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MESSANGER

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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Vice President

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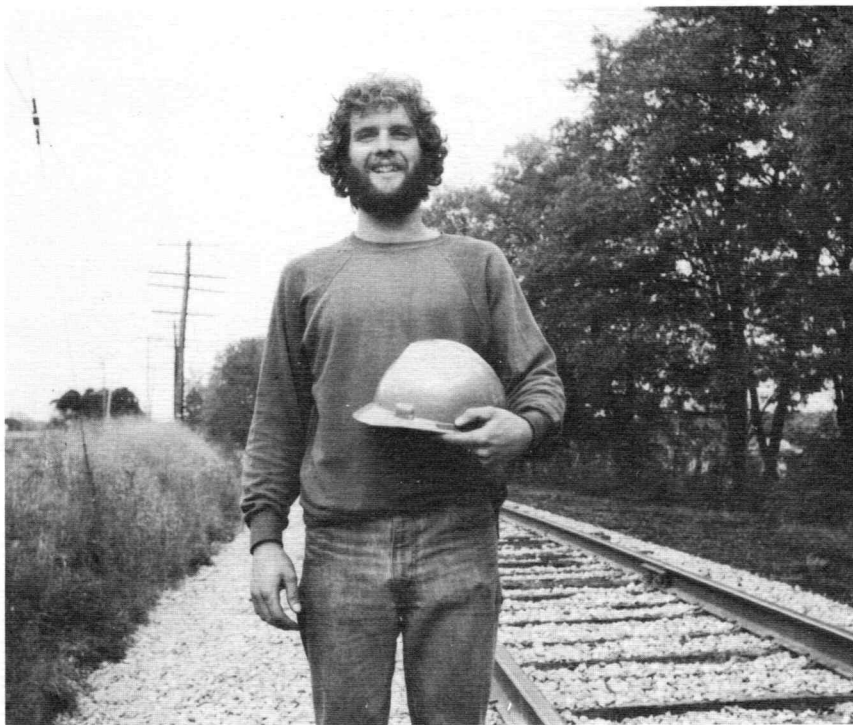
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Connie Davis	General Offices
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COVER PHOTO

An idea of what is to come. Maine Central locomotives shove on the rear of an 86 car train as it climbs Crawford Notch in New Hampshire's White Mountains at Notchland. Photo by Ron Johnson.



David Huard proudly displays his new gold hard hat. Earlier this year, while working at Waterville Shop, he was thrown to the ground while moving a piece of equipment, landing on his back and hitting his head on a rail. The gold hard hat replaces the hard hat he was wearing at the time, which was creased by the rail. A serious injury was prevented by Dave's hard hat. The value of wearing a hard hat? Ask Dave.



Tate Cummings delivers a few one-liners at his birthday party at the General Office Building in Portland. See story on Page 6.

it's our opinion

The Effect of Heavy Trucks

We haven't had too much to say over the past several years concerning increasing truck weights, but our patience has now worn thin. It's time to speak out about the impact that heavy trucks are having on our nation's highways and spell out the disastrous effect on the motoring public of ever-increasing truck weight limits.

When fuel prices increased dramatically, first in 1974 and then again in 1979, independent truckers demanded all kinds of concessions to compensate for higher fuel prices. They insisted on reduced fuel costs, higher speed limits, more weight, greater length, double and even triple bottoms. And then the nation was subjected to disrupting strikes and even irrational acts of violence by a few misguided independents.

We are tired of hearing the continued moaning of truckers, especially the independent trucker, about how badly he has been treated by federal and state governments. Let's see how he got where he is today. The federal government built his right-of-way, putting out \$96 billion since 1956 alone, most of which was contributed by the automobile owner. He pays user charges but only a fraction of that which he should be paying, and he is essentially unregulated while he competes with the 100 percent regulated railroads. The motor carrier has had the advantage of government constructed highways, roads built primarily for the motoring public and two-ton automobiles but not for 40 or 50-ton heavy trucks.

Truckers now expect the motorist to bail them out of an energy crisis by accepting further deterioration of the highways. As taxpayers, and as motorists and railroaders, we protest. We are already paying through the nose for fuel for our cars and the railroad's diesel locomotives, and now we are supposed to ante up again as even heavier trucks add to the destruction of our highway system.

Our indignation on this subject was recently focused by the release of a Report to Congress of the Comptroller General of the General Accounting Office. The July 1979 report is titled, "Excessive Truck Weight: An Expensive Burden We Can No Longer Support." The GAO report is an indictment of government policy concerning truck weight limits and must be seriously considered by all decision makers at the state and federal levels.

The GAO concludes in its report, "America moves on its roads and these roads are in trouble. They are deteriorating at an accelerated pace and sufficient funds are not available to cope with current needs or meet future requirements. While there are many uncontrollable causes of highway deterioration, such as weather, excessive truck weight is one cause that can be controlled."

We will take the liberty to expand on GAO's evaluation by saying that "America moves on its roads (and its railroads) and these roads (and railroads) are in trouble." The irony is that the same factor is at least partially responsible for the deterioration of both modes—an acceptance by government of ever increasing truck weight limits without

any real effort to deal with the serious impact on the motoring public and the nation's rail system.

According to GAO, "Concentrating large amounts of weight on a single axle multiplies the impact of the weight exponentially." A five-axle tractor-trailer loaded to 80,000 pounds, the current federal limit, weighs about the same as 20 automobiles, but the impact on the highway is about the same as at least 9600 automobiles. The GAO says that "Increasing truck weight causes an ever increasing rate of pavement damage." A 20,000-pound axle, the federal limit for trucks, does 7550 times as much damage as a 2000-pound axle, the axle weight of a standard sized automobile. A 30 percent increase in axle weight limits to 26,000 pounds does 200 percent more damage.

But the problem doesn't end with legal trucking. According to the GAO report, blatant violation of the truck weight laws in most states is the rule rather than the exception. The GAO's review of Federal Highway Administration shipping records showed routine overweight truck shipments involving the federal government and private industry as follows:

90 percent of 179 grain deliveries to a Texas port facility exceeded state weight limits;

65 percent of 107 trucks hauling sand and gravel in Ohio were overweight. The average excess weight was 10,395 pounds;

91 percent of 312 shipments from a government facility in Ohio were overweight; more than 25 percent exceeded the state limits by 30,000 pounds;

80 percent of 112 rock deliveries to a Corps of Engineers project on the Red River exceeded Arkansas weight limits;

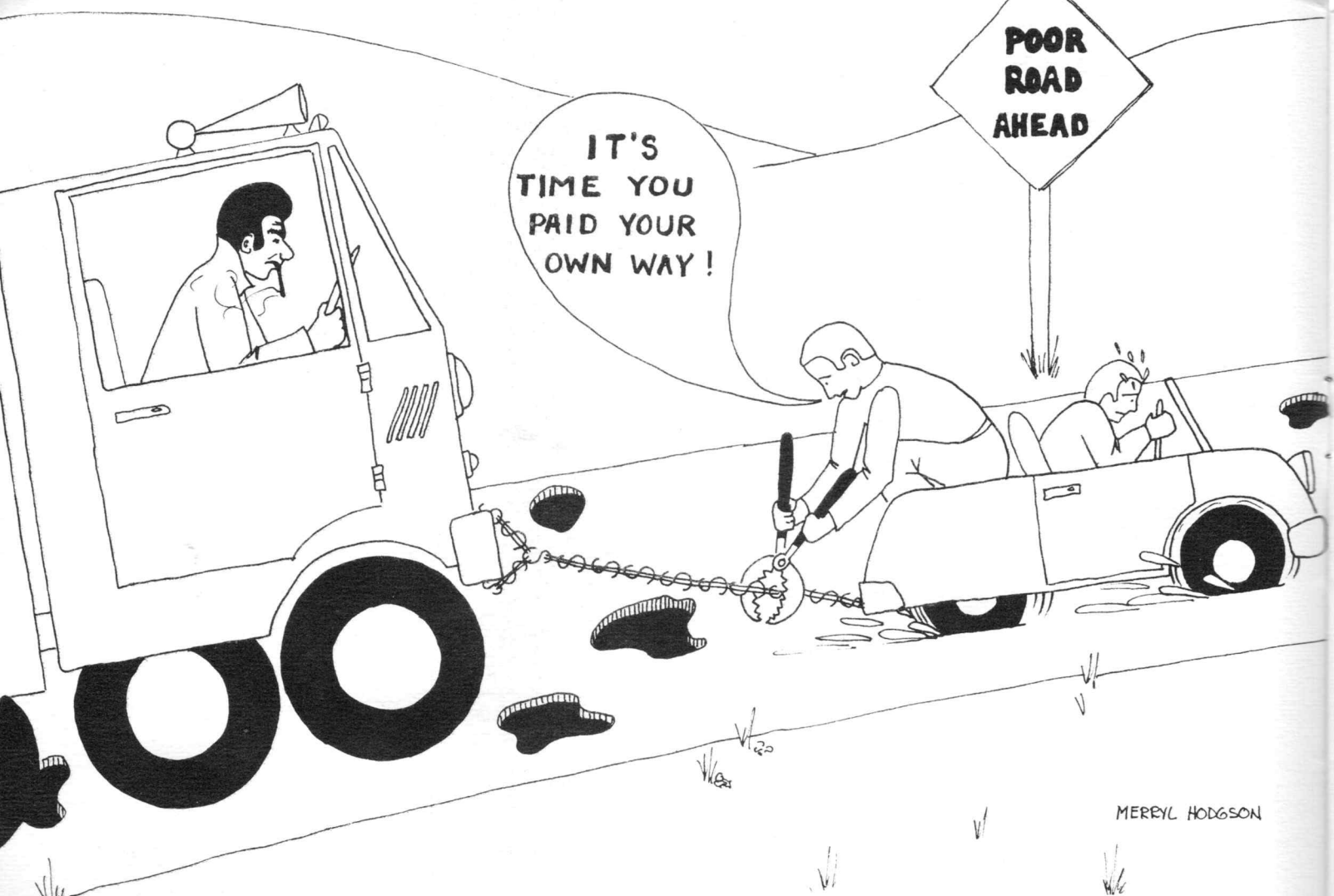
28 trucks delivering crushed stone to a federal-aid highway construction project in Texas weighed an average of 110,000 pounds—30,000 pounds over Texas' 80,000-pound gross weight limit;

National statistics show that at least 22 percent of all loaded tractor-trailers exceed weight limits."

Overweight statistics become even more revealing when viewed from a railroad perspective; namely, those trucks in direct competition with rail. State officials interviewed by GAO said that the cargoes most likely to be hauled overweight are "dense, heavy commodities, such as steel, agricultural products, and petroleum products." The most common motor vehicle hauling freight that is rail competitive is the five-axle "18 wheeler" tractor-trailer. According to Federal Highway Administration statistics, 25 percent of these trucks operate overloaded. In response to congressional inquiries, FHWA conducted road checks of 265 tanker trucks in Connecticut and nearby states in 1975 and found that 25 percent exceeded weight limits. Closer to home, FHWA found that of 71 tanker trucks weighed in Vermont, 71—that's right, 100 percent—were found to be overweight.

The energy crisis of 1974 precipitated an increase in the truck weight limit on the interstate highway system from 73,280 to 80,000 pounds, an increase of about 10 percent. Congress was convinced to raise the weight limit on the assumption that considerable fuel would be saved. But what will really happen?





First, the 10 percent increase will accelerate pavement damage by 35 percent. Secondly, all vehicles including automobiles will use much more fuel on deteriorated highways. A Utah study shows that fuel consumption increases as much as 40 percent as pavement conditions deteriorate. Thirdly, maintaining and resurfacing deteriorated pavements will require additional fuel for making, hauling and applying asphalt. A 10 percent increase in weight limits is expected to reduce total direct transportation fuel consumption by only .2 to .4 percent annually. The indirect increases in fuel consumption noted above resulting from increased weights may very well wipe out or even exceed any direct fuel consumption reduction.

What about state enforcement of truck weight limits? GAO learned that states enforce weight laws on only 40 percent of the highway mileage. States gave two basic reasons for not enforcing weight limits: lack of authority and insufficient funds. GAO also noted that state enforcement programs tend to "operate in a vacuum, obtaining little benefit from the experience of other states." And yet in response to GAO inquiries, "46 states estimated that they will need \$67 billion over the next 20 years to meet resurfacing, restoration and rehabilitation needs for non-interstate mileage under state highway agency control. No data is available for the 3 million noninterstate highway miles under city and local control." The Department of Transportation estimates that maintenance costs to the states for the interstate system will amount to \$16 billion through 1996.

The GAO report concludes that "To protect the Nation's

highways from damage caused by overweight trucks, weight enforcement efforts must be improved. Even with the current variations in states' weight limits, increased levels of enforcement in states' weight limits and more effective enforcement methods would reduce deterioration of the highway system."

The evidence is clear. Past increases in truck weights have proved disastrous to our nation's highway system. The cost to the motoring public has been staggering in deteriorated roads and higher taxes. Enforcement of existing laws must be dramatically improved. Any further calls for increased truck weights must be rejected until such time as motor carriers are willing to absorb the entire cost of the effect of heavy trucks on the nation's highways. The heavy truckers' nearly free ride will no longer be tolerated by a public that is becoming more aware of the overall impact of these trucks on our highway system.

Single copies of this 130-page report are available free of charge from:

U.S. General Accounting Office
Distribution Section
Room 1518
441 G Street, N.W.
Washington, D.C. 20548

Refer to: *Excessive Truck Weight: An Expensive Burden
We Can No Longer Support
Document No. CED-79-94*

Bangor Daily News

Editorial

Trucks and Trains

The following editorial which appeared in the Bangor Daily News on August 27, 1979 is reprinted in its entirety.

Recent tightening of gasoline and diesel supplies and soaring prices for both have prompted eager elements of the trucking industry, including independent haulers, to appeal for higher truck weight limits.

As the fuel squeeze gets stronger and as law enforcement agencies become firmer in enforcing lower speed limits, the weight limit becomes the only variable which truckers can attempt to influence in order to combat the negative effects of rising costs and longer travel times.

Increasing of truck weights has, in the past, been considered a relatively innocuous way to satisfy this important segment of our economy. But as the public has become more concerned and better informed as to the true cost of things, it has begun to realize that truck weight increases have been one of the most costly and dangerous measures this country could have attempted.

The American Automobile Association, with more than 20 million driver-subscribers in the United States and Canada, has appealed to Congress to roll back truck weights to the limits permitted prior to the 1974 Arab oil embargo. During this period in 1974-75, when motor fuel prices took their first big jump and the 55 mph conservation speed limit was imposed under President Ford, Congress bent in the prevailing wind and bumped weight limits from 73,280 to 80,000 pounds.

The consequences have been shocking in human terms and staggering in their cost to the taxpayer.

As trucks become heavier and as motorists conversely switched to smaller, lighter cars to deal with rising fuel costs, the number of fatalities to car passengers in collisions with heavy trucks increased 39 percent between 1975, the first year of the weight increase, and 1978.

During that same period, the number of fatal accidents involving heavy trucks increased 47.6 percent, according to AAA.

By comparison, the increase in fatal accidents among all vehicles was 13.2 percent. In collisions involving only passenger cars, fatalities were up just over 8 percent.

The automobile association, lobbying before Congress in behalf of the safety of its members, made this telling point in testimony this summer:

"The fatality rate for heavy combination trucks is now more than double that of passenger cars and, as the trucks get larger and heavier and the cars get smaller and lighter, the disparity will continue to grow."

This mismatch and the danger it poses to all motorists is obvious and striking. Less visible but astounding is the damage sustained by roads in this steady pounding and the financial burden it imposes on the average taxpayer.

Trucks do by far the greatest damage to roads, but they ante only a comparatively miserly sum to the total kitty for road repairs, maintenance and construction.

According to the National Highway Traffic Safety Administration, Oregon highway engineers determined that weather and natural erosion forces caused 19 percent of the wear on state highways there. Automobiles were responsible for 1 percent of the wear.

Eighty percent of the damage to road surface in that state was the result of axle weight—primarily heavy trucks.

According to a report by the comptroller general and the Government Accounting Office it would take the combined impact of 9600 cars passing over a stretch of road to equal the damage inflicted by a single, 80,000-pound tractor-trailer rig.

The roads are there for all to use certainly, but is there any effort by government to share the burden of road construction and upkeep equitably? No.

Even if the fully loaded rig cited above paid \$9,500 per year in road users fees and taxes, an exaggerated sum, an automobile, if road destruction determined the assessment rate, would pay only \$1 or \$19 less than it now costs for registration alone under Gov. Brennan's revised schedule.

However, just as it is now unfair

for motorists to pick up such a lopsided share of the total highway bill, it would also be unreasonable and economically foolish to assess trucks at what they cost the state and nation in terms of damage inflicted.

There are certain fixed costs that apply in road construction and repair work that would hold even if trucks were not a factor. In addition, although they are a regulated form of private enterprise, trucks perform a service to the public and the economy—a service to which it is impossible to assign a dollar value.

But all the studies and the evidence in our experience with increased truck weights allow at least a couple of conclusions.

There reaches a point at which it is foolhardy, dangerous and economically disadvantageous for government to increase truck weights further. It appears that we have already passed this limit.

Whatever benefit consumers realize through the economy of allowing trucks to haul more tonnage in a single trip is eclipsed by the drain on taxes that must be spent to continue the endless repair cycle on our highways.

When fuel costs make trucks unattractive for certain functions, the obvious answer is for the public to shift its subsidy of tax dollars from the roads to the rails.

Twenty-five percent of the average railroad's expenses now go to keep its right of way in shape. In stark contrast, the trucking industry spends about one-fifth that amount to ante its share to the public coffer to keep up the roads.

Government at all levels has been prone to downgrade the railroads, to complain about subsidies and to look for ways to cut rather than improve service.

There has been an unfortunate tendency to deride public assistance to rejuvenate our railroads, but nary a whisper from most public spokesmen about the tremendous sums that taxpayers invest each year to prop up a related and competitive industry.

One positive aspect of the energy crisis is that it may force a public appraisal of this bizarre and costly situation.

eighty years young

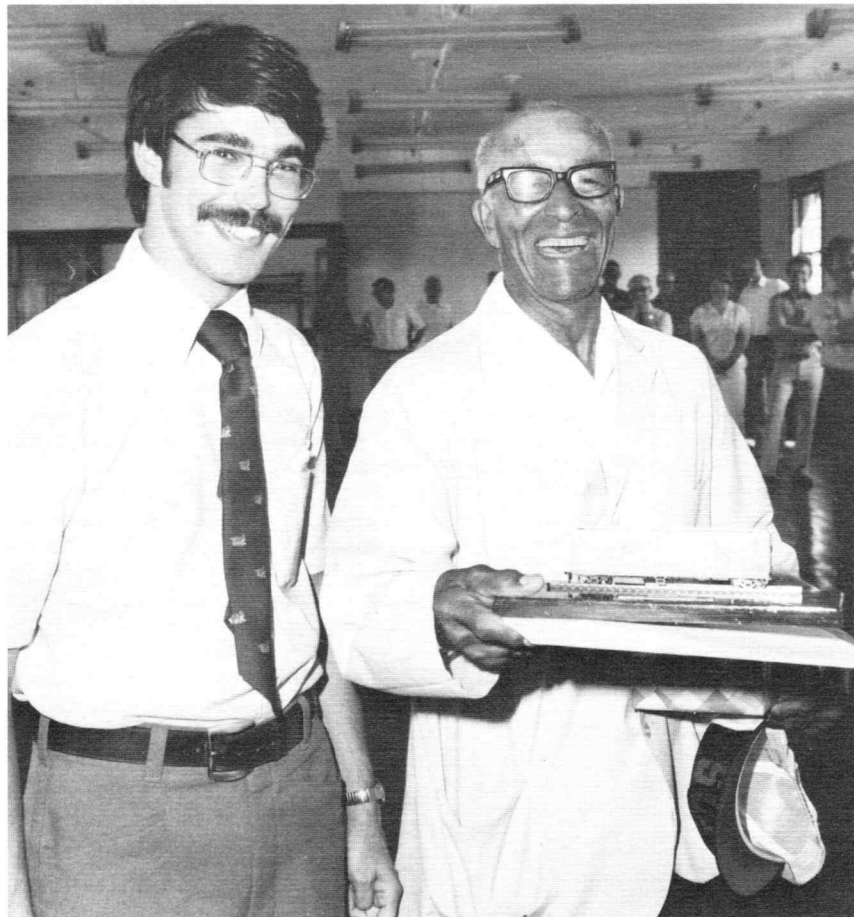
On September 1, 1899, Leslie Cummings was born in Malden, Massachusetts. On September 4, 1979, about 100 Maine Central employees in the General Office Building celebrated "Tate" Cummings' 80th birthday. For the past half century or more, thousands of Maine Central and Portland Terminal employees have come to regard Tate as an institution.

First, an explanation of Tate's nickname: As a little kid he was the winner of a potato sack race and has been known as "Tate" ever since. Tate is appreciated every day as he brings in coffee and homemade muffins for the morning break and sort of gets the day going right. The coffee may be too strong (Tate describes it as mud) and inflation keeps driving up the price, but no one would suggest replacing his friendly greetings, unprintable insults and salty humor with a stainless steel coffee maker. Tate's a friend, loved by Maine Central men and women for many decades.

Tate and his older brother Ed were railroad porters, the sons of a porter. The brothers had a combined total of 88 years of service with Maine Central and Boston & Maine Railroads as independent businessmen. For years they solved the problems of the rail traveler at Portland Union Station and were sought out by the famous and the ordinary. Without exception they were known as gracious, hard-working men with the highest level of integrity. Ed and Tate always had the appropriate cheerful word, an accommodating suggestion and, with Tate particularly, continuous humor and teasing.

With the discontinuance of rail passenger service in 1960, Ed and Tate were faced with a decision—retire or find something else to do. Ed was 73 and Tate 61—obviously too young to retire—so they adapted. They went to Portland Jetport, where Tate still appears early every morning to handle the luggage of the weary, often frustrated air traveler. Ed worked at the Jetport until 1976 when he had to give it up at age 90.

Tate is in great physical shape for a man of 80 and his remarkable wit has grown even sharper with the years. He walked into the middle of the room full of Maine Central people at his recent birthday party, obviously surprised. His first words were, "Now that you've got me here, what are you



Geoffrey Doughty, left, presented Tate Cummings with a gift from his many friends at his 80th birthday party.

going to do with me?" followed by a series of one-liners as he completely took over his own party.

Tate told one writer a few years ago, "I must have gone to six or eight colleges. Started at Boston University Law School but I didn't have enough money for school and a car. And I had to have a car. I was offered a scholarship to Bates, but I didn't think I was going to like Maine. I came up here one summer to work with Ed." That was over 60 years ago.

Tate was quite an athlete and played semi-pro baseball around the country. In his youth a black didn't stand a chance to get up to the Majors. There are many who speculate that he could have made it easily at a later time. In 1975 Tate was named "Wakefield (Massachusetts) High School's Greatest Black Athlete."

Tate admittedly will do almost anything "for a buck." He works every

day at the Jetport and does some private driving as well. And he brings railroad people coffee and muffins. An increase in the price of a cup of his coffee brings louder cries of anguish than the increase in gasoline prices and another round of good-natured complaining is set in motion. Since his rate of return is excessive, there is talk of a Tate Cummings Windfall Profits Tax with the proceeds going solely to research to improve Tate's "mud."

Tate and Ed may be two of Portland's best known citizens. They were loved by rail passengers for many decades and now for a couple of decades they have assisted a new generation of traveler and another generation has gotten to know and love them.

See you tomorrow at 9:30, Tate, and many tomorrows to come. And, can't you do something about that terrible, thick, black stuff that you refer to as coffee?

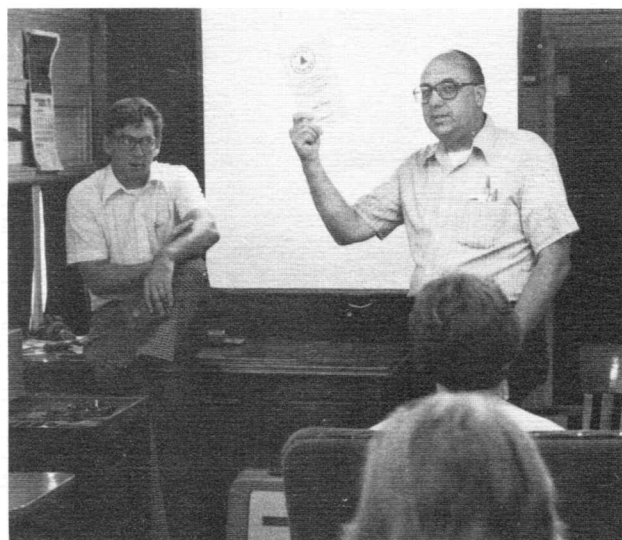


Dick Burnham talks with a recent group of new trainmen as part of their "on-the-ground" work. From left to right, Mike Pierce, Ed Kelley, Steve Smith, Bob Brown and Joe Robichaud.

an ounce of prevention

The evidence is dramatic. A training program which began four years ago for new Maine Central and Portland Terminal trainmen has had a substantial impact on the injury record of these newly employed trainmen. In the past, green men in train service had an injury record much worse than that of experienced men. Now these injuries have been substantially reduced. Although nothing replaces years of experience, the intense training program also results in a more productive new employee. When a man "goes striking" (on-the-job training with an experienced train crew), he is several steps ahead of where he would have been without the program.

The instructors are: Edward Galvin, safety supervisor; David Mahon, mechanical instructor and train rules examiner; William Bickford, assistant superintendent, and Charles Niles and Richard Burnham, trainmasters. Galvin handles all safety aspects, including an overview of the new Safety Rule Book, hazardous materials instruction, and an orientation of how best to begin a railroad career. Mahon, who will have the closest relationship to each employee as he moves up from brakeman to flagman to conductor, takes care of operating rules and procedures. Burnham is the "on-the-ground instructor," working with each new man through hands-on experience under his watchful eye. Bickford and Niles handle the administration of the program and assist integrating the employee into the railroad system.



Dave Mahon, left, and Charlie Niles explain the role of the timetable to new trainmen in Portland.



Before an employee ever gets to the training session, he is carefully screened and given a complete physical so that the best possible candidate for these sought-after positions can be assured. Some have railroad experience and others are from the outside. The program also provides an opportunity for a person to honestly and accurately determine if this is the kind of work he really wants.

The session includes three very full days of classroom instruction accompanied by practical experience. The classes are held in the Instruction Car 2001 and locomotives and boxcars are nearby so each new employee can immediately try out what he has learned from the class. Seven films are used, dealing with such subjects as: hand-braking, signaling, personal safety, couplers, switches, air hoses, and mounting and dismounting. Special emphasis is placed on getting on and off moving equipment and each trainman gets on and off many moving locomotives and boxcars in the short three days. The average class has six to ten students and is held in Portland, Waterville, or Bangor. Three or four classes are held each year.

This training and awareness has paid off for the employee and the Railroad: first, in a sharp decline in personal injuries and, second, in productivity. Thanks to this program, new trainmen are some of the Railroad's safest workers.



Ed Galvin discusses the types of hazardous materials moved by Maine Central and Portland Terminal.



Bill Bickford conducts a class for trainmen in Waterville.



Dick Burnham, right, gives instruction to Steve Smith on the proper way to get on and off moving equipment.



A lesson well learned, as demonstrated by Steve Smith. As he prepares to dismount a moving car, note the firm grip on the ladder. While looking in the direction of movement, he gets off with the trailing foot first.

news briefs

Legion Honors Maine Central

Maine Central Railroad was honored by the American Legion as "Employer of the Year for Hiring Veterans." The national award for companies of 200 or more employees was presented at the Legion's National Convention in Houston, Texas on August 22.

American Legion National Commander John M. Carey gave a handsome plaque to John F. Gerity, Maine Central president. The convention was attended by about 2000 delegates, in addition to thousands of other legionnaires and guests from all over the country. The award for companies of 200 or less employees went to the Oelwein, Iowa plant of Donaldson Company, Inc.

The National Economic Commission of the Legion cited Maine Central for an "outstanding record in veterans employment." Of the railroad's 1700 employees, 1446 are veterans and of a total of 1616 male employees, nearly 90 percent are veterans. Of the railroad's male "new hires" last year, almost 60 percent were veterans.



John F. Gerity, Maine Central president, receives an award from John M. Carey, national commander of the American Legion.

Purchases and Stores

The last few months have seen several changes in the Purchases and Stores Department. Hugh F. Flynn has been named manager, Purchases and Stores; David R. Dulac, general storekeeper, and Lawrence D. Smyth, purchasing agent.

Flynn joined the Railroad as a Stores Department laborer in 1941. He has held positions as Portland Terminal storekeeper, systems analyst in Data Processing and Maine Central traveling storekeeper. He was appointed general storekeeper in 1967.

He has served in many community capacities, including three terms on the South Portland City Council, vice president of the South Portland Board of Industry and Commerce, and is senior member of the Board of the South Portland Housing Authority. He has been president and general manager of the Railroad Workers Credit Union since 1961. He is vice president of the New England Railroad Club.

Dulac has served in the Waterville Stores Department for eleven years and also in other railroad positions in Waterville. For several years he was in charge of sales for General Tire and was a Fairfield police officer for 12 years. He is a past president of the Maine Law Enforcement Association for Somerset County. He was a Fairfield councilman for 1978-79 as well as a member of the City's Industrial Committee.

Smyth has been with Maine Central since 1954. In 1956 he was named chief clerk in the Purchases and Stores Department and became assistant to the purchasing agent in 1966, the position he held until his recent appointment. He served as Register of Deeds in Portland for five years.

Royce Wheeler

Royce G. Wheeler, assistant superintendent, Eastern Subdivision, was nominated for the 33rd degree in September of 1978 at the annual meeting of the Supreme Council of the Ancient Accepted Scottish Rite in Cincinnati,

Ohio. In Chicago, Illinois on September 26, 1979, he was coroneted an honorary member of the Supreme Council, 33rd degree of the Ancient Accepted Scottish Rite of the Northern Masonic Jurisdiction. Wheeler is a past master of St. Andrews Lodge, No. 83, Bangor. He is past district deputy grand master of the Grand Lodge of Maine, District No. 6. He is presently assistant grand lecturer of the Grand Lodge of Maine.



Hugh F. Flynn

Maine Central Messenger



Royce G. Wheeler

Finegan New Internal Auditor

Albert M. Finegan has been appointed to the new position of internal auditor for Maine Central Railroad. Finegan, a former resident of Maine, recently moved back to the state from Virginia Beach, Virginia. He is a graduate of Old Dominion University, receiving a Bachelor of Science degree in Accounting. He served in various public and private accounting positions in Virginia before returning to Maine.

As internal auditor, Finegan will be reviewing the Railroad's accounting, financial and operating systems to determine that they are in compliance with company policies and procedures and with generally accepted accounting principles. He will be reporting his findings and recommendations to the Audit Committee of the Board of Directors.

Dick Goodie Receives Award

Recently Dick Goodie of Maine Central's Auditor-Revenues Department received a congratulatory memo from John DiMatteo, president of Gannett Publications, for capturing first prize for the Maine Sunday Telegram in the Best Sports Feature category, 1979, of the Maine Press Association's annual newspaper contest. Many of his freelance articles have been published in magazines and

Fall 1979



Kenneth W. Phillips, center, has retired as manager of purchases and stores for Maine Central and Portland Terminal. He retires with 44 years of railroad service, including 24 years with Maine Central's Purchases and Stores Department. He is shown above at his recent retirement dinner with John F. Gerity, right, Maine Central president, Tom C. Campbell, president of ITEL Railcar, Inc., who served as master of ceremonies for the retirement dinner. Phillips held several positions in the New England Railroad Club and is a past president of that organization.

newspapers over a period of twenty years. This award had a very special meaning because he competed on a statewide basis against the best professional writers in the state. The full-page story appeared in the Maine Sunday Telegram, April 22, 1979.

When asked how he felt about such an accomplishment, Dick replied, "When you try hard to perfect something, and it happens, you know it first; when it pleases others, you feel unselfish—you've shared an adventure; but when your effort is chosen a prize-winner, you know you've completed a circle of satisfaction in that your initial idea wasn't so bad." Dick is currently trying to find a publisher for a recently completed novelette.

Crawford Appointed

Joseph K. Crawford has been appointed regional manager, sales and service. He began his railroad career in 1969, working summers as a trackman. From 1973 to 1976, he served as

a clerk in the Accounting Department and was promoted to the position of office assistant in the Engineering Department.

25-Year Service Pins

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

E. T. Bolduc
K. A. Bowden
R. A. Burnham
E. A. Goldrup, Jr.
W. J. Griffin
W. R. Hammond
R. E. MacPherson
W. E. Oakes
E. R. Plourd
E. G. Sawtelle
L. D. Smyth
R. J. Thompson



First In Safety

Over sixty Rigby Enginehouse employees have received lined, green windbreakers with the gold emblem "Portland Terminal Company—First in Safety." The award came as a result of a year completely free of lost time or serious injury at the Enginehouse. It was the first such recognition for Maine Central or Portland Terminal.

John F. Gerity, president, personally presented the jackets to most of the sixty men. He praised the Enginehouse forces, noting that they had been working for several years to improve their safety record and to provide safe working conditions. He added that he hopes the excellent record continues and also that others will recognize this as a standard of excellence in safety.

Edward Galvin, safety supervisor, said that the record was achieved through the excellent cooperation and commitment of Stewart Park, chief mechanical officer; Don Russell, general foreman; Bob Messer, Lenny Greenlaw, Larry Pettingill, and Ralph Foster, foremen, and every one of the employees. See photo on back cover.



Robert Messer, center, foreman, Rigby Enginehouse, displays his First in Safety jacket. Left to right are: Ed Galvin, safety supervisor; Stewart Park, chief mechanical officer; Messer; John Gerity, president; Jim Coffin, superintendent, motive power.



Walter Browne, left, now retired from a supervisory position at Rigby Enginehouse, receives his new First in Safety jacket from John Gerity, president. Robert Messer, foreman, is at the right.

The Grapevine

General Offices

"Coach of the Year Award" goes to Ken Austin, general statistician, for coaching the Portland Little League Elks all the way to the City Championships. Not to let them down, Ken then coached them through the Championships, involving eight other Little Leagues, and walked away with the title. The team's record was 18-1. Ken's two sons also are making names for themselves in sports this year. Kevin played his first year of Little League as a right fielder for the Elks and finished on a Championship team, and David is getting into football, playing for Lincoln Junior High (eighth grade) as offensive tackle.

Organ lessons are on the agenda for Colleen Andrews, cashier, her eight-year-old daughter Tamara, and mother Vivian. Combining a new musical education and a lot of fun, these lessons should produce some fine music from the Andrews family.

Annette (Erlick) Lyon, who worked in the Accounting Department some time ago, was a visitor in the Portland area in September with her husband Cal. After visiting with friends and relatives here, they continued on to The Weirs on Lake Winnepesaukee and were also going to spend some time at Lake Tahoe in California before returning to their home in Las Vegas. Annette sent greetings to her many railroad friends.

To Shirley Wilson, secretary to the treasurer, and her husband Bill: Congratulations on your 26th wedding anniversary!

With the help of the Lamaze course, Greg Savage, assistant to comptroller's office, will soon be assisting his wife, Edna, in the delivery of their sixth child. And as if things aren't hectic enough, they took a vacation to Niagara Falls and Toronto in their "family-size" van.

Randy Sanborn, husband of Carol, Law Department secretary, is into stock car racing with his brother, Alvin. Their 1969 Camaro is in the late model sportsman class, travels between 80-90 mph, and carries the name, "Sanborn Bros. & Sons." If you're ever at Beech Ridge Speedway, watch out for No. 20—it's hot!

This year's big catch of Atlantic Salmon was made by Scott Scully, general counsel. In early August Scott set out for the Macatina River, located in northern Quebec, and reported some good fly fishing. You wouldn't have any of those old fish stories for us, would you, Scott?

W. E. "Duke" Lazette, Jr., operator, "BX" office, and his wife Dian traveled to Bucaramanga, Colombia, South America in September, staying with the family of Juan B. Giraldo R., whose daughter Gloria stayed with the Lazettes as an AFS (American Field Service) exchange student for four years. Duke did not lose his passport this year, so did not have to travel to Bogata for a new one. They left Miami just ahead of hurricane David and followed hurricane Fred into Maine on their return trip.

Charlie Niles, trainmaster, and three of his children, Darren, Cynthia and David,



The Sanborn Bros. & Sons late model sportsman. Randy Sanborn is the husband of Carol of the Law Department.



The five children of Greg and Edna Savage are, left to right, Cyndi (9), Tami (3), Keith (5), Heather (2) and Jodi (8).

along with Swedish foreign exchange student, Johan Orneburg, thoroughly enjoyed the foliage train trip sponsored by the 470 Club on September 29. Johan, who is staying with the Niles family for one year, hails from Malmo Sweden and was particularly impressed by the friendly waves from bystanders watching the train as it passed by.

Assistant director of car utilization Bob Nurse and his wife Velma recently returned from a trip to California and Hawaii. Five days were spent in San Francisco attending a reunion of the crew of the U.S.S. West Point, Bob's World War II home for five years. After the reunion, they continued on to Hawaii for an eight-day tour of the islands of Oahu and Kauai. Five other couples from the Portland area, also former West Point crew members, joined Bob and his wife on the tour.

On Saturday, August 18, 1979, the Rigby softball team played the Waterville softball team at Thornton Heights. Three games were played, with Rigby the winner of the first and third game. Inasmuch as Waterville was playing a couple of players short, after the first game, Rigby gave Waterville two of its "star" players, whereupon Waterville won the second game! This was the first event of its type and was so successful that hopes of making it an annual event were discussed. Martin Moore, general foreman, captained the Rigby team and John R. (Bob) Cosgrove, carman helper, captained the Waterville team.

Mollie Fehlau, secretary, Personnel and Labor Relations, her husband Martin, and son Rick spent two delightful weeks in California this summer. They flew to Los Angeles, traveled to points of interest, and visited her sister and husband in their lovely home near Riverside. Also visiting Las Vegas and Tijuana, Mexico, they traveled the coastal route from San Diego to San Francisco with several stops along the beautiful Pacific to enjoy the surf and sunshine.

Eddie Davis, who retired in February, must have had some good things to say about retirement, for since the last edition came out, two more have left the Engineering Department.

Bill Hayward recently decided to retire. Bill came to the railroad in 1945 as a chainman. At a small party in his honor, Bill was presented with a purse collected from his many friends and, as a memento of his many years of faithful service, a survey stake inscribed with his name and the dates of his service. Most notable, however, was his unofficial memento—a T-shirt with his nickname "Toothless One" on the front. We're sorry to see him go. Bill became a sort of Dalai Lama and Marshall Dodge rolled into



one, and his quick wit, ready answers, and cheerful smile will be sorely missed. He is soon to be a grandfather again and he and his wife are planning a trip to Colombia soon after the blessed event to see the newborn and the proud parents. While he's down there, he says that he wants to look up his old friend Juan Valdez and his pet donkey who run a small coffee warehouse together. Come back and see us, Bill.

Bill is being succeeded by Steven Giampetruzzi whose title is engineering technician. He is a 1978 graduate of the University of Maine at Orono and holds an Associate Degree in Civil Engineering Technology. In his spare time Steve likes to build and fly remote-controlled model airplanes and likes outdoor activities.

We are also sorry to see Don Sinclair retire. Don retired two days after Bill and it was quite a week for parties. Don came to the Portland Terminal in 1940 as a painter and worked in a variety of Portland Terminal positions, finally becoming B&B supervisor for Maine Central. At a retirement dinner for Don at the Chuck Wagon in Lewiston, sixty-two of his friends showed up to honor him and to present him with a band saw which Don can use in his woodworking shop at home. Don plans to stay active and all of us wish him a happy retirement and hope that he'll come back to visit us from time to time.

Succeeding Don as B&B supervisor is Leon "Sandy" Perkins. A graduate of the University of Maine at Orono, Sandy came to Maine Central in 1973 as assistant engineer and was appointed student supervisor in 1974. In 1975 he was appointed assistant supervisor B&B.

Succeeding Sandy as assistant supervisor B&B is Walter Brown, who came to the railroad in 1976 as project inspector. Walter at one time worked for the railroads owned by United States Steel and in South America.

We'd like to welcome two new employees of the Signal Department, both draftsmen, Arthur Cunningham and Mike Donovan. Both are recent graduates of SMVTI. Arthur is originally from Rumford. He served in the armed forces for two years as a medic, which prepared him well for his duties as a teacher in Colorado after his service time. He is currently building a house in Standish.

Mike Donovan is from Biddeford and also served time in the Army. In addition to his videotaping of Star Trek reruns on TV with his Beta Max (for the Memory Banks, no doubt), Mike is restoring his 1820 vintage center chimney cape in North Baldwin. Both he and Art say they are looking forward to working at the Maine Central.

Catherine Coombs, daughter of PT general supervisor Percy H. Coombs, was married on March 3, 1979 to James E. Scanlon, Jr., of South Portland. Catherine is a graduate of Deering High School and the University of Southern Maine while her husband James attended Cheverus High School and USM.

This past summer Stan Jordan and his wife Marie (her father, by the way, is retired car shop foreman James Ifill) and two children, Steve and Kathy, flew out to Denver, Colorado for a three-week tour. They rented a mini-camper and drove through Colorado, Utah and Wyoming, visiting many sites, including Yellowstone. While they were out west, in addition to the beautiful scenery, the Jordans saw a number of unit coal trains and caught a glimpse of the Rio Grande Zephyr, which went past them at 65 miles per hour. They saw a lot of wildlife, and upon their return home, read in



Bill Hayward, right, is congratulated by Stan Jordan on his retirement.



One last effort was made to convince John McAnallen to stay, but he resisted and left with his family for Florida in September.



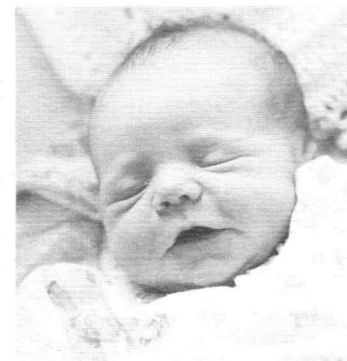
Catherine Scanlon, daughter of Percy H. Coombs.

the paper about a woman at Yellowstone who had been mauled by a bear. Their vacation was eventful enough!

We are sorry to report that "BJ" MacDonald has had surgery since the last edition came out, but she is doing better and we wish her all the best.

Our deep sympathy to the family of Charlie Jackson, draftsman, who died October 16. Our thoughts are with the family.

The people in the general offices said good-bye to a very special friend on September 28. John McAnallen of the Auditor-Revenues Department and his family have moved to Delray Beach, Florida, where they will reside temporarily until they find a home suitable to their needs. John's friends honored him with a buffet dinner the day before he left. We all wanted to give him



Wee little newcomer, Kristen Elizabeth Whitmore, born August 20, 1979 and weighing in at eight pounds, is the daughter of Karen and Paul Whitmore of Hampton Falls, New Hampshire. Kristen is the first grandchild of Helen and Herb Whitmore (Disbursements Office) and is the delight of her proud grandparents, as well as her aunts and uncles and, needless to say, receives lots of attention!

one last good meal and enjoy his company one more time before he left. He was given one terrific send-off with a gathering of his co-workers who presented him with a cash gift and a large box full of goodies to eat on his way. Songs were sung in his honor, speeches were given, and a few jokes were told, but he left in spite of it all.

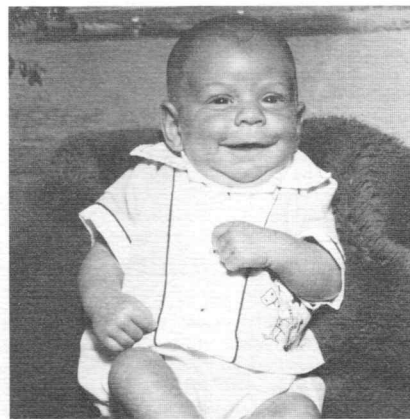
Beverly J. Braasch, daughter of Anne and Benjamin Braasch, manager—freight claims, recently started her third year at Wheaton College where she is majoring in Pharmacology. She spent the past summer at Wheaton working on cancer research. Because of this research and her outstanding achievement in the field of chemistry, she has been awarded an Alumni Scholar Grant and was recently elected treasurer of the American Chemist Society. Her dad says she has worked very hard, but it's not over yet. She still has another year at Wheaton and intends to go on to three years of postgraduate work. Her accomplishments have brought much-deserved recognition and her parents are extremely proud. Right, Dad?



Beverly Braasch



Philip C. Gilikson, center, carman at Rigby Car Department, is presented his 25-year service pin by Kenneth Stinson, foreman, right. Marty Moore, general foreman, is on the left.



"If they ask me to say 'cheese' one more time, I'll never make it," says seven-week old Mark G. Lanese, first grandson of Chet (Auditor-Revenues Department) and Mary Robie.



Chris Perry is the son of Peter Perry, carman for Lewiston and Danville.



Gladys Lyden received a gift from her many friends when she resigned recently from the Car Utilization Department. Ralph Libby is at the left and Richard Achorn in the center.



Marty Walker chartered this trolley car in Yakima, Washington, with a friend for a three-hour trip.

Marty Walker, Disbursements Office, and a friend chartered this trolley car recently (yes, just the two of them!) for a three-hour tour of the fruit producing region in Yakima, Washington. Marty attended the annual convention of the Association of Railway Museums in Edmonton, Alberta, Canada. Following the convention, they traveled by train to Vancouver and Victoria, British Columbia, then on to Seattle and Yakima, Washington, Oregon, Salt Lake City, Utah and Denver, Colorado, before flying home. Highlights of the trip, besides the trolley charter, were an excursion on the Northern Alberta Railways and a trip on the British Columbia Railway from Vancouver to Lilloet, British Columbia, and return.

Dot Smith, Disbursements Office, decided to try one of the scenic bus tours this fall, which took her to the Canadian side of Niagara Falls, plus stops at points of interest along the way. Dot was very enthusiastic about the entire trip and plans to take another one, saying that "leaving the driving to them" is a very good way to travel.

Kay and Joe Gallant, Payroll Department, along with Kathy and Joe, Jr., recently drove to Washington, D.C., where Kathy enrolled at George Washington University



and will start her studies there the first of next year. While there, besides taking in the usual highlights that are located in the area, they were fortunate to be visiting at the White House at the exact time the Pope arrived there and were able to witness President Carter greeting the Pope at close range. This highlight will be long remembered by the family.

Eastern Subdivision

Nelson Violette, yard clerk, retired in July after 38 years of service with Maine Central. Nelson has many plans for his retirement years and golfing is sure to be included. We wish him a happy and long retirement.

Paul Giles, former trainman who retired last year, visited this office while he was here for the summer. Paul and his wife make their home now in Florida but plan on spending the summers at their cottage on the Maine coast.

John Mincher, clerk, Bangor Engine House, will be back from his October vacation in Hawaii by the time this is in print, so we'll say now, "Hope you had a good time, John."

Missing from his regular janitor duties here in Bangor for the past several weeks is Jimmy Chalmers. Jimmy injured his foot in August but is recuperating well and we expect to see him return in November.

Floyd White, Machias section foreman, and Pinky Scott, trackman, have completed late summer vacations.

Jim Emerson of Addison is off duty due to knee surgery.

Charlie Schoppee (Bomber), signal maintainer, is missed by his old CB buddy, Rocky Lake. Get thyself on the stick again, Bomber!

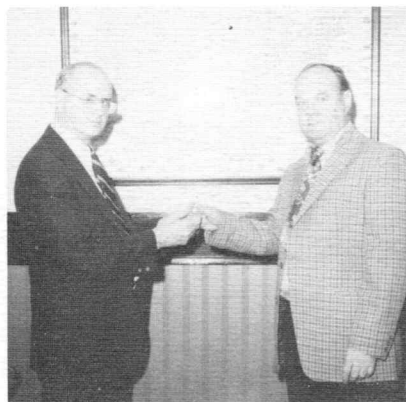
By the time these items go to press, Roger Wakefield, agent, Machias, and Norman (Bullet) Bagley, track repairman, will be hauling out of their respective sacks in the early morning and trying to beat the local coyotes (and we really mean coyotes!) to the deer runs. Next issue should have a few statistics on the deer season.

Recent visitors at the Machias station were brand new TOFC boss, Jean Gilpatrick (Congrats, Jeannie!) and Ray Spaulding. Also visiting were retirees Art Palmer, Ralph Scott, Embert Tibbetts, and Athie Bryant. More on us "Downeast" retirees in Mary Morse's column. Any news items would be most appreciated. Just drop them off at the Machias station or mail to Athie Bryant, P.O. Box 1, East Machias, Maine 04630. Let's hear from you folks from Woodland, Calais, Cherryfield, and points west.

Last but not least, at the Jacksonville Crossing recently, Rusty Beverly, trackman, was working up a sweat breaking pavement while Dennysville section foreman Darold Ames was flagging the crossing and expounding the virtues of hard, physical labor.

Rockland

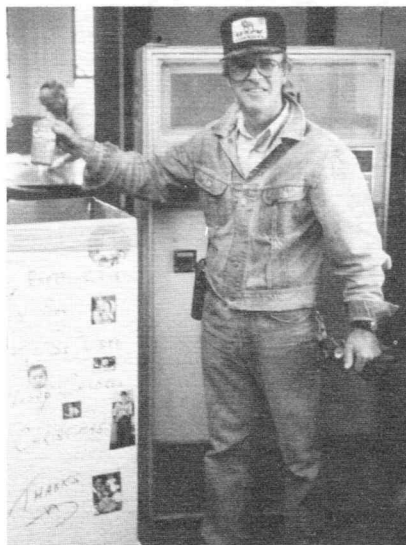
Former Rockland cashier Fred "Father" Snowman's car ash tray was full and running over, so he traded! Now he is sporting around in a new Impala, making the circuit of public suppers at the various churches, granges and clubs, so you want to be careful what public supper you attend, for you can



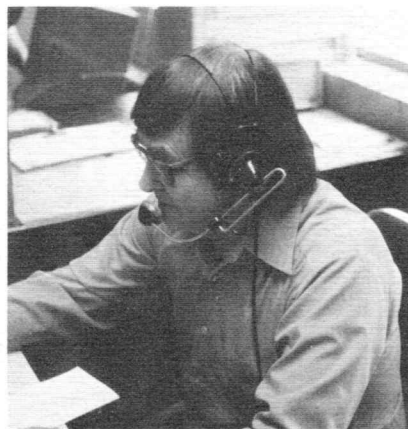
Larry Smyth, right, purchasing agent, receives his 25-year pin from Hugh Flynn, manager, purchases and stores.



Busy though she is, Sandy Johnston, spare clerk, Bangor, has time to smile while filling in on the car clerk's position.



J. H. "Hackle" Spellman, brakeman, is about to add another can to the collection box for empties which has been set up to acquire money for needy children at Christmas. Hackle came up with this great idea and went to the trouble of providing the cartons for the various departments. The money is starting to add up after only a few weeks. Thanks go to Hackle and to all who are helping in this worthwhile project.



Dick Landry, operator at RD Tower, Bangor, has very few spare moments on his first trick position.



John Quimby, left, and Roger Boudreau, carmen, are busy at work applying new wheels to a box car.



Marty Douglas, trackman, gets ready to inspect the track on a velocipede which is one of the last ones on the system.



Randall L. Elliott, brakeman, and Kathryn Dixon were married in July. Ed Elliott, engineer, is Randy's dad. Kathryn is a nurse at St. Joseph's Hospital in Bangor.



Cindy Smith and Scott Hews were married in August. Cindy is the daughter of Roger and Mary Ireland. Roger is the brakeman in Bangor Yard.



Talk about great fishing! Bob Rustin, track repairman, holds four coho salmon he caught in 50 minutes when he and wife Mary were in Marquette, Michigan and fished Lake Superior the first of September.

never tell. Whatever time, wherever you sit down—SMILE—you may be sitting across the table from Father Snowman.

Operator Henry Preble is back on the job at Brunswick after a long spell of sickness. Sure seems good to have him on the phone at Brunswick again.

Rick Lovely, section foreman, sold his house in Gardiner and purchased a nice little home in Rockland near schools, stores and work. He is now getting excellent gas mileage, walking to and from work.

Ellsworth Damon, carman, took a week's vacation in August, traveling with family and camper to Prince Edward Island. They had an excellent trip, taking in many points of interest, so he said, but he looked like he needed another week to rest up in when he got back. On weekends he is busily building a hangar to winter his airplane. Maybe he had better buy a parachute just in case he gets the urge to "jump."

Gene Harjula, spare operator, is home, making a good recovery from a severe heart attack during the middle of September. He



Paul Landry with his banjo.

extends his grateful thanks to his many friends and fellow employees for their visits, cards and gifts. He is so glad that he, wife and daughter had taken their camper and vacationed in the Thousand Islands during August as it will be some time before he will again be up to such a trip. Of course, we can't put in here what some of the nurses at the hospital say about his actions!

Waterville Station

There is a new fad in the Engineering Department this year: many of the trackmen and track supervisors have taken up sky diving. Among those who took the first big jump are Donn Wolfe, track supervisor; Gary Bouchard and George Poland, machine operators, and John Wolfe, Paul LaChance and Lisa Parker, trackmen. Donn Wolfe holds the record for the most jumps so far.

Sympathies are extended to the family of retired trackman Andrew T. Fox who died on September 2 at the age of seventy. Andrew, also known as "Honey Bee," worked for the Railroad for twenty years and was also self-employed as a bee keeper for the past fifty years.

Sympathies are also extended to the family of retired foreman Leonard M. Crooker who died in July. Lenny had resigned from Maine Central in February, 1979.

Sympathies are also extended to foreman John Tracy and family on the loss of his grandfather.

Congratulations to Keith A. Bowden, foreman, who received his 25-year pin in September. Keith also received the Foreman of the Year Award of the Annual Foreman's Meeting in April, which was held in Waterville.

Congratulations to Randy Pike on his appointment to assistant track supervisor on Division II.

The stork was very busy this summer in the Waterville area. Congratulations to the following families: track repairman Wallace R. Pooler, Jr., and wife Nancy, a daughter: trackman and Mrs. Dan Ouellette, a son; trackman and Mrs. John Fairfield, a son named Joshua; foreman Frank and Kathy Tingley, a daughter named Heather; foreman Leo and June Caron, a son named Paul Christopher; machine operator Gary and Vangie Bouchard, a daughter named Michelle; Ed and Lisa Wood, a son named Derick; trackman and

Mrs. Wade Swett, a daughter.

Congratulations to Oak Perry on his retirement on June 29. Oak worked for Maine Central for 33 years. We all wish a long and happy retirement to you and your wife.

Retirees

My plea for more news certainly paid off! Keep up the good work and we can have an interesting column. Athie Bryant, retired clerk from Augusta, graciously volunteered to round up the downeast news and some appears below. Athie is now living in East Machias and loves it.

Vinnie and I saw Jim Small, electrician, and Mary at home in Cornish. It was Mary's sixtieth birthday, and we shared a bottle of her birthday wine. She's some elated because she's "of age" now. More advantages than being "sweet sixteen"—almost!

On a recent safari we visited Ray Ryder, electrician, and Dutch in Gorham. Both Smallie and Ray make my garden look like a postage stamp!

Walter Furbish, signal repairman, phoned for a delightful chat.

We bicycled down to see "Sully," Charlotte, Nana, and the three beagles. Sully walks all three at once. I walk two beagles at a time and it's like driving a span of wild horses!

Athie sez from Downeast: Wilfred McReavy, 80, Whitneyville, a retired trackman after forty years' service, is a live wire. His hobbies are gardening and fishing. He has four children, twelve grandchildren, and seventeen great grandchildren, and when they all gather at his house, it's not a quiet place! He was pleased to see Ollie Grant, another retired trackman, from Unionville recently. Kate, widow of Frank Holmes, section foreman, checks the game population in her pick-up truck each evening. Ivadell, widow of George Dowling, trackman, writes a column for the local weekly paper and is ready to go any time.

Athie is organizing a picnic for next summer for all Railroad active and retired employees and their families in the Machias area.

Paul Landry retired five years ago as head clerk, Voucher Bureau, after 38 years' service. Paul and Lydia, brother Cyril and Margaret, recently returned to the scene of their wedding of January 8, 1944, in Tampa, Florida, when he was serving in the Army during World War II. After a week's honeymoon, he was sent to Italy for two years in the Medical Unit, Army Air Corps. Those were the good old days?? But during his duty there, he played guitar on War Bond Tours and in the Officers' Club with some English soldiers, which helped.

Well, he's still going strong! Howard Reiche, piano; Charlie Thompson, sax and Master of Ceremonies; George Robbins, manager and drummer, and Paul, playing electric guitar, have formed a band called "Old Smoothies." They play the old songs at senior citizens gatherings, weddings, class reunions, and any other organization requesting them. Quite often Lydia is vocalist with the group.

Paul and Lydia are great on taking tours by bus. They enjoy trips to the Red Sox games in Boston and recently vacationed at the Grossenger Resort in Liberty, New York, which he says is one active place!



Next tour is a trip to Cape Cod. Paul belongs to the "Sixty-Plus Club" which has 300—men only. The last frontier!

Dana A. Pomeroy, foreman stone mason, who retired about four years ago after 23 years' service in the Bridge and Building Department, certainly has a green thumb. On the 4th of July, Dana and Hilda enjoyed fresh peas, beet greens and new potatoes from his garden, from seed which was given to him by a friend in Dexter.

Hermon Dodge, Jr., came from a very active Railroad family. He worked with his father as a trainman on the Rockland Branch, has two brothers who are still working, and a brother Forest, a conductor who is also retired. Hermon retired in 1973 and he and his wife moved to Mt. Dora, Florida. Mrs. Dodge is living in a nursing home at this time.

Remember Leo Bellefontaine? Leo sent us a picture of his anniversary party in 1978. He and Mrs. Bellefontaine have been married 49 years. Congratulations! Leo served as yard clerk, freight office clerk, per diem clerk, and chief clerk at Rigby Engine House. He started working in 1918 and retired in 1964—46 years of faithful service. They live in Halifax, Nova Scotia in the summer and Lake Worth, Florida in the winter, with a visit to Portland in between, and are in excellent health.

Attention, all hams! Arthur Herron, retired conductor of eight years after forty years' service, lives in Waterville and is a short wave amateur or a "ham." His call letters are W1YJ and he works all of Europe, South America, Mexico, Japan, all of the United States, and Canada. He must have some rig! He and his wife recently visited son Michael and family in Erie, Pennsylvania, where he is studies director in a private school. Daughter Pat and family traveled by motor home from St. Louis to their cottage at Sibley Lake for a vacation. Arthur kept a scrap book of pictures of his forty years in railroading. After seven years in a mobile home at the lake, they have moved to Waterville.

Speaking of returning to the good earth, this letter from Athie Bryant, retired clerk from Augusta, is a refreshing change from the big city. Being an original "down-easter" myself, it brings back the smell of burning birch wood, the frosty mornings at sunrise, and the sweet, rich earth. Let Athie speak for herself.

"Just finished reading every inch of the spring-summer Messenger. Sure brings back pleasant memories of railroad friends and experiences. When I get homesick, I head to Machias Station and gab with the boys. To me, anyone under fifty is still a boy! The sectionmen toot their horns when driving by and I've had a few visitors from Portland.

"This is gorgeous country, but no electricity or phone service in this area. Have a gas frig, a combination oil and gas stove, but will go to wood fires this winter as kerosene supply is short, and gas lights and Aladdin lamps. The nearest neighbor to the west is one half mile; to the east, one mile. First three years I lived here, I was the only year-round resident of Township 18, Eastern Division. Now there is a retired couple living a half mile below us. Any further over population and I'm moving out!

"My brother built the house eleven years ago. I came down here to care for him in April, 1974. He died in July and left the house to me. I loved the area, so I stayed right here. For communication I had a 40-foot tower put up for a CB antenna. The water supply was across the county road and gravity fed to a holding tank near the old cellar hole where the original farm



Herman Dodge, Jr., left, and his father Hermon Dodge, Sr., taken when they were enginemen on the Rockland Branch passenger train.



Mr. and Mrs. Leo J. Bellefontaine



Athie Bryant's dog "Retirees." (real name "Banana")

burned years ago. Last fall my good neighbors, Graham Brothers, stopped by on a Saturday morning with four men, a bulldozer, backhoe, dump truck load of gravel. Eight hours later the water was in the house! The cost? Not a darn cent! How's that for being neighborly? No strings, either. You will never know how that touched me. Oh, yes, I have the finest out-house in Washington County!

"The first few months, I didn't know many people. Lonnie's friends would stop in to get acquainted and I had a pet skunk and raccoon that summer. The skunk, I called 'George.' He had free rein until the following spring when he was independent once too often and was run over on the highway. Funny thing, when visitors called, they stayed in their cars until I shoed George down the trail. 'Clarence,' my coon, came in the kitchen and ate cookies. Every night he would check behind the kitchen door and then cautiously amble over to the rack on which I hung my jackets, to check the pockets and sleeves.

"This place is overrun with coyotes. Some good sized ones come right up to the house and sniff around. Last evening I took

old 'Banana' for a walk down the highway. Lo and behold, a bear was giving us the eye across the field. I kept watch and then Banana had picked up his scent and was really dinging down across the field after him. Needless to say, my shrill yell to call Banana back scared the heck out of the bear and he took off like he'd been hit in the hind end with buckshot. Probably still running!

"If you get down this way, take Route 1 to East Machias, then Route 191, north, taking a left turn on top of a rise. I live 9½ miles from the turn onto 191. Sign says 'Meddy Bemps and Baring.' The house sits on left, high up on a knoll with a 40-foot tower. No other house in area and it's unpainted shingles with trimming in green. Have a blue '78 Chevy pick-up truck with a white cap. Would love to see everybody!"

Athie's address is P.O. Box No. 1, East Machias, Maine 04630.

Mary Morse
12 Riggs Street
Portland, Maine 04102

The Maine Association of Railroad Veterans is having a Christmas party at Howard Johnson's restaurant in South Portland on Sunday, December 16. The Burtons will be entertaining. There will be a Christmas tree; men are to bring a man's gift and women, a woman's gift.

All members wishing to send dues may mail them to Alfred P. Chapman, 27 Edgeworth Avenue, Portland, ME 04103. The amount now is \$1 per year. Anyone wishing to be reinstated can do so by paying dues of \$2 for 1978 and \$1 for 1979. If you need to phone Al, his number is 773-5889.

Scorecard

The Annual Maine Central Railroad Golf Tournament was held at Fairlawn Country Club, East Poland, on September 22, 1979. Representatives from the Bangor & Aroostook, Boston & Maine, Maine Central and Portland Terminal showed up on a day that started out for wet-weather ducks but turned into a pretty good day for golfers. The Maine Central President's Cup went to Dick Perkins (PT) with a net of 68. Ed Varney (PT) won the Ben Whitney Low Gross Trophy with a 77. Congratulations to all the winners!

The Maine Central-Portland Terminal Golf League had its year-end Banquet at Willowdale Country Club on September 5, 1979. Team five, led by George Phillips with help from Tom Caufield, Dave Luce, Paul Curran, Gene Guilmette, Bill Trefethen, Harry Lawrence, and Art Cunningham, took First Place honors. Teams six and one fought it out for second place with team six coming out on top. Jim Kearns won the most points and Jerry Shea had the low average. Thanks to Dick Gay, Clyde Luce, and Len Forest for doing an excellent job of running the League and putting together the unique trophies that went to the winners.

Co-commissioners Craig Wilson and Steve Marston report that the 1979-1980 Men's Bowling League got off to a fine start September 10 with ten teams competing for top spot. After two weeks of bowling, team one with Bob Marston, Bob Prevost, Ken Strout and John Forster led the League without a single loss. Ed Gallant of the Dispatcher's Office holds high total with 350 and high single with 138, both of these scores earned in the same night. Team one holds high total with 1154. Team four and team ten hold high single with 406.

Maine Central Messenger



Mechanical Department supervisors, left to right, Ted Jewett, Frank Roy and Bud Wheelden served as inspectors during the construction in September and October of 150 cushioned underframe boxcars at the FMC plant in Portland, Oregon. In this "Portland to Portland" transaction these cars of 100-ton capacity are the first ever in Maine Central's freight car fleet. FMC photo.

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rigby enginehouse -- first in safety



Over sixty employees at Rigby Enginehouse received First in Safety jackets for an injury-free year in 1978. See story on page 12. John Gerity, fourth from left, president, presented the jackets. Ed Galvin, safety supervisor, is at the right.