



MAINE CENTRAL

MESSENGER

*Seasons
Greetings*



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

Helping us express holiday greetings are three well-known Maine Central Railroaders pictured in Portland, Oregon, as they inspected the new 100-ton box cars recently. Such inspections are part of the mass of detail involved in the acquisition of new equipment. From left are Waterville Shops Superintendent Roland Boulette; General Foreman Byron Wheeldon of the Bangor Car Department; and Waterville Shops Freight Foreman Peter Reny. The new cars, numbered 20150-20349, are now arriving on Maine Central in freight service. (Photo courtesy FMC Corp.)

For most of Maine Central's nearly 120 year history control of the Company has been in the hands of the Board of Directors and hundreds of individual stockholders. All of that changed on December 10, 1980 when Maine Central stockholders overwhelmingly approved the combination of Maine Central and United States Filter Corporation.

The Railroad is now a subsidiary of a large, highly successful, expanding company and we believe this development is good for all concerned. At the special meeting of the stockholders 95 percent of votes cast favored the merger with U.S. Filter.

Our long record as an independent company is one to be proud of. But in this volatile day of railroading the combination with U. S. Filter is in the best interests of our employees and customers and in the public interest in the states in which we operate. This merger has also ended once and for all unfriendly attempts to acquire the Company. The merger provides security for Maine Central, will strengthen and enhance our credit and be a potential source of future capital.

Filter provides a wide range of engineering services, produces chemicals for water treatment and purification, manufactures air and water pollution control equipment and systems, mines and processes coal and clay, manufactures steam generating (increasingly coal fired) and associated equipment. Filter offers products, processes and services for conversion of boiler systems from oil to coal and for cleaner and more efficient combustion of coal.

Our new parent company believes that use of coal as an alternative to oil will increase, especially in the Northeast, and that railroads will benefit in the long term from this change. Subsidiaries of Filter are working with Maine Central studying coal conversion in our territory and the feasibility of increasing shipment of coal to New England and possibly to Europe. As part of its planning activities Filter management currently is considering the possibility of further investment in or acquisitions of other railroads or railroad properties in New England and elsewhere.

To most of our employees and customers Maine Central as a wholly-owned subsidiary of U. S. Filter will not appear very different than Maine Central as an independent company. But we believe Maine Central will be stronger now and with more security.

We believe we have always had the ability and vision to respond to and even make opportunity but now we will also have the resources to back up that ability and vision. We are pleased and proud to be a part of the United States Filter family.

letters

THE DEBATE CONTINUES

Wayne C. Gray, an administrative assistant in the Maine House of Representatives, wrote to confirm Don Valentine's contention (Summer 1980 Messenger) that Senator Ruggles was not really issued the first patent, but did receive Patent No. 1. He referred us to a story in the Portland Press Herald in 1961.

It appears that before Ruggles' time thousands of patents were issued by the federal government but they were not numbered. Research turned up the fact that the first patent went to a Vermonter, Samuel Hopkins in 1790. Senator Ruggles of Thomaston, Maine became known as the father of the Patent Office when he developed legislation creating the Patent Office as it now exists. He then was awarded U.S. Patent No. 1 in 1836 for a locomotive steam engine designed to prevent the sliding of the wheels.

NARROW GAUGE UPDATE

The December-January 1973 issue of the *MESSENGER* carried a story about the proposed Sandy River Railroad Park. We recently received the following update.

"Perhaps the Maine Central 'Family' would like an update on the 1973 *MESSENGER* story, 'Narrow Gauge Rebirth'? The biggest change since then is that we now own 2½ miles of the original grade, including Phillips West Yard and extending towards Madrid. Re-laying with 35 lb steel, we now have one-half mile in track, plus two sidings in the yard. Repair facilities are open air at present, but plans are to begin re-building an eight stall roundhouse that was on our property. The original structure was granite (and the existing foundation is) but we are going to use cement blocks and steel I-beams. This is a necessary project to provide repair shop and winter storage.

"Our roster of rolling stock has grown since 1973. We now have two coaches #17 and #18 (Laconia, 1884), flanger #503 (Hammond, Fitchburg,

MA., 1904) box cars #55 (Dyer, Strong, ME., 1883), #59 (SR&RL, 1909) #121 (MeC, Thompson Point, 8/12/12) and #155 (Portland Terminal Co. 1/23/17) and a flat car (SRRR, 1904) Also in Phillips is caboose #556 (MeC, 1913).

"In closing, I want to thank the various employees of the Maine Central who have helped Wesley Spear,

of Lisbon Falls, in the past, and I would like to ask that if anyone knows of any railroad equipment, especially two feet gauge, that could be donated to us to let Wesley Spear, 6 Beal St., Lisbon Falls, or myself know."

Allan N. Houghton
60 Ferry St.
Marshfield, MA. 02050

in this issue

Rigby Yard . . . Vital Maine Rail Gateway

An EXPRESS reporter-photographer team discovers the big and busy rail yard.

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President Sees New Era

Maine Central's Gerity lists challenges, benefits, pitfalls of de-regulation.

PAGE 11

A Veteran Returns

Crawford Notch re-visited by L. Dudley Leavitt after 63 years.

PAGE 9



Although this picture was taken a few years after WW 1, the section house in the Notch looked about like this in 1917, when Mr. Leavitt was assigned there as a guard. The locomotive is of the 400 series, built in 1918. (Photo courtesy Ray Evans)



rigby yard — vital maine rail gateway

The Messenger is indebted to writer James C. Saunders and photographer Gordon Chibroski for this article, an edited version of a series published recently by the Portland Evening Express.

The day is hot and the place is hotter as an early afternoon sun burns down. The huge area is flat and open, the glare strong, no breeze stirs.

In the distance the sledgehammers of a section crew are swinging up and down, the sharp "click" of their impacts noticeably delayed. Railroad tracks, a mass of them glint and shimmer, obscured here and there by the strings of cars of trains that were and trains that are to be.

In the expanse of the place, sounds have a muffled, far-off quality, the boom of couplings, the peal of wheel

flange against track, the panting rumble of an idling locomotive. The buildings, of wood frame and brick, look smaller than they are, yet the enginehouse is able to swallow several locomotives at a time from its bridge-like turntable.

In the boggy, grown-over flat land just to the south, a late 19th century landmark sleeps, the pounding of hooves and roar of its grandstand long gone although the outline of its mile oval track still faintly appears on city aerial photo maps; Rigby Trotting Park. You are told that the park was the origin of the name of this place.

This is Rigby, Portland Terminal Company's sprawling railyard, the terminal or interchange for two regional railroads, Maine Central (of which Portland Terminal Co. is a wholly-owned subsidiary) and the Boston and Maine.

MAINE'S RAIL GATEWAY

Stretching from the Scarborough line to Main Street and covering more than one hundred acres of lowland below Thornton Heights, Rigby is Maine's railroad gateway in both directions. It is the junction of three major railroad routes, Boston and Maine's to the south, Maine Central's Mountain Division to the west and Maine Central's main line into central and eastern Maine, to Bangor and well beyond. Rigby is Greater Portland's rail terminal covering this city, Portland and Westbrook with crews

TEXT:

JAMES C. SAUNDERS
ALL PHOTOS:
GORDON CHIBROSKI

dropping and picking up cars at numerous industrial and commercial concerns.

And in addition to taking apart all arriving trains, directing myriad kinds of cars and cargoes in all directions and putting together all departing trains, the big railyard also serves its two customer railroads as an inspection point for all cars and as a refueling and maintenance point for locomotives.

Perhaps it's because Rigby has been a part of South Portland so long or perhaps because it is "the railroad", one of the most familiar and historic of American institutions, this railyard goes about its business day in, day out, year in, year out, with little public notice or comment.

From a distance, Rigby doesn't look at all that active or interesting ... a mass of tracks, a few strings of cars, very few people. But the outside view is deceptive. Portland Terminal Co. has 350 employees. They are spread over three shifts 365 days a year in three cities. Railyard operation never stops.

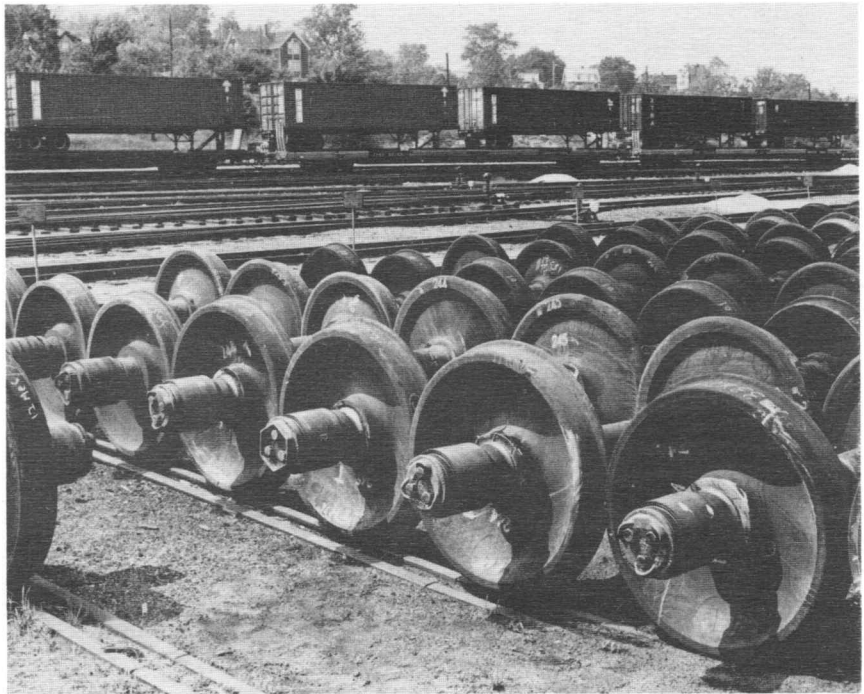
329,179 CAR MOVEMENTS

For the year ended June 30, Rigby recorded 329,179 car movements from its two railroads, cars loaded and empty (about half and half) received into the yard, inspected and directed in new trains to their destinations or in short "drags" to area firms.

Trains end and begin at Rigby. None passes straight through. At any given time, recent and new trains are being unmade and made, cars are being inspected and worked on if necessary, cars for and from the three cities are being distributed and collected, the big "road" locomotives are being serviced or refueled for their next journey, a new train with huge tonnage of Maine's exports and imports will soon depart, another soon arrive.

The sprawling Rigby railyard, for roughly the same reason as Portland Jetport, has a control tower, the CTC, centralized traffic control. At three stories, while nowhere near as large as its airport cousin and staffed by one operator at a time, P T Tower monitors and directs incoming, maneuvering and outgoing trains instead of planes.

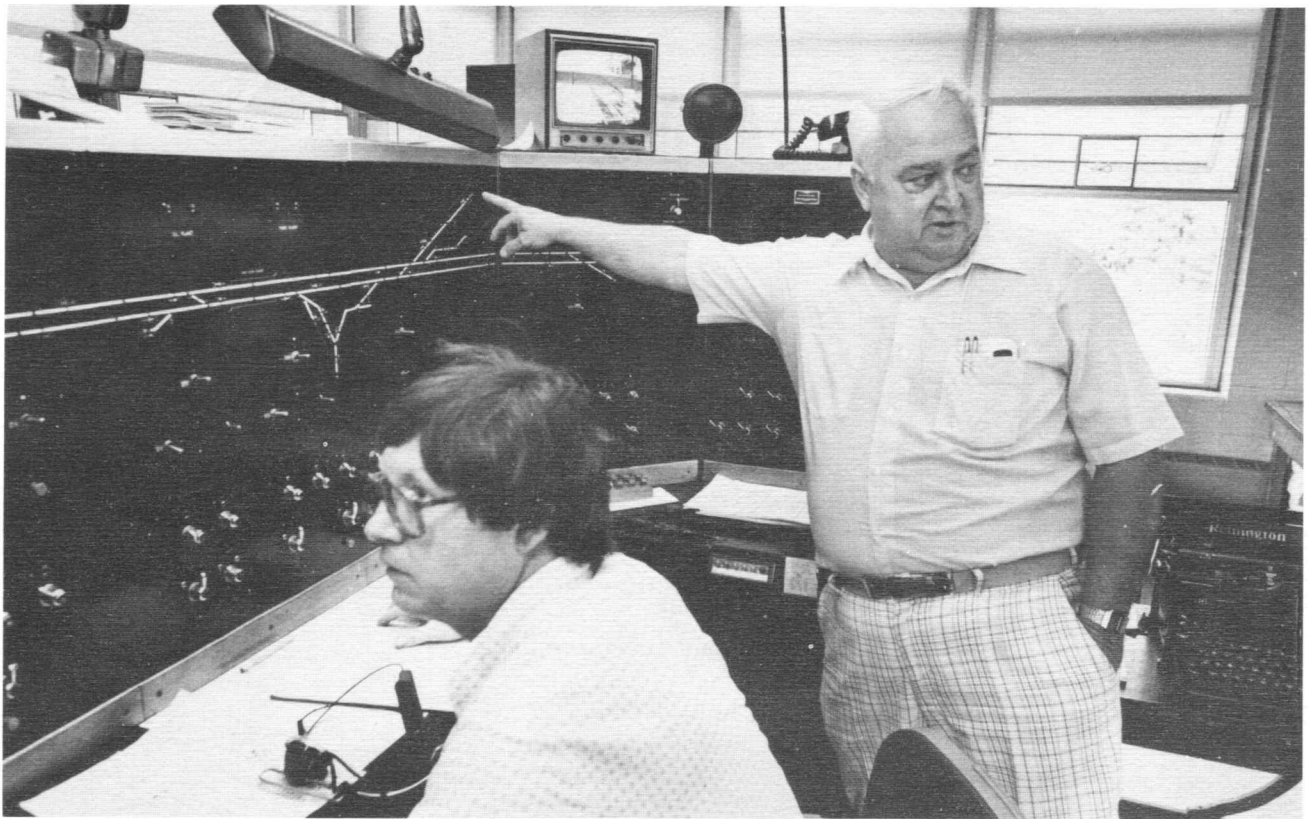
The mid-afternoon start of the second shift was a good time to watch



Wheels are ready for any needed repair work and piggyback equipment in the background waits for movement.



Richard Roy, Portland Terminal Storekeeper, looks over huge locomotive pistons.



Bud Harris, right, PT superintendent, and Ronald Starkey, tower operator in PT Tower at Rigby Yard.



John Watson, locomotive engineer.

tower operator Ronald Starkey at work, and busy with traffic. Starkey had a commanding view of the rail-yard from its north end near the Main Street overpass. But the nine-year railroadman and Lyman resident wasn't looking out the windows.

His much broader view of things, seated at a large console flanked by switches, telephone and radios to all three railroads (P.T.Co., MEC and B&M) came from a black panel several feet across covered with white lines, switch points and tiny gleaming lights. It was a schematic of Portland Terminal Co. rail lines not only at Rigby but through the rest of this city, Portland and Westbrook, and east to Yarmouth Junction.

As a Maine Central main line train inbound from Bangor reached that junction, lights along its path started to wink. Meanwhile communication was going on within the yard, part of it with a "Bluebird," a blue B&M yard locomotive, at work. The Maine Central freight arrived with a sudden great rumble from the nearby overpass and shouldered its way past the tower at what seemed touching distance, a vivid scene of engines, crew and cars.

MORE TRAINS MOVE SAFELY

The superintendent of Portland Terminal Co., W. Laird Harris, III, is a big man physically with responsibilities to match. But his nickname, "Bud", was a tip-off to a no-nonsense manner and good nature as was his willingness to discuss Rigby's work. A Portland native, U of M engineering graduate and Standish resident, Harris is a 29-year MEC veteran including 16 years in engineering and the past 11 overseeing all railyard operations here.

The CTC, he said, enables Portland Terminal Co., "to move more trains with less trackage," and less chance of accident. With improvements, Rigby has gone from three towers to one and Harris foresees eventual computerization of yard control.

The B&M trains that come into Rigby from points south, "have cars destined for all points on the Maine Central system, also for the Bangor and Aroostook." And Maine Central trains entering Rigby from points north bring cars and cargoes for destinations all over the country. The yard also receives and makes up trains for Maine Central's Mountain Division route west. And of course there are cars to be directed to and picked up from Portland Terminal Co. customers in the three cities.

With the complexity of so much car movement, there is specialization in the switching work; classification switchers (yard locomotives) which break up and make up trains, industrial switchers which haul cars to and from area Portland Terminal customers, "and roustabout switchers," Harris said, "that do about everything" when and where needed.

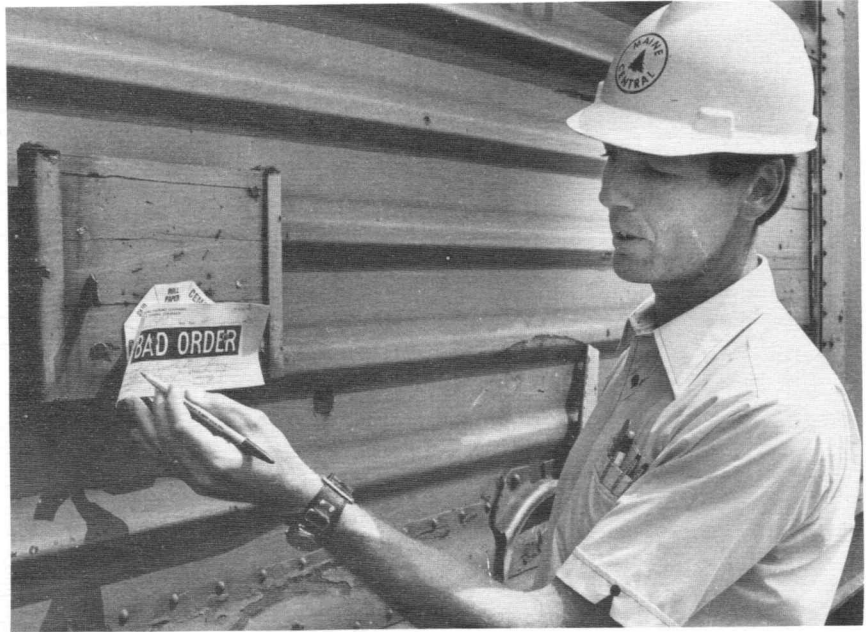
As superintendent, Harris said he has two key responsibilities, "keeping this yard fluid, keeping things moving, and handling the personnel."

AND THREE OTHER RESPONSIBILITIES

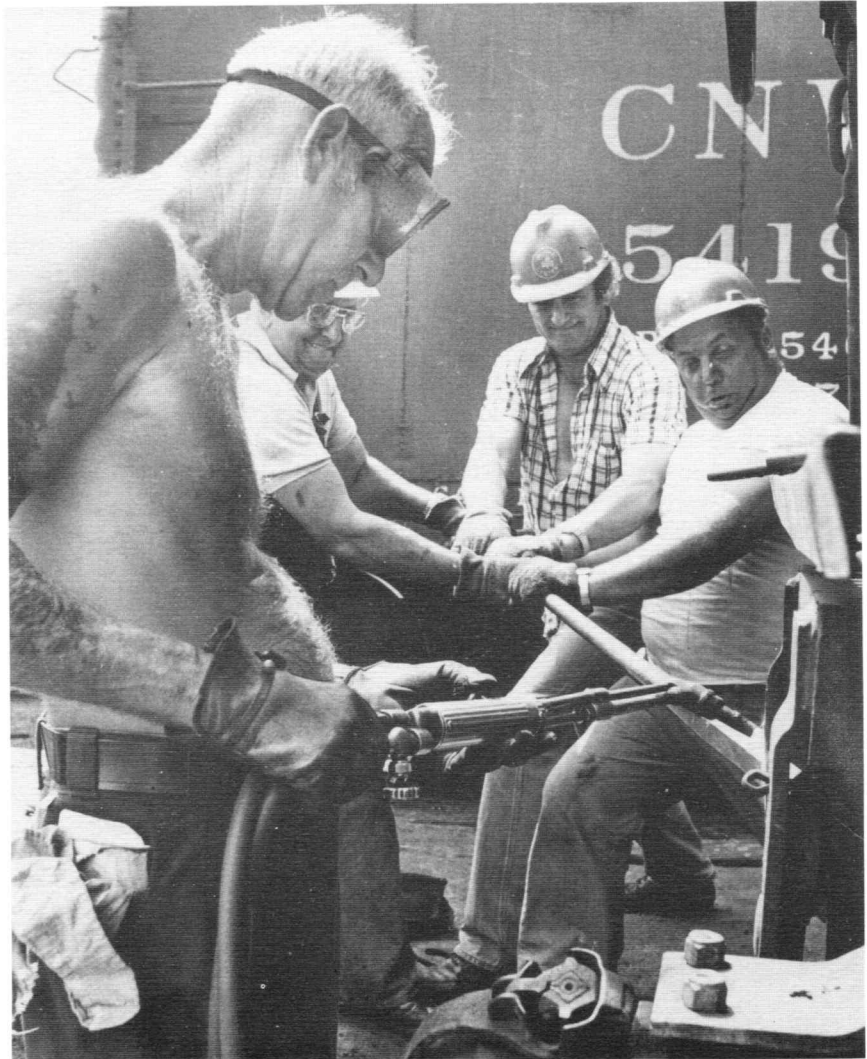
Rigby as a rail terminal has other duties besides directing cars. One of them is car inspection, car repair when necessary, carried out by the car shop. In charge was Martin "Marty" Moore of Yarmouth; tall, lean, assistant superintendent of car maintenance for the railroad which he joined 14 years ago.

Incoming cars, he said, are inspected and if necessary, repaired to meet

Winter 1980



Marty Moore, assistant superintendent car maintenance, looks over "bad order" card.



Howard Harriman wields a cutting torch as a crew installs a draft gear.

Federal Railroad Administration and Association of American Railroads standards, "both pretty much safety standards."

The car shop, a long low wooden building where 65 people work, does not get into major overhaul but handles a wide range of "running maintenance" that includes replacing wheels, draft gears, couplers and air brakes, Moore said. In inspection, "we look at the whole car".

Repair work is billed to the car owner, very often another railroad, but then Maine Central cars receive on-the-road maintenance out of state. "Hopefully, the repairs we make will offset those others make," Moore said.

Rigby Yard, except perhaps to a railroad buff, is anything but a physically beautiful place, but it has its moments.

One of them was the sight of a big Maine Central "road" locomotive, just rebuilt and beautiful in new paint fresh out of the Waterville shops, moving onto the enginehouse turntable.

That's another operation at Rigby, the care and feeding of locomotives the yard's own fleet of switchers and the much larger long-haul diesel-electrics of its two client railroads. The yard fuel depot pumps 6,000 gallons a day.

Enginehouse general foreman, Don Russell of this city, now retired after 42 years with Maine Central and Portland Terminal, worked around locomotives since they were steam. Much of his career was in the Waterville heavy repair shops, and he still exuded a delight in his work; a strapping, hearty man.

Adjoining the enginehouse is Rigby's stores or parts department, overseen by yard storekeeper Richard Roy of Standish who joined the railroad 13 years ago after 20 years in the Army. Need a nail keg-sized locomotive piston, \$1,200? But Stores' most unusual item is carefully stored in big boxes: Portland Union Station's great clock.

TRAIN BR-2 AND ITS CARGO

In the wee hours of June 4 as most people slept, Maine Central Railroad's freight train BR-2 rumbled southward from Bangor, headed for the Rigby railyard with stops at Northern Maine Junction, Waterville and Yarmouth.



Brad Peters, left, vice president, talks with Don Russell, enginehouse general foreman, a few days before his retirement.

Cruising at 40 miles per hour through the dim spring countryside, its powerful locomotives hauled a long line of cars and cargoes with ownerships and destinations all over the U. S. and Canada.

Pulling into Rigby at 6:35 a.m., BR-2 had handled 104 cars enroute with a gross weight, cars and cargo, of 7,005 tons.

The "Conductor's Freight and Mixed Train Report to Car Accountant" for BR-2 that morning gave the following picture of the things Maine exports through Rigby Yard:

- 2,314 tons of paper, napkins, tissue, towels and paper plates on its way to printing plants and households across the country;
- 475 tons of woodpulp destined for paper mills in the South and West;
- 7 tons of furniture;
- 130 tons of scrap iron;
- 50 tons of ammonium sulphate;
- 267 tons of lumber.

Origins were virtually all in Maine, either on the Maine Central or Bangor and Aroostook systems. From Rigby after car inspection and assembly into new trains based on car rout-

ing, those cargoes would proceed south over the Boston and Maine or west over Maine Central's Mountain Division for other terminals. And to destinations such as Chicago; Longnevil, P Q; Shepherdsville, Ga.; and Oshkosh, Wisconsin.

A conductor's car list for a Rigby to Bangor freight, RB-3 the same day, reflected cargoes coming into Maine. While that train handled many more cars, (178 cars in all, with a maximum length of 116 cars) with stops at Danville Junction, Waterville and Northern Maine Junction, there were a lot fewer cargoes and a lot more empty cars. This, an official said, was not unusual, that Maine with its large paper industry sends heavier rail shipments out than it receives.

A cross-section of that list saw inbound grain, wheat middlings, soybean meal, poultry feed, paper towels, waste paper, caustic soda, lime, wood pulp, wrapping paper, clay, cotton linters, wall board, chlorine and potash.

These were two trains out of 16 a day into and out of Rigby, clearing house for a river of Maine rail commerce. The railyard at Rigby never stops because the U.S. economy never stops.



Leavitt as a soldier in 1917.

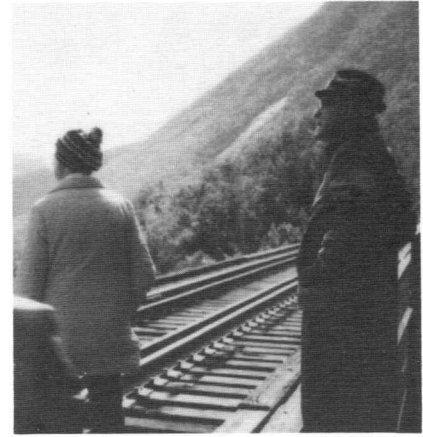
month, a Vermont man, in his eighties, who saw the Notch again for the first time in 63 years.

He's L. Dudley Leavitt of South Royalton, Vermont, who until September, this fall, had not been to the Notch since he was a "raw recruit" in World War one.

But let's let him tell the story:

"Last Sunday, September 28th, my son and wife drove me and my wife to Twin Mountain to see Raymond Evans, whom I had not seen since early June of 1917. At that time he was a boy of eight, and I was a raw recruit in Co. F, 1st Vermont Infantry, sent with seven other boys to Crawford Notch to guard the Willey Brook Bridge."

"We arrived there about six o'clock p.m. May 8, 1917, in a snow storm. We ate our lunch, then shovelled away a spot to pitch our 12 x 12 foot Army tent. It was a tight squeeze,



L. Dudley Leavitt and his wife look out over the White Mountains from the Willey Brook Bridge, which he guarded 63 years ago.

east side. Here I had a thrill. Ray found the rocks where I had etched my name and date — May 30, 1917. What a day for me! After 63 years it was still readable!"

In another letter, a few days later, Mr. Leavitt recalled that he and his companions were relieved from their guard duties in early August, 1917,

a veteran

returns to the notch

Crawford Notch is a high and rocky mountain pass that has a touch of magic for most Maine Central Railroaders. Its ruggedness and remoteness, especially in winter, demand sure hands with power, wheels, tracks and trestles, and most of us are a little proud that we can help make it work as one of our rail system's western gateways.

It's a place of wild, natural beauty, of looming, slanting ledges and cliffs; a great attraction for tourists and foliage fans, and a place of reunion for people who cherish distant memories and whose affection for the Notch perhaps is even greater than ours.

There were the Evans brothers and sisters, children of a section foreman, who returned to their childhood scenes at the top of the Notch in 1968 and found the stone that had been second base and the hole under the track where their mother hid her valuables a half-century ago; the railfan photographers, trying to outdo past attempts and put weather and train schedules together for an unforgettable railroad picture; and just last

so close to the railroad that we drove spikes to the ties to fasten our tent's guy ropes. Your railroad men left us soft coal to burn in our stove so it wasn't long before we were real comfortable.

"Mornings we ate our breakfast at Hattie Evans' house a few rods up the track on the other side. She lived there with her four children. Raymond, I believe, was the next to the oldest. She was very kind to us and we thought the world of her.

"We were there only six weeks, but enjoyed every day of it. We walked up the track twice a day to eat our dinners and suppers at the Crawford House. Two of us were on guard at each end of the bridge at night, daytimes only one. It was two hours on and four hours off. I have never forgotten the beauty of the scenery and the kind people who helped maintain your Maine Central.

"Last Sunday about noon all of us at Ray's house left our cars at the parking place near the gate of the Notch and walked down the track and across the bridge to the ledge on the

and were sent separate ways.

"I went," he wrote, "to Camp Darling, Mass., to help form Co. A, 102nd Machine Gun Battalion, and from there we went to France serving in the trenches from February to the end of the War November 11, 1918. I do know one who was killed April 20th, 1918, at the Battle of Seichprez. Three others have passed on, leaving three of which I know nothing.

"I shall try next year to return to the Notch and once more view your beautiful scenery."



L. Dudley Leavitt, left, chats with his host Ray Evans in September 1980.

rrb vs. ss . . . how do we stand?

We profit as employees of Maine Central Railroad because our talents provide a valuable and needed service. We all play a part in moving materials and products to people who need them.

But there's another advantage we have as railroad employees. Our retirements under the Railroad Retirement System will be better than the retirements of those under Social Security.

Let's compare railroad retirement with Social Security retirement. Consider the fortunes of identical twins, Henry and Harold. Henry worked for Maine Central and came under railroad retirement. Harold worked for ABC Company and came under Social Security.

First we need some background information. Where does the railroad retirement money come from?

The primary source of income for railroad retirement is payroll taxes levied on employees and their employers. They pay retirement taxes at the same rate as Social Security employees and employers to finance what is known as the tier I part of railroad retirement.

In other words, employees pay 6.13 percent of their salary up to a maximum monthly amount of \$2,158. And Maine Central matches that contribution. That's tier I.

But Maine Central as an employer makes an additional contribution, the tier II part. Maine Central pays a monthly contribution of 9.5 percent of an amount up to the first \$1,700 earned during the month. In addition, our company also pays 12.5 cents-per manhour tax to finance a supplemental annuity program under railroad retirement.

Now, let's get back to Maine Central's Henry and ABC's Harold. In this comparison, let us assume they have earned full benefits—the highest amount it is possible for them to receive.

That means that during their careers they earned up to the highest

amount subject to taxes. For example, in tier I and under Social Security, the maximum amount taxable between 1937 and 1954 was \$300 a month. In 1979, it was \$1,908. And as we said, this year it is \$2,158. And under present law, this amount will rise over the coming years.

Henry and Harold both retired at age 65 with 30 years' service. Their wives were also 65. Their last monthly earnings were \$2,158, the maximum taxable earnings.

Here's what Henry and his wife get under railroad retirement: Tier I, \$572; tier II, \$433; supplemental annuity, \$43; spouse's annuity, \$387. Henry and his spouse receive \$1,435 a month in retirement benefits.

Now, let's see what Harold and his wife get under Social Security. He receives \$572 and his spouse gets \$286. They receive only \$858, compared to the \$1,435 that Henry and his wife receive.

Of course, a real difference shows up in after-tax income. As active employees, with only themselves and their wives as dependents, both Henry and Harold were taking home only \$1,585 of their \$2,158 monthly incomes. After retirement, Henry's income is \$1,435 monthly from Railroad Retirement and Harold's income is \$858 from Social Security, neither of which would be taxed. (The supplemental annuity for Henry would be less than the "zero bracket amount" after he subtracted his dependent exemptions.) So Henry only loses \$150 monthly take home pay when he retires and Harold loses \$727 monthly take home pay.

Now suppose Henry and Harold had retired at age 62 with 30 years' service with their last monthly earnings being \$2,158. Their spouses are also 62.

Maine Central's Henry and his

	<u>Railroad</u> <u>Monthly</u>	<u>Retirement</u> <u>Annually</u>	<u>Social Security</u>	
			<u>Monthly</u>	<u>Annually</u>
Age 50 Disability	\$1,435	\$17,220	\$1,000	\$12,000
Age 60 Early retirement	1,435	17,220	—0—	—0—
Age 62 Early retirement	1,435	17,220	630	7,560
Age 65 Normal retirement	1,435	17,220	858	10,296

spouse would receive full benefits—\$1,435. (In the railroad industry, full benefits go to those age 65 and over with 10 years of service, or to those 60 to 64 who have 30 or more years of service.) Harold's retirement sum, however, would be reduced actuarially. Under Social Security, he would receive \$458 for himself and \$172 for his wife. They would get \$630, compared to the \$1,435 Henry and his wife would receive.

Now, let's assume Henry and Harold are age 60 with 30 years of service and their last salary was \$2,158 per month. Their spouses are also 60.

Henry and his wife, under railroad retirement, would receive full benefits—\$1,435. How much would Harold and his wife receive? Sorry, Harold, you're not eligible until you're 62.

While we're at it, let's look at disability retirement. Let's suppose Henry and Harold are age 50 with 30 years' service, and their last salary was \$2,158 per month. Their spouses are 50 and each has a minor child.

Maine Central's Henry and his family would receive: Tier I, \$572; tier II, \$433; spouse annuity covering a minor child, \$430. Henry's family would receive \$1,435—payable immediately on the onset of disability.

Harold's family would receive \$572 for Harold; \$286 for his wife; and \$142 for their child—a total of \$1,000 compared to the \$1,435 Henry's family received. And to make matters worse, Harold's benefits would not be payable until five months after the onset of disability.

In summary, shown below is a side by side comparison of total monthly family benefits payable under the two systems for an individual with 30 years' service.

It is obvious that the Railroad Retirement System is far superior to Social Security. The difference is made possible by additional taxes paid by railroads over and above the tier I taxes paid by railroad workers and social security workers alike. We can appreciate this added security as we work to make our railroad one of the best in the country.

president sees new era for railroading

A new era for railroading in a period of relaxed government regulation was forecast by Maine Central President John F. Gerity before members of the New England Railroad Club in November.

Portland's Downtown Holiday Inn was crowded for the meeting, first in the club's history outside Boston. It was arranged by Club President Hugh Flynn of Maine Central as the initial move in a new policy that will take NERRC meetings to cities throughout New England.

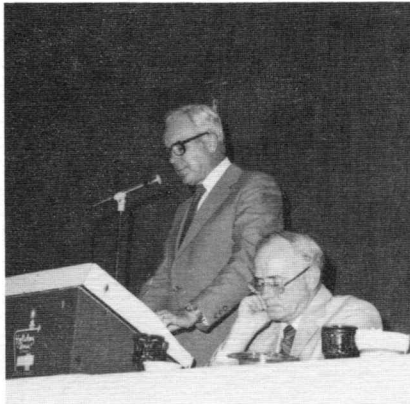
It was, in fact, an all Maine Central affair. Flynn presided, President Gerity was the principal speaker, Assistant Treasurer Eric P. Smith introduced him, Board Chairman E. Spencer Miller was at the head table, and in the audience was a larger than usual contingent of Maine Central directors, department heads and employees.

President Gerity told the roomful of railroaders and industry suppliers that Maine Central approaches the future with great expectation of continued success."

In an address entitled "A New Frontier for the High Iron," the Maine Central President said the change in its corporate ownership "will improve the Company's opportunities in this new day" of relaxed railroad regulation. He said the Staggers Rail Act of 1980 is "the most important railroad legislation to be considered by congress in many decades," and gives railroad managements "the chance to grasp new opportunities now available to carry us to a new day of railroad prosperity."

President Gerity told NERRC members that "one of the most gratifying aspects of the year-long political process was Maine Central's ability to have genuine influence on the legislation." He said Maine Central persistently raised questions and then suggested legislative language which, in some cases, was ultimately adopted.

"We found ourselves participating in discussions with large railroads like



John Gerity, Maine Central president, addresses the New England Railroad Club at its first-ever meeting outside Boston. Hugh Flynn presided over the meeting as president of the club.

Conrail and Southern in an attempt to protect smaller carriers while preserving most of the benefits which deregulation would bring to the large carriers," Gerity said.

Gerity then listed new challenges, opportunities and pitfalls, that result from the recently passed legislation.

He said the new challenges include the challenge to innovate; the challenge to operate more efficiently and reliably; and the challenge to do a

better job than our competitors.

"There will be new opportunities," he said, "to secure overall adequate revenue levels; to reduce the loss of traffic to competitors, and in fact, to win traffic back to rail movement; to adjust rates to rapidly changing market conditions; to adjust rates on individual commodities where necessary; and to negotiate contracts with shippers based on service and price tailored to the needs of the shipper.

"But there will also be pitfalls," Gerity said. "They include overpricing of service which could result in loss of business to competitors; underpricing of service and the resulting loss of revenues; and the many pitfalls to be overcome if small regional railroads with limited resources are to compete in intramodal competition with huge carriers with much greater resources."

The Maine Central President said the new regulatory atmosphere opens an era of potential massive change in the way railroads do business. He then added, "we railroaders must be diligent and wary. A positive response can mean a new day for railroading. . . a rebirth of the steel wheel on the steel rail."



Maine Central's Eric Smith introduced John Gerity, speaker at the New England Railroad Club meeting in Portland. Left to right are: Smith, Hugh Flynn, president of the club and Maine Central manager, purchases and stores; Alan Dustin, president of Boston and Maine and Walter Travis, president of Bangor and Aroostook.

some new old pix

Unseen for nearly 90 years, the pictures on this page are from dusty glass plates found last month among family keepsakes by Mrs. Jo Ann Leavitt of Westbrook. J. Emmons Lancaster, Maine Central assistant engineer of structures, putting together some not-so-obvious clues, has identified and dated the scenes which—unless we're being presumptuous—are being published here for the first time—in recent years, anyway.



THE FIRST INCIDENT—Built by the Portland Company in 1891, the Sandy River Railroad No. 5, N. B. Beal, overturned at Strong in December, 1892, the first incident of a tragic and controversial career. Rebuilt in 1893, she was burned in an 1897 engine house fire at Phillips. Rebuilt again, she overturned after a collision with a Maine Central engine at Farmington when her engineer, Will Barker, was killed. Again rebuilt, she was sold to the Sandy River and Rangeley Lakes, the Kennebec Central, the Wiscasset, Waterville and Farmington, and finally to William Moneypenny who moved her to Thompson, Conn., where she remains. Owners of the Edaville Railroad are in court claiming ownership.



NUMBER THREE—Sandy River's No. 3 is shown on the same December day in 1892 at Strong, probably assisting with the clean-up operations. No. 3 eventually became No. 1 on the Wiscasset, Waterville and Farmington, for which she performed well for more than 20 years.



THE INTERCHANGE TRACK—Maine Central Engine No. 109 was switching the interchange track at Farmington when these pictures were taken in 1911-12. Built by Manchester, N.H. Locomotive Works in 1906, she served first on the Somerset Railroad as No. 23 and was conveyed to Maine Central in 1911.



Closely involved in the details that precede the acquisition of equipment are Hugh F. Flynn, left, manager, purchases and stores, and David Croveti, assistant to the chief mechanical officer.



Members of Maine Central's Equipment Requirement Committee, left to right, Chief Mechanical Officer Stewart Park, Executive Vice President Arnold Travis and Treasurer Stan Watson.

new equipment ..a lot is involved

The process could begin with a well substantiated rumor...and sometimes has.

But more likely, it starts when an industrial traffic manager calls a Maine Central Marketing representative into his office and tells him confidentially that the company is weighing a decision to expand, to add a new product, open a new market, or perhaps all three.

Rail transportation is a vital factor in the company's decision. It's already available...the customer has been using it for years. But now, with large sums about to be risked, the quality of rail service, equipment and facilities assumes an even larger role in the decision-making process. The question put to the Maine Central representative, passed quickly to Marketing officers and just as quickly to Maine Central's top management, is whether the railroad would participate actively in the venture by gearing up its service and improving its equipment to match an increased production volume.

The question implies millions of dollars to be invested by the industry and the railroad, several years of planning and building, and the close involvement of people at almost every

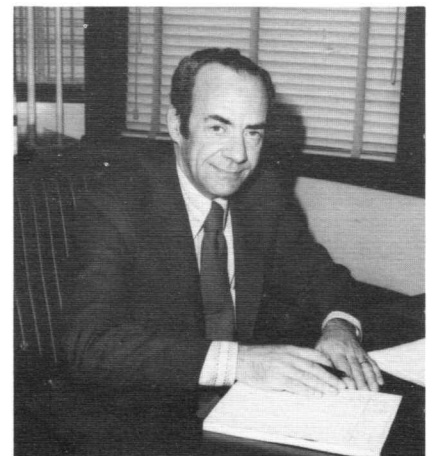
level of responsibility in almost every department of both organizations.

The stakes are high, but for many years, Maine Central has shown no hesitation. The railroad has assured expanding industry of its continuing support, and has promptly started the complicated mechanism to produce practical solutions to hundreds of down-to-earth equipment problems.

The industry wants high-capacity, top-quality freight cars with a number of modern features that assure ease of loading, damage-free movement and long service life. The railroad wants to meet these requirements as closely as possible in the shortest possible time at the lowest possible cost. A three-man Maine Central committee is charged with the responsibility of collecting all pertinent facts and making a recommendation to the President who then, if he agrees, will bring the recommendation to the Board of Directors. This committee, which includes the railroad's top operating, mechanical and finance officials, draws on the resources of the entire company for facts and data necessary to their final decision.

Executive Vice President Arnold Travis, Treasurer Stan Watson and Chief Mechanical Officer Stewart

Park compose Maine Central's Equipment Requirement Committee. They involve Assistant Treasurer Eric Smith, Director Car Utilization Bob Nurse, Purchasing Manager Hugh Flynn and many others in the long-range planning necessary to the process of developing specifications, determining the required number of units, who will build the cars and how they will be financed. Marketing continues its active involvement, passing on information of the industry's spe-



The process can start with Don Looby, marketing manager, paper, woodpulp and forest products.

news briefs

cific requirements and recommendations and in turn keeping the shipper informed and assured. General Counsel Scott Scully works with Watson and others in the legal documentation of the leases.

The timing is vital. The shipper's on-line projection and the builder's production schedule are crucial dates, and to meet them, the Maine Central committee must complete a number of complicated functions on a strict schedule starting as much as two years in advance. The process includes...after specifications are decided upon...asking for bids and awarding the contract; arranging the financing, which culminates a whole series of decisions itself; and finally, when the units are actually being built, a series of detailed, technical on-site inspections by Maine Central Mechanical Department officials and then formal acceptance of the equipment.

A major task, of course, is arranging the financing, and as part of that process, the committee must make the buy-or-lease decision. Treasurer Stan Watson says the economics of equipment acquisition since 1970 have indicated that leasing is the best course, and that Maine Central has become party to nine lease arrangements for a total of 2000 new box cars over the past eleven years at a cost of more than \$60 million.

He points out that the 200 new 100-ton box cars recently completed and enroute to Maine Central cost \$50,000 each or about \$10 million. Payment by Maine Central of annual rental for the cars is more manageable, he says, with good earnings from freight-service use from car hire and mileage payments from other railroads for use of the cars. The new 100-tonners, Watson says, will earn over \$29 per day when off-line the first year under the new car hire and mileage formula.

But Watson stressed...and other members of the Equipment Requirements Committee agreed...that Maine Central acquires new equipment, not for car hire benefits, but to meet the traffic needs of on-line shippers, to move their products efficiently and safely, in effect to shorten the distance between their mills and their customers, and to enhance the position of Maine Central as a working partner of the major industries of Maine.



UNITED WAY RUNNERS

Bangor Railroadman Lived a Century

Ashley Wood, a man who had two complete careers, died just before his 101st birthday in Bangor in November. Wood worked for nearly 40 years in the newspaper business and 28 years for Maine Central Railroad.

He hawked the first 25 copies of a new Bangor newspaper, the Bangor Daily News, at the Hotel Windsor in 1889. He worked for the Bangor Daily News, the Whig and Courier, and Bangor Daily Commercial and the Waterbury (Connecticut) Republic.

After he retired from the newspaper business he started his second career as a railroadman in 1928 as a Maine Central baggage handler. He gained a reputation for thoughtful service and was soon promoted to station master at Bangor's Union Station. He retired in 1956 with 28 years

Maine Central people join hundreds of others in the kick-off of the Greater Portland United Way Campaign. Running from St. John Street to Monument Square in Portland were left to right Bob Baker, Eleanor True, Mike Kane and Pat Lowery.

of railroad service and a work history spanning 67 years.

Dresser Retires, True Appointed

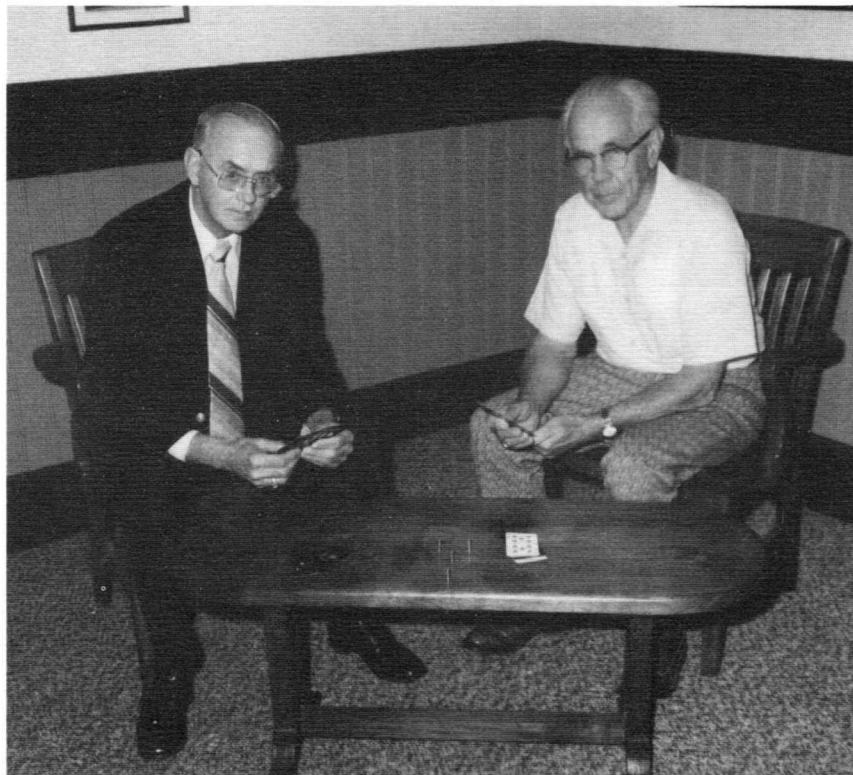
John W. Dresser has retired as manager—tariffs in the Marketing Department and has been replaced by Eleanor V. True.

Dresser retired with 37 years of railroad service. He began his railroad career with the Boston and Maine in 1943 and came to Maine Central in 1955. He held several positions in the Accounting, Executive and Marketing Departments until his retirement in November.

True is assuming the position of manager—tariffs following eight years in the Accounting Department. She attended Becker Jr. College and is now attending the University of Southern Maine as a Business Administration major.



The First Entry? . . . No, but it could have been, if it had been produced by a child or grandchild of a Maine Central/Portland Terminal employee. This drawing, maybe a self-portrait, was by Tom Mercier, Bangor and Aroostook's chief claim adjuster.



Don Sinclair, retired general office building carpenter, made this finely-crafted cribbage table from a single walnut railroad tie. It was a gift for Wes Martin, right, who retired recently after 43 years with Maine Central. And it works . . . as indicated by Wes and Purchasing Manager Hugh Flynn who played a hand or two.

'Take Stock in America' Includes Poster Contest

Children and grandchildren of Maine Central and Portland Terminal Company employees will be invited to participate in a "Take Stock in America" poster contest this Spring.

The contest will be a feature of the MEC/PT U.S. Savings Bond campaign scheduled to start May 4 under the direction of Freight Claims Manager Ben Braasch. It's open to all children and grandchildren of employees regardless of age, who produce a poster promoting investing in U.S. Savings Bonds.

The posters will be displayed on the third floor of the General Office Building and will be judged on the final day of the campaign. Age will be considered, and a \$100 bond will go to the winner.

Another \$100 bond will go to the winner of a drawing on the final day of the campaign from the names of the employees who either increase their savings or enroll in the U.S. Savings Bond Payroll Savings Plan for the first time.



Berry Concludes 40-year Career

William J. Berry retired in November following forty years of railroad service in traffic and marketing.

He began his career with the Grand Trunk in Portland in 1941 and went to the New Haven in 1947 where he held several traffic positions working out of Portland. In 1962 he joined Maine Central as assistant to sales manager. He became sales manager—industry markets in 1967 and assistant vice president sales and service in 1972, the position he held until his retirement.

The Grapevine



Left to right, Alan, Andrew and Roger Moore, sons of Marty Moore, with some of the produce from the family garden. The two squash with ribbons won second place at the Fryeburg Fair.

General Offices

J. Emmons Lancaster (pronounced LANKS-TER), assistant engineer of bridge and building has just returned from two trips, the first to Strasburg, Pennsylvania to attend a meeting of the Tourist Railroad Association, and the second to Colorado with scheduled (and unscheduled) intermediate stops. The end result: a lot of driving and about 650 more slides for his collection.

It seems hard to believe, but it's true. Henry O. Preble has retired from the Company. Henry had worked all over the system, and most recently served as the agent at Brunswick. Henry is a member of the 470 Club, travels more now than he used to and is a voracious photographer, putting Emmons Lancaster to shame. Best of luck, Henry.

David Bennett, son of Ruth and Earle Bennett, Freight Claim Bureau, has graduated from the Great Lakes Naval Training Center with an Electronics Technician rating. After enjoying 30 days leave, he has been assigned to sea duty aboard the Emory S. Land, a sub tender, which is operating in the Indian Ocean around Diego Garcia.

Congratulations are in order for Philip Moran, Auditor Revenue Office, and wife Judith. They became parents of a baby boy October 25, 1980. Cameron A. Moran weighed in at 9 pounds 9 ounces. Phil's co-workers have already enjoyed a visit by Cameron and his mother and they're both beautiful.

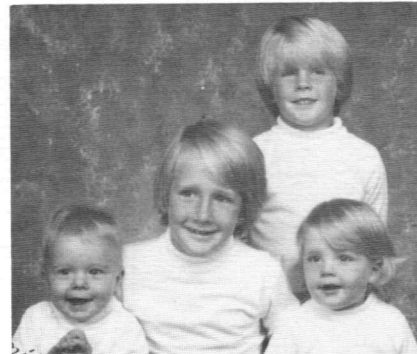
Gloria McCullough, Mechanical Department, recently flew to Las Vegas for a week's vacation. She attended two shows each night with an average wait in line of one to one and one-half hours for each show, but it was worth every minute of the wait. She saw Tom Jones, Engelbert, Liberace, Wayne Newton, Chorus Line and the Lido Show. Gloria enjoyed watching the filming of a Merv Griffin afternoon show. Although one week did not allow her enough time to gamble, she is already planning on next year—hopefully for longer than 5 days.



Nicole, 1 year old, and John, Jr., 2 years old, daughter and son of Cheryl and John Daicy, Car Accounting. Nicole and Johnny are also the grandchildren of Bea and Paul Crawford, Revenue.

Retirees

Everett Stowell and wife Ann certainly are making the most of his retirement. "Ike" retired on May 23, 1980 after 43 years as a Conductor with the Maine Central, having started his service as trackman in April, 1937. They have five children. Eddie,



Four grandchildren of Pat, Purchasing Department, and Jerry, recently retired, Shea and the children of Mr. and Mrs. Dennis Shea of Illinois. Left to right are Kevin, one; Brian, 8; Adam, 5 and Jason, 2.

a signal shop employee, Sandra, Jean, Wayne, and Betty, and a son-in-law, Tom Merrigan, who works in the Signal Dept. also. In addition, they have 12 grandchildren who are a joy to them. For fun and adventure, they take tours with Senior Citizens, and have toured New York State, Massachusetts, and New Hampshire. "Ike" is not a jogger, but a walker, recently took up bowling, and plays tennis. Can't keep up with you, Ike. I met daughter Jean who gave me info on them. Their address is 38 Fox Street, Portland, Maine 04101.



These are the sons of Ron, assistant engineer of track, and Faye O'Brien. Ryan, on the left, is 3 years old, and Robbie, is one and a half years old.



Payson C. Scott, son of Gregg Scott of our Purchasing Department and Roxanne Scott. Payson was 2 years old the day after Christmas and was looking forward with anticipation to Santa's arrival this year.

At my 1935 Class Reunion from South Portland High School who should be playing in the Orchestra, but Paul Landry! Paul retired 6 years ago as Head Clerk from the Voucher Bureau in the General Office. Well, here they were, the "Old Smoothies," and it really is great music. They played the oldies way back in 1935 and we tripped the light



Bethany F. Landry, daughter of Jimmy, Auditor Revenue Office, and wife, Linda, was only 4½ months old when this picture was taken. However, as you can see, she has already mastered a winning smile that wraps Dad around her little finger.

fantastic, with Paul grinning in his mischievous way. Having my camera, and the band a captive, I let fly with my idiot proof camera. The band consists of Harold Bent, trumpet; Paul Landry, electric guitar; George Robbins, drummer; Howard Reiche, piano and Charlie Thompson, sax and Master of Ceremonies, and he sings.

Rosemary Maloney was a 1935 graduate from South Portland High School, better known to Railroad folks as Rosemary McDonough. She retired from the Machine Room three years ago. Husband Martin and Rosemary had a great evening, renewing old acquaintances and dancing to Paul Land-

ry's smooth music. Their address is P.O. Box 1381, No. Windham, Maine 04062.

At the 1935 South Portland Class Reunion I spied Fred Bither, Swing Clerk, Accounting Dept. and his new bride since February, 1980, Marion Garroway O'Brien. Marion graduated in my class. Fred and Marion had a great evening, dancing to Paul Landry's music. By now, Fred is probably on his way to Florida, as he intended to retire Nov. 21, 1980. Of course, he'll take Marion! To me, Fred always resembled Ex. Gov. Reed, so his nick name became "Governor." They live at 3 Beverly Place, South Portland, Maine 04106.



Fred and Marion Bither

Larry Reinsborough, and wife Mildred are certainly living a busy life. He is treasurer for the Yarmouth Chapter of the Salvation Army, president of the Senior Housing, Inc. which has 28 units of housing for the elderly in Yarmouth, director with the Credit Union for the Railroad, chairman of the Board of Trustees for the Water District, also Yarmouth, and belongs to an exercise class called "Life Line" with his wife Mildred. They rise and shine at 5 o'clock AM, exercise for 20 minutes and then jog with other folks, and have been members for about two years. Church Suppers are a great favorite



Mrs. Monte Hurd

with them. Guess you'll need Church Suppers, Geritol, and a steady transfusion, Larry, if you keep this up. Larry retired as Clerk from the Payroll Dept. in 1976.

Well, my mother-in-law, Mrs. Monte Hurd, widow of retired Conductor on Mountain Division, got a shower at 92. Her relatives chipped in and bought a toaster for her use in the apartment at the Park Danforth, Portland, which she recently moved into.

Thanks to all for the news and pictures. As I do not have a list of Retirees, will you kindly send names and addresses of Retirees you may know of, so that I may contact them, or better still ask them to send their picture and information of service record, what they are doing for fun and work, when they retired, etc. Remember, in order to have a column, we must have fuel! And we don't want to be forgotten, do we? Stay well, and keep collecting!

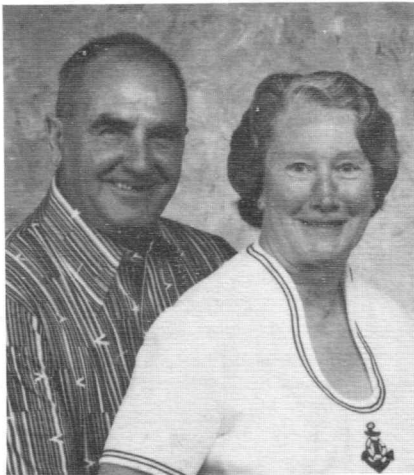
Send info to Mary E. Morse, 12 Riggs St., Portland, Maine 04102, or call 772-1654.



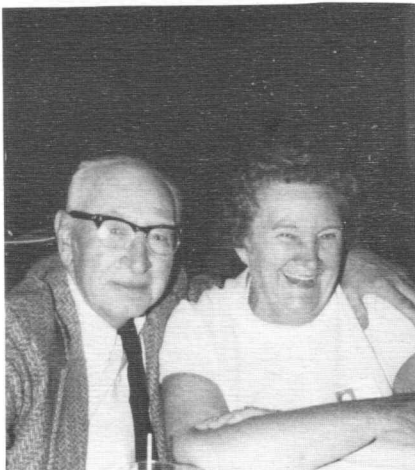
Jim Hawkes, carman at Rigby, with two of his best oxen. These ribbons were won at ox pulling events at several county fairs this past summer.



Linda Stowell, daughter of Edward Stowell, Signal Department, and granddaughter of retired Conductor Everett Stowell and wife Ann, was graduated from Yarmouth High School in June. She studied data processing at Portland Regional Vocational Technical Center and is employed in the proofing department of Casco Bank and Trust Co.



Everett and Ann Stowell



Rosemary and Martin Maloney

Rockland

Ed Cleary and the B&B crew now located at Rockland have been busily sand blasting and painting the turntable, grading the yard and steps as well as painting the exterior of the freight office. Also they have repaired the section house roof and painted it inside and out, so the crew now has to wear dark glasses to offset the brilliance of the new color scheme.

Retired Conductor Maurice Johnson has made several visits and former General Agent Frank Carsley called before leaving for Florida's warmer climate.

I want to thank those who responded to my request for their participation as licensed "ham" radio operators, but we need to hear from the rest. If I get enough information before the first of the year I should be able to get it written up for the next issue. If you do hold an amateur radio license let's hear from you, please. Wendell Lewis, Rockland Freight Office.

Waterville

Congratulations to Work Equipment Maintainer Ralph Kneeland and his new wife Joan on their marriage in October.

Congratulations to Trackman David LaPointe on the birth of his son Michael on September 26.

We wish to extend our sympathies to the family of retired Section Foreman William L. Haskell on his recent death. Mr. Haskell retired in 1967 after working for Maine Central for 44 years. His sons Chester and Leroy are both employed in the Track Department.

Freight Office Clerk Al Cook wishes to thank his many railroad friends for their sympathy is the death of his mother in October. Al has been very busy this summer and fall covering various clerks' positions in Augusta, Lewiston, Brunswick and Rumford. Al was a former operator and was happy to renew many friendships from the past years.

Sympathies are extended to the family of Section Foreman Milan Kelley on the recent death of his mother-in-law.

Congratulations to Supervisor Work Equipment Roland Giroux and wife Dot on the 30th anniversary of their marriage. They travelled to Georgia and North Carolina to visit their children. Roland and Dot are looking forward to becoming grandparents for the first time early in 1981.

We extend condolences to the families and friends of Cliff Clark, retired engineer; Maurice Pope, retired engineer; and Joseph Poulin, retired conductor.

Abraham L. Johnson, 84, who retired as a foreman at Waterville Shops in 1963, died in Waterville Oct. 11. He was employed by Maine Central for 40 years.



When Ralph Libby retired, Blair Walls, Dottie Proctor, and Jerry Shea, came to his party. We can see they are enjoying themselves! But who's telling the jokes? Well, who has more fun than Retirees?

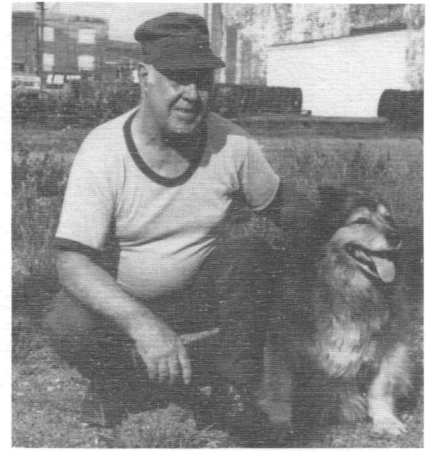
Alexander Francis Handley, 84, died at a Waterville hospital after a short illness. He was born Aug. 7, 1896 in Iona Cape Breton, Nova Scotia. He was the son of Peter and Mary (McNeil) Handley. He worked for Maine Central Railroad for 45 years and was carman for many years. He married Margaret Perry on Nov. 10, 1923 in Portland.



According to the calendar on the wall it's March 1947, more than 33 years ago! The place — Waterville Passenger Station. Swing Telegrapher W. B. Lewis at the operator's desk in the old ticket office before renovations, when we worked a six-day week. At the time the swing job covered 3 tricks each in Augusta "KN" and Waterville "WN". Wendell has held the Agent's job at Rockland now for nearly 14 years. This picture was taken by retired Lewiston Agent P. N. Farrell, who at that time held the operator's job at Clinton.



Ian Scott Douin, 5 years old, and Christopher Ryan Douin, 3 years old, are the children of Assistant Foreman Larry and Shirley Douin. Grandfather Norman Douin is a signal maintainer and Uncle Rodney is a trackman, and Aunt Paula is a clerk in the Stores Department.



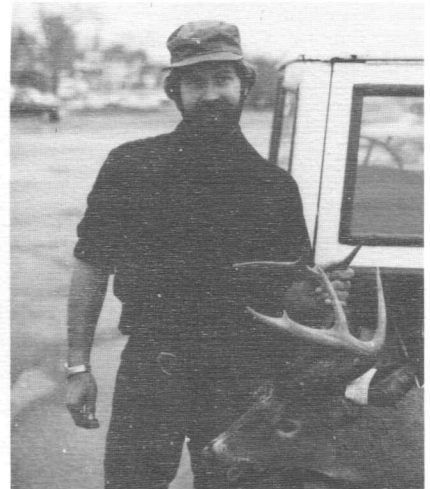
Hostler Helper F. M. Johnson poses with Nanook, second trick mascot and roundhouse keeper, Waterville enginehouse. Approaching her 16th birthday Nanook keeps her fellow workers well aware of strangers.



This beautiful young lady is Stephanie L. Couture daughter of Mr. & Mrs. L. Peter Couture, Jr., of Hooksett, N.H., who will be three years old in January. Her maternal grandparents are Freight Office Clerk Marilyn and Warren Stubbert of Waterville.



Track Supervisor Donn G. Wolfe showing one of his giant hybrid squash which he grew in his garden this year.



Bob Michaud, electrician, Signal Department, and son of conductor Mark Michaud with his 8 point buck.



Heather, age 8 and Allison, age 5, children of Freight Office Clerk Al Cook and wife Donna, students of the Lincoln School in Augusta.



Reid Camic, conductor, inspecting the daily register and bulletin before going to work.



Machine Operator Roland Taylor receiving his orders for the day in Waterville.

In Waterville Yard . . . with Arthur Doucette



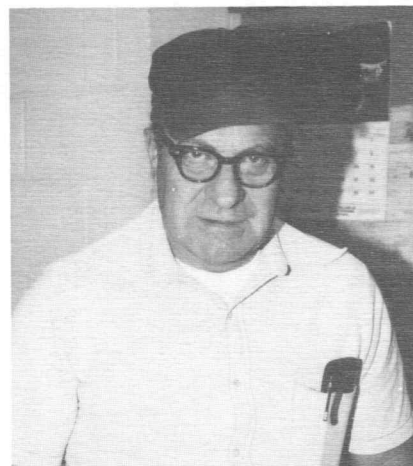
Russ Bickford, Jr. student engineer on BW-1. Russ was one of six newly appointed "Locomotive Engineers To Be," who are now in training at different locations on the property.



The smiling faces of this picture are for the happy occasion of the last day on the job for Carroll Stevens, head clerk, Waterville Shop. Front row L-R: Paula Douin, clerk typist; Judy Brown, clerk typist; Lil Poulin, clerk typist. Back row L-R: Merle Swett, storekeeper; Carroll Stevens; and David Dulac, general storekeeper.



President John Gerity and staff on their recent visit to Waterville Shops. L-R, Stewart Park, Arnold Travis, John Gerity and Roland Boulette.



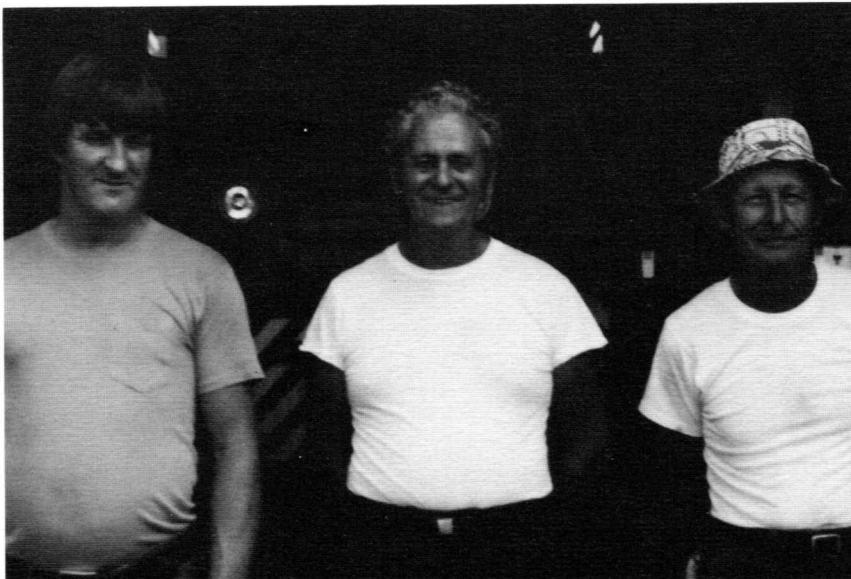
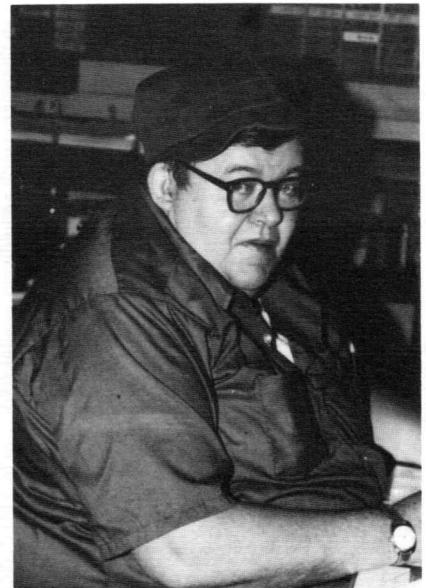
Rodney McClearn, conductor at Waterville Yard checking the register at Tower A and getting train orders.



John F. Gerity, president, trying out 228 on his recent visit to Waterville Shop.



"Butch" Bouchard, yardmaster; Roland Binette, watch inspector; and James Roderick, billrack clerk.



Top left, Dot Begin and Lucette Huard of the Engineering Department, Waterville, inspect the 593. About to leave, top right, L. P. Donahue, flagman, Joe Boudreau, head trainman; Harold Stinson, engineer; Dan Barry, conductor. Center left, J. J. Peaslee, yardmaster, with the Switcher 5 crew: Roland Carter, head brakeman; Clarence Morsen, engineer; Bob McPherson, conductor. Above, Hughey Crandlemire, 3rd trick billrack clerk. Left, in the enginehouse: R. C. Wood, machinist; Victor Buck, hostler, and Bernard Ladd, hostler helper.

McC's Outside Point Carmen



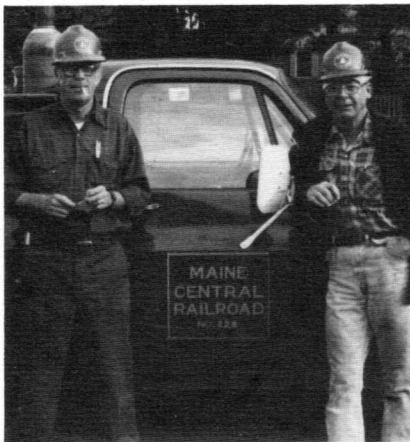
Pete Perry, carman at Lewiston.



Ellsworth Damon, carman at Rockland.



Albert Hodgkins, carman at Rumford.



Bill Otis, Jr., left and Don Oates, both carmen at Brunswick.

his hilarious stories whenever we see him! What a sense of humor! Best wishes for the future, Dick.

A hunting season vacation was enjoyed by Machias Agent Roger Wakefield, most of which was spent on Buck Mountain. We still don't know if he got his deer or not.

Bill Leighton got his deer in the Unionville area. Further hunting vacations were enjoyed by Woodland switcher brakeman Harry Stanhope and trackman Bill Grass.

Ayers Junction foreman, Lew Lyons, had hard luck this fall when he totaled his Olds 442 in Pembroke. He was fortunate to have sustained only minor injuries.

Dana Brown, foreman Woodland Section was off duty for a month due to illness. He is back to work and going strong.

It is with sadness we report the untimely death of road conductor Lawrence "Bunky"

Kelley, 54, of Calais on Oct. 30. He was pictured receiving his 25-year pin and there was a brief news item in the Fall Issue of the Messenger. Not much higher praise can be said of a man than that of being loved dearly by children. He expressed his caring feelings for them through his kindly acts. Bunky enjoyed attending sporting events involving young people. Railroad friends send their condolences to the Kelley family. A large delegation of railroad employees attended his funeral in Calais.

Twenty-four piggyback vans of Christmas trees were shipped from Woodland this fall. The trees were cut and loaded in New Brunswick, Canada. The majority were shipped to Atlanta, GA. This was the third season for shipping trees from Woodland.

Calais based machinist Tom Kelley and Marilyn McMorin of St. Stephens, N.B. were

Eastern Subdivision

Nelson Dexter, hostler at Bangor, retired in September after 27 years of railroad work as laborer and hostler. Happy Retirement, Nels!

Kathy Marie Dunham, 11, granddaughter of rate clerk Charlie Carson and wife, Gloria, and her show horse, "Lucky", competed at a recent Horseman's Show in New Hampshire. Kathy received a blue ribbon and first place trophy for the "Fit and Showmanship" and "Parade" categories and an honorable mention in the Costume Class. She is the daughter of David and Sharon Dunham of Berlin, New Hampshire.

Our good friend Clarence E. Dixon, retired B&M supervisor, has fully recuperated from surgery which he had this past fall. "Dick" will have further surgery sometime around the first of the year and we all wish him a speedy recovery when that takes place. Meanwhile, Dick is regaling us with



Kathy Marie Dunham and "Lucky"



Nelson Dexter at the Bangor Enginehouse.

married on November 8 at the Immaculate Conception Church in Calais. They journeyed to Guelph, Ontario, on their honeymoon when Marilyn stayed on to resume her studies at Ontario Veterinarian College where she is completing her second year of a four-year course. She had previously finished a two-year course in agriculture before entering OVC. Congratulations to you both on your marriage.

Athie Sez

One of the few Railroad hunters in the area to bag their deer was Embert Tibbetts. That neck meat makes the finest mince-meat, right, Gunner?

Had a most enjoyable visit with Walter Farren at the Marshall Nursing facility in Machias. He put in fifty years service with the Maine Central, some of which was at Oakland and later was track foreman at Tunk Lake. Walter was born in Cherryfield, a town that boasted of six sawmills. He worked under Jim Davis and for a starter, earned one dollar and twenty-five cents per day. He and Ray Brooks owned a camp together many years ago. Walter's vision is a problem. On Jan. 16, he will be 100 years young. It would be so nice if Railroad folks would note that date and send him a card. His son, Maynard, was General Agent at Brunswick. I worked in the summer and fall of 1947 for Maynard. He passed away a number of years ago.

Stopped at Columbia Falls to meet Norm Dorr and his wife, Lena. Norm had Railroaded a total of 33½ years . . . at the time of his June 1972 retirement. For five years he had worked in the Blue Print Department of the Illinois Central at Chicago. After that he held a trackman's position between Elsworth, Columbia Falls and Cherryfield. Norm is an avid sports fan. He and Lena derive so much pleasure and joy from grandson Mike, age 14 years, and who has lived with them the past five years. Mike has overcome many obstacles caused by cerebral palsy. The doctors at the Shriners Hospital in Springfield, MA. have done fabulous surgery and he now walks without the

aid of braces. Mike's scholastic averages are well above 97% at the Christian School at So. Gouldsboro. He has an excellent outlook on life. Last but not least, as I was leaving, Norm presented me with some of his home-grown garden produce . . . squash. Certainly appreciated his kindness.

A quick stop at Ray Brooks' home in Cherryfield for direction to area Railroaders netted a pleasant news item. Ray and Mrs. Brooks along with Edison (Ted) and Mrs. Schoppee traveled by air to Syracuse, N.Y. this past summer. The reunions were most enjoyable and a repeat performance is planned for the Christmas holidays.

Looked up Elmer Nelson, retired Machine Operator also living in Cherryfield. He is recuperating from a trip to the hospital. During his thirty-five years of service, he worked in the extra crews and on different sections as a trackman. The last ten years before his Jan. 1975 retirement he was a Machine Operator. Elmer's son from Holden visits his Pop every weekend. While we were chatting, Adrian and Edith Strout arrived for a visit. Adrian had ten years service retiring in July 1975. He has been a lobster fisherman many years along with his Railroad. He is now planning to sell his boat and traps very shortly. They have enjoyed a good garden this past summer.

Next visit was with retired Eastern Division Conductor Merrill Tucker. Was sorry to have missed Mrs. Tucker who was in Bangor for the day. Merrill worked twenty-nine years, retiring May 3, 1971. He held one



Merrill Tucker

of the two runs between Bangor and Calais.

Received a nice note from Nat Tracy, wife of Operator Phil. Nat works at a nursing care center in Augusta. She wrote that Charlie Crimmins, retired signal maintainer for many years at Augusta and Clayton Witham, retired crossing tender from Hallowell are living at the facility. Hi fellars! Watch out—one of these days old gray, fat and fifty-five will pop in to say "Hi!"

Old banana pulled a good di-do recently. Dropped the door to the glove compartment to find a huge mouse nest, made up of my truck registration, bill of sale, etc. shredded that is. Before I could haul that nest out completely, Banana drove her head into the compartment and hauled out the mouse. One crunch and she dropped the poor thing. It made a mistake of a dying flutter of an eye-lid—the second crunch was just a second before I booted her and the mouse out of the truck.



Norm Dorr, Grandson Mike and Lena Dorr.



Mrs. Adrian Strout, Adrian Strout and Elmer Nelson.

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the key to greater productivity

By Geoffrey Doughty

Productivity is a word we hear a lot about these days. But how may we, as railroaders and individuals, become more productive? There are a number of ways, but the easiest is through personal safety.

It's true. Lost time because of injury results in lost productivity. Conversely, the less time a worker is off the job as a result of injury, the more productive he becomes. Improved productivity benefits our fellow employees, our industry and our society.

For some time Maine Central has been implementing programs to enhance and promote personal safety. All employees have come into contact with one or more of these programs, viewing training films or attending safety meetings. There are reminders in the form of safety posters, and always there are the traditional "safety first" signs. A special effort is made to use every issue of the Messenger to bring these messages "home" to employees and their families. But the goal of all of these efforts is to make everyone safety conscious.

The standard Maine Central safety

code is laid down in an 81 page yellow book entitled *SAFETY RULES*. Each employee is given a copy and is expected to be familiar with it. But Arlan Freeman, safety supervisor says "it's not enough to know the rules...the rules must be coupled with good judgment, common sense and awareness."

In addition to the safety rules, each new field employee receives a thorough safety indoctrination. This is accomplished through training films and safety sessions held by the various departments. Current employees get to see the films, too, and all workers are made aware of potential threats to safety in the performance of their jobs, and are shown how to accomplish their duties in a safe and effective manner. The films are useful, informative and entertaining, but no substitute for experience. Personal injury, however, is one experience we can all do without.

Safety supervisor Freeman thinks the awareness programs are paying off. People seem more safety-conscious than they used to be. But still, he says, bad employee habits often result in hazardous situations. Freeman says some employees become so

familiar with their jobs that they often fail to recognize a potential hazard, and that's when an accident can happen.

Freeman adds that safety isn't a hat we put on just when we come to work, but also is important when we're doing chores at home. Once again, he says, we're familiar with climbing a ladder or lifting a box, but what happens if the ladder is weak or unsteady, or the box too heavy for one person to lift? An injury at home may mean lost time at work, and can be avoided with a little forethought.

If safety could become a habit, reminders like this would be unnecessary. But we too often take safety for granted, and cut corners for convenience, only to pay for it through injury and loss of productivity.

Your personal safety affects those around you. If you put your safety in jeopardy, you may be endangering others, and as a consequence threatening everyone's productivity and well-being.

Do your part to help our industry become more productive. Think safety, work safely, and you'll help yourself, your fellow workers and your company.