

SPRING 1981



**MAINE CENTRAL**

# MESSENGER



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# MESSSENGER

The Maine Central MESSENGER is published at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends throughout the nation. Printed in Maine on Maine-made paper.



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**COVER**

A Maine Central train on the Rockland Branch is barely in sight at the end of the Carleton Bridge. The railroad-highway bridge crosses the Kennebec River at Bath. Photo by Fred Field

## A Letter

I have been receiving the *Messenger* for several years and have enjoyed it. The Winter, 1981 edition has recently arrived and I found the articles concerning Railroad Retirement vs. Social Security, U.S. Filter/MeC, and the article on productivity, to be particularly interesting.

After I have read the magazine, I leave it in the bunkhouse at Oakfield for other BAR employees to look over.

Thanks very much for sending me this MeC publication.

Gary E. Karam  
General Chairman-E  
United Transportation  
Union

## Editors Note

We don't blame you if you wondered what happened to the winter issue of the *Messenger* . . . the strange cropping of the cover picture . . . the engineer peering from the wrong side of his locomotive . . . some names that were spelled strangely . . . other small but troublesome departures from normal.

We wondered, too, and we talked with the printer . . . mostly about changes and corrections we asked for, but did not get.

What we did get—and what we'll pass along to you—is the assurance that this sort of thing will be kept to the barest minimum from now on.

We certainly hope so, and we ask your forbearance.

The Editor

# in this issue

### *Fair Share*

**PAGE 3**

A look at a new study that shows how heavy trucks can help the federal highway crisis by paying more of their fair share of construction and maintenance costs.

### *New Parent*

**PAGE 6**

What is United States Filter, new parent of Maine Central? The *Messenger* asked, and here are the answers.

### *The Photographer*

**PAGE 8**

Henry Preble, retired Maine Central agent-operator who has made railroad photography a life-long hobby, shares some of his favorite pictures with us.

### *Novel Approach*

**PAGE 10**

Creation of the New England Labor-Management Railroad Task Force is timed ideally, says Maine Central President Gerity.



# fair share

Taxes on all vehicles would increase, but the fair-share assessment on the heaviest trucks would nearly double under terms of legislation proposed this winter by the Federal Highway Administration.

The Federal Department of Transportation recently submitted to Congress the Second Progress Report on the Federal Highway Cost Allocation Study along with a draft highway bill. The Progress Report contains preliminary recommendations for extending the Trust Fund; increasing the revenue going into the Fund; and modifying user taxes in a way that would provide needed revenue and create a better relationship between cost responsibility and user fees for each class of vehicle.

The proposal—certainly a major advance in public policy toward highway funding—marks the first time the U.S. government has clarified the direct cost responsibility of heavy trucks for highway construction and maintenance.

It comes at a time when Federal and State highway systems are crumbling from abuse and suffering from a shortage of tax revenues available for repairs and replacements, and promises about 38 percent more money for highways in 1985 than is currently paid by all classes of highway users.

The Federal study recognizes the particular relationship between the heaviest trucks and the additional costs they occasion in highway construction and maintenance. The resulting tax proposal shifts more of the burden of highway costs from the automobile and light truck—which for years have paid the overwhelming share of highway user charges—to the combination tractor-trailer. The federal study shows without doubt that this is where the major responsibility belongs.

The Federal Highway Cost Allocation study was guided throughout by a Congressional mandate that equity and fairness be the major goal. In this spirit, investigators assigned costs to highway users in proportion to the

wear and damages they caused. There is basis, therefore, for the term "fair-share highway taxation."

This most recent study supports the conclusions of the July 1979, report to Congress of the Comptroller General of the U.S. General Accounting Office:

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

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

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

The more recent DOT study and the tax proposals that followed call for automobiles, which contributed 56.2 percent of federal highway costs in 1977, to pay 36 percent in 1985. Heavy trucks, which contributed only 16.3 percent in 1977, would be asked to pay 34.5 percent of the 1985 total. Even under the new tax structure, the Federal Highway Administration has pointed out, heavy trucks still would be under-paying their full cost responsibility by ten percent even though they would be required to pay 81 percent more than current assessments. The proposed legislation also calls for eliminating the present tax on lube oil, and on tires, tubes and tread rubber, but increasing the tax on fuel and parts.

One of the most important proposed changes to the existing Trust Fund user taxes is modification of the Federal Highway Use Tax (FHUT). This is the annual fee on trucks weighing

TABLE A  
Ratio of Tax Payments to  
Cost Responsibility by 1985<sup>(1)</sup>

Vehicle Class	Ratio under existing taxes <sup>(2)</sup>	Ratio under proposed taxes <sup>(2)</sup>
Autos	0.7	1.0
Single Unit Trucks	1.0	1.3
Combination Trucks		
less than 50,000 lbs. <sup>(3)</sup>	0.6	0.9
Combination Trucks		
more than 50,000 lbs. <sup>(3)</sup>	0.5	0.9
All Trucks	0.7	1.0
All Vehicles	0.7	1.0

(1) As proposed by the Federal Highway Cost Allocation Study, DOT Jan. '81

(2) Ratio based on proposed 1985 payments vs. 1985 payments under existing tax structure.

(3) Gross vehicle weight.

26,000 pounds or more. A five-axle 80,000-pound truck pays \$222 per year under the present FHUT. Under the proposed tax, the same truck would pay \$1,296 annually, nearly a fivefold increase.

Besides establishing a fair-share tax responsibility for the various classes of highway users, the proposed federal highway tax law would provide revenues to finance a program of Interstate Highway repairs and reconstruction. Interstate 4R's (rehabilitation, reconstruction, resurfacing and repair) will increase from \$275 million in 1982 to \$1.5 billion in 1985, and the 1982 bridge program funds of \$500 million will become \$900 million. These huge requirements apparently reflect the present condition of the federal highways.

Federal Highway Administration spokesmen anticipate that proposed changes in the federal highway tax structure will be used as a model by many states whose highway repair and reconstruction costs cannot be met by current revenues, and whose road taxes are not based on user equity.

The cost of administering a federal fair-share highway tax system would be lessened significantly, they say, if all states required a report of miles travelled by truck-trailer combinations. They infer that imposition of state fair-share highway taxes would enhance the success of federal legislation and insure adequate funds for maintenance and improvement of both federal and state systems.

## WHY ARE WE INTERESTED?

We're for good highways, fair taxation, fair pricing and fair competition.

Heavy tractor-trailer combinations are our direct competitors, but they play the competitive game under a different set of rules.

Railroads must own and maintain their rights-of-way at great expense. Trucks do not own the highways (although sometimes they act that way), they don't maintain them, and as recent federal studies indicate, they don't pay their full share of the highway tax burden.

Under the current tax laws, federal and state, a large portion of the trucking industry's responsibility for right of way costs is borne by other highway users, automobiles and smaller trucks. So heavy truck freight rates—with which we must compete—do not reflect true business costs. Rates can be lower, and perhaps more attractive to shippers, because taxpayers contribute to the truck's cost of doing business.

The railroads believe it's time for trucks to pay their rightful share of highway costs and to restore fair competition to the transportation marketplace. It's also time for freight to be carried by the mode that provides the best service at the lowest *true* cost. Maine Central will support legislation on the federal or state level that will place the burden of highway costs where it rightfully belongs.

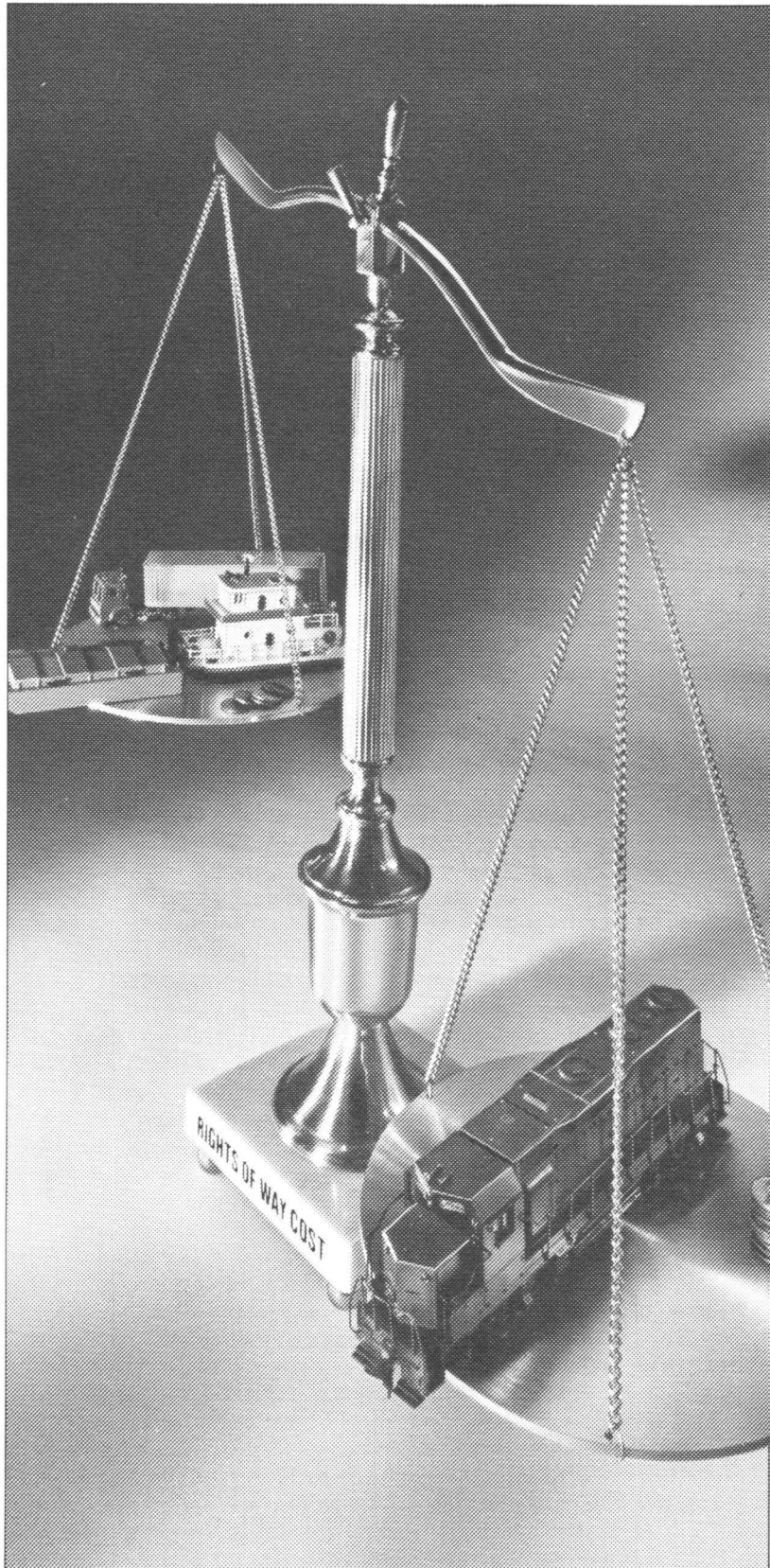
Proposed Changes in Tax Payments Per Vehicle in 1985 <sup>(1)</sup>		
Vehicle Class	% Increase <sup>(2)</sup>	
Autos	39	(1) Proposed tax changes from the Federal Highway Cost Allocation Study, DOT Jan. '81
Single Unit Trucks	38	(2) Proposed 1985 payments vs. 1985 payment under existing tax structure.
Combination Trucks less than 50,000 lbs. <sup>(3)</sup>	39	(3) Gross vehicle weight.
Combination Trucks more than 50,000 lbs. <sup>(3)</sup>	81	
All Trucks	59	
All Vehicles	51	





# Myth:

All freight carriers compete on an equal basis.



# Fact:

Public subsidies for trucks and barges throw competition out of balance.

You, as an individual, pay part of the cost for everything shipped by truck or barge—whether you use it or not.

The public roads and highways—the rights-of-way for heavy trucks—are built and maintained primarily by money collected from drivers of passenger cars and light trucks. If a product travels by barge, it moves through locks and dams and over waterways built and maintained almost entirely with your tax dollars.

Nearly all of America's freight railroads build, maintain and pay taxes on their track and rights-of-way, and these costs are paid from dollars earned by the railroads. As a result, it costs the railroads 34¢ for every dollar of revenue for track and rights-of-way, compared to the 5¢ paid by trucks and the .003¢ paid by barges, neither of which amounts to a fair share of costs.

All transportation has received government assistance at one time or another. The freight railroads, however, have reimbursed the government for most prior aid. Much of the current aid to some railroads is in the form of loans to be repaid with interest. On the other hand, trucks and barges have long received outright subsidies.

All forms of freight transportation should pay their full costs of doing business. When they do, the American people will receive the most economical transportation services—and a needless burden will be lifted from the motorist and taxpayer.

For more information, write: Competition, Dept. 10, Association of American Railroads, American Railroads Building, Washington, DC 20036.

# Surprise:

Rights-of-way costs are heavy for America's freight railroads; motorists and taxpayers carry most of the burden for highways and waterways.

# new parent

Maine Central is moving in fast company these days as the newest member of an international business family that has assumed a leadership position in efforts to solve two of the world's most current and pressing problems . . . energy supply and the need to protect the environment.

As a subsidiary of United States Filter Corporation, Maine Central is part of a dynamic organization that has a first-team reputation in these two vital areas. As USF Chairman and President Raymond A. Rich expresses it, "we are advantageously positioned to make a significant contribution to the global needs for air and water pollution control, power generation, specialty chemicals and energy technology—our major business areas."

In a broad statement of purpose, Rich added: "We intend to be a leading supplier of design engineering and project management services, particularly to energy-related markets; of specialty chemicals and related services, particularly for water treatment; and of equipment and systems for the benefaction, recovery, and transportation of industrial solids and fluids. We plan to be a significant factor in the related fields of water pollution and air pollution abatement as well as in other sectors of the environmental and energy areas."

USF has seven major segments. Each group is composed of wholly-owned or associated companies that are based or engaged in projects throughout the world.

**The Transportation Segment** of USF is made up of recent acquisitions of railroad operations in Maine, New Hampshire and Vermont (Maine Central Railroad) and USF's interest in the Vermont and Massachusetts Railroad, a line leased to the Boston and Maine Corporation.

**The Specialty Chemicals Segment** provides products to reduce fuel consumption, for cost savings in treatment of water and waste and other technical services and specialized instrumentation.

**The Engineering and Power Segment** has capability in international engineering and project management, design and construction for the mining, cement and beverage industries, steam generating equipment, coal fired systems and equipment to generate synthetic fuels from coal.

**The Process Instruments Segment** provides annunciator components and systems, industrial monitoring control devices and pressure regulating and fluid control valves.

**The Natural Resources Segment** produces products to enhance petroleum processing, washed coal, adsorbents and cement, all processed from raw materials mined by this segment.

**The Environmental Systems Segment** provides engineered systems and products for control of air and water pollution, filtration and treatment of liquids, innovations to reduce cost of sulfur dioxide and particulate removal and equipment and systems for reduction, transport and recovery of solid materials.

**The Heavy Metal Fabrication and Castings Segment** offers precision fabricated metal hardware for the petroleum, defense and transportation industries as well as high-technology steel castings for the petroleum, chemical and nuclear industries.

Drew Chemical Corporation, established in 1967, forms USF's Specialty Chemicals Segment which has offices throughout the United States and the world. Drew Chemical provides products and services to industry and to marine shipping. Conserving energy, enhancing environmental quality and facilitating production through the treatment of water and fuel, Drew's products and services combat the problems of scaling, corrosion and fouling in water, enhance fuel system operation and provide for improved equipment maintenance. Sales in the Specialty Chemicals Segment are world-wide. Drew has recently developed new products and instrumentation, increased offshore service and distribution and intensified technical information programs for customers world-wide. Marine sales of mechanical products have been expanded through the introduction of unique packings, jointings and sealings items. Drew is recognized as a prime supplier for new ships. Drew's business with the People's Republic of China and the Middle East is expanding.

The Engineering and Power Segment operates through four principal units: Williams Brothers Engineering, Holmes & Narver, Riley Stoker and The Resource Science Corporation. These companies provide systems-engineering and project management services for companies engaged in oil and natural gas production, in processing, mining, and pipeline transport, as well as steam generating equipment. Williams Brothers Engineering Company began in 1908 as the technical arm of the world's largest pipeline design contractor. William Brothers' primary business today is furnishing energy-related technical and management services to governments and industry. New projects include marine pipeline engineering, water pipeline, grassroots refinery work and overseas oil and gas reservoir evaluations. Holmes & Narver has more than 45 years experience in providing complete engineering, procurement and construction or construction management for industrial and government facilities, as well as operation and maintenance services world-wide. Holmes & Narver is currently involved in projects in Libya and Alaska. Riley Stoker has two major businesses: steam generating equipment and flue gas scrubbers for utilities and other industries which are designed and installed by Enviroengineering, Inc., a Riley subsidiary. Riley Stoker is intensifying its marketing activities overseas. A significant new product recently brought to market is the atmospheric fluidized-bed combustion boiler. Resource Sciences Corporation is one of the largest design/engineering firms in the country. Its activities include: feasibility studies, design, engineering and management of energy systems; the transportation of natural resources; the design and construction of petroleum refineries; engineering and con-



struction management services for a variety of industries.

The Process Instruments Segment operates through two principal units: Process Instruments Group and Cashco, Inc. The first unit makes annunciators and related equipment, services and maintains industrial instrumentation and develops industrial monitoring control equipment for boilers. Process Instruments has organizations serving Canada and a subsidiary serving the British market. Cashco produces a broad line of pressure regulating and fluid control valves that are marketed to industry. These regulators and valves are used to control fluids and gases in many industries and are used extensively in the petrochemical and public utility industries. This segment supplies monitoring equipment systems and services, regulators and control valves for such industries as petroleum, chemical, basic metal, food, paper, cement, appliance, automobile and electric utility.

Filtrol Corporation, with its three operating divisions—Catalysts and Adsorbents, Cement and Coal, makes up the Natural Resources Segment. Catalysts play a critical role in conversion of crude petroleum to gasoline and oil products and in enhancing the value of some chemicals. Adsorbents are used primarily by food oil processors. Filtrol's research program has made progress in the development of special catalysts for use in cracking, hydrocracking and hydrotreating of oils from such sources as tar sands, shale and coal. The cement division has plants in the states of Washington and Ohio. The coal division fits well with Maine Central and its interline carriers, with many new ventures being actively pursued.

The Environmental Systems Segment provides technology, hardware and systems for environmental control and related industrial needs. These are broadly classified into: air pollution control and product recovery, water and waste treatment and filter media for air and liquid systems. This segment is also involved in pneumatic and hydraulic solids transport, pulverizing and air classification of solids and the manufacture of liquid filtration equipment. The Environmental Systems Segment operates through Ducon, USF Fluid Systems and Menardi-Southern units in this country as well as five foreign subsidiaries. For almost 50 years these companies have been solving air pollution all over the world for a wide spectrum of industries. This segment has come up with new and innovative technology such as MilroPul's advanced dry scrubbing system being installed on an aluminum smelter in Iceland, culminating ten years of progress within the various units of this segment.

The Heavy Metal Fabrication and Castings Segment operates through two units: Riley-Beaird and Atlas Foundry & Machine Co. Riley-Beaird fabricates heavy metal products (including large pressure vessels for refineries and chemical plants), industrial gas storage vessels and related machined products. Products of Riley-Beaird are sold to industries such as hydrocarbon processing, pulp and paper, transportation, aerospace, fossil and nuclear electric power, mining, cement, brewing and aluminum. Riley-Beaird provides fabrication for hydrocarbon processing and rail tank car manufacturing. Atlas Foundry & Machine supplies high-integrity steel and stainless steel pressure castings to equipment manufacturers which primarily serve the energy industries. Atlas is certified as a qualified casting manufacturer by the American Society of Mechanical Engineers. Technological and qualitative superiority makes Atlas the top supplier of high-integrity castings.

"United States Filter Corporation," Chairman Rich concludes, "plays a unique role in the critical areas of energy and the environment. The industrial and economic systems of the Western world were built on the false premises of perpetual supplies of low cost energy and natural resources in a clean environment coupled with an abundance of low cost capital. Today the world faces shortages of energy, natural resources and capital . . . all of which are available only at premium prices . . . as well as the inexorable forces of pollution. We recognize the challenges that result and plan to broaden our emphasis on the development of energy resources, energy conservation and the service and products necessary to provide a clean environment for healthy living."

*For further information concerning United States Filter please write for a copy of Filter's 1980 Annual Report to: John F. Drum, Manager-Financial Relations, United States Filter Corporation, 522 Fifth Avenue, New York, New York 10036.*



Henry Preble, who retired recently after a long Maine Central career, spends lots of winter days arranging and listing his thousands of slides and negatives. He's the source of unusual photos for railfans and collectors throughout the U.S.



Engines 518 and 652 at Brunswick, 1942.

# photographer

"Here's where it all began," said Henry Preble, holding a yellowed photograph. It showed three 14-year-olds in a skiff, afloat in the Kennebec River at Bath, watching the launch of the Vanderbilt J-boat, Ranger, back in 1937. "That's me," Henry said, "there in the bow with the camera."

And sure enough, there he was, taking some of the first pictures in a life-long record of photography that started with ships, but quickly changed to locomotives, and that has resulted in a pictorial record of motive power not only of Maine Central, but of most of the railroads in the Eastern U.S.

Preble retired last fall after spending his entire working life as a Maine Central agent and operator at more than a dozen stations. He has retired, but he's still working as a railroad photographer to complete the gaps in his collection of steam and diesel locomotives that now includes well over a thousand negatives and slides. He travels every week, in good weather, to somewhere there's an engine he hasn't photographed, and whose number doesn't yet appear in his lengthy list of pictures.

Late this winter, the *Messenger* asked him to select a few of his favorites for publication. Of all the prints and slides in the scrapbooks and slidefiles that are everywhere in his Maquoit Road home in Brunswick, these are the ones he likes best . . . and he hopes you will agree.



MeC 651 at Greene, 1942



Henry Preble was a teenager in 1937 when he sat in the bow of this skiff and squinted through the camera's finder to photograph the launching of "Ranger," the America's Cup defender built at the Bath Iron Works. That's Henry in the bow, near the start of his life-long photo hobby, with two young friends, Charles Moore, now a clergyman in the mid-west, and Howard Kirkpatrick, now a Bath fuel dealer. (Photo courtesy of Bath Marine Museum)





*No. 367 heads west from Bath with coal for Oxford at Rumford.*



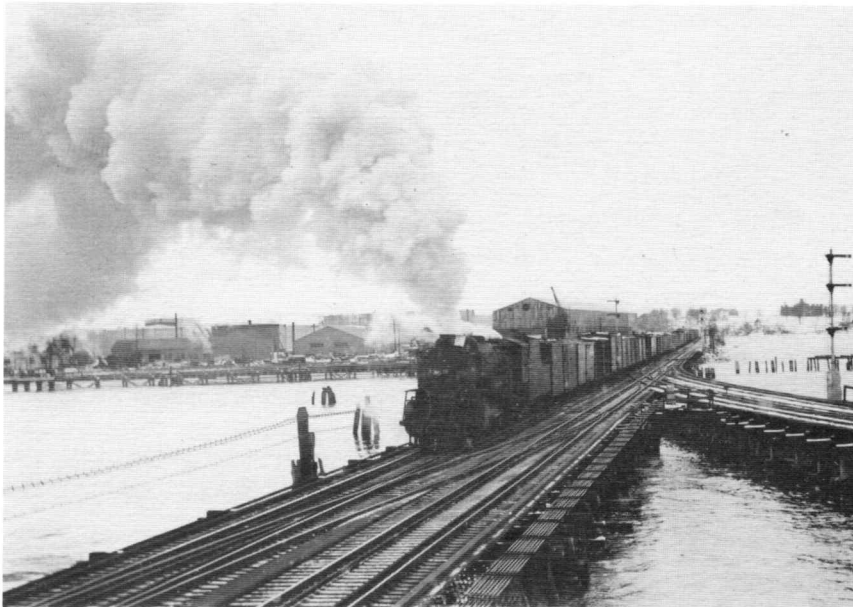
*Kennebec Limited behind 701 passes WR4's caboose at Gardiner.*



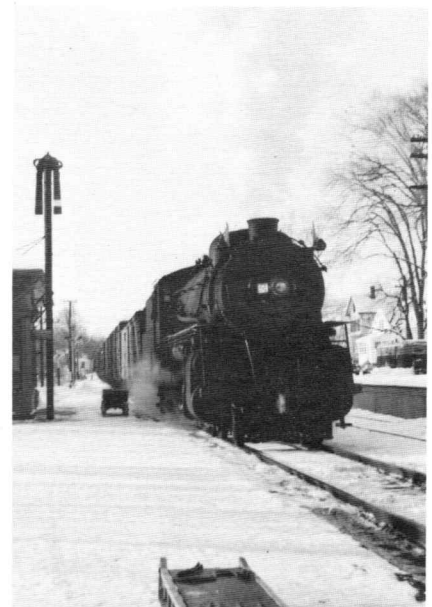
*MeC 655 at Waterville in 1945.*



*Two engines at Brunswick . . . 469 and 464 in passenger service.*



*Extra 630 East, on the Fore River railroad span that preceded Veterans Memorial Bridge, Portland-South Portland.*



*Engine 604 and its train at Richmond, March 1950.*

# a novel approach

Last August Bradley Peters, Maine Central vice president, and Eugene Lyden, United Transportation Union vice president now and formerly general chairman representing Maine Central employees, made a fateful trip to Washington. A meeting with top officials of the Federal Railroad Administration began a six-month process that culminated in Boston on January 22 with New England rail management and labor agreeing to participate in a New England Labor/Management Task Force.

Maine Central President John Gerity aggressively supports the proposal and has been the most active New England chief executive officer in helping to frame the philosophical and organizational details of the Task Force. He sees this project as an "innovative and exciting way to approach the next few years of New England railroading." He added recently, "I am convinced that we are on the brink of renewed opportunities for the railroad industry and the timing of creation of a New England Labor/Management Task Force is ideal."

Maine Central people have played a leading role in the development of the Task Force and will continue to actively participate in the process. Brad Peters and Gene Lyden served with Earl Jones, general chairman of the Carman's Union for Maine Central employees, on a six member committee appointed by management and labor to develop the plan for the Task Force. These three will now serve as members of a Steering Committee which will interpret policy directives and develop experiments and projects for the Task Force. Other Steering Committee members include a BRAC representative and management representatives from Central Vermont and Delaware & Hudson.

Three government agencies have played key roles in the development of the Task Force. An extensive restructuring study of the New England rail system was undertaken in 1979 by the United States Railway Association (USRA) and New England Regional Commission (NERCOM). The study demonstrated clearly that consolidations or restructuring of the New England rail system would not solve or even mitigate the financial problems of the carriers in Southern New England. The only recommendation to come from the USRA/NERCOM Study was for the creation of a regional labor/management task force. Paul Tortolani, NERCOM's economic development and transportation program director, was instrumental in bringing parties together in the development of the Task Force plan. A majority of the funding for the operation of the Task Force will be provided by the Federal Railroad Administration (FRA).

The purpose of the Task Force is to "bring together on a regular, formal basis the people involved in providing rail service in this region. The primary objectives are: "To improve rail service in the region by improving railroad profitability; to stabilize and improve the quality of railroad employment; to explore intermodal and other opportunities which might augment the rail traffic base and to increase the awareness of Federal and State policy makers of the impact of their decisions on rail service.

The Task Force plan recognizes that New England's railroads have different "priorities, needs and ambitions, but are interdependent and operate under similar conditions. Shared interests can provide the basis for a cooperative

mechanism to address and eventually resolve some of the region's rail problems. Carriers and unions will also have available a research and development resource to develop cooperative experiments to test changes in railroad operations."

It is necessary to stress that any Task Force experiments will originate within and be approved by the full Task Force membership which includes representatives from ten carriers and more than a dozen labor organizations.

The Task Force organization is headed by the New England Regional Task Force which consists of top level representatives of each carrier and each labor union and will be assisted by an executive secretary from NERCOM. This group will set policy and identify regional needs and concerns. The carriers participating are: Bangor and Aroostook, Boston and Maine, Canadian National, Canadian Pacific, Central Vermont, Consolidated Rail Corporation, Delaware and Hudson, Lamoille Valley, Maine Central and Providence and Worcester.'

Arnold J. Travis, Maine Central executive vice president, will represent Maine Central on the Task Force. He said recently, "This is a unique opportunity for rail management and labor to embark on a new era of regional cooperation which will be to the benefit of all carriers in the region and their employees."

A Steering Committee will be made up of management representatives of three carriers: a representative of an operating union, the clerks union, a nonoperating union, NERCOM, FRA and the AAR. The full-time staff will consist of a management director, two labor co-directors and support staff. In addition, labor/management liaison teams will be appointed from each carrier to oversee and coordinate experiments on individual properties.

Maine Central's Brad Peters said that he is impressed with the "cooperative attitude that has already developed among rail carriers, labor unions and government agencies. Everyone has been willing to set aside parochial interests in an effort to improve the standing of New England railroads."

Thomas P. Salmon, former Governor of Vermont and currently a member of the Board of Directors of USRA, spoke before the New England Railroad Club in Cambridge, Massachusetts, in January. He commented on the Task Force; "One positive result of the recent joint USRA/NERCOM study of the New England's rail system is the fashioning of a labor/management task force to attempt to better address railway labor productivity. This effort should be vigorously pursued."

He concluded his remarks with the following: ". . . rounding up the usual suspects and identifying the usual culprits as the root of railroading evils in New England will not deal rationally with the problem. . . . It will require a small handful of statesmen to emerge from the public and private transportation sectors and the labor community, saying with one voice that New Englanders can meet this rendezvous with destiny."

*(More recent developments in the next issue of the Messenger)*



She's 18, blonde and pretty; outgoing, bright and enthusiastic; well-mannered, poised and perceptive; loves jeans, rock music and big, round eyeglasses, and for the past eight months she's had a wonderful time in the United States.

And this Spring, Catarina Borjesson will return to her father's farm at Asa, Sweden, near Gothenberg, with a Westbrook High School diploma and dozens of indelible memories.

Some of her warmest feelings will be for Mrs. Theresa Lutick, a Maine Central Railroader in the Auditor Revenue Department, and daughter Barbara, her American family for the months she's spent in Westbrook as a participant in the American-Scandinavian Student Exchange. She joined Barbie Lutick in the senior year of the Westbrook High college curriculum, and will graduate with her and other members of the Class of 1981 this June.

Since last August Catarina has been Theresa Lutick's seventh child—for all intents—and a full-fledged member



*A FAMILY PHOTO is what we had in mind but Theresa Lutick is all but hidden by her guest from Sweden Catarina Borjesson, left, and daughter Barbara, at home one night this winter.*

## her american family

of the household on Westbrook's Puritan Drive. Barbie has helped her meet dozens of school friends, and Theresa has included Catarina in a number of her own activities. One was a trip to Sugarloaf with some Maine Central friends and Catarina's introduction to downhill skiing. Catarina

has been a cross-country skier, like most of her countrymen, since she could walk, but her Sugarloaf trip this winter was her first experience with big boots, toe-and-heel bindings, chairlifts and steep trails down the mountain.

Theresa and Barbie introduced her to other new places and situations and new foods (she likes peanut butter, hates shredded wheat) and once, this winter, they not only went to a Mariners' game at the Civic Center, but Catarina met two of the players, fellow Swedes Pelle Lundberg and Tom Ericksson, for some reminiscing about home.

But these were special occasions, and on most nights, a visitor at the Lutick home might find Barbara and Catarina in sock feet and cross-legged on the living room rug, selecting a Bruce Springsteen album for the brief pause between dinner dishes and homework. Unless there had been formal introductions, the visitor would find it difficult, right off, to tell which was the Swedish girl. Catarina's English seems American, at first, then more British, then as you listen, there's a pleasant Nordic accent.

Like most students back home, Catarina has been studying English for about seven years, and also has become fluent in French and German.



*RECORD SELECTION is the project of the moment as Catarina and Barbie check the Lutick record library for music to study by.*

She hopes to be a career linguist, maybe a professional interpreter, after college in Sweden.

She has taken a year off from her strict education schedule to come to America, and must make up the time when she returns. Her college program requires the full Swedish secondary school curriculum, and the Westbrook diploma will be a souvenir, mostly, of a year in which her outlook and her understanding of the world has been broadened, and in which she has found that nationalities are less important than people, and that people are about the same wherever you go.

It's been a positive experience for Catarina, and also, of course for Theresa Lutick, recently widowed, and daughter Barbara, youngest of her children and the only one still at home. "It's been more like the old days," Theresa says, referring to the 20 years she has spent as a railroad employee, wife of a telephoneman and mother of six in Rumford. She became interested in the American-Scandinavian Student Exchange soon after she moved to Westbrook, and now serves as the organization's representative for Cumberland and York Counties. She's the person to see, in this area, by young people who'd like to participate in the exchange plan, and by older ones who'd like to open their homes to a young Nordic visitor.

"If they have questions or doubts," Theresa says, "we can help. We'll remember Catarina just as she'll remember us. Her visit has been good for us both . . . no, make that all three of us."

## news briefs

### A Brighter Future

"Paint a Brighter Future" is the theme of the 1981 Take Stock in America U.S. Savings Bond Campaign which will take place during the month of May. An article in the last issue of the *Messenger* announced that a poster contest will be sponsored by Maine Central and Portland Terminal with a \$100 Savings Bond going to the child who produces the best poster promoting investment in U.S. Savings Bonds. This announcement will "Paint A Brighter Future" for two more children. The poster contest will be judged according to the following three age groups: six years and younger; seven through eleven; and twelve through

sixteen. A \$100 bond will be awarded to the winner in each age group.

The contest rules will be sent to each employee just prior to the beginning of the campaign. This contest is open to all children, grandchildren, nieces and nephews of all Maine Central/Portland Terminal employees. All posters must be mailed or delivered to Mr. Benjamin Braasch, 1981 U.S. Savings Bond Company Chairman, Maine Central Railroad Company, 242 St. John Street, Portland, Maine 04102 on or before May 29th.

Another \$100 bond will be awarded to the winner of a drawing from the names of employees who either increase their present bond savings amounts or are new enrollees in the U.S. Savings Bond Payroll Savings Plan.



**U.S. Savings Bonds**  
add an extra dimension to retirement.

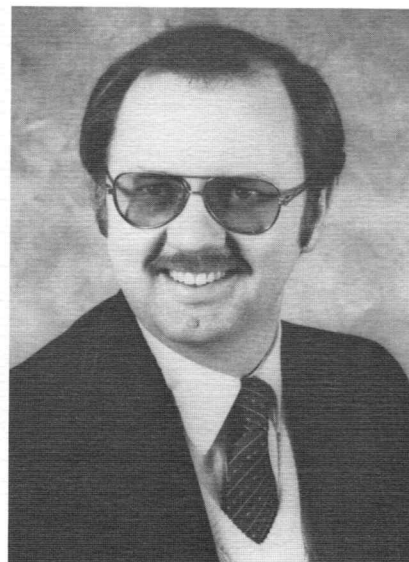
### Roberts Named

Paul C. Roberts, a Freeport patrolman for the past five and a half years, has been appointed a special agent for Maine Central Railroad Company.

The 30-year-old Lewiston native is a graduate of Husson College in Bangor, and a 1975 graduate of the Maine Criminal Justice Academy. He and his family reside in Yarmouth.



ON A SKI HOLIDAY at Sugarloaf, Catarina met more new friends and a totally new experience, downhill skiing. Back, from left, Catarina, Barbie Lutick and Nancy Gilbert, Auditor Revenue Office. Front, Theresa Lutick, Jan Calder and Janis James, all of the Auditor Revenue Office.







Donald P. Looby



Royden M. Cote



Jean E. Gilpatrick

## Marketing Department Appointments

Maine Central has announced several changes in the Marketing Department. Donald P. Looby has been appointed to the position of assistant vice president-marketing and sales. Other appointments are: Royden M. Cote, manager commodity markets—paper, woodpulp and forest products; Jean E. Gilpatrick, manager commodity markets—grain, fuels and metals; and Michael T. Kane, manager-intermodal services and construction materials.

Looby began his railroad career in the Traffic Department of the Rutland Railway in 1944. He joined Maine Central in 1962 as eastern commercial agent at Bangor. He has held several sales positions with Maine Central including his most recent dealing with paper, woodpulp and forest products.

Cote began his railroad career in the Maine Central Accounting Department in 1957 and moved to the Traffic Department in 1959 where he has held various positions. Gilpatrick began her railroad career in the Accounting Department of the Boston and Maine Railroad in 1952, joined Maine Central's Accounting Department in 1955 and has held positions in the Marketing Department since 1968. She is chairman of the Portland Planning Board. Kane had extensive experience in law enforcement before joining Maine Central's Security Department as special agent in 1979. He is a 1978 graduate of the University of Maryland.



Michael T. Kane

## Father-Son Team

A Maine Central father-and-son mechanical team went to the rescue of a hard-working Maine tugboat this winter, and afterward the owner told Chairman Spencer Miller in a letter that "such friendly and cooperative assistance is rare these days."

The letter came from Elliot Winslow, known the length of the Maine coast and far beyond, formerly summer skipper of ARGO at Boothbay, and now full-time president of Sheepscot Pilots, Inc., operators of four trim and capable tugboats.

Here are excerpts:

"On December 26th we froze up one of my tugs with much damage to our GM diesel 12-567 engine, similar to many you use. Countless phone calls failed to locate a sleeve—or liner. It was then my good fortune to contact Blaine Ladd (Assistant Superintendent, Waterville Shops) who assured me he could locate a sleeve. Though he had none in stock, he contacted a friend with Bangor and Aroostook who, fortunately for me, had the right part.

"Blaine not only arranged for me to get the sleeve in Bangor, but also volunteered to accompany me that night to expedite the whole deal.

"On Saturday, January 10, Blaine and his son Tim, who also works in your repair yard, volunteered to come to Boothbay Harbor to supervise the proper installation. Such friendly and cooperative assistance is rare these days.

"By expediting the repairs we were available for an important job at Bath Iron Works on the 12th. In short, Blaine and Tim had accomplished the impossible. When it came time to square up, Blaine said 'I didn't come down here to rack up a bill against you, I came down to help a friend.'

"How many people like Blaine and Tim Ladd do you meet in a lifetime?"

"Small wonder the Maine Central Railroad is one of the few in the country still operating at a profit! I'm just sorry I don't have 75 carloads of daily freight—Maine Central would be my only choice."

## Credit Union

Assets of the Railroad Workers' Credit Union of Maine exceeded the \$4 million mark and net earnings amounted to \$301,307 last year, its leadership reported at the annual meeting this winter.

President Hugh F. Flynn, re-elected by the directors following the meeting, said the 1980 earnings represented an increase of \$36,700 over the 1979 figure. Similar growth in savings and gross income also was reported, with decreases in loan balances and operating expenses. A total of \$210,000 was paid to the organization's 1,776 members in dividends.

The dinner-meeting was held in January in Portland, with Flynn presiding. Highlights included the recognition of Raymond Briggs of Raymond who has served as a director of the organization for 20 years. Also recognized was Mary Ann Berry, RWCU manager, named Credit Union Manager of the Year during the recent convention of the Maine Credit Union League.

Elected to the Board of Directors was Earl F. Bennett, Scarborough, and re-elected were Stephen J. Conley, Portland; Earl D. Jones, Scarborough; Arthur P. Mills, South Portland; and Thurlow L. Woodbury, Portland.

President Flynn was re-elected, as were Wendell D. MacDowell, vice president; Stephen J. Conley, treasurer; and Patricia C. Shea, clerk.

A new supervisory committee member, Ted Jewett, was elected. Re-elected were the chairman, Jean E. Gilpatrick; Sumner L. Thompson, Patricia C. Shea and Gregory L. Scott.

## 100 Years

Herb Cleaves of the Bangor Daily News Machias Bureau reported in January that Walter Maynard Farren, who spiked ties on the old Washington County Railway before most area residents were born, celebrated his 100th birthday January 16 at a Machias nursing home.

Well-wishers from Cherryfield visited Farren at Marshall's Health Care Facility during the day to share mem-

ories with the man who has held the community's Boston Post cane for several years. The cane signifies that the former railroad man is the town's oldest citizen.

Farren was born Jan. 16, 1881. He graduated from Cherryfield Academy near the beginning of the 20th century and found work on the fledgling Washington County Railway, a predecessor of Maine Central, in 1902, when he was 21.

While still a young man, Farren became a sub-foreman on track work and an extra crew foreman. He held a foreman's position at Unionville and still remembers traveling to and from the job on a railroad hand car, known to old-time railroaders as a velocipede, or 'pede car.

"I loved foreman's work, you know, taking charge and looking after things," he said.

Farren later took a position with Maine Central as a highway crossing tender, or gateman, at Oakland, near Waterville. He did not retire until the mid-1950s, when he was about 75. He and his wife then returned to Cherryfield, where he built a retirement home.

After his wife's death a few years ago, Farren lived alone, but eventually moved to the Marshall Health Care center at Machias.

Two sons, Maynard and Donald, both deceased, were remembered by the elder Farren. "They got good educations, we made sure of that," he said. "An education is the best thing you can get."

Farren's family includes a sister, Blanche Newenham of Cherryfield, and a brother, Preston Farren, a retired Maine Central trackman who lives in Calais.

## Thanks

Members of the Rigby Car Department have received a letter of appreciation from Major Clifford Hall, divisional commander of the Salvation Army, for their "kindness during the Christmas season." The Rigby Carmen contributed a total of \$221 to the WGAN "700" fund.

## The Fiddler

Maine Central friends and former co-workers will appreciate this story from the St. Petersburg, Fla. *Times* about Willard "Bill" Darrah, retired crane operator at Waterville, now making a name for himself as "The Fiddler" in Florida.

BROOKSVILLE, FLA.,—Some of the young student nurses wondered what all the commotion was about. Who was that graying gentleman on the third floor of Lykes Memorial Hospital? Why was he being interviewed and photographed?

His mail should have given them some clue. It was plentiful and simply addressed to "The Fiddler."

Two weeks earlier, this man of quick smiles was in his glory, knocking down some jigs and reels with a rosined bow at a house warming party in Spring Hill. He had been a workhorse for most of his 69 years in Maine, hardly ever experiencing illness.

But suddenly "The Fiddler," Willard "Bill" Darrah, felt pain in his chest.

"I thought, 'My God, am I going to die?'" Darrah recalled. "I had never felt anything like that before. The guys in the band had me rushed to the hospital."

For more than a week, Darrah was in the intensive care unit at Lykes Memorial, tended by cardiologist B. R. Raju and his assistant Spence Gilleon.

"I thought it was interesting that everybody kept referring to him as 'The Fiddler,'" said Gilleon, who plays guitar. "I really enjoy talking to him about his music. I would like to jam with him and the other guys."

"We're just a foot-stompin' outfit," Darrah said between those necessary interruptions by the nurses. It's all for fun. Al is the real musician in the group. He can play just about anything. I'm more a plain ol' kitchen fiddler.

"My father used to say my fiddling sounded like a pig caught under a gate."

Darrah was 12 when his Irish uncle gave him an inexpensive violin. "I kept scraping on it and finally learned how to play," he said. "Before the Depression, people used to gather a lot for hoedowns with harmonicas, jew's harps, fiddles and washboards. We'd have a great time, and it was free."

But from age 15 to 50, Darrah set aside his instrument, concentrating on a career with the Maine Central Railroad.

"One day I went to a fiddling contest just to watch," he said. "The promoters were disappointed that only a few fiddlers showed up, so they asked if anybody in the audience wanted to try. Somebody handed me a fiddle. I was surprised I could play, but I've been at it ever since. It's enabled me to meet and socialize with some No. 1—Grade A guys. And that's important when you get my age."

Darrah and his wife Mary live alone on Walnut Lane. Their three children are in Maine.

"Actually, I'm an ordinary man," he said. "I really don't understand why the newspaper would want to print an article about me. I really haven't done anything special."

Maybe not, in relation to the great events of the world. But to people who appreciate genuine, humble, hard-working, nice people, Darrah is worth writing about.

And everybody knows you can't have a foot-stompin' band without a fiddler.



C. Ross Buzzell



Royce G. Wheeler

## Two Railroadmen Hold High Masonic Offices

Two Maine Central railroadmen—C. Ross Buzzell of Clinton and Royce G. Wheeler of Bangor—are currently officers of the Grand Lodge of Maine, A.F. and A.M.

Buzzell was a machinist at the Waterville Shops until his recent retirement. With Masonry now his full-time interest he was elected last year as Deputy Grand Master of Maine's Grand Lodge. He is expected to succeed to the Grand Master's office next year.

Buzzell was honored by his order in 1978 with the 33rd Degree, and has served as a member and officer of Seabastcook Lodge, Clinton, since 1954. He became District Deputy Grand Master in 1966. A member of the Scottish Rite bodies, he was pre-

sented the Meritorious Service Award of the Maine Council of Deliberation in 1975.

Wheeler is assistant superintendent of Maine Central's Eastern Subdivision, headquartered at Bangor, where he began his railroad career as a telegrapher in 1946.

He was elected Senior Grand Warden of the Grand Lodge of Maine in 1980, the most recent office of a Masonic career that began in 1951 in St. Andrews Lodge, Bangor. Three years ago, Wheeler received the Simon Greenleaf Medal, awarded by the Grand Master for distinguished Masonic service. Also a 33rd Degree Mason, Wheeler has been active in Scottish Rite bodies, in the Order of the Eastern Star and the Shrine.



A GIFT FOR THE 470 RAILROAD CLUB . . . Wilbur Frey's latest model locomotive, the famous Maine Central 470, has been completed at his Yarmouth shop and presented to members of the 470 Railroad Club who plan to exhibit at several club events throughout the state. Frey, a Canadian National railroadman in Portland, is well-known for his skills as a model craftsman.



# maintaining the railroad

A \$19 million maintenance-of-way program is planned for 1981 and scheduled to start this spring on Maine Central with the following major objectives:

- \* A total of eight track miles of new 115-pound rail will be installed including four miles of continuous welded rail east of Gray and four miles of jointed rail at four other system locations. A total of 5.6 miles of light rail will also be replaced by heavier relay rail.
- \* About 68,000 new creosoted crossties will be installed.
- \* About 105,000 tons of crushed rock ballast will be installed.

Chief Engineer James O. Born describes the 1981 maintenance-of-way program as "about average," although inflationary forces have pushed the price tag up \$2 million over last year's figure. In addition to rail, ties and ballast there will be a continuation of the railroad's annual weed and brush control program; testing by Sperry Rail Service of 750 miles of track; and measuring and recording the geometry of some 400 miles of main-line track between Mattawamkeag and St. Johnsbury.

Other Maine Central Engineering Department projects include the following, either to be initiated or completed in the 1981 construction season:

- \* The 500-foot Gardiner trestle will be removed and replaced with fill ma-

terial over a two-year period.

- \* Completion of the new station building at Riley's is expected this Spring.

- \* Roadway equipment—Each year it is necessary to replace and purchase additional equipment to improve efficiency and productivity. Scheduled for replacement this year are two tie renewers and a tie handler. New tie drills will be acquired.

- \* Motor Vehicles—Maine Central owns 79 trucks and passenger vehicles, several of which must be replaced annually. Plans for 1981 include replacement of 20 vehicles and the purchase of three additional units.

- \* Radios—To meet the expanding need for radio communication, new equipment is purchased each year and older units are replaced as required. Proposed this year is a project to install a 60-watt base station at Bangor which will be the third administrative station on the system. The other two now in service are at Waterville and Portland. Radio purchases will include new portable Converta-com and mobile sets, and units to replace older sets in 17 locomotives.

- \* Pole line replacement—A five-mile segment of the communication and signal pole line between Cathance and Bowdoinham is scheduled for replacement this spring.

- \* Waterville Shops—Included in the work planned for the Waterville

Shops is the enlargement of the tool room in the machine shop, continuation of access road paving, installation of additional staging in the engine house, and installation of waste water treatment facilities for effluent from the vat room.

- \* Bangor Enginehouse—Plans call for additional ventilation and installation of an improved lube oil distribution system.

- \* Rockland Branch—Maine Central is planning to rehabilitate up to 12.5 miles of track using funds from a Federal Railroad Administration grant. This work will include installation of ties, ballast, rail anchors and tie plates. Begun in late 1980, this project will continue in 1981.

- \* Grade Crossings—Reconstruction of about 15 public grade crossings is planned for 1981 with use of Federal funds.

This spring also will see the start of two major engineering projects on Portland Terminal Company property by the Maine Department of Transportation. One will replace the troublesome bridge at Broadway in South Portland and improve highway clearances at a cost of \$1.5 million, and the other, at about the same cost, will involve major track changes and grade crossing reconstruction to accommodate the State of Maine project to extend Elm Street in Portland across the tracks in PT's Yard 7.

Portland Terminal maintenance-of-way projects this spring also include installation of a mile of 115-pound rail and five new 115-pound turn-outs, and placement of about 6,000 creosoted crossties.

Jim Born concluded by saying, "This overall projected expenditure of about \$19 million, or nearly a third of total Maine Central revenues, demonstrates the costly nature of keeping the railroad right-of-way and other facilities in good shape and Maine Central's commitment to a safe and efficient property." He added, "In contrast to the Railroad's principal competition, trucks, all but a very small portion of these dollars come from revenue generated by the carrier from hauling freight for shippers and receivers throughout Maine. The magnitude of rail programs such as ours is evidence of the competitive inequities faced by rail carriers."



# The Grapevine



*Cameron Allen was three and one-half months old when this picture was taken. He's the son of Judith and Philip Moran, Auditor Revenue Office.*

## General Offices

Marty Walker (Disbursements) went to Toronto over the Washington's Birthday weekend—by train, of course! She and a friend drove to Brownville Junction Friday night and took Canada's VIA Rail's "Atlantic" to Montreal where they changed to the "Rapido," a high speed train, to Toronto. After visiting friends and riding the Toronto transit system, they reversed the route, arriving back in Brownville Junction at 2:00 A.M. Monday.

Congratulations are in order for Ellen Whitzell, daughter of Roberta C. Morin, Auditor Revenue Office. Ellen, a freshman at Falmouth High School, received a cer-



*Here's Jessica, two year old daughter of Marie Harrison, Executive Department, and husband David.*

tificate of achievement for making the honor roll. Her mother is pleased and proud.

Fred A. Bither (Car Accounting) retired from Maine Central November 21, 1980, after 34 years of railroad service. He was with the Bangor & Aroostook Railroad for 9 years before coming to Maine Central, where he spent 25 years. Fred was honored at a luncheon at the Ramada Inn by his co-workers in Car Accounting, both past and present, as several of the retirees of the office also joined the group. Best wishes are extended to both Marion and Fred for a very happy retirement. They have already taken advantage of their days of leisure and



*Nicole Philbrick, 4, granddaughter of Roberta C. Morin, Auditor Revenue Office, in her very first school picture.*

have been spending the winter months in Largo, Florida.

A hearty welcome back is in order for clerk-typist Kathleen Britting, Engineering Department, who has been away from work on account of illness. Also, we'd like to welcome back Lena Bianchi, known to many as our Telex operator, who was out for an operation on her foot. Hasn't slowed her down much though. We're glad to have you both back.

Somehow the arrival last year of Richard Yarnold escaped these pages. Rick, involved in all those position changes that occurred last summer, is a draftsman who succeeded Beaver Smith who succeeded Eddie Davis. Rick is a Maine native, graduated from Portland High School, attended the University of Maine and Montana State University, where he graduated in 1977 with a B.S. in civil engineering. He is currently a certified engineer in training. Be-



*Damien, 4, and Michele, 1½, children of Cathy Morris, stenographer, Mechanical Department, and husband Bruce.*

fore coming to Maine Central, Rick was employed by the California and Kansas Departments of Transportation where he was a project engineer in highway design. He is married, enjoys sky-diving, collecting Maxfield Parrish illustrations and camping.

Our condolences are extended to Bert Wetmore and his family on the recent death of his father, Albert B. Wetmore, Sr., a retired PT machinist-welder. Albert Wetmore, Sr. started at Thompson's Point in 1921 (before Rigby Yard was constructed) and retired in 1963 after 42 years of service. For many years—even after his retirement—he served as an assistant editor of the MESSENGER.



*John E. Williams, III was just three days old and weighed six pounds, four ounces when photographed. He's the son of Regina and John Williams, cleaning crew, and grandson of John and Delores Williams, Auditor Revenue Office.*

George Stanley, Regional Manager, Sales and Service, has returned to work following a brief illness. He'd like to extend his many thanks to all those who sent him cards and wished him well while he was recuperating.

November was an unusually busy month for Margaret and Arthur Murdock (Group Insurance), with two big events. On November 8 their daughter, Mary Jo Murdock, was married to Greg Marston in Scarborough. Both Mary Jo and Greg are Scarborough High School graduates. They are making their home in South Portland. Then on November 23 they became proud grandparents of a new grandson, Michael Murdock Marks, son of their daughter and husband, Kathleen and Edward Marks, of South Portland. Michael is their sixth grandchild. Congratulations to all!



Michael Murdock Marks

## Retirees

Frank Curran, a great walker, is recuperating well from open heart surgery, and he and wife Mary are enjoying retirement. Frank started work in 1955 as a revenue clerk in the Accounting Department and retired in January, 1979, as marketing manager, TOFC, Marketing Department. They have three daughters, Joan, Lisa and Patricia, a son, Francis, Jr., and three grandchildren, James, Julie and Jeffrey, to keep them busy. They live at 926 Brighton Avenue, Portland, 04102, Tele. 774-2892.

Henry Sawyer, a bookkeeper in the Comptroller's Office, retired in July after 38 years with the Maine Central. He started as a clerk in the Passenger Department in 1942. He and wife Rita have three daughters, Mary Jo, Patricia and Jane, and seven grandchildren. Henry helps out as a volunteer at Mercy Hospital, on the Surgical floor, and he is planning to take up golf this Spring. Rita is recuperating from a broken ankle this winter, and we wish her well.



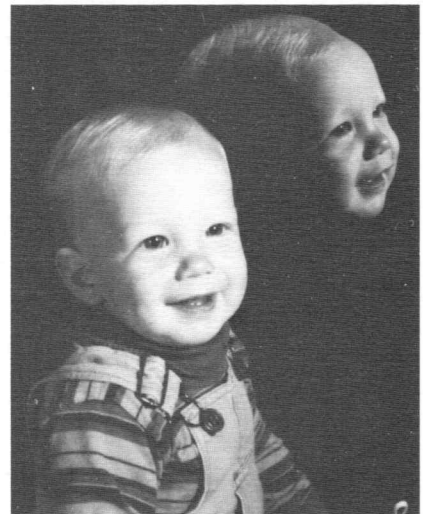
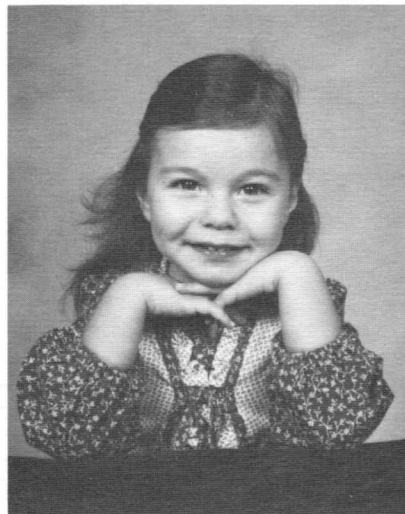
Ed and Emily Lewis in their yard at Collins Pond, Windham.

They live at 91 Gray Street, Portland, 04102, Tele. 772-4735.

Edward A. Lewis and wife Emily in their beautiful enclosed rock fenced yard. Ed started as a P.T.Co. trackman in 1946 and retired as track foreman at Cumberland Mills in June, 1978, after 32 years' service. They have a son Richard and two grandchildren, Scott and Kathy. Ed. works in his garden and goes fishing in his motorboat for fun. Emily likes hooking rugs, cooking and canning. "Susy" Lewis, their pet dog, is modeling one of the beautiful rugs that Emily made. They live at Collins Road, Box 716, No. Windham, Maine 04062, Tele. 892-9858.



Susy models a rug



Amy, 4, and Jeffery Bryant, 9 months, are grandchildren of Athie Bryant, the MESSANGER's far-flung correspondent. They're the children of Judy and Wayne Bryant, Winthrop.



Emile J. Morin, who ended his long Maine Central career 17 years ago, is a resident of Naples, where he celebrated his 82nd birthday January 3. In a recent letter, Emile said he spent the best years of his life working for Maine Central and working in behalf of children and outdoor sports. He is the only person to arrange seven Children's Day in Sports proclamations by six Maine Governors . . . Payne, Muskie, Cross, Clausen, Reed and Curtis.

Clarence E. Dixon, retired supervisor B&B, recently took a two-week trip to California to visit his brother. Hope you had a good time, Clarence.

Eternally youthful Carl Baldwin and wife Shirley, are enjoying their retirement. Carl started as a clerk in 1920 and retired as assistant auditor of revenues in August 1966—46 years service! He belongs to three Masonic bodies, they are great church workers and enjoy church suppers with the rest of us. However, it doesn't show on him, probably because he shovels snow and cuts his own wood. They have a son Carlton, Jr., and daughter, Barbara, eight grandchildren and seven great grandchildren.

Guess what "Smallie," the P.T.Co. retired electrician, has been doing now? Bringing home the bacon . . . or rather, a good size chunk of moose meat! He and son Philip, P.T.Co. track department employee, shot a moose last fall in the Moosehead area during the open season.

We are sorry to learn of the death of Charles Crimmins, retired signal maintainer at Augusta. He was in my department and one of the best to work with. We extend sympathy to his family.

Please send Retirees info to Mary Morse, 12 Riggs Street, Portland 04102, or call 772-1654.



*Carl and Shirley Baldwin*

## Rockland

It is with somewhat mixed emotions that after nearly 35 years with the railroad that you suddenly realize that you are no longer an employee and that you are adjusting to a new way of life. I don't regret having made the decision to resign January 21, and take my annuity and am very grateful to the many friends that I have had the pleasure of working with and will really miss that association. The numerous letters of appreciation and well wishes that I received, along with the very thoughtful gift from the boys at Brunswick and the Rockland Branch, was quite a surprise and I want to express my heartfelt thanks to all.

There is a saying that one shouldn't look back and continue to relive the past as it can become depressing, but as I think of my early railroad years of working six days per week, with steam engines, telegraph, passenger trains and buses, selling tickets, along with the many fellow employees of that day, now long gone, I can honestly say I thoroughly enjoyed that era, but if I were starting today I certainly wouldn't want to repeat it, as it would be just as out of place to this age as horse and buggy on Interstate 95.

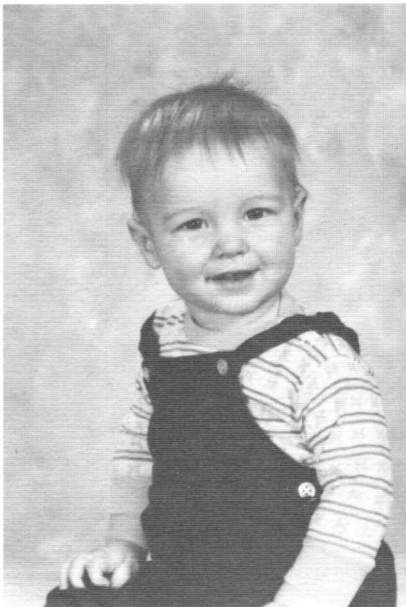
I'm glad that I had the opportunity of starting at that time and held ticket-telegraph assignments in Waterville, Augusta, Gardiner, Richmond and Brunswick when Maine Central had passenger trains. Later when there was freight service only, my assignments included Royal Jet., Yarmouth and Danville Jets., as well as Tower MD. When telegraph was active, I held wire jobs at Rigby Yard, "WR" office and as extra train dispatcher for a few years. In 1966 I bid the Agent's job at Rockland and held it until retirement.

As I never really cared for freight work, I avoided it every chance I got for the first 20 years prior to coming to Rockland, if there was something I could hold otherwise. However, I found after being on this Agency in Rockland, there's never a dull moment and hardly a day would go by without something new coming up.

I have been told by many of my retired well wishers, especially those whom I chat with by ham radio, that after I retired, I would soon wonder where I ever found time enough to do anything when I was working, to which I have given them a "pat" answer that "I was going to learn the same as the rest of the professional loafers." However, I'm finding out just what they are referring to, as I have got a bunch of projects already lined up for warmer weather, painting the house, to name one.

The Agency at Rockland has been bid off by Bob Frizzle who is doing a very good job and is well liked by his fellow employees and customers. I certainly wish Bob the best in the years ahead as Agent here. As long as he can keep Carman Damon out of trouble I am sure everything will be okay, but there are times even that can be quite a chore.

I have been asked to continue as correspondent and will do the best I can, but will need some input from you boys on the Rockland Branch as well as Brunswick and any other area not covered nearby that can funnel some information to me. I still want to do that bit on "amateur radio" mentioned earlier in the previous issues, but certainly can't do too much unless I get more input, as I have only heard from three "hams," for which I am thankful. With summer coming on and if I can afford the petrol, I may get around to see some of those or at hamfests to obtain the rest of the facts I need.



*Derek, son of Spare Telegrapher Michael J. Hanscom and wife Linda, will turn one year old May 21.*

## Waterville Station

Chief Clerk Beverly Cook and husband Roland spent eight weeks in Florida in the St. Petersburg Beach area.

Sympathy is extended to the family of Section Foreman Tim Joler on the death of his father Leo Joler who was a retired crossing tender.

Sympathy also to Special Agent Harry Littlefield on the recent death of his sister.

Congratulations are in order to the following on the recent births: Lead Signal Maintainer Larry Caret and wife Mona on the birth of their first grandchild, Jeremiah James Caret.

Work Equipment Supervisor Roland Giroux and wife Dot on the birth of their first grandchild on February 2, a 7 lbs. 15 oz. baby girl named Heather Do, born in Georgia to his son Bruce and wife Long.

A son, named Darren to Trackman John Hafenecker and wife. This is the third son for the Hafeneckers.

A daughter named Emily Rose to Trackman Ken Bureau and wife Donna.

A son to Trackman Craig Snowden and wife.

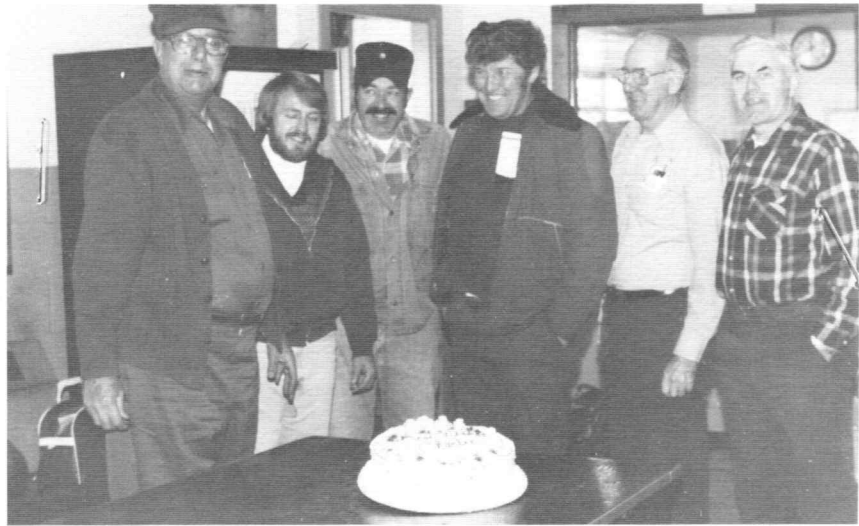
A son to Clerk James Rodrigue and wife.



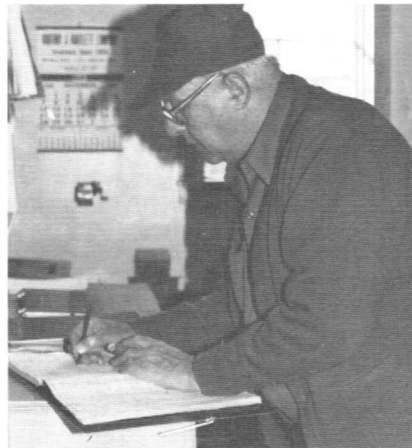
Tia, Tovah and Talia, daughters of Fireman Richard Michaud and wife Paula and grandchildren of Engineer Harold Stinson, Waterville.



Bev Cook, chief clerk, Waterville Station, tried on the newly-painted locomotive 593 for size.



Good luck, Charlie, says the cake and the friends of Charlie Hersey observing his last run as a Maine Central engineer. Charles is at left, then C. W. Hersey, Jr., Bob Coro, brakeman; Joe Lizzotte, flagman; Bernard Faulkner, conductor; Harry Nason, billrack clerk, and Burns Hillman, yardmaster.



Engineer Charles Hersey books out the engine for his final trip.

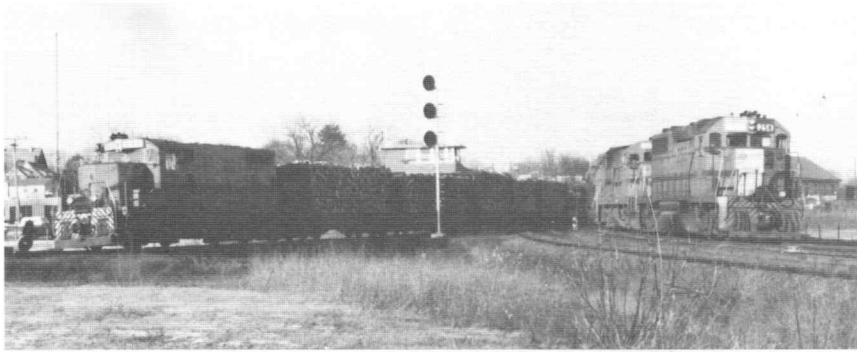


J. J. Peaslee, 2nd trick yardmaster, Waterville, recently received his 25-year pin.



Wishing J. J. well on his 25th anniversary with Maine Central were, seated, Al Cook, billrack clerk; Roland Binette, watch inspector; David Verzoni, car inspector. Standing, J. J. Peaslee, Clarence Morse, engineer; Paul Boudreau, conductor; Ken Somers, checker; Bob Connally, brakeman; and Carl Trask, conductor.

## In Waterville Yard . . . with Arthur Doucette



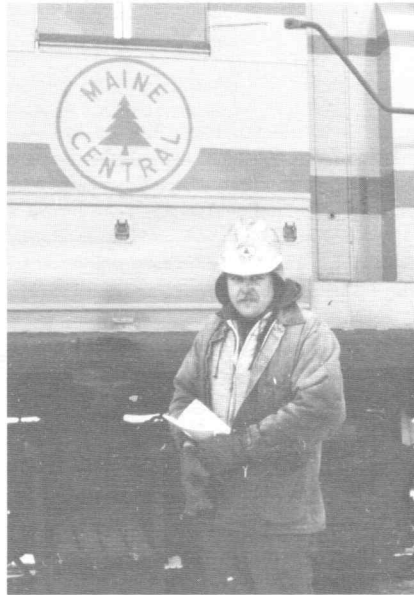
Not two trains leaving Waterville at the same time, but switcher No. 3, at left, doubling the head end of the Wood Job while Wood Job power is waiting, right, to go on the train.



Lisa Parker is a new and welcome addition to the Signal Department at Waterville, working as a cook. She likes her job, we're told, and so far, there are no complaints.



Ed Veilleux, section foreman, checking equipment at Waterville.



Gerry LaPlante of the Section Crew helps with the annual equipment inventory.



G. H. Miller of the Section Crew works on switches and fills and checks lanterns in Waterville Yard.



M. F. O'Toole, leading signalman, working on underground lines.



R. W. Moody, signal helper, worked on the CTC project at Oakland.



T. H. Sawyer, foreman, Signal Department, heads for the CTC project at Oakland.



## Eastern Subdivision

Charlie Bayrd, Jr., Holden section foreman enjoyed a week's vacation to help out his wife at the time of the arrival of their brand new baby.

During the heavy snows, Dennysville Section Foreman Darold Ames was heard muttering, "Snow, snow, snow!" A record 13 inches fell during one storm alone. According to the snowplow crews, the Dennysville-Ayers Jct. area had the deepest drifts.

Crane Operator Randy Sanborn was busy loading scrap recently at Machias, Marion and Dennysville.

Conductor and Mrs. Carl Smith celebrated their 40th wedding anniversary at a surprise party arranged by their children. They were married November 11, 1940 at Dennysville. After living at Eastport many years, they moved to their present home in Calais. Carl and Mrs. Smith have three daughters and seven grandchildren. Carl has a thirty-seven year service record with Maine Central.

Parker McIver, brakeman on BC-3 and CB-4, enjoyed a 3-week vacation in January.

Calais Agent Roy Farren took a couple days off this winter on personal business.

Machinist Tom Kelley's wife, Marilyn, was home over the Christmas season holidays from her Ontario Veterinarian College studies.

## Athie Sez

Visitors at the Calais Station this past winter were Don Gaddis, retired machinist, CPR Rep. Chipman, and Dick Achorn, supervisor of agents.

Retired Section Foreman Embert Tibbetts died at his Columbia Falls home on February 16, after a lengthy illness. He was 56 years old and had been on his disability retirement a number of years. Embert's greatest pleasure was hunting season. As previously reported, he got his deer this past fall. He was a WW II veteran and a member of Milbridge Post V.F.W. He is survived by his widow, Letitia, four children, three brothers and five sisters. Love and sympathy to the family from the railroad folks. Burial was on February 18 . . . bearers were Maine Central employees Norman Bagley, Darold Ames, Lewis Lyons, Roger Wakefield, Walter Scott and Floyd White.

At a local market this winter I met Wilfred McReavy and had a short chat with my honest intentions of getting over to visit him at his Whitneyville home, but didn't get there. Recently, Wilfred underwent a



*Pausing for the photographer were, from left, A. H. Malm, assistant signalman; P. C. Childers, signalman; and Foreman R. H. Sawyer.*

series of tests at the Downeast Community Hospital in Machias. Hope you are feeling fit soon, Wilfred.

Art Palmer and I did our best to stir up the boys at the Machias Station one winter day. Guess they're wise to us.

Preston Farren, retired trackman, is recuperating from a broken hip at Barnard's Nursing Home in Calais. His brother Walter is at the Marshall Health Care Facility in Machias and celebrated his 100th birthday January 16.

Dropped in to visit Sheldon Lunn at Calais but he wasn't at home. His wife, Eva and I had a great chat. She and Shelly spent Christmas with his brothers in Lexington, Mass. Missed Charlie Pomeroy same day.

Retired Conductor "Beaver" and Martha O'Neil were home that day. What an entertaining visit! Beaver had 50 years service, retiring October 1967. He reminisced of being on the Mt. Desert to Portland baggage car run. He kidded about being "trapped" four weeks on the Bingham Branch. He worked on the "pusher" that assisted trains between Austin Jct. and the



*"Beaver" O'Neil, retired conductor, and Martha.*

WYE at Dead River, a 4-mile run. At that time, he was quite convinced it was the end of the world. Beaver has a Washington County Railway timetable #13, dated October 15, 1908. Since his retirement, he enjoys bowling, is a member of the K of C and for 12 years was bartender at the St. Croix Country Club. He and Martha have been married 62 years this April. They have two daughters. Relief Agent Paul Spear is their grandson.

Albert Burleigh Foster, retired clerk, passed away October 14 at his home in Yarmouth. Burleigh, as he was known by his friends, worked on the Augusta Police force before joining Maine Central in 1945 and retired in 1971 as freight house foreman at Augusta. He was a member of the Penny Memorial Baptist Church in Augusta, a 32nd Degree Mason, Pastmaster of the Bethlehem Lodge, and member of several Masonic organizations, and the Central Men's Club of Yarmouth. Railroad folks extend their sincere sympathy to Burleigh's family.

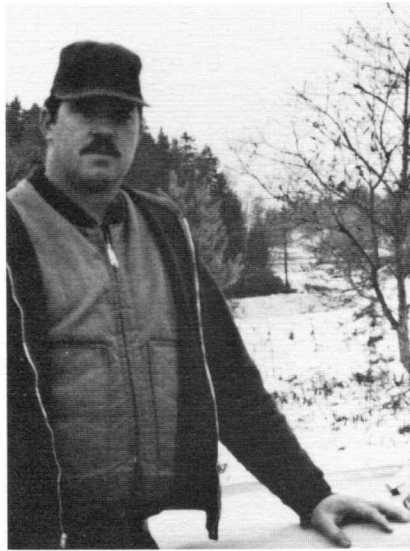
How sad to report the deaths of dear, old railroad buddies. Another close friend, Charlie Crimmins, retired signal maintainer, died in Augusta this winter. He was also a wonderful person to have known and worked with for many years. Charlie was employed by Maine Central for 43 years prior to his 1967 retirement. He worked in the Augusta area most of that time. He was a communicant of St. Mary's Church, an honorary member of the B of RS and a member of the American Association of Retired Persons. Again, sincere sympathy to his family. Charlie's sister, Edna works for Maine Central in Portland.

Old Bananna underwent surgery in February for the removal of a huge tumor from her chest. Haven't the test results back from the labs. Poor thing starts trembling at the first whiff of the G.P. Woodland mills as we

enter Route #1 at Baring on our way to the Vet's at St. Stephens, N.B. Dr. Dashner once told me, I'm the only person who holds their pet's head during surgery. Brought her home immediately after, completely zonked out of her mind. Hailed down a BPL's vehicle and two men kindly carried her into the house. She is doing nicely now.

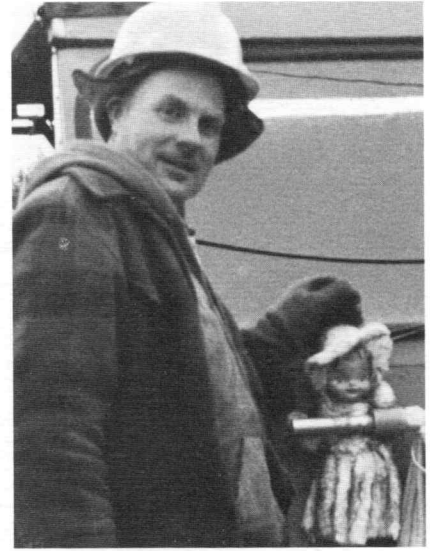
Received a nice letter from Olive Co-meau, retired stenographer, living in Hallowell. We worked together at the Augusta Freight office for many years. Olive worked at Bates Mfg. Co. before joining the Maine Central family in the early 1940's. She worked 22 years and after retirement renewed past interests in crocheting, drawing, painting and playing the piano, all of which she does fabulously. She gave me a beautiful water color of a winter scene during our yearly visit. Sure enjoy just listening to her playing old favorites. Olive has always been active teaching Sunday school classes and working for the good of the Sacred Heart Church in Hallowell. She makes weekly visits to the elderly at a close-by nursing home. She has never owned a "set of wheels" but bless her heart, she sure gets around to do a lot of good.

Mentioning wheels, guess who has given



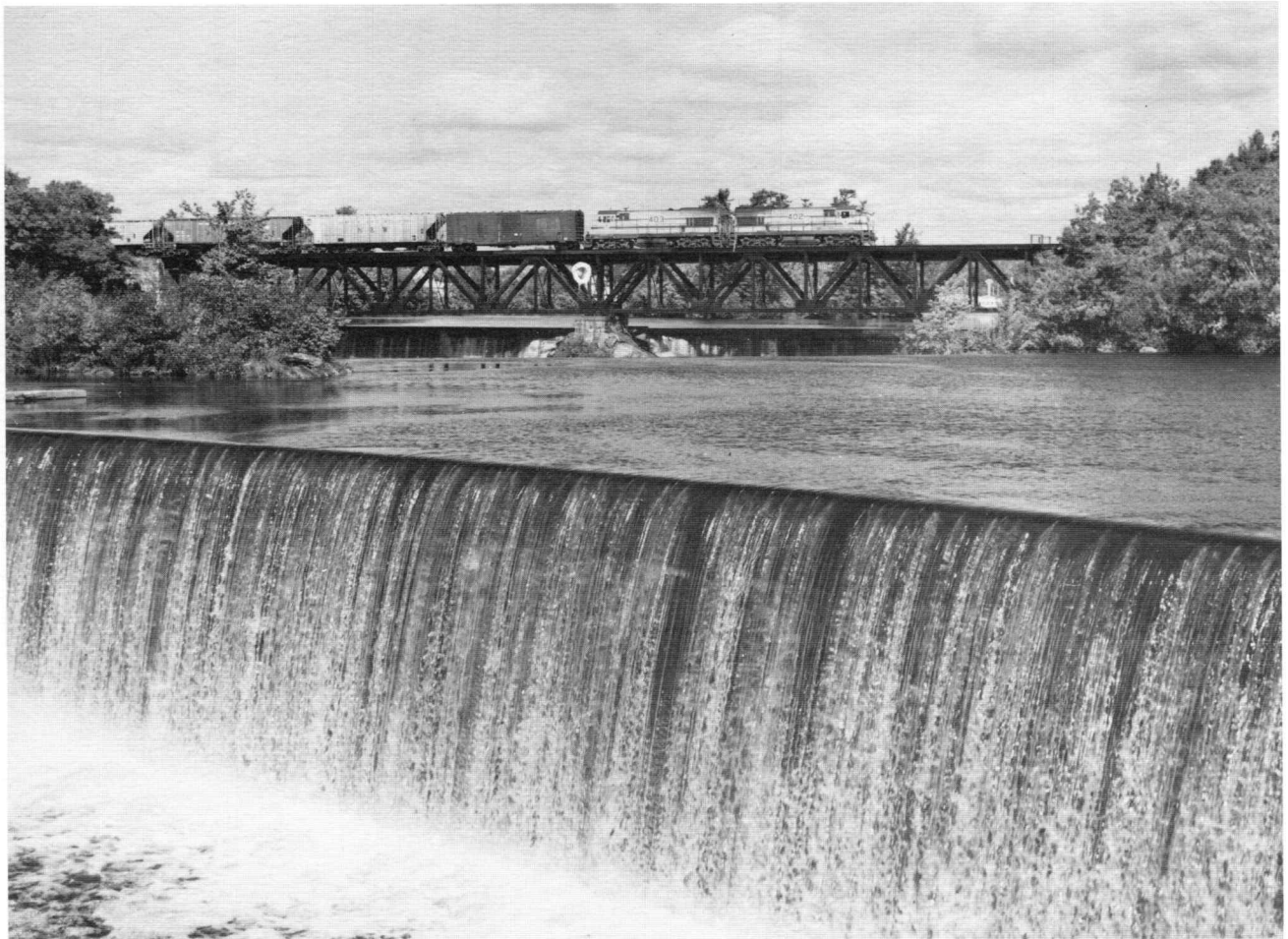
*Trackman "Butch" Whitney*

up dancing and taken up roller skating for badly needed exercise? Yup... old gray, fat and fifty-six. Twice a week we zing down to a brand new rink in Machias and in a couple of hours, crawl home! Have decided to leave "cutting cookies" and "pulling di-do's" to the younger generation but not



*Trackman Rusty Beverly*

before getting my feet tangled and falling backwards. It would be great if the auto manufacturers could come up with an air bag to protect the rear end as well as the front end. If they should, I'll definitely suit up and have my picture taken for the MESSENGER—Look out!



*Maine Central train RB-1, on its way to Bangor, moves over the falls of the Androscoggin River at Lewiston.*



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# a close shave before breakfast . . . 1912

*Dick Overton, who writes a railroad-  
ing column for the Vermont News  
Guide, is an uncle of Geoffrey Doughty,  
Engineering Department signal clerk  
and an assistant editor of the Messenger.  
The Manchester, Vermont writer recently  
produced a column which will serve as a  
safety reminder for all of us. What fol-  
lows is a digest of that column.*

In late June, 1912, shortly after the crack of dawn, the legendary Bar Harbor Express drew to a halt somewhere near Ellsworth, Maine, and in the utter stillness that permeates a train when it suddenly stops racing across the countryside, my mother, my sister and I held a conference as to what to do next. To say that I was a party to this high-level meeting was stretching the point . . . I was but a few months past my fourth birthday.

But I knew what I wanted to do: get dressed as fast as I could and go out to see what was wrong with the locomotive. So it was that I was entrusted to the care of my sister—a mature woman of 16—and the two of us, with motherly warnings, hopped down the vestibule steps to survey the situation as best we could.

Maine Central was double-tracked at that point, and our train of about 12 cars was stalled on the inside track of a fairly sharp curve. That meant that as we stood between the two tracks, our car was tipped away from us and there was a considerable jump from the lower step of the car to the ground. This was of no consequence if you were getting off, but it posed a problem if you wanted to climb back on in a hurry.

Because our train was parked on a curve, the cars ahead blocked our view of the forward end and the locomotive. Consequently, my sister helped me climb over the westbound track and up on a bank perhaps 15 feet high. From there we could see the engineer and fireman working with wrenches and bars at the side of the locomotive, and it seemed to us the operation would take a good deal of time. So, spurred by the notion that the dining car might be serving breakfast by now, my sister and I crossed the westbound track and began to walk back to our car.

No sooner had we begun the long trek than we were alarmed to hear two menacing shrieks from a westbound train approaching at speed. We were, mind you, walking between the eastbound and westbound rails, and the immediate question was what to do next. We could scramble over the

westbound track to safety; we could lie flat between the tracks and let the oncoming train miss us by a few feet; or we could run for our car and jump on its platform before the oncoming train went by. We—or more properly, my sister elected to give the latter a try, and we ran, my sister's hand on my shoulder for encouragement and guidance, pushing me on, but trying not to push me flat on my face. A man behind my sister was doing the same for her.

As I think back on it, our pace was painfully slow, governed by my four-year-old legs. But my sister kept me ahead of her, and was there to grab me, when we reached the car, and literally threw me up a step or two out of harm's way. She followed, and the man behind her barely had time to grasp the irons and hang on as the train thundered by just a few feet from his shoulders. We were dirty and scared, but safe.

The moral is obvious, but for those who must have it in black and white, it is simply that it is unsafe to walk between trains, standing or running.

My close shave before breakfast, that June day in 1912, was the beginning of a life-long association with trains.

*Adapted, with permission of the author and the editor of Vermont News Guide of Manchester, Vermont.*