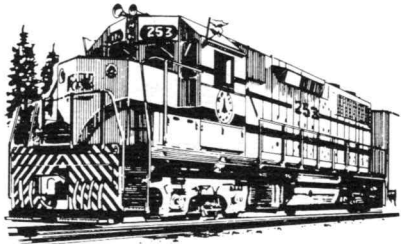


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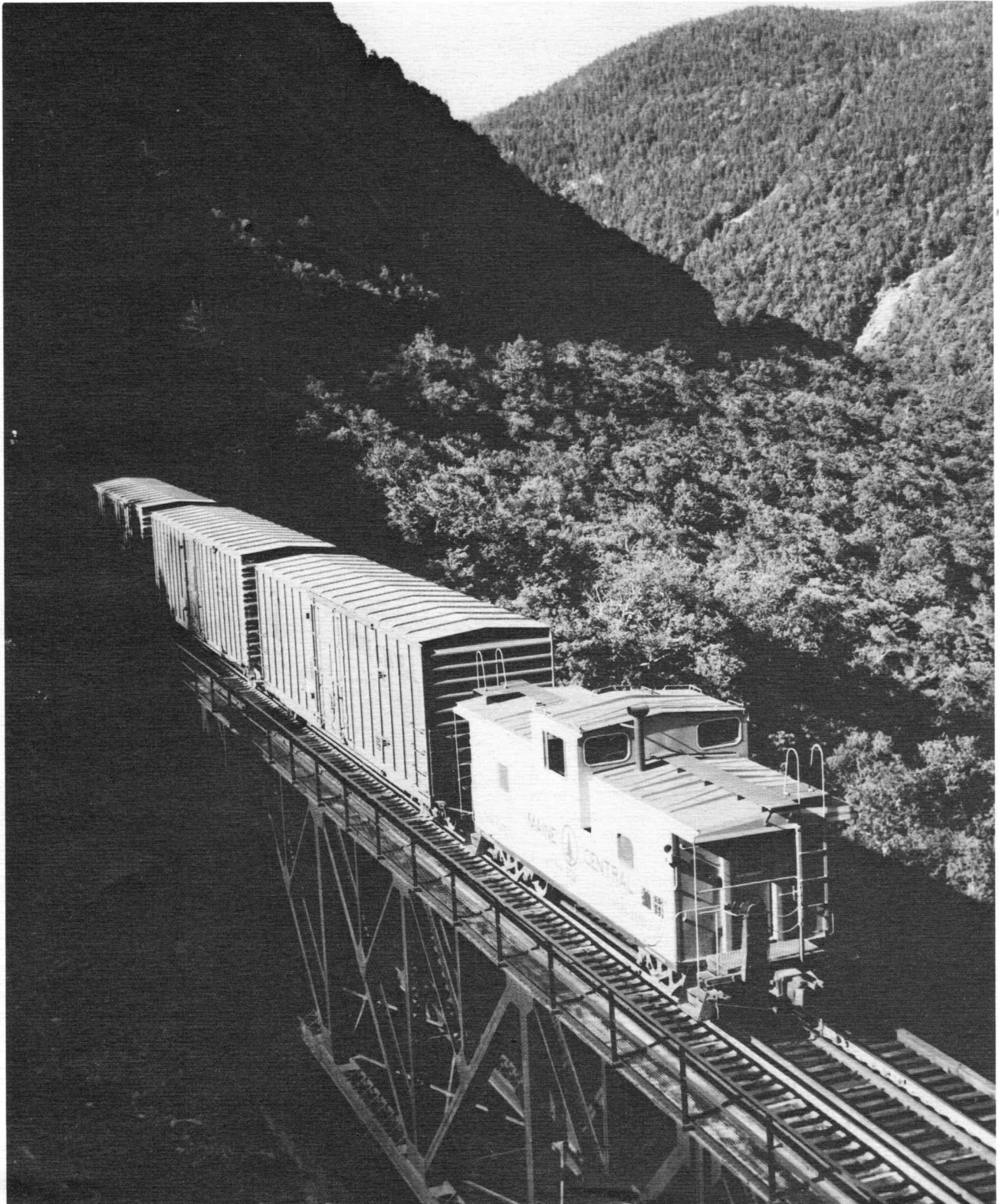


BOSTON & MAINE RAILROAD
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Spring - Summer 1979

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 RY-2 crosses Willey Brook Trestle in Crawford Notch in New Hampshire's White Mountains. Photo by Ron Johnson.



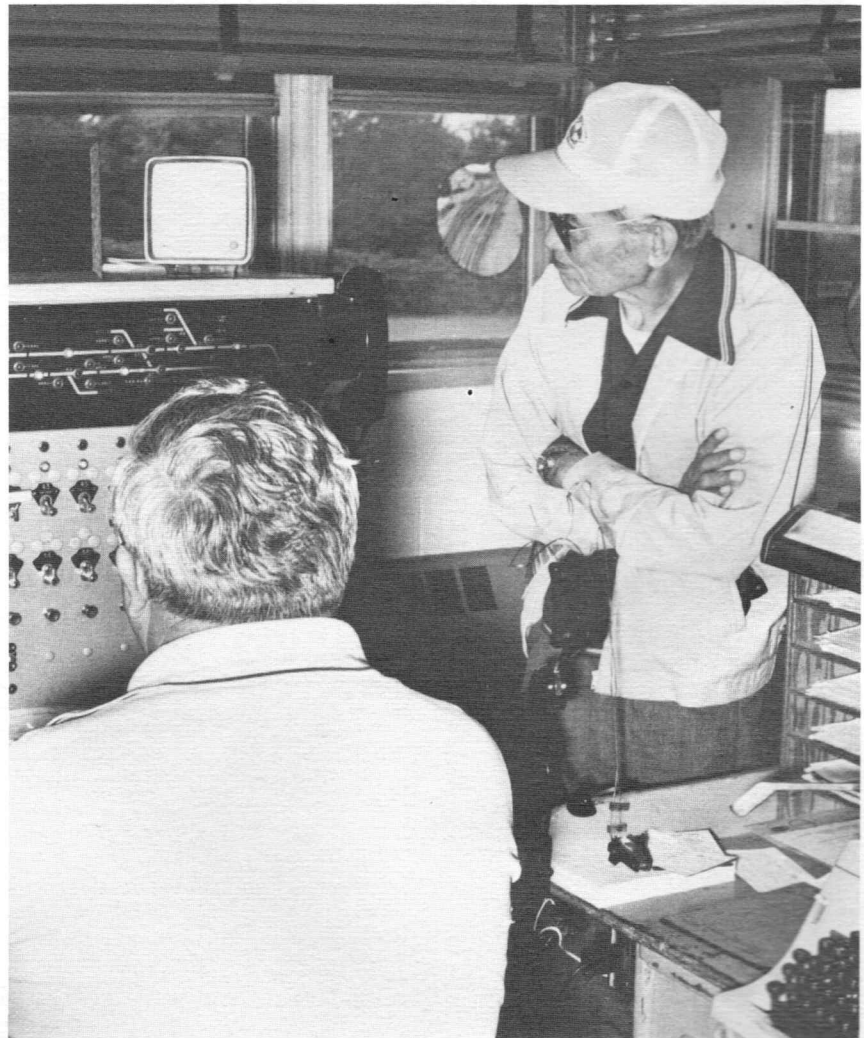
Equal Employment Opportunity Policy

Maine Central Railroad Company maintains a longstanding policy of equal opportunity for all qualified persons in employment practices and all qualified persons, firms or businesses in purchasing practices. Discrimination against any applicant for employment or employee because of race or color, sex, physical or mental handicap, religion, ancestry, national origin or age is contrary to Maine Central's policy. Railroad labor organizations have given full support and endorsement to such policy. Discrimination against qualified minority businesses in the procurement of goods and services is also not to be sanctioned. Affirmative action has

been taken and will continue to be taken to implement and carry out the President's Executive Order 11246 and federal and state laws, rules and regulations directed at non-discrimination.

As President of Maine Central Railroad Company, I request the assistance and full cooperation of all Maine Central employees, officials and officers and a conscientious effort to further our longstanding policy against discrimination.

President



Mansueto Gilladoga, right, retired mechanical and electrical engineer from the Philippines visits the tower at Waterville. Cliff Dunn shows Mr. Mansueto his panel. See story p. 8.

it's our opinion

Maybe the Bastille is Better

In political circles it is called a "buzzword." In most railroad traffic departments it brings scowls and raises blood pressures. Railroad shippers are divided because it is not clear how it will affect their companies or the railroad providing service at their facility. Conrail says "yes," Norfolk and Western says "no way," the Association of American Railroads says "yes, but" And railroad labor hasn't firmed up a position.

"It" is rail deregulation and everyone agrees that, if enacted as currently proposed by the Administration, the nature of railroading in this country will change to a degree unparalleled since the government took over U. S. railroads during World War I.

To demonstrate the simplistic and uninformed view of many on this complex subject, we quote in its entirety an editorial which appeared in the May 14, 1979 issue of *Business Week*.

"It is said that when the Paris mob stormed the Bastille, some of the prisoners had been there so long that they did not want to come out. Something like this seems to have happened to U. S. railroads after nearly a century of regulation. The Carter Administration is proposing to give them more latitude in rate making and service. The railroads, which have taken little advantage of the minor regulatory reforms of 1976, are opposing the further steps toward decontrol that would end the present antitrust immunity for joint rate making.

"This is scarcely an exhibition of courage and imagination on the part of management, but it is important to get the rails out of the dungeon even if the light hurts their eyes. The Administration should persist in its effort to relax the rigid framework of control. And the rail managers should brace their nerves and prepare to make the most of the new opportunities. A few more years of the kind of protection they are asking, and there will be no railroads left."

We don't agree, and maybe the Bastille is better than the potentially fatal wounds from the battlefield of total railroad regulatory freedom.

MYTH AND FACT

Before expressing Maine Central's position on the issue of railroad deregulation, a few myths should be reviewed and dispelled.

Myth: Airline deregulation is analagous to railroad and trucking deregulation.

Facts: Analogy is one of the most vulnerable forms of logic. It is true that, when airline passenger fares were reduced, there was a substantial increase in air travel as people who previously seldom flew found this a financially attractive mode. The potential market was instantly increased. On the other hand, the level of the nation's

freight business expands and contracts with fluctuations in the general economy, but there is no real opportunity for dramatic freight growth. General Motors isn't going to build more cars, Peabody mine more coal, Amana assemble more refrigerators, or the Ohio farmer grow more grain simply because rail or truck rates are suddenly, and probably only temporarily, lower.

Myth: Deregulation lowers consumer costs.

Facts: When air freight was deregulated, air cargo rates increased substantially. The rate of return of the nation's railroads has not exceeded three per cent since 1966 and has been below two per cent for the past four years. Deregulation of railroad rates will result in higher rail freight rates in most cases.

Myth: Transportation cannot be partially regulated any more than a woman can be partially pregnant (as stated recently by a government official).

Facts: Varying degrees of regulation are currently in effect for almost every type of American business. The oil company, the food processor, the banker, and even the corner grocery store are all subject to government regulation in some form.

MAINE CENTRAL POSITION

Maine Central supports the concept of railroad deregulation, but we do not, however, endorse precipitous and total deregulation, driven by political momentum and motivated more by parochial interests than by reasoned and studious deliberation.

Railroad regulation was imposed in 1887 as a government effort to prevent the railroads of that era from exploiting their transportation monopoly position. A regulatory process which has evolved and survived over a hundred years of trial and error, court challenges, political pressures, and bureaucratic growth should not be decimated by a single act of Congress. There may be benefits from some degree of railroad deregulation, but there are also potential pitfalls, many of which cannot be anticipated, even with the exercise of great caution. Transportation deregulation and railroad deregulation in particular must be approached with intelligent deliberation.

There are aspects of the recently-released Administration deregulation plan, S. 796, entitled "Railroad Deregulation Act of 1979" which Maine Central can support, some with a degree of enthusiasm and others with lukewarm concession. Provisions of the Administration bill related to joint rates and rate bureaus are viewed by Maine Central as at best risky and at the worst inviting the destruction of the rail system in this country in the private sector.

JOINT RATES

Maine Central strongly opposes repeal of Interstate Commerce Commission authority to compel joint rates. The railroad industry position on this issue is divided with Conrail and certain other large railroads supporting repeal and many large, medium and small railroads opposing repeal. The Administration position is to allow carriers to establish joint line rates, but it eliminates ICC authority to compel joint rates or to continue existing joint rates with historic divisions.

Repeal of this ICC jurisdiction would enable railroads to act in their own interest alone and a few large railroads would be in the position to dictate what traffic would and would not be handled by rail. Conrail has stated publicly



that it wishes to shed boxcar traffic which is not remunerative. Since a substantial amount of Maine Central traffic is handled by Conrail, with a large percentage originated or terminated on Conrail, and since boxcar traffic is the backbone of Maine Central's business, success in Conrail's objective could have a significant adverse impact on Maine Central. Even a brief and fractional loss of Maine-originated boxcar traffic could do irreparable harm to Maine railroads. Maine's pulp and paper industry would be seriously affected by such successful action by Conrail.

To attempt to "save" Conrail by assuming that small originating and terminating carriers are expendable is shortsighted and surely not in the interest of national transportation policy. To swap one big disaster for a dozen or so smaller disasters is foolhardy. Nationalization of Conrail, although not desirable, is a better solution than an action that could result in the demise of many of the nation's solvent and profitable small railroads. The effect of any attempt of a railroad to shed a substantial portion of its business must be viewed in the light of other policies of national interest such as energy consumption and environmental integrity. Traffic will be diverted to other modes, mostly trucking, resulting in a substantial increase in energy consumption and the accompanying increase in environmental degradation.

RATE BUREAUS

Maine Central also strongly opposes substantial modification of railroad rate bureau structure and associated anti-trust immunity. There must continue to exist a viable forum where freight rates can be handled effectively and efficiently and with knowledge of the overall impact of proposed changes. The threat of anti-trust legal action hanging over the heads of railroad traffic officers as they attempt to provide efficient rate making could throw the entire rate making process into chaos. The nation's railroads do not function as independent entities as other American companies. The railroad network is structured to require a great degree of cooperative action and interdependence. Smaller railroads would be particularly adversely affected by elimination or substantial modification of railroad rate bureaus.

The legislation proposed by the Administration would open rate bureau meetings to the public and in so doing provide competing modes with all pertinent rate information. The stated objective of the Administration bill is to allow "maximum reliance on competitive market forces and on actual and potential competition among all transportation modes." Public rate bureau meetings fly in the face of this objective and would be clearly intermodal anticompetitive. Under any such provision, railroad rate bureaus would be rendered impotent. The Administration also would eliminate after two years any provision for general freight rate increases. Although movement in the direction of less reliance on the general rate increase may be desirable, such elimination within two years would substantially disrupt the railroad rate process. The general freight rate increase is the only practical, fair and efficient method to deal with an inflationary economy where increased costs are not entirely controlled by individual railroads.

To eliminate or render ineffective railroad rate bureaus and to repeal ICC authority to compel joint rates would be to return to the days of bitter railroad infighting with only the large and politically powerful able to survive. To contemplate such a prospect is to recall the days of

different railroad track gauges when freight was unloaded from one rail car to be loaded onto another.

MERGERS

The Administration's proposal for deregulation of railroad mergers concerns Maine Central. The legislation would delete the special standards and procedures for railroad mergers and would require that these transactions be reviewed under the anti-trust laws that apply to all other non-transportation industries. The railroad industry is not just another business. It is completely interdependent and its service integrity vital to the nation's economy. Maine Central believes that in merger or acquisition proceedings the existing provisions of the law requiring a finding of fitness of the applicant and that the transaction be in the public interest are essential safeguards that should be preserved. We do not believe the anti-trust laws provide sufficient protection.

CAR SERVICE

Maine Central is an end-of-the-line carrier with considerably less boxcar traffic terminated on line than originated, and is, therefore, greatly affected by car service procedures. Maine Central's relative abundant ownership of boxcars is in contrast to other roads that have stated that they will not further increase their boxcar fleets. This posture renders Maine Central particularly vulnerable to predatory action in car service matters by the larger carriers. It is, therefore, vital to Maine Central that car service decisions be made by a quasi-judicial body which can act immediately and fairly. The Administration's position on car service and car compensation provides for industry management with arbitration by the ICC. The Department of Transportation would have the authority to act in national emergencies. We believe that this proposal is inadequate to protect Maine Central's particular interests.

CONCLUSION

In the statement of policy of the Administration's bill we find the phrase "avoidance of undue concentrations of market power." A careful study of S. 796 reveals a bill which if implemented will place in the hands of large carriers an overwhelming market power. The major deficiency of the Administration's position is a failure to deal with the complete interdependency of the nation's railroads and the potential control of the large rail carriers. Passage of S. 796 or similar legislation would give the larger roads an inordinate control of the nation's rail system to the detriment of many small, solvent and profitable railroads.

Maine Central recognizes the need to restructure and speed up the railroad regulatory process. We trust that Congress will carefully weigh all deregulation proposals, at all times considering the impact on smaller railroads like Maine Central as well as the overall interests of the nation's entire rail transportation system. Total or ill-conceived railroad deregulation would result in chaos and a state of railroad anarchy. Nobody would be a winner in that kind of warfare.



quality and integrity

All Photos by Dan Murray



Dunham's photo crew sets up a shot at Maine Central's Waterville Yard.

The Fall 1979 catalogue of Dunham's of Maine features Maine Central's Waterville Yard and retired Maine Central employee Lawrence "Brownie" Brown. Dunham's, a quality apparel and accessories shop in Waterville, is owned by Eileen and Bob Fairburn. Mr. Fairburn was chairman of the board of Keyes Fibre Company and has served as a Maine Central director since 1970.

Maine Central's involvement in the catalogue is described along with a photograph of the old 470 as follows: "Our background for this catalogue is the Maine Central Railroad's Waterville Train Yard. It is a fitting locale for several reasons. Established in 1887, the same year as Dunham's, the Yard is as much a part of the Waterville area as Dunham's itself. Its people are a rugged breed who respect Maine traditions of quality and integrity. And its equipment, particularly a vintage coach, represents a particular attitude about craftsmanship, design and construction that we share. That uncompromising dedication to style, craftsmanship and quality embodied in the great trains is the same we strive to maintain in our clothing."

Although Dunham's is over ninety years old, the mail order end of the business didn't begin until 1932. It was a way of keeping in touch with loyal customers who summered in Maine. After Mr. and Mrs. Fairburn took over the business in 1975, the mail order activity increased

dramatically. In that year 20,000 catalogues were distributed. That mailing increased with each new catalogue and now the Fall 1979 edition will have a press run of 800,000. Dunham's has customers all over the United States and in several foreign countries. Its famous customers include the late John Wayne, Susan Ford, Mrs. Clint Eastwood, Billy Wilder, Steve McQueen, and John Chancellor.

James Alexander, Dunham's general manager, says that the shop is dedicated to continuing the reputation for quality that it has enjoyed for its entire history. "Each item is the work of skilled craftsmen using time-honored fabrics, materials and designs. Natural fibers are used wherever possible and most of our clothing is made in the United States or the British Isles. We are a shop with a small-town attitude, providing the best in apparel made the way it used to be made and serving the customers in the best of Maine tradition."

Dunham's photo session in Waterville Yard was a sight to see. Maine Central's business car 333 was used extensively in the shooting and a railroad atmosphere is found throughout the 32-page, full color catalogue. Nearly 20 men and women made up the team that shot for a full



day in the Yard. There was a photographer and two assistants, the graphic designer who supervised the shoot, eight models, make-up and hairstyling people, a seamstress, and six people from Dunham's. Every model was outfitted from head to toe with clothing and accessories from Dunham's.

Larry Brown acted as a consultant for the entire shooting and shows up in the catalogue outfitted in a conductor's uniform. Roland Boulette, Waterville Shop

superintendent, coordinated the work for Maine Central. Jim Alexander of Dunham's said, "Roland and Brownie were super. In fact, all the railroad men and women we met and worked with obviously knew their jobs and were most cooperative with all of our people. We came away with the sincere conclusion that our association with Maine Central in our Fall catalogue is a positive statement about Dunham's and the kind of clothing and service we attempt to provide."



Two Dunham's models strike a pose beside Maine Central Business Car 333.



Roland Boulette, Waterville Shop superintendent, left, discusses the next shot with Larry Brown, retired, who acted as a model and consultant for the Dunham's photo session at Waterville Yard.



Three models pose at the end of Maine Central Business Car 333 as photographers make certain the lighting is perfect. Dunham's general manager, James Alexander, is at the far right.



A Dunham's model on the steps of the 333.

waterville visitors

by Roger Keim

In June a diverse group of visitors, including a retired "railroad man" from 12,000 miles away, spent three interesting and educational hours touring Maine Central's Waterville Shops. The group was accompanied by Roland Boulette, superintendent, Donald Dickey, assistant superintendent, and Arthur Doucette, conductor.

The visitors were Mr. and Mrs. Mansueto Gilladoga of Mangaldan and Baguio City, Luzon Island, the Philippines; their daughter, Dr. Angela G. Keim, a Bangor pediatrician; their son-in-law, Roger Keim, a freelance writer and photographer, and their grandson, two-year-old Brandon Keim, whose reward for good behavior is watching RB-1 set off at Northern Maine Junction and observing switching activity at RD Tower. Rounding out the group were Mr. and Mrs. James R. Miller and their eleven-year-old son, Jimmie, of Spuderton, Pennsylvania.

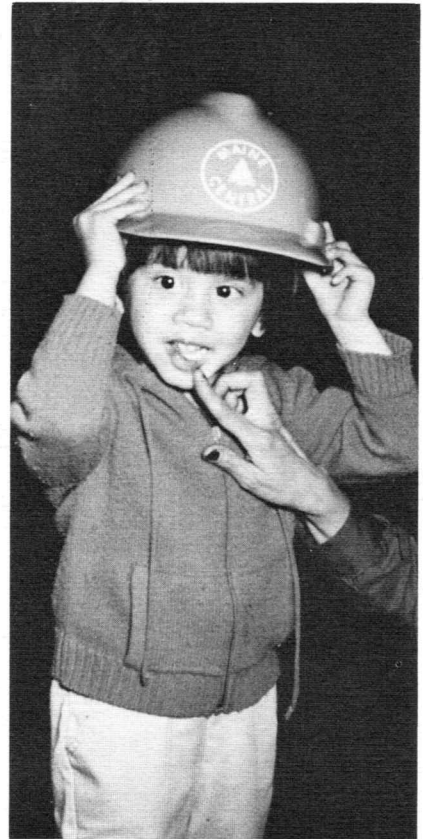
Mr. Gilladoga, 75, a recently-retired mechanical and electrical engineer, first became interested in railroads 59 years ago while working in the construction of two sugar cane operations in his native island of Negros. Following his engineering education in Manila, Mr. Gilladoga was hired by Itogon-Suyoc Mines in northern Benguet Mountain Province.

During World War II he supplied U. S. forces and Philippine guerillas with valuable intelligence and General Douglas MacArthur used his house in Mangaldan as allied headquarters for three days during the invasion of Lingayen Gulf. Mr. Gilladoga also supervised the salvage, repair and rebuilding of a 60-kilometer rail line from Mangaldan to San Fernando.

Before becoming general superintendent of the gold mines in 1963, he designed a 16-kilometer tram line to haul the approximately 150,000 square board feet of pine used in the

tunnels each month. Each log, weighing between two and three tons, had to make a 2000-foot climb on cable varying from $\frac{5}{8}$ ths to $1\frac{1}{8}$ th inches in diameter. In 1950 Mr. Gilladoga introduced rails into the mines to increase the daily amount of rock for the crushing and refining process. The system, still in use today, covered 20 kilometers with 5-foot gauge track. The rail line also included signaling and slide detectors.

Waterville impressed Mr. Gilladoga for its capacity, diversity, parts inventory, and dedication to safety. Mrs. Gilladoga described the Waterville facility as a "hospital for trains."



Young Brandon Keim, son of Mr. and Mrs. Roger Keim, visited Waterville Shops recently.



Left to right, Donald Dickey, assistant shop superintendent, conducts a tour of Waterville Shops with: Mansueto Gilladoga, Roger Keim, his son Brandon and wife Angela, and Mrs. Gilladoga.

the strong boy

by Ron Johnson

The following is a portion of an article by Ron Johnson which appeared in the Summer 1978 issue of *The New England States Limited*. Information for this story was obtained from old clippings from the *Rockland Courier-Gazette*. The Knox and Lincoln Railroad was built between Woolwich and Rockland about 1870. The line was leased to Maine Central in 1891 and merged into Maine Central in 1901 to become the Railroad's Rockland Branch.

One particularly colorful character on the Knox & Lincoln was Joseph E. Hamlin of Wiscasset. The wiry 14-year-old boy was offered a job on the K&L in 1888 when conductor Al Hodgkins said, "I'll give you a regular job if you bring that barrel of pork in here." The athletic youngster picked the 321-pound load from the freight shed floor, carried it 20 feet into a car and put it gently down. That started a 51-year career of railroading and feats of strength that gained him the title of "The Strong Boy."

His first job was as water boy for the gravel trains ballasting and leveling the track. From there he went to firing the diamond stacked wood burner "Henry Ingalls." At that time wood was selling for \$3.86 a cord and a fireman's wages were \$30.00 per month. Although Joe never weighed over 169 pounds in his life and was only 5 feet 5 inches tall, his fame also grew as a brakeman, rustling tons of freight in and out of cars.

He got his nickname for sure at 17 when at Cobb's store in Rockland the "real stout" men in the train crews staged a contest—holding an arm out

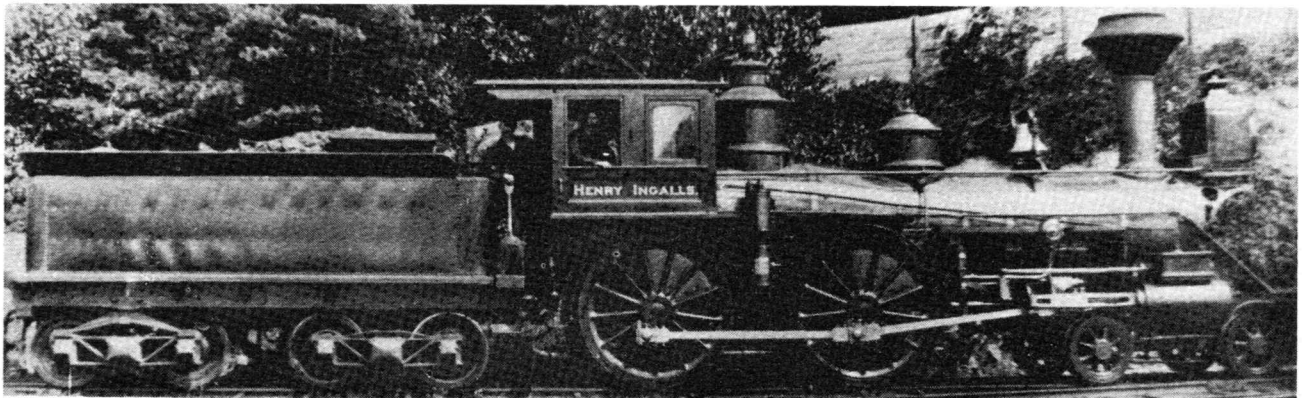
straight for the longest time. Joe held his out 59 minutes. "Then I yelled for them to hang a 50-pound keg of white lead from my little finger . . . I held her up and counted out the seconds of the last minute to make an hour . . . You had to be strong to hold your own in a day of freight houses jammed high with stuff going and coming in a harbor so full of coasters they'd have to clear a path for the Boston steamers." One sport that irked his buddies to no end was his habit of "setting up" the handbrakes on the freight cars so tight that crowbars would have to be used to loosen them.

Joe swapped off for a time with the K&L and went to work for the Limerock Railroad in Rockland. Due to large deposits of limestone, Rockland and Thomaston became centers for the lime industry. The Limerock Railroad shared the Rockland harbor wharf with the K&L, which had a spur running down from above the Rockland depot to connect with coastal steamers and sailing vessels. Near the roundhouse, 7/10ths of a mile from the station, the Limerock Railroad interchanged with the K&L via a diamond

protected by a ball signal. At times the K&L trains would have to wait if one of the balls was down as one of the Limerock's little 0-4-0T's switched lime cars across the diamond, sometimes in a lazy poking manner. It was this tardiness with which Joe would get a little impatient and so he would start the cars rolling by butting a shoulder to them himself.

Joe's great strength saved his life in his only serious accident while working for the railroad. He was braking between lime cars when the engineer started before a signal. Joe went down under the wheels. By luck he grabbed an iron rod and held himself ahead of the grinding wheels and just off the rails. "I hung on right up to the trestle at the kiln. We came to a hole between ties and I dropped off, landed on my back on a kiln shed and walked away," he recalled.

In his half-century railroad career, Joe lived up to his "Strong Boy" reputation nearly every day as he toiled for his railroad paycheck on what is now the Rockland Branch of the Maine Central.



The "Henry Ingalls" is the woodburning locomotive where young Joseph "Strong Boy" Hamlin worked as a fireman in the late 1800's. Photo from Ron Johnson collection.

PORTLAND TERMINAL COMPANY

Maine Central Railroad

Boston and Maine Corporation



Portland Terminal Co. • 242 St. John Street • Portland, ME 04102 • Tel. 207-773-4711

SERVING The Port of Portland, Maine with efficient railroad service to points throughout the United States and Canada.

news briefs



Jean E. Gilpatrick

Gilpatrick Appointed

Jean E. Gilpatrick has been appointed market manager — TOFC-COFC. In this position, she will be responsible for all trailer-on-flat-car (TOFC) and container-on-flat-car (COFC) traffic on the railroad.

Miss Gilpatrick began her railroad career as a clerk for the Boston and Maine Corporation in 1952. From 1955 until 1968, she was a clerk for Maine Central. She was appointed regional sales and service manager in 1968 and continued in that position in Maine Central's Marketing Department until the recent appointment. She is vice chairman of the Portland



Michael T. Kane, Jr.

Planning Board where she has been a member since 1973.

Maine Central provides the opportunity for intermodal shipping for the major industrial and commercial areas of Maine with ten TOFC facilities located throughout the state. Increasing fuel costs combined with the nearly four-to-one fuel efficiency advantage of rail over truck in the transportation of freight provides a unique opportunity for the growth of TOFC and COFC traffic. This increase will come not only from traffic moving to or from the State of Maine but also from shippers or receivers located in the Maritime Provinces.

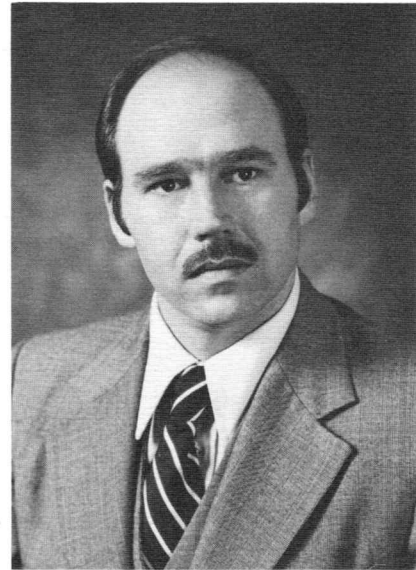
Shook New Attorney

Stephen H. Shook has been named attorney for Maine Central Railroad Company. He joins the Railroad's Law Department following general practice of law since 1974 in Milo and Brunswick.

Shook graduated from the University of Colorado in 1970 and received a Doctor of Jurisprudence Degree from Willamette University College of Law in Salem, Oregon in 1973. He is a member of the Maine Bar Association and the Maine Trial Lawyer's Association and has been admitted to practice before the Maine Supreme Judicial Court, Federal District Court, First Circuit Court of Appeals, and the Supreme Court of the United States.

Kane is Special Agent

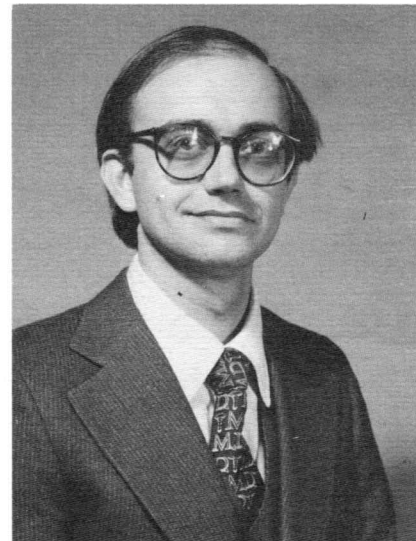
Michael T. Kane, Jr., has been appointed special agent with the Maine Central Railroad - Portland Terminal Company Police Department. Kane, a native of Portland, is a graduate of the University of Maryland with a degree in Law Enforcement and Criminology. He also is a graduate of the Maryland Criminal Justice Academy. He served in various police and staff functions for nine and one-half years with the Prince George's County Police Department in Forestville, Maryland, and also in military security positions as a member of the U. S. Marine Honor Guard at Camp David, Maryland, and at the White House during the term of President Lyndon Johnson.



Stephen H. Shook

Recent Promotions

Arlan F. Freeman, Jr., has been named road foreman of engines and assistant safety supervisor with headquarters in Portland. He has held the position of road foreman of engines since 1975. He attended Iowa State University and the University of Maine and was clerk-crew dispatcher at Bangor Engine House from 1969-74.



Dr. Steven G. Johnson has been appointed a Maine Central-Portland Terminal examining physician. He studied at the University of Vermont College of Medicine and did his residency at Emory University Hospital in Atlanta, Georgia.

Donald I. Dickey has been appointed road foreman of engines with headquarters in Waterville. In this position he will have jurisdiction over engine service personnel and Waterville Engine House forces. He has been with Maine Central since 1943 serving in various capacities in Waterville Shops. He was made general shop foreman in 1975 and assistant shop superintendent in 1976.

Blaine K. Ladd, who has nearly 40 years service at Waterville Shops, has been named assistant shop superintendent. He became foreman of the Air Brake and Wheel Shop in 1968 and lead foreman in the Locomotive Department in 1976.

Edward R. Peterson has been made assistant road foreman of engines with headquarters at Portland. He served as a trainman and conductor from 1962 until he became a locomotive engineer in 1971.

Richard L. Roy has been appointed Portland Terminal Company storekeeper, replacing Maurice J. Allaire who has retired. He served in several positions in Maine Central's Accounting Department from 1968 until he became a clerk in the Stores Department in 1977. He served for nearly 20 years in U. S. Army Finance. He is a graduate of Northeastern Business School.

Kudos for Maine Central

We received the following letter from a Colby College graduate who spent a great deal of his time in Maine appreciating Maine Central, especially in the Waterville area. He is now employed by Occidental College as a marine biology consultant to Southern California Edison.

"My studies, travels and work have all taken me far from Maine in recent years; however, the time I spent photographing, observing and investigating the Maine Central involved some of the most satisfying and cherished moments of my stay in Maine (to which I sincerely hope to return some day). In no other industrial institution anywhere in the country have I encountered the degree of pride, participation and warmth that radiates from the Pine Tree Route. Sure, the Union Pacifics and Santa Fes are more flashy and profitable, but they are big and antiseptic. Maine Central genuinely reflects the character of the region which it serves. It will be a regrettable loss if the day should come when the MEC must merge, consolidate or be absorbed into a

larger, less colorful institution, as the national trend seems to foreshadow.

"One quick anecdote: I walked into a hobby shop here in Los Angeles, and inquired about some Maine Central decals for a hobby project I'm working on. The dealer shook his head and replied, 'Sorry, we don't handle that narrow gauge stuff.' Narrow gauge indeed!

"Have a productive and happy 1979."

Brandon Kulik
Redondo Beach, California

Savings Bond Interest

President Carter has approved an increase in the interest rate paid by the Government on Series E and H Savings Bonds. Bonds issued on and after June 1 will receive 6½ per cent if held to maturity, which will remain at 5 years for E Bonds and 10 years for H Bonds. The current interest rate is 6 per cent.

The annual interest rate on outstanding E and H Bonds and U. S. Savings Notes (Freedom Shares) for the remaining period to their next maturity will also be increased by ½ per cent. The improved rate will be effective for Bonds and Notes which begin a semiannual interest period on and after June 1.

The interest rate increase will benefit the American families which hold about \$81 billion in outstanding Savings Bonds and Notes. No action on their part is necessary to take advantage of the higher rate.

The Travelling Purse

Mrs. Anita Winters of Oakland never thought she would see her purse with its prized Halloween pictures again. But after a 1000-mile train trip the purse was found in Plainesville, Ohio several days after it was stolen in Waterville.

The story began on a December night when Mrs. Winters and her

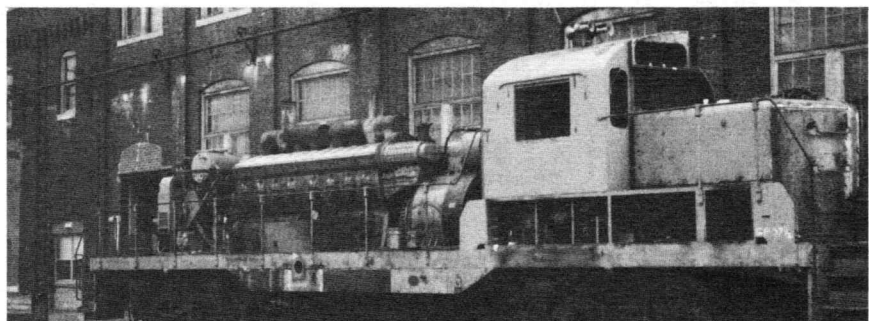
husband were told that a young man had just made off with her pocketbook from their car which was parked on College Avenue near Waterville Yard. Mr. Winters gave chase but lost the culprit in the train yard. Two days later David Verzoni, Maine Central carman, and Alan Powers, Maine Central clerk, were working in the yard when they found a pair of gloves and a check that had fallen from Mrs. Winters' pocketbook. A police search, including retracing the thief's footprints, proved fruitless. At this point, no one believed the pocketbook would ever turn up.

It was ten days later when Mrs. Winters learned that William Zurech, an employee of the Fairport, Plainesville and Eastern Railway Company, had found the purse in an empty boxcar. The FP&E provides switching for the Baltimore and Ohio, Conrail and the Norfolk and Western. A few days later Mrs. Winters had her pocketbook and found to her delight that, although \$30 was missing, an undisclosed amount of cash and several credit cards were untouched in a hidden compartment.

Mrs. Winters said, "I can't believe I got it back," and added with a smile, "Even our Halloween pictures are still here."

L&N Locomotives

In 1979 two former L&N locomotives will undergo a complete overhaul for use in Maine Central road and switcher service. The overhaul will include the diesel engine, air compressor, main generator, and other major components. The entire electrical system will be examined and repaired. Improvements include the "chopped nose" for improved visibility, latest type of brake equipment, window glazing, new toilets and the new horn recently adopted by Maine Central. Maine Central 590 will be released in late July and the second unit, 591, in late 1979.



Former L&N locomotive 439 is being overhauled by Waterville Shop forces.

Myth:

Railroads run on legends and old tracks.



Automated equipment laying continuous welded rail

Fact:

America's freight railroads spent a record \$10 billion in capital improvements and maintenance in 1978.

The only thing legendary about today's freight railroads is their record investment in track and rolling stock last year. 1979 plans call for increasing even those massive expenditures by about 20%.

In 1978, the railroads put more than 1,300 new and rebuilt locomotives into service and ordered more than 125,000 new freight cars. In addition, more than 4,700 miles of track has been replaced with new rail in each of the last two years—some 58% more than the yearly average in the previous ten years. And new cross-ties installed averaged more than 27 million in 1977 and 1978—36% above the 1966-1975 average.

These huge investments help increase efficiency and improve service. Just as important, they help improve safety. Even though rail traffic has increased substantially, total deaths and injuries from rail accidents continue to decline and have reached the lowest levels since record-keeping began in 1891.

Additional investments by railroads and suppliers in continuing research provide other benefits as well—development of better, stronger track and even safer cars for moving vital hazardous materials. Railroads provide 70% of the transportation for the commodities classified as hazardous, excepting only petroleum, but they are involved in less than 9% of the accidents involving hazardous materials.

For more information about America's surprising freight railroads and their multi-billion dollar investments in safe transportation, write to: Association of American Railroads, American Railroads Building, Washington, D.C. 20036.

Surprise:

America's freight railroads provide the safest, most efficient transportation on wheels.

The Grapevine

General Offices

Lillian D. Smyth was guest of honor at a retirement party at the Red Coach on November 16 and also at an office luncheon on November 24. Lil worked in the Management Services office as a data entry operator. She joined Maine Central October 21, 1955, and retired November 24, 1978. Along with devoting more time to her hobbies and her favorite charities, Lil plans to spend some time in Florida. She also plans on visiting her two grandsons and daughter Carol who is married and living in Houlton. Lil is married to Lawrence D. Smyth, assistant to the purchasing agent.

Jennie K. Joyce, who joined Maine Central as a data entry operator on March 28, 1960, retired October 13, 1978. Jennie's retirement was a quiet one, as she had requested. She plans to spend time with her husband John, who is retired from Guy Gannett Publishing Company, taking trips and visiting with their four children, their grandchildren, and great grandchildren. Jennie and Lil will be missed and both wish to express their appreciation to friends and fellow employees of the Maine Central for their generosity and kind wishes.

Eric Smith, assistant treasurer, again visited his favorite vacation area, the Galapagos Islands and Ecuador, on an early spring vacation. He greatly enjoys observing the unusual wildlife and the scenery.

In March Marty Holmes, assistant to comptroller, and his wife Helen attended the wedding of their younger son Kendall to Deborah Stremello in Seymour, Connecticut. Both are now staff writers for the Gannett newspapers, Ken on the Portland Press Herald and Debbie in Biddeford. The Holmes's older son Michael was made operations manager of Graybar Electric Company in Portland on June 1.

Henry Sawyer, Maine Central bookkeeper, and his wife Rita have recently returned from a spring vacation trip to Hamilton, Bermuda, where they stayed at the Bermudian.

Ken Austin, general statistician, is coaching Little League and his son Kevin, age nine, is playing on the Elks team. Another son David, age thirteen, is an avid golfer and a member of Riverside Golf Course.

Ellie True, secretary to the comptroller, has completed a beginner's course in manual communications at the Baxter School for the Deaf on Mackworth Island. After receiving her diploma, Ellie had a week's vacation visiting her mother in her new condominium in Meriden, Connecticut.

Steve Conley, office assistant to the comptroller, helped his mother, Mrs. Henrietta Conley, celebrate her 90th birthday on June 9. Also on hand were her daughters, Mrs. Madeline Watson of Bentleyville, Pennsylvania, and Mrs. Josephine Smith of South Portland, as well as several grandchildren and great grandchildren.

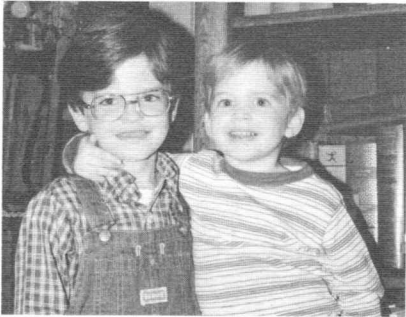
Cashier Colleen Andrews and her daughter Tamara, age eleven, took in the



Lillian Smyth at retirement luncheon in November.



Four-month-old Payson Clifford Scott, son of Gregg, clerk—Disbursements Office, and Roxanne Scott. Payson is also the grandson of Ann and Cliff Clifford. Cliff retired from Car Accounting a year ago.



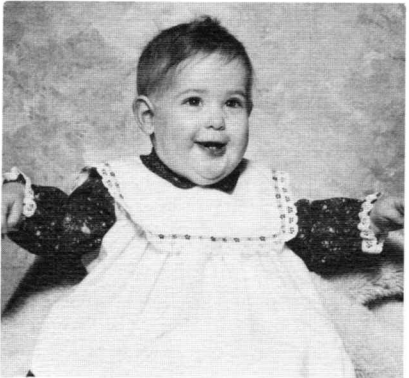
Ben and Joel, 7 and 3 years old, sons of Dave, supervisor—AAR Rules, and Gail Denton, are shown on Ben's 7th birthday. Ben was helped by his brother, celebrating with two parties, one at school and one at home with more friends. Their mother is recovering nicely.



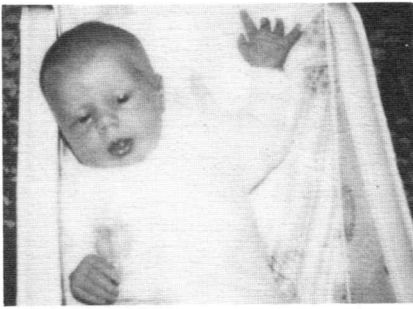
Karen E. Roy, daughter of Reggie, clerk—Voucher Bureau, and Jean Roy, is a June graduate of Deering High School. Karen plans to attend USM Nursing School this fall.



Priscilla Jane Luce, daughter of Dick, clerk—Disbursements Office, and Gloria Luce, is a June graduate of Cape Elizabeth High School.



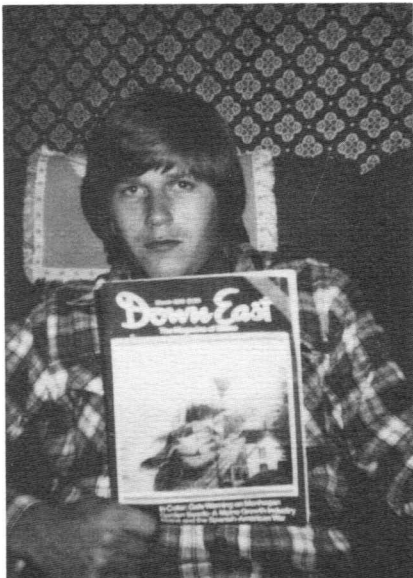
Kristen Eiko Ragusa, newest granddaughter of Connie, clerk—Car Accounting, and Ray Davis. Kristen lives with her mother and father, Kathy and Paul Ragusa, at North Eastham, Cape Cod. She celebrated her first birthday June 15.



Kerry Lynn Park.



Christian Walter and Todd Peter Nielsen, sons of Peter F., trackman, and Mrs. Nielsen. Grandparents are Christian G., engineman, and Mrs. Nielsen.



Christopher E. Nielsen holds a copy of the March 1979 issue of Downeast magazine, the cover of which features his painting, "Gale Warning," a 39" x 40" oil-on-canvas. Chris, the son of Christian G., engineman, and Mrs. Nielsen, is a recent graduate of Maine Maritime Academy and a merchant mariner who likes to spend time between voyages at his easel.



Erving M. Babcock, retired Rigby yard conductor, visited his granddaughter and her family in Reidsville, North Carolina, on the occasion of his 84th birthday, May 6. Seated with him are his granddaughter and her husband, Maureen and Don Hill, and his great grandchildren, Mike and Cynthia Hill.

historic sights of Philadelphia during April school vacation. They visited the Liberty Bell and Independence Hall along with many other attractions.

Carol Sanborn, Law Department secretary, with her husband Randy and son Matthew, age 16 months, attended some auto races in Martinsville, Virginia, on an early spring vacation. Matt proved to be a good traveler and interested in everything going on.

Ruth Kelley, who retired as secretary to the comptroller a few years back, was hospitalized in late April with a broken left

wrist and leg suffered in a fall at home which rendered her almost unable to summon help. Early the next morning after her fall, she was able to get the wall phone off the hook and with great difficulty got the operator who called the rescue unit. After a month at Maine Medical Center, when she was on the eve of leaving the hospital, Ruth had another fall, breaking the same leg above the knee, which extended her stay several weeks more, this time in traction. Messages addressed to RFD 3, Gorham, Maine 04038 will reach Ruth as she continues to recuperate.

Ralph W. Libby, director—car utilization, and his wife Ardith left South Portland on a leisurely nine-day motor trip, including stops in Connecticut and New Jersey, ferryboat crossing over the Delaware Bay, and on to the Annapolis-Washington area. They enjoyed the convenience of Washington's new and expanding Metro Transit System, sightseeing and visiting the Smithsonian Institution. On their return trip, they travelled through Pennsylvania Dutch Country and particularly enjoyed the Gettysburg battlefield tour and historic presentation.

Beatrice Setlin, clerk-stenographer in the Purchasing Department, travelled to New York City with her husband Shimmie for a fabric show at the Hotel Hilton. Much to her chagrin, Bea discovered no one, but no one, walks the streets of New York in slacks and comfortable walking shoes—dresses and spikes only. How times have changed!

All of us who know Ralph Coffin, train dispatcher, and his wife Arlene are delighted to learn their daughter Linda is now home recuperating after major surgery. Our thoughts and best wishes are with you, Linda. Keep up your steady progress and don't forget you have many well-wishers here at Maine Central.

Bob Nurse, assistant director—car utilization, has recently retired from the U.S. Naval Reserve after 22 years of duty with the ships' maintenance and repair unit



Pictured here is Francis E. Curran being presented a purse from his many friends on the railroad by William J. Berry. Frank retired after 24 years' service with Maine Central. He was recently honored by his associates in the Marketing Department.

stationed at Portland. Bob says he will miss those two-week tours to Florida in mid-winter but will appreciate the extra week ends available for fishing and hunting.

It's good to see Pat Shea back with us after a three-month sick leave. The gals and guys at Maine Central presented her with a huge sunshine basket and we all wish her continuing good health.

Stew Park, Jr., chief mechanical officer, and his wife Margaret are proud parents of their first daughter, Kerry Lynn, born May 16, 1979. Congratulations to the entire family and especially to David and Kevin, ages ten and twelve who, we are sure, were eagerly awaiting their new sister.

Chief train dispatcher Don Wilson returned to work May 26 after being off duty for three weeks with injuries suffered in an automobile accident. His wife Sandra was thrown from the vehicle and escaped with minor injuries while Don was hospitalized for ten days with broken ribs and various other bruises and cuts. Glad it wasn't more serious, Don, and good to see you back.

New faces around the first floor of the General Office Building are Debbie DeForte, who is filling in at the Mechanical Department and Jill Sawyer, Purchasing Department. Welcome to Maine Central and hope we see you often.

Larry Smyth, assistant to purchasing agent, and wife Lillian have recently returned from Florida where they purchased a beautiful winter home at Lake Kathryn Estates at Casselberry about fifteen miles from Orlando. How lucky can you get? The house has a formal living room, dining area, kitchen, two large bedrooms, two full baths, air conditioning, heat, and is luxuriously furnished. Lake Kathryn Estates includes two swimming pools, one for adults and the other for children, a tennis court, whirlpool, saunas, showers, and recreation building, all located on the side of a lake with shrubs, flowers and birds, near Disneyworld, Cyprus Gardens, Sea World, and about sixty miles from Daytona Beach and the salt water. Our best wishes to Lil and Larry and may they both enjoy the good life for many future years at their winter playground.

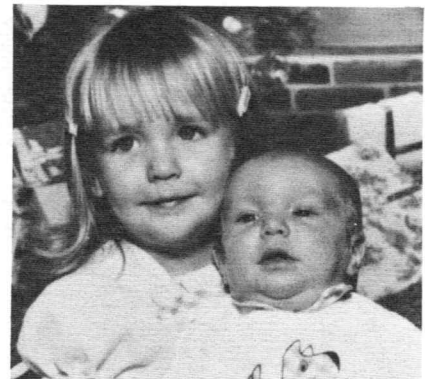
Catherine (Ginny) Wallace of Management Services spent two delightful weeks in Florida visiting Lil and Larry Smyth in their new home. Gin says now she knows the leisure life and it is fantastic.

The Revenue Department would like to welcome six new employees: A former savings services counselor for the Maine Savings Bank, Beatrice P. Gault is now secretary to "Kippy" Hawkes and "Roy" Taylor. Lisa H. Peterson, stenographer, was a former secretary for the Deering Ice Cream Corporation. Our new Centralized Billing Bureau under the newly-appointed credit manager, "Les" Woodbury, has opened up four new jobs to Theresa Lutick, transferred from Rumford; Philip Morin, transferred from Lewiston; "Marty" McDonough, transferred from Rigby; and Dolores Williams, transferred from Building Cleaners. Once again, a warm welcome to all of you.

Earle Bennett, head clerk, Revenue Department, and wife Ruth flew to Florida May 31 for son Mark's graduation from the University of Miami School of Law. Mark graduated June 3 and left for employment June 4 with a law firm in San Diego, California. In the meantime, Earle and Ruth enjoyed the rest of their vacation sightseeing from Key West to St. Petersburg and worrying about having to fly home. He led us to believe that he was not



Maurice J. Allaire, storekeeper, displays the unique cake which was presented to him by fellow employees upon his retirement June 30 after 36 years' service with Maine Central and Portland Terminal. His successor, Richard L. Roy, is at left.



Tarsha, 2 years old, and Terry, Jr., 6 weeks old, children of Terry, machine operator - Brunswick, and Jane Maschino. Terry, Jr., is the first boy in the Maschino family in ten years. The children are also the grandchildren of Walter Maschino, machine operator at Brunswick.



Coworkers at Rigby pose one last time with retiring storekeeper, Maurice J. Allaire. They are, left to right, Maurice, W. Bubar, R. Cooke, R. Proctor, C. Guptill, D. Dufour, S. Napolitano, N. Cooke, J. Kenniston and F. Haldane.

too concerned about flying; however, when we found a blueprint of a DC-10 in his top drawer, we realized he was more than just reluctant!

Marty Walker, Revenue Department, took a "Busman's Holiday" over the Washington's Birthday week end. She and a friend travelled to Brownville Junction Friday night, boarded the CP's Atlantic Limited to Montreal. The train was two hours late into Montreal due to the sub-zero weather which caused mechanical difficulties, and they just barely made the CN's Rapido for Toronto Saturday morning. They were met by friends in Toronto, attended a model railroad show, and dined at the CPR's former Leeward Suburban Station, now a restaurant which retains its railroad motif. Sunday, the return trip was by parlor car to Montreal, then a two-hour exploration of the Montreal Metro (underground and warm), and home to Maine on the eastbound Atlantic Limited, arriving in Brownville Junction at 3:45 a.m. Monday, with temperature a chilly 32 degrees below zero! Although a lot of territory was covered in a short time, Marty reports it was fun, relaxing, and warm, since most of the time they were inside! After a couple of months that included only one train ride, Marty once again "hit the rails" on June 3, this time an excursion over the Lamoille Valley Railroad from Swanton to St. Johnsbury, Vermont. On this

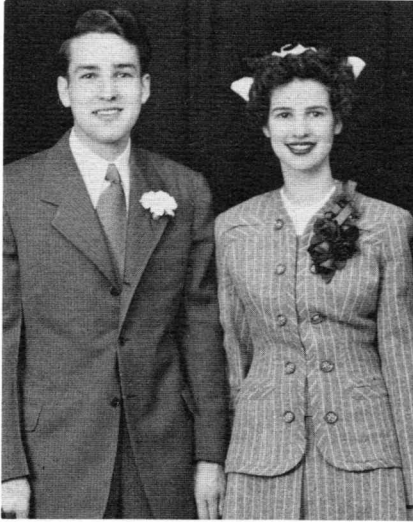
trip she visited with Paul and Sally Larner, formerly in the Maine Central's Revenue Department and now with the Central Vermont in St. Albans. Paul and Sally send greetings to all their Maine Central friends.

Eddie Davis retired on February 28 after close to 38 years in the Engineering Department. Eddie was a valuable asset to the company, having held a variety of positions which contributed to his being a veritable walking encyclopedia. Eddie had



Eddie Davis accepts his retirement gift from Stan Jordan, assistant to chief engineer, while Jim Born, chief engineer, looks on.

THE WAY WE WERE



Kippy and Phyllis Hawkes, married May 19, 1946.



Chet and Mary Robie, married February 9, 1945.



Earle and Ruth Bennett, married October 15, 1949.



Ben and Anne Braasch, married May 12, 1946.



John and Ellen McAnallen, married January 8, 1966.

been, at one time or another, a student supervisor, an instrumentman, an assistant track supervisor, an inspector, and in 1952 he supervised the removal of the abandoned portion of the Rumford Branch. At the time of his retirement he was assistant engineer, a position he had held since 1968. During the course of his career he also had been employed by the Portland Terminal Company as a general supervisor—maintenance of way. Eddie and his wife Florence have two children, both married, and three grandchildren. A reception was held for Eddie in the General Office, at which time he was presented with a chain saw (idle hands are the devil's playground, you know), given to him by his many friends on the railroad. We surely will miss Eddie and wish him all the best.

Filling the void left by Eddie is Bernard "Beaver" Smith, Jr., who is a native of Mars Hill, Maine and who holds a B.S. degree from the University of Maine. Prior to coming to Maine Central, Beaver worked for the E.C. Jordan Company out of

Presque Isle. While he was with them, he was assigned to projects in Saudi Arabia (a housing project) and in Jordan worked on airport and highway projects. He says that he leads a rather dull life, but adds that he does ski and likes motorcycles—so much so that before going to Saudi Arabia he took a motorcycle trip around the country (13,000 miles' worth). That's dull? No matter, he and his wife will be living in Portland and we welcome him aboard.

Another void in the Engineering Department was created by the departure of John Wolf, circuit designer for the Signal Department. John and his family moved to Rochester, New York, where he is now employed by the General Railway Signal Company. John writes that they have just bought a house, the only drawback being that the previous owner apparently was an experienced carpenter and the place is in super condition, leaving John with nothing to do. It seems that the rush-hour traffic picture is quite a change from the meager problems of making the South Portland crossing. The Wolfs like Rochester, John likes his new job as applications engineer, and he sends his best to all his friends at the railroad.

We'd like to welcome back "BJ" MacDonald who had been out for a spell because of illness. During her convalescence, BJ's fellow employees presented her with a sunshine basket. It's great to have her back. While BJ was out, Karen Fielding came in from PT to help out. She is now holding a clerical position in the Track Division I office, which, by the way, was repainted recently and, despite rave reviews by Pooler and Company as to the color selection, the appearance of Karen there has been the long-awaited improvement program for that office. Since repainting, the office really needed improvement. Hope you can stand it, Karen!

We would like to extend our condolences to Joe Crawford and his family upon the recent death of his mother after a long illness.

We extend our sympathy also to the family of Constance Obie, who died on April 14 as a result of injuries suffered in an automobile accident in Scarborough. Connie had been employed in the Management Services office.

We are happy to see Nat Alward back with us after several weeks' sick leave. Her fellow employees presented Nat with a sunshine basket while she was convalescing. Welcome back, Nat.

Frank Curran wishes to thank all his friends and fellow workers who contributed to his retirement gift: "It was extremely generous and thoughtful. It is a pleasure knowing you all. Thank you."

Francis Cameron, head clerk—Joint Facilities—Disbursements Office, retired last December. Our best wishes go to Francis. We understand that he is enjoying his retirement to the utmost.

Olive Ross, formerly leading clerk in the Mechanical Department before serving seven and one-half years as social secretary to Mrs. Kenneth M. Curtis, is now Governor Brennan's assistant at the Blaine House. That's her official title.

"I don't think the Governor needs a social secretary," Olive has said, but she is there to meet and greet all visitors to the mansion. There is a lot of activity there since Governor Brennan's election. He usually has guests in for breakfast and for luncheon and there have been dinner parties as well.

All reports agree that Mrs. Ross is a wonderful hostess.

Eastern Subdivision

Kathy Forbis, clerk, and daughter Julie flew to New Mexico in April to visit with Kathy's uncle and his family for about ten days.

Winnie Carroll, clerk, Engineering Department, sported an early tan acquired while touring Florida in the spring with husband Ed.

Walter Blanchard, retired operator, dropped in for a visit recently. Walter makes his home in Vanceboro and has been enjoying his retirement the last ten years.

Bill Leighton, agent at Woodland, is recuperating from a recent operation. Hope you are feeling great by the time you see this in print, Bill.

The family of Richard Boothby wishes to thank everyone for the kind expressions of sympathy during their recent bereavement.

U of M at Orono freshman Mary Carson, daughter of rate clerk Charlie Carson and wife Gloria, has been awarded the annual Laurianna Boucher Scholarship for excellence in French. Mary has a 4.0 grade average for her first semester at the University and is enrolled in the College of Arts and Sciences.

Bangor Car Shop has completed their move from the river banks of the Penobscot to the old Freight Shed which has had considerable modernization, including a new office complex consisting of four individual offices. The old shop had one small office with very little space for conducting everyday business or for proper storage. The new complex has a lunch room and a locker room for the crew with washroom facilities. The location is a plus for our piggyback work as the ramps are in view of the shop. The men can walk a short distance and be on the scene much more quickly. All equipment is readily available for necessary repairs.

Best wishes to Max Raye and family in their new home in Kenduskeag, Maine. Max is car inspector at Bangor Car Shop.

Don Gaddis, machinist at Calais, has been off due to injury since early April. Don has had surgery and is home now recuperating. Everyone wishes him a speedy recovery.

Leo McInnis, machinist at Bangor Engine House, retired on May 30 after service with the Maine Central since 1935. He will be missed here and all wish him happiness in his retirement.

Waterville Shops

Don Priest, machinist, retired May 30 after more than 36 years' service. Don has served in several capacities throughout the Shop, his most recent being machinist on the erecting floor. His dedication and willingness to accept any assignment regardless of location or weather will long be remembered. We will miss his loyalty and attention to details which has been well-known by all those who came in contact with him. Our best wishes go with you, Don, for a long and fruitful retirement.

Eddie Mannino, boltman, retired May 31 after more than 37 years' service. Eddie started his career at Deering Junction where he worked until October, 1958. He was then transferred to Waterville where he has worked in several capacities in the Stores Department. At the time of his retirement, Eddie was the boltroom attendant. Our best wishes go with Eddie for a new phase of life to enjoy.



Laughton Jewett, general agent, Bangor, holds a very old picture of former clerical employees of the Maine Central. Shown with him are, left to right, Charlie Carson, Harrison Pomeroy, Merle Crooker and Harry Bowen, Bangor Freight Office staff.



Arthur M. Phillips is the young man in the middle. His brother, Ernest A. Phillips, is the taller, sailor-suited boy on the right. Both Arthur and Ernest have worked as trainmen on the Eastern Subdivision for many years. The other boy is not identified.



Byron C. Wheelden, foreman, in his new office at the Bangor Car Shop.

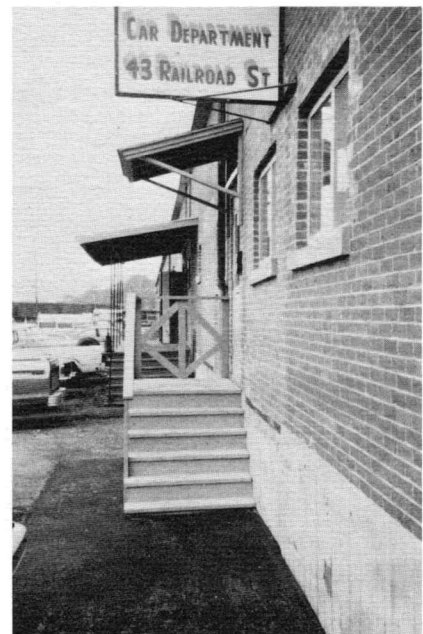
William Fletcher, retired painter, passed away recently. Sympathy is extended to all the family.

Machinist Ross Buzzell is off sick at this writing. His engine house position is being filled by Shop machinist Robert Crowell.

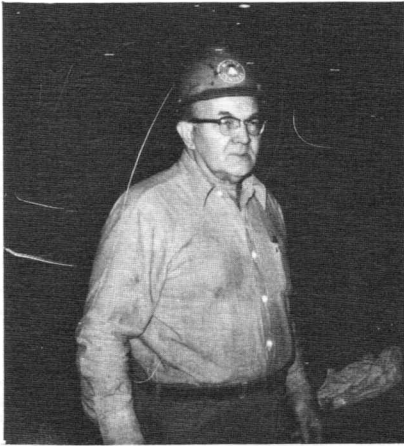
Harold Vear, laborer, and family made a recent flight to Disneyworld in Florida for his spring vacation. Harold reports it was their first flight and both the flight and Disneyworld proved to be thoroughly enjoyable experiences.



Sylva E. Doyon, laborer, left with hat, and Edward B. Hartery, laborer, left, receive their 25-year pins from Wade Richardson, general foreman, Bangor Engine House.



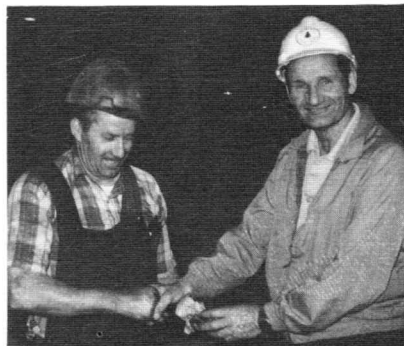
Entrance to the new Bangor Car Shop.



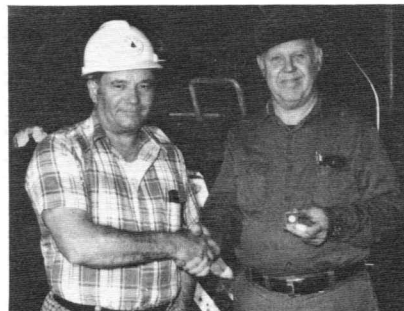
Don Priest, machinist, Waterville Shop.



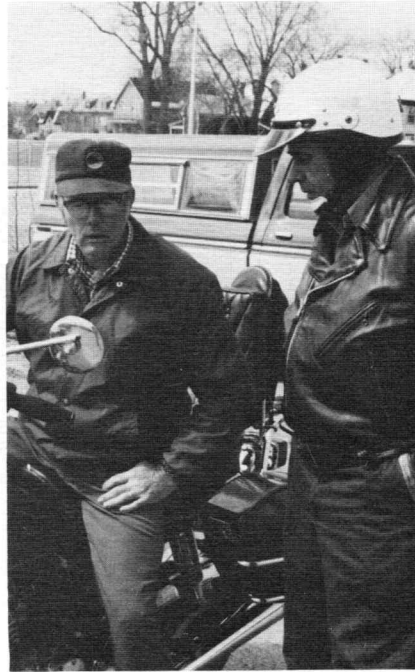
Eddie Mannino, boltroom attendant, Waterville Stores Department, is congratulated upon his retirement.



Raymond J. Reny, Waterville machinist, left, receives his 25-year pin from Blaine Ladd, foreman.



Francis Johnson, Waterville Engine House, right, receives his 25-year pin from Andrew Miles, foreman.



It appears that Donn Wolfe, track supervisor, is trying to talk his way out of a ticket from arresting officer Tom Barnett, yardmaster, Waterville. Actually Donn was trying out Tom's bike. Donn has a Suzuki 550.



Sarah Spencer, 4 months old, is the daughter of Chris Spencer, trackman.

Former engineman Alfred Miles passed away recently. Sympathy is extended to the family.

Alden H. Finnimore, retired assistant chief mechanical officer, and his wife Gloria, chief clerk at Waterville Shop, went on a cruise in March aboard the Volendam to the Virgin Islands, which included San Juan, Puerto Rico; Charlotte Amalie at St. Thomas; Cap Haitien, Haiti, and Puerto Plata in the Dominican Republic as ports of call.

Electrician and Mrs. Phil Morneau are the proud parents of a 7-pound, 8½-ounce daughter, born in April.

Mother's day has taken on new significance in the Wheel Room. Mother, a popular machinist among the crew, was

presented a floral arrangement as a respectful gesture of affection. Rick Huard would like to extend his thanks with this notice: the flowers did double duty since he presented them to his wife.

Machinist and Mrs. Rick Chamberlain were recently vacationing in Hawaii and became stranded as a result of an airline strike. At one point, he was notified there would be several days before transportation could be arranged for his return trip home. Rick made some arrangements of his own by cutting some of his vacation. The trip home, Rick reports, reminded him of a yo-yo, making seven stops instead of the two on the original schedule.

Doris A. Smith, wife of David D. Smith, machinist, became an American citizen on May 7 at U.S. District Court in Bangor. Mrs. Smith is a native of New Brunswick. Congratulations, Doris!

Waterville Station

Ernie Henry, B&B carpenter, and wife Trudy spent their vacation in Bridgetown Barbados and had a wonderful time.

Donn Wolfe, track supervisor, and wife Phyllis spent a week's vacation in Pennsylvania in May. They found the Amish people very friendly.

James A. Witham, trackman, and his wife Jennie were installed Worthy Matron and Worthy Patron of Merrymeeting Chapter, Order of the Eastern Star at the Masonic Temple in Fairfield.

Best Wishes to Raymond F. Flynn, section foreman, on his retirement. Ray had been with Maine Central since 1963. We all wish him a happy and long retirement.

Congratulations to Linwood G. Decker, section foreman, on his retirement. Lynn had 31 years of service with the railroad. Best wishes on your retirement.

Sympathies are extended to the family of Charles H. (Popeye) Green, machine operator, who passed away in January. The employees on Division II have lost a good friend and co-worker.

Sympathies are extended also to the family of Gerry Cates, clerk, on the recent death of their daughter Mandy Lea.

Sympathies to the family of Harold Finnimore, retired B&B plumber, on the accidental death of his wife.

Former electrician Ernest W. Wade died in Augusta at the age of 97. Mr. Wade had been employed by Maine Central for 27 years.

Retired clerk Dick Fecteau just returned from Florida where he is having a house built. Dick and his wife Frances are spending their summer in Belgrade.

Our condolences to the family of Carl Stevens who recently passed away.

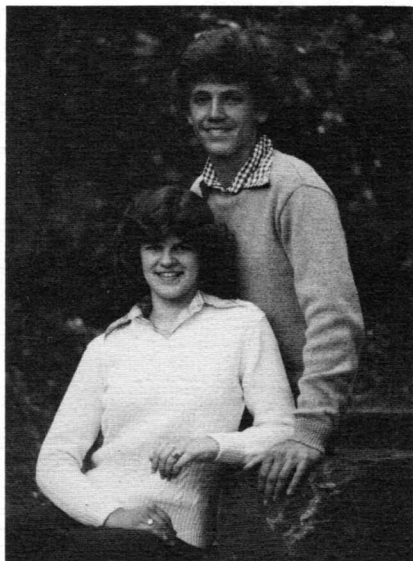
Florida visitors this winter were Burns Hillman, yardmaster; Paul Currier, engineer; Leo Bujold, conductor, and Allen Powers, yard clerk. While at Disneyland Leo Bujold accidentally bumped into Dick Fecteau, retired clerk in the engineering department.

D.P. Holt, brakeman on Switcher 2, is busy these days. He has his painting display in an art gallery in Fairfield.

A first for the "Fox," Arthur Voisine, conductor, after receiving his 25-year pin from Mr. Bickford, assistant superintendent, he went to the spare board and decided to try working on the road for a change. He now holds the first Gardiner Extra.



Janet L. Wolfe, daughter of Donn, track supervisor, and Mrs. Wolfe, graduated this spring from Winslow High School. She has been an Honor Roll student and has received awards in Home Economics and the Best Student Award from Singer Sewing Machine Company. She has received a Nurse's Aide Certificate and will work at the Mid-Maine Medical Center.



Karen Anne and Ronald A. Perro, daughter and son of Mr. and Mrs. Parker Perro, graduated from Winslow High School. Karen will be working as a nurse's aide this summer and will further her education in nursing. Ronald is working now as a machinist at Mid-State Machine Products. He has applied for a machinist apprenticeship at Bath Iron Works and hopes to begin there this fall. Karen was active in drill team and track during her school years and Ronald's favorite sport was bowling.



Renee L. Huard, daughter of Lucette, clerk, Engineering Department, and Lee Huard, graduated from Winslow High School. She was active in several sports, a member of the National Honor Society, a Dirigo Girls' State Delegate, a member of the Winslow High School Band, and the All-State Orchestra in 1978 and 1979. She has been playing the violin for the past nine years. She will be attending the University of Rhode Island where she will major in Pharmacy.



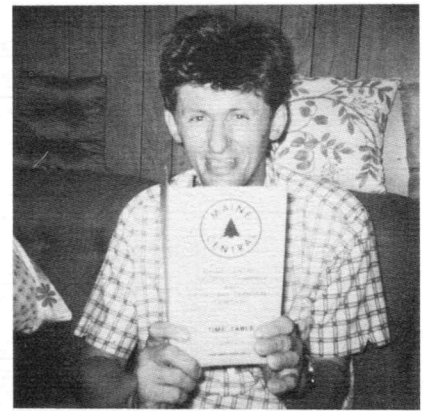
Sandra L. Starkey, daughter of Richard, B&B carpenter, and Mrs. Starkey, graduated from Winslow High School. She has been on the Bowling and Debate teams and an Honor Roll student, has served as Past Worthy Advisor of the Waterville Assembly of Rainbow Girls, is active in the China Baptist Church, and a member of the Brand Cross of Color. She plans to attend Gordon College in Wenham, Massachusetts to study Christian Education and Psychology.



This bearded group of track foremen, assistant foremen, machine operators, and track supervisors are showing their winter's growth at the Annual Foreman's Meeting held in Waterville in April. From left to right, front row, they are Al Rackliff, Jim Bragg, Neil Francoeur, Dennis Nelson and Jim Edgecomb. Back row, left to right, they are Keith Brown, Donn Wolfe, Ted Brown, Bill Jordan, Mac Brown, Bob Henry, Larry Dowin and Randy Pike. Many of these guys have now shaved off their beards for the summer.



Left to right, James O. Born, chief engineer; Wesley M. Martin, engineer of track; Hugh F. Flynn, general storekeeper; Merle E. Swett, storekeeper, Waterville; Rick Hebert, clerk, and Roland Giroux, supervisor, work equipment. They were attending the Annual Foreman's Meeting in Waterville.



Donald W. Whitman, railroad friend from Bartlett, New Hampshire, shows his new timetable.



Engine House crew on second trick: Left to right, Richard Giroux, machinist's helper; Susan Buker, laborer; Victor Buck, hostler; Tim Ladd, machinist.



Dot Begin, clerk, Engineering Department, looking over Engine 255.



Crew Switcher #3: Left to right, Charles Hodgdon, flagman; Bert Theriault, brakeman; Arthur Genest, conductor; Walter Zimont, engineman.

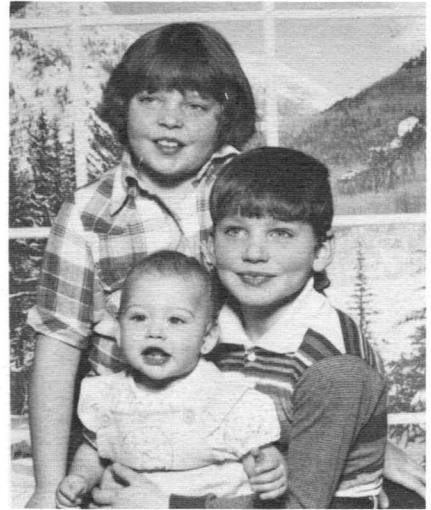


If you see this fellow coming down Main Street, do not fret; it is only Tom Barnett, yardmaster, in his look-alike State Police uniform.





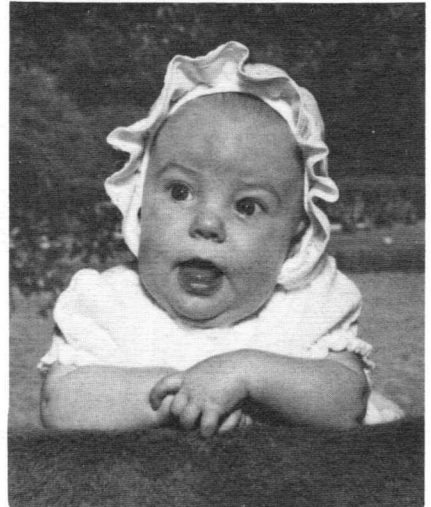
Switcher #10 crew at Waterville Yard, posing for local photographer. Left to right, Roland Carter, brakeman; Smoky LeBlanc, flagman; Lloyd Powers, conductor and John Gray, engineman.



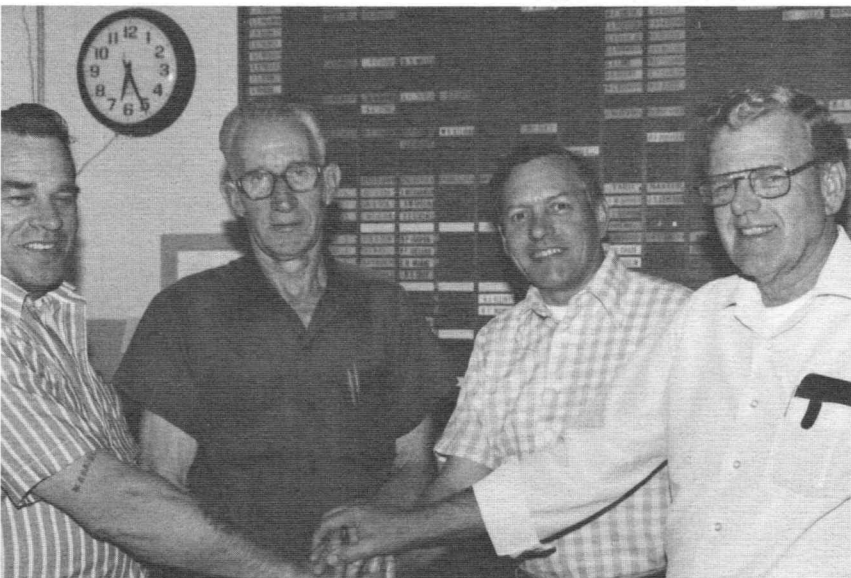
These are the grandchildren of Tom Barnett, yardmaster, and Mrs. Barnett: Sarah and Gary holding Rebecca Williamson.



Don Garnett's last day with Switcher #6 crew. Left to right, D. L. Valliere, brakeman; G. H. Ware, conductor; M. Brennen, flagman, and Don, engineman.



This is Michelle Renee Bernard, 3 months old, granddaughter of Tom Barnett, yardmaster, and Mrs. Barnett.



On his last day before retirement, Don Giberson, conductor, second from left, gets a royal handshake from, left to right, Tom Barnett, yardmaster; Wally Oakes, telephone operator, and Connie Mason, billrack clerk.



Heather Lizotte is 7 months old and the daughter of J. A. Lizotte, conductor, and Mrs. Lizotte.

Scorecard

The Men's Bowling League had its final roll-off April 23 with the following results:

1st String: Lee Freeman, 145; D. Farrell, 135; Bob Prevost, 132.

2nd String: Bill King, 138; Ken King, 135; Fred Bither, 126.

3rd String: Craig Wilson, 147; Al Dyer, 145; Joe Fontaine, 135.

Money awards of \$15, \$10 and \$5 were given for 1st, 2nd and 3rd places in each string. Keith Hansen had High Total of 394, which was good for \$30.

The Men's Bowling League ended its 1978-79 season with its annual banquet on April 30 with trophy awards going to the following teams and individuals:

League Winners: Team 4, Ken King, Bob Prevost, Bob Dee, Al Dyer.

League Runners Up: Team 6, Ken Strout, Phil Sampson, John Foster, Lenny King.

High Team Total: Team 2 (1253), Keith Hansen, Rodney Redstone, Ron Taliento, Denny Farrell.

High Team Single: Team 1 (451), Tom King, Rod Taliento, Craig Rush, Ralph Foster.

High Average, Ralph Foster (108); High Total, Lenny King (361); High Single, Denny Farrell (143).

The outgoing commissioners, Bill King and Craig Wilson, wish to thank each of the teams participating for their support in making this year's League so successful. Also, a special thanks goes out to Steve Marston for his continued assistance and to Lenny Forest for his work in the computer room. Next year's commissioners, Steve (Bucky) Marston and Craig (Wolfman) Wilson are hoping for another successful year.

The Couples Bowling League finished their bowling season with the following results:

League Winners: Team 6, B and Hugo Sondergaard, Cathy and Bill Wilcox.

League Runners Up: Team 7, Joan and Bob Prevost, Phyllis and Frank Garland.

High Team Single: Team 2, Gigi and Everett Spires, Shirley and Ken Gillis.

High Team Total also went to Team 7.

Ladies' High Total, Pat Shea (296); Men's High Total, Jerry Shea (351); Ladies' High Single, Ellie Shuman (133); Men's High Total, Jerry Shea (144).

This year's Annual Maine Central Railroad Bowling Tournament was held in Waterville at the Waterville Bowling Lanes on April 21 with six teams from Bangor, five teams from Portland, and four teams from Waterville competing. The results of the first three positions are as follows:

Tournament Winners: I.A.M. Champs (2741), Gary Works, Frank Garland, Ralph Foster, Jr., Al Dyer, John Farrell.

Runners Up: Rigby Misfits (2664), Craig Wilson, Don Andrews, Lenny King, Bob Chapman, Steve King.

Third Place: Over the Hill Gang, Dave Gardiner, Jerry Shea, Lenny Forest, Warren Smith, Ralph Foster.

High Single was won by John Farrell with 135. High Total went to none other than Lenny Forest with 589.

The Men's Golf League got under way May 2 with six teams in pursuit for the honors this year. After four weeks of play

the league commissioners, Clyde Luce, Dick Gay and Lenny Forest, report Team 5 heads the field with Team 6 and then Team 3 holding 2nd and 3rd positions. Jerry Shea with a 2-handicap lead, with Bob Casey and Ivan Perkins sticking in there with 3 handicaps.

Retirees

Sam Ruth, director of car utilization, and Ruby are enjoying retirement travelling about. They have just returned from Aroostook after visiting relatives and friends. Sam retired seven years ago after 44 years' service, and Ruby spent 38 years in the teaching profession, retiring in 1971. Sam has quite a garden in South Portland, with friend Ray Marr.

Al Hutchins, signal maintainer, has been footloose and fancy-free since last January and he says he certainly "enjoyed" the bad weather this winter, knowing he didn't have to trouble shoot.

Received a long letter from Mrs. Alice Mottram from North Miami, Florida. "Herbie" was in train service on the Mountain Division, and they moved to Florida upon retirement. After 45 years of marriage, "Herbie" died in August, 1976. Alice is employed in Miami and will stay there. Their son is Dean of Vermont College in Montpelier and she is very proud of him. They were close friends of Martha True, retired stenographer.

Martha True's address is Seaside Retirement Home, 850 Baxter Boulevard, Portland, Wing One, Room 116. She would love to hear from everyone. She recently spent 25 days in the hospital having tests.

Remember Edison Hattie, the smiling mail clerk in the General Office Building? Edison retired eight years ago from the Railroad Police Department, and he's another busy bee. This spring he started out by golfing at Pleasant Hill, is cutting his next winter's firewood by chain saw at South Windham and planting a garden. He and Marion also tripped to Quebec.

And speaking of busy persons! One of my nicest bosses on the Railroad was Cliff Quigley, who retired 17 years ago as a safety and fire prevention agent and train examiner. He's in very good health and is active in the Senior Citizens' Program, is on the Planning Board of the Golden Age Group, and a member of the Sixty-Plus Club. He is in touch with a great many of the other retired employees and would be glad to hear from you.

I could easily make a poem out of this next item. While strolling through the Mall one day, I spied Horace Foster sitting on a bench in the center aisle. While we were talking, along came Percy Campbell, and not far behind Harold Murray. They all look great and are having fun, and it certainly was old home week for the Railroad. And there I was, a camera on my shoulder, and I forgot to take their picture. Blame it on my youth!

Since our last publication, your correspondent has joined a Literacy Volunteer Group and has a student to teach. It requires a short course of five nights of 3½ hours each, and then we are assigned a student who is having trouble reading or cannot read at all. We need more volunteers because there are a great many who need help. Almost every state has a program.

I also have a garden. It is my first, and I don't know much about it, but am sure of one thing. I can raise worms!

Am painting everything that shows in the house also.

Please let me know if you like this column and if you still want it. Without news, it's difficult to survive, so send me news:

Mary Morse
12 Riggs Street
Portland, Maine 04102

25-Year Service Pins

The following Maine Central and Portland Terminal employees received their 25-year service pins in the first six months of 1979.

D. G. Clendenning
F. C. Corbett
P. C. Gilikson
D. W. Greenlaw
F. M. Johnson
W. G. Lizzotte
P. E. Rennebu
R. J. Reny
K. R. Simpson
A. Voisine

Henry O. Preble, operator, has written to thank all the employees and friends who donated towards a purse for him during his recent illness. "It's a very nice feeling to realize how many were thoughtful enough to do so. Many, many thanks to all of you."



Hard Hats Protect Heads



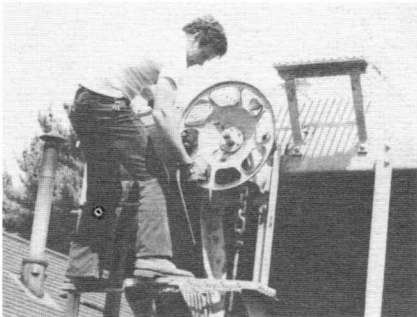
Savings Bonds Protect Futures

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

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Portland, Maine 04102
Address Corrections Requested

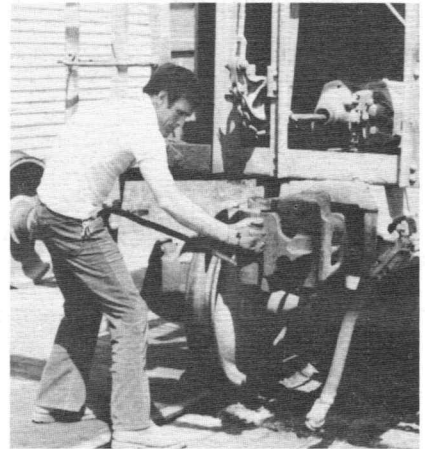
handbrakes and couplers



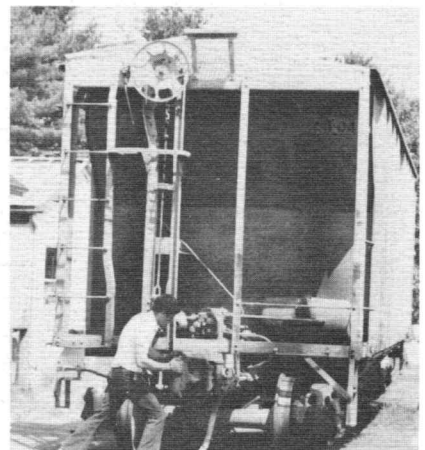
Trainman Ronald B. Googins sets a hand brake. Note his secure hand and footholds and his firm grip on the brake wheel.



Ron now releases the hand brake. His body is clear of the brake wheel and chain and he maintains a secure footing and handhold. Also remember that the safe method for climbing for a hand brake is to climb the side ladder and then cross over to the end ladder and brake platform.



Trainman Googins demonstrates the proper method for opening a knuckle. First, he determines that the pin is in place. His feet are in the clear and he has a firm grip on the knuckle.



Ron is adjusting a coupler. He puts his body weight to good advantage. Never, but never, kick a coupler. If the other foot slips, you are quickly on your back.