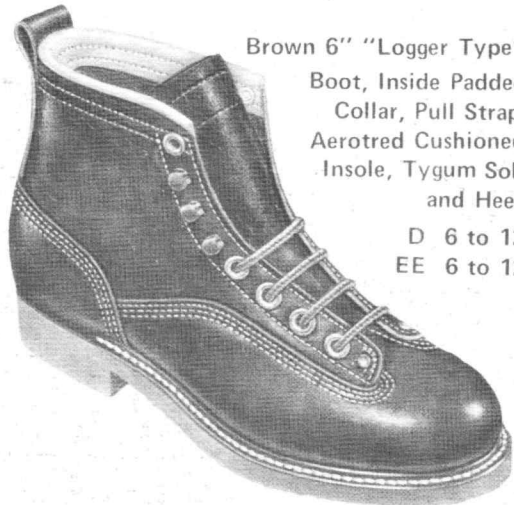
D, E, EE 6 to 12



**NEW**

Brown 6" "Logger Type" Boot, Inside Padded Collar, Pull Strap, Aerotred Cushioned Insole, Tygum Sole and Heel.

D 6 to 12  
 EE 6 to 12



9" Lineman's Boot, Oak Leather Midsoles, Neoprene Soles and Heels.

A 8½ to 12,13  
 B 7 to 12,13  
 C,D,E 6 to 13,14  
 C,D,E 6 to 13,14  
 EE 6 to 13  
 EEE 6½ to 13  
 (No 13½)

