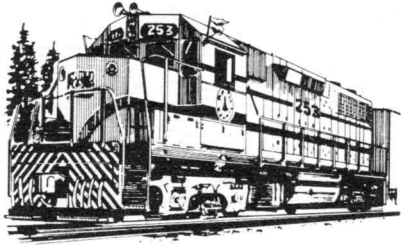


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MAINE CENTRAL

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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COVER PHOTO

Maine Central train operates on a branch with a name nearly as long as the branch itself. The train eases over a wood pile trestle spanning the Cobbosseecontee Stream on the one mile branch of the same name. Photo by Ron Johnson. The top cover photo of the last issue was also by Ron Johnson.



it's

our

opinion

The Revolving Door of Railroad Regulation

On certain days running a railroad can be really frustrating. These are the days a railroad manager knows exactly what he must do to delicately balance the shippers' need for good rail service and the stockholders' concern for their investment in the company, but he is thwarted by the regulatory process. Most businessmen can make management decisions in an instant, but in the railroad business, regulation is supreme and decisions are sometimes too little and too late as they emerge from railroad regulators.

The Interstate Commerce Commission is responsible for most economic and service regulation of U.S. Railroads. The ICC is supplemented by other agencies at the state and federal levels. A list of the agencies responsible for railroad regulation or planning reads like a scrambled alphabet: ICC, DOT, FRA, RSPO, USRA, OSHA, IRS, SEC, EPA, EEO, DOL, NRAB, RRB, PUC, PSB, MDOT, DEP, and others. Some of these bureaucracies, with volumes of often duplicative and sometimes contradictory regulations, frequently act like overprotective parents toward a prodigal son. Maybe this son was deserving of such smothering in the days of the railroad monopolies, but today's railroad manager is just as honest and capable as any other businessman.

How does the public, the railroad employee, or the railroad stockholder view the railroad regulatory process? We are not really certain and, in fact, those who operate highly regulated industries frequently debate various regulation issues. Even though railroad officials disagree about certain aspects of the overall subject, all concur that there is no excuse for capricious, illogical, inefficient, and confiscatory regulation. They ask, "Why is it not possible

to impose regulation free of political pressures and at the very least carried out with a reasonable degree of competence?"

This is not to say that railroad regulation has no value or necessity. In some areas the role of the independent government regulator is vital to the continuation of a viable free enterprise transportation system in the United States. Responsible regulation contributes to stability and can prevent chaos in the industry.

We are often asked, "What's wrong with today's railroad industry?" There is no simple answer to that question, but recent history of a little 16-mile railroad branch line, the easternmost in the United States, tells a regulatory horror story. Maine Central has discontinued operations on the Eastport Branch per order of the ICC. (See story, page 4.) The Railroad first petitioned for abandonment of the line in 1969 and at a public hearing in June 1970 demonstrated a substantial and continuing financial loss on operations of the Branch. Let's review again, as we did partially in this column two years ago, the fumbling and double dribbling in the handling of this abandonment petition.

November 3, 1969—Maine Central filed a petition with the ICC to abandon the Eastport Branch.

June 8 and 9, 1970—Hearing was held in Calais before an ICC Hearing Examiner. Evidence showed that the line was losing about \$100,000 annually and that traffic had declined from 503 cars per year in 1967 to 299 in 1969. Eastport businessmen and local and state officials testified in opposition to abandonment. Significant new traffic was promised from a proposed fish protein plant. Governor Kenneth Curtis opposed the abandonment, stating,

"The Maine Central Railroad's Eastport Branch plays a key role in providing one of the basic transportation services necessary to industry. . . . I acknowledge that the patience of the people of Washington County and the officials of Maine Central Railroad have been tried with promises of developments taking place in the past. The fact that these developments did not come into existence should not place a negative attitude toward potential development in the future. It is time for patience, hard work and understanding."

Congressman William Hathaway also opposed abandonment and said in a statement,

"In view of the hardships the proposed discontinuance would create on existing industries, and the nearly certain industrial growth of the area, I should hope the Maine Central Railroad will give strong consideration to withdrawal of their application."

August 21, 1970—The ICC Examiner ruled in favor of Maine Central on the evidence and authorized abandonment. His ruling was appealed to an ICC Review Board by the State.

January 22, 1971—The Review Board overturned the decision of the Hearing Examiner and ruled that the Branch should not be abandoned. The decision was predicated on the finding that an additional 370 cars per year would result from the new factory. The decision provided that Maine Central could again apply for an abandonment in one year.

1970 through 1974—In this period the line averaged 250 cars per year in contrast to the ICC prediction of 670.

September, 1974—Maine Central again petitioned for abandonment of the Eastport Branch, declaring that losses in 1973 alone were \$137,000.

1974 through 1976—Traffic continued to decline and dropped to a low of 161 cars for 1976. During this period the ICC failed to issue an environmental impact statement or assign the case to a Law Judge because the Environmental Protection Agency had not issued an impact statement on a proposed oil refinery in Eastport. It should be noted that the company applying for the refinery permit had not intervened in the abandonment case and there was evidence indicating that oil would not be transported by rail even if the refinery were built.

February 8, 1978—The case was assigned to an ICC Law Judge. Federal statute required that all evidentiary proceedings be completed within 180 days or by August 6, 1978.

February 28, 1978—The environmental impact statement was issued, stating that abandonment did not constitute a major federal action and a detailed environmental assessment would not be made.

March 3, 1978—Hearing was scheduled for May 3, 1978. Losses for 1977 were \$229,557 with 181 cars handled.

April 20, 1978—A telegram signed by the Maine DOT, the Eastport city manager, the chairman of the Eastport City Council, and the only substantial shipper on the branch was sent to the ICC, requesting that the hearing be cancelled and assigned to modified procedure and that Maine Central be allowed to discontinue service as soon as possible. The ICC cancelled the hearing and assigned the case to modified procedure, but provided a deadline for submission of evidence of September 29, 1978, nearly two months later than the statutory deadline under normal proceedings. No shipper, individual, or state or local agency of government opposed discontinuance of railroad operations on the branch. The ICC later agreed to move up the deadlines.

August 25, 1978—An ICC order to allow abandonment was issued stating that Maine Central had suffered losses of \$1.2 million over the past eight years on operation of the line. This order became administratively final on September 14, 1978.

October 11, 1978—The ICC order was published in the Federal Register.

November 15, 1978—The ICC served a decision stating that the proceeding had been reopened for the limited purpose of changing the employee protective conditions.

November 22, 1978—Certificate of Abandonment was issued.

Maine Central has leased the line to the State for \$1.00 until such time as the Maine Legislature has had opportunity to consider appropriation of funds to acquire the line.

In 1969 Maine Central Management carefully evaluated the future of the Eastport Branch and determined that there was no justification for continued operations. Nine years and over \$1.2 million in losses later, Maine Central finally was able to shed this debilitating financial burden. Is it any wonder that railroad managers are frustrated in their sincere effort to run railroads like a business?

Statutory time constraints imposed on government agencies become meaningless when agency procedures allow inordinate delays at every stage of handling. Elimination of such routine processing delays is an essential first step if regulatory reform is to be more than political rhetoric.



the last trot from eastport

by Herb Cleaves

(Reprinted from the 470 Newsletter)



The last train into Eastport moves slowly over the 222-foot pile trestle at Pennamaquan in Pembroke on Maine Central's 16-mile Eastport Branch. Photo by Herb Cleaves.

Time had run out for one of New England's more historic railroad lines as a gray twilight settled over Eastport's nearly empty freight yard.

The "Turkey Trot" was leaving town for the last time.

Harry Stanhope, Maine Central brakeman, tinkered with a balky air brake cylinder on an empty tank car while Vance Crandlemire, engineer, ran a series of brake tests from the cab of the Eastport Extra's 29-year-old Alco road switcher. Finally, with the brake problem resolved at 3:50 p.m., Stanhope and Carl Smith, conductor, climbed aboard the caboose and Extra 957 West creaked out of Eastport and into history.

The train earned its nickname during the early 1970's when Maine Central's 44-ton locomotives were used on the 16-mile branch line. The galloping effect that the short locomotives attained as they swayed over the rough track reminded track crews of turkeys trotting. Hence the name—"Turkey Trot."

The last train from Eastport pulled out seven cars: two loads of fishmeal, three empty tank cars and two empty

hoppers. When the train was gone, only the twisted wreckage of a former wedge plow remained as evidence that railroad cars once transported the bulk of the freight business from this Washington County seaport city.

It was with a touch of sadness that a few onlookers watched the last train leave Eastport. Despite ongoing efforts by Eastport City officials to keep the track in place to enhance future seaport development, there was little optimism among onlookers that the Eastport train would ever return.

The demise of train service on the branch line, which until now had been the easternmost in the United States, came 80 years and two days after the arrival of the first revenue train at Eastport. While little fanfare marked the passage of the last train, accounts of the first Eastport railroad service indicate that trains were not taken lightly at the bustling seaport just before the turn of the century.

There were 60 workmen employed in and around Washington County Railway's facilities when the first Eastport train arrived on a Friday in 1898. C.P. Maloy, station agent, was

on duty when the first freight—a carload of barrel shooks—arrived for the M.C. Holmes Packing Company.

Howard Brown, station agent, was on duty when the last freight—two carloads of fishmeal—were dispatched by the Mearl Corporation. The last freight to arrive—a carload of feathermeal—came in on November 10 from Portland.

Railroaders at Eastport wrote their own page of history on February 7, 1936, when they began dumping granite from a work train into icy Quoddy Bay waters near Carlow's Island. Their efforts initiated construction of the still unfinished Passamaquoddy Tidal Power Project.

One of the railroad line's staunch supporters was unable to be on hand for the last train but paid a nostalgic visit a few days later. Clark Sherman of Bingham, whose model railroad depicts the entire Eastport branch line in detail, said the railroad company could not be faulted for withdrawing its service. "They did all they could, for as long as they could . . . there just wasn't any business left," he said.

a prospectus



Brock Adams, secretary of transportation.

Passage of the Railroad Revitalization and Regulatory Reform Act of 1976 mandated that the Department of Transportation prepare a study of the nation's railroads and their future needs. The Federal Railroad Administration after extensive research issued the report, "A Prospectus for Change in the Freight Railroad Industry." The nature of DOT's recommendations and the supporting narrative is solid testimony to the importance of this nation's rail system to the country and its economic well-being.

Maine Central Railroad Vice President, Bradley Peters, testifying at a hearing before DOT in Boston, described the Report as "comprehensive, containing a wealth of pertinent information and reasoned conclusions and recommendations. . . . It provides a perceptive and generally accurate analysis of the present status of the nation's railroads. . . . The study is objective, resisting conventional political conclusions. . . . In the overall, Maine Central agrees with DOT's conclusions and recommendations."

Secretary of Transportation

Brock Adams, Secretary of Transportation, in his letter of transmittal, said in part, "I have often referred to the Nation's transportation system as the 'invisible service.' Its overall performance has been so good that we only pay attention to it when it doesn't work or when it is stopped by strike, a national disaster, or a financial crisis. This is especially true of railroads. . . . We must now take the time and seize the opportunity to take the public actions to ensure that our railroad system remains in the private sector and provides good public service. It is a tribute to the basic strength of our economic system that the United States is the only country in the world whose freight railroad system is still mainly in private hands. . . . Ultimately, the future of the railroad industry rests with the men and women who manage and operate it. Their day-to-day decisions and actions will decide the future of the railroad industry in the private sector. Those who work in railroading must take pride in an industry that helped to build this country and which, through their sustained effort, will continue to make vital contributions to our economic welfare." (emphasis added)

Excerpts from the Report Itself

"Railroads are one of the great industrial achievements of modern civilization. It is impossible to imagine the building of our Nation's commercial and military strength without railroads. Railroading has a proud tradition, and the industry remains an indispensable part of our economy. Within the next few years, fundamental decisions will be made that will determine the course of the railroad industry for years to come. The decisions must be made wisely, for tremendous economic consequences are at stake.

"The rail mode is the most energy efficient form of transport for many goods, especially long-distance movements of bulk goods. On long hauls, trains consume only about one-third as much energy as trucks to haul a

given amount of freight.

"Railroads will continue to be adversely affected if Federal actions cause further diversions of traffic to other modes of transport. The railroads pay virtually all the costs of constructing and maintaining their own rights-of-way. Large trucks share with auto and other traffic the costs of constructing and maintaining the highway system. Inadequate enforcement by some State Governments of regulations on truck size, weight, and speed also permits truckers, not regularly subject to maintenance and hours of service checks, to reduce prices by carrying hidden loads for longer hours. Although the extent of such factors cannot be measured, these factors clearly lead to added damage to the highway system, higher accident rates, and unnecessary consumption of energy.

"Federal freight transportation investments should be accompanied in all cases by user charges sufficient to recover an appropriate portion of the Government's costs. Public investment in, or approval of, new transportation capacity should pass strict tests of economic merit, including explicit consideration of all relevant public costs and benefits and intermodal impacts.

"The DOT considers that public ownership of rail rights-of-way is a very difficult and complex method of attempting to bring about basic structural changes in the railroad industry. Unless a public ownership proposal is carefully designed, it is likely to be ineffectual and to result in substantial subsidies to inefficient companies. In all likelihood, therefore, public ownership of rail lines on a large scale would increase Government control over railroad operations and substitute political for economic decisions, (emphasis added) thereby impeding the attainment of an economical and efficient rail transportation system. Federal Government purchase of rail lines would not, by itself, improve service, and the DOT believes it would be preferable to devote the limited public funds available for rail assistance to the rehabilitation rather than the purchase of rail lines.

"The realities of transportation economics have been recognized too slowly or not at all, and the Interstate Commerce Commission's (ICC) interests in protecting specific shippers, communities, or carriers often have been emphasized at the expense of the broader interests of consumers, the railroad industry, and, most recently, taxpayers."

quality control in portland

In Portland, Oregon, three Maine Central men spent a few weeks in October and November looking out for their Portland, Maine, based railroad. They were inspecting 150 new boxcars built by FMC Corporation for Maine Central. (See story on page 8.) Since the cars are being leased by Maine Central, the inspectors were acting for the owners as well.

Roland Boulette, Waterville Shop superintendent, arrived in Portland, Oregon, ten days before startup to act as chief inspector for Maine Central. The other two inspectors, David Denton, supervisor—AAR Rules, and Peter Reny, Waterville repair track foreman, joined Boulette, taking up residence in Portland for the two weeks of production. The three inspectors were involved in every aspect of production and scrutinized each car before allowing it to be released for loading.

According to Denton, "Maine Central is looking for a first-class car. FMC is a reputable manufacturer and has produced fine quality boxcars for Maine Central in the past. When the product costs about \$38,000 each and must be utilized by the railroad for at least 25 years, Maine Central believes that two points of view in quality control (manufacturer and purchaser) will assure the best construction and finishing."

Boulette notes that Maine Central on-site inspectors are able to "learn" the car and the materials and processes that go into fabrication. Not only does this experience serve to broaden and sharpen their own skills, but "We can then pass this expertise on to other Maine Central Mechanical Department workers so that they can better maintain these cars as well as others in our fleet."

Reny has great respect for FMC production workers. He said, "They are fine craftsmen and supervision and management went out of their way to be hospitable and offer assistance to our inspectors."

The quality of the cars will reflect the diligence of Maine Central's three inspectors who spent a few weeks across the continent.



One of Maine Central's new boxcars just off the production line at FMC Corporation in Portland, Oregon.



Roland Boulette, chief inspector, required "one-hand" operation of the free-rolling doors of Maine Central's new cars. Photo by Bruce Harmon, FMC Corporation.



Left to right, inspectors Peter Reny, Roland Boulette and Dave Denton check the coupler and cushioning device on Maine Central's new boxcars. Photo by Bruce Harmon, FMC Corporation.



Dave Denton fills out the quality check list which was kept on each new car. Photo by Bruce Harmon, FMC Corporation.



Safety appliance performance is carefully tested by Peter Reny, foreground, and Dave Denton. Photo by Bruce Harmon, FMC Corporation.

news briefs

Richardson Appointed

Wade Richardson has been appointed general foreman at Bangor Engine House, succeeding Charles Wilson who has retired. Richardson will be responsible for the 24-hour-a-day, seven-day-a-week operation involving about 60 employees. The major periodic maintenance and servicing of the road locomotive fleet is performed at Bangor.

Richardson had previously worked for nearly 28 years at Waterville Shops. He served as air brake foreman, machine shop and engine house foreman and for two years as Superintendent of the Shops.

Dr. Earnhardt —

Medical Officer

Maine Central's newly appointed chief medical officer is Dr. Joseph B. Earnhardt. He is administrator of the Westbrook Community Hospital and medical director of S.D. Warren in Westbrook.

Dr. Earnhardt is a graduate of the University of North Carolina and of the Medical College of Virginia. He was a medical officer in the U.S. Air Force for three years and has had a general practice in Maine since 1950.

Dr. Woodcock

Dr. John Alden Woodcock, a Maine Central examining physician, died December 21 following a short illness. Dr. Woodcock, 55, practiced medicine in Bangor from 1951 to 1978 as an orthopedic surgeon.

Dr. Woodcock received a B.A. from Bowdoin College and his M.D. from Cornell University. He was a member of the staff of Eastern Maine Medical Center and St. Joseph Hospital and also a consultant for several other Maine hospitals. He held several leadership positions in professional organizations and was very active in civic affairs.

Gerity

Savings Bond Chairman

John F. Gerity, Maine Central president, has been appointed chairman of the 1979 "Take Stock in America" Campaign for Southern Maine by John F. Sullivan, president of Bath Iron Works, volunteer state chairman for the Savings Bond Program.

Gerity will direct Savings Bonds activities for Androscoggin, Cumberland, Sagadahoc and York Counties. He will work with a committee of leading businessmen, bankers and community leaders to encourage more

area residents to "Take Stock in America" by joining a payroll savings plan at work, by increasing current bond allotments, or by buying more Savings Bonds at their bank or savings institution.

"Our goal for Southern Maine," said Gerity "is to have 3,500 more area residents buy bonds or increase their Bond allotment this year. Today, Series E Bonds pay six percent interest, compounded semiannually, when held to maturity—and they mature in just five years. When you consider ease of purchase, security, safety, certain tax advantages, the E Bond is hard to beat as a savings instrument."

More New Boxcars from Portland

In a Portland-to-Portland transaction, Maine Central has received 150 new boxcars built by FMC Corporation in Portland, Oregon. This is the third such cross-country acquisition. Maine Central received 250 boxcars from FMC in 1974 and another 500 two years ago.

This acquisition brings Maine Central's total car fleet to 4154 including

3321 boxcars. The new 75-ton capacity; 50-foot, 6-inch cars feature ten-foot sliding doors and cushioning devices. The new cars are designed for Maine's growing paper industry. Maine Central has also placed an order with FMC for 150, one hundred-ton capacity boxcars for delivery in the summer of 1979.



One of Maine Central's 150 new boxcars. The boxcar shown here in Portland, Maine was built by FMC Corporation in Portland, Oregon. Above, left to right, are: Arnold J. Travis, executive vice president; John F. Gerity, president, and Stewart P. Park, chief mechanical officer.

The Grapevine

General Offices

Wellington E. Lazette (Duke), car distributor, traveled over 3000 miles this past fall to Bucaramango, Colombia, South America, to visit with Gloria E. Giraldo V. and her family. Gloria was an exchange student and stayed with Duke and his family while she toured the eastern states in 1975. Duke found the people of Colombia warm and friendly, and they helped him in every way possible with the language barrier. He had only one misfortune—lost his passport and \$100. This made it necessary to undertake a twelve-hour bus trip to Bogota for a much-needed passport. But all was not lost, as the trip enabled him to see more of Colombia and to experience traveling over the mountain highway, which consists of roads with no guard rails and drop-offs of 1000 feet or more. A great vacation and Duke wouldn't mind a return trip.

R.M. Boothby (Dick), former 2nd trick operator, RD Tower, Bangor, who retired on disability, wishes to express his heartfelt thanks to those who contributed so generously to a purse presented to him as a Christmas gift. Dick says it's nice to know that he is still remembered by his fellow workers.

Congratulations are extended to Craig Wilson, train dispatcher, and his wife Sherry on the birth of their first child, Krisi Lyn, born October 15, 1978, weighing in at 7 pounds, 9 ounces. We asked Craig if having to get up for early morning feedings interrupted his sleep, but his response was, "Don't have to—she sleeps right through."

There's a "Proud Pappy" amongst Maine Central's Portland Division trainmen: Mike Jerry exuberantly shared with his wife, Laurie, the moment of arrival of their first child, a daughter, Deirdre Brooke, born November 21 at Portland. This pride went a bit deeper in the Maine Central family as maternal grandparents are Mr. and Mrs. Maynard Scott (Marjorie Scott, secretary in the Operating Department, being a grandmother for the first time).

John Oberg, chief train dispatcher, and his wife Mary visited San Francisco, Hawaii and Las Vegas in November. They spent three days in San Francisco, enjoying cable car rides, dining at Fisherman's Wharf, and viewing the Golden Gate Bridge. They enjoyed four days in Hawaii, touring Honolulu, visiting the interesting (but sad) Pearl Harbor memorials, and flew to the Garden Isle of Kauai, which they found to be beautifully landscaped, before returning to the mainland. Homeward bound, they stopped for three days at Las Vegas. Contrary to the luck many others experience, John and Mary arrived without clothes rather than losing their shirts at this famous gambling oasis. The airline mishandled their luggage, and it wasn't feasible to tour the glittering city without a change of apparel. Mary did hit the Silver Dollar Slot Machine for fifty dollars, but John wasn't that lucky and he reinvested Mary's winnings into the slots before leaving for home in good old Portland, Maine.



Jason and Jared Strout, sons of Ken Strout.



Krisi Lyn Wilson, daughter of Craig Wilson.



Stacy Gilbert Hodge

Ken Strout, Maine Central's newest spare train dispatcher, qualified and worked his first day on September 1, 1978. He came off the Eastern Subdivision in March of '78, where he was a spare operator for the past 7½ years. Ken and his wife, Lynda, and two sons, Jason, 6 years, and Jared, 1 year, moved from Calais and now reside in South Portland. Ken comes from a railroad family; his grandfather was an agent on the Calais Branch; his father, Wilbur E. Strout, was an agent at Calais, and his uncle, Roger Wakefield, is now agent at Machias. Good luck, Ken and Lynda, and enjoy your stay in southern Maine.

Beverly J. Braasch, daughter of Anne and Ben Braasch, manager—freight claims, was on semester break from Wheaton College where she is a dean's list student majoring in Pharmacology. She spent the holidays with her parents and then traveled with 25 other students to Belize, Central America to study ecology and native customs. The group, with their professor, will visit numerous places in the area during the month of January.

Also home for the holidays from the University of Miami Law School was Mark Bennett, son of Ruth and Earle Bennett, Freight Claim Department, after an absence of one year. He will graduate June 3 of this year.

Stacy E. Gilbert, daughter of Nancy C. Gilbert, Auditor Revenue Department, and the late Arthur P. Gilbert, became the bride of Ronald Clark Hodge in a garden ceremony September 10 at the Cascade Inn Restaurant. Stacy is a graduate of Deering High School and the University of Maine at Portland-Gorham. Mr. Hodge graduated from Plymouth State College at Plymouth, New Hampshire, and is employed by First National Stores, Inc. Mr. and Mrs. Hodge reside on Forest Avenue in Portland.



Here is a shot of Al Hutchins on the occasion of his retirement after 33 years of loyal service. Shown presenting Al with a collection from his friends is Charlie Chamberlain, signal supervisor.



What does one do with an uninvited guest? Better yet, what does a whole office do with an uninvited guest? This was the dilemma the Accounting Department found itself in one day in December during the morning coffee break. Naturally, our first thought was to just throw him out; however, it was soon discovered that this would be a rather difficult task at best. While touring from one end of the office to the other, the intruder caused several minor accidents, all of which were very annoying, to say the least. The ladies were screaming and crawling under their desks. At one point, Tony Costa tried to duck him and ended up throwing his coffee over his shoulder and soaking Wendy MacDowell. The guest brought several people to their knees while "Tate" and Don barely managed to escape his path with their doughnuts and coffee. Ben Braasch was involved in a long distance phone call when the intruder darted for Ben's head, gaining momentum with each passing second, until finally Ben was forced to throw himself onto the floor, narrowly escaping serious injury and unknowingly hanging up on a fellow freight claim manager. Chet Robie thought he had him cornered when he quickly closed Ben's door, but the intruder outsmarted him and flew out over the partition. Needless to say, he had to be caught and disposed of. After a bit of quick thinking and fast foot work, Dick Goodie literally "bagged" him by throwing a plastic bag over his head and tossing him out the window. Naturally, this is not Emily Post's answer on how to handle an unwanted guest; however, if any of you ever find yourselves in a similar circumstance, please be sure to call on the Accounting Department as we are all well versed and experienced in the art of "How to Catch a Low-Flying Bat."

Roxanne and Gregory Scott, Disbursements Office, became parents of their first child December 26, 1978, a son, Payson Clifford Scott, who weighed 7 pounds, 5 ounces. Proud grandparents are Ann and Cliff Clifford of Biddeford (Cliff retired from the Maine Central Car Accounting Office this past summer) and Mr. and Mrs. Reginald D. Scott of Rumford. Congratulations to all!

Eastern Subdivision

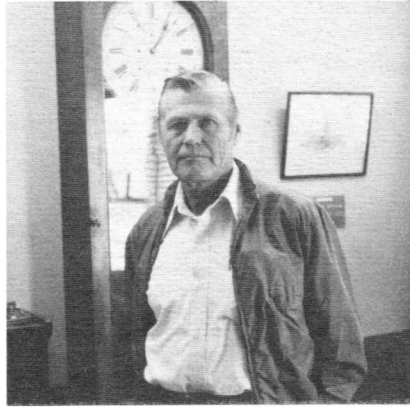
P.C. Giles, road trainman, retired in September after 32 years of service with Maine Central. Paul and his wife will now make their home in Florida during the winter months but they will be returning to Maine for the summers. We wish you many happy years ahead, Paul.

Retiring in the early part of December was E.M. MacDonald, road conductor. "Mac" had 35 years of service with Maine Central. Long, happy retirement, Mac!

Paul Vance, electrician, Bangor Engine House, informed us that he attended a workshop in October at the University of Maine's (Orono) Electrical Engineering Department on solid state power control devices and applications.

The employees of the Maine Central in the Bangor area wish to express their condolences to the family of John W. Costain, yardmaster, who passed away in December after a long illness.

Sympathy is also extended to the family of Richard E. Porter, assistant foreman, Bangor Car Shop, in the loss of his wife, Grace, in November.



Paul Giles retired in September.



Jimmy Chalmers, janitor, Bangor Freight and Yard Offices, with the 300-pound-plus bear which he bagged while hunting with his brother, Ron, who is chief clerk in the Bangor Car Shop. The trophy nearly fills the back of his pick-up.



Dick Golding, carman, left, retired in November after 37 years at the Bangor Car Shop. He is congratulated by Bud Wheelden, general foreman.



The Irish Museum in Ireland was visited by David Higgins, trainman.

New faces to be seen at the Bangor Car Shop are: James P. Bradley, Philip H. Clapp, Edward J. Corbett, Galen W. Flagg, Raymond E. Lambert, Richard F. Rackleff, and Ernest Wheeler. This is due to the retirement of several people this fall from this department.

Latest progress report on the new Bangor Car Shop complex indicates that it would appear that all will be in readiness before the annual spring flooding of the Penobscot River, unless Mother Nature pulls a fast one! Word is out that any new tenants of the old Shop should remember to bring their water wings with them, just in case.

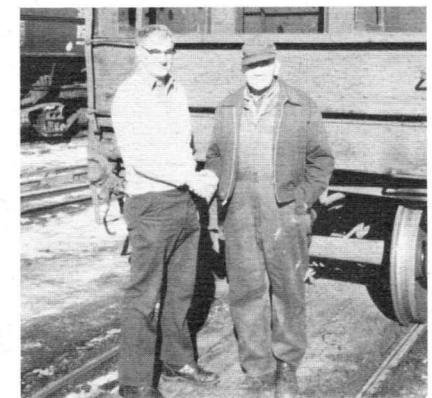
It was very pleasant visiting for a short time with Dick Boothby, operator, now on disability pension, and his wife Ginny at their home. This was just before the holidays and Dick was looking forward to the family gathering. Ginny, by the way, makes what has to be the best cup of coffee going.

David A. Higgins, trainman, Bangor, son of Dick Higgins, road trainman, spent his two-week vacation in Ireland this past fall, touring the country by various means of transportation. Dave saw some great sights, including the Irish Museum in Killarney.

Merle Crooker, car clerk, Bangor Freight Office, has a new grandson, Mark David, born November 27.

Ashley Wood, who retired as a baggage-master in Bangor in 1960, celebrated his 99th birthday recently. He is the proud keeper of the goldheaded cane given by the Phillips-Strickland home in Bangor to its oldest resident.

Maine Central employees in the Bangor area really outdid themselves this year for the United Way Campaign. At the start of the campaign, a goal was set for \$7,500.00. It seemed, at the time, that this figure might be a little difficult to attain, but within a matter of a few days, contributions exceeded this amount. Thanks to the generosity of all concerned, our total gift for United Way was \$9,223.88. This is the largest amount ever received from Maine Central employees in this area. Special thanks to the following people who served on the committee and did such a tremendous job: R.L. Spaulding, chairman; Paul Vance, engine house; Arthur Butterfield, engine crews; Maurice Blanchard and Robert Wheeler, engineering department; Dick Dixon, car shop; Paul Gallant, yard trainmen; E.A. Phillips, road trainmen; John Mincher, clerical employees; R.G. Wheeler; R.A. Burnham and L.J. Jewett. Especially important—many thanks and deepest appreciation to all who gave!



John Vanidestine, right, carman, Bangor Car Shop, has retired after many years of service and is congratulated by R.E. Porter, assistant foreman.



James Coffin, left and Stewart Park, Jr., congratulating Charles Wilson, general foreman, Bangor Engine House, on his retirement October 18, 1978. Charlie hired out March 10, 1942 in Bangor and was a part of the Maine Central family for 36 years. Much health and happiness in your retirement, Charlie.

Rigby

Bob Casey and Paul Curran, machinists, and other men around the shop who are interested in snowmobiling were happy with the season's first snow fall.

Mr. and Mrs. Joseph Capozza were given a 50th wedding surprise party at the Westustogo Inn. Joe, a one-time machinist at the engine house, was the secretary-treasurer of local 525 (Machinists' Union) for several years. The hosts of the party were their children and close relatives.

Mrs. Louise Brume, 85, died after a long illness at a local hospital. Mrs. Brume was the wife of "Bill" Brume who was machinist for many years at Rigby.

Waverly Hammond, last trick electrician, had a minor heart attack. He was o.k. after a day or two.

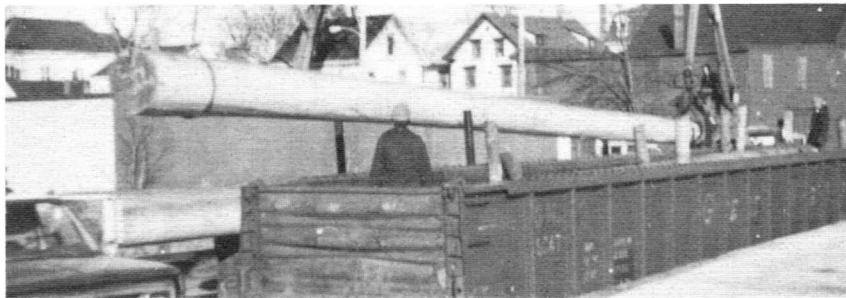
Lester Pettingill, yard messenger, retired after more than 41 years on various jobs in the yard.

Dom Fortin was recently injured in an auto accident and now is back to work at his desk in the general foreman's office.

A new car appeared in our midst when Bert Wetmore laid the old car, with many years' service, to rest.

Mrs. Irene Flaherty, 85, died after a long illness at the Scarborough Nursing Home. Her husband, Mark Flaherty, was shop foreman on the third trick.

Mrs. Doreen McCann of Peaks Island, wife of our welder at the engine house, was presented a plaque in appreciation for proficiency in teaching folk dancing among the children residing on Peaks Island.



One of seven poles from Scappoose, Oregon was unloaded by Prock Marine for the U.S. Coast Guard pier at Rockland. Measuring about 3 feet across the butt and 40 to 60 feet long, they are known as "camel logs" and will provide protection for the pier against crushing damage from vessels tying up.

Rockland

Graduating from a Ford Granada into a new LTD II is retiree Russ Willey. After the usual wheeling and dealing, he showed up at the freight office sporting this pretty, blue four-door sedan with tinted glass, cordova top, air conditioner and power pack. We expect to find him making some of his country sojourns in style. Just for a guess, it wouldn't surprise us if he were holed up in a smelt shack, hauling in those little fish right and left.

Trainman Mike Mitchell sustained the loss of a portion of his house by fire with considerable smoke and water damage, as well as the inconvenience of having to live elsewhere while rebuilding. Colder weather has slowed the progress of repairs, but he is hopeful of being able to move back in a few weeks.

Operator Henry Preble at Brunswick, home recuperating from a heart attack, is making good progress and hopes to be back on the job in April. His job has been bid off temporarily by Gene Harjula. Speaking of Gene, we understand he is the only person having the unique distinction of possessing and using a "wooden" key to get into the operators' quarters at Tower A.

Joe Clough, retired machinist, passed away in November following a long siege of illness. Joe worked for the company nearly 48 years, starting in 1920, and then through various stages as a wiper, laborer, machinist helper and machinist, the position he held when he retired in January, 1968. Joe was well-liked and remembered

for his patience and ingenuity to improvise and make something work under the most adverse conditions.

We met retired engineer Jeff Meally in a grocery store recently, looking much improved from when we last saw him in the hospital. He has lost weight and looks healthier than ever. Also, the writer paid Ed Elliott, engineer, a call when in the Bangor area, and he is looking good and gaining all the time.

Waterville Shops

Ralston Armstrong, storesman, passed away recently after a short illness. Our sympathy goes out to his wife, Marge, and family.

T.A. Pooler, engine house man, retired in December and has been presented his twenty-five year pin. Tim has bought a new car and will soon be leaving for Florida for a couple of months. We extend our best wishes to Tim for a happy retirement.

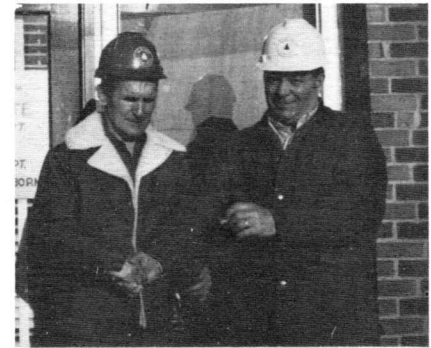
Laura Vear, fourteen-year-old daughter of laborer and Mrs. Harold Vear, has made a fine recovery after kidney surgery and will be back in school after the Christmas recess.

Ralph Barton, retired storesman, is on the mend after suffering a heart attack soon after his arrival in Florida where he and his wife Shirley have been spending their winters. Shirley reports Ralph is doing fine.

Ruth Brochu, stenographer, is off at this writing, recovering after major surgery. Ruth was a recent visitor at the Shop and is making a good recovery. Elaine Snow, stenographer, is covering Ruth's position until her return.

Carl Lindvall, electrician, resigned in January to apply for his annuity. Carl started his career in 1942 as a piper helper and transferred to the electrical department in 1944. Our best wishes go with Carl for a fruitful retirement.

Two Shop men scored well on the Legion Deer Contest. Paul Fletcher, Sr., Shop laborer, scored with a buck weighing in at 211 pounds and Harold Bowman, blacksmith, scored with a doe weighing in at 153½ pounds.



Tony Collins, left, laborer, receives his 25-year pin from Andrew Miles, machine shop foreman. Tony began his career as a car cleaner at Rumford and later as an engine house laborer. He came to Waterville two years ago and is now working in the Machine Shop and Wheel Room.





Two Stores Department employees, Ken Philbrick, crane operator, left, and Don Berard, clerk, right, are congratulated by Merle Swett, storekeeper, on their retirement. Ken began his railroad career in 1941 and Don in 1942. Best wishes to both.

Waterville Station

Bev. Cook, chief clerk, and husband Roland are looking forward to a month's vacation in Florida in February. Their son Rick was home on leave from the Air Force at Christmas. He is stationed in California.

Congratulations to Chris Spencer, trackman, and wife on the arrival of their first child, a daughter named Sarah, born on December 15, weighing 9 pounds, 6½ ounces. Grandfather is Howard T. Spencer, division crew foreman.

Our detective Harry Littlefield had his Christmas tree stolen from his car trunk.

Sympathies are extended to Dick Fecteau, retired clerk, and wife Frances on the death of his father-in-law. Sympathies are also extended to Donald W. Whitman, railroad helper, and family on the death of his mother, Mrs. Elizabeth M. Whitman in Bartlett, New Hampshire on November 17.

Waterville Yard

Victor C. Tardiff, conductor of Switcher 2, didn't realize when his wife asked him what he'd like to have for Christmas that the outcome would be 17 pairs of long johns. Through the family grapevine, that's what it came out to. The remark from Vic was, "Guess you don't want me to retire in the near future." Don't let that worry you, Vic, you've got another seven years to go. Just think how comfortable you'll be until then.

Our condolences go to the family of J.J. Peaslee, conductor, Switcher 8, whose father-in-law, Urban Rowe, Sr., former Railway Express agent, passed away recently. Mr. Rowe worked for the Agency 38 years.

We welcome Susan Buker, our new janitor at Waterville Yard. She's doing a fine job and some of the boys agree she's much better looking than Bobby Sweet, who has taken a day job. Incidentally, we have learned that Susan is quite a bobcat hunter.

Our condolences to the family of Harry Ramsey, retired car inspector, who passed away approximately two months ago. Harry's last assignment was car inspector of the west yard in Waterville.

Bob Coro, conductor, has bid off an assignment in Bangor. Through the grapevine again, our famous young but ready conductor, D.P. Holt, has been moved up



These two beautiful babies are none other than John Mincher, clerk, Bangor Engine House and Les Anderson, Waterville work equipment maintainer. They won first prize at the Halloween party at the Winslow VFW. By the way, these babies can be rented for any week end; they come complete with carriage and outfit.



This picture was taken on the occasion of Engineering Department clerk Dot Begin's bridal shower in 1957. In photo from left to right are former clerks, Marjorie Armstrong and Shirley Barton; Elaine Snow, car clerk; Bev Cook, chief clerk; Fabiola Tardiff, retired clerk; Dot Begin, engineering clerk; Ola Prentiss, retired clerk; Connie Bouchard, former clerk; Ruth Brochu, Waterville shop clerk; Lill Poulin, clerk, Stores Department; Jeanette Perro, Waterville Station clerk and Gloria Finimore, chief clerk.

to Bob's place in Rumford as conductor of Switcher 3. We'd like to congratulate our brave conductor. We also heard that some of his friends would like to borrow his little black book. His remark was "not until I revamp it by the first of the year."

K.F. Fitton, conductor and brakeman, shot at several deer during the hunting season, but didn't get any to take home. Ken says, "At least I shot my gun off." Someone offered him a picture of a deer just to refresh his memory of how they are supposed to look in case he should want to try again next year.

What was a loss to the trainmen's field was a gain to the engineer's field and that's

none other than F.W. "Smitty" Smith from Waterville Yard and J.D. Brown from Bangor Yard.

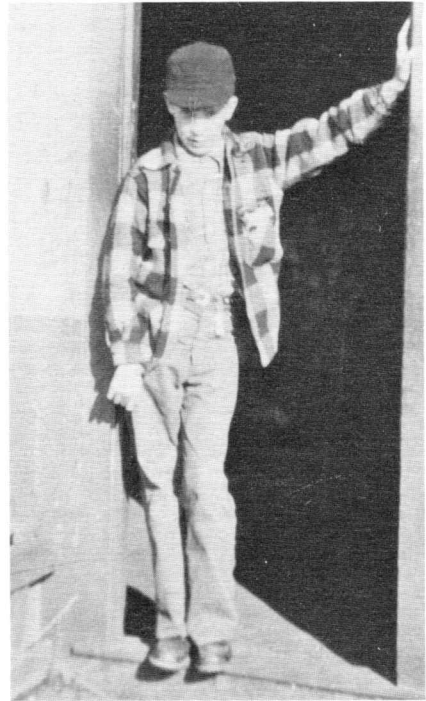
Retirees

Who has more fun than retirees? From talking with them—nobody does!

I had a nice chat with Martha True, retired stenographer, who is living at a retirement home on Baxter Boulevard, no less, and certainly enjoys life. She has lots of company, endless entertainment at the home, and would love to hear from everyone.



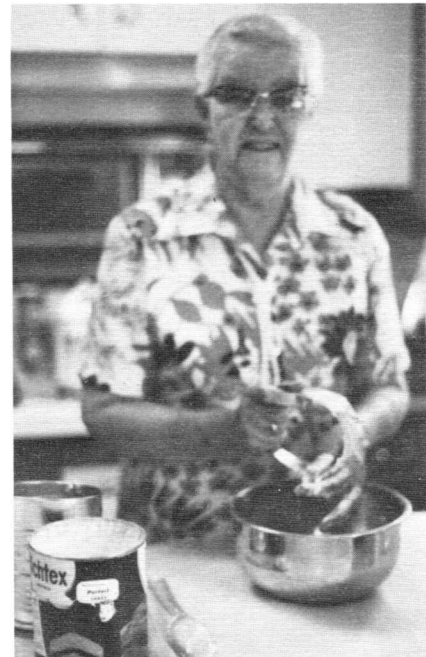
Tia and Talia Michaud, twin daughters of Richard, brakeman, and Paula Michaud. They are also the grandchildren of Harold Stinson, engineer.



Guy E. Coro, Jr., conductor, taken when he was 13 years old as he brought his dad, Guy Coro, Sr., switchman, his lunch at the East End shack, Waterville Yard.



Here is Ken Chase, brakeman, on his horse Torra, a 10-year-old Arabian mare. Ken, with the help of his two daughters, April and Dawn, is usually pretty busy keeping Torra in shape for horse shows. They have been doing this for the past three years and so far they have won 10 blue ribbons and 2 season trophies, 1 for pole bending and 1 for barrel racing.



Mrs. Monte R. Hurd, widow of Mountain Division conductor and mother-in-law of Mary Morse, giving some cooking instructions to Mary. She's 91 now, but certainly knows how to bake a thing or two!

I received a long letter from Joseph L. Iovine, retired section foreman, Portland Terminal Company. Joe is living at Louisville, Kentucky, and having a great retirement after 48 years working for the Railroad. He has visited Naples, Miami, Las Vegas, and loves the west. He is planning to go to Europe next. He comes north in the summer. Joe says his old section house is still there from when he was a section foreman in 1923. Joe is 78 now, and it's great to know he's having such a whale of a time!

Al Christie, retired chief special agent, has been retired 12 years. He entered the service way back in 1922 and was promoted to agent in 1938 after working many positions for the Railroad. He and wife Estella have been visiting daughter Joan and family in Massachusetts and son Danny and family in Hallowell. Occasionally, they take a trip to Ellsworth to see the old home town and relatives, besides having a garden in Windham. Al was one fine agent for the

Railroad. I always thought I'd hate to be a criminal and have him after me!

Bob Woodhill, Real Estate Department, and wife Betty could start a travel agency of their own! They have taken two trips, by auto, across country to the following places: Oklahoma, Texas, New Mexico, Nevada, Arizona's Grand Canyon, thence to California. There they visited Disneyland, Knott'sberry Farm, Los Angeles, San Francisco, Lake Tahoe, and then back to Nevada, where they tried their luck on the slot machines, then to Chicago, and home. The second trip to new cities and places included Denver, Colorado, Montana, Wyoming, Yellowstone National Park, Old Faithful, Calgary, Banff, Lake Louise, Jasper National Park, across country to Vancouver, B.C. They took the ferry to Victoria, B.C., then went to Port Angeles, Washington, Seattle, Spokane, and returned home through Cody, Wyoming, where they visited the Buffalo Bill Museum, then to Custer in South Dakota, Mt. Rush-



more, Duluth, Minnesota, Michigan, St. Marie, Toronto, and the journey home on the Canadian side. It must have been some vacation!

I heard from Wilson McCray, retired signal maintainer, Lewiston, who is enjoying his retirement.

Vinnie and I flew to Florida in November for a two weeks' vacation. We landed in Orlando and visited Disneyland for three days. I had a great time appearing on the December 10 Christmas Show as one of the audience when the girl in the red suit danced on the street with Mickey Mouse, the 10th being his 50th Birthday. We visited Sea World where the whale jumps out of the water, Cape Canaveral, Cypress Gardens, Busch Gardens (where the bear is), Sunken Gardens, Waltzing Waters Show, and toured the home and laboratories of Tom Edison at Fort Myers. Then, we traveled through cattle and sugar country to Palm Beach, Fort Lauderdale, Miami, Miami Beach, visited friends, and then flew home. If I disappear, I'll be at Miami Beach! People are friendly and there's southern fried chicken, sun, sand, and big hotels! It's unbelievable until you see it.

Scorecard

Maine Mariners hockey enthusiast Ralph (the Grump) Coffin, train dispatcher, won the opportunity to play *Scoro* between the second and third periods of one of the Mariners' games. *Scoro* gives the chosen person a chance to win a new car or color TV by taking a hockey stick and hitting the puck for a distance of 60 feet for the TV and 120 feet for the car at a small hole in the middle of the net. After practicing for a full period, Ralph had his chance. Like a real pro, he fired both sizzling shots, hitting just to the right of the net on both attempts, and the more than 5000 fans went wild. Ralph still hasn't figured out if he was being cheered or booed. The Mariners' coach came running out onto the ice and offered Ralph a spot on the team, which he modestly refused. (Hoorah for the Mariners.) At about the same time in Hersey, Pennsylvania, a little 75-year-old grandmother won an attempt at *Scoro*, and on her first try slapped a shot into the net, winning a new car. Although Ralph felt badly when he learned of this, he said he hasn't always been a loser at hockey. Last year he won \$185 playing the 50-50 game.

Ralph Coffin and Craig Wilson, train dispatchers, report that this past hunting season had its highlights and its disappointments. The bird season was quite successful for Craig, but that was only because Ralph told Craig of some good pheasant territory. While Ralph was working, Craig took advantage of the situation to stock his freezer with game birds. The deer hunting season was a different story. Although Ralph bagged his deer last season, he and Craig spent endless hours this season busting through swamps and running the ridges for the elusive white tails, but to no avail. The only comment was, "We'll get 'em next year." Dana Bragdon, train dispatcher, spent some time opening day in the Standish area for what he thought would be a few hours of peaceful hunting, but left the woods early because there were so many shots fired around him that he figured there weren't any deer left to be shot. Son Darrell bagged his deer on the way to work one morning, just to show the old man how it is done. O.K., Darrell!



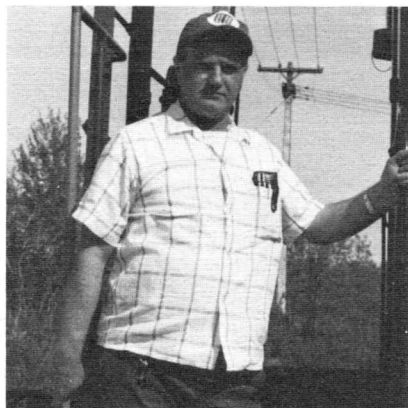
Love at first sight! At last a lion for her very own—at least for 60 seconds at Disneyland while Mary Morse has her picture taken!

The Maine Central Men's Bowling League got off to a fine start this year with ten teams in contention. This year's co-commissioners are Craig (the Rhino) Wilson and Bill (the Dots) King. At present, Ralph Foster leads the League with an impressive high average of 110 and high total of 363. Ralph's team, consisting of Tom King,

Craig Rush, Rod Taliento and Ralph, also holds high team single with a commanding 451. Team No. 2 with Rodney Redstone, Paul Linscott, Ron Taliento and Denny Farrell hold high team total with a very respectable 1234. The Christmas Roll-Off on December 18 produced some rather unusual surprises for many of the bowlers.



"Charlie's Angels"? Left to right are: Jeannette Perro, billrack clerk; Lucette Huard, chief clerk, Engineering Department, and Dot Begin, clerk Engineering Department. Jeannette and Dot are sisters.



Car inspector Johnny Gravel inspecting the head end of the Wood Job.



Conductor Frank Bennett taking time off from his wheel report to pose for the camera.

Many prizes were given for the top three places in each string, and also for high total. The winners were:

String 1—Maurice Pride and Ron Taliento split first prize with a score of 132 each. Second was Roger (the Car Parts) Palmer with 128, and third was Larry (the Letters) King with a 127.

String 2—Rod Taliento topped the League with a 142. Second was Lenny (the Whistler) King with 130, and third was Rodney (Stoney) Redstone with a 129.

String 3—Craig (the Rhino) Wilson crashed through with a score of 145. Second was Joe Fontaine with 139, and third was Bob Dee with a 131.

High total was taken with an outstanding 397 by Ora (the Sandbagger) Pennington. Congratulations, men! Ted Jewett is starting to get back into the swing of things and is bowling spare. Welcome back, Ted. Last year's co-commissioner, Steve (the Anchor-

man) Marston, has given this year's commissioners a helping hand just about every night. Thanks, Steve. On January 8, Team 1—Tom King, Craig Rush, Rod Taliento, and Ralph Foster—and Team 4—Bob (the Brain) Prevost, Ken King, Al Dyer, and Bob Dee, who are tied for first place—will clash to see who the winners of the first half are. May the best team win!

The Maine Central Couples Bowling League has almost completed its first half of competition. The co-commissioners for this 1978-79 season are Ken Gillis and Jerry Shea. At press time, Bill Brownell leads the men's high average with a commanding 102 and Cathy Wilcox holds the girls' with an 89 average. Pat Shea has the high three string total at 294 while that record for the men is tied between her husband Jerry and Bill Brownell at 338. The ladies' high single is held by Ellie Shuman at 133, which is the high single for men also, held by Jerry Shea.

Eight teams are competing and consist of the following couples:

- 1—Pat & Jerry Shea
Pat & Ken Gillis, Jr.
- 2—Joyce & Dana Bragdon
Shirley & Ken Gillis
- 3—Helen & Bill Brownell
Marilyn & Ed Peterson
- 4—Bonnie & Arlan Freeman
Glady & Gene Lyden
- 5—Kris & Al Dyer
Mary & Burt Davis
- 6—Mary & Gene Guilmette
Cathy & Bill Wilcox
- 7—Joan & Bob Prevost
Phyllis & Frank Garland
- 8—Evelyn Guptil & Fred Bither
Ellie Shuman & Bob Brewster

Also at press time, Team 6 is in the lead for first place, with Team 4 clinging to second place.



These two locomotives have been overhauled by Maine Central crews at Waterville Shops. The 572 was repainted in its original maroon and yellow. When Maine Central converted from steam to diesel power in the early 1950's, the new power was maroon and green. The 256 was repainted in its original yellow and green. Photo by Ron Johnson.

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on and off

Winter's arrival brings with it the need for extreme caution on the part of anyone who must get on and off standing or moving on-track equipment. There are six Safety Rules covering this subject which can be found on Pages 11, 12, and 13 of your Safety Rule Book.

The development of good habits for getting on and off

equipment will greatly reduce the chances of slipping and falling, which has become one of the leading causes of personal injury to Maine Central employees. Accidents of this type occur year-round, but winter conditions tend to increase the severity of such injuries.

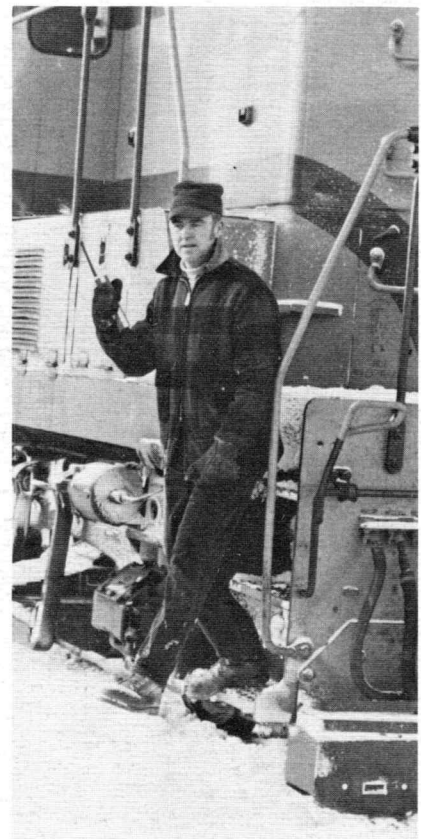
Facing the equipment and maintaining a secure handhold goes a long way toward preventing this needless injury. Winter conditions will always require extra caution on the part of anyone who must get on and off equipment. Properly mounting and dismounting equipment is often your only insurance for avoiding injury in the presence of ice and snow underfoot.



Wes Winn, Maine Central trainman, demonstrates the proper method of dismounting from moving equipment. With a firm handhold and secure footing, Wes is facing the direction of movement and has made sure ground is free of obstructions. He detains with trailing foot to insure his body is carried away from equipment.



Wes is getting on with a firm handhold, secure footing, and close attention to what he is doing as he lifts himself aboard.



*This is how **NOT** to get off equipment. Getting off equipment in this manner is a leading cause of personal injury to employees. Not maintaining a firm handhold and facing away from the equipment are the two most common errors that lead to injury. If Wes were to fall now it could result in a serious injury.*