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BOSTON & MAINE RAILROAD  
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FALL 1980

# MAINE CENTRAL

# MESSENGER



# in our opinion

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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**The Cover**



A Maine Central train and a state trooper were the featured actors in the filming of this crossing safety message. Four public service spots were produced and will be aired throughout Maine this fall and winter.

## Escape From the Bastille

Over a year ago the Carter Administration introduced a bill entitled the "Railroad Deregulation Act of 1979." A *Messenger* editorial expressed our grave concern with the proposed legislation saying, "A regulatory process which has evolved and survived over a hundred years of trial and error, court challenges, political pressures and bureaucratic growth should not be decimated by a single act of Congress." The editorial further urged Congress to "carefully weigh all deregulation proposals, at all times considering the impact on railroads like

Maine Central as well as the overall interests of the nation's entire rail transportation system."

Congress did just that. Although Maine Central is not entirely satisfied with all aspects of the bill signed by the President in early October, we recognize that this bill is far more acceptable than the legislation introduced well over a year ago. Congress considered the positions of many conflicting interests and attempted to balance these interests in the evolution of a reasonable bill. The resulting Harley O. Staggers Rail Act of 1980 is

## In This Issue

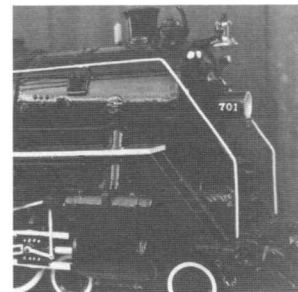
### *A Piece of the Rock*

Maine Central gets its money's worth in latest rolling stock and power investments. Page 4



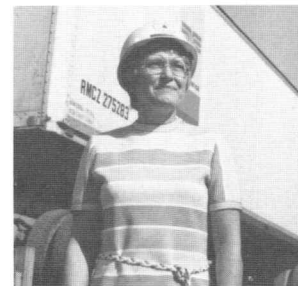
### *They Almost Hiss and Wheeze*

Carefully detailed models of steam locomotives are produced by a Canadian National Railroader in his Yarmouth shop. Page 6



### *Two Hats for Jean Gilpatrick*

Maine Central's Jean Gilpatrick copes nicely, thank you, in two traditional male domains. Page 9





not by any means total rail deregulation, but it is a significant restructuring of the railroad regulatory process. In the end, Maine Central and nearly every other railroad, along with most shippers and railroad labor, supported the compromise legislation. The bill passed in the House: 337 to 20.

One of the most gratifying aspects of the year-long political process was Maine Central's ability to have an impact on the legislation. We have no illusions of grandeur, but in this era of huge rail systems, Maine Central persistently raised questions and then suggested legislative language which, in some cases, was ultimately adopted. In the early days of consideration of rail deregulation, it was tempting to simply take a position of total opposition, but instead Maine Central decided to get involved in the legislative process. We found ourselves participating in discussions with large railroads like Conrail and Southern in an attempt to arrive at protective language for smaller carriers while preserving most of the benefits which would accrue to the large carriers. At the same time we were working with Senate and House committees in order to establish credibility for Maine Central's position and to assure that our view was carried forward into the final legislation. We didn't get everything we wanted, but we and others were able to substantially improve the bill.

There were two external factors that had a great deal of impact on the decision of most railroads to accept some form of regulatory change: passage of trucking deregulation by Congress a few months ago and recent actions of the Interstate Commerce Commission. When Congress enacted a bill to grant greater regulatory freedom to the trucking industry, it became clear that if railroads continued to be hobbled by regulation while our primary competition was granted freedom, then railroads might not survive the unequal competitive environment. It was also evident well over a year ago that the Carter Administration was dedicated to "deregulate" transportation. Mr. Carter had appointed several commissioners to the Interstate Commerce Commission who were devoted to deregulation. So while Congress deliberated, the ICC acted. By administrative rulings the Commission began to deregulate railroads, even going beyond legislation under consideration by Congress. Maine Central was convinced that it was far better to get the best legislation we could from Congress so we would at least know what the rules of

the game would be tomorrow instead of being subjected to the unknowns of administrative actions of the Commission.

Let's take a brief and admittedly superficial look at this complex and comprehensive bill which is probably the most important railroad legislation to be considered by Congress in many decades. The "Rail Act of 1980" deals with nearly every aspect of railroad regulation, including: maximum rate jurisdiction, rate flexibility, rate bureaus, contract rates, joint rates, intrastate rates, cost accounting, entry, abandonments, car service, financial assistance, and many other technical changes in the Interstate Commerce Act.

The ICC's maximum rate jurisdiction will be dependent upon whether a rate exceeds a certain level based on a phased-in formula of revenue to variable cost which by 1984 would be a ratio of 175 per cent. In addition, the Act provides in most cases that carriers can increase individual rates six per cent per year above inflation (to a total of 18 per cent in four years) without investigation or suspension by the ICC. Carriers may apply a surcharge to or cancel a joint rate when the carrier's revenue on that line does not exceed a revenue to variable cost ratio of 110 per cent. This provision was initially of great concern to Maine Central, but through a lengthy process of negotiation and compromise there are now some protections and limitations built into the final bill that provide some comfort to smaller railroads.

The new law will provide considerable restriction on the historic activities of railroad rate bureaus. General rate increases will be phased out except that the Commission may develop an index system if such is feasible. Recent action of the ICC limiting rate bureau activity will become law but with antitrust immunity provided for certain rate bureau actions. Contract rate-making will be encouraged under the new law with the Commission retaining some regulatory control. State regulatory bodies will have some limited jurisdiction over intrastate rates, but they will be required to comply with federal regulatory standards and Congressional objectives related to interstate rates.

These are only a few of the many regulatory changes which are now a part of a new railroad environment. There are many pitfalls, especially for small railroads, but this law provides new opportunities for the entire industry. The challenge is obvious: failure to respond in an aggressive

manner could sound the death knell for railroading in the private sector. On the other hand, a positive response by railroads can mean a new day for railroading, a rebirth of the steel wheel on a steel rail.

The previous *Messenger* editorial on rail deregulation quoted from the May 14, 1979 issue of *Business Week*:

"It is said that when the Paris mob stormed the Bastille, some of the prisoners had been there so long that they did not want to come out . . . . The Carter Administration is proposing to give (railroads) more latitude in rate making and service. The railroads . . . . are opposing the further steps toward decontrol that would end the present antitrust immunity for joint rate making. "This is scarcely an exhibition of courage and imagination on the part of management, but it is important to get the rails out of the dungeon even if the light hurts their eyes. The Administration should persist in its effort to relax the rigid framework of control. And the rail managers should brace their nerves and prepare to make the most of the new opportunities."

Maine Central didn't agree with the simplistic assessment of the attitude of railroad management and we still don't. But through a lengthy and sincere examination of this issue by Congress, a process in which Maine Central actively participated, the legislation evolved to reasonable relaxation of regulatory restrictions. And for some of the same reasons that persons incarcerated for many years spend a period of time in an atmosphere between maximum security and unlimited freedom, railroads will now experience a time of transition, toward greater regulatory freedom.

This burden and risk is heavy on railroad management, but opportunities now available can provide for a new era of challenge and, for the proficient, a new day of railroad prosperity.

Maine Central recently acquired rolling stock valued at several million dollars in programs that took advantage of opportunities so that the Railroad gained far more than the dollars would indicate. It took some Yankee ingenuity, but it is all to Maine Central's advantage and will benefit its customers.

The commitment, says Stew Park, chief mechanical officer, will upgrade the Maine Central fleet significantly. Northern New England shippers will

longer built, the Alcos require parts that are now very expensive and hard to get, and operating them has become uneconomic.

Four other locomotives — 1500-horsepower GP-7's — came to Maine Central from the Louisville and Nashville, with two having had prior service on the Chicago and Eastern Illinois Railroad. Numbered 590 to 593, they are working system-wide, providing a needed boost in available power.

The two new cabooses hail from the International Car Corporation, a division of Pacific Car and Foundry in Kenton, Ohio. They are the first Maine Central caboose cars with bullet-proof windows, a requirement for all caboose cars and locomotives mandated by the Government for January, 1985. The glass, incidentally, comes from England and is manufactured under a special, controlled process. Another feature new to Maine Central is the generator battery

## a piece of the rock

benefit from the availability of new box cars — 450 of them — and from the increased power and fuel efficiencies provided by 18 new-to-Maine Central diesel locomotives. Two brand new caboose cars and stainless steel AMTRAK equipment being transformed into living cars round out the fleet improvements.

And, says Park, the price was right. The 250 new, 75-ton box cars had been built by FMC in Portland, Oregon, for another railroad. The other road cancelled, Park says, and Maine Central was able to acquire the cars at a bargain. The parent company of FMC, incidentally, also owns Marine Colloids, a Maine Central customer, which processes seaweed into a variety of products at Rockland. In addition, a total of 200 new 100-ton box cars, numbered 20150-20349, will be used principally in paper service, as will the 75-tonners, 31900-32149.

The major power purchases were 14 General Electric 2500-horsepower U25-B locomotives from the Rock Island. Ten of them are now being set up and placed in service with the work to be done at the Bangor Engine House and Waterville Shops. Most will wear new Maine Central colors, but old RI numbers — 225 through 238. The first in service, 226, was the lead engine on RB-1 the night of July 31, heading back next day on the head end of BR-2.

These U25-B's are giving Maine Central extra power as road engines, but are expected to result in the replacement of 30-year-old Alco switching locomotives which are nearing the end of their useful life, Park says. No



*Fourteen new-to-Maine Central diesel locomotives — all pieces of the Rock Island — arrived in Rigby in late July on their way to the Waterville Shops and the Bangor Engine House.*

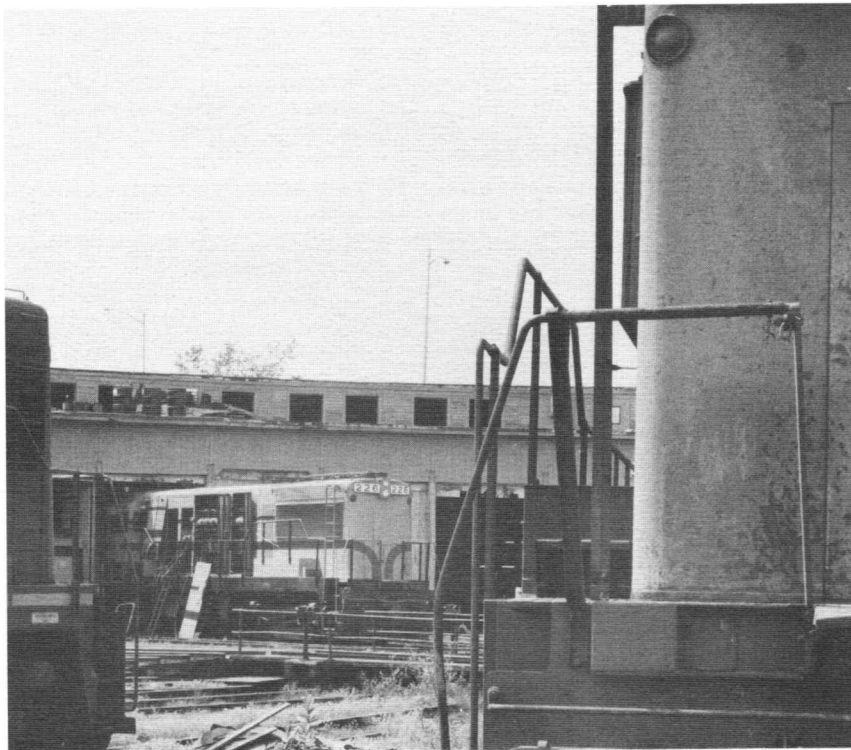


*One of the 450 new box cars acquired by Maine Central is 31937, one of a series built by FMC in Portland, Oregon. The 75-tonners were repainted by the manufacturer for Maine Central after the original buyer cancelled their order.*





*The first of the Rock Island series to emerge from the paint shop at Waterville was 226, used first on the wood job out of Waterville, then on main-line trains. This photo by Arthur Doucette is one of dozens made during her early Maine Central days.*



*Much of the work on the Rock Island locomotives is being done at Bangor, and this was the scene on a visit to the Bangor Engine House by Bill Robertson in August when 226 was dismantled.*

system that gives the new caboose cars electric lights. They have cushion underframes, an efficient heating stove that can be used for cooking, and are generally the last word in rolling offices for freight conductors and crews.

A total of five stainless steel passenger train cars round out the list. They include a parlor car, two lounge

cars, a grill car, and two coaches, which were acquired last spring for conversion to living cars for Maine Central maintenance crews on the road. Four had former service with AMTRAK while the fifth is a New Haven Railroad veteran. One went to work in mid-summer and the others are being renovated and equipped at the Waterville Shops.

## Short Lines

Bet you thought the arrival of the Rock Island locomotives was pretty exciting — right? Bet you were enthused about the new paint and numbers, and the work that was being done on them at Waterville and Bangor. You should have been, but not because it was something brand new. We just found out that something very similar happened on Maine Central in the mid-40's, and we saw a picture made at Brunswick in July, 1946, that shows two EMD E-7 locomotives wearing their new Maine Central heralds and numbers, but also their original Rock Island stripes and paint scheme. So. . . Maine Central now has ANOTHER piece of the rock.

The buffs are up on this, but you may have missed the fact that one of the new "Rockies," now Maine Central 234, still has its "Big R," and the words "The Rock," as it goes about its business on Maine Central. It's a point of interest.

Two unusual pictures from John Murphy at Rigby this month: One shows a Maine Central gondola which at first glance appears to be painted upside down. It's really a gondola without trucks, riding upside down on a flatcar, arriving for repairs. The other shot is of a lightning bolt knitting out of the evening sky over Rigby during an early September storm. That's the kind of picture that if you wait for it to happen, it's too late. The pictures were crowded out of this issue, but we'll show them to you soon.

Never had the pleasure before, but last week this writer met Ron Johnson, the South Portlander who has established a reputation as a railroad authority with his history of Maine Central's Rockland Branch, published by New England States Limited two years ago, several other publications, and more recently with his fine photos of Maine Central equipment and locations. Many have been seen in the Messenger, and more will appear as time goes on.

There's a diner across the street from the General Offices that has been moved there from Altoona or some place, and the presumption is that it will open for business someday, but it's been there so long that on the window it says, "Bacon and Eggs \$1.49."

# they almost hiss and wheeze

We sat in a basement workshop the other night and talked with Wilbur Frey, a career Canadian National railroader who has built 45 steam locomotives — all by himself.

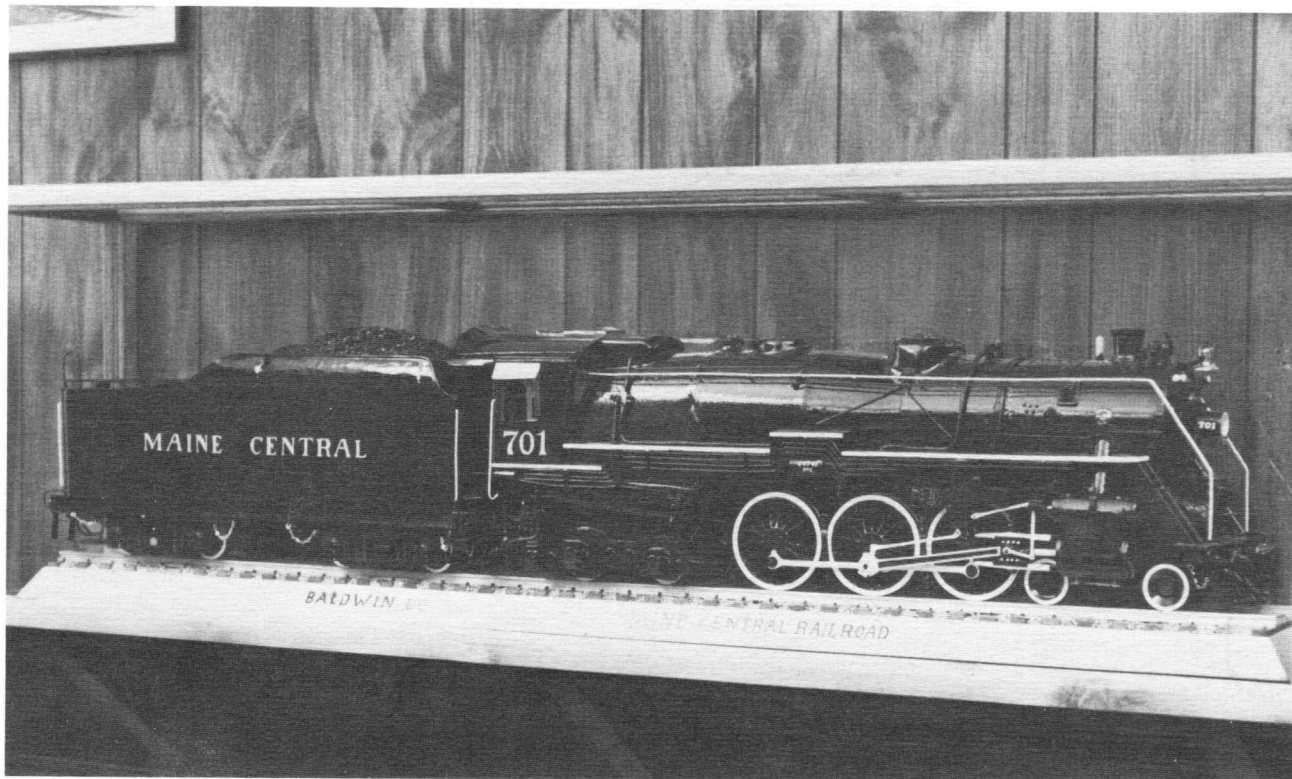
They're miniatures, of course, and they've all been sold, loaned or given away to people who share his fascination with old-time engines, and who appreciate the workmanship and artistry that goes into a model by Wilbur Frey. There's a model in Florida; in Connecticut; in Ohio; at Yarmouth, Maine, at the museum; one in Portland, and seven in Montreal. Others, he says, are spread all over. One, a miniature of Maine Central steamer 701, so real it almost seems to hiss and wheeze like the original, is proudly displayed under glass in Stew Park's Maine Central office, a gift from Wilbur Frey. Another, of CN's famous 6020, is a conversation piece in the suite of Canadian National's President Bandeen in Montreal. Still

another is in the Railorama, a museum of historic railroad memorabilia in Bethel, Maine, and a Wilbur Frey model of CN's 6100 is in the Island Pond, Vermont, Historical Society Museum. He held on to that one for a while, before giving it to the museum, and it's the only one of all his locomotives that he kept — even for a short time.

The model steamers, all three to four feet long with each part carefully and faithfully detailed, are made of wood, mostly, with an occasional part fashioned from sheet metal or cardboard. They are built literally from the track up, as their full-sized counterparts were. The hand-carved rock maple wheels and journals support the frame, which in turn supports the boiler, the cab and controls, and the cylinders with their pistons and driving rods. All of it goes together like a puzzle, and comes apart just as readily.

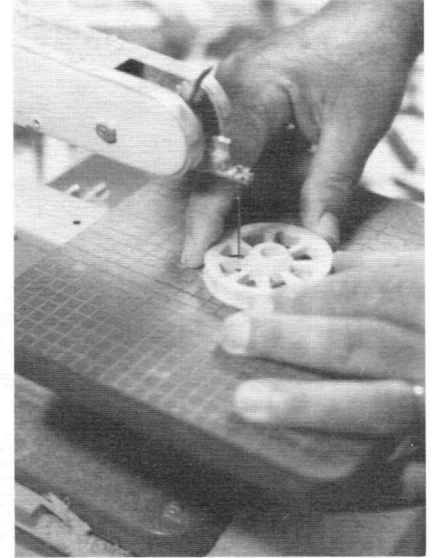
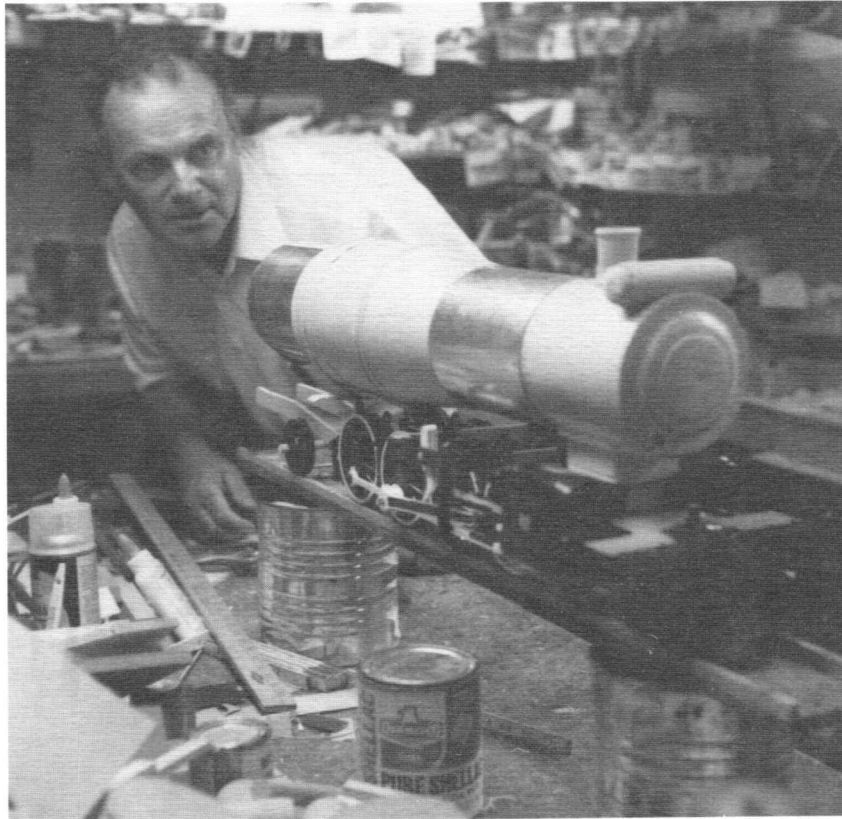
Each part is cut, turned, or carved to duplicate the original and to fit the next part exactly. Working from detailed photos and sometimes from his own memory, Frey fashions the tiny components, smooths them and paints them in the black and silver combinations of the real article, and then combines them into a whole that's startlingly real. He uses a lathe, table saw and drillpress, a jigsaw that he says has gone 150,000 miles, and a sharp jackknife for carving.

He's been at it nearly 30 years, almost as long as he's been a CN railroader. He built his first model in Island Pond when he was a laborer in the CN car department, and he's built them since 1966 in his home at Yarmouth, where he and his family moved on their transfer to Portland. He was a boilermaker in the CN shops on India Street and later became general foreman. The boilers and mechanical equipment of the old CN

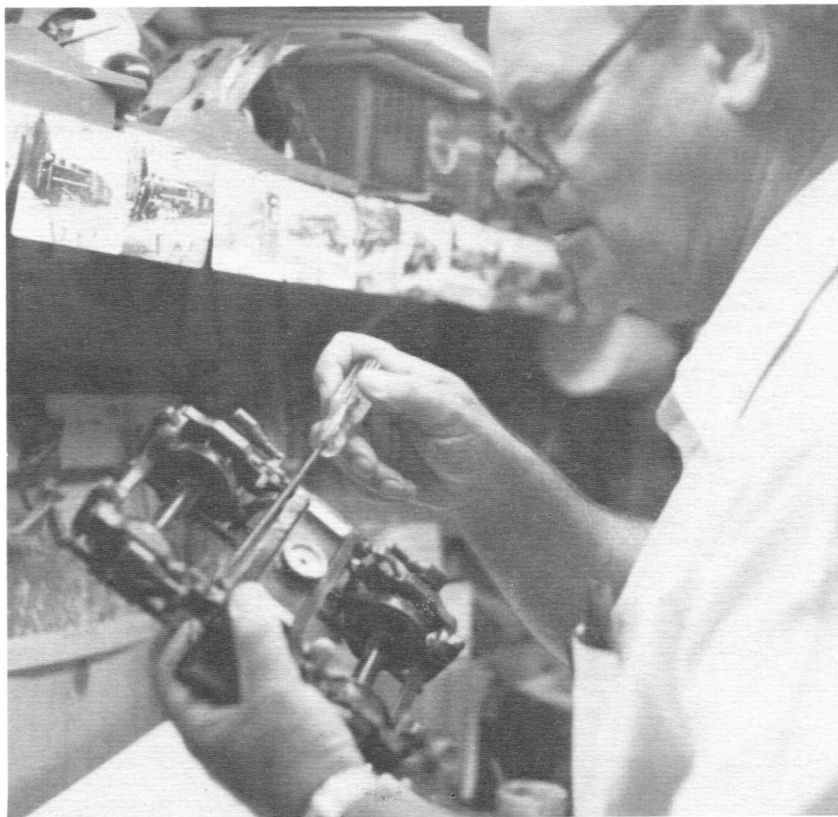


*Maine Central's mighty 701 was modeled by Wilbur Frey last year and is now a fixture in Chief Mechanical Officer Stew Park's office, carefully kept under glass. Every part is meticulously miniaturized, so real the engine almost seems to be moving.*





*Frey makes all parts from scratch, and finishes a wheel by cutting spokes with a jigsaw.*



*Wilbur Frey, a Canadian National railroader for his entire career, builds intricate and carefully scaled models of steam locomotives in his own basement shop, using a variety of materials and a lot of old-fashioned patience and craftsmanship. This particular locomotive is the Grand Trunk 3703.*

grain elevator were his responsibilities before the huge structure was taken down in the early 70's.

Last summer, when Island Pond, Vermont, had a Lumberman's Field Day and Festival, someone suggested that Wilbur Frey might provide a fine model of the steam locomotive's second cousin, the famous Maine Lombard log hauler, the snorting steam tractor that revolutionized logging in Maine, first, then all across the northern tier of states.

Wilbur had never seen one, but sure enough, a man named Harry Crocker was restoring a Lombard in Cook's Corner, Brunswick, and Frey looked him up, took pictures of the machine, and faithfully miniaturized it for the Vermont event. It's now a permanent exhibit and a prized piece of local history in the lobby of an Island Pond bank.

Wilbur Frey's 46th steam locomotive, a Grand Trunk engine numbered 3703, once a familiar sight on the Portland-Island Pond run, is now being born again in miniature on the building track in his Yarmouth basement. The wheels and underframe are done and painted, and the wood-and-pasteboard boiler has been stitched with tiny brads that when painted will be rivets. Many, many hours remain before the model will be done, but Wilbur Frey has no production schedule, no completion deadline, no penalty clause in his contract. His average is slightly more than one engine a year, although he finished four and a caboose in 1966.

"When the spirit moves," he says, "so do I."

# another successful bond drive ends



*General Offices Bond Representatives — from left, Joel Chapman, Maine State Director, Edith Young, Arlyn T. Whitney, James P. Keniston, Richard B. Goodie, Lena Bianchi, Beatrice P. Lewry, Michael T. Kane, Paul V. Bourque, Gregory F. Scott, William H. Wilcox, Nathalie J. Aylward, Richard M. Aylward, Marie Harrison, Harlan E. Moody, Catherine J. Morris, Joseph E. Gallant, Benjamin B. Braasch, Company Chairman, and John P. Flaherty.*



*At Bangor—*

*Ronald L. Chalmers, John R. Mincher and Joel Chapman, Fay Johnston, also a Bond worker, is not pictured.*



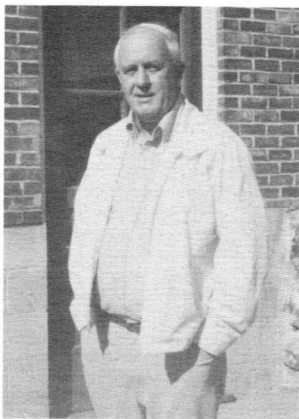
*At Brunswick—*

*Chairman Ben Braasch, Clifford Varney and Joel Chapman.*



*At Waterville—*

*Lillian M. Poulin, Donn G. Wolfe, Gloria T. Finnemore and Roland A. Giroux.*



*At Rumford—*

*Roy Rideout*



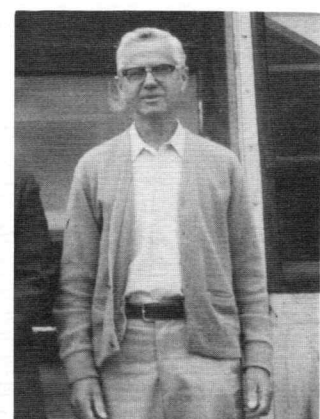
*At Livermore Falls—*

*Joseph P. Tenneson, Jr.*



*At Bangor—*

*Richard A. Burnham*



*At Lewiston—*

*Roger J. Jalbert*



# two hats for jean gilpatrick

Jean Gilpatrick wears two hats, working about 45 hours a week for Maine Central and half as much again for the people of the City of Portland. As Maine Central's market manager-TOFC, she reports to a few bosses, but as chairman of the City of Portland Planning Board, she's accountable to more than 60,000 citizens and taxpayers.

Both jobs are demanding and pressure-filled, requiring Jean's ambition, determination, capacity to learn and intense concern for the prosperity of the railroad and the progress of the city. She has a well-earned reputation on St. John Street and at City Hall for getting things done — and done well.

Jean Gilpatrick's performance in her railroad job is based on the standard success recipe — pride in her work, the wish to succeed, the desire for approval. Other more altruistic forces inspire her efforts at City Hall — her responsibility as a citizen, her obligations to the taxpayers, her intense interest in the orderly growth of the city, and her strong conviction that Portland is a community with great promise for its people. She feels that if making herself an expert in the quirks of municipal ordinances, understanding the aims of developers and engineers, planning agendas, calling committee sessions and chairing twice-a-month board meetings will somehow make Portland a better place, she's willing to devote most of her off-work time to the task.

In this summer of 1980, the job has been bigger than ever. The Board has been handicapped by the resignations of the planning director and his assistant as well as other key staff personnel. Jean and other members of the Board have been involved in details normally handled by staff during several especially active months, with formal action requested on plans for the new City Hospital, the new art museum, the jetport expansion, several subdivisions and zoning changes.

The Board is involved with change throughout the city, and Jean is especially interested in the quickening pace of waterfront development, and the give-and-take between commercial and consumer-oriented interests. She's convinced there is room for both on "the street," that a mix will

be an economic advantage, and that careful planning and controlled growth will provide great benefits for Portland citizens. Jean is proud of the city's role in the development of the Old Port section. It was effective, she says, with work on streets, walks and old-fashioned lighting, massive posts and chain barriers that harmonize exactly with the historic buildings.

Her sex has brought about a few awkward situations, quickly overcome, and one that continues to exercise her sense of humor. She's the trailer-on-flatcar specialist at the railroad — the "piggyback" expert. There was no escaping the "Miss Piggy" nickname at the office, but no problems, either. It takes more than a nickname to bother Jean Gilpatrick.

Jean's railroad career dates from the summer she was 15 when she took a job at Portland Union Station, serving sandwiches at the Armstrong Company snack bar. She became a

real railroader much later, after Deering High School and comptometer training at Northeast Business College. Jean worked first for the Boston and Maine in passenger accounts and remained with Maine Central when the companies separated in 1955. She worked in several accounting department posts for 13 years until her first Marketing Department appointment as regional manager-sales and service in December, 1968. She was named to her present market manager job with complete responsibility for Maine Central's trailer-on-flatcar operations in June of 1979.

She's been a member of the Portland Planning Board since her first appointment as an alternate in July, 1973. Named a full member in the following year, she served a five-year term, then was reappointed in 1979 for three more years. She was elected as chairman to succeed John H. Conway in December, 1979.



*Jean Gilpatrick, Maine Central's market manager, TOFC, in one of her hats. The other — figuratively — is the one she wears as chairman of Portland's Planning Board.*

# 12,000-year-old logs

Geologists reported this summer that spruce logs found in a clay pit on the bank of Portland's Fore River, on Portland Terminal Company property, probably grew on the high ground north and west of Portland just after the glacier receded from what is now the coast of Maine. They said the logs are about 12,000 years old and a sample is now on display at the Maine State Museum.

It took some quick decisions and action to preserve this discovery. The area of the find was in the path of a sewer construction project, but cooperation between Portland Terminal, the contractors and state officials, and some minor adjustments saved the location for a study which revealed some interesting scientific information.

The scientists tell us that if we could go back to this area 12 centuries ago, we wouldn't recognize it. The coast was lower, and several islands were all that could be seen of the area now occupied by Greater Portland.

One of these was the very top of Munjoy Hill; another was its companion, Bramhall Hill, and there were shoals or perhaps exposed ledges above the surface at what is now Stroudwater and Deering. Beyond and northwestward, the dark summit ridge of Blackstrap rose from the surrounding sea.

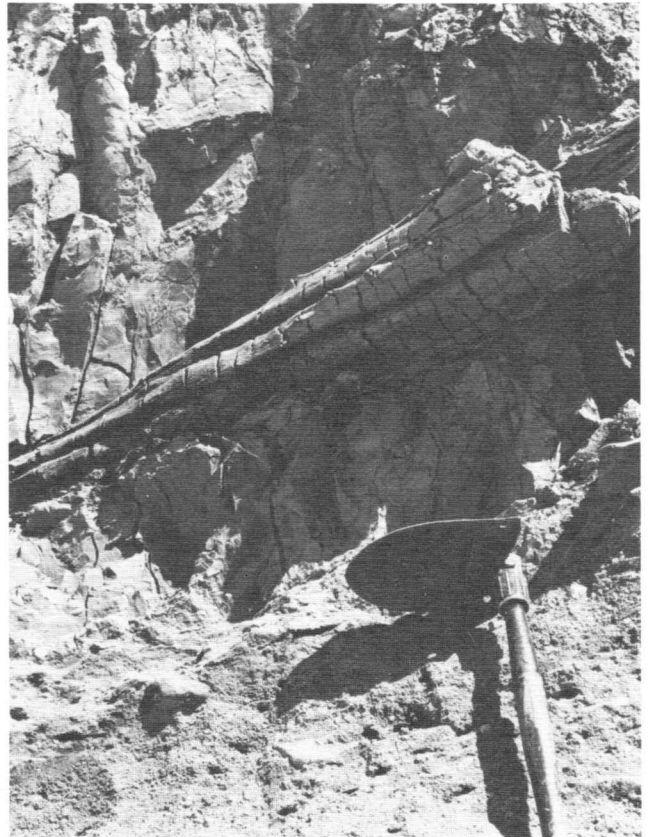
The great glacier had receded, and the scarred land it left was covered with rubble and rocks the ice had brought from far to the north. Melting ice had filled the depressions between the ridges and formed enormous, connecting lakes that in places joined the sea itself.

It was a cold, inhospitable country, but a few people — the earliest Americans — were here, living on the early plants and on the animals that followed the receding glacier northward. Among the growing things were white spruces, the pointed trees that cover most of northern Maine today. The first seeds germinated in the rocky soil and grew slowly, their environment changing as the level of the land fluctuated, placing them at some distance from the sea for several years, then at its very edge. The land rose and fell as water from melting ice collected, then drained off, with the upthrusts and retreats of the geologically unstable coast.

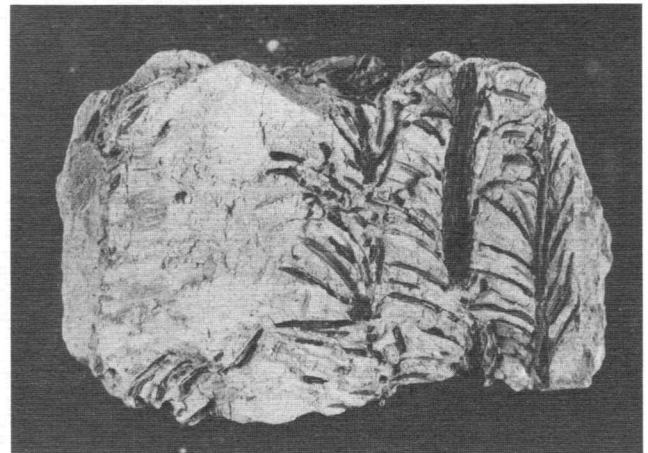
The spruces grew to about a foot in diameter, and as rising water weakened their root structure, they leaned toward the sea and finally fell, eventually floating away seaward. The geologists theorize that the logs sank quickly, coming to rest on the gravelly bottom near the island that eventually became Bramhall Hill, on what is now the east bank of Fore River.

The size of cones and leafy twigs found nearby suggests to the scientists that the trees fell in the spring of the year, and that marine clay had sealed the wood and other organic material from oxygen that would have destroyed it. Most of the wood was sound when it was buried, they said, and it remained so.

The geologists regard the discovery of the 12,000-year-old spruce logs as one more piece of the jigsaw puzzle they are trying to solve to reconstruct the earliest post-glacial development of our state. No records exist, and the time is far beyond even the legends of the Maine Indians. Only the ground — from time to time and by the sheerest chance — reveals evidence of what our land was like.



*12,000-year-old spruce logs, imbedded in marine clay that sealed them from oxygen and preserved them, were found in this gravel and claybank on Portland Terminal Company property at the edge of Fore River. The shovel gives an idea of their size.*



*A close-up of a clay fragment, found nearby, shows the imprint of spruce twigs and needles which were still green when found.*



Maine Central's continuing grade crossing safety campaign will be aimed directly at citizens of Maine this fall — the people who have most to lose from train-automobile accidents.

They'll see a series of television "spots" dealing with crossing accident situations produced in a cooperative project by Maine Central, Bangor and Aroostook, the Maine State Police, the Maine Department of Transportation, and the Maine Highway Safety Committee. The 30-second public service announcements, filmed at several points in August by crews from WABI-TV, Bangor, are scheduled for airing by all

Maine television stations this fall.

The film production project dealt with a number of potentially fatal accident situations involving automobiles, trains and grade crossings. The "spots" make several safety points strongly . . . that driver inattention and ignoring signals cause accidents, that heavy trains can't stop quickly, even when they're moving slowly, and that school buses are required to stop at all crossings.

Filming the incidents required State Police officers, railroad safety officials and the crews of the trains to be "actors" in each situation. All agreed that, while recording a convincing performance is no easy task,

the hard work may save lives and will be entirely worth the effort. Members of the 2nd Bucksport extra train crew worked with the film-makers. They included H. M. Adams, engineer; P. J. Kelley, conductor; R. L. Miller, flagman; and R. L. Elliott, brakeman.

Other "spots" to be produced later will deal with crossing safety under winter driving conditions, and with the problem of stopping a vehicle on the tracks in dense city traffic situations.

The idea, of course, is to dramatize grade crossing dangers, and to alert drivers to the very real threat of inattention and forgetfulness where a highway crosses the railway.

## crews film safety spots



*The WABI-TV camera crew from Bangor records a safety message as the Bucksport Extra moves across the highway. The Maine State Police, the Maine Department of Transportation, the Maine Highway Safety Committee and Maine Central and Bangor and Aroostook Railroads participated in the project. The resulting safety spots will be aired statewide this fall.*

# news briefs

## Robert Nurse and Bruce Toner Appointed

The appointment of Robert P. Nurse as director-car utilization was announced in August. Nurse, who has served as assistant director-car utilization since 1972, succeeds Ralph W. Libby who retired after more than 41 years of Maine Central service.

A resident of South Portland, Nurse joined Maine Central in 1956 as statistical and demurrage clerk. He became car service agent in 1969. He is a Navy veteran and a retired reservist. He is active in the Methodist Church and is currently president of the Associated Sportsmen's Clubs of Cumberland County.

Bruce M. Toner, former car service agent, has been named to the post of assistant director-car utilization. Toner joined Maine Central in 1972 as an operator and subsequently served as a clerk in Augusta and Waterville. He is a graduate of Portland High School and has studied at the University of Maine-Augusta.



*Bob Nurse, who succeeds him as director-car utilization, presents a decorated cake to Ralph W. Libby as the latter enjoyed a retirement party in August in the General Office Building. Libby had worked for Maine Central more than 41 years.*



*Don Russell, general foreman, Rigby Engine House and a railroader for 42 years, retired August 29. Don is shown with Frank E. Garland III, his successor, on Russell's final day. He had been honored at a retirement luncheon by many friends and associates earlier in the month.*

## letters

Just a note to say I enjoyed reading the Winter edition of the Maine Central Messenger. Regarding the Milo grade crossing bus-train accident, I believe Charlie Horne's recital is one of the most useful pieces of diagnosis-aid for finding out why habitual drivers rather than strangers are victims of many grade crossing accidents.

J. Diandas, F.C.A.  
c/o A. I. Macan Markar & Co.  
58, Galle Face Terrace  
Colombo 3, Sri Lanka

Jeff Doughty is to be commended on that sensible "Thoughts for Maine" article (Summer 1980). Keep up the very good work. I enjoy the magazine and I like to see Mr. Miller's items from time to time.

Very sincerely,  
L. Fletcher Prouty  
Senior Director  
Public Affairs  
AMTRAK  
Washington, D. C.



*Five PT machinists received 25-year tie-tacs at Rigby recently. From left, Albert J. Stivaletti, Robert P. Casey, Richard C. Adjutant, Harry R. Lawrence and Waverly R. Hammond.*



# The Grapevine

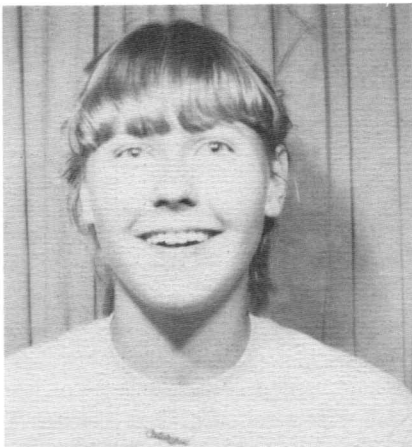
## General Offices

Going up in the world? Well, Janice James of the Revenue Office is! This summer has been the year for home improvements at her residence in Yarmouth. Having a foundation and cellar put under a completed house has been quite an exciting project for her, and it has drawn the comics out of the woodwork with comments about "living in seventh heaven" and having a "mansion in the sky." Her children, Joni, 12, and Joe, 14, prefer to call it "Swiss Family Robinson," but Mom was relieved that there wasn't a hurricane or they might have had the lead role in "Wizard of Oz."

Catarina Borjesson, a 17-year-old student from Goteborg, Sweden, is spending the school year in this area under the sponsorship of the American-Scandinavian Student Exchange Program. Her hosts are Theresa Lutick, Revenue Office, and daughter Barbara of Westbrook. Catarina is extremely interested in foreign languages. She already has had seven years of English, five years of German, and five years of French, and she will be studying French and English again this year.

Marty Walker, Revenue Office, is keeping busy these days in between "fan" trips. She has recently become editor of the 470 Railroad Club's Newsletter, a digest of news of the railroad and transit industry. She also recently conducted a seminar at the national convention of the Association of Railway Museums in New Haven, Connecticut. Keep up the good work, Marty!

When Mary and Chet Robie, Auditor Revenue Office, sent a roll of film away to be developed last summer, little did they realize that it would boost their granddaughter Jen-



Catarina . . . a guest from Sweden.



Things were pretty much up in the air at the James home in Yarmouth this summer.

nifer to stardom! The film processing company was so impressed with a picture of her that they asked Chet and Mary if they could use it for national advertising. An excited Grampa and Nana readily obtained permission from Jennifer's parents and, as a result, were given a personalized version of the book "Cinderella" which uses Jennifer's picture as Cinderella throughout the entire story. Congratulations, Grampa and Nana! She's a real princess.

Bob Nurse and his wife spent a week in July touring Newfoundland and Bob reports the weather was beautiful. While there Bob located a lot of relatives that he had never met or even knew to exist. He reports it was fun tracing the family tree.

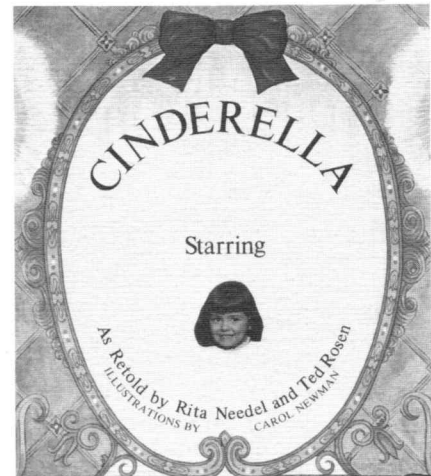
Lisa Peterson, Disbursements Office, recently became engaged to Grant Jones, son of Mr. and Mrs. Harold Jones of Portland. Lisa is the daughter of Mr. and Mrs. Robert Maloy of Winslow. Bob is a Maine Central engineer at Waterville. Our best wishes and congratulations to Lisa and Grant!

Dorothea R. Smith, Voucher Bureau, retired the end of August after nearly 25 years of service with Maine Central. In honor of the occasion, a group of girls from the General Office Building, plus a few retirees, helped Dot celebrate at a luncheon get-together at the Merry Manor. We all join in wishing Dot a very happy retirement, and from word already received from her, she is more than enjoying her new lifestyle.

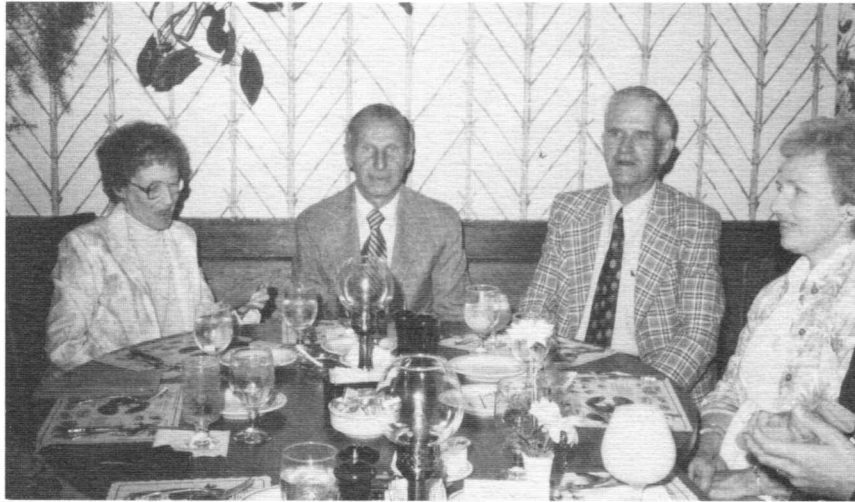
Marion and Fred Bither, Car Accounting, flew to Wichita, Kansas, this summer to attend the convention of the 1918 Club. They

were fortunate to arrive there on one of the cooler days, 90°, as the day before it had been 104° in the shade! There are chapters of the club in almost all of the 50 states and all were well represented at the get-together. One of the most illustrious members, President Anwar Sadat of Egypt, was not able to attend this year, but did send a message to be read at the opening meeting.

Glenda, Payroll Department, and Everett Spires, Revenue, recently took their grandchildren, Tammy and Dickie Dickinson, on a tour of some of the historic places in New England. Highlights were the old seaport town of Mystic, Conn., with all its exhibits and its excellent aquarium, then on to Battleship Cove, Mass., where various ships



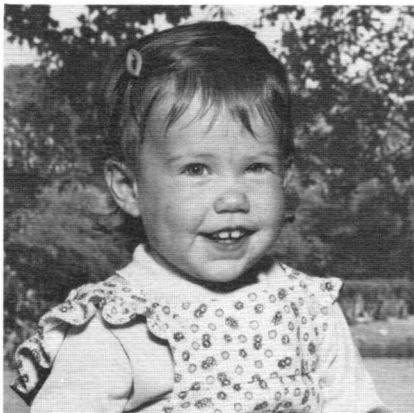
Jennifer's book



*Fellow workers joined to wish Henry Sawyer well as he retired. From left, Theresa Slattery, Henry, Martin Holmes, assistant to comptroller, and Alice Allen.*

used in actual wars have been retired and are available for people to board and inspect. Crowds of tourists prevented a stop at Newport, R.I., where they planned to tour some of the fabulous homes located there, so that part of their trip will have to wait for a later date, and Gigi says it definitely will not be during one of the hottest summers ever!

Steve Aylward, son of Richard, Engineering Department, and Nathalie Aylward, returned for a brief visit late this summer. Steve has been stationed at Fort Sill, training in artillery and recently was promoted to the rank of captain. He is looking forward to his first overseas tour of duty in South Korea. He had hoped to be sent to Germany and may after his 13 months in Korea. Steve has been in the army for four years, since he left the University of Maine at Orono. Dick says he's still interested in railroads and is



*Kerry Lynn Park, daughter of Chief mechanical officer Stew Park and wife Margaret, (mother is a railroader, too, these days) is running things in the Park household and is very special not only to mother and dad, but to her two brothers, Kevin and David. She'll be two in May.*

building up a collection of photographs and slides which are all over the house!

Emmons Lancaster's youngest daughter Barbara, who is 20, according to Lance's calculations, was recently graduated from Johnson and Wales College in Providence with an Associate Degree in jewelry sales management. She is continuing her employment with Zales as a management trainee in their Lincoln, R.I., store.

Engineering's happy wanderer, Reid Potter, and his wife Evelyn returned to England for another visit this summer. Reid's family roots are in England, and although his family has kept in touch over the years, Reid was the first one to return to England to visit his relatives in nearly 100 years. While there for about two weeks, he and his wife were reunited with their daughter Beth, who has been attending classes at the University of London. Reid says England is a beautiful place, although it rained a lot while they toured up the coast and in Scotland. Costs in the cities are high while in the rural areas they are most reasonable. The back roads are narrow, one-lane affairs and operation is left handed. Reid says he's getting the hang of it now, having been there five times before. The pubs are great. The food is good and the atmosphere is like nowhere else.

You may have noticed a couple of extra faces in the drafting room this summer, both student engineers. One was Mark Hawkins, who was with us last summer working with general engineering, and the other was Christine Born who was augmenting the office staff in Bridge and Building. We wish them both well in their endeavors.

July 31 marked the beginning of retirement for bookkeeper Henry Sawyer. Henry was honored at a luncheon at the Manor Restaurant by fellow employees. Henry indicated that after all these years he would finally be trying his hand at golf. Watch out, Jack Nicklaus!

John Michaels, comptroller, has been presented with an award for patriotic service through the U.S. Savings Bond Program. The service award is for the time and effort Michaels contributed to the bond drive during 1980.

(See page 8 for others who worked to insure the success of the annual system-wide U.S. Savings Bond effort)

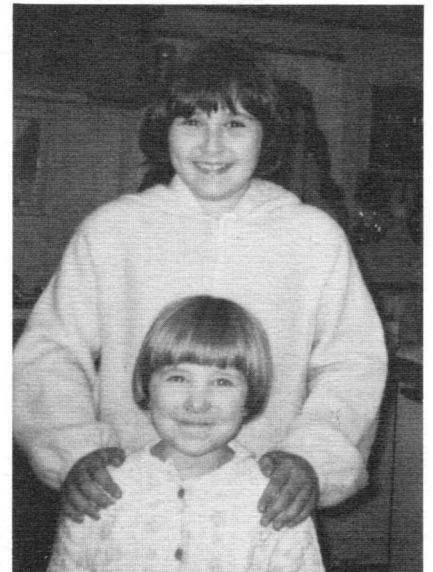
## Retirees

Don Russell extends his thanks to all his Maine Central and Portland Terminal friends, both active and retired, who helped bring his 42 years of service to a finish that he will always cherish and hold very close.

Horace Budd, who retired as treasurer in 1970 after 48 years of service, was married to the former Barbara Mason on June 7, and we wish them happiness. They are in very good health, play golf, and live at 35 Woodmont Street, Portland 04102. Congratulations!

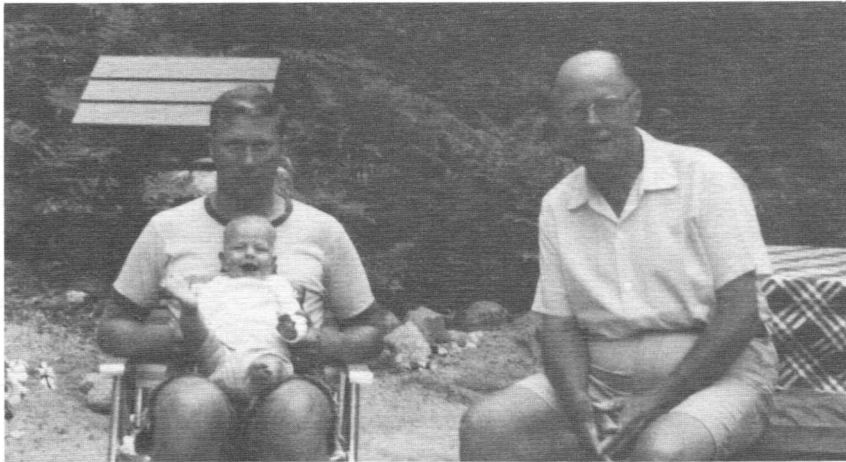
Dan McMahan has retired from Portland Terminal Company as foreman of Section L after 44 years' service. He and Mrs. McMahan have been married 37 years, have two daughters and four grandchildren. Mrs. McMahan is a great traveler and has visited their daughter Evelyn and husband Gerard, a staff sergeant in the Air Force, in Florida, Mississippi, and Germany. Dan says he's not much of a traveler, but likes salt water fishing and smelting, and after all those years' service, he can do just about what he wants.

Got a nice note from Ralph Sorenson, lo-



*Here are Linda, ten, and Heather, four, granddaughters of section foreman and Mrs. Preston J. Burke of Crawford Notch, N. H. Don Whitman, a long-time friend of MEC, made the picture.*





Son Wayne, Grandson Eric, and Ralph Sorenson, retired locomotive engineer.

comotive engineer, who says, "I received my copy of the Maine Central Messenger recently and read it from cover to cover. Nice to read about the retired boys too. Maybe some of the boys would like to see the third generation, Eric, age 5 months. Our son Wayne is a pilot with Republic Airlines and flies out of Chicago." Ralph retired in 1969 after 52 years' service with the Maine Central and lives with wife Jessie in the winter at 1591 Lane Avenue S. No. 20T, Jacksonville, FL 32210, and in the summer at their camp, P.O. Box 782, Gray, Maine 04039 on Little Sebago Lake.

George P. Silva, retired superintendent of locomotive maintenance, and wife Ruth observed their 50th wedding anniversary August 22.

## Rockland

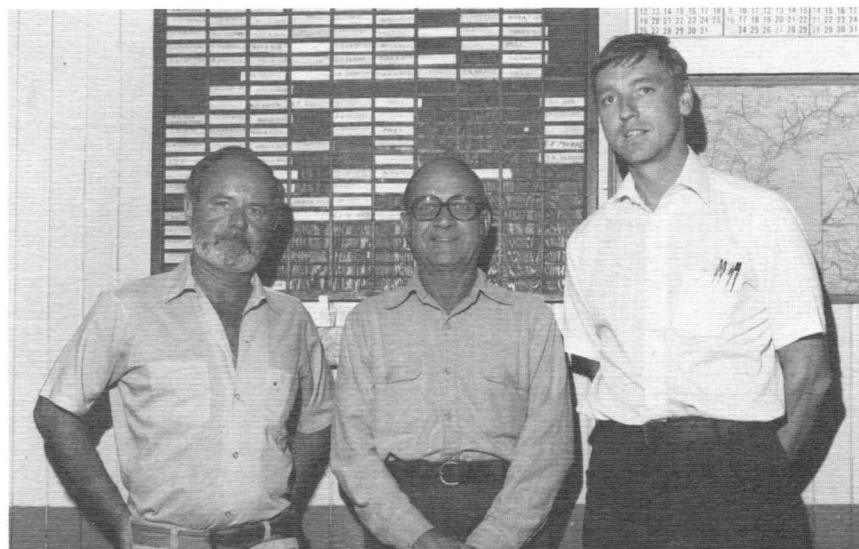
It isn't every day that one trades for a truck, then decides to wash the cab interior. Ellsworth Damon, carman, came in on payday, while on vacation, and we noted that the seat of his pants was quite wet. He explained he'd left his new truck's windows down during a thunder shower the night before. It's even better than a car wash, he says, and a lot less costly. We've got to admit that when it comes to economizing during inflation, we sure can learn a lot from Ellsworth.

Former sectionman Bob Bonney paid us a nice visit recently, looking good, and he says he feels that way too. Hadn't seen him since he retired over two years ago, but for a brief moment or so as our paths crossed, so had chance to really talk things over and update him on things that have transpired since he left.

It is with regret that we report the loss of long-time fellow employee and sectionman John Bodman who passed away recently at a local hospital. He will be missed by all. The family sent a note expressing their thanks and appreciation for the final tribute and sympathy of fellow employees and friends.



The two loves of Ray Ryder, retired electrician for Portland Terminal Company. Guess you can have two, Ray, if one is a motorcycle and the other is wife "Dutch."

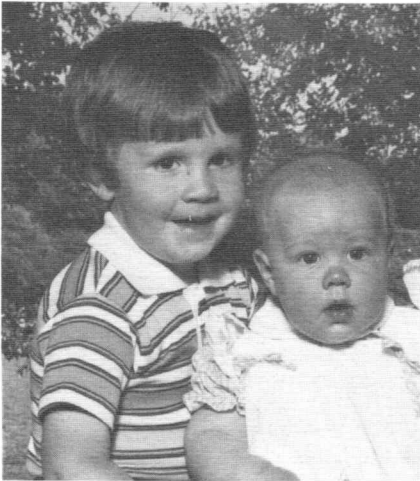


Raymond Harriman, center, a Portland Terminal Company trackman for 32 years, retired in September. He is shown as he was congratulated by John Chetley, left, middle trick foreman, and Martin Moore, assistant superintendent, car maintenance.

## Waterville Station



*Jaime Taylor, three-year-old daughter of machine operator and Mrs. Roland Taylor, Waterville, is as pretty as . . . well, a picture.*



*Ryan, 3 years old, and Melissa, 8 months old, children of Alan, signal maintainer, and Susan Veilleux. Grandfather is B&B foreman Ernie Henry.*



*These two young railroaders are Travis, left, and Olan, sons of John, trackman, and Sindee Hafenecker, Waterville.*

Carroll Huard, payroll clerk-Freight Office, is looking forward to his retirement next year and has purchased a three-speed bicycle to keep fit after retirement.

Congratulations to Leonard Bickford, trackman, and his new bride, Rhonda Lynn Bennett, who were married June 14. The bride is the daughter of Frank Bennett, conductor.

Congratulations also to Ed Douin, machine operator, on his recent marriage.

Larry Caret, lead signal maintainer, and wife Mona were honored by their children and friends on their 25th wedding anniversary early this summer.

Dewey Tillson, work equipment maintainer, has purchased some training wheels for his motorcycle!

Sympathy is extended to Kenly Poulliot, crane operator, and his wife on the death of his mother in June; to Bob Hallee, foreman, and Randy Hallee, trackman, and their families on the death of their father; to Paul Vainio, foreman, and Robert Vanio, trackman, on the death of their dad; to Leonard Bickford, trackman, on the death of his father, and to Jim Witham, trackman, and wife Jennie on the death of her father.

The stork has been very busy again this summer in Waterville. Congratulations to the following: Chris Spencer, foreman, and wife on the birth of a daughter, born June 20; Garrett Hart, trackman, and wife on the arrival of a son July 17; George Tuttle, trackman, and wife Janet on the birth of a son June 30; a son to Wayne Putnam, machine operator, and wife in July; a son to Bing Jordan, division foreman, and wife August 28, and a daughter to Steve Miller, trackman, and wife.



*Joshua Andrew Tuttle was born June 30 in Waterville, weighing 7 lbs., 3 oz. He's the son of Andrew, trackman, and Janet Tuttle and the grandson of Donn G. Wolfe, track supervisor.*



*Sonny Currier, flagman, and Donnie Mills, engineer, were snapped aboard 564 by Don Whitman.*

Donald Whitman, formerly of Bartlett, N.H., wishes to thank his many railroad friends for their sympathy in the death of his father Winfield A. Whitman on August 12 at age 64.

Sympathy is extended to the family of Lloyd C. Amburg, 47, who passed away August 22. Lloyd was a machine operator and had been on sick leave since 1973.

Paul Campbell, track repairman, retired August 8 after 33 years of service. He and his wife Esther plan to do some fishing and camping. Best wishes for a happy retirement to both of you!



*Ricky R. Cook and Deborah Spencer were married recently at the Base Chapel at Edwards Air Force Base, California. Rick is an airman first class, the son of Beverly Cook, chief clerk, and Roland Cook, brakeman, of Winslow.*

## A Last Run for Charlie Kimball



The BW-2 crew was pictured as engineer Charlie Kimball's last trip ended at Waterville. From left, E. Y. Morris, head brakeman; John Brown, fireman; Frank Bennett, conductor; and Charlie Kimball. Flagman Alan Hunt was off the engine.

### Waterville Yard

Charlie Kimball nosed his locomotive into Waterville Yard one day in late August, ending his late trip from Bangor and his last day for Maine Central.

Charlie was 60, and the date rounded out 36 years of Maine Central service that began when he hired out as a fireman. An engineer since 1950, he has spent the past two years on the run to Bangor from Waterville and back.

A former general chairman of the Brotherhood of Locomotive Engineers, Kimball says he has "always enjoyed working on the railroad. There were some boring times, but it still was a lot of fun."

Kimball told a reporter who greeted him that the future of the railroad "looks very good and getting better every day. More tonnage is being hauled," he said, "and the railroad is spending a lot on new cars and engines."



Don Garnett, a retired Maine Central engineer, is shown with wife Irma and granddaughter Heather at their home in St. Andrews, N. B.

### Eastern Subdivision

Darold Ames, Dennysville track foreman, was very busy during his blueberry and haying season vacation. His garden looks great from the highway. Richard Curtis, trackman, covered during Darold's absence.

Machias area folks enjoying summer vacations were Floyd White, foreman; Pinky Scott, trackman; and Norm Bagley, track repairman.

Clayton Stoddard, trackman, has been on the sick list several weeks. "Jupe" is due back to work any day.

Ayers Jct. foreman Lew Lyon's daughter Michelle was married to Chuck Hinton June 7 at Farmington. They now reside in Barre, Vt. Lew took a vacation trip to Barre to visit the newlyweds. He really enjoyed his tour of the famous marble works.

Ernie Henry's crew is repairing bridges and culverts and Wayne Joyce's surfacing crew have been working from the Machias area.

Not much of a dent in MacGeorge's Pit after the loading of 143 cars within an 11-day period.

Ordway Snowdeal of the extra crew recently shelled out two cigars per person celebrating the birth of twin sons; namely, Anson and Lincoln. Congratulations to mom and dad!

More congratulations are in order to Steve, trackman, and Mrs. Cottrell on the birth of a baby boy and to Dana, Woodland section foreman, and Mrs. Brown for a lovely baby girl.

Ayers Jct. crew is busy repairing railroad property after a spree of vandalism.

Howard Brown, agent at Dennysville, used his summer vacation time puttering around home.

Hollis Little, track foreman at Vanceboro (former Maine Central territory) passed away recently after a year's illness. Sympathy is extended to his family.

A section of new track has been completed into Georgia Pacific's new wafer board plant. The operation is due to start in October and is the third of its kind in the country.

Bert Culligan, Woodland clerk, and Mrs. Culligan enjoyed a five-week vacation in Bermuda.

Don Gaddis, machinist at Calais, retired in July after thirty years' service. Don resides in Calais. Tom Kelley has bid in Don's position.

The Kelley brothers, Lawrence, conductor, CB-4; Phil, conductor, Bucksport job; and Joe enjoyed a trip to Ireland this past summer. They flew to London and later took a boat to Ireland where they toured the country in a rented car. A lot of territory was covered in the two-week tour.

Machinist Tom Kelley's vacation included a week-end trip to Nova Scotia with the balance of time used around home.

Section foreman Darold Ames' father, Frank, passed away at a Bangor hospital September 2. Frank was a very active Granger and will be greatly missed. The Maine Central folks extend their sincere sympathy to Darold and his family.

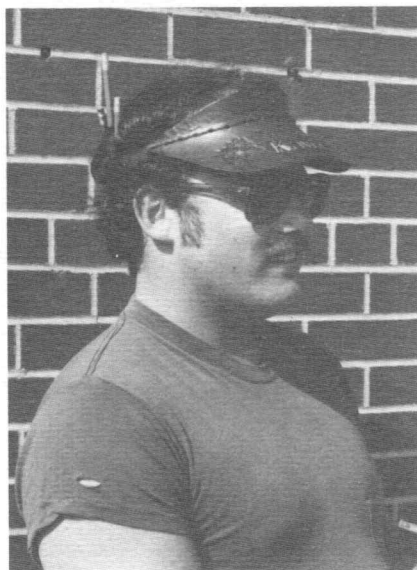
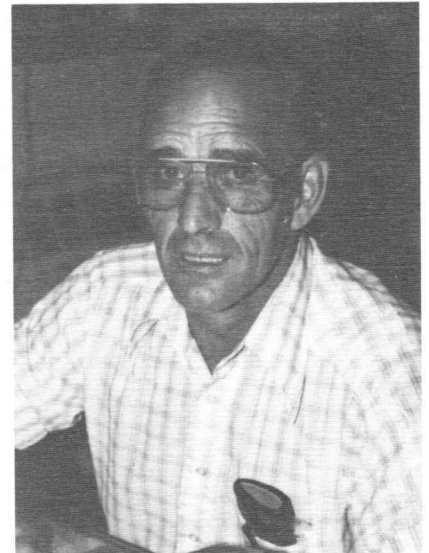
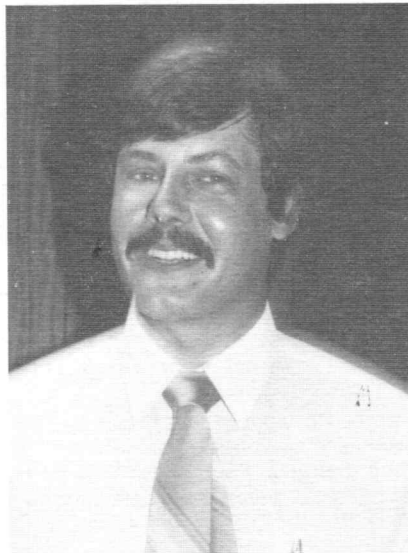
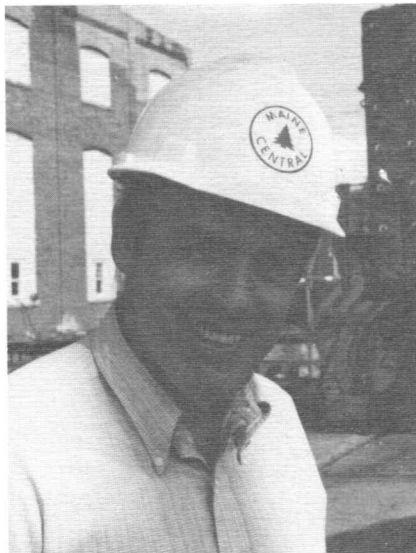
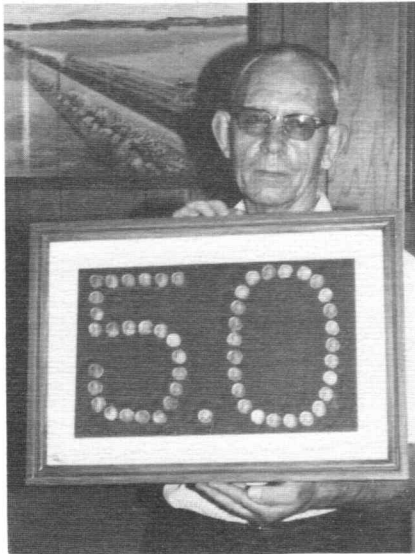
Congratulations to Charlie Hamel, trainman, and wife Pam of Bangor on the birth of their first son Aug. 22. The Hamels have two daughters and baby Charles is a welcome addition.



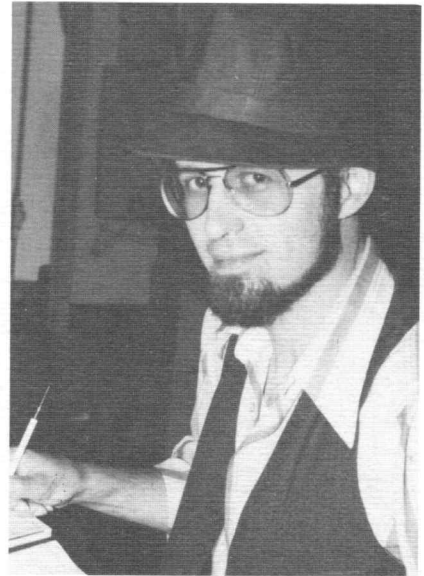
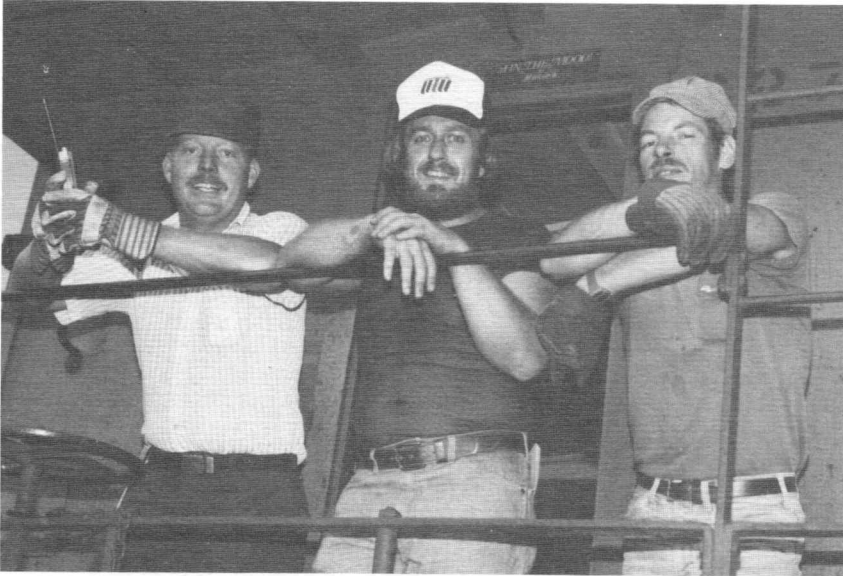
Pictured on Locomotive 573 at Calais is Don Gaddis, machinist, who retired in July after 35 years in this railroad's employ. He started work as a laborer in 1945 and has been a machinist on diesel maintenance and repair since 1961. A familiar face around Calais, he will be missed by all. He plans quite a lot of travel in his retirement and many years of pleasure are certainly due him.



## In Waterville Yard... with Arthur Doucette



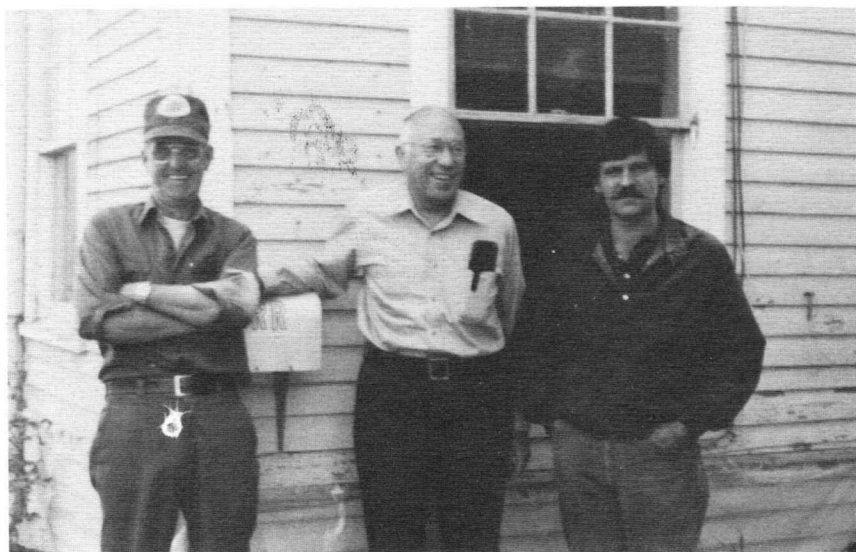
Herbert Gullifer, retired car inspector, top left, made this plaque with 50 years of pennies for a relative who was observing his 50th wedding anniversary. The group, top right, represents a century of Maine Central service. Each was presented a 25-year award recently by Cal Clark, general agent, at right. From left, they are Victor Tardiff, Leo Bujold, E. J. Laliberte. Clark also is a 25-year Maine Central employee. Paul Getchell, electrician foreman, is at center left and Wayne Stevens, new assistant trainmaster at Waterville, is next. Center right is Gerry Ware, spare yardmaster, covering for vacationing Chet Levesque. Lower left, K. A. Somers, 2nd trick checker, watches the Scott train. Left, W. F. Smith, engineer trainee, with one of the new Rockies in the background.



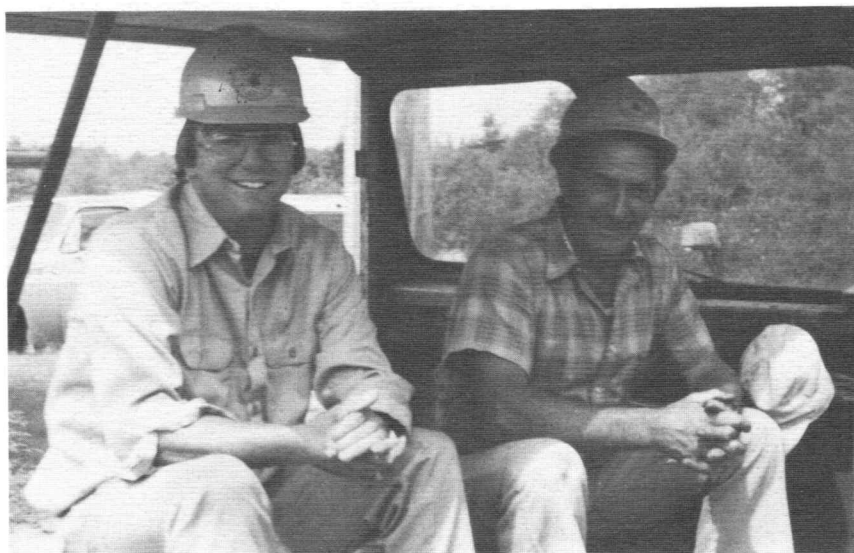
Top left, Ken Hall, brakeman; Bob Coro, conductor; Wayne Boudreau, flagman. Gerry Casey, 3rd trick yard checker, at top right. Center left, Tom MacDonald, 3rd trick operator, Tower A. Center right, from left, J. A. Washburn, machinist helper; F. M. Johnson, hostler helper; I. M. Thibeau, machinist, and E. W. Sargent, hostler. Right, the Freight Office crew aboard the 593, former L&N locomotive. From left, Bob Estey, Carroll Huard, Marilyn Stubbert, Priscilla Aberill, Beverly Cook and Nancy Gagne.



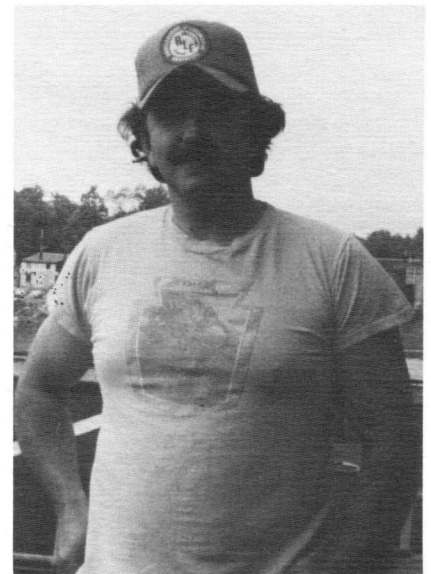
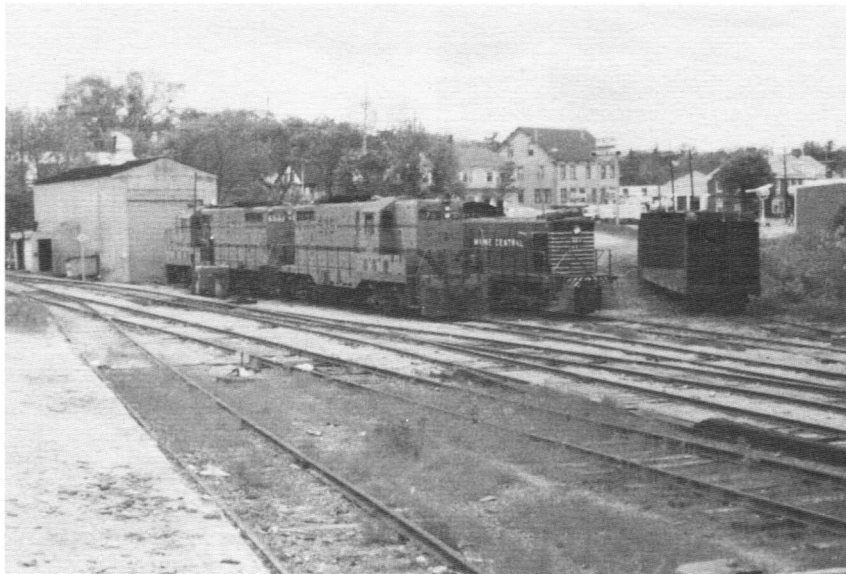
# On the Road with Athie...



Top left, Richard Higgins of CB-4 with Ron Farnham, trackman, at Calais. Top right, Bill Grass, trackman, and Grant Ross, section foreman, at Calais. Center left, Harry Stanhope, trainman, Woodland Switcher; Bert Culligan, clerk, and Quentin Talbot, temporary agent, Woodland. Center right, we jump to Augusta cashier Horace Rodrigue and Clair Crandlemire, agent. Right, Jim Cherry and Vic Harmon, trackmen, at Dennysville.





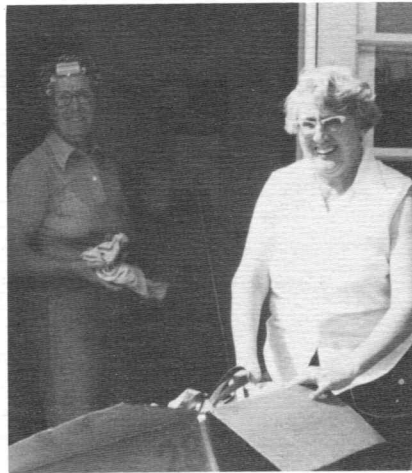


*Top left, the yard at Calais. Top right, Charlie Adams, engineer of B-C Extra. Center left, Tom Kelley, machinist; Roger Miller, flagman, B-C Extra; Eddie Nowell, acting agent at Calais. Center right, a Sperry crewman relaxes at the end of the day. Left, Floyd White, Machias foreman overseeing track work at MacGeorge's crossing.*

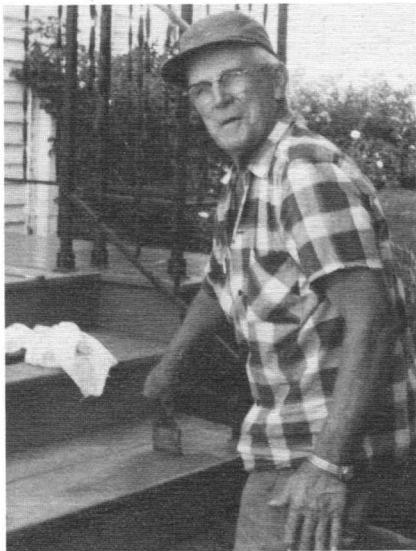
## Athie Sez

Embert Tibbetts, retired trackman, has had more than his share of trips to the Togus Veterans Hospital this past spring and summer. Best get on your feet, "Gunner." Next comes hunting season. Many of your friends over the system inquire for you and send their best regards.

Received a lovely letter from Marvin Algiers of Cincinnati, Ohio, who spent his boyhood summers at Eastport and was an ardent railfan although never employed by Maine Central. One of his fondest memories was that of watching the GE 44-ton, center cab diesels working behind his grandmother's home. He was most appreciative for the Maine Central Messenger.



*Nellie Tyler, widow of Albert Tyler, trackman, joins Florence Hatton, Charlie's wife, working at the Charlotte School.*



*Charlie Hatton, retired trackman and machine operator, Charlotte, spruces up the steps for Maude Ayers, widow of Carlton Ayers.*

Almost swallowed my cud while dog trotting across Tuell's Service Station Yard in East Machias this summer. Maurice Wilson, retired Portland Division conductor, shouted at me. He and Harriet, along with retired PT engineer, Ralph Arnold, and wife Lillian, had stopped their camping rigs to say "hello." Maurice retired in July of 1978, last holding down RS-1. Ralph was working the PT street switcher at the time of his March, 1979 retirement. Maurice hauls a fifth wheel trailer and Ralph has a camper on his pick-up. They had just spent a week at Don Perkins' blueberry farm in Cooper, which was less than a ten-minute drive from me and we both never knew it! The Wilsons wintered in Texas in 1978 and in Florida during 1979 and 1980. After an hour's roadside chat, we all drove to Machias for a take-out dinner and ate in the trailer. It was such a treat to spend time with old railroad friends.

Waldo Tarbell, retired trackman, and his wife Kay live in Pembroke. During an enjoyable visit, Waldo told me of his railroading career. He started in 1930 at Pembroke and left in 1941, at which time he bid in at Ayers Jct. for the remaining 26 years, retiring in 1967. A trip to Virginia Beach was a most pleasurable memory. They celebrated their 50th anniversary in 1977. They have two children, six grandchildren and six great grandchildren.

A short ride following the Pennamaquan River to Mt. Tom leads to Guy and Martha Carter's home. Guy retired as track foreman at Ayers Jct. in October, 1974, after 29 years' service. Martha recalled Embert Tibbetts as a boarder at one time. The Carters have two daughters who visit frequently. A back problem is a constant source of trouble for Guy, but he still has a garden.



*Waldo and Kay Tarbell at their home in Pembroke.*



*And more Maine Central retirees, Lillian and Ralph Arnold and Harriet and Maurice Wilson, all at East Machias.*

A good example of how the railroad folks stick together was demonstrated while tracking down Charlie Hatton of Charlotte. A most magnificent view of Meddybemps Lake and surrounding area was enjoyed in a brief dooryard chat with Charlie's daughter, who said Charlie should be at the Charlotte School on Route 214. No Charlie there, but his wife Florence was there along with Nellie Tyler, widow of Albert Tyler who had worked nine years with MEC. They were making all shipshape in preparation for the fall school opening. Florence said I'd find Charlie at Maude Ayers', Carlton's widow. Sure enough, Charlie was putting the paint to Maude's porch and steps, which was most appreciated. He had 20 years' service from trackman to machine operator and covered from Bucksport to Mattawamkeag in spare crews. At one time he had worked for the state in a maintenance crew. One daughter lives at home and the other daughter lives directly across the driveway.

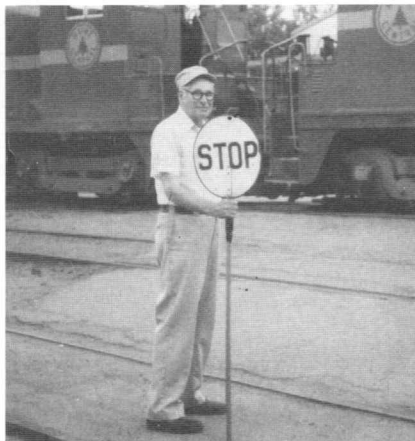


Another Pembroke couple, Martha and Guy Carter at Mt. Tom.

Maude Ayers' husband Carlton had 31 years' service when he retired on disability and was later killed in a woods accident. Maude was saying how difficult it was to get work done around her home until Charlie kindly took over the odd jobs.

Contributors of the green stamps at the old outhouse remain a mystery. Suspects Stan and Mary Mattatall visited Township 18 this summer, but they save stamps. Stan is a Portland division conductor. Both he and Mary are East Machias natives. They enjoyed a lovely trip to Nashville, took in the Grand Old Oprey, and went on to Michigan to visit Mary's brother. They also attended a family reunion in East Machias. A camp on Gardner's lake, accessible only by boat, is a great pleasure to them.

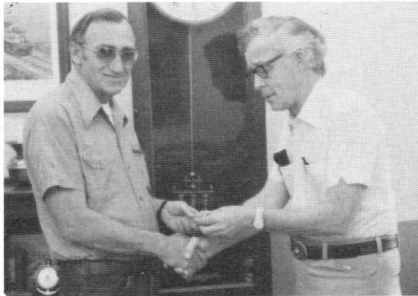
Would you believe, at nine years old, Bannanna has decided to play "Superdog" by sailing through two screens within a couple of weeks of each other. Finding her out-of-doors on my arrival home is shock enough, but adding insult to injury by breaking the replacement screen just two days after re-



Bill Golden, crossing tender, Bangor, is shown on his last day of work in June. Bill's many friends wish him long, happy retirement years ahead.

pairs is unforgivable. Much more of that foolishness and you can guess who's going to be on what list!

Took a trip to Winthrop this summer for a visit with Judy, Wayne, Amy and Jeff. Also journeyed on to Wells where Judy and Wayne hosted The Bryant family reunion. A good turnout of family included Gramma Rowena Hutchins who is in her 90's. Had a great time.



L. F. "Bunky" Kelley, road conductor, receives his 25-year pin from R. G. Wheeler, assistant superintendent.



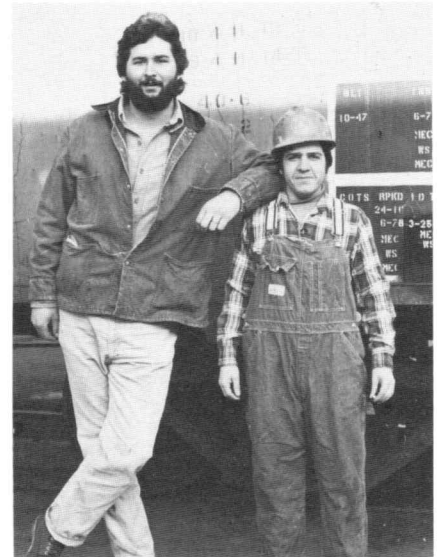
James Rustin, son of track repairman Bob Rustin and wife Mary, was selected as one of the outstanding graduates of the U. S. Army Ordinance Center and School in Maryland this past summer.



R. F. "Jack" Tardiff dropped in for a visit at Bangor Freight Office and received his 25-year pin from L. J. Jewett, general agent.



Another recipient of a 25-year pin is L. I. Smith, road conductor. "Smitty" receives his pin from assistant superintendent Wheeler.



At opposite extremes in height at the Shops are Jim Auclair, 6 ft., 5 in., and John Gravel, 5 ft., 2 in.

## PT, Maine Central Sweep Tourney

The Maine Central Railroad Annual Golf Tournament was held at Fairlawn Country Club on September 20, 1980 with a turnout of over 80 golfers from five railroads. Rich Greenwood (PT) was the low net winner of the President's Cup with an 83-55. John Farrell (PT) was the winner of the Ben Whitney Low Gross Trophy with a 77.

Other winners were, Low Gross Class A: Mike Whalen (PT), Bob Casey (PT); Class B: Gene Villacci (PT), Art Edwards (MEC), John Daicy (MEC); Class C: Ralph Arnold (PT), Tony Costa (MEC), Roy Cote (MEC). Low Net Class A: Ivan Perkins (PT), John McGuff (BAR), Ed Carroll (BAR); Class B: Dick Connors (BM), Bob Whitney (BM), Bill Kopacz (PT); Class C: Dick Greene (MEC), Tug Wilson (MEC).

Winners in the other categories were, Longest Drive Class A: John Farrell (PT); Class B: Bob King (MEC); Class C: Tony Costa (MEC). Closest to Pin Class A: Dick Gay (MEC); Class B: Paul Curran (PT); Class C: Steve King (MEC); High Gross: Bob Farley (MEC).

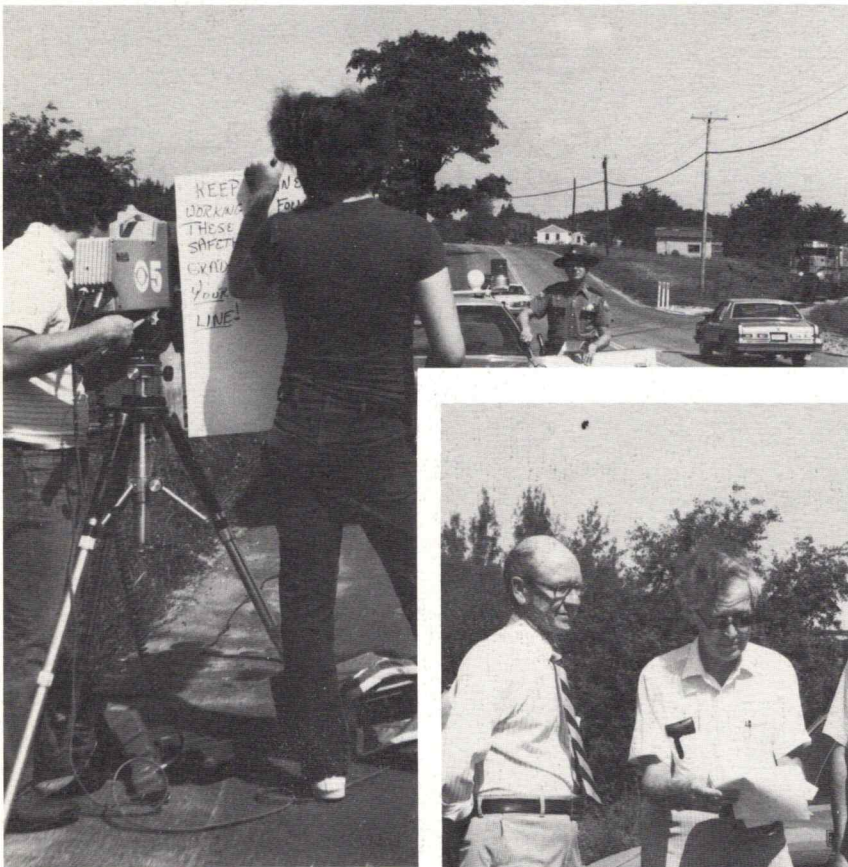


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## a TV safety warning



The WABI crew films State Trooper Cormier, central character of the safety series, as he warns TV viewers of the hazards of inattention or carelessness at a grade crossing. The series is a part of the Maine railroads' continuing efforts to reduce accidents and resulting loss of life and property.



Working on the project were, from left, Les Hubley, public information specialist, Maine Highway Safety Committee and Maine Department of Transportation; Royce Wheeler, assistant superintendent, Maine Central, Bangor; James Garrity, safety supervisor, Bangor and Aroostook Railroad; and Trooper Ray Cormier of the Maine State Police Traffic Division.