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MAINE CENTRAL

MESSENGER



MESSINGER

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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CONTENTS

From Messenger Readers.....	2
U. S. Filter	3
Welded Rail	4
Crossing Safety.....	6
On the River	8
Thoughts from Maine	10
Short Lines	10
News Briefs.....	12
In Our Opinion	14
Grapevine	15
Safety Award.....	24

The Cover



Maine Central's first continuous welded rail was installed along the shore of Messalonskee Lake, near Belgrade, in June.

From Messenger Readers

KEN WHITE'S COVER

.....just want to take a moment of your time to tell you how much I like the cover of your Spring 1980 edition.

Cordially,
Paul Sova
General Manager
Maine Motor Transport Association, Inc.

.....thoroughly enjoyed the cover of the Spring 1980 issue of the MESSENGER. Ken White did a fine job in capturing the essence of a Denver & Rio Grande Western Rwy. K-27 class 2-8-2, built by Baldwin in 1903. No. 455 was sold to the Rio Grande Southern in 1939, wrecked in 1943, rebuilt in 1947 and finally scrapped in 1953. I'm sure there are many, many others who can add to information about the drawing you describe as "not from any real railroad."

Sincerely yours,
Ron Palmquist
Cape Elizabeth, Maine

.....although the locomotive is not detailed, the outline represents a train on the narrow-gauge Rio Grande and Southern. (Number 455) was leased to the RGS in its final years to replace worn-out smaller power. Although relatively light, it still was too heavy for the deteriorated track and seldom made a trip without derailling.

Sincerely yours,
Donald S. Robinson
Train Dispatcher
B and M Corp
North Billerica, Ma.

U. S. PATENT NO. 1

.....as a native Vermonter I became a trifle upset when someone from a young, upstart state like Maine tries to claim something or some honor which is not rightfully theirs. If you conduct a bit more research into the matter of the first U. S. Patent, you will find that the first was issued to Samuel Hopkins, a farmer from Pittsford, Vermont, on July 31, 1780, to cover a process for pearl ash, and signed by George Washington.

I suspect the patent issued to Sen. Ruggles was, in reality, either an imitation issued to him for leading the effort resulting in the first amendment to the original laws, or was simply the first patent issued following this amendment.

Sorry to disappoint you Mainers, but fair is fair!

Sincerely yours,
Donald B. Valentine, Jr.
New England Rail Service
Keene, N. H.

In This Issue

Welded Rail

A "ticklish" operation moves welded rail down the Mountain to Rigby, then to Belgrade.

Page 4

Grade Crossings....

The Objective is Safety

A lot of design know-how, energy and money go into making a grade crossing as safe as possible.

Page 6

Railroading on the River

A look into the past and the days when Maine Central Railroad ferries crossed the Kennebec.

Page 8

U. S. Filter to Acquire Maine Central

E. Spencer Miller, Chairman of the Board of Maine Central Railroad, announced on June 25 that the Railroad has an arrangement to combine with United States Filter Corporation.

Approval of shareholders of Maine Central and satisfaction of other conditions and legal requirements will be required. A wholly-owned subsidiary of United States Filter Corporation will be merged into Maine Central on terms providing for the payment of \$100 per share to all common shareholders of Maine Central other than U.S. Filter, which recently acquired 36% of the common stock of Maine Central. (See related story in Spring 1980 Messenger.)

As a first step in carrying out the combination of the two companies, several individual stockholders of Maine Central, all of whom are directors of Maine Central, have sold shares, resulting in ownership by Filter of more than 51% of the Railroad's voting stock.

U. S. Filter has assured Maine Central that it will retain present management of the Railroad, as well as its Board of Directors. Maine Central will be operated as a subsidiary of U. S. Filter upon completion of the combination.

Mr. Miller stated that ownership of Maine Central by Filter will strengthen the railroad and its credit and provide both additional security and a potential source of future capital.

Maine Sunday Telegram

EDITORIALS

Vote 'no' in September

Now it's official; a "yes" vote on Sept. 23 will support the closing of Maine Yankee. We urge a "no" vote to keep the nuclear power plant running.

The ballot question, developed last week by the Secretary of State's office, is simple and straightforward. "Shall 'An act to Prohibit the Generation of Electric Power by Means of Nuclear Fission' become law?"

We hope a majority of Maine voters will reject what amounts to the most extreme anti-nuclear proposal ever presented to the voters in any state.

Never before, anywhere, have voters been asked not only to prohibit the construction of new nuclear power plants but to close a licensed and operating plant as well.

If Maine voters approve the referendum proposal they will be voting to eliminate the source of one third of all the electricity consumed in Maine each year. In addition, they'll be voting to force electricity bills—already frightfully high—to skyrocket further as utilities turn to more expensive sources of energy, including oil, to take up the slack.

What's more, the referendum proposal, should it somehow manage to be approved by voters and become law, is of dubious legality. It's highly

doubtful if the voters of any state have the power to force the closing of a nuclear power plant built and licensed under federal law. And, finally, should the courts uphold the referendum, the people of Maine would be saddled with the cost of paying the owners of Maine Yankee hundreds of millions of dollars for the loss of their property.

The source of this far-reaching proposal is the unwavering belief of petitioners that the use of the atom to generate electricity is so inherently dangerous to human life on this planet that it must be abolished.

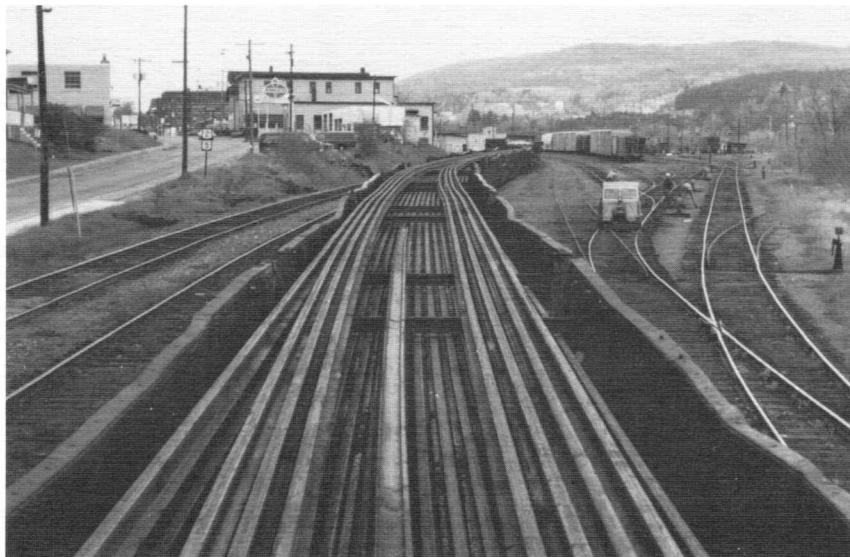
We find ourselves unable to accept that conclusion. There is no question that nuclear power plants are less safe than proponents of the technology have traditionally maintained. And there is no question additional safeguards must be developed, both in the operation of nuclear plants and for the storage and disposal of their radioactive by-products.

The petitioners who have brought the question to referendum believe the problems to be insoluble. We don't. A more reasonable goal is to work to improve nuclear power plants, rather than turning our backs on a source of badly-needed energy.

We urge you to investigate and consider all the relevant facts related to this issue, weighing them carefully when you vote on September 23. And, above all, please vote on this very important issue.

welded rail

At St. Johnsbury....loaded and ready to roll.

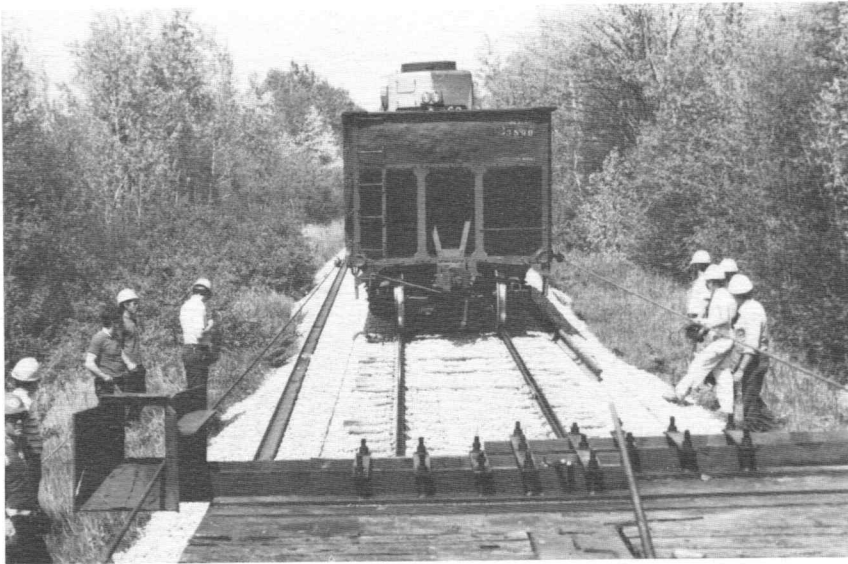


On a Moose River curve, East St. Johnsbury.



The head end...approaching Fabyans.





Near Belgrade...unloading the rail from the threader car. The rail was pulled off with the help of a specially prepared Maine Central cross-hopper. It was left along the roadbed, then laid to replace conventional rail in late June.

All photos....J.E. Lancaster



An 18-car train of gondolas and flats moved carefully down the Mountain from St. Johnsbury to Rigby in May carrying 4.3 miles of continuous welded rail. It was laid a month later east and west of Belgrade—the first main-line use of continuous welded rail anywhere on Maine Central.

The operation—a joint exercise of the Engineering and Operating departments—was “ticklish,” one of the workers said. It involved moving the train loaded with 69 lengths of 115-pound rail, each 1,050 feet long. It had been welded into these lengths at St. Albans, Vt., and was loaded in three tiers, stretching the entire length of the train. There was a terrible tendency, the worker said, for the long steel ribbons to slip sideways, especially on the double curves of the Mountain Subdivision. It went fine straight ahead, he explained, but not as well when the cars wanted to go one way and the steel wanted to remain where it was.

The job involved great care and a good measure of resourcefulness, in many tough spots, and later at Belgrade, where a special car set up by the Waterville Shops was used for unloading the long rail and dropping it to the roadbed.

There’s not the slightest doubt now when a train is nearing Belgrade—from either direction. Suddenly there’s no persistent and repetitive rhythm from the wheels passing over joints between the rail-ends.





The new rubberized crossing at Congress Street in Portland. A van—with lights flashing, the warning bells ringing and the gate coming down, rushes to beat the train.

grade crossings: the objective is safety

by Geoffrey Doughty

A television advertisement for an automobile shock absorber shows a car going through a veritable obstacle course of torture while the announcer narrates the horrors of pot holes, small objects in the road and bumps at railroad crossings. Railroad crossings! Track engineers everywhere wince when they view that ad. On Maine Central, where over 600 public grade crossings are maintained at railroad expense, the Engineering Department carries out an annual program of grade crossing improvements and reconstruction.

Grade crossing safety is the primary concern of Maine Central and railroads across the country. The United States Congress, recognizing the valid need, set out to develop

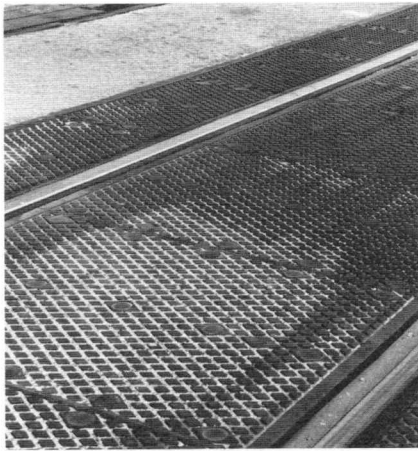
funding for a nationwide program of grade crossing improvement culminating in the passage of the Federal Highway Act of 1973. This Act has been amended periodically to insure a continuity of funding. Public funds are funneled to the Federal Highway Administration which in turn apportions the federal monies to the states for grade crossing projects, including signal modernization. Last year, for example, the states of Maine, New Hampshire and Vermont were allotted \$1,107,000, \$768,000, and \$716,000 respectively. In the past three years Maine Central has completed 107 grade crossing projects, 51 of which were reconstructed in part or completely with federal monies, and the balance undertaken by Maine Central in its own crossing improvement program with the cooperation of the local cities and towns.

Each of the states, through the Department of Transportation or a similar highway agency, maintains and monitors grade crossing programs. These programs generally begin with the railroad drawing up a list of crossings in priority order for reconstruction and/or signal modernization. The state will then decide, according to its own priorities, which crossings will be awarded funding, and the extent of improvements to be undertaken. Decisions are based on mutually agreed upon priorities. The railroad recommends the kind of crossing surface to be installed, hot-top surface or a new prefabricated rubberized crossing surface, and the type of signal improvements to be made, such as new double-direction flashing light signals or crossing gates. Once the improvements have been made and the crossing reconstructed, the railroads in most states, will bear the cost of, and responsibility for maintenance.

Stanley Jordan, assistant chief engineer, states "A crossing must be considered on its own merits." So, while in many ways the method of reconstruction may be similar, each crossing is different by virtue of its geographic variables, train frequency and vehicular traffic patterns all of which must be considered in designing automatic crossing protection devices. Because the railroad regularly maintains and checks public grade crossings for the condition of crossing signals, rails, ties, ballast, drainage, and crossing surface, it is familiar with the characteristics of each crossing at any given time and what improvements can or should be made.

Usually when a crossing is reconstructed the old crossing is completely torn up, and new materials, including continuous welded rail through the crossing, are installed to replace the old. The crossing is reconstructed first by track forces but in a manner so that the railroad's ten man signal reconstruction crew can come in later and do their portion of the project without undoing the work of the track forces. The reconstruction process for a two lane highway crossing takes a ten man track crew about four days, and is accomplished with as little rail traffic disruption as possible. In order to accommodate highway traffic, work is done on one half of the crossing at a time.

A key element to a good crossing is a stable track structure. Drainage is of vital importance. Poor drainage is the track engineer's nightmare because without it the soil and subgrade can foul the ballast and cause "pump-



A close-up of the rubberized panels, fitted and bolted to the ties.

ing," the action the track makes in a soft roadbed. This accelerates the deterioration of the track. In order to promote good drainage and combat the effects of soil erosion in crossings Maine Central employs a relatively recent development called "engineering fabric" or filter fabric. Dave Eldridge, engineer of track, describes filter fabric as a screen, of sorts, which blankets the width and length of the area of crossing to be reconstructed and separates the track ballast from the subgrade. This serves to stabilize the soil by improving drainage through it, lessening soil erosion, and preventing the soil and silt from contaminating the rock ballast. In areas with poor drainage, a perforated pipe, wrapped in filter fabric, may be installed parallel to and perhaps even under the tracks in order to improve drainage.

The most common types of crossing surface are hot bituminous, concrete or "blacktop." Mud rails are first installed on either side of the running rail and fastened to "rail chairs," which are welded to the tie plates. The mud rails help to distribute the load of vehicles as they pass over the crossing, and also provide a passageway for the flanges of the wheels of freight cars and locomotives. The blacktop is then laid through the crossing and compressed to a smooth surface.

Maine Central has also been evaluating the use of rubberized crossings, another relatively new concept in engineering. These are customized rubber panels which are fitted to a crossing and bolted to the ties. Rubberized crossings are about twice as costly as conventional crossings, but require less maintenance and are expected to have a significantly longer

lifespan. Maine Central has four such crossings; at Congress Street in Portland, Maine Street in Brunswick, Main Street in Waterville, and at South Main Street in Brewer.

The procedure for signal modification and modernization is similar to that of a federally-funded grade crossing reconstruction project. In many instances the two are combined into one project. But before any modification or improvement to crossing signals can be made, the state's approval must be obtained.

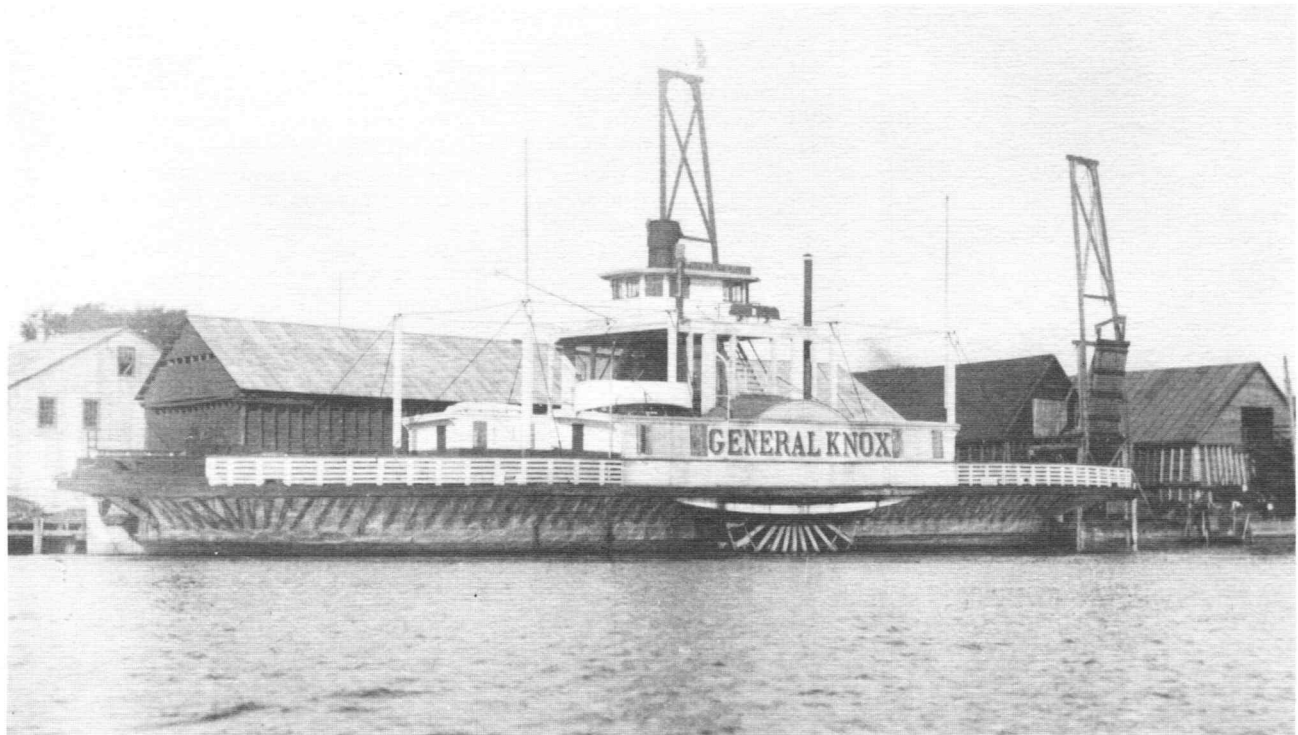
As with crossing reconstruction, the State DOT decides which type of signals will be installed at a crossing. Crossing signals usually consist of automatic double-direction flashers, with a bell to provide an audible warning of an approaching train, or flashers with bells and with gates at locations where there is more than one main or passing track through a crossing or cantilever signals to provide better visibility in certain areas with multiple traffic lanes. For any given crossing, considering traffic flow, density of traffic, and frequency and type of rail movements through a crossing, circuits are designed to accommodate the situation so as to create minimum inconvenience to the motoring public. By rule the crossing

signals must be operating a minimum of twenty seconds before the train reaches the crossing, and consequently each train movement through a crossing must be considered when designing its circuits. In 1979 the Maine Central's signal construction crew completed more than 40 grade crossing signal projects of varying complexities.

Does a crossing with new signals, rail, ties, ballast and a smooth surface, with good views in both directions of approaching trains insure an absolutely safe grade crossing? Not for all drivers, though safety is greatly improved. While considerable talent, money and energy have been expended to grade crossing and signal improvements, the key factor to safety is still the individual motorist who must continue to exercise diligence, discretion, and responsibility when approaching and passing over a railroad crossing. With the cooperation of the motoring public, grade crossing safety will be greatly enhanced and crossing accidents dramatically reduced. Maine Central is dedicated to pursuing with vigor improved grade crossing safety and will continue to play an active role to make each crossing as safe as possible.



Twice as costly, but requiring less maintenance and with a longer life than bituminous crossing surfaces, rubberized crossings are being evaluated in Portland, Waterville, Brewer and Brunswick.



Built at Bath and launched in 1898, General Knox was 137½ feet long and 32½ feet wide and could carry two passenger cars or three freight cars. Historian Dick Dole says that when rail cars grew larger, General Knox became too small for efficient use, and she was taken from regular service in 1903. The vessel was eventually sold and used as an auto ferry on the Hudson River, running between New Rochelle and New York City. She burned at Sea Cliff, New York, in 1918.

Railroading on the River

The ingenuity, courage, seamanship and good luck of railroadmen tamed the tides of the Kennebec at Bath for nearly six decades with a ferry operation that not only joined the tracks of two railroads, but mended a major break in the 3,500-mile coast of Maine.

The half-mile fracture still exists, but for the past 53 years has been healed more permanently by Maine's biggest railroad-highway bridge whose construction marked the close of a colorful sea-going era for Maine Central. The ferry operation, which moved thousands of freight and passenger cars across the Kennebec between Bath and Woolwich, brought the communities of mid-coast Maine within easy reach of the prosperous cities to the west, and coincided with development of resort areas and commercial activities throughout the area east of the Kennebec.

These are the history-book facts, but they merely suggest the adventure in a railroad operation that involved four of the largest double-ended, side-wheeler ferries in use anywhere in the world. The size was entirely appropriate to the magnitude of the task they were designed to perform...to routinely move whole trains; thousands of tons of freight and hundreds of people across the treacherous stretch of half-fresh, half-salt water, often torn into a steep chop by wind against tide...day and night, and when the sun was bright and the sky was blue, and when, as the rivermen expressed it, you could cut a hole in the fog with an oar.

And they operated year 'round, in storms so thick with snow that the pilot made the trip with his head and shoulders out a porthole and arrived with four inches of snow on the pilothouse deck; in a southwest, pea-soup storm

that so complicated things one night that it took 1½ hours to make the half-mile crossing; or at times when visibility was so bad and when river ice forced so many course changes that the ferry missed its slip by four hundred yards.

These were navigation problems. There were railroading problems, too, like making 33 trips in one day to transport the cars of a circus train enroute to Rockland; like a car going loose, and nearly going overboard, dropping its trucks into the river; or like loading more weight on one side of the ferry than on the other, and having the paddle-wheel on the high side spinning around uselessly in the air.

Many of these incidents took place in the early days of the operation, long before the routines of handling cars were established, and when the job was new, the equipment was untried and the people were awed by the complexity of their task. Many occurred on the old CITY OF ROCKLAND, earliest of the railroad ferries, which first crossed the river with part of a train (it could carry only two cars) in 1870. She was owned by Knox and Lincoln Railroad, having been launched in Bath in June that year.

CITY OF ROCKLAND was used to transport materials for the construction of the Knox and Lincoln. One of its initial tasks was to take the line's new locomotive, FRANCIS COBB, across the river, landing at the slip in Woolwich and moving onto the rails of the K and L for the first time. The Woolwich slip, about a quarter-mile upstream from the one in Bath, can be seen today from the Carleton Bridge. The Bath terminus was just downstream from the bridge, in the present North Yard of the Bath Iron Works.

Timbers were driven into the mud that would guide the blunt-nosed craft to an apron that could be raised or lowered to match the tracks of the ferry. The FRANCIS COBB, which was forced to risk a trip, was one of the few locomotives ever carried on the ferries. Dummy flatcars were used so that the locomotive would not have to move onto the apron of the slip.

Operating orders included the requirement that locomotive whistles would be sounded in thick weather as the ferry began a trip across, and that locomotives on the other side would whistle frequently to guide the craft to its destination.

Maine Central, which leased the Knox and Lincoln in 1891, took over the CITY OF ROCKLAND operations at Bath without hesitation, having been in the steamboat business at Mount Desert Ferry for the previous seven years. Heavier trains and increased traffic soon required the replacement of the small vessel, and three bigger ferries, the GENERAL KNOX, HERCULES and the huge FERNANDO GORGES, assumed the responsibilities in later years of getting Maine Central trains across the Kennebec.

Chester L. Shepherd of Old Town, a retired Maine Central Railroader, remembered the HERCULES in a 1967 letter to the editor of the MESSENGER:

"As a boy of grammar school age," he wrote. "I had a great interest in trains, engines, the round house and the 'HERCULES' in Bath. I got acquainted with Billy Hennessey, an engineer, and he used to let me ride on engines when cars would have to be put on or off the boat.

"The engines normally didn't go near the boat. There was a string of three flatcars kept there to use between the engine and the cars which were to be loaded on or off. The only time a locomotive went onto the HERCULES was to get it to Woolwich for use on the Rockland Branch or return from here for repairs or exchange. The HERCULES had three tracks, but these were so placed that if the middle track was in use, the side ones could not be, and vice versa. When a locomotive was being taken across the river, it was on the middle track, and no cars were taken.

"HERCULES had a paddle wheel and engine on each side of the boat, independent of each other, so either could be run ahead or back. The steam cylinder of each engine was horizontal, and as I remember, around four feet in diameter and eight or ten-foot stroke. The steam and exhaust valves were poppet type and through cam levers, arms, pins, hook jaws, eccentric rod, eccentric strap and eccentric, were operated from the crank shaft.

"I have crossed the Kennebec on the HERCULES when the cars on one side were much heavier than those on the other side track. The paddle wheel on the heavy side would be so deep in the water that most of the power of the engine was used in forcing the wheel paddle down into the water on the leading side, and up through the water on the trailing side, and not much power was effective in propelling the boat. On the high side, just the tip end of the buckets would be touching the water, so it too was not very effective.

"It took expert handling to control the deep engine when docking...and handling the boat was some problem when loaded that way, and when the Kennebec was racing out to the ocean.

"I remember one time of a baggage car hanging about 20 feet out over the river end of one of the boats, the truck hanging on the safety chains."

Shepherd didn't say how the railroaders resolved that problem on the other side, but it's a sure bet it was not new to them.

Use of the ferries, of course, while joining the ends of

the Rockland Branch and allowing operation of through trains from Portland to Rockland, nevertheless required extra hours, and in the 20's when time became an important consideration, a movement to build a bridge at Bath was begun. Luther Maddocks of Boothbay Harbor had been pushing for a bridge as early as 1920, and the movement was the dominant issue of the Maine Legislature in 1925. Governor Brewster signed a resolve for a toll bridge in April of that year, and the people of Maine voted to appropriate \$3,000,000 for the project in a September referendum.

The huge construction project, with sand-hogs working below the surface of the Kennebec to build the huge cement piers, and steel workers fabricating the steel spans ashore, went on for two years, and another Maine Central Railroader, Agent Wendell Lewis of Rockland remembers riding the railroad ferries through the raised draw of the still-unfinished bridge. His father, Everett C. Lewis, was an engineer on one of the ferries until the new bridge opened and trains began to cross the Kennebec on their own power.

For many a resident of Bath, enthusiasm over the new bridge, the closer ties with the neighbors to the east and the quicker trips to Woolwich and other cross-river towns was dimmed, slightly, by the passing of a friendly, familiar institution on the waterfront. The railroad ferries had run more than 56 years, and they, and the river craft that carried horses and wagons, first, and then automobiles, were well established in the affections and the memories of two generations. One resident, Mrs. Leonard M. Lord, expressed her regrets at their passing this way:

There is grandeur in the stately bridge that stands so sure, complete...

But the little ferry yonder had a heart that used to beat.

There is something firm, unyielding, in those rigid bands of steel

There is fascination in the bridge's mighty glow...
But the lights upon the ferry boat they traveled to and fro.

The little boat was living with a heart to try its fate,
As it cried to all the city, "Oh, I'm coming, coming, wait."

When it swept across the river—now the still bridge looms overhead.

Oh, the ferry boat was living, while the great steel arch is dead!



Agent Wendell Lewis of Rockland supplied this picture of Maine Central ferry, probably Hercules, in the slip at Bath awaiting loading. An auto ferry is at right. The area is now part of the north yard of the Bath Iron Works.

thoughts from maine

A few weeks ago some of us heard a familiar voice on National Public Radio. In its nationwide News broadcast, "All Things Considered," NPR aired the following editorial comment by Geoffrey Doughty of the Engineering Department and a Messenger assistant editor.

"Each night on my way home I listen to "All Things Considered" and hear about how badly the economy is doing. And when I watch the news on TV I see and hear the reports about the same thing. I can't help but think of all the people doing the same thing night after night, being told what they are experiencing day after day. A man sits behind a desk and says, inflation is pretty bad, here's a report. Then they tell me about some economist who has some ideas about how things got to be so bad and what the government is doing about it. Does the scenario sound familiar?"

"Well, what bothers me is that there is a preponderance of opinion of what the government should do with little emphasis on what the people of this country should do. For some reason the same commentators who have been for years detailing governmental inefficiency and ineptitude, have ignored their own reports and are now suggesting that the same government solve our problems. Look, the U. S. government has the Midas Touch in reverse. Everything they touch—well, draw your own conclusions.

"What we need is more faith in ourselves to solve our own problems. We are an intelligent and resourceful society. We don't have to be told that times are tough. We can see that. We could, however, use some direction and guidance as to what we can do to help our country and each other out of the mess we're in. We can do it. Of course, it's very easy to say this, but it's true.

"Let me cite an example. Next to inflation the most nagging problem we've got is the energy situation. Not a crisis—a situation. It's not a crisis yet. Resourceful individuals, recognizing the implications of the artificial oil shortage and thinking in the long term, began to develop methods of fuel conservation and finding alter-

nate energy sources. As the price of oil and gasoline rose, the burden of participation in energy conservation shifted to the citizens of this country and became a challenge—not a governmental program. The media has helped in publicizing the various efforts which individuals are making in order to grasp and deal with the new situation of lighter and more expensive energy supplies. And we're making headway. We're becoming more self-reliant and efficient.

"Now understand, I'm not saying that there isn't a role for the government to play in the inflation fight; there is. But I think it is time we stopped wringing our hands bemoaning the fact that we have a tough problem. We've been down this road before. But instead of absolving responsibility for our economic woes and letting Washington handle it, we should each do our part to help out.

"As W. C. Fields once remarked, 'We should grab the bull by the tail and face the situation.' I think it's time we grabbed ahold."

short lines

It's summer, but they're still talking about last winter in the Engineering Department, and the fact that for the first time in anybody's memory, not a single plow train was run on the main line. There was snow in the Notch, of course, and equipment was used daily for a spell to clear blown-in drifts, but plows were not required anywhere else on the system. Our quick and unscientific survey failed to locate anyone who remembers a similar situation.

There's a rusting stub track that runs through a patch of woods to an abandoned warehouse in Chateaugay, N. Y., and the other day some kids found a weathered boxcar there, still sealed. Through a crack they could see what appeared to be mail sacks.

Right—mail sacks, full of Christmas cards and packages, many with four-cent stamps, postmarked December, 1969. The Post Office Department ordered the mail to be dis-

patched to destinations throughout the New England states, and a local postmaster defended his organization from possible criticism:

"Sure it was a little late," he said, "but the mail did go through, didn't it?"

Down East Books, Camden, has just published "All Aboard for Yesterday," a 168-page softcover with more than 40 railroad articles and photo layouts from the first 25 years of Down East magazine. The newsletter of the 470 Railroad Club says "most deal with the days when Portland's Union Station loomed more grand than Grand Central, and served better clam chowder to boot."

Railroaders Should Know Department—Coal traffic on the Nation's railroads in the first quarter of 1980 was 20 percent above the comparable period in 1979 and 31 percent above the average for the previous nine years in terms of tonnage, the AAR said a few days back.

A total of 117.9 million tons of coal moved over the rails during the period, compared with 98.6 million a year ago.

An AAR official called it "the most significant increase in coal traffic since the OPEC oil embargo of 1973. It shows that the swing to increased coal usage is finally under way."

Does anyone remember "Brownie", a spaniel with "short legs and watery eyes" who rode Maine Central caboose cars all over the system, probably 50 years ago?

Dr. Burton W. Trask of Osterville, Massachusetts, dropped the editor a note last month, identifying the pup as the property of his uncle Artel Hall, a yardmaster at Rumford before World War I. Art, as he was known, moved to Alberta in 1910 and took Brownie with him, Dr. Trask says.

But before that, Brownie was well-known for several years in Bangor, Brunswick, Waterville, Rigby, and even in St. Johnsburry—wherever he happened to be after "hopping a caboose."

He'd always come home to Rumford, Dr. Trask says, but after a couple of uneventful weeks he'd disappear, and in a few days someone would tell Art Hall they'd seen Brownie in Bangor and that he was just fine.

new england rail study

A two-year, million-dollar study predicts that Maine Central's growth in the next eight years will be greater than that of any other New England railroad and that its tonnage will increase about twice as much as the region as a whole. It says Maine Central is the most promising and the only New England rail carrier that will have a positive net railway operating income in 1988. That black figure, the study indicates, will be \$6.7 million, provided current and normal maintenance costs continue.

Results of the much-discussed United States Railway Association-New England Regional Commission study were released last month. It deals primarily with the prospects of Maine Central, Bangor and Aroostook, Boston and Maine, Central Vermont, the Providence and Wor-

cester, and the Conrail lines of New England.

Maine Central's future is brightest of all, the study says, predicting a 39 per cent increase in paper traffic in the next eight years. Railroad management, labor representatives, shippers and state officials have participated in the study. Some have been heard to comment that the study materials and reports alone have accounted for vastly increased consumption of paper in the six-state area. Each participant has a file at least two and half feet high that weighs around 20 pounds, so far.

At the core of the study is an evaluation of three schemes under which New England's railroads would be restructured. Maine Central leaders feel all hold little promise or advantage.

The first would consolidate all New

England railroads into a single system. It would cost \$69 million, the study says, and would lose \$35 million a year by 1988.

The second would consolidate Maine Central, Bangor and Aroostook, and Boston and Maine into one system, and the Providence and Worcester and Conrail lines in New England into another. The southern system is projected to have a deficit of \$44 million by 1988. The study predicts a black net railway operating income of \$10 million for the northern group in eight years. In reaction, Maine Central people point to the study's conclusion that Maine Central, on its own, will have a black figure of nearly \$7 million in 1988. It's clear, they say, that Maine Central's profitability "would be a significant contribution to the success of the northern New England consolidated system."

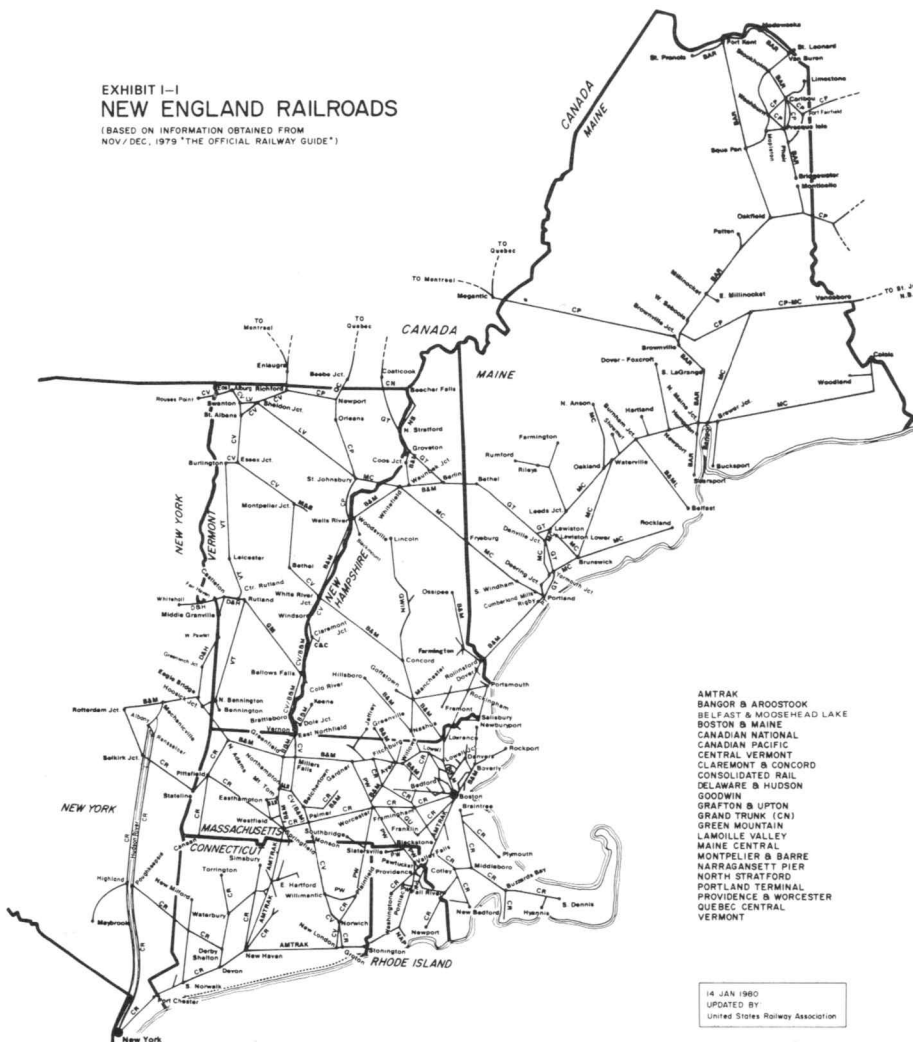
A third alternative would involve restructuring certain operations of the Boston and Maine, Central Vermont, Conrail, and Providence and Worcester without change for Maine Central or Bangor and Aroostook. Little or no financial advantage is predicted.

More optimistic about Maine than any other New England state, the study predicts that originations will be up 24 per cent and terminations up 11 per cent by 1988, accounted for primarily by Maine Central traffic increases in paper-related commodities.

Maine Central has participated actively and positively in the study, despite its belief at the start that "we could not envision circumstances that would be attractive for Maine Central to consolidate with other carriers in New England." The study, Maine Central leaders feel, "has produced numbers that confirm our previous beliefs."

In its response to the study, Maine Central said in part "Under present circumstances, and based on the USRA/NERCOM analysis, it is clear that there is no security which could be given to Maine Central shareholders by any of these consolidated systems which could possibly be as attractive as Maine Central's existing securities. In no case can a successful and profitable company such as Maine Central, or its creditors and owners, support consolidation proposals that will not solve, but only dilute, the problems of some of the region's major carriers."

EXHIBIT I-1
NEW ENGLAND RAILROADS
(BASED ON INFORMATION OBTAINED FROM
NOV./DEC. 1979 "THE OFFICIAL RAILWAY GUIDE")



news briefs



This presentation—of a radial-arm power saw—capped an Engineering Department send-off for Wesley H. Martin, who spent his entire career as a Maine Central Railroader and who retired this spring after nearly 43 years' railroad service. Stan Jordan, assistant chief engineer, is at left as Arnold Travis, Executive vice president, joins Wes for a look at the new saw.

Wes Martin Retires

Wesley M. Martin, engineer of track, retired late in May after spending his entire working life as a Maine Central railroader. Martin ended his career just 21 days short of his 43rd anniversary with the railroad.

In his announcement of Martin's retirement, Chief Engineer James O. Born commented that "Wes has been an outstanding fellow employee whose exemplary performance, unstinting loyalty and dedication to duty has won him recognition and the admiration of his peers and associates."

Martin joined Maine Central as a student supervisor on June 21, 1937, just a few days after receiving his degree in civil engineering from the University of Maine. He became an instrumentman in 1941, an assistant track supervisor in 1943, a track supervisor in 1948, and a division engineer in 1956. He has been Maine Central-Portland Terminal Company engineer of track since 1966.

David C. Eldridge, Martin's successor, joined Maine Central in 1958 as an assistant track supervisor. He became track supervisor in 1962 and division engineer in 1968. Eldridge received an Associate in Arts degree from Boston University in 1946, a Bachelor of Science from the University of Massachusetts in 1950 and a

Master of Science from New York State College of Forestry in 1952. He served as a student supervisor and assistant track supervisor for the Boston and Maine Railroad from 1952 to 1958.

Ronald D. O'Blenis, former assistant track supervisor, has been named assistant engineer of track. O'Blenis is a civil engineering graduate of the University of Maine. He joined the railroad in 1974 as an engineering technician. He became a student supervisor in 1975 and an assistant track supervisor in 1976.

Stan Jordan Named Assistant Chief Engineer

Stanley L. Jordan, former assistant to chief engineer, has been appointed as assistant chief engineer with headquarters in Portland.

Jordan is a 1960 civil engineering graduate of the University of Maine. He joined Maine Central in 1964 as an assistant engineer and became assistant engineer of structures in 1970. He was made assistant to chief engineer in 1976. Prior to his railroad service, Jordan had been a naval architect at the U. S. Naval Shipyard in Kittery, and a civil engineer with the U. S. Forest service in Rutland, Vt.

Railroads Prepared For Coal Challenge

Maine Central, Bangor and Aroostook, and Boston and Maine representatives told Governor Joseph E. Brennan and other state leaders in May that the railroads stand ready to meet the transportation challenge posed by a switch from oil to coal by Maine's major industries.

Bradley Peters, Maine Central vice president, told delegates to the Governor's Conference on Coal Utilization that Maine is fortunate to have solvent and profitable railroads in good physical condition. He said they are capable of carrying great volumes of coal efficiently and pointed to a record 1,000,000 tons carried by Maine Central for Maine industries in a single year.

Peters said the railroads already deliver carloads of coal to a few consignees in Maine and that there have been inquiries recently from several large industries about transportation of coal. A coal-fired generating plant at Sears Island is under consideration by the Central Maine Power Company; the Martin Marietta cement plant at Thomaston already has received some of its necessary permits; Great Northern has decided to use coal, and the S. D. Warren Division of Scott Paper at Westbrook will use coal to supplement waste wood as steam-producing fuel. Plans for the conversion to coal by power-generating facilities are well along, Peters said.

The Maine Central official said Maine's railroads are ready to resume their historic coal-moving responsibilities and there are no "legitimate impediments" to handling large shipments of coal economically and efficiently by rail.

Nationally, Peters said, railroads move about two-thirds of the coal that is mined and marketed, with the remainder moved by barge and truck. Rail coal now amounts to about five million carloads annually, about half handled in long unit trains. He said claims of the rail industry's ability to transport increased coal are supported by a series of studies by government and industry.

Governor Brennan said use of coal will strengthen Maine's economy and greatly benefit Maine's railroads. He said it will insulate Maine industries from rising prices of oil and from disruptions brought about by future oil shortages. He said new technologies will enable Maine mills, power generating facilities and other users to

burn coal "without problems that have given it a bad reputation."

A U. S. Department of Energy spokesman told the conference that "coal is a bargain for consumers," and that "there's no way to get past the next 20 years without it."

McGinnis, Perry Win Marketing Promotions

The appointments of John J. McGinnis as assistant vice president-pricing and Thomas C. Perry as executive assistant to the first vice president were announced by the Marketing Department in late June.

McGinnis has been a member of the department since 1971 and has served as regional manager-sales and service, marketing analyst, and since 1976 as executive assistant to the first vice president. He holds degrees in sociology and government-political science from the University of Maine. In the fall he will assume responsibilities as an instructor in business administration at Andover College. He is currently secretary-treasurer of the Maine Traffic Club. He has participated in state and local politics, serving on several campaigns and as a member of the Scarborough Republican Town Committee.

Thomas C. Perry, currently assistant director of pricing-divisions, will replace McGinnis as executive assistant to the first vice president. Perry joined Maine Central in 1969 as a statistical clerk in the Accounting Department, and in 1973 transferred to the Engineering Department as an office assistant. He was appointed to his first Marketing Department post



Model, Artist and Painting—Kit Pike, the wife of Randy Pike, Division II assistant track supervisor, shows her painting of 470 at Waterville.

as marketing analyst in 1976. He holds a B. A. degree from the University of Maine.

Moore Named

The appointment of Martin E. Moore as assistant superintendent of car maintenance for Maine Central and Portland Terminal Companies was announced recently by Stewart P. Park, Jr., chief mechanical officer. Moore's former position, general car foreman, has been abolished. Moore will be headquartered at Rigby Car Shop, South Portland.

Kit Pike — Artist

When Kit Pike studied watercolor with famed railroad painter Ted Xaras in Philadelphia two years ago, she had little reason to believe she'd ever come to Maine.

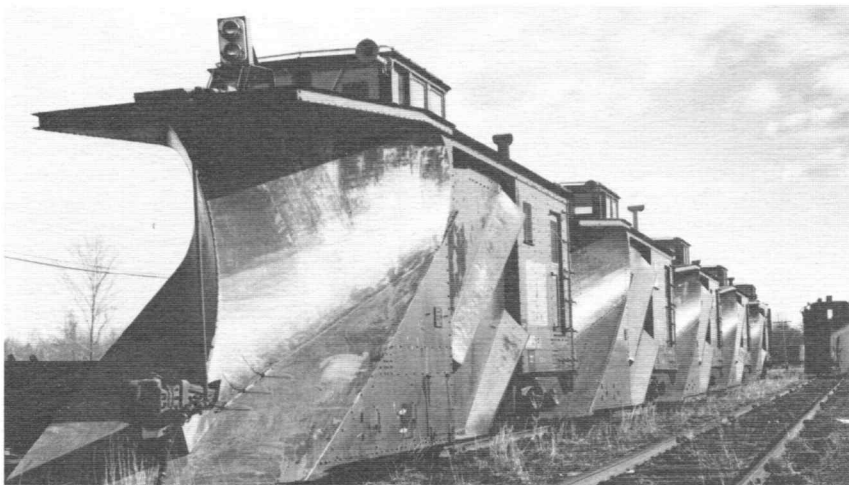
And, she had even less reason to believe that "Old 470," one of Maine Central's best-known locomotives, would be her model.

But she did—and it did, and the result is a beautiful watercolor of the old steamer that any railroader would be proud to own.

Kit, actually Katherine Browne Pike, wife of Randy Pike, Division II assistant track supervisor, is no amateur painter. Her study with Xaras was "an extra," done while husband Randy was taking his Master's at Penn State, and after a solid and formal art education as a child, in high school, and in a fine arts major at the University of Massachusetts at Amherst.

She has been painting, drawing and printmaking for many years, and has had shows of her work in her native Massachusetts and in New York. More recently, there have been two shows at the Lawrence Library in Fairfield, where the Pikes live and where she teaches drawing, does watercolors and lettering.

An accomplished graphic artist, Kit has lettered, illustrated and printed an original book and plans even bigger accomplishments in the art world. We have no doubt of her success.



Idle at Rigby—These plows, poised at Rigby all last winter for snow that never came, are having the summer off too, and John S. Murphy made this interesting picture a few days back.

in our opinion. . .

The professionals who run Maine's Department of Transportation and members of the Legislature are finally becoming concerned over the rate at which the state's highways and bridges are deteriorating, and over the lack of funds available for proper maintenance and replacement. With the high cost of fuel, Maine people are thinking twice about making road trips, and gasoline tax receipts are down to the point where DOT officials are shaking their heads. They have a new boss, and like everyone else, we hope he and the politicians can work out some solutions, but we can't resist the very human impulse to say "we told you so."

We told you so back in the 60's when—at one Legislative session after another—truckers went for increased weights, greater lengths and double trailers. We complained that public policy already favored trucks by providing their rights of way, and that we were forced to compete with highway transport at a distinct competitive disadvantage. Our freight rates reflected the ownership and maintenance of our track system while the taxpayers furnished their highways.

And we said that heavy trucks were not paying their fair share of highway costs, and that they were destroying the roads in the process. In a few years, we and others said, hundreds of bridges in Maine would be weakened seriously, and some rendered downright unsafe, by supertrucks carrying loads for which the spans were not designed. But in 1977 Maine went ahead anyway and raised truck weight limits to 80,000 pounds.

And look where we are today. Depressed gas tax revenues have brought highway maintenance cutbacks. They're counting the paper clips in the DOT, necessary work is being delayed, crews are being cut back, towns are

repairing some of their state-aid roads without state-aid, and for the first time we can remember, there are potholes in some of our major roads long after the pot-hole season has passed.

If, as shrinking gas tax revenues indicate, there are fewer motorists on the highways today, it's obvious there are more trucks. They travel in threatening and presumptuous bunches, four or five together, always slightly faster than the four-wheeler traffic, usually in the passing lane. If it's raining or snowing when they go by, drivers in the travel lane are blinded by a curtain of spray.

There are no figures, yet, but it certainly appears that while there are fewer cars, total highway use remains about the same or perhaps has increased. If DOT can't make ends meet, it's obviously because the trucks do not pay their share of the highway tab.

Maybe we're coming to the point where something will be done to even the score. Maybe this is the time for the built-in efficiencies of the railroads to generate a major change in the way freight is moved. Maybe—now that fuel efficiency is important—people will accept what we've been saying all along...that compared to truckers railroads can move things more dependably, less expensively, and using only one-third as much fuel.

We can even move truck trailers with greater energy efficiency than road tractors can. This provides the basic economics of piggyback operations, in which the nation's railroads moved more than 3,000,000 truck loads last year.

Railroads still transport about one-third of all intercity freight and we can move at least four times as much without any great investment in railroad right-of-way. We can do all of this without a penny of your tax dollars and we won't leave any potholes either.

46 More to Receive 25 Year Pins

In addition to those employees listed in our previous edition, the following Maine Central and Portland Terminal Company employees qualify for 25-year service awards during 1980:

L. F. Kelley	Conductor	Calais	J. E. Gallant	Asst. to Auditor Dis-	
L. I. Smith	Conductor	Bangor		bursements	Portland
E. J. Laliberte	Conductor	Waterville	D. R. Smith	Voucher/Stores Clerk	Portland
M. R. Graham, Jr.	Agent	Monmouth	C. W. McLain	Locomotive Engineer	Portland
H. S. Chandler	Conductor	Portland	H. E. Utecht	Locomotive Engineer	Portland
J. E. Gallant, Jr.	Conductor	Waterville	E. C. Hinds	Locomotive Engineer	Portland
E. O. Kelly	Conductor	Portland	L. D. Davis	Locomotive Engineer	Portland
H. L. Kennedy	Conductor	Portland	E. L. Leighton	Locomotive Engineer	Portland
H. D. Greenwood	Conductor	Bartlett	P. A. Getchell	Electrician	Waterville
J. C. Frank, Jr.	Conductor	Portland	D. E. Holt	Laborer	Bangor
F. J. Gagne	Brakeman	Portland	D. L. Coleman	Laborer	Bangor
W. M. Deering	Brakeman	Portland	R. P. Casey	Machinist	Portland
R. L. Poulin	Brakeman	Portland	A. J. Stivalletti	Machinist	Portland
P. M. Snow	Clerk	Portland	R. C. Adjutant	Machinist	Portland
E. J. Gingras	Clerk	Portland	H. R. Lawrence	Machinist	Portland
M. J. O'Connell	Data Entry Clerk	Portland	R. E. Holmes	Machinist	Portland
M. F. McDonough	Clerk	Portland	P. C. Shea	Assistant to Purchasing	
E. E. Libby	Clerk	Portland		Agent	Portland
M. O. Adler	Data Entry Clerk	Portland	R. F. Tardiff	Conductor	Bangor
F. A. Bither	Demurrage Clerk	Portland	J. M. Callan	Clerk	Bath
L. J. MacDowell	Swing Clerk	Portland	R. M. Choate	Conductor	Hallowell
S. W. Watson	Treasurer	Portland	F. K. Bennett	Conductor	Shawmut
R. B. Goodie	Clerk	Portland	M. E. Swett, Jr.	Storekeeper	Waterville
R. E. Rounds	Head Clerk	Portland	C. M. Smith	Conductor	Portland
M. N. Conroy	Data Entry Clerk	Portland	A. K. Walker	Conductor	Portland

The Grapevine

General Offices

Laurie Goodie, eldest daughter of Joyce and Dick Goodie, Auditor Revenue Office, recently completed her Junior year at the Institute for American Universities at Aix-en-Provence, France.

Laurie has traveled widely in Europe, visiting Switzerland, Germany, Austria, Italy, Spain, Portugal and England.

Highlights of her year were spending the Christmas Holidays with the family of Northern Ireland's former Prime Minister in county Londonderry; skiing in the Austrian Alps; being among the millions who greeted the Pope in Paris.

Also, after having lived a year with a French family, Laurie has gained a new knowledge of French cuisine which she is now introducing to her family.

Laurie, who majors in International Relations and Foreign Languages, says she "appreciated the chance to obtain a new reality on world situations." She will return to the University of Maine at Orono in the fall to complete her Senior year.

Congratulations are in order for James Landry, Auditor Revenue Office, and his wife, Linda. Their first child, Bethany Foster Landry, was born May 31 weighing 7 lbs., 9 ozs. Jim has all the facts because he was at the scene when the baby arrived. He and Linda shared the Lamaze method of delivery and all three were reported to have been in excellent condition after Bethany was born.

A new face in the Car Service Department is Bruce M. Toner who has been appointed Car Service Agent. Bruce formerly worked in the Augusta and Waterville freight offices, and will be moving his family to the Portland area shortly.

Bob Nurse and his wife, Velma, spent a week at Rockwood on their annual spring fishing trip on Moosehead Lake. Bob reports the weather was cold, but the fishing was tremendous.

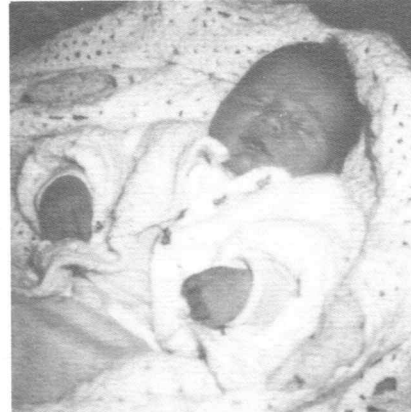
We have just learned that Steve Shook, Attorney, and his wife, Marci, raise lambs. Steve and Marci currently have four ewes that recently produced twin lambs which they hope to be able to sell. This hobby doubles as a great learning experience for their



Pat Connary Shea received a 25-year service award in June from her boss, Hugh F. Flynn, manager Purchases and Stores.



Laurie Goodie in the south of France.



Helen and Herb Whitmore, Disbursements, are the proud grandparents of their second granddaughter, Cara Ann, born June 5, and weighing 7 lbs., 10 oz. Baby Cara is the daughter of Janice and Chris Murphy, daughter and son-in-law of Helen and Herb. Congratulations to all!

children, Lee 12, Garrett 5, and Kerida 8, who also help in raising and selling rabbits.

Our best wishes to Mrs. Henrietta Conley who has just celebrated her 91st birthday! Etta is the mother of Steve Conley, Comptroller's Office, and has been known to frequent the local Beano games, not to mention an occasional Friday night poker game.

Jim and Jean Finley, former Maine Central General Office Building employees, recently had their farm destroyed by a fire.

Damage was extensive, but luckily no one was hurt. Of their seven children, four are still living at home. Our hearts go out to Jim, Jean, and their family during this difficult time, and hope they get settled into a new home real soon.

Ken Austin, General Statistician, and wife Karen will probably be spending this summer at baseball games. Son David, 14, is in Senior League, and Kevin, 11, is in Little League. David also plans on using his new Riverside Golf Club membership before starting school this fall as a freshman at Deering.

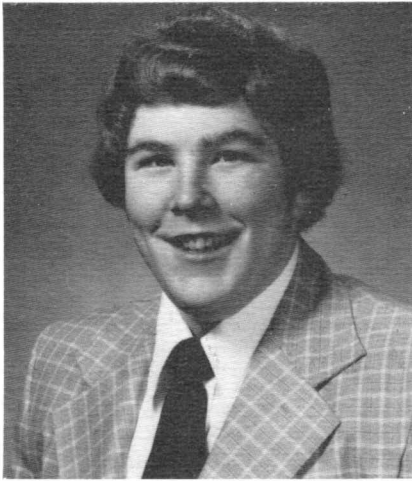
Congratulations to John Michaels, Comptroller, and Margaret on the recent celebration of their 33rd wedding anniversary. John and Margaret's first son, John, and his wife, Marla, are currently involved in photography. John is working on a fellowship with a Professor at the Southern Illinois University in Carbondale. No. 2 son, Robert, spends his working hours at Rigby; No. 3 son, Rick, and his wife, Audrey, are at the University of Maine in Orono; No. 4 son, Paul, is in Virginia Beach, and No. 5 son, Francis, is in Portland.

Alex Kelly, division crew foreman, has been appointed temporary assistant track supervisor, and Bernard "Beaver" Smith, assistant engineer, has been appointed student supervisor.

Katherine Foster, from Millinocket originally, now in Portland, is our new temporary clerk-stenographer, or "NERC" clerk," because of her work dealing with NERC crews. She is a graduate of Westbrook College and claims that she can endure working with Al Kennedy and Wally Pooler. More Power to you!



Jean and Reggie Roy, Voucher Bureau, celebrated their 25th wedding anniversary May 7. They were honored previously at a party in Augusta given by their four daughters and son. Following the party, Jean and Reggie flew to the Silver State, where they were to celebrate their silver anniversary on May 7, and enjoyed a wonderful visit and second honeymoon in Las Vegas, Nevada.



Joseph E. Gallant, Jr., son of Kay and Joe Gallant, payroll Bureau was graduated from Cheverus High School in June, receiving the Silver Scholastic Award. Joe Jr. plans to attend the University of Southern Maine in the fall.

Kathy O'Brien has become Kathy McLeod (pronounced Mc-loud) after her marriage to Richard McLeod on May 31. The two traveled to St. Thomas on their honeymoon.

Wesley M. Martin, engineer of track, retired late in May after spending his entire working life as a Maine Central railroadman.

Aside from his technical and professional expertise, Wes is also well-known for his bee-keeping, which over the past 22 years has grown into a popular business. It started when Wes's oldest boy was an Eagle Scout, and when Wes agreed to help him with the merit badge for bee keeping. So, the bees came in three-pound packages, and once the hives had been assembled, Wes and the lad just "dumped the bees out of the package and ran."

His boy got the badge, and over the years, Wes's interest grew. He began to invest time and talents into making honey, which he then sold. Wes currently has 28 hives, and though he hasn't taken an exact census, he's sure each hive contains about 65,000 bees.



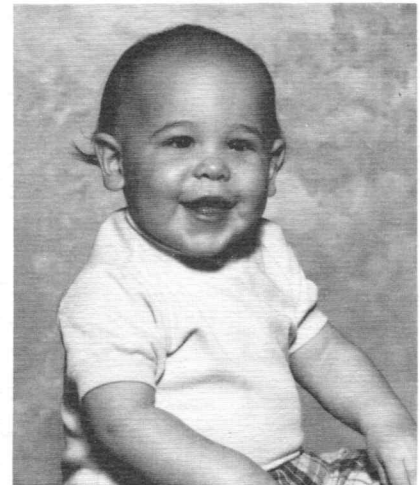
Here's Jade Clarke...a Key Largo "conch."



Erving Babcock, retired PT yard conductor, with his granddaughter, Diane McCarthy, who became the bride of Joseph Andrew Odroneic on April 7, 1980, in Reidsville, North Carolina.



Joining the ranks of the retirees, William G. "Jerry" Shea retired on May 30 with 42 years' combined service with Maine Central and Portland Terminal Co. Friends and fellow workers gathered at an informal party in the General Office Building to extend their best wishes to Jerry in his retirement, at which time he also was presented a gift certificate for a bicycle and a purse. Jerry's better half, Pat, will continue working for the present, and Jerry plans to keep really busy at their home in Scarborough, gardening, catching up on some chores, plus biking over to the Club to get in plenty of golf. Jerry is shown as he was congratulated by Bill Brownell, Eric Smith and Kippy Hawkes.



This cheerful lad is Justin Deforte, son of Debbie and Armando Deforte. Justin is a year old. Debbie is a stenographer in the engineering department.

Wes usually takes the honey in July and September, and if you are interested in sampling, give him a call. He plans to keep busy by keeping his busy bees busy, and in spending more time at their home on Martha's Vineyard. He isn't concerned about staying active.

Jan and Bob Clarke (Voucher Bureau) recently flew to Florida to see their one and only grandchild for the first time, which needless to say was a big thrill. Granddaughter Jade was born July 19, 1979, and is the daughter of Gail and Steven Clarke of Key Largo, Florida. Little Jade, having been born in the Florida Keys, is known as a "Conch," and no matter where she lives, she will always retain the name and status, as is true with all those who are native born of the Keys.



"Will" Marchilli of the Auditor Revenue Office tried to explain to daughters Monique and Lynn that the "kitten" pictured above is not the ordinary stray and "No!" they cannot keep it.

Retirees

What are the Retirees doing now?

Mostly having fun, and doing what they've always wanted to do, now they've got the time.

John Shaw is still full of fun and very active in his retirement. After 48 years' service with the Maine Central and Boston & Maine, he retired as Director of Pricing from the Marketing Dept. in 1970. He attends the "Old Railroad Wheels Club" in Lynnfield, Mass., which meets once a month, and the "60 Plus Club" which meets twice a month for lunch at the Woodfords Congregational Church on Woodfords St., where he sees many of the Railroad men who also belong. He says he visits the South Portland Mall on Monday nights to watch the people go by and to see many of the Railroad folks. John lives at 36 Flaggy Meadow Road, Gorham, Me. 04038, Tel. 839-3974.

Harold Bellefontaine, who retired in 1964 from the Portland Terminal after 42 years' service, lives in West Chezzetook, Nova Scotia, Canada. Harry started as a laborer, then became a machine helper, hostler's helper, and then a boilermaker's helper, at Thompson's Point way back in 1922, but



Learning to ride a two-wheeler can certainly be frustrating, but the pride of finally "going it on your own" is worth it, according to Neil Gault, son of Bea, Auditor Revenue Office, and Will Lewry. As you can see from the expression on Neil's face, he is determined to make it. This was his first ride without the help of his parents.

transferred to Rigby in 1928 when the Point closed. He lives with his wife, and they keep busy traveling about in his car, and he enjoys fishing and digging clams in front of his home.

George Phillips retired in 1976 from the Freight Traffic Dept. as Exec. Asst.—V.P. after 39 years. He and Mary live on Jekyll Island, Georgia, in the winter, and at 4 Bridle Path Way, Cape Elizabeth, during the summer. George is recuperating from open heart surgery and is feeling great...so great that he plans to play golf on July 1 with Mary, who plays a great game, too. Telephone is 799-1330.

Never give up the ship, or something you want to do! Myrtie Hurd, widow of Monte Hurd, Conductor on the Mountain Division, and my mother-in-law, has been longing for an apartment of her very own which she can call headquarters. She is 92 and in great health, and two weeks ago on Sunday, she moved into Park-Danforth and realized her ambition. Not only has she the attention of her children and families, but is kept busy by the social life there. She's been buying new furniture and a color T.V. with the cable, and we're thinking of giving her a shower for the small items she doesn't have yet. Considering who you are, it could be a shower from children, grandchildren, great grandchildren or great great grandchildren. Anyway, she's having the time of her life! Her telephone is 773-4133.



Here's Harry, with Mrs. Bellefontaine, left, and a neighbor.

Gordon Williams and Katherine live in Siesta Keys, Sarasota, Florida, in the winter months, where they play golf at the Bobby Jones Golf course, and go swimming, and in the summer they live at Windham Center, Maine, Tel. 892-8221. Gordon retired as Cashier in May, 1976, after 30 years service with the Maine Central. Gordon is involved in many projects. He is Chairman of the Town's Swimming Park and is in charge of the Kiwanis Club's Horse Show at Scarborough Downs. About 200 horses usually are entered and the proceeds go to underprivileged children. Four scholarships of \$500 each were realized for Windham High School. They also sell Christmas trees at the shopping center which goes to the fund for repairing and painting the Town Parks. He and Bob Woodill have been elected to the Board of Governors, Woodfords Club. And with all this, he has time to play bridge four times a week, and play golf at Naples Golf Club. No wonder he retired. He doesn't have time to work!

Fly to Las Vegas if you want to have fun, see a lot of sights, let the sights see you, and spend all your ill-gotten gains! Vinnie and I did just that. It's like being in a different world, with hundreds of slot machines and fabulous shows. We're not much for gambling, but Vinnie played quarters in the "One-Armed Bandits" and had a whale of a time—winning, no less. Not enough to buy a



This is Lisa K. Esty, daughter of Dick Esty, valuation statistician, and his wife Pearl. Lisa was graduated from Deering High School this spring. She was a member of the Honor Society and will be attending the University of Southern Maine this fall as a business major.

Chrysler Imperial, but he broke even, and then some. I lost most of what I played. Saw four major shows. "Razzle Dazzle"; Wayne Newton; Kenny Rogers and Dottie West; and Follies Bergere. Two were topless! Lots of Security guards. Everyone was very friendly and helpful, the food was great, but "NO CAMERAS" in the Casinos, so I had to see all those sights with my camera closed! The bright lights are unbelievable. We rented a car and drove to Hoover Dam, 30 miles away, and toured the dam; we took a Helicopter ride over the dam and Lake Mead. Saw the Grand Canyon from a distance. The food was wonderful, and the service made us feel like celebrities. At night we walked the Strip before and after the shows and watched the action. Lots of groups of women vacation there.

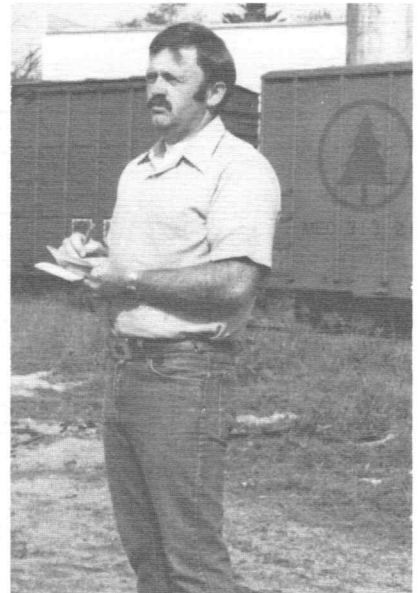
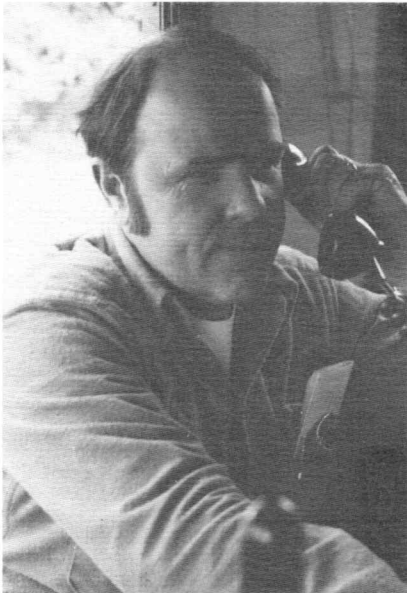
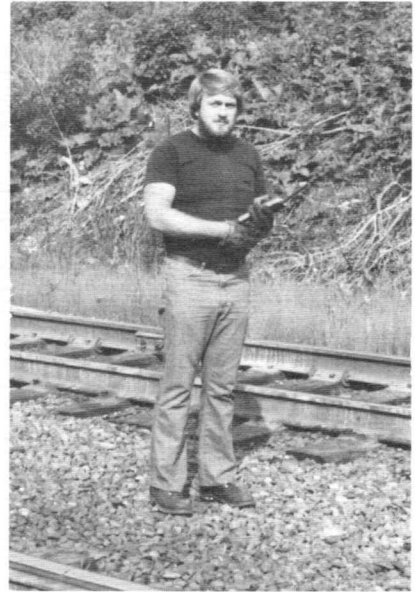
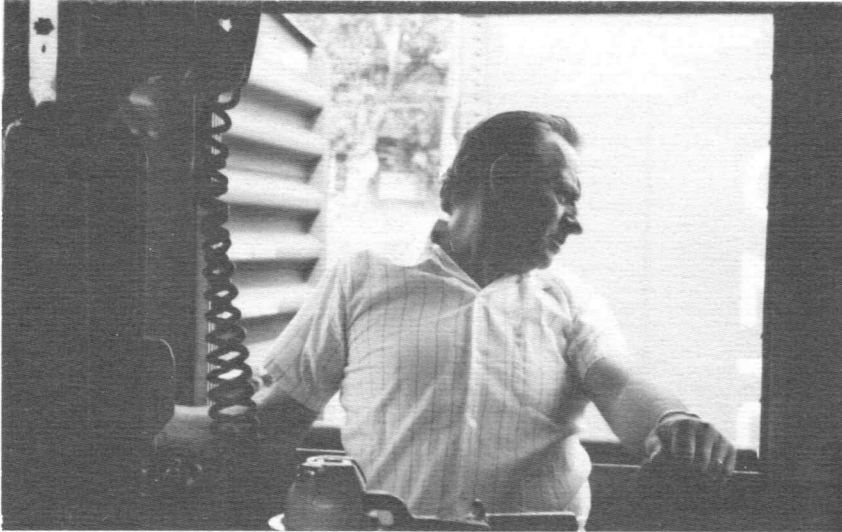
Found a way to make a great Lemon-Rhubarb Pie. Mix some partly cooked rhubarb into Royal Lemon Pie Mix, cook the allotted time, pour into cooked pie shell, finish up with meringue on the top, brown of course, and Bon Appetit! It's completely idiot-proof and that's for me.

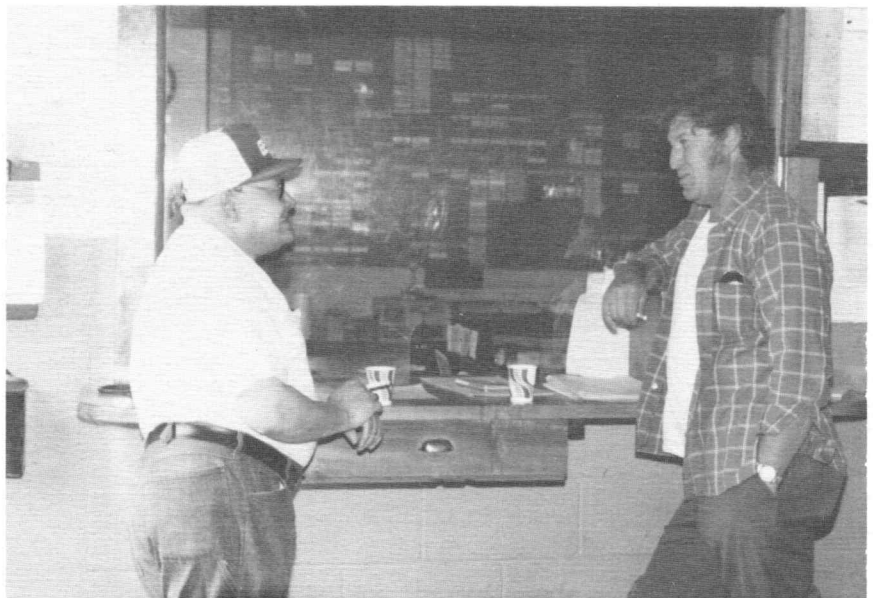
Please write or call your news. Mary Morse, 12 Riggs Street, Portland, Maine 04102, Tel. 772-1654. It's great to hear from you.



Larry Reinsborough jogs three miles, three days a week. Not bad for a retiree, right?

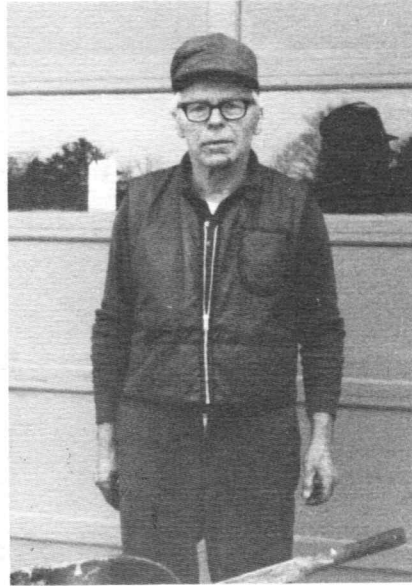
In Waterville Yard... with Arthur Doucette





As is usually the case, Arthur Doucette's camera was working well this month as he roamed the Waterville Yards. Here are the results: Top row, across the page, Engineer Ken Ireland watches for motions aboard Switcher No. 3; Bob Coro, flagman on relief switcher No. 1, waits for action; above, Priscilla Averill, swing billrack clerk, tends to business; upper right, Agent Calvin Clark talks shop with Trainman Bernie Faulkner. Center row, Jim Lowery, locomotive engineer on BR4, talks with his conductor; J. J. Peaslee, second trick yardmaster, is where the action is; Allen Powers, swing checker, keeps track of freight cars; Dave Albert and Ron Johnson, usually on the other end of the camera, upgrading the grounds at the 470 site; Alphonse Deveaux, car inspector, waiting for an o. k.; lower row, Harvey McCaslin, car inspector; Neil Stewart, flagman; Ed Frager, conductor, and Lee Miller, brakeman, await word from the head-end; Harold McCaslin, swing car inspector, with an askance glance, and, at right, caboose car 646. Portland shuttle cab, just after its general repair and spruce-up at the Waterville Shops. (All photos by Arthur Doucette, yard conductor.)





Athie Sez:

Retiree Jim Scott, now living at Machias, has covered various positions during his railroading days. For a year and a half, beginning in 1930, he worked at Rigby Yard. At that time, he said, numerous Indians from Pleasant Point worked at Jackman for the CPR, mostly on construction. Returning to Dennysville in '42, he had the classification of caretaker which also covered telegrapher's work. His description of his telegrapher work was "I fooled with the key some." Jim retired in 1956. Jim's dad, James W. Scott, also worked on Maine Central for thirty years.

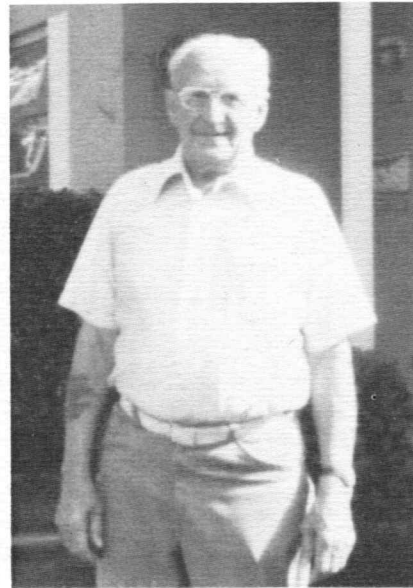
Edison (Ted) Schoppee, retired trackman, and his wife live in Cherryfield. Ted had thirty years service, most of which was spent on the Columbia Falls, Unionville and Cherryfield Sections. He showed me pictures of a motor car on which he had been riding and which collided with a freight train at Stover's Curve in Unionville. The only thing left whole was a dinner pail that hung in a nearby tree for years.

Ted fills his spare time as caretaker for four camps on Spring River Lake.

Also had a nice visit with Ray Brooks, retired track repairman, and his wife who live in Cherryfield, right handy to the Narragagus River and Atlantic Salmon fishing. Ray had thirty one years service which covered most of the Eastern Div. He retired in '76 to enjoy gardening and Salmon fishing. During winter months, he works on a volunteer basis with the local ambulance service. He also gains a great pleasure in his leadership of the Awana Youth Group known as PAL; Grades 3-4-5. This is a church organization.

Caught up with Charlie Bayrd, Sr., working in his auto shop adjoining his mobile home in Cherryfield. He works part time restoring old autos as a hobby. Charlie had thirty-two years service, retiring in 1974, having worked all over the MEC System. He enjoys trout fishing immensely.

After stopping at a nearby neighbor of Charlie's and Ollie Grant's, would you believe I dropped the old Chevy Pickup down



As usual, Athie Bryant was out and around the county early this season, and except for the incident she describes graphically in her column when "some clown moved the driveway," it was highly enjoyable for all concerned. Here are some of the people she visited: Mac Tracy, top left, a retired Maine Central stone crewman, was photographed at Milbridge. Charlie Bayrd, Sr., of Cherryfield, a retired shovel engineer, is at top right. Howard and Cassie Wakefield of Unionville, center left, were overseeing their grandchildren's wood-cutting efforts when Athie showed up. Edison (Ted) Schoppee and Mrs. Schoppee of Cherryfield are at center right; Ray Brooks and his Mrs. at Cherryfield, lower left, and Clyde Cooper, for many years a clerk at Gardiner, at lower right. Athie says Clyde recently observed his 80th birthday by winning four dancing trophies at Disneyworld. He's shown at his Spring Hill, Florida, Home.

over the Railroad embankment after crossing the track at Cherryfield! There she sat, darn near perpendicular, front bumper resting on highway and rear bumper even with the tracks. During the few minutes I was at that neighbor's, some clown rebuilt the drive-way approach over the track and put a curve in it that I couldn't see over the hood of the truck. The kindly soul who towed me up and out of that mess, Herb Willey, soothed my feelings by saying that I was by no means the first to fall into the trap. Poor old dog, Bananna, landed in a heap on the floor but not before she valiantly wore down nine yards of toe nails clawing at upholstery and air trying to regain her purchase on the seat.

Ollie Grant, retired trackman, lives on the other side of that same crossing. Yup, you guessed it! Left that pickup on the highway and walked up over the crossing to his house. Found Ollie working up some firewood in his barn. He had spent forty years on Unionville and Cherryfield sections as trackman and foreman. Ollie enjoys working in his garden. He and Mrs. Grant have been married sixty-three years this July 18. Happy Anniversary, folks.

It is with sadness we report the passing of Ralph Scott, retired trackman. He will be greatly missed at the Machias Station where he was a frequent and most welcomed visitor. Ralph retired in July 1971, at which time he was working on the Dennysville Section. Bearers were all Maine Central employees—Darold Ames, Clayton Stoddard, Roger Wakefield, Floyd White, Walter Scott and Norman Bagley. Sincere sympathy is extended to Ralph's family.

A most pleasant mother's day gift for me was the weekend visit of Wayne and Judy with children Amy and Jeff. Three and a half year old granddaughter Amy's delight was playing with the pitcher pump. Her big question was "what are these holes (place for faucets) in the sink, Grammie?" At the same time, she poured a pitcher of water down into them! I am the only woman around with tide and water premixed and SOS pads already wet for use. Jeff has a lot more growing to do before reaching the playing in the sink stage.

Read recently in the local newspaper (Machias) that Portland Div. Conductor Stan Mattatall and wife Mary were in East Machias visiting. Don't suppose this solves the mystery of who left the number of green stamps in my out house while I was away that day. Wouldn't put it past Stan to pull a cut-up like that! Thanks anyway, can use them.



Enjoying the spring sun at Cherryfield recently were Trackman Melvin Dorr, Section Foreman Earl Dorr, Machine Operator Dale Atwater and Charlie Bayard, Jr., Section Foreman, Holden.



Checking the mail at Woodland one day were, from left, Carl Smith, conductor; Jerry LeBlanc, crane operator; and Paul Spear, relief agent.

Douglass Thomson, former agent at Augusta, passed away at his home in Wickenburg, Ariz., on May 22. Doug was employed by Western Union for eight years as a teletype operator before joining the Maine Central work force as an operator. He was a World War II air force veteran serving in the European theater. Doug had 27 years' service with the MEC, retiring in 1972 due to ill health. The Maine Central family extends sincere sympathy to Ellen, his widow.

Waterville Station

Congratulations to Frankie Herrell, section foreman, and his wife Kelly on their recent marriage.

Neil Francoeur, section foreman, and wife Donna are the parents of a new daughter, born April 30, named Kelley. The Francoeurs have another daughter.

Randy Pike, assistant track supervisor, and wife Kit recently moved from Fairfield to Waterville to their newly-purchased home. Randy has been doing a lot of fishing this year but so far he has not been able to show any prize catch.

Elaine Snow, car clerk, has taken up a new sport this spring. She has been doing some motorcycling.

Bev Cook, chief clerk, and husband Roland have a new daughter-in-law. Their son Rick recently has married in California. Bev and Roland plan to fly to California this summer to meet the new addition to their family.

The Waterville Freight Office has welcomed Paula Douin, daughter of Norman Douin, signal maintainer. Her brothers Larry and Rodney are employed in the Engineering Department.

Nancy Gagne, clerk, is back to the Freight Office after being at the Stores Department for nearly two years.

Congratulations to Ed Douin, trackman, on his recent marriage.

Dick Fecteau, retired clerk, and wife Frances are back from Florida after spending the winter in their home. Dick comes in frequently to check in on his old friends.

Larry Ridley, retired clerk, recently underwent surgery and is back home recuperating.

Leo St. Pierre, retired work equipment maintainer, also checks on all his old buddies. Among the retirees who have been seen at the Station Building recently are Joe McKenney, retired plumber, and Maurice Thorne, retired track supervisor, who just returned from spending the winter in Florida.

Roland Giroux, supervisor-work equipment, recently had to pick up a prescription at a local drug store when a clerk asked him if he wanted the Senior Citizen's Discount. That really made Roland's day!

Waterville Yard

Bill Bickford, assistant superintendent of Waterville Yard, had major surgery recently at the Maine Medical Center in Portland. He is home and doing well and visited us at the Freight Office recently.

Our condolences to Victor Tardiff, conductor, on the recent death of his sister.

We have six qualified ham radio operators in the Yard. They are:

Jerry Dessent, conductor, WA1UZA
Guy Coro, conductor, W1EWW
Bob LeBlanc, conductor, KA1FDS
Phil Tracey, operator, KA1FBL

Bob Ayer, electrician, KA1AAJ
 Dave Mitchell, conductor, KA1AKF
 Dick Choate and Billy Wilson, conductors,
 have applied for their licenses.

Rockland

We have moved! Our old freight office on Union Street closed Feb. 25 and is now located in the former machinist's office at the Engine House on Park Street. B & B personnel Maurice Fish and Clayton Cooper removed the interior walls to insulate and panel and replaced the old windows with new triple track sash and screen. A refurbished desk, fluorescent lights, outside door and vinyl floor covering makes for a bright and comfortable atmosphere to work in. Carman Ellsworth Damon shares the same office.

Engineer Charlie McLain has things around home working much to his liking, especially during the time his wife "Jackie" drives the school bus. Certainly she has a much more "bright eyed" appearance driving that bus than can be said for her spouse when he starts out in the morning. Next thing he did was to buy her a moped, but failed to demonstrate how to ride it and let her learn the hard way. Almost would seem to me the least he could do would be to have cushioned the impact for her.

Carman Ellsworth Damon certainly didn't make any "Brownie Points" recently when he backed his wife's car with the door open on the driver's side, especially when said door connected directly with a full 55 gallon drum of oil. Seems she informed him that she had driven her car for over six years and hardly dented it, but he has it only a couple days and staves it up! Funny part of it is he had practiced this same routine on his own pick up truck a few months earlier with the same identical "wrinkle" of success.

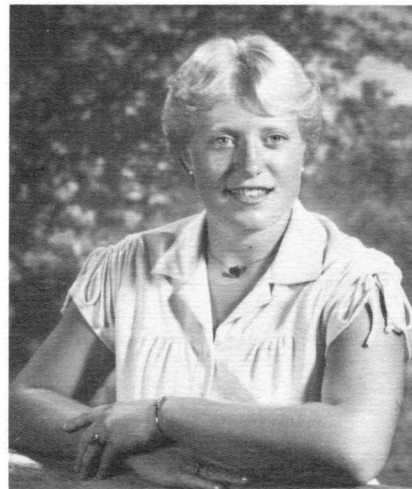
On a more serious vein, I'd like to thank those who were so helpful and thoughtful in many ways during the time my wife's hospitalization in March. The kind assistance of the PBX personnel, the Chief Dispatcher in



adjusting the vacation program to allow me to be with her two weeks after she returned home, and the excellent work of Spare Operator Gene Banks, who covered in my absence, is much appreciated. Also, because of this situation, the absence of anything from Rockland in the spring issue of the MESSENGER is obvious.

Visitors to this office frequently are retired Conductors Russ Willey and Maurice Johnson, and the usual "egg box" rally every other week between retired Carman Floyd "Monty" Montgomery and Section Foreman Earl Miller.

These are the Wakefield daughters, Sandra, left, and Suzanne. Sandra has received a scholarship for her Freshman year at Bates. She was named Dirigo Scholar at Machias Memorial High School. Her sister Suzanne, who graduated in January, is a student at Pierre's School of Beauty Culture in Portland. They are the daughters of Agent and Mrs. Roger Wakefield, Machias.



Congratulations to George (Dewey) Clark, III (Machinist) and his wife, on the birth of their son, Bo James, 8 lbs. 13 oz., on June 13.

Best wishes to Donald (Red) McCaslin (Painter) who retired on May 28, having worked for the Railroad since 1941.

These were welcomed recently:
 Eddie Mason, (clerk), retired in 1958;
 Rocco Risbara, (crane operator), retired in 1958; and
 Sumner Holt, (laborer), retired in 1962.

Carmen Bob Cosgrave, Mark Derocher and John Gravel, and Victor Tardiff, Jr., of the Stores Department represented the Shops in the June 1 B and A golf tournament. Bob Cosgrave won the first prize for his longest first-tee drive...290 yards. Vic Tardiff and John Gravel won first and second prizes respectively in Class C.

Jeannette Leighton, daughter of Woodland Agent and Mrs. Bill Leighton, was a June graduate of Sumner Memorial High School, Sullivan, where she was an honor roll student and active in music, sports, clubs and organizations. She'll enter the secretarial program at U of Machias.

Waterville Shops

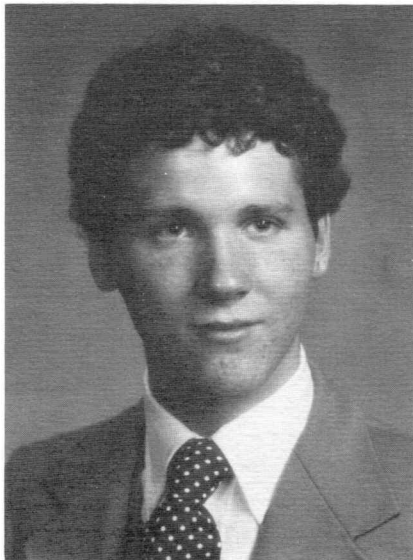
Congratulations to Roger Morneau (Painter Helper - one of four brothers working at the Waterville Shops) and his wife, on the arrival of their baby girl, Melissa Jean, 6 lbs. 14 3/4 oz., on May 13.

Congratulations to Brain Crovetti (Machinist Helper) who was married to Terri Breton on Saturday, May 10 in Jay.

Congratulations to David Driver (Machinist Helper) and his wife, on the birth of their baby girl, Michelle Lyn, 7 lbs. 5 1/2 oz., on June 5.



Bob Strickland, yard clerk, Bangor, is congratulated by general agent, L. J. Jewett on his retirement in May from the Maine Central after 36 years of service. Best wishes, Bob, for a long, happy retirement.



Bob Doucette, son of Conductor and Mrs. Arthur Doucette, is a recent graduate of Waterville High School. Bob has been very active in drama and art during his high school years. He plans to attend Rhode Island School of Design to major in Commercial Design.



June 11th was the last day of work for agent-operator L. R. Bligh. Bob was agent at Bucksport for many years. On the day of his retirement, Bob's daughter, Jan Campbell, who has a successful catering service in the Bangor area, "Cakes by Jan," surprised him with a coffee party at the station. All of Bob's many friends who came to wish him well were able to enjoy coffee and rolls. We all wish Bob and his wife, Kay, many happy years ahead. Their gift shop will keep them busy but a trip or two in their motor home surely will be on the docket!

Eastern Subdivision

Rusty Beverly is back on the Machias Section after wintering in Bucksport.

Larry Dodge and Leigh Feeney have both gone onto the surfacing crew.

The track at MacGeorges' Pit has been moved closer to the gravel bank so track repairman (sometimes machine operator) Norm (Bullet) Bagley can more readily maneuver the shovel. The depth of this pit is fully realized when seen in contrast to the shovel and the low-side gondolas at the base of the bank. The equipment has a miniature like appearance.

Angus Gaudett, former trackman at Franklin, has returned to machine operating.

Another trackman, Dale Atwood, has also bid a machine operator's job.

At Whitneyville—a sign of changing times—St. Regis is once again loading four-foot wood on railcars consigned to their Bucksport Mill. Rail was used extensively years ago until the discontinuance of the Barker, at which time St. Regis started trucking the loads. Recently St. Regis sold most of their trucks to H. O. Bouchard and have a lease agreement on the use of this equipment.

Portland Div. Operator, Joe Cooper, covered Woodland Agent Bill Leighton's two-week vacation. Bill spent his time at home doing odd jobs and keeping out from under his wife's feet.

Two crew members of Calais-Woodland trains 438 and 439 enjoyed vacations. Harry Stanhope, flagman, spent his time at his

Nash Lake camp. Engineer Linwood Brown dodged the blackflies and journeyed to Bermuda.

Calais Agent, Roy Farren, has been vacationing in the Cherryfield area, his old home territory.

Eddie Nowell, spareboard agent-operator of Hermon, has been covering Roy's duties.

Vacation fever has hit the Calais area early. Machinist Don Gaddis also enjoyed time off and headed for Prince Edward Island and New Brunswick. He had an extra pleasant bonus when his daughter visited from California.

In Don's absence, Tom Kelley is doing the machinist maintenance duties.

Dick Burnham, trainmaster, and Dave Mahon, rules examiner, were in the Woodland-Calais area on railroad business. They also stopped for a visit with Athie and old dog Bananna in TWP 18. Imagine—they preferred "Helen's" seafood plate over TWP 18's "Shake and Bake" chicken!

The Bangor Daily's Danny Maher snapped a picture of Ray Dauphinee in his locomotive at Bangor on his last day at work in May. Ray, who joined Maine Central in 1943, intends to improve his golf game and his fishing in his retirement.

Scorecard

The Annual Maine Central Railroad Bowling Tournament was held in Waterville this spring with 13 teams competing. Two of the six Rigby teams placed second and third in the standings. Warren's Wranglers with Ralph Foster, Sr., Ralph Foster, Jr., and Al Dyer, Rigby Engine House; Lenny Forest, General Office Building; and Warren Smith Rigby General Yard Master, placed second with a total pin count of 2548.

The Rigby Misfits with Craig Wilson, Dispatchers Office; Danny Andrews, Rigby Car Shop; Lenny King, 1st Trick Operator Tower PT; Bob Chapman, Rigby Stores; and Signalman Steve King took third place with 2518 pins. Steve King also had an outstanding high total of 569 for 5 strings. High total was taken by Gene Lyden with a very respectable 134.

Bangor No. 1 took top honors with an outstanding 2616. The team consisted of Mo. Blanchard, J. Blanchard, M. Blanchard, P. Gallant and L. Goodin. The rest of the teams finished as follows: Hermon Bent Spikes, 2498, Waterville No. 2, 2480, Rigby All Pros, 2476, Portland Couples, 2466, Garlands Rejects, 2454, Bangor Engine House, 2422, Wa-



Pictured by Athie at Ayers Junction were, from left, Herb Pulk, trackman; Norm Bagley, track repairman; Lew Lyons, track foreman, and Bill Stuck, trackman.

terville No. 1, 2389, Beatle Baileys Bombers, 2319, Bangor Shop, 2281, and Bangor Yard Pickups, 2224.

Although the pins went down a little hard in some, everyone had a good time and is looking forward to next years' tournament. A special thanks goes to Leo Goodwin, Yardmaster, Bangor, for an outstanding job of running the tournament this year. Next years tournament will again be held in Waterville.

The Maine Central Railroad Golf League got underway May 7 with six teams traveling the fairways. After six weeks of competition Team No 2 with John Farrell, Bill White, Rigby Engine House; Arthur Edwards, Lenny Forest, Clyde Luce, and Tug Wilson and Dick Luce of the General Office Building and Jim Kearns, Portland Terminal Conductor, have the lead by a slim 6 points.

Dick Perkins registered his first hole in one the other day at Willowdale Golf Course on the 3rd Hole, a Par 3-157 yards. Nice shot, Dick. Retired General Office worker Jerry Shea leads the League with the most Pars, 28 total, followed closely by John Farrell with 24. Dick Perkins also leads the League with the most birds, 4 to date.



The crew of the First Bucksport Extra got together to say good-bye to Bob Bligh on his last day at Bucksport. Left to right: conductor Jack Stanhope, Bob, fireman Jim Wheelden, brakeman Jack Monahan, engineer Ted Robinson and brakeman Brent Thompson.

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maine central wins safety award

A Distinguished Service Award from the Maine Department of Human Services was recently presented to Maine Central in recognition of the company's continuing emphasis on safety in work areas.

The award was given to Arlan E. Freeman, Jr., Maine Central safety supervisor by C. Owen Pollard, director, Bureau of Rehabilitation. Pollard said "Maine Central Railroad has initiated an aggressive safety program which undoubtedly has been more far-reaching than we realize. Any decrease in labor-related accidents lessens personal grief and pain and absenteeism in the work force. Beyond this, fewer people are brought to the place where rehabilitation services from our department are necessary. In behalf of Commissioner Michael R. Petit and the Bureau of Rehabilitation, I applaud the concept of your safety program."

The railroad's safety programs include eye protection, use of hard hats, safety shoes and overall stress on safety awareness throughout the Maine Central system with highlights of the various safety efforts featured in the "Maine Central Messenger."

The Distinguished Service Award is one way the Department of Human Services recognizes individuals or agencies in the community that provide help or for outstanding safety programs.



Arlan E. Freeman, Jr., right, Maine Central safety supervisor, received the Department of Human Services Distinguished Service Award, from C. Owen Pollard in recognition of the railroad's continuing employee safety efforts.