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BOSTON MAINE RAILROAD  
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81.0007

Winter 1980



## MAINE CENTRAL

# MESSENGER

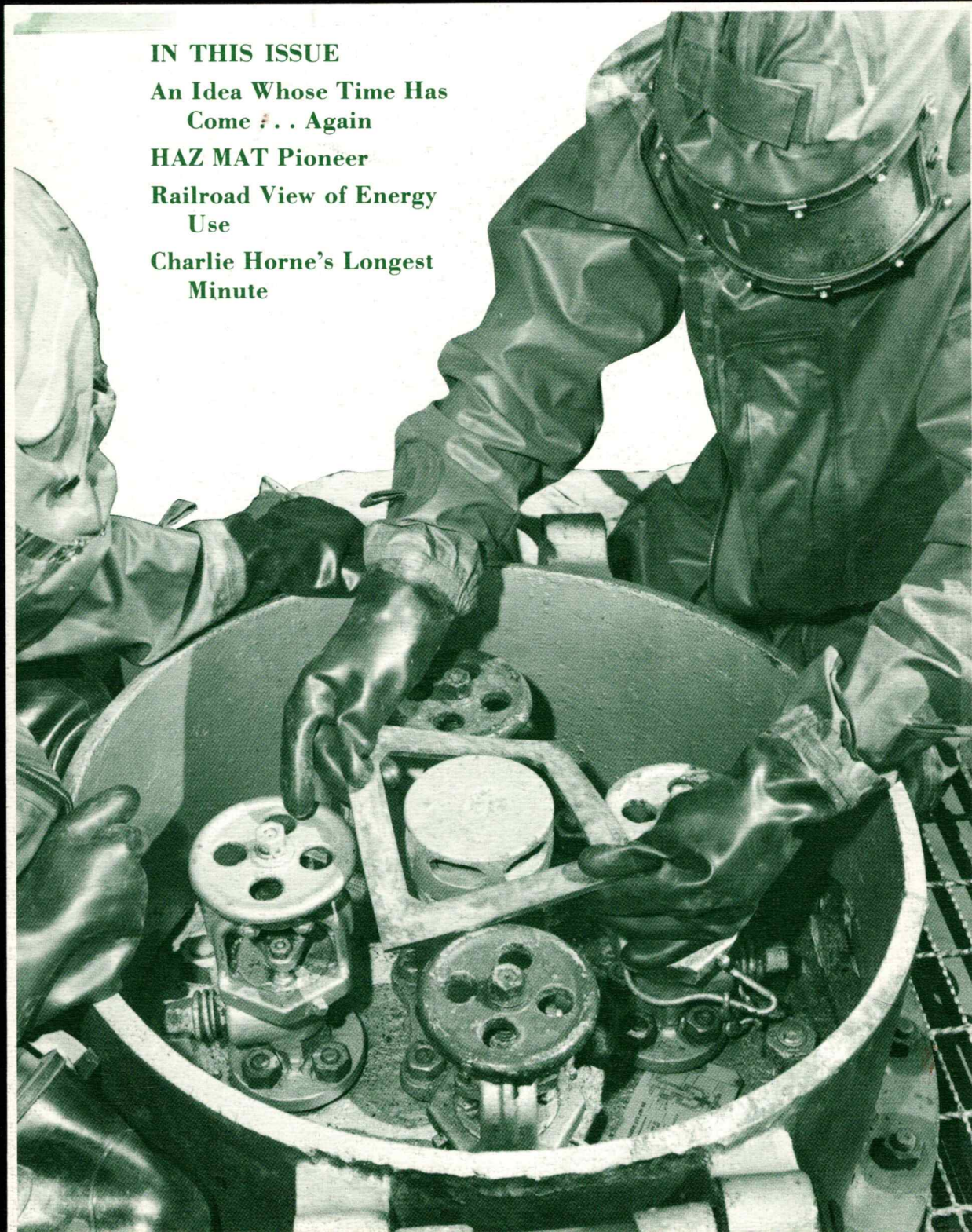
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Use

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Minute



# 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**

A unique look inside the dome of a chlorine tank car. South Portland firefighters work to seal off a simulated leak during a training exercise at Rigby Yard. See page 4.

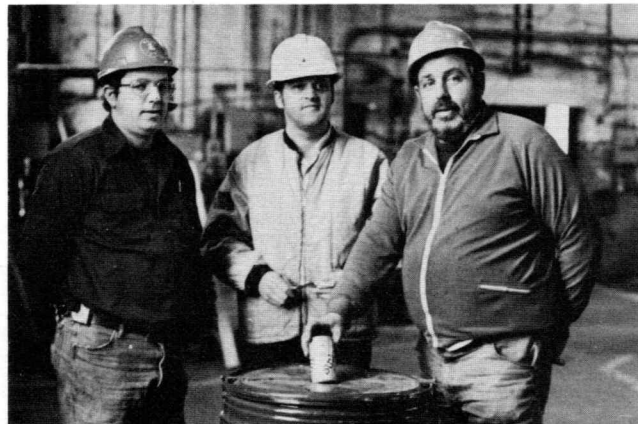


## Mr. HAZ MAT



Mark Goodnow, lead plumber for Portland Terminal, gets involved with hazardous materials. Whether in the middle of the night or on week ends or holidays, if there is a problem with a car carrying a hazardous commodity, Mark is often the first one on the scene and the last to leave. See page 4.

## Nightmare at Milo—See Page 9



Waterville Shop employees are collecting cans for the Pine Tree Camp for Crippled Children. Over \$100 has been collected so far. Left to right are Harry Barney, carman; Bill Dostie, yard foreman; and Harold Veer, laborer.

# it's our opinion . . .

## An Idea Whose Time Has Come—Again

Maine Central Railroad is the direct descendant of the most energy-efficient mode of transportation the world has ever seen. The engines of Maine Central's progenitors burned wood, and if they ran out, their fuel problems were solved on the spot by train crews wielding double-bit axes and cross-cut saws only a step or two from the right of way. In the mid-19th Century, when a train would run 20 miles on the wood two men could cut in ten minutes, a shortage of energy was an absurdity, as remote and unreal as the North Pole.

But yesterday's absurdity has become today's reality, and with it has come a dilemma that will force dramatic changes in our industry, no matter how it is resolved.

One set of authorities—the optimists—say the energy crisis has propelled the freight train into the forefront of transportation planning for the next century, and that railroads are an idea whose time has come . . . again. The energy crisis, they say, is a railroad opportunity.

But another group dourly predicts that the oil-dependent U.S. transportation industry will be starved to a halt by the greed of Iran, Iraq, the Saudis and all the rest, and that the Nation's economy—and the Nation itself—will collapse.

Both are extreme statements, but they make the point that railroads (far more energy efficient than their competitors) must indeed assume a greater share of the transportation job, and that U.S. industry must become less dependent on petroleum. Oil products now supply about half the Nation's energy needs, and about half of this oil is imported. As prices rise and the availability of oil diminishes, change must come. Inevitably, the most dramatic change will be to coal.

"Black Gold" was the energy source of the Industrial Revolution, and the fuel that built our Nation's and most of the world's manufacturing, power-producing economy. More efficient and more easily handled than wood, coal readily heated water to make steam, and steam pushed the pistons and turned wheels and turbines to accomplish work of all kinds, and to generate power that in turn did other work. It provided energy for railroads, too, whose biggest job—as the Nation's industry was developing—was hauling coal.

This may be the railroad industry's biggest job again.

Shortages that may be traced to irresponsibility and instability of Middle Eastern politics and outright extortion in pricing policies already have had a visible reaction in the U.S. economy. Coal tonnage is increasing on the Nation's railroads. Reports showed, late in 1979, that coal loads were up more than five percent over those in a similar period of the previous year.

This trend may be expected to continue as industry—reacting to the high cost of petroleum—converts to coal, and as coal suppliers increase production of this most plentiful domestic energy resource.

Coal is the fundamental, measurable and dependable resource that must be tapped—not solar energy, wind-power or even nuclear generation—if our Nation is to be truly energy self-sufficient. Such a change would amount to a major revolution, but it would solve our problem and perhaps save our Nation.

A big step? Certainly. Some will call it a backward step, and others will erect emotional and environmental barriers

against it. But coal is the only answer we've seen so far to the gravest economic and political problem this country has faced since the Civil War.

### MR. GRAUSTEIN'S MILK

The famous story of Mr. Graustein's milk, and why it "didn't cost the railroad anything to haul it," appeared last month in *Trains Magazine* with proper credit for the Maine Central *Messenger* and to Eric Parkman Smith, our source of the account back in 1977.

Smith, assistant treasurer and director, cost analysis, is Maine Central's poet laureate and teller of tales, true and otherwise.

We think this one will bear repeating:

Graustein, Eric recounts, appeared at a hearing to protest a rate increase on milk proposed by the Boston & Maine many years ago.

Said Mr. Graustein, "There is no reason for this increase—the Boston & Maine incurs no expense in moving my milk to Boston."

Invited to take the stand, Mr. Graustein said, "You see, it is like this. I hitch up my horse to the wagon, load the cans of milk, and drive down to the station. I get there at a quiet moment of the day. The agent, who is on duty, and not doing anything, helps me unload the milk onto the platform. No cost there. Pretty soon the train comes along. It is a regularly scheduled train which is running anyhow.

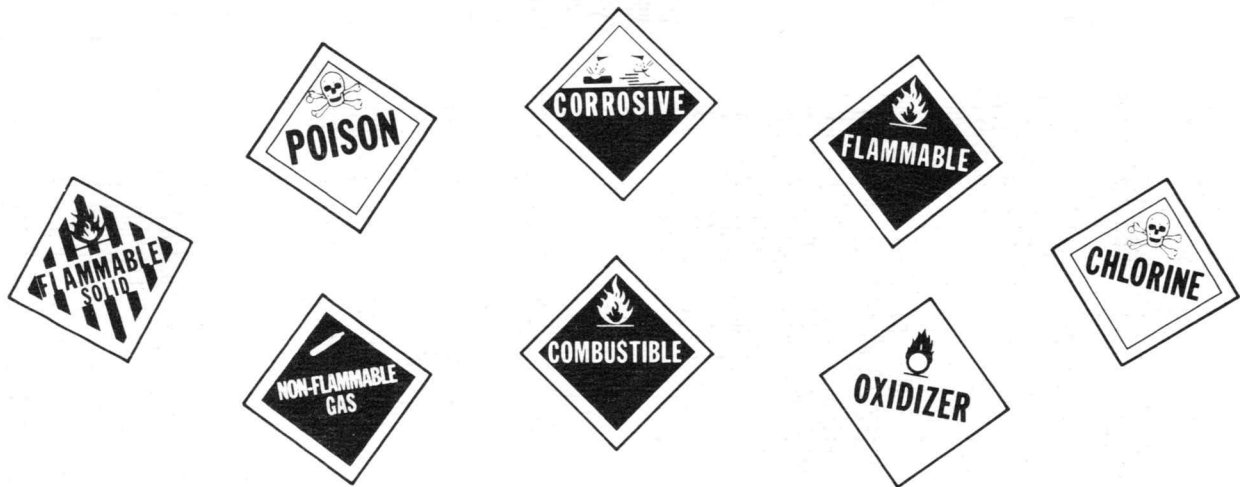
"It always carries a baggage car with a baggageman in charge. He doesn't get any more money because of my cans of milk being on the train, and there is plenty of room in the baggage car. Well, the train stops; the baggageman opens the door, and the agent and I help him load the cans of milk into the car. The train runs along to Boston, just as it always does. All of this doesn't cost any more because my milk is on the train than it would if it wasn't.

"After a while it pulls into the North Station and the baggagemaster, with his hand truck, comes out to get the trunks and other baggage and my milk off the train, and takes them all to the platform. He comes out every day—he is there anyhow, regardless of whether I have any milk on the train or not.

"Pretty soon my consignee comes along, and with the help of the baggagemaster, who is still on duty, loads the milk onto his wagon and takes it away. So you see, nothing has cost the Boston & Maine a penny that they wouldn't have spent anyhow.

"Of course, on the other hand, I really have probably helped the B&M some too. My milk is packed in ice with a little salt in it. As the train goes along to Boston, the ice melts and the brine runs out on the floor of the baggage car. After a while it goes down through the weep holes in the floor and drips along the track where it kills some of the weeds the B&M would have to pay a man to pull up if my salt didn't kill them.

"So you see, there isn't any reason why the charges I pay should be increased, and actually I ought to get some credit for the weeds."



Events of the past couple of years have focused public attention on the transportation of hazardous materials. When Maine citizens became alarmed a few weeks ago over the volume of these materials transported routinely in Maine, they found that Maine Central Railroad has been dealing with the problem effectively for years. In fact, Maine Central has pioneered with programs to pass along their know-how to public safety officials in communities throughout the rail system.

The concern in Maine came after a loaded propane tank truck jack-knifed and overturned in Falmouth releasing substantial amount of propane over several hours. Many residents were

sent to men of departments in both large and small communities throughout the System.

This program deals with the regulations that affect the transportation of such materials, how they are actually handled, and how the railroad deals with problems that may arise.

A pamphlet dealing with the handling of emergencies involving 22 of the most hazardous materials carried by Maine Central has been published by the railroad and distributed in cooperation with the Maine State Fire Chiefs' Association. The publication lists each material, its physical description, how to prevent fire, or if burning, how to extinguish or control the fire, how to protect personnel, and under what conditions nearby residents must be evacuated.

bearing hazardous materials are carefully located in the train, not next to engines, loaded flat cars or caboose cars.

Many of these cars are interchanged daily at Rigby Yard, South Portland, on the western fringes of a large oil handling and storage area. Movements of hazardous material loads is especially critical near the big tanks, but safe procedures are enhanced by what South Portland Fire Chief Philip McGouldrick describes as a "good working relationship" between his people and those of the Portland Terminal Company.

Chief McGouldrick says "every preventive measure he knows of" is being taken at Rigby Yard for the safe transportation of hazardous materials. He is in close contact with W.L. "Bud"



## haz mat pioneer

evacuated and highway traffic was rerouted all day because of the threat that the gas would explode. It didn't, thanks to cool heads and professional response, but the incident served to focus public attention on what is being moved, how and by whom, throughout the state.

With little fanfare, Maine Central has been active in developing and presenting HAZ MAT programs for the past three years, responding to the expressed wishes of local fire departments for information about the railroad and how it operates. A slide program put together by the Maine Central Safety Department has been pre-

sented to men of departments in both large and small communities throughout the System. This program deals with the regulations that affect the transportation of such materials, how they are actually handled, and how the railroad deals with problems that may arise. A pamphlet dealing with the handling of emergencies involving 22 of the most hazardous materials carried by Maine Central has been published by the railroad and distributed in cooperation with the Maine State Fire Chiefs' Association. The publication lists each material, its physical description, how to prevent fire, or if burning, how to extinguish or control the fire, how to protect personnel, and under what conditions nearby residents must be evacuated.

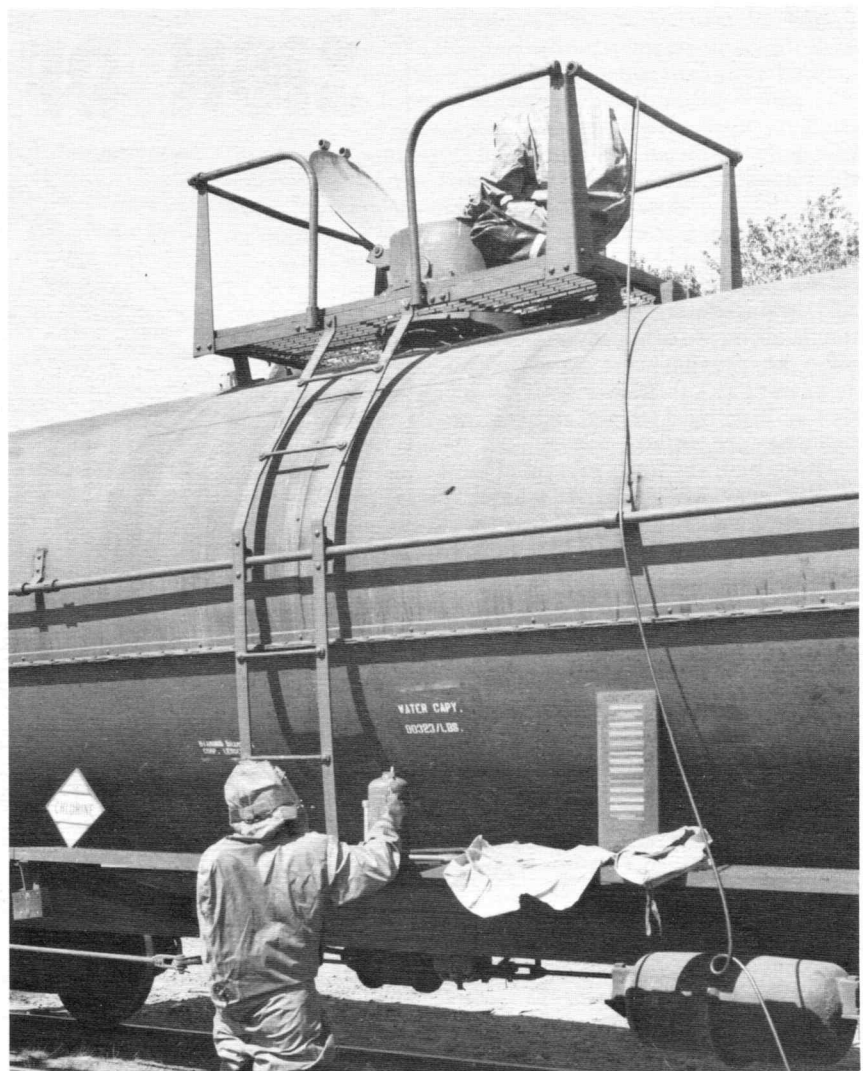
The proper and safe handling of HAZ MAT involves all employees, says Ed Galvin, safety supervisor. Car inspectors in particular, he says, have discovered many problems at interchange points. Placarded cars and containers undergo a rigorous inspection before the railroad accepts them for shipment. This includes checking the bill of lading, the placarding, and all the vital parts of the unit itself . . . brakes, valves, plugs and piping. Cars

Harris, superintendent, his assistant, Reg Thompson, and Paul Bourque, general agent.

The story is similar in all of the more than 200 communities through which Maine Central trains roll, but accidents will happen in spite of all efforts to the contrary. Several cars containing hazardous substances, including chlorine, derailed in Bangor recently. The cars were battered and bruised, but none of the deadly chlorine escaped. Precautions for the protection of life and property were taken, just in case, and the principles and procedures that have become standard were put into operation. A real problem was averted because of built-in safety features of the car, and because



*Roger Sanders, left, plumber for Portland Terminal and Mark Goodnow, lead plumber, display the trailer that has been equipped with the tools and materials necessary when responding to HAZ MAT problems.*



*Two South Portland Firemen participating in a training exercise at Rigby Yard in South Portland.*

train crews and local public service people were alert and ready to deal with an emergency.

Bangor Fire Chief James McKenzie had participated in Maine Central's HAZ MAT program just a few months before this derailment. The cool professionalism exhibited by the Chief and his department members, Galvin said, is directly attributable to the extensive training the department has undergone.

Galvin rates the competence level of area fire departments as excellent, and cites the Falmouth LPG truck accident as a good example of the ability of a small-town fire department to effect the safe correction of a highly unstable situation.

A new program developed by the Association of American Railroads has been presented recently to many Maine Central employees by Arthur Palmer, transportation assistant, and Dick Achorn, supervisor of agencies. This internal program stresses proper billing, placement of HAZ MAT cars in trains and other regulations that must be observed.

In contrast, the *Maine Townsman* said, the trucking industry has not developed a similar cooperative relationship with local authorities, and independent, unregulated highway operators pose the greatest public threat in their handling of hazardous materials. A regulated highway petroleum carrier, however, was cited for its safety efforts and its in-house training programs. Merrill Transport, the article said, trains its drivers intensively in the handling of such loads and in dealing with possible emergencies. The company has a trouble-shooting team that is dispatched immediately to the scene of such an accident.

Other highway units carrying flammables, acids, caustics and gases pose a threatening problem wherever they move. Wiscasset Police Chief Benjamin Fitzgerald put it this way:

"That nuclear power plant sitting over there doesn't bother me a bit," he said, "but those rigs rolling through town scare the hell out of me."

On the other hand, Sherman Leheigh, chairman of the hazardous materials committee of the Maine State Fire Chiefs Association, told a reporter after the Falmouth propane accident, "It would be safer if trains carried more of the critically dangerous materials than trucks."



## HAZ MAT on Maine Central

These commodities are frequently carried by Maine Central in cars placarded as follows:

### Placard — Nonflammable Gas

Anhydrous Ammonia  
Crude Nitrogen Fertilizer Solution

### Placard — Chlorine

Chlorine

### Placard — Flammable Gas

LPG/Propane

### Placard — Flammable

Alcohol  
Methanol  
Propylene Oxide  
Gasoline  
Petroleum Refinery Treating Waste (Acid Sludge)

### Placard — Combustible

Fuel Oil  
Petroleum Distillate Fuel Oil  
Kerosene

### Placard — Flammable Solid

Sodium Hydrosulfide  
Sodium Hydrosulfite

### Placard — Oxidizer

Ammonium Sulfate Nitrate  
Fertilizing Compounds NEC Dry  
Sodium Chlorate


### Placard — Poison

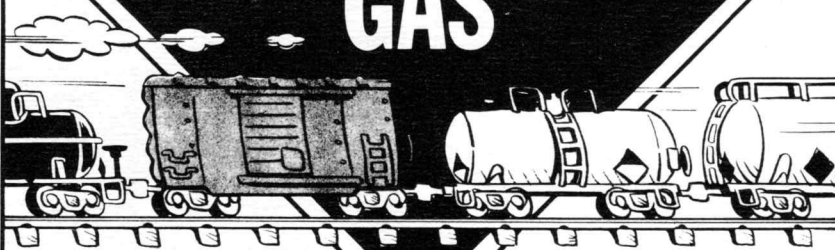
Chloropicrin Mixture

### Placard — Corrosive

Caustic Soda  
(Sodium Hydroxide Liquid)  
Sulfuric Acid  
Muriatic Acid  
(Hydrochloric Acid)  
Phosphatic Fertilizer Solution

# SIGN OF CAUTION





## placarded cars deserve your respect

# railroad view of energy use

Nothing is more crucial to this nation's future economic stability and growth than energy price and availability. A railroad evaluation of energy presents a real dichotomy. On the one side, fuel availability poses a threat to train operations. On the other side, increased energy costs may provide an opportunity for railroads to improve their share of the freight transportation market.

The absence of a comprehensive national energy policy, the continued dependence on foreign oil, and the political instability in the oil-rich countries, all add up to a dangerous situation. Transportation, which is almost completely dependent upon petroleum, is especially vulnerable to oil shortages. The economy of this nation will grind to a halt if fuel is unavailable to move goods. Such disruption is unthinkable and totally unacceptable.

As oil becomes a less viable energy source due to high prices and limited supply, there must be a return to coal as the primary energy source for heavy industry and large electric utilities. Railroads would derive substantial benefits from conversion from oil to coal. In addition, as petroleum costs increase, railroads, the most energy efficient mode of surface transport, will be competitively advantaged and will move more freight. But any benefits accruing to railroads from an energy crisis are over-shadowed by the prospect of severe economic disruption to the detriment of everyone, including railroads.

How is energy consumed in this country? About 25 percent of all energy is used for transportation, which is the largest user of the most vulnerable energy source—petroleum. Railroads, however, account for less than one percent of total energy use and less than three percent of energy used in transportation. Trucks alone consume eight times as much fuel as railroads. Railroads are 99 percent dependent upon diesel oil for fuel. Class 1 railroads operated 27,000 locomotives which consumed over four billion gallons of diesel fuel oil in 1978. The cost of railroad fuel has skyrocketed over the last eight years. In the first six months of 1979, costs exploded, rising 60 percent.

A controversial issue which impacts on railroads has emerged with the energy crises. There have been vigorous, persistent demands by truckers, especially independents, for higher weight limits, longer trucks, double bottoms, and higher speed limits, each one promoted as a means to save energy. Such demands must be evaluated in terms of overall consumption of energy by all modes. It can be argued that heavier and longer trucks will result in more energy efficiency for trucks, but there will likely be a net increase in transportation fuel consumption because traffic will be diverted from rail to truck.

There are good reasons to reject proposals for bigger or heavier trucks. First, increased truck weights will result in increased highway pavement damage. According to a 1979 report of the general accounting office, the recent increase in national weight limits from 73,280 to 80,000 pounds, a

ten percent increase, will result in a 35 percent increase in pavement damage. GAO also reported that deteriorated highways result in an increase in fuel consumption of up to 40 percent by all vehicles. In addition, substantial energy will be consumed in repairing and resurfacing these highways. Secondly, although a 65-foot twin-trailer will consume less energy per ton-mile than its single unit counterpart, the twin consumes nearly three times the quantity of fuel per ton-mile as a railroad piggyback train loaded with high-density freight uses. Thirdly, a recent study showed that fuel savings of over 30 percent can be achieved by highway trucks traveling at the legal 55 mile-per-hour limit compared to the same truck traveling at 65 miles-per-hour. All studies evaluating transportation energy efficiency on a ton-mile basis give railroads a clear advantage of three or four to one over trucks. It is recognized that this ideal advantage is somewhat reduced by the circuitry of many rail movements, but there is still no way that trucks can match the energy efficiency of long, heavily-loaded trains.

Railroads are energy efficient but, even so, individual carriers have been involved in a variety of programs designed to use even less fuel. These projects include: (1) shutting down locomotives instead of leaving them idling, (2) making use of the train performance calculator—a computer program which simulates performance and suggests optimum mix of power, weight and speed for maximum fuel efficiency, and (3) reducing frequency of runs where traffic levels and service permit. One railroad saved about 300,000 gallons of diesel fuel during a year-long test of unit coal train operations. In addition to these individual projects, a five-year cooperative government/industry test program is under way to consider the feasibility of running locomotives on alternate fossil-based fuels, such as off-spec diesel fuel, shale oils, tar sand oil, alcohols, gases and fuels derived from coal.

The following illustrates what has happened in recent years to Maine Central consumption of diesel locomotive fuel and the cost of this fuel to Maine Central.

YEAR	GALLONS USED	AVERAGE COST PER GALLON
1955	10,072,317*	\$.099
1972	5,241,248	.119
1973	5,339,694	.131
1974	5,310,413	.266
1975	4,837,463	.305
1976	4,933,801	.331
1977	5,008,082	.370
1978	5,127,844	.386
1979	4,994,296	.720

\*Includes fuel for passenger trains

Maine Central's consumption of diesel locomotive fuel has averaged about five million gallons a year. But the cost has been far from stable in recent years. In 1972, at an average price of less than 12¢ per gallon, Maine Central paid out about \$652,000 for locomotive fuel. By 1978 the price had jumped to nearly 39¢ per gallon for a cost that year of nearly \$2 million. At the current price of about

75¢ per gallon, Maine Central will spend \$4 million a year on diesel locomotive fuel.

What are the prospects for the future as far as railroads and energy are concerned? This is a most difficult question with no clear answer. Let's consider now the two aspects of this energy dilemma, cost and availability.

Our crystal ball is no clearer than anyone else's, but apparently the cost of petroleum fuels will be determined by such imponderables as the political instability of Middle-East oil producing nations and the often irrational actions of the Administration and Congress. If fuel costs increase for railroads, they will also increase for the competition, and in the long run that will be to the advantage of railroads because of the fuel efficiency advantage enjoyed by rail.

Fuel availability will be subject to the same unknowns as fuel cost. We don't have an energy crisis; we have a political crisis. We have enough coal in the ground today which can be mined by conventional means to continue the present level of use for 600 more years and this doesn't even include the huge reserves in Alaska. We must establish a reasonable balance between the environmental and economic consequences of increased coal use. We can no longer afford to consider only the environmental side.

Railroads play a critical role in the transportation of energy products. They move nearly 500,000 carloads a year of petroleum products and 4.4 million carloads of coal. There is nothing to prevent railroads from hauling considerably more coal. The argument that conversion to coal is impossible because railroads can't handle more coal is absurd.

The recent concern for energy conservation has brought about proposals by government for allocation of petroleum products. Railroads are totally dependent upon diesel oil and, therefore, these allocations are vital to them. Railroads play an essential role in keeping our economy moving, hauling 36 percent of all intercity freight. Railroads consume fuel in order to provide freight transportation for those commodities vital to the nation's economy such as coal, lumber, grain, paper, food, chemicals and metals. It doesn't make much sense to use vast amounts of energy to produce goods and then try to save energy by not transporting these goods.

During the most recent crisis, agriculture and agricultural trucking received 100 percent fuel allocations from the Department of Energy. Railroads received no such allocation even though they made an excellent case for 100 percent allocation. If the supply gets tight again, railroads must be granted at least 100 percent allocation and, if there is a movement to coal as an energy source, then railroads must be given allocations in excess of 100 percent in order to move that coal.

We surely do not have any easy answers to the energy future as it relates to rail transportation. Railroads play a vital role in this nation's future. If slowdowns, cutbacks or outright stoppages of rail service occur because railroads don't have enough diesel fuel to run locomotives, then there will be disastrous results—not only for the railroad industry—but for many other vital sectors of the American economy as well.

## our answer to opec

A late-1979 audit of Maine Central's seven-year heating fuel conservation effort showed that the railroad has cut use of oil for heating stations, offices, shops, storage buildings and other structures by about 60 percent. President John F. Gerity called the program "dramatically successful."

The railroad used 1,239,097 less gallons of fuel for heating last year than it did in 1972, the year the conservation effort began.

Maine Central's program has included a variety of oil-saving measures. Large central heating plants at Waterville and South Portland were replaced by smaller, independent boilers; zone heating systems were set up in office and storage buildings, with unused areas partitioned off and left unheated; storm windows and insulation were installed in other buildings, and temperatures were kept at comfort minimums wherever it was possible. A program to replace small tank cars that required heating with larger, well-insulated tank cars was initiated and has all but eliminated the tank car-heating practice.

Efforts like these, coupled with other economies, allowed the Waterville Shops alone to save 700,000 gallons of fuel compared to its 1972 total.

The programs will continue, officials said, with other oil-saving measures. Smaller, more efficient gun-type burners are being installed in heating stoves to replace pot burners that can't be controlled by thermostats; ceiling and partition projects are still in progress; more insulation is being installed. And, in areas where air compressors are being used, efforts are under way to warm railroad buildings with their waste heat.





*Charlie Horne, a school bus driver from Milo and retired businessman, was the driver of a school bus that was struck by Bangor and Aroostook's freight No. 44 on November 30, 1978. There were 16 youngsters on the bus with Horne and all of them walked away from the wreck. But Charlie Horne says there hasn't been a day since Nov. 30 that he hasn't gone through the agonizing details leading up to the impact. Here is his story.*

## Charlie Horne's Longest Minute

This is a story from a recent issue of the Bangor & Aroostook Railroad's *Maine/Line*. We thought our readers should see it and gain an almost first-hand awareness of how such an accident—the nightmare of both bus drivers and train crews—can happen through a diabolical combination of circumstances. Charlie Horne, who tells the story, related it first at a meeting of transportation officials and school bus drivers in Orono a few months ago. Ed Galvin, Maine Central safety supervisor, moderated the railroad presentation. He and Bangor & Aroostook representatives were struck by Charlie Horne's candor and his willingness to let his near-tragedy serve as an example, and maybe to prevent such an accident from happening again.

Charlie Horne and Jack MacLeod live within five houses of each other on Clinton Street in Milo. It's a quiet little street in a friendly Maine town and the two men frequently wave as they pass on the way to work.

Charlie Horne, a retired businessman, is a school bus driver.

Jack MacLeod is a Bangor and Aroostook locomotive engineer.

But Charlie Horne wouldn't exchange greetings with Jack MacLeod on the morning of November 30, 1978. Whatever forces there are that control

human destinies had already set in motion a very different kind of encounter between the two men on that typical November day. When Charlie Horne awoke at 6:00 a.m. as usual, his neighbor was still asleep at the bunkhouse in Oakfield 100 miles north of Milo. MacLeod was engineer of No. 43, Bangor and Aroostook's northbound night freight from Northern Maine Junction to Oakfield, which had arrived at 12:15 a.m.

Exactly eight hours and 40 minutes from the time Charlie Horne threw back the warm covers and switched on the light

on his night stand, the two men would encounter each other for the longest eight seconds either of them had ever experienced.

Neither man will forget them.

But to understand the series of stranger-than-fiction coincidences that would lead up to the events of that fateful winter afternoon, you need to know more about Charlie Horne. He is a vigorous 62-year-old who sold his successful family oil business and immediately began looking for something on which to focus his abundant energy. He is a humorous, outgoing man who loves his

fellow man — “especially kids” — and when the school department asked him if he’d be interested in driving a school bus, he jumped at the chance.

He was a natural for the school bus job. He began driving a truck for his father when he was 12. Those were the days when the driver didn’t need a license as long as the person in the right-hand seat had one. When he was 18, he graduated to the bigger trucks and figures he’s been driving close to 50 years. Without an accident. When he went into business for himself, he regularly drove the heavy oil trucks. By all standards, Charlie Horne was — and is — an experienced and skillful driver.

On the day in question, Charlie Horne left the school at the usual time to make the afternoon run to Lagrange, a township away. He’d been driving an oil truck over the same route for the past 20 years. There were 16 youngsters on his bus Nov. 30, 1978, ranging in age from kindergarten to Grade 12.

Perhaps all the events leading up to Charlie Horne’s 2:40 encounter began many years ago when he first began driving and

using the John Dean Road, a graveled way that crosses the Bangor and Aroostook main line, a hundred yards or so south of Route 11.

But, for him, the events that remain etched in his mind began when he passed the narrow bridge that spans the Pleasant River. If you’re driving east and glance to the right, there’s a clear view of the railroad bridge that crosses the river a few hundred yards to the south. In the 1,000 or more times that he’s made the run, Charlie Horne almost always glanced at the bridge to make sure the track would be clear at the John Dean Road.

But let him tell it in his own words:

“About a quarter of a mile on the Milo side of the John Dean Road, I glanced at the rear-view mirror and saw a car coming up fast behind me. I thought to myself, ‘Now I don’t want him to pass on a left hand turn and if I signal for a right turn he’ll think I’m going to turn right at the Lyford Road.’ About the time I got abreast of the Lyford Road, I signalled for a right turn and glanced at the mirror again. If I had looked right at the Lyford

Road I’d have seen that the automatic crossing signals were flashing. But I didn’t. I was checking the rear-view mirror. When I made the right turn at the John Dean Road, just a few rods east of the Lyford Road, I checked the rear mirror and saw the car turn on the Lyford Road. For about a mile I’d had the radio in the bus on. The kids loved the radio. And one little girl sitting directly behind me asked me to turn it up, and I had.

“This is how we approached the crossing on the John Dean Road. The heaters were on and making a noise. The radio was turned up. I pulled up to within 20 feet of the crossing and checked left. Then pulled ahead a bit to get a better look at the right. The sun was low in the sky to the right. But that’s no excuse; I didn’t see anything. I didn’t hear anything and I started across.

“Then I heard the kids making a commotion in the back of the bus...something about a train...and I knew I was in trouble. You don’t move a 25,000-pound vehicle very fast and I tried to keep going.”

In the cab of the diesel, Charlie Horne’s neighbor, Jack

*No. 44 was moving at 32 mph and pulling 5,500 tons when the engineer saw the bus pulling across the tracks and made an emergency brake application. But it took 862 feet to stop the train and the impact dragged the school bus 269 feet on its side until it came to rest against a telegraph pole.*



MacLeod, felt his guts turn to water when it became obvious that the bus, after stopping, was going to proceed to cross the tracks. MacLeod, pulling 76 cars and 5,500 tons at 32 MPH, immediately put the train into emergency. But it was already too late. It would take 862 feet to stop ON 44. In the cab with MacLeod as head-end brakeman was Ray Burpee. All the two horrified men could do was watch the tragedy that was set in motion minutes earlier. As a final cruel irony, Burpee had been a survivor of a school bus-train crash in Monticello in the late 40s.

Charlie Horne continues:

"The front wheels were across the track when the locomotive struck us. The point of impact was right behind the exit door at the point of the gas tank—it was the first reinforced gas tank on our bus fleet. We might have been a third of the way across. The road approaches the track on a slight grade and at an angle. The engine struck us a glancing blow...that's all that saved us...and the bus was tilted upward slightly. The impact turned us over on one side and knocked the vehicle on the left hand side of the track. We careened down the edge of the right-of-way over the new rock ballast and fresh snow like a toboggan.

"I heard something bang us but there was no turning and twisting; the bus was rolled on its side and just slid. The bang I heard was when we hit a telegraph pole and snapped it. When we hit the next one it stopped us.

"The impact had moved us 269 feet from the crossing. The bus was on its left side so the door was on top. I remember that the radio was still playing and the heaters were still going. When the bus stopped I was standing up hanging on to the steering wheel. Those ordinary sounds after the awful noise of the 269-foot skid made everything seem unreal. When I climbed out to help the kids out,

I was shaking and a lot of them had tears in their eyes. You can't imagine how that hurt me."

There were 16 youngsters on the bus and 16 came out with only bruises. Charlie Horne says it's a miracle. So did the Conductor Cleon Cole who once lived in Milo and legged it up from the caboose minutes after the impact. By the time Jack MacLeod could force himself to inspect the wrecked bus, Charlie Horne was helping the youngsters out and the official investigation was starting. The two neighbors looked at each other wordlessly.

The next day Charlie Horne didn't work. He talked with the school superintendent and told him he wanted to speak with the parents of the 16 kids who had been on his bus. Then, in his straightforward way, he began making the round until he'd reached fourteen out of the 16 sets of parents. Did they want him to continue driving their children? The answer was yes. And the next Monday Charlie Horne went back to work.

A lesser man than Charlie Horne might have been reluctant to talk about the ordeal.

"I don't know that I've talked about it 300 times," he says grimly, "but I can tell you that I've thought about it 365 times because there's not a day goes by that I don't go over those minutes and happenings. It was just a case of driver error. When I was in business I probably used that crossing every two weeks for all the heating seasons I sold oil. I crossed it in

the school bus twice a day. A thousand times a least. Probably more. If I hadn't looked in the rear-view mirror, I'd have seen the automatic signals on the Lyford Road crossing. If the sun hadn't been low in the sky, I'd have seen the train. If the radio hadn't been turned up, I'd have heard it. I can't believe, even now, that I didn't see that train.

"I stopped. I looked. I listened. But I wasn't really doing those things. Why? Perhaps because I didn't expect a train that time of the day. Perhaps because I'd used the crossing so many times. Maybe a combination of a lot of little things."

Charlie Horne told his story to 250 Maine school bus drivers at a state-wide seminar last August. Among the things he told them was what the "Stop - Look - Listen" really means.

"It means," he told them, "that you stop. You turn down the radio. You open the door and listen. And you really look."

It takes courage to admit a mistake. It takes even more to talk about all the pieces of the mistake before an audience of your peers, especially when you feel bad enough about it already. But Charlie Horne says that he and his charges were spared and he owes someone something for that. So when people who drive will listen, Charlie talks. When he finished describing his eight seconds to the school bus drivers, you could have heard a fly walking on velvet.

Jim Garrity, BAR's safety supervisor, thinks Charlie Horne is the safest school bus driver in the state of Maine.

You could also say he's quite a man.

*Our thanks to Bangor and Aroostook Railroad and Richard Sprague, vice president—public relations and editor of Maine/Line, for permission to reprint this important story.*

# news briefs

## State Chamber Presents Achievement Award to Maine Railroads

The annual Achievement Award of the Maine State Chamber of Commerce went to the state's principal railroads this fall.

Maine Central's citation—in the form of a hand-lettered scroll that now hangs in the Company's Directors Room—is actually a tribute to the railroad industry and to our Railroad by customers, associates and friends throughout the state. It was presented to President John F. Gerity by James L. Moody, chairman of the Maine State Chamber, as the highlight of a Bangor dinner in October.

Maine Central's citation reads as follows:

*Maine Central Railroad Company is the largest railroad in Maine with 733 miles of track in the state. Its history dates back to 1862 and the consolidation of the Penobscot and Kennebec and the Androscoggin and Kennebec Railroads.*

*Serving all of the major population centers of Maine, the Maine Central provides employment for more than 1600 men and women throughout the state. At various times in its history, Maine Central became involved in related businesses; running coastal steamers and ferries, owning two resorts, operating a bus line, and initiating the first regular airline service in Maine.*

*Maine Central is one of the few solvent and profitable railroads headquartered in the northeastern third of the country. It continues to be a testimonial to the private enterprise system.*

*We are recognizing tonight Maine Central's outstanding achievements in Maine and long-time contributions to the Maine economy by maintaining consistently high standards, providing continuing employment opportunities and tangibly demonstrating faith in the future of the State of Maine.*

*John F. Gerity is president of Maine Central Railroad Company and it gives me great pleasure to present to him, for the Company, the Maine State Chamber of Commerce Annual Achievement Award for 1979.*



On the right, John F. Gerity, president, is presented the Maine State Chamber of Commerce Achievement Award by James L. Moody, chairman of the Chamber and president of Hannaford Brothers.

## Musicians Re-Elect Gloria McCullough

Gloria J. McCullough, leading clerk in the Mechanical Department, was elected recently to a third term as president of Portland Local 364, American Federation of Musicians.

As president of the Portland local, Gloria will be the first woman ever to preside at an international convention of the AFM. More than 3,000 members of the organization are expected in Portland June 16-19.



Gloria McCullough

## To Retired Employees

We want you to receive the *Messenger*, but only if you want it.

The payroll list is used for our mailing. If you are not receiving the publication, it's because your name was removed from this list when you retired.

So . . . if you're not receiving the *Messenger*, but would like to, let us know, by phone or letter, and we'll put your name on a special list.

To those retirees now receiving the *Messenger*, please spread this word.

## Maine Central Asks to End Trucking Service

Maine Central asked the Maine Public Utilities Commission in December for permission to end its only trucking service.

That's right . . . trucking service. It's a highway route granted as a public convenience after the demise of the sardine industry at Lubec in the 60's.

In the 40's and 50's, when the fishing was good, a Maine Central subsidiary called the Passamaquoddy Ferry and Navigation Company operated two lighters between the railhead at Eastport and canneries at Lubec. They

carried cans and other commodities down the bay, cases of sardines and cat food up the bay, for many years.

But when sardines became scarce, the cannery closed down, and so did the Passamaquoddy Ferry and Navigation Company. The truck route between the two points was granted to Maine Central to replace it . . . just in case it was needed.

The need, however, was not great, and today there's no need at all.

## Joe Cobb Returns

Following nearly ten years as director of public relations for Maine Medical Center, Joe Cobb has returned to Maine Central Railroad to edit the *Messenger*. A few months ago Joe, who is well known by most Maine Central and Portland Terminal employees, established his own public relations firm. He is spending about one day a week writing, editing and doing layout for the *Messenger*.

Cobb came to Maine Central in 1958 as director of public relations and acted as editor of the monthly *Messenger* for nearly ten years. Although Maine Central had published a company magazine at various times since the 1890's, the *Messenger* was born in 1960 under his direction. Prior to coming to Maine Central, he worked for WCSH Radio and Television and the Bangor Daily News.

Bradley Peters, vice president, will continue to supervise the publication

of the magazine. He said that Cobb, "brings to us unique talents and a working knowledge of the railroad and especially the men and women of Maine Central and Portland Terminal." We all look forward to working with Joe to make the *Messenger* one of the best railroad publications in the country.

## George H. Hill Dies

George H. Hill, veteran railroad publicist and Boston news photographer, died at his retirement home at York in Mid-November. He was 79.

Well-known on the Maine Central, Hill was assistant to the president of the Boston & Maine Railroad when he retired in 1965. Before joining the Boston & Maine, Hill was a photographer for the *Boston Globe*, the old *Boston Post* and the *Boston Herald-Traveler*.

His wife, Doris (Low) Hill of York and a son, Frank H. Hill of North Reading, Mass., survive him.

## Rigby Carmen Thanked

A gracious letter of thanks has been received by the Portland Terminal Company Car Department, Rigby, for its Christmas donation to the WGAN "700" Fund.

Martin Moore, general foreman, made sure every one of the 28 con-

tributors saw the letter, written by Capt. Robert Reel, divisional youth secretary of the Salvation Army. It expressed his agency's appreciation for the donation of \$255 from the Rigby Carmen, passed along by the radio station.

"Because of your cooperation," his letter said, "many people in this area who really had needs were made happy."

## Princeton Station New Airport Terminal

If all goes as planned, the town of Princeton, Maine, will soon be the only community in the world with an authentic 1930's Maine Central railroad station as its airport passenger terminal.

The station has served as the Princeton Town Office for the past several years, but had been idle since passenger trains were discontinued in the Fifties. It was moved several weeks ago to a spot on the west side of Princeton's airfield, where it's being restored.

Town Manager David Holt said efforts are being made to return the old building to its appearance in the 1930's, with authentic furnishings and equipment. He said he hopes it will be ready for air travelers soon, perhaps when a Maine airline begins projected commuter flights serving Princeton and Houlton.



*With a new coat of paint, safety decals and logos, the former Louisville and Nashville GP7 No. 439 has become Maine Central No. 590 and is performing ably in the Waterville area.*

# The Grapevine

## General Offices

The holidays are over, but lots of happy memories linger on.

Earle F. Bennett, Auditor Revenue Office, and his wife Ruth especially enjoyed the holidays because their son David was home on two weeks' leave from the Great Lakes Naval Training Station. Their plans were to enjoy some good old Maine skiing, but, as we all know, Mother Nature failed to cooperate. Although the time passed too quickly and the holidays came to an end, David returned to a new beginning. He was to start eight months of training in electronics.

What can be more special than spending Christmas with one's only grandchild? That's exactly what "Wendy" MacDowell of the Auditor Revenue Office did. He flew with his wife Pat and their two sons Paul and Steve to New York for a holiday made even more special by the fact that it was their grandson's first Christmas. What memories they carried home! When asked what part of the holidays was most memorable to him, Wendy replied, "I sponsored the whole trip!"

Delores Williams of the Auditor Revenue Office was able to enjoy the holidays in leisurely fashion while on vacation. Tell us, Delores, are the Christmas holidays ever leisurely?

Employees of the Auditor Revenue Office wish to offer their sincere sympathy to the family of Randall J. Thurrell who died September 4, 1979. "Randy" was born November 1, 1889. He came to work for the Maine Central in June, 1915, and remained until July, 1933, at which time he transferred to the B&M. However, the Maine Central was fortunate enough to regain his services when he returned in 1955. He remained with Maine Central until his retirement in October, 1970. He is survived by his son, David L. Thurrell of Falmouth.

The many friends of George Sharpe are extremely happy to hear of his recent recovery from surgery and extend their best wishes for his continued good health.

Debbie Gilbert, daughter of Nancy Gilbert, Auditor Revenue Office, and the late Authur Gilbert, also of the Auditor Revenue Office, was transferred home in January after being away for more than three years. She started working for the Telephone Company eight years ago in Portland and requested a transfer so that she would have an opportunity to see other parts of the country. She was sent first to Memphis, Tennessee, then to Houston, Texas. With the adventure of traveling out of her system, her "Yankee" blood finally brought her home as she is still very much a "Mainer" at heart. Mom couldn't have asked for a better way to start the new year!

There's always something happening in the Engineering Department. We have a couple of new faces in the office. One of them belongs to Matthew Rines, a graduate of Clarkson College in Potsdam, New York, who succeeds the late Charlie Jackson. Matt has a B.S. degree in Civil Engineering and is presently inundated with clearance work and other duties. He is a member of the 470

Club and says he is enjoying his work with the Maine Central and enjoys working with Emmons Lancaster. Can that be right? Regardless, it is a pleasure to have Matt around as he has proved to be an invaluable source of information on a variety of subjects.

A delightful addition to the department is Debbie DeForte, who prior to coming to the Engineering Department graced the offices of the Mechanical Department. Debbie is our new stenographer, is originally from Niagara Falls, New York, and has been living here for about four years. She and husband Armando are the proud parents of a ten-month-old boy, Justin. Great to have you with us, Debbie.

Dee Stanley recently traveled to the west coast to see her cousin Glen Cobb play in the Rose Bowl. Number 35, Glen is a linebacker for Ohio State University. Dee stopped off in Ohio to meet the other members of her family who would be traveling with her, and they went en masse to Los Angeles for the game as well as the Tournament of Roses Parade. Did you see her on TV? She was one of 105,526 screaming fans — but not just another pretty face in the crowd!

We're all concerned about the rising cost of heating oil, and with those costs in mind, the railroad has instituted a heat conservation program. In order to serve as a model for the general office, the drafting room temperature is kept just below 65-degree maximum allowed by law. This has earned the drafting room a new name, the "drafty" room. This in itself has inspired, if that is the correct term, a new dress and appearance code and sweaters and beards are the accepted attire from now until summer.

But on a more serious note, it should be pointed out that because Maine Central Railroad employees all over the system have cooperated in energy conservation, particularly in heat conservation, the Company in 1979 realized a reduction in the amount of fuel oil used, about a million gallons less than was used in 1972, the year the conservation program was begun.

Weston Smithwick, crane operator for many years, retired this past November. He came to the Railroad in 1951 as a carpenter's helper. He will be missed by his friends here and we wish him many happy years of retirement.

Our congratulations to Mark Goodnow and family on the birth of his grandchildren, Joshua Daniel Little, son of Trudy and Danny Little, and Derek Allen Willerson, son of Donna and Danny Willerson. Hope you like to baby sit, Gramps.

Treasurer Stan Watson and wife Toni made their annual two-week trip to the Virgin Islands in December, relaxing in temperatures ranging from the mid 80's to low 90's. Believe it or not, this was trip number seven for them!

Just to let him know we're watching, we'd like to congratulate Greg Savage, assistant to Comptroller's Office, for losing 30 pounds of his 53-pound goal. Progress on the next 23 pounds will be reported in next issue. Hang in there, Greg!

Alice Allen, Comptroller's Office, is now at home recovering from a broken hip.



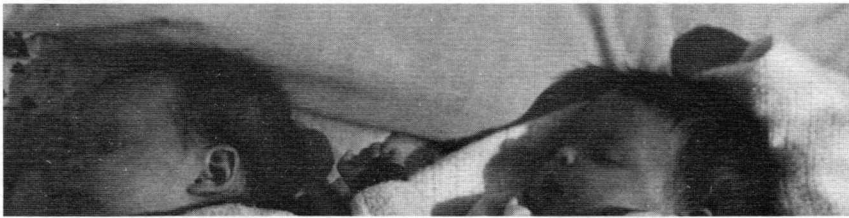
*Pictured above at the age of 8 months is Bradford W. Karl, grandson of "Wendy" MacDowell, Auditor Revenue Office, and his wife Pat. Bradford celebrated his first birthday January 15, 1980.*



*The former Bea P. Gault of the Auditor Revenue Office "coupled up" with another line of transportation by becoming Mrs. Willard H. Lewry, Jr. on November 3, 1979. Mr. Lewry is a salesman for Coastal Volkswagen-Subaru in Saco, Maine. They reside at Auburn Terrace in Portland.*



*We'd like to welcome baby Jessica Leigh Savage who joined her four sisters and brother and parents Greg, assistant to comptroller's office, and Edna on November 8, weighing in at 7 lbs., 10 oz.*



Jessica Michele and Lynne Elizabeth, born November 14, are the daughters of Aileen and John Stasulis of Lewiston. They are the first and second grandchildren of Edith Young, secretary in the Executive Department.

Do any of these children look familiar to you? These innocent little faces belong to people who are now employees in the Auditor Revenue Office.



"Chet" Robie  
age 6



Delores Williams  
age 10



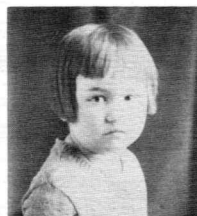
Earle Bennett  
age 6



Theresa Lutick  
age 2



George Stanley  
age 1



S. Jeanette Calder  
age 4



James Landry  
age 18 mos.



Nancy Gilbert  
age 8 mos.



Bea Lewry  
age 3



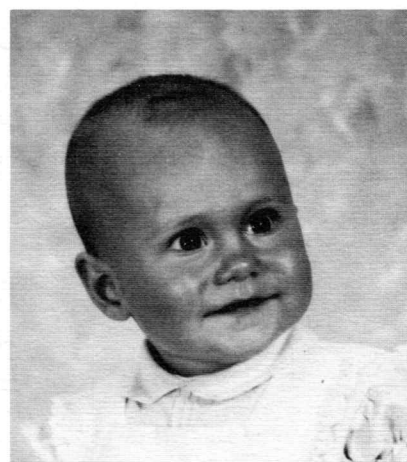
Sonia Duplessie  
age 7



Mr. and Mrs. Stephen P. Hansen were married last fall and are living in Amherst, N.H. He's the son of Polly and Axel Hansen, Car Accounting.



Here's Michele Thorne Morris, pink ribbon and all, on her first Christmas Day. She's the daughter of Cathy, stenoclerk, Mechanical Department, and husband Bruce Morris.



Here's Jennifer Anderson

She's anxious to be up and about again soon, even if it is on crutches!

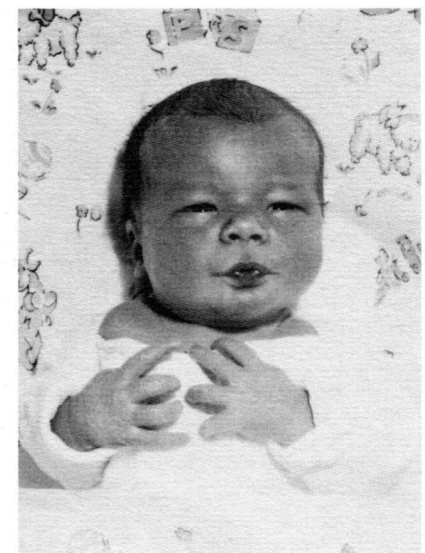
Gloria McCullough, leading clerk, Mechanical Department, will be busier than ever this spring, preparing for an international convention and playing at a number of local events, including the Ice Capades at the Civic Center.

Jennifer Brown Anderson, born January 7, 1979, is the daughter of Cynthia and Greg Anderson of Gray and the first grandchild of Phyllis and Charlie Anderson, Disbursements Office. Baby Jennifer is unusually fortunate in having two sets of grandparents on both sides of her family. Mr. and Mrs. Charles E. Anderson are great grandparents. Mr. and Mrs. Clyde Brown of Dixfield are grandparents and Mr. and Mrs. Joseph Theriault of Waterville are great grandparents.

Mr. and Mrs. Stephen P. Hansen (Christine Swartzlander) were married November 24, 1979 and are making their home in Amherst, New Hampshire. Steve, son of Polly and Axel Hansen, Car Accounting, graduated from South Portland High and Northeastern University of Boston and is Engineering Supervisor of Digital Equipment Corporation in Hudson, Massachusetts. Chris is the daughter of Mr. and Mrs. George M. Carlson of Caratunk, Maine. She attended Missouri State University and is employed by Edgcomb Steel of New Hampshire.

Blair E. Walls has joined the ranks of retirees, retiring late in 1979 from his position as supervisor, Employees Group Insurance. Blair drops into the office every so often, and it is quite obvious he's enjoying his new life style to the utmost.

Kevin Preston, born October 31, 1979, is the fourth son of Jacque and Dennis Shea of Bourrnais, Illinois, and grandson of Pat, Purchases and Stores, and Jerry Shea, Car Accounting. Kevin's arrival into this world was a bit more exciting than usual. He gave his mother such short notice that all Halloween broke loose. His three brothers, who were practically out the door to go "trick or treating," had to forget their plans. Dad telephoned for help. The fire chief arrived before the ambulance and, by the time it got there, baby Kevin had just about arrived too, so the fire chief of Bourrnais had the honor of delivering 9-lb., 14-oz. Kevin right at home. Halloween of '79 will certainly never be forgotten by the Shea family!



Kevin Preston Shea

## Eastern Subdivision

Roger Wakefield, Machias agent, spent part of his November vacation trapping. How about the deer, Rog? Roger is very happy for his two daughters. Suzanne leaves in April to attend a school of beauty culture in Portland and Sandra will enter Bates College for the fall semester.

E. D. Banks, spare operator, covered the first two days for Roger with Billy Leighton, agent from Woodland, picking up the remaining time. When Billy is on his regular job, he commutes daily from Unionville to Woodland. A long haul!

Eddie Nowell, spare operator from Hermon, covered at Woodland during Billy Leighton's absence.

Roy Farren, agent at Calais, enjoyed a fall vacation staying close to home.

Don Gaddis, machinist at Calais, was off duty due to knee surgery this fall. He was ready to return to work when the "gall bladder miseries" caught up with him and he required surgery again before finally returning to his job.

Grant Ross, Calais section foreman, was one of the few fortunate railroad folks enjoying venison last fall. What was the puzzle regarding stepping over two more deer?

Dick Curtis, Dennysville trackman, built a nice new barn to accommodate his growing cattle herd. We understand Dana Brown, section foreman at Woodland, is in competition with Dick in the beef business.

Royce Wheeler, assistant superintendent — Eastern Subdivision, and Dick Burnham, trainmaster, dropped in at the Woodland office this past fall.

Rusty Beverly, trackman, bid into the Bucksport section crew for the winter months. He had a go-round with physical problems that required hospitalization for tests. Seems he didn't care to hang around the hospital any longer than necessary even if the nurses were pretty.

Retirees Art Palmer and Ralph Scott are frequent callers at the Machias Station. Athie Bryant isn't far behind them.

Lawrence F. "Bunky" Kelley, conductor of BC-3 and CB-4, was off duty a spell due to illness, but is going strong again now.

Living cars for Charlie Baird's tamping crew were at Calais while the boys worked the Woodland Branch.

In Washington County, burning wood for home heating is not a new way of life. The lack of snow and hardening of woods roads after a fall of rain was welcomed by many folks. Norm Bagley, track repairman, and his son Adair have been hauling wood off Township 19. This past summer and fall Darold Ames and his family trucked off many loads of wood. Darold's dad has had quite a stretch of illness. Darold and his brother worked up a number of cords for dad and mom besides their own supply.

Vic Harmon and Denny Skinner, trackmen, last on the Dennysville section, were among the fall men on temporary layoffs.

Last we knew, the unique section crew at Cherryfield was still intact. Father Earl Dorr, foreman, and sons Don and Mel, trackmen, run the show in that area.

Lew Lyons, section foreman, Ayers Junction, got a nice four-point buck. Fess up, Lew, where did you say this beauty came from?

Recent visitors at the Dennysville Station were Guy Carter and Herb Feathersen, retired railroad men.

One of his friends has passed the word to us that Bangor carman, Al Lachance, bagged an eight-point buck the last week of hunting season. It seems the big buck was too much to handle, so the antlers were

presented to his wife for soup instead! Is this the way it happened, Al?

We are wishing long and happy retirement years ahead to P. L. Boudreau, conductor. Phil retired on December 27 after 33 years of service with Maine Central. Best of everything, Phil!

Tommy Demmons, former laborer and electrician's helper, Bangor Engine House, is now an electrician there following retirement and promotion of others.

Bob Laprise, electrician, Bangor Engine House, has been promoted to foreman on the 11 p.m. to 7 a.m. shift.

Tommy Kelley, who formerly worked as machinist at Calais while Don Gaddis was off sick, is now working as machinist at the Bangor Engine House.

Junior Jordan, former laborer, Bangor Engine House, is now hostler at this location due to the absence of George Malone who has been off sick for some time.

Sympathy is extended to the family of Bud McTigue, foreman, Bangor Engine House, who passed away in October.

We also extend sympathy to the family of Leon Peasley, engineer on the Portland Division, who passed away recently.



Pictured is Phil McGinley, left, engineer on the Eastern Division for 34 years, who retired in December, 1979. He is being presented a money gift from his fellow employees by John Mincher at the engine house in Bangor.



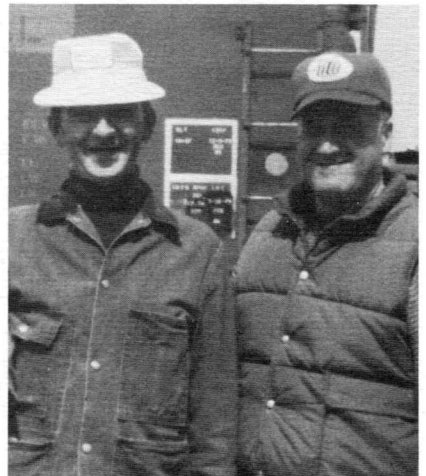
Clayton, Stoddard, left, Machias trackman, and Norm Bagley, track repairman, Machias, stopped by recently to say hello to Athie at East Machias.



Everyone enjoys doing a puzzle, especially little Julie Forbis, daughter of Kathy Forbis, car clerk, Bangor, and granddaughter of Royce Wheeler, assistant superintendent, and wife Joyce. Julie is getting help from her uncle, Robert Wheeler, track inspector, Bangor Engineering Department. Or is "Rob" getting help from Julie?



Harold Hughes is electrician, Bangor Engine House. He retired December 26 after 34 years of service. He was presented a gift of money from fellow employees along with one of the tools of the trade which is shown in his right hand.



Pausing a minute before they take off as part of the crew on the Woodland Road Switcher are Paul C. Nott, brakeman, and L. C. "Lindy" Brown, engineer.

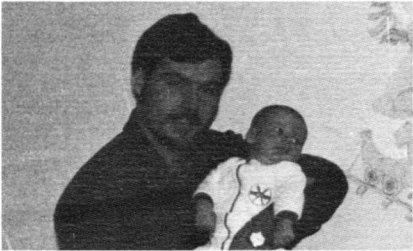




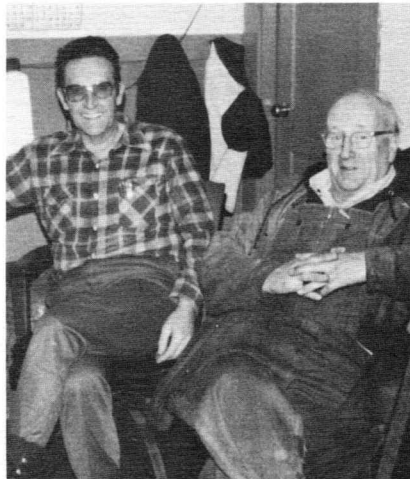
Getting ready to cut their mutual birthday cake are J. H. "Hackle" Spellman, brakeman, and A. P. York, conductor, Bangor Yard.



Michael Robshaw, son of laborer Herb Robshaw and wife Anne, is shown as he re-enlists for another tour of duty with the Navy. Shown with Mike are his wife Sherry and their children Brandy and Austin.



Proud Daddy, Mike Phinney, flagman, Bangor Yard, holds his son Aaron Michael Phinney. Aaron was born on October 18 to Mike and his wife Lynn.



This photo, taken at Calais, is of Roy Farren, conductor; Amy Bryant, granddaughter of Athie Bryant, assistant editor, and Macky Miles, engineer.



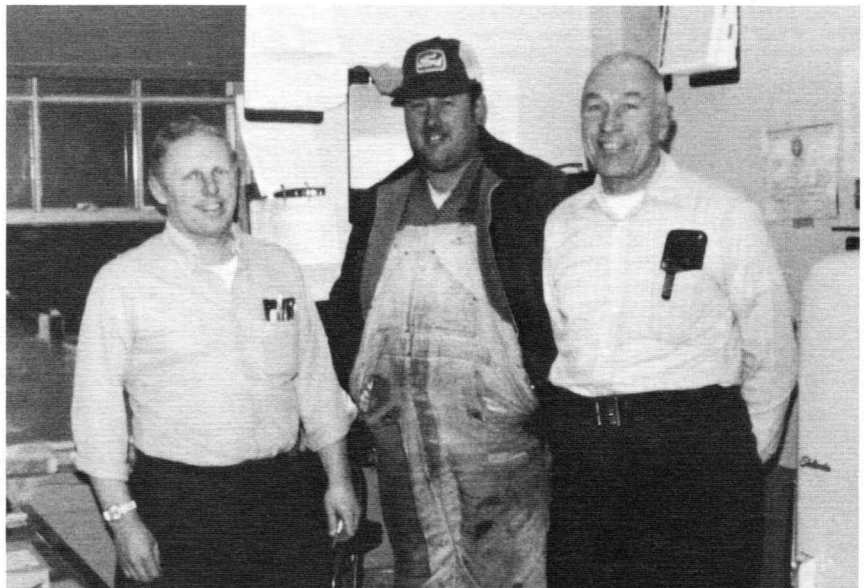
At Augusta are, left to right, Lou Donahue, conductor; Amy Bryant, granddaughter of Athie Bryant, assistant editor, and Macky Miles, engineer.



Little Kimberly Gail Stairs, 15 months, is the adorable daughter of Terry and Linda Stairs. Linda is the daughter of Winnie Carroll, clerk, Bangor Engineering Department and Ed Carroll who works on the Bangor and Aroostook.



Proud grandparents of cute Arlen Walter Bowen, shown here at six months old, are Harry A. Bowen, Jr. and wife Marjorie. Arlen was born last June 27 to their son David and wife Betty.



Shown at Woodland are, left to right, Bill Leighton, agent; Dana Brown, section foreman, and Bert Culligan, clerk.

## Waterville Shops

Our congratulations to recent retirees Sid Brown, Jr., foreman, 40 years; Carroll W. Carey, machinist, 46 years; Clifford A. Doherty, carman, 32 years; John H. Eames, Jr., machinist, 39 years; and Don Priest, machinist, 36 years.

Robin Patterson, student at Lawrence Jr. High, Fairfield, recently spent the day at Waterville Shops. It is part of a job shadowing education program at her school. Robin is the daughter of carman and Mrs. Guy Patterson. With the help of the supervisors and many of the workers, she saw all of the Waterville Shops and received an "A" on her school report.

Congratulations to Ruth G. Brochu, clerk-stenographer, for winning second place for her slide entitled "Gulls" at the State of Maine competition in Portland.

We're glad Jim Gagne got himself a new 4-wheel drive truck for Christmas. Maybe this year Dale Gilbert won't have to pull him out when he gets stuck.

New faces at Waterville Shops: Dana A. Bradford, Brian Crovetti, David F. Driver, John M. Paquet, Lisa A. Parker, Joseph H. Marcoux, and Wanda H. Runnels.

Our condolences to the family of Vaughn Mills, carman, who passed away recently; to the family of Leo Baker, retired upholsterer; to the family of Arthur Grenier whose daughter passed away; and to the family of Albert Stevens, former watchman.

## Waterville Station

Congratulations to Tim Joler, trackman, and his wife on the birth of their third son in October.

Congratulations also to Richard Labbe, trackman, and Mrs. Labbe on the birth of a son and to Mike Gregoire, trackman, and wife who are the parents of a daughter.

Congratulations are in order to Alan Veilleux, signalman, and wife Susan on the birth of a daughter in December named Melissa Sue. The grandparents are B&B foreman and Mrs. Ernie Henry.

Bruce Toner, clerk, Waterville Freight Office, and wife are parents of a daughter born January 11. Congratulations to the happy family.

The Track Department will be naming their new Foreman of the Year soon and Dan LaPointe, foreman, has been working hard to get nominated.

Sympathies are extended to the family of Ken Snow, clerk, on the death of his father Ralph Snow, a retired Maine Central B&M plumber; to the family of Bob Estes, rate clerk, on the recent death of his father; to the Jerry Pelotte family on the death of his father in January; and to the family of Arthur (Sam) Haskell, foreman, who died in October.

Congratulations and best wishes to Larry Ridley, clerk at Waterville Freight Office, on his retirement in December. Larry had been a clerk for Maine Central Railroad since 1945. He and wife Connie were honored at a dinner at the Silver Street Tavern by his co-workers. He plans to spend some of his time at his camp at Mossehead Lake.

Horace Barstow, clerk, formerly of the Stores Department, bid off Larry Ridley's position at the Freight Office.

## Waterville Yard

Chet Levesque, third trick yardmaster, has returned after surgery and we are happy to see his smiling face once again. Chet has

six months to go before retiring from the green chair, so he's getting ready for some future traveling and amateur photography. Chet is also very active in the V.F.W. With all these things going for him, he should have a busy retirement.

J. J. Peaslee, conductor, also is back after convalescing from injuries.

A. C. P. Lennon, former assistant superintendent, paid us a visit during the Christmas season. Arthur and the Mrs. really looked great with their Puerto Rico sun-tans. Arthur is growing one of those "Spanish goatees"—very becoming with the silver streak and all. He gave us all the information we needed to pay him a visit if the occasion should arise.

Larry Genest, Rick Michaud, Russ Bickford and Bill Strout are leaving the brakemen's field for student locomotive engineering. They will be missed by many in Waterville, but at least they will occasionally be seen on the main line or working on the Waterville spare board. We wish them all our best and a long, happy life in the engineers' field.

K. A. Fitton, brakeman, recently took a train trip from Jackman, Maine, right across Canada to the west coast, stopping to visit friends. He's flying home and we expect to see him back on Switcher No. 2 with Victor Tardiff, conductor.

Our condolences to Victor Tardiff whose father passed away recently.

Our condolences also to Kenneth Snow, yard checker, on the loss of his father, Ralph H. Snow, retired, Engineering Department.

Congratulations to Bernard Faulkner, trainman, of WX-1, upon receiving his 10-year pin from the Grand Lodge, U.T.U.

Best wishes to Larry Ridley, former bill-rack clerk, who recently retired. May his retirement be a long and happy one!

A surprise 25th Anniversary party was given to Leo Bujold, conductor, and Mrs. Bujold recently by their children. They renewed their wedding vows at a special mass at St. Francis Church and the party followed in the church hall. Many friends and relatives attended.

Gerry Dessent, trainman, is back in Waterville Yard after being on the road for more than a year.

## Retirees

One of my favorite bosses was Charlie Prentice, chief engineer, who retired in 1965. For many years he worked as a volunteer in the Mail Department of the Maine Medical Center. Mr. Prentice is now living at the Jewish Home on the Eastern Prom, 155 North Street, Portland 04103. He is very interested in what his railroad friends are doing and would be pleased to hear from everyone.

J. Howard Rand, who retired as a signal testman, and wife Bea are ardent ham operators. "Randinsky's" call letters are



David A. Doucette, son of Arthur L., conductor-brakeman and Mrs. Doucette, Waterville, is a senior at Bentley College, Waltham, MA. He was recently named to the All New England Soccer Team. He also received the Most Valuable Player award from Bentley. He is captain of the Bentley hockey team.



Here's Kristy Pooler and her brother Wallace R. Pooler, Jr., children of Wallace R. Pooler, Jr., machine operator, and his wife Nancy. Wallace R. Pooler, track supervisor, Portland, is their grandfather.



John E. Concannon, Rigby Freight Office, retired in October after 37 years of railroad service. He's shown at the refreshment table arranged by fellow workers for a retirement party, just before John and wife Eunice left for Palmetto, FL, where they're spending the winter.



As Cliff Dougherty retired, ending 32 years with Maine Central, this group was photographed at Waterville Shops. From left, G. McCarrison, leading foreman; R. E. Boulette, shop superintendent; Cliff Dougherty, carman; and Peter V. Reny, repair track foreman.

WAIYKI on a new Atlas 210X, 200-watt transceiver. Bea can operate all over the world on her SB220 Linear with call letters WAIITIV. Hams who wish to send a card, mail to 10 Jewett Road, Cape Elizabeth, Maine 04107. I notice that the hobby of amateur radio is especially popular with railroad people, both active and retired.

Of course, you remember Marguerite and Dot Hollywood, those two pleasant girls who were machine operators in the General Office Building and retired ten years ago. Tempus fugit! They are enjoying their retirement at 197 Pine Street, Portland, Maine 04102.

Had a nice long talk with Joe Rourke who retired thirteen years ago as superintendent, Car Maintenance. He and wife Mary are enjoying life at 187 Vaughan Street, Portland 04102, where they live in a two-family house with daughter Betty Libby and family in the adjoining flat. He has three grandsons, Thomas, Daniel and John, of whom he's very proud.

More fun to get a letter from Athie Bryant than chasing fires! Athie retired because of leg problems, but says she is so much better that she has taken up square dancing again. She also is doing clerk's work for an auctioneer and rescuing truck drivers who break down on the road, besides running around getting news for the Retirees Column. Says "Old Banana" doesn't give a hoot about her sudden stardom in the magazine.

Maude E. Young, widow of car inspector Ralph E. Young, died October 10, 1979, at Nutmeg Pavilion, New London, CT, after an illness of two months. She has resided at Gales Ferry, CT, near daughter Audrey M. Crafts and husband George for the past nine years. Ralph was an inspector at Union Station from 1923 until his death in 1949. A daughter, Mrs. Doreen Cabana, resides at 9 Massachusetts Avenue, Portland, and another daughter, Jacquelyn, at 9 Phillips Street, Lowell, MA.

Former Safety Supervisor Laurence W. Sparrow and his wife Alice observed their 50th wedding anniversary recently.

Mary E. Morse  
12 Riggs Street  
Portland, ME 04102

## Athie Sez

Emberg "Gunner" Tibbetts, former trackman, underwent surgery at the Togus V.A. Hospital just before Christmas. He is recuperating at his home in Columbia Falls.

Harold Dart, retired agent-operator, died November 8 at a Waterville hospital. Sympathy is extended to his widow Berla and family from his many railroad friends.

Pete Phelan, former section foreman at Calais, also died in November. His mother Flossie died two weeks later. Sympathy is extended to the family.

Ralph Scott, retired trackman, Jacksonville, was at the right place at the right time during hunting season. Not only did he bring home a nice deer, but sons Roy and Fernald and daughter Doris all followed suit. How's that for a family record! Now I know where to send Norm Bagley to see what those critters look like.

Glad that Beaver O'Neil, retired conductor on B-C and Eastport jobs, is better after a visit to the Calais Hospital.

Henry Quinn, retired trackman, Eastport, has his house up for sale and has moved to Gorham.

Mary Ann Berry, her daughter, and her mother, Mrs. Frank Murphy, were surprise visitors at Athie's house this fall. She says

how nice it was to reminisce about Frank. He was one of the first General Office folks Athie met during her fledgling days at the Augusta Freight Office.

Athie has a new grandson, born December 30 to son Wayne and wife Judy and named Jeffrey Fossett, weighing 8½ lbs. Everyone was elated, except three-year-old Amy who expected two babies instead of one!

Don't forget to write us. We want to hear from you. Tell us your retirement date and title.

Athie Bryant  
P.O. Box 1  
East Machias, ME 04630

## Scorecard

The Maine Central Railroad Men's Bowling League finished its first half of the season with Team 1 taking the honors. Team captain Bob Prevost, crew clerk and spare train dispatcher, backed by Ken Strout, operator Danville Junction and spare train dispatcher; John Foster, son of Ralph Foster, Rigby Engine House; and Bob Marston, says there was nothing to it. This team held first place most of the first half. The remaining nine teams are saying it's going to be different the second half.

At the first half Roll Off on December 14, a little gift was given to each team member and money awards were presented for the top three scores in each string and total pins for the night. The results are as follows:

First String: Donny Andrews, Rigby Car Shop, 137; Ralph Spiers, 135; Don Anderson, 134.

Second String: Steve Marston, commissioner, 145; Ralph Foster, Jr., Rigby Engine House, 136 and Craig Wilson, train dispatcher and commissioner, 135.

Third String: Ken Strout, operator and train dispatcher, 137; Frank Stevens, 135; Gary Works, Rigby Engine House; Tom King and Bill King all tied up with 134 each.

High Total went to Bob Miller with an outstanding 405.

The following teams have led this season with the following scores:

Team 8 with Joey Richio, Frank Stevens,

Ora Pennington, and Maurice Pride hold High Team Total.

Team 4 with Mike Hansen, Steven Marston, Craig Wilson, and Ralph Foster, Jr. hold High Team Single.

John Foster holds Individual Total.

Al Dyer, Rigby Engine House was High Individual Single. Congratulations to all individual and team winners. A special thanks goes out to Gary Bondeson of the computer room for his work with the league this season.

The Maine Central Railroad Couple's Bowling League ended its first half of the season with the team of Bill and Cathy Wilcox and Hugo and Binny Sondergaard capturing the win. The first half Roll Off yielded the following results, money awards being issued for the top spot in each string for both men and women:

First String: Joann Prevost, wife of Bob Prevost, with a 127.

Second String: Ellie Shuman with 132.

Third String: Lydia White, wife of Bill White, Rigby Engine House, with 128.

Total Pins was taken by Cathy Wilcox, wife of Bill Wilcox, Rigby Car Shop.

The men's results are as follows:

First String: Bob Prevost.

Second String: Gene Guilmette, retired yard conductor, Portland Terminal.

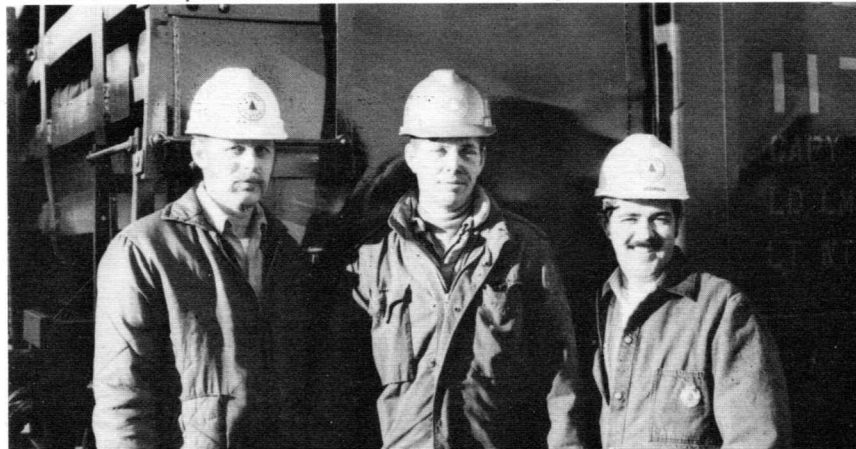
Third String: Bob Brewster, engineering assistant, General Office.

Total Pins was taken by Hugo Sondergaard, husband of Binny, Railroad Workers Credit Union.

Congratulations to all winners.

Ralph Coffin, Portland Division train dispatcher, supplied his fellow co-workers, Dana Bragdon, Eastern Division dispatcher, John Oberg, chief dispatcher, and Craig Wilson, swing dispatcher, with a taste of venison by bagging a nice doe this past deer season that field dressed at 125 pounds. The steaks were good, Ralph. Incidentally, Ralph shot the white tail while sitting on an old stump eating a roast beef sandwich.

Craig Wilson has been talking about going smelting again this year, but Dana Bragdon refuses to go again after thinking about the last time he and Craig fished through the ice. Ralph said he was a little uncertain about going because he didn't know if the ice was thick enough to hold him—Craig that is!



Carman Ken Abbott was presented a Gold Hard Hat last month after his less conspicuous, but effective, regular hard hat saved him from what might have been a serious injury. He was struck on the head and shoulder by a falling ladder on the Waterville Repair Track. At left is Phil Clement, repair track foreman, on the day of the incident and at the right is Peter Reny, repair track foreman.

H. Bentley Crough  
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Weston, MA 02193

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# eye protection



*Welding requires a sturdy welding hood with a special lens to prevent "welding flash burn" to the eyes. Al McCann at Rigby Enginehouse wears such a hood.*



*A full face shield is a must when working the Vat Room at Waterville Shops. Laborer Wanda Runnells protects her face from burns with this shield.*



*Safety glasses with side shields are worn by Bill Trafton while working at Waterville Shops. Note the goggles ready to be used for other jobs that require their use.*



*Bob McKinney, machinist at Rigby Enginehouse, protects his eyes by wearing a pair of prescription safety glasses.*



*Milt Coombs, machinist at Rigby Enginehouse, makes sure that his eyes and glasses are not damaged by using goggles while working on a drill press.*

Don't take your eyesight for granted. It is a person's most important link with the rest of the world. Eyes provide 83% of your knowledge, control 80% of your actions, and may use over 50% of your energy.

Age, disease and injury can all affect a person's eyesight. With no control over the aging process and only medical assistance to aid eye problems, there is only one area where you can help save your eyesight, and that is avoiding injury to your eyes. Yet, each year, many employees ignore common sense safety rules and engage in work without the required eye protection.

It is estimated that 350,000 Americans injure their eyes in accidents each year, and of these, more than 45,000 become legally blind.

How can workers justify a steel splinter in the eye because they are too lazy to put goggles on? Nature has done as much as it can. The eye is tough, heals fast, has its own cleaning system, but it still needs your help.

Wear your eye protection. It's your sight—protect it.