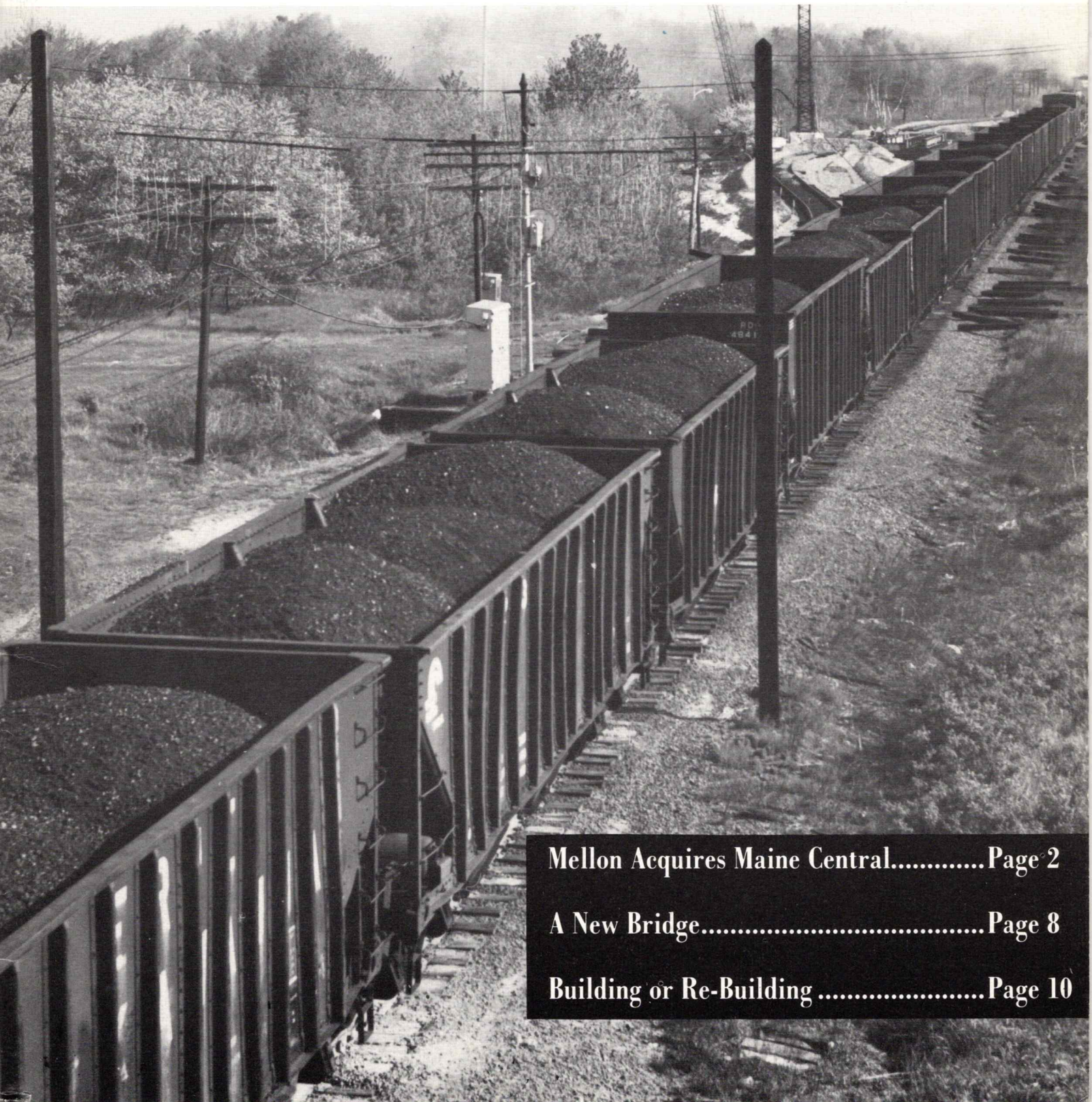


SUMMER 1981



# MAINE CENTRAL

# MESSENGER



Mellon Acquires Maine Central.....Page 2  
A New Bridge.....Page 8  
Building or Re-Building .....Page 10

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.



EDITOR

Bradley L. Peters,  
Vice President

MANAGING EDITOR

Joseph H. Cobb

ASSISTANT EDITORS

Barbara Spaulding	Eastern Subdivision
Henry Preble	Brunswick
Pat O'Toole	Rigby
Wendell Lewis	Rockland
Lucette Huard	Waterville Station
Arthur Doucette	Waterville Yard
Connie Davis	General Offices
Alice Foley	General Offices
Sonia Duplessie	General Offices
Geoffrey Doughty	General Offices
Craig Wilson	Sports
Mary Morse	Retirees
Athie Bryant	Retirees and Washington County

CONTENTS

He Stepped In To Help . . . . Page 4  
 More Support For Equity . . . . Page 5  
 In Our Opinion . . . . . Page 5  
 Task Force In Action . . . . . Page 7  
 A New Bridge . . . . . Page 8  
 Building or Re-Building . . . . Page 10  
 Almost Solar . . . . . Page 11  
 News Briefs . . . . . Page 11  
 Grapevine . . . . . Page 14

COVER PHOTO

A string of cars of coal leave Rigby Yard on Train RS-1 destined for the Martin Marietta Cement plant in Thomaston. The plant converted to coal several months ago and the fuel supply is now moving by rail to Thomaston. Also note the bridge project at the top of the photo. This major undertaking is described in a photo story on page 8. Photo by Ronald Johnson.

# mellon acquires maine central

Timothy Mellon, through Guilford Transportation Industries, Inc., acquired all of the common stock of Maine Central Railroad Company on June 16, 1981. Mr. Mellon is President of Guilford.

Three weeks earlier, President John F. Gerity had told employees of Maine Central and Portland Terminal Companies that Mr. Mellon had reached an agreement with U. S. Filter to acquire Maine Central.

President Gerity told employees that Mr. Mellon said he anticipates no changes in Maine Central's management or operations. The president said Mr. Mellon "is interested in running a railroad as a railroad," and that it is his present intention to maintain

Maine Central's identity. Mr. Mellon told Maine Central officers that he is very impressed with the management of the Company and the quality of all of its employees. "You have a fine railroad," he added.

President Gerity concluded his letter to employees by saying, "it is my belief that our new association with Mr. Mellon is good for Maine Central and Portland Terminal, our employees and customers. We look forward to working most cooperatively with Mr. Mellon and his associates."

Mr. Mellon, a Connecticut businessman and member of the Pittsburgh banking family, also has signed a letter of intent to buy the Boston & Maine Railroad. He has told reporters,



The 400, The General Henry Knox, leads the Inspection Train on a three day trip over most of the Maine Central System with the railroad's new owner as well as several Maine Central officials. Photo by J. S. Murphy.

"I've been interested in railroads for a long time. The times are such that railroads are more and more important in terms of the economic viability of this country. They seem like a good investment." He added that at this time he does not intend to merge the B&M and Maine Central. "Each company is a unique creature, and I see no reason to change."

Mr. Mellon represented Guilford Transportation Industries in negotiations with U. S. Filter to acquire Maine Central. He is also associated with Perma Treat Corp., of Durham, Connecticut which manufactures railroad ties, and with Independent Systems, Inc., also of Durham, which makes window insulation. After graduating from Yale, Mr. Mellon organized Eleven Thirty, Inc., a company that specialized in developing computer software and which has subsequently been merged into Vertical Systems, Inc., a computer leasing company.

Mr. Mellon, in meetings with Maine Central officers, confirmed published reports that he is optimistic about the railroad business in general. He feels

there will be "imaginative" solutions to the Conrail problem, and that increases in energy costs will provide competitive advantages to rail transportation of freight in the region. The recent expansion and modernization of Maine's pulp and paper industry

indicates to Mr. Mellon that Maine Central's traffic base is solid and growing.

He said he is looking forward to working with the Maine Central people. Mr. Mellon said, "you're dealing with fine people, a very special type."

Maine Central's new Board of Directors is made up of Timothy Mellon, chairman; John F. Gerity, president, and Arnold J. Travis, executive vice president, of Maine Central; Robert Anestis, a Pittsburgh lawyer; David Fink, vice president, Guilford; Jervis Langdon, a retired long time railroad executive; E. Spencer Miller, consultant to the Railroad; and William Wissman, a New York financial advisor.

At a meeting of the Directors of the Board of Maine Central held 24 June 1981, the following resolution proposed by Chairman Mellon was unanimously adopted.

The Chairman and the Board expressed recognition and deepest gratitude to former directors of Maine Central Railroad Company, namely, Charles E. Cotting, George H. Ellis, Robert G. Fairburn, Robert Hellendale, Randal Holden, James F. Miller, Eric P. Smith, Farnham W. Smith, Robert P. Snyder and Stephen D. Trafton, who have served a total of 168 years as members of the Company's Board with great success and distinction and have brought Maine Central into a position of soundness and prosperity unique among the railroad carriers of Northeastern United States.



*An inspection train with Maine Central's new owner, Timothy Mellon, heads up the Mountain Division near the Yard 9 switch with Portland's Western Promenade in the background. Photo by J. S. Murphy.*



*Warren Carkin and wife Florence check the progress of one of their flower beds.*

## he stepped in to help

Warren C. Carkin never applied for a railroad job, but just "stepped in to help Dad" at the Boston and Maine station in Lincoln, N.H. That was in 1939 and until last month, with time out for navy duty in WWII, he's been a railroadman ever since.

One of the eight children of long-term B & M agent Robert W. Carkin, Warren closed out 36 continuous years of railroad service and 31 years as agent at South Windham last month.

And while industrial activity at Windham has slowed in comparison to the early days of his assignment there, Carkin has been a well-known figure locally, and as he retired, a group of shippers got together and bought him a fine pair of binoculars. Signing the card were representatives of L. C. Andrew, H. K. Webster, LaChance Brick, Dixon Brothers, AGWAY, Bailey Manufacturing, Hall Implements, Lloyd F. Martin and Sons, Lake Region Lumber Co., and Lawrence Keddy.

Many were Maine Central shippers when Warren reported for duty at

South Windham in 1950, and others became associated with the veteran agent as his jurisdiction grew to include all of the Mountain Division from Windham to Sawyer's River.

It all began way back in 1939, when the clerk at Lancaster, N.H., left for parts unknown and Warren's father, agent there at the time, was without help. Warren just went down "to help out" until someone bid the job. But, Warren explained, Lancaster was a busy LCL transfer point, with a lot of lifting, and nobody applied. So Warren helped out—not officially—but kept things moving until Boston and Maine picked up his time and began to pay him as a clerk. He enlisted in the Navy in 1942, and served as a ship's storekeeper with foreign service in Africa, the Philippines, and in the island campaigns of the South Pacific. "My ships were hit," he recalls, "but I wasn't."

A civilian again in 1945, Warren took the Maine Central clerk's job at Lancaster with his father, and later became relief agent and operator at a number of Mountain Division stations

including Whitefield, Beecher Falls, Colebrook, Bartlett and Glen and Jackson and finally Cornish before he became agent at South Windham in 1950.

"It was a pretty rugged job," Warren recalls, "and I didn't bid the first time it was open. I was there as a spare at the time, covering the job during the regular agent's two week vacation. My family was in Lancaster, and I didn't think seriously about it until the regular agent didn't show up, and until Auditor Bob Hall offered me the job. Then Frank Rourke, the general manager of the B & M, called me from Boston.

"He asked me to stay on until further notice, and then Willard Pierce came out and told me it was going up for bid the second time, and that if I didn't bid, I'd be assigned to the job."

One way or another, because he was the youngest man on the roster, Warren Carkin was going to be the agent at South Windham.

So he was soon "up to here," he says, in the shipping business of Ellis Paperboard, Maine Steel Products, Baker Refrigeration, Wirthmore Feeds, Plastics Materials, Inc., L. C. Andrew and several others, all rail shippers in the Windham area. There was lots of business, he recalls.

Warren was closely involved with Maine Central's training program for operators, teaching a number of newcomers the intricacies of telegraph, Morse code and railroad communications. The students included Michael T. Kane, Jr., now a Maine Central marketing manager; Joseph E. Cooper, a spare operator; Gregor Mrouka, a dispatcher; Robert Campbell, spare operator-agent; Michael T. Conroy, a spare operator; and Peter Waite, a spare operator now at Cumberland Mills.

And for about 20 years, there was additional work back in New Hampshire for both Warren and his wife Florence, who joined him in helping the aging Robert Carkin, still an agent for the B & M, with his bookwork, the

CARKIN—Page 6

Maine Central Messenger

# more support for equity

The well-known and carefully-considered position of Maine's railroads on fair-share taxation of heavy trucks is supported by most highway directors, chief engineers and tax authorities in the Nation's lower 48 states.

A study sponsored by the American Automobile Association and released this spring reveals overwhelming agreement with the stance the Maine railroads have taken with respect to underpayment by heavy trucks of their fair share of highway costs, and the need for an equitable system of weight-distance taxes.

Here are highlights of the report:

- \* 85 percent of state highway department professionals expressed the view that trucks are not paying their fair share of highway user taxes.
- \* Officials in 31 states singled out large trucks as paying the least fair share.
- \* There was almost unanimous support among state highway department professionals for the establishment of a highway user tax system which would take into consideration both the number of axles and the weight of vehicles using the highways. Officials in 45 states said they would favor such a user tax. Officials in 30 states said they would favor a Federal weight-distance tax.
- \* Officials in 25 states indicated that the increased use of heavy trucks had shortened the life of their highway systems.
- \* Officials in 30 states said they are doing or preparing to do their own highway cost allocation studies.

Henrik E. Stafseth, commissioned by AAA to complete the study, reported in March that highway officials in 25 states had indicated increased use by heavy trucks had shortened the design life of their Interstate highway system. Thirteen states claimed a loss of five years or more in design life.

Stafseth also reported on an experiment of the Virginia Department of State Highways and Transportation. He said several years ago Virginia permitted coal trucks with loadings ranging from 24,000 pounds to 50,000 pounds on roads in its three southeast counties. The state held other highway limits to a tandem-axle loads of 34,000 pounds. The department's report to the Virginia General Assembly later noted that "In the three counties where higher axle weights were allowed, annual surface maintenance costs are approximately 280 percent higher on the primary system and 340 percent higher on the secondary system than in other principal counties."

Another southern state, Stafseth said, conducted its own mini road test. It measured pavement damage, before and after, at a permanent weigh station, compared to an adjacent pavement section. With accurate records of vehicle classes and weights, this department was able to compare results of heavy axle applications on the approaches to the weight station with

lesser use of the adjacent sections. It found a significant difference in pavement condition over a period of time, and concluded that heavy axle loadings indeed reduce the service life of pavements.

Stafseth's report took a new twist with a comment on the present deterioration of state and federal highways, victims of too much use by heavy trucks and too little attention by repair crews. He said a soon-to-be released study will reveal that the average driver today is losing \$184 per year as a result of the poor condition of the highways. He said this loss includes damage to vehicles and additional fuel costs caused by rough roads. He called this, plus the high energy costs of concrete, asphalt and reinforcing steel, a serious energy loss.

"It soon becomes apparent," he said in his report, "that extending the life of our existing pavements by reducing axle loadings makes a good deal of economic and energy sense."

## in our opinion

The energy crisis, the mid 70's shortage of oil and the shocking increase in the cost of gasoline have wrought major changes in the way Maine people travel. We are buying less gas, driving smaller, more efficient cars, and staying home; willingly sacrificing some of our expected life quality on the altar of fuel and energy conservation. We are traveling more slowly, and less comfortably, in autos apparently designed for midgets. We are using public transportation, relinquishing cherished ignition-key independence and we are car-pooling and ride-sharing. There are vans and minibuses on the Turnpike and Interstate in late afternoon, crammed with dozing shipyard workers heading home from Kittery and Bath. Five years ago, most of these shipbuilders were driving their own cars . . . probably Oldsmobiles or Buicks.

Our lives have been changed . . . and one of the pleasures we appreciated

most—the privilege of traveling where we wanted to go, when we wanted to go—has been taken from most of us. Some would argue that we are better off with these changes, healthier pedaling our bicycle to the store instead of jumping in the car to drive around the corner. Maybe so, but it hasn't been our choice and our past independence has been taken from us by factors beyond our control.

The economics of the energy crisis caught the private motorist first, and then it caught Maine's road building and maintaining arm, the Department of Transportation. Highway tax revenues have skidded because use of the highways has been dramatically reduced by fuel-and-cost conscious motorists. The driver of the big truck is not contributing as much as he should be to Maine's highway costs which, with inflation and the need to restore truck-battered roads and bridges

throughout the state, are rising by leaps and bounds.

Owners of heavy trucks have never contributed their fair share of these costs, and now show little indication of making any kind of fuel-conserving sacrifices. While cars have become cramped but efficient, trucks have become larger, longer, heavier, more dangerous, more pretentious, presumptuous and generally overwhelming than ever before.

Most big rigs seen in Maine come from away. Other states collect their registration fees and most of their fuel taxes, but Maine highways, Maine bridges and Maine motorists suffer their damage, their overloading, their tailgating and their financial drain on the state's financial resources.

A legislative effort was made by the Maine Automobile Association to institute a system of fair-share highway taxation that would relieve at least some of the current financial strain in the Highway Department. It was a weight-distance bill, designed to distribute highway cost responsibility in an equitable way. Response was far less than enthusiastic, ranging from vague discomfort to "What? . . . Not that again!" A lot of legislators admitted it was a good idea but when it came time to flip the switch to vote, other interests had their way. The bill was overwhelmingly defeated.

And while the weight-distance con-

cept was being considered, certain special interests were proposing an increase in the already too liberal Maine truck weight limit from 80,000 pounds to 100,000 pounds. These highway users were asked if they would be willing to accept a fair assessment for this increased weight through the weight-distance user charge, their instant response was, "no way." Legislators quickly saw through this irony and soundly defeated the 100,000 pound truck weight bill.

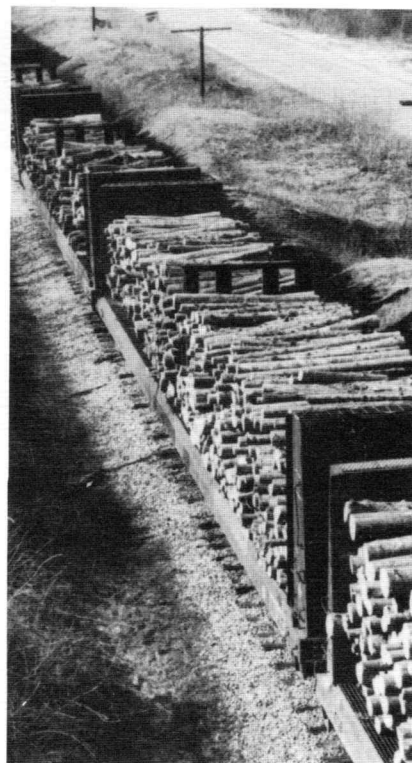
In a final-hour attempt to help solve the highway funding crisis, a plan was floated to raid the state's already beleaguered general fund for \$10 million. This proposal even passed the House. Included in a separate proposal was a transfer of the sales tax railroads pay for diesel locomotive fuel to support highway maintenance. It's bad enough

that railroads pay this tax in Maine when neighboring states either have no sales tax or have exempted railroads from the tax on diesel fuel, but to use these funds to support railroad competition is ludicrous. This proposal was defeated in the end.

The lack of support for a completely fair and obvious solution to a pressing public problem is incomprehensible. What's wrong with an idea whose time has certainly come in Maine? What's wrong with an effective and equitable division of highway cost responsibility?

What's wrong with finally asking heavy trucking interests to pay their share of the public highway cost burden . . . to finally pick up their rightful tab for the highway services and facilities they use and from which they benefit so handsomely? The silence in response to these questions has been deafening.

## The Wood Job



### CARKIN—from Page 4

record-keeping and the end-of-the-month reports.

But the work is over now, and Warren and Florence have more time to enjoy their son Clayton's family in Freeport, and their trim bungalow home and its walks and gardens in Little Falls, just across the Presumpscot from South Windham and the Maine Central station.

They've journeyed to Florida and Arizona on vacations, and now they're making plans for an even longer journey . . . to Alaska, this summer, with a brand-new pickup truck camper that unfolds in all directions, and that will be their home for a couple of months and six or seven thousand miles.

Maine Central, whose operating and marketing officials expressed their best wishes as Warren retired last month, says "bon voyage."

On a recent Friday, WI-2 was "average" with 75 loads and 5 empties, a total of 6,693 tons. This compares with the 1980 system average train of 33.1 cars and 2,403 tons.

Of the total cars, all but eight were of pulpwood, collected at Waterville in the previous 24 hours from Dover-Foxcroft, Washington County Maine

Central points and from the Bangor and Aroostook.

Most of the pulpwood (46 carloads) was for International Paper Company at Rileys, with 11 cars for Rumford. Other loads included chlorine, caustic soda and woodpulp. There was one car of clothespins, traveling from Mattawamkeag to Wilton.

# task force in action

The recently established New England Labor-Management Task Force stepped into its first major project this spring . . . a seminar dealing with alcohol abuse within the railroad industry.

The event attracted 35 participants, 12 representing railroad management, and 13 from rail labor organizations. Speakers from Conrail, Bangor and Aroostook, and Boston and Maine joined with Dan W. Collins, assistant general secretary and treasurer and director of education, United Transportation Union, in presenting a full program.

The objective of this project is establishment of employee assistance programs where they do not yet exist, and enhancing existing programs through a regional effort.

The Task Force opened its office in the Maine Central Railroad General Office Building in Portland on April 6.



*Project Team of the New England Labor-Management Task Force are L to R: John P. Dowd, labor co-director—BRAC local chairman, Conrail; Ed Galvin, management director; Ernest A. Phillips, labor co-director—UTU general chairman; and Rebecca Barter, administrative assistant.*



*Alvin DeLong, manager-labor relations, Bangor & Aroostook Railroad describing the evolution of the Employee Assistance Program on the BAR.*

Two labor co-directors have been chosen, Ernest A. Phillips, general chairman, United Transportation Union—Maine Central and Canadian Pacific, and John P. Dowd, local chairman, BRAC—Conrail. The labor co-chairmen are half-time positions, while the management director and the administrative assistant are full time positions.

Ed Galvin has been selected to represent the ten participating railroads as the management director. He is on leave of absence from Maine Central where he was assistant to manager personnel and labor relations. Rebecca Barter is the Task Force administrative assistant and she, too, is on a leave of absence from Maine Central.

In the planning stages for the Task Force are operational projects that will focus on generating new traffic and increasing productivity . . . two elements in keeping the New England Region's railroads profitable and jobs secure.



*The Labor viewpoint on Employee Assistance Programs was presented by Daniel W. Collins, assistant general secretary and treasurer, UTU, Cleveland, Ohio.*

# a new bridge over an old problem



A new, temporary railroad bridge—railroaders call it a shoo-fly—has been built to carry main-line traffic while the Cianbro Corporation builds a new bridge to solve the perennial clearance problem at Broadway, South Portland. TOP LEFT shows the old trestle as excavation begins to improve its clearance. The top of the temporary

bridge—track in place—is shown at TOP RIGHT, beside the original main line. Another angle is in LOWER LEFT, showing equipment in use to complete the new, temporary track. An overall shot of the project is at LOWER RIGHT. The work is being done under the direction of the Maine Department of Transportation.







*Maine Central's BR-4 negotiates the new shoo-fly around the Broadway underpass bridge. It was one of the first trains to pass over the new section of track. (Ron Johnson photo)*

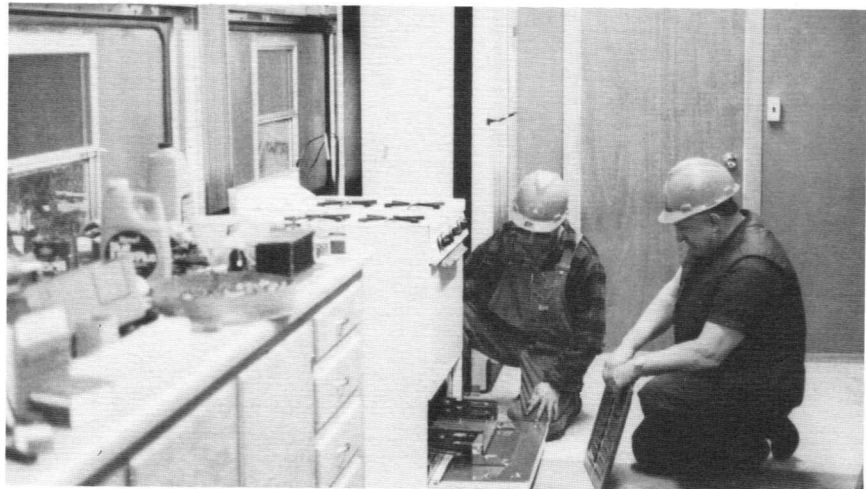
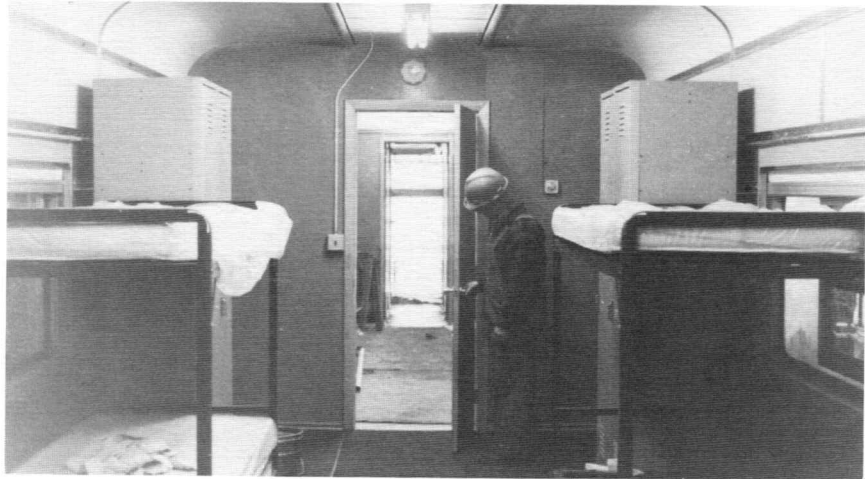
# building or re-building

No. 972, latest of the AMTRAK coaches to become Maine Central living cars, rolled out of the Shops at Waterville in May, its new paint bright and its numbers gleaming in the sun.

Inside, 972 is not luxurious, but as comfortable as any work car anywhere, with pressurized water, a modern gas stove and electric refrigerator, counters and cupboards, an oil furnace, lavatories and showers, a bunkroom and an office for the foreman, and just about everything needed by a paint crew, a bridge and building crew, a signal crew, or a section crew who'll use the car as a work-week home somewhere on the Maine Central system.

It was, everyone at the shops agreed, as nice a work car as has been produced in Waterville . . . even better, some said, than the five caboose cars recently rebuilt by the same craftsmen.

Bobby Bourque, his son Dave, Frank Roy and Foreman John Ballou were responsible for most of it, and for many of the decisions that were made as they went along. One was to leave the baggage racks—a hint of the car's past life—in the kitchen area for storage use. Another hint, and certainly of no real use to the crews who will use the car, are the numbered ticket clips on these racks . . . still there, right where they were when 972 was a passenger coach.



*Bobby Bourque checks some of the "extras" in the new living car . . . the door hardware, and of course the kitchen range, one of the several features that will make the unit more livable for crews at the work site.*

Bobby Bourque stayed on the job with 972 until it was rolled onto the transfer table, pushed out into the yard and finally switched into its first train.

Among scores of Waterville Shopmen on hand for the occasion was Superintendent Roland Boulette, a long-time friend who shares his service date, and because of the alphabetical listing, is one name up on the carmen's roster. The two started together and worked together for years, Roland says, and teamed up to build Maine Central's first steel caboose in the late '50's.

All this time, Boulette recalls, Bobby Bourque has been building or re-building something almost constantly . . . cabooses, work cars and

other units for Maine Central during the work week; then, on weekends, the automobiles of years ago, and more recently, some income property.

Two more coaches, one AMTRAK, one New Haven, stand on a storage track near the engine house, just off the access road to the Shops. They're destined for conversion, too, with work scheduled to begin right off.

They'll become living cars with Bobby Bourque's help, incorporating the experience, good ideas and know-how he's built into all the rest . . . the cabooses, other work units, the living cars that came before the AMTRAKs. For a long time now, Maine Central's special-purpose fleet has carried Bobby Bourque's hallmarks of good, solid craftsmanship.

# almost solar

A new Maine Central station has been built at Rileys to replace a smaller building that's been outgrown by increasing rail traffic to and from the big Androscoggin Mill of International Paper Company.

It's a modern, energy-efficient structure that's just one step from being a solar-heated prototype of a new generation of station buildings on Maine Central. It has a minimum of windows on the north, is super-insulated, has a south-facing roof at the classic 60-degree angle, but there are no solar panels . . . yet.

Engineer of Structures Reid Potter says it's experimental, and that next winter will "tell the story." If it works as designed, he says, serious thought will be given to installing the solar collecting panels, tanks and controls necessary to allow the sun's radiation to heat the structure.

So for now, and for next winter, the new Rileys station will be heated by oil-fired hot air. Its solid foot of insulation under the roof and 9½ inches in the walls is expected to save more than 70 percent of the fuel costs of the old, smaller building. Potter hopes to cut oil use from 1,200 gallons last winter in the old station to something close to 300 gallons next winter in the new one.

Addition of solar panels (much of the necessary piping has been already installed) will be economic, he says, if the new building performs as it has been designed to do. It will then have a dual system . . . solar whenever the sun shines, and back-up oil when it doesn't.

The 26 by 36-foot structure has a large office for the agent, a lobby and a room for the section crews. The roof line is semi-saltbox, with the short slope facing south. A large overhang will shade front windows from the high summer sun, and the windows themselves will be triple-glazed with aluminum screens.

A basement accommodates the oil heating unit and offers storage space.

The building was designed by J. Emmons Lancaster, assistant engineers/structures, and the staff of the Structures section of the Maine Central Engineering Department.



*The new station at Rileys, completed last month, is just one step short of being a solar-heated prototype of a new generation of Maine Central stations. The step: how it works out next winter.*

## news briefs

### Railroad TV Spot Wins

A public-service television message that Maine Central helped to produce has won a prize in a prestigious New England competition.

The spot, as they are known in the TV industry, promoted grade crossing safety. It featured a Maine Central train and an "inattentive driver" impersonated by Ed Galvin, former Maine Central safety supervisor, who was involved in the project from its beginning.

Awarded second place in the Third Annual Broderson Awards Competition, the announcement was one of a series produced last fall by Maine Central and Bangor and Aroostook Railroads, The Maine Department of Transportation and WABI-TV of Bangor. It was one of 400 entries in the competition.

The winning TV spot focused on driver inattention at railroad crossings, and showed a near-miss situation between a car and a Maine Central train.

Other spots in the series, aired this past winter throughout the state, involved Bangor and Aroostook equipment and employees.

### Historical Society

A group that shares a long-standing interest in railroads and railroading is organizing the Railroad Historical Society of Maine. Its purpose, the charter members say, is "to encourage interest in contemporary rail transportation in the State of Maine, especially the Bangor and Aroostook and the Maine Central Railroads; to preserve historical railroad information and artifacts in the state of Maine; to provide accurate prototype material for those who model Maine railroads; to actively record the unique history of railroading in the state.

Members are being sought for the new organization, and interested *Messenger* readers may contact acting president Norm Sullivan, Railroad Historical Society of Maine, Box 8057, Portland, Maine 04104.

## 470 Park

A mini-park with historic Maine Central locomotive 470 as its centerpiece is in progress at Waterville under sponsorship of the city, the 470 Railroad Club and Maine Central Railroad. And if all goes well, the project will be complete—with grass, trees, shrubs, lights and walkway-platform—by this fall.

It's the idea of former Mayor Donald Marden, who accepted the locomotive for the City of Waterville in a presentation that was a highlight of Maine Central's Centennial observance in 1962. He's now a member of the present Mayor's 470 Committee, which is working with the Parks and Recreation Department, other clubs and organizations, the 470 Club and people from the Railroad's Waterville Shops to make the idea a reality.

The Mayor's 470 committee, headed by David E. Bolduc, a local florist, got the project well under way last summer by cleaning up the area, cutting the grass and planting shrubs and trees. Picnic tables and trash barrels were put in place, and the area proved immediately popular.

This summer, the major part of the project, restoration of the old locomotive itself, is under way directed by Committee Member Roland Boulette, superintendent of the Waterville Shops. The boiler jacketing will be replaced, there's to be some restoration work on the cab and the tender, and the entire unit will be grit blasted, primed with red lead and repainted.

Much of the work has been of the volunteer variety, with materials from here and there and manpower from dozens of people including railfans and civic-minded Waterville residents. Committee chairman Dave Bolduc, for example, joined 470 members Dave Albert and Ron Johnson in building the new platform around the locomotive.

When it's complete, the new mini-park will have a sign, timed floodlights to brighten up the area at night, new flagpoles and flags, and a stairway and platform that will give visitors access to the locomotive cab.

The City, which already has appropriated funds for the project, intends to inspect and maintain the locomotive on a regular basis, keeping major

repair expenses to a minimum, and extending the life of this symbol of long-standing cooperation between Maine Central and the community in which it was founded.

## Holmes Retires

Martin A. Holmes, a career employee in the Maine Central Accounting Department, retired May 28 as assistant to the comptroller. His railroad service record extends back 43 years.

John Michaels, comptroller, sent the following paragraph throughout the Maine Central organization announcing Holmes' retirement:

"Marty has served these companies with loyalty and dedication and his co-workers and this management wish him and his family many years of good health and happiness in his retirement."

Holmes' replacement as assistant to the comptroller is Kenneth C. Austin, a former revenue office employee and general statistician who has been directly associated with the comptroller for the past three years.

Michaels announced Austin's appointment as Holmes' long Maine Central service came to a close. An earlier announcement from the comptroller's office dealt with the appointment of Martin's youngest son, Michael A. Holmes, to the post of

general auditor-budgets.

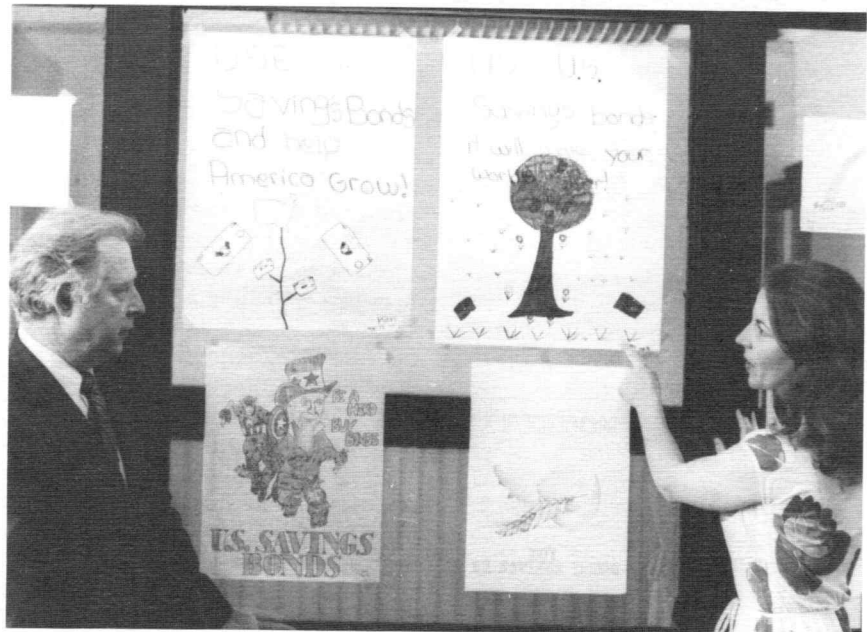
The younger Holmes has been employed by Graybar Electric, Portland.

## Savings Bond Contest

The winner of a \$100 Savings Bond in the recent "Paint A Brighter Future" U.S. Savings Bond Poster Contest in the 12-16 age group was Michael Clark, grandson of Richard L. Roy, storekeeper, Rigby Stores. His poster was entitled "Freedom". The 7-11 age group winner was Kara Verzoni whose poster was entitled "Make Your World Better." She is the daughter of David Verzoni, carman helper at Waterville.

There were no entries for the third age group of 6 and under; therefore, it was decided to award a \$50.00 savings bond to the second place winners in each of the other two age groups. Joseph Tracy, son of John Tracy, conductor, Deering Jct., submitted the winning poster entitled "Be A Hero" for the 12-16 age group, and Kim Verzoni, also the daughter of David Verzoni, carman helper at Waterville, won second place in the 7-11 age group. Her poster was entitled "Help America Grow."

Paul K. Foley, Portland Terminal yard office clerk, was winner of the drawing for a \$100 savings bond. He was one of 140 employees who began or increased savings bond programs.



Ben Braasch, manager, Freight Claims, and director of the Maine Central U. S. Savings Bond Campaign, checks the winning posters with the help of Sonia Duplessie, who assisted him with the contest. The 12-16 age group winner is at lower right.

## Retired Director Dies



John H. Hinman, retired board chairman of International Paper Company, and a director of Maine Central Railroad for 17 years, died late in May at New Rochelle, N.Y., after a brief illness. He was 95 years of age.

The son of a lumberman, Mr. Hinman was born at North Stratford, N.H., and was graduated from Dartmouth College in 1908. He joined IP in 1913 and became its president in 1943, its chief executive officer in 1948 and chairman of the board in 1954. He retired in 1963.

Mr. Hinman served as a Maine Central director from Feb. 24, 1960 to Dec. 28, 1977. He was a past president of the American Pulpwood Association and the American Forest Products Industries.

## Herby Mystery Solved

Shortly after he retired this spring, a railroad switchman in St. Louis, Mo., acknowledged that he is the mystery artist who's been drawing the sketch of "Herby" on boxcars for years.

The drawing, several quick lines and loops that picture a man in a sombrero having a nap under a palm tree, has appeared thousands of times in railroad yards throughout the country.

The drawing is always signed "Herby," and why not? The artist is Herby Mayer, Jr., an employee of the St. Louis Terminal Railroad.

He said it all started one day in 1955 when he was suffering the pangs of withdrawal from cigarettes.

"I had to have something to do with my hands," he explained, "so I picked up a lumber crayon, and without anything particular in mind, I drew the first one."

He's drawn about 70,000 since then.

# letters

I truly enjoy reading about the activities of the many friends and acquaintances I have made during the 28 years that I worked at the Portland office of the U.S. Railroad Retirement Board, and I also appreciate the opportunity to follow the progress of Maine Central Railroad and articles such as "RRB vs SS." (Winter '81) I shall be looking forward to future copies of your magazine.

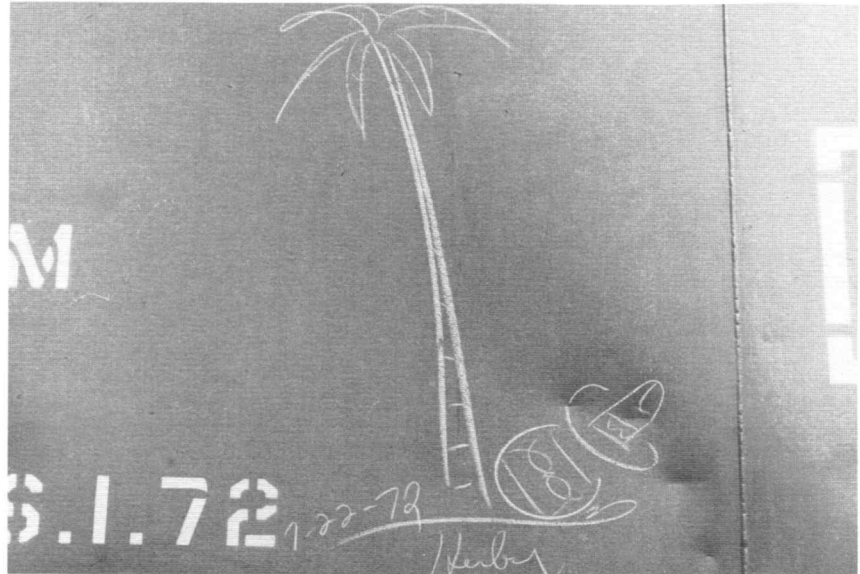
I consider myself fortunate indeed to have worked all those years in association with the friendly, cooperative and just plain nice folks who are Maine Central Railroad employees.

Louis Finamore  
Cumberland Center, Maine

I noticed the letter about Blaine Ladd and his son Tim in the spring issue of the *Messenger*, and wish to say that such action on the part of Blaine does not surprise me, based upon the contacts that I have had with him during visits to the Waterville Shops. The Maine Central is fortunate indeed to have an employee like Blaine, and it appears that his son is a chip off the old block.

Thanks for continuing to send me the *Messenger*. It's a real pleasure to read of those whom I have known over the years, and to follow the various activities of the Maine Central.

Ron Dresher  
Pittsburg, Pa.



Here's a drawing of "Herby" found on a boxcar at Rigby just nine years ago.



John Murphy snapped this shot of new members of the Rigby Car Shop mouse patrol a few days back. They've pretty well taken over, he says, and are "learning to use the radio."

# The Grapevine

## General Offices



Lisa Petersen (Disbursements) and Grant Jones were married May 2 in the First Lutheran Church in Portland. Lisa is the daughter of Mr. and Mrs. Robert Maloy of Winslow. Grant is the son of Mr. and Mrs. Harold Jones of Portland, and is employed by the C. N. Brown Company of South Paris. Lisa and Grant are making their home in Windham.



Julie Beth was born March 13, and weighed 5 pounds, 14 ounces. Her mother and father are Janet and Arthur Murdock, and she is the seventh grandchild of Margaret and Arthur Murdock (Disbursements).

On May 29, Leonard Sanborn and Axel Hansen retired from the Disbursements Office. They were honored at a luncheon by their fellow employees, as well as a goodly number of retirees from the office,

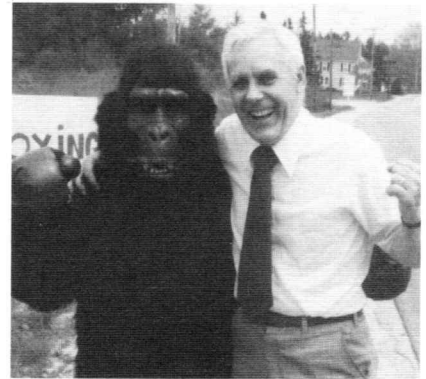
at the Westfield Inn on May 27. We all join in wishing both Lenny and Axel much happiness in their retirement years.

Fremont "Monty" Prescott retired from the signal department at the end of May. He started with Maine Central in January, 1946, as a signal testman. In September, 1951, Monty became the signal maintainer at Bangor, a position he held for the next 30 years. He has been a conscientious and loyal employee and all those who know him wish him all the very best in his retirement.

Preston "Pep" Burke retired at the end of April as track foreman based at Willey House on the Mountain Division. Pep first came to Maine Central in 1939 and worked a variety of jobs, such as snow laborer, ice patrolman, trackman, and track foreman. He currently lives in Bartlett and plans to do some fishing. He will be missed by his friends and colleagues at the railroad, but they send him their best wishes and congratulations.

Joining the Bridge and Building Department again this summer is Christine Born, who will be working in the drafting room. She is currently enrolled at the University of Maine.

Dispatcher Ralph J. Coffin and his family wish to thank all those who sent flowers, cards and Cancer Society contributions after the recent death of his daughter, Linda J. Coffin.



Just prior to his retirement, Earle Bennett, head clerk, Freight Claims, was assured by the 79-year-old gentleman pictured on his right that retirement really allows one to "let his hair down!"

## Rigby

We at Rigby are happy to be back in the pages of The Messenger and thank Ye Ed for his kind invitation.

Hats off to Nancy Jackman, Bruce Corkey and Jack Nason for providing the impetus behind the new jackets with the P. T. logo. They're really eye-catchers with more than 50 already sold.

We are all pleased to hear Alice Cash, Chief Operator, back on the line after her



Clifford Hawkes, assistant comptroller, disbursements, Leroy Taylor, Jr., assistant comptroller, revenues, and virtually the entire general office staff joined to wish four accounting department veterans well last month. There were speeches, gifts and a table-load of refreshments as the four closed long railroad careers. Retiring were Earle F. Bennett, head clerk, Freight Claims Bureau, with 32 years; William "Bucky" Gato, overcharge claims clerk, Auditor Revenue Department, with 32 years; Leonard R. Sanborn, joint facility examiner, with 37 years; and Axel C. Hansen, car accounting, with 13 years.

recent trip to Las Vegas. She claims that she is unaffected by her visit to the gambling capital of the world; however, she has been overheard offering odds as to whether or not she can complete your call!



Lisa A. Corkrey, daughter of Mr. and Mrs. Bruce (Operator) Corkrey, graduated on June 7th from Catherine McAuley High School. She has enrolled for the fall semester at Central Penn, Summerdale, Pa., under the Mass Media Program.



Mr. and Mrs. Bob Heskett welcomed a new addition to their family, Daniel Patrick, on April 22. Proud grandmother is Demurrage Clerk Chris Heskett.

Jack Nason competed in the spring running of the WGAN-sponsored road race and finished 17th out of 200. He covered the 4 miles in 24:08 min. Dominic Vecchione, MEC Trainman, also participated but we will not disclose his finishing position.

With all the current interest in jogging and running among the local railroad employees (railroads and track just naturally go together) would anyone second the motion for the 1st annual road race from Rigby to the General Office with top prize the President's cup?

Crew Dispatcher Ed Bolduc, who hopes to begin construction on a new home within a couple of months, has been busy lately looking at designs and traveling about to see energy conservation features that he

might incorporate into his plans. At this moment it appears that he will be living in a solar cave.

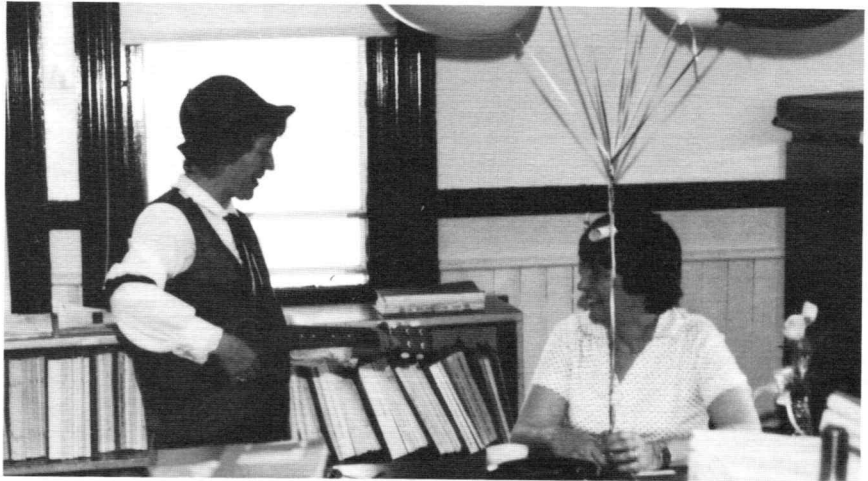
Jim Keniston, Rigby Stores, brothers Steve, Track Foreman, Bill, MEC Trainman and father, Charlie, retired yardmaster, have embarked on one of the most ambitious crop plantings in the history of mankind. Jim, in order not to affect the commodities futures market refuses to divulge the exact extent of the area under cultivation; however, it is known that he is currently negotiating with the Mexican Government regarding fall harvest labor requirements.

Commodore Hugh Caler is the proud owner of a 24 ft. long sloop which he hopes to sail throughout the coming months on Sebago Lake. He told his wife that it was his

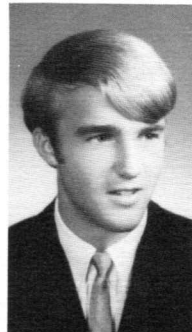
patriotic duty to acquire a 2nd boat—this time with a sail—to conserve energy! He has decided to name the sloop "Misty". It has not been determined if this name has nautical significance or is a description of Hugh's eyes when he realized the annual cost of upkeep!

We welcome back Eleanor Flaherty, Chris Heskett, and "J" Welch and extend best wishes for a speedy recovery to Bert Whitmore, Charlie Queen, Walter Pettengill, and Ed Murphy.

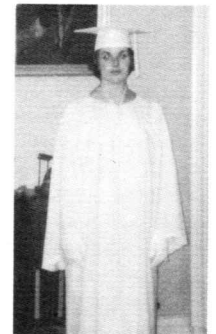
Would like to extend to all those who work in, around, over, under, or pass through Rigby an invitation to inform this correspondent of any news you would like to share with your fellow employees in order that we may have as much divergence as possible.



Unable to believe her eyes is Theresa Lutick, head clerk, Auditor Revenue Office. She was recently wished a happy birthday by Fran McFadden who delivered not only the singing "Fran-A-Gram," but numerous colored balloons as well. Theresa agreed that it was a most unique birthday greeting.



Five well-known Maine Central types are pictured as they appeared in their high school yearbooks. We don't dare say what years they graduated, but the top photos are of S. Jeanette Calder and James Landry, Anthony Costa and Sonia Duplessie. Bea Lewry is at right.





Here's an unusual situation . . . changing wheels on a passenger car. It happened at Rigby recently, when a car from the Conway Scenic Railroad went through and needed attention. From Left, Carmen Roger Gagnon, Don Doane, Mike Jewett and Carman Helper Wayne St. Peter. J. S. Murphy Photo.

Mel Kimball, Car Distributor, has moved recently into an historic old home in Westbrook, "a landmark." This house, which features the most expensive telephone this side of the Presumpscot River, is so old that when George Washington slept there, he was still in diapers.

John and Paul Foley, Engine House Laborer and Clerk respectively, are again co-managers of the Portland Produce Little League Team. They hope to produce a second straight championship team in Little League No. 1—the first back to back title ever.

Spring is in the air and the annual signs are everywhere: robins, budding trees, croci, forsythia and shingles being put on the West Yard Office! There are some new spring automobiles at the West Yard; Paul Glidden and Warren G. Smith have new Oldsmobiles. F. H. "Junior" McCarthy has a new Cadillac which can be seen on any Monday traveling between his South Portland home and a Falmouth car dealership (they don't make them like they used to). C. R. McHugh, or should I say Mrs. McHugh, has a new Chevette. Chris stills travels back and forth to work on his moped which seems more his speed.

Speaking of Spring, during which a young or not-so-young man's fancy fondly turns to thoughts of—that four letter word—fish. Stories abound throughout the Yard Office of fish that just got away. Sizes of these escapees have been conservatively estimated to range from a Moby Dick to the Loch Ness Monster. Of all the sad tales this one seems to be the best: two avid fishermen, who work on the same RY-2 crew out

of Rigby, were fishing on Sebago Lake. (We'll not mention any names, suffice it to say that it was a Sonny day and you have to wonder Howard it happened.) They had fished for quite a while when suddenly one had a strike on his line. When they got the "biggest salmon I ever saw" up fairly close to the boat they found that both their lines were tangled. The Conductor had the fish on his line so the flagman said "I'll cut my line." Guess whose line he cut! As of this printing they were still working together but fishing alone!



Larry Hansen, carman helper at Rigby, shows off a hefty landlock he caught at Panther Pond, Raymond.

## Brunswick

At the request of some of the employees at Brunswick, I have taken on the correspondent's job for The Messenger. Please, anyone in the Lisbon Falls, Bath, Brunswick area, keep me posted on any items of interest so we can keep this going.

Noticed a lot of coal headed for Rockland on No. 325. On May 27 RS 1 had 37 cars to drop at Brunswick for Rockland. Quite a contrast to years ago when the coal was westbound out of Bath for the then Oxford Paper Co. at Rumford. If memory serves me correctly, there used to be about 150 cars loaded directly from the colliers Berwindglen or Berwindvale into the crosshoppers with another 150 dumped on the ground for later loading. It used to be particularly busy when both a collier and a pulpwood ship would be in at the same time. The pulpwood was loaded into the old wooden open top racks using a Browning industrial hoist located on a trestle directly behind the freight house at Bath.

Victor Coffin, bridge operator at Bath, and son of Frank Coffin, leading signal maintainer at Brunswick, has graduated from New Hampshire College. Good for you, Vic.

Frank Coffin is having trouble keeping a mail box on his property. He's lost three in the last year, the most recent one also included a light pole resulting in a loss of power for three hours.

D. F. Oates, car inspector, is Assistant Scoutmaster of Troop 70 at Pride's Corner.

See a few of the other retirees around town once in a while. John Tourtelotte, retired sectionman of Bowdoinham, looks to be enjoying his pension.

"Chick" Coulombe can be found breakfasting downtown about every morning.

Stopped in the freight office recently and found Caleb Mitchell, retired equipment maintainer, back from Florida for the summer and looking well.

Just finished talking with Forrest Dodge, retired conductor, on the phone. He's back at his home in Freeport for the summer. His brother, Herman, retired engineer, lives in Mount Dora, Florida, and doesn't get back to Maine very often now.

Again please, get any notes of interest to me in this area so we can keep a Brunswick column going.

## Retirees

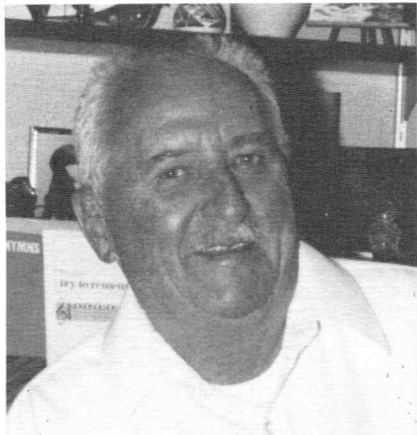
We were all saddened to learn of the death of Louie (Melville) Davis. He retired in 1971 from the Auditor of Disbursements Office. He was always willing to help anyone, especially the newcomers, and had a wealth of information to share. Sympathy is extended to Marcella, his wife, and family.



I received a nice letter from Harold S. Marden, 11029 91st Terrace N. Seminole, Florida, 33540, which I quote below:

"I would like to keep in touch with some of the men I worked with while employed as an Electrician at the Wharves. I started to work under Signal Supervisor in 1930 as the warehouse was then under construction, until 1961 when I retired after 30 years, being known as "Harry." I have lived in Florida ever since retirement, and like the hot weather more than the cold weather, returning to Maine every year, since there is still a warm spot in my heart for Maine. Hope to hear from some of my friends."

Harry was also 'one of my boys' in the Signal Dept.



One of the nicest and most accommodating men on the Maine Central was Fred Peterson. Fred retired as stenographer-clerk from the Purchasing Stores Dept. in August, 1979, having worked 39 years for the Company. Fred served time in the second world war in Italy and brought home Nia, his wife. Nia makes Italian food you just wouldn't believe! Fred is restless with retirement and is seeking part time work. They live at 927 Brighton Avenue, Portland.



Herb Sullivan and Charlotte are still throwing those fabulous parties at their home on Westminster Ave., Portland, Me. 04102. Sully retired in February, 1978. From left, Vinnie Morse, Sully, Mary Morse, and brother John Sullivan from Stockton Springs.



Everyone seemed to have a great evening at the Clerk's Union Banquet at Dunfey's Motel in South Portland. Louise Scannell (r) brought her long-time friend Dorothy Merrill as guest. Louise retired in 1973 as Machine Operator in the Disbursements Office, and lives at 206 State Street, Portland.

## Waterville Station

Division Crew Foreman Howard T. Spencer and family wish to thank all his friends for the cards and visits at the hospital and gift of money during his illness. Howard has been on sick leave since January.

Mark S. Esty, son of Rate Clerk Bob and Lorraine Esty, and Susan Breton were recently married in Waterville. They are residing at Loring Air Force Base in Limestone where Mark is an inflight refueling operator.

Signal Maintainer Larry Caret won the Annual Tequila Horse Shoe Contest held in Oakland every year.

A baby shower was held recently at the home of Chief Clerk Bev Cook in Winslow in honor of Clerk Nancy Gagne. Nancy and husband Paul became parents of a son

named Christian on May 6. Congratulations to the new parents.

Other New Arrivals: Brandy Lynn, born March 12 to Trackman Lenny Bickford and wife; Kennifer Keren, born to Trackman Charles Moen and wife Kathy; Sarah Elizabeth, born April 2 to Assistant Track Supervisor Randy Pike and wife Kit; Jedediah, born April 13 to Trackman March Hutchinson and wife Cindy; and Sarah Marie, born April 17 to Section Foreman Mike Fairfield and wife Joline.

Retired Clerk Dick Fecteau is back home in Belgrade after spending the winter in Citrus Springs, Florida.



Al and Helen Chapman were also enjoying the Banquet of the Clerk's Union, and dancing to the "Love Train." Al retired in 1975 as stores clerk from the Auditor of Disbursements Office, and lives at 27 Edgeworth Avenue, Portland, Maine 04102, Tel. 773-5889. Al is recovering from extensive surgery, having had discs removed from his spine. Helen is still working as a beautician.

Retired Scale Inspector Alfred Henderson, now residing in St. John, N.B., stopped in to see all his old friends.

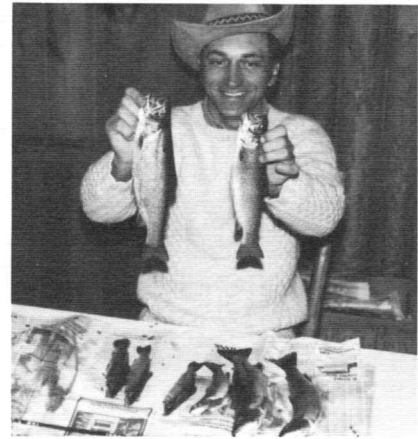
Retired Clerks Ralph and Shirley Barton are also back in Maine after spending the winter in St. Petersburg Beach, Florida.

## Eastern Subdivision

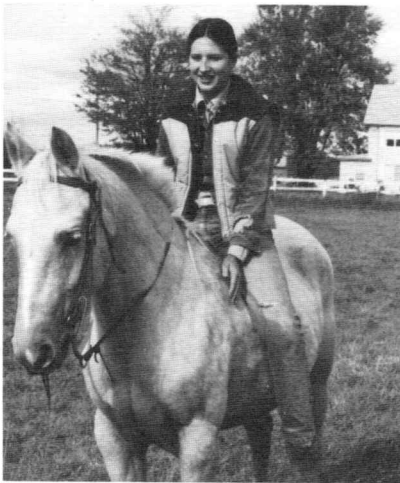
John "Hackle" Spellman, yard brakeman, Bangor, is back at work after surgery in March. "Hackle" is the guy solely responsible for collecting returnable cans and bottles in all Eastern Sub Departments in order to establish a fund for needy children. Last Christmas, he was able to buy snowmobile suits plus other warm clothing for a family with several children who would not have had these much needed items had it not been for "Hackle." Thanks again, "Hackle," for doing a great job!



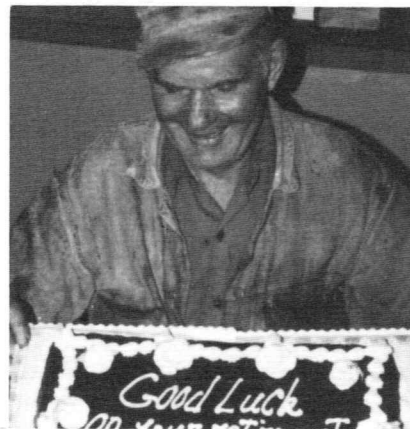
Freight Office Clerk Nance Gagne (2nd from right—top row) was recently honored at a baby shower. Seated, Ruth Brochu, Lucette Huard, Gloria Finnimore and Beverly Cook. Standing, Dorothy Begin, Jeannette Perro, Priscilla Averill, Marilyn Stubbert, Nancy Gagne and Elaine Snow.



Tom Pappas, brakeman, Bangor, proudly shows off a fine trout catch.



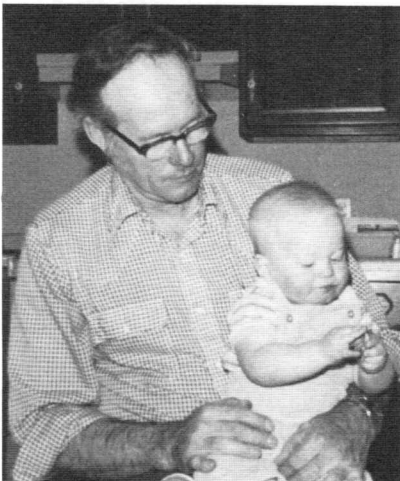
Selena Brown, age 14, on her Palomino. She is the daughter of Machine Operator Ted and Jeanne Brown, Waterville, and is an 8th grader at Mount Meric Academy.



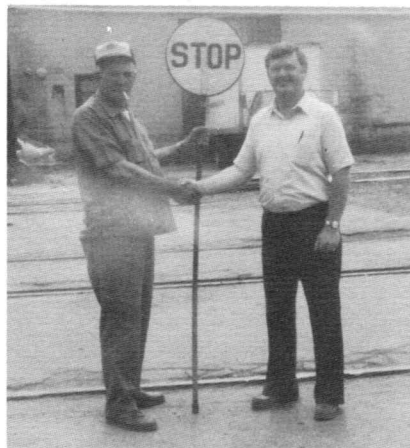
John McTigue, machinist at Bangor Engine House, retired on March 27th after nearly 45 years of conscientious and faithful service in the repair and maintenance of our steam and diesel locomotives. He and his knowledge will be missed by all. May you have a long and happy retirement, John!



Hillard E. Bessey, right, Blacksmith Helper, Waterville, received his 25-year service pin recently from Machine Shop Foreman Andrew Miles.



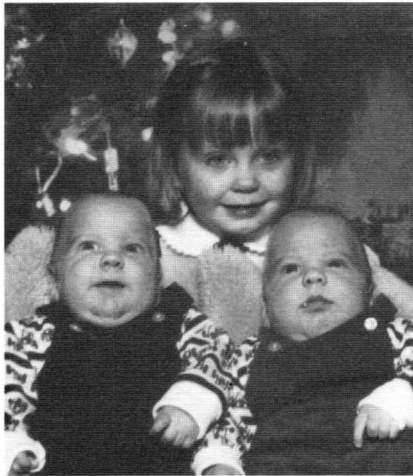
Joshua Tuttle, 10 months old, son of Trackman Andrew and Janet Tuttle, has a serious talk with his grandfather, Track Supervisor Donn G. Wolfe.



General Agent L. J. Jewett extends his best wishes for a long and happy retirement to E. L. Whitehouse, crossing-tender, Bangor, who retired May 29.



Donna Begin, daughter of Mr. and Mrs. Cornelius (Dorothy) Begin, engineering clerk, graduates in June from Winslow High School. A varsity basketball head cheerleader, Donna was also the Secretary of the National Honor Society, a class officer, student council member, band member, and participated in the Kennebec Business League as well as Dirigo Girls State. Donna will be leaving in mid-July for Orlando, Florida where she will be in Basic Training for the United States Navy.



Doug and Carol Smith, Ledge Road, No. Yarmouth, are the proud parents of these three beautiful children, Christine, 2½ years old, and twin boys, Nathan and Stephen, 9 months old. Carol is the daughter of Don Lambert, carman, Bangor Car Shop, and his wife, Harriet.

Gordon "Jimmy" Adams, engineer, hung up his railroad hat on May 30th after 38 years of dedicated service with the Maine Central. "Jimmy" and wife Frances look forward to starting retirement by camping and fishing this summer. Our very best wishes to Jimmy and Fran for a long, happy retirement.

Grant Ross, Ron Farnham and Harry Stanhope, Calais area folks, are enjoying new vehicles.

Roy Farren, Calais agent, enjoyed a late May vacation most of which was spent in the Cherryfield area.

Arthur Phillips, conductor on BC-3-CB-4, has bid from Calais to Bucksport. W. A. McKenzie has bid in his vacant job.

In March, conductor Carl and Betty Smith traveled to Clearwater, Florida, for a three-week vacation.

Woodland section foreman Dana Brown and his crew express sincere appreciation to Ernie Henry, carpenter foreman, and his boys for the fine job in repairing the section house.

Trackman Herb Pulk caught the first Atlantic salmon of the year, a 9½ pound beauty, from the Dennys River at Dennysville.

The brand new addition to David and Joyce Scott's household is a boy born in April. David is in Ross Martin's crew.

Machinist Tom Kelley and his wife Marilyn are the proud parents of Colleen Dee born May 18 at the Calais Regional Hospital.

Trackman Richard Curtis blossomed out this spring with a new tractor.

Clerk Bert Culligan retired the last of May after 45 years service. His initial job was at Calais and later he worked 24 years at Eastport rounding out the past 11½ years at Woodland. Bert and Mrs. Culligan live in Calais. As to his future plans, he'll

play it by ear. Bert's fellow employees and friends wish him a most healthy and enjoyable retirement.

Dick Nickerson, trackman, is back in Cherryfield after "wintering" in Bucksport. Dick was chatting with Malcolm Brown, who was track foreman for many years in Augusta. "Brownie" has been off duty some time because of a health problem. Hope he gets squared away real soon.

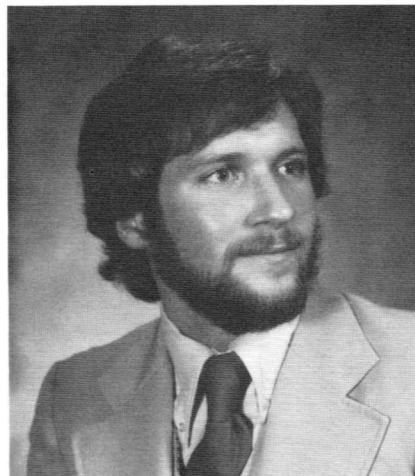
It's a long time before hunting season '81, but signalman Greg J. Canders, Waterville, is no doubt hoping to repeat the good hunting he had last fall when he bagged an eight point buck. Greg has been hunting since the age of 13 when he shot his first deer, also an eight point buck. Greg's dad is Graydon J. Canders, engineer for the Bangor & Aroostook Railroad. Good hunting this coming fall, Greg!

On May 15, C. L. Plummer, carman at Bangor Car Shop, had an unexpected surprise on his birthday during his lunch period. He received a belly-gram delivered by a real belly dancer dressed in full authentic regalia including castanets on her fingers. Habiba of the Desert Dancers at the Oasis performed her dance to recorded music for his entertainment as a birthday greeting from a secret admirer. This musical greeting was enjoyed by all others also on their lunch break. The crew is hoping another birthday will be coming soon. Mr. Plummer's color has finally changed from red to normal.

## Athie Sez

Georgia Pacific at Woodland made drastic changes when tearing down the wood room and doing away with the slasher. They have completely converted from pulp and logs to chips.

Woodland has a new account for piggy back service with Moosehead Brand Beer.



John Doucette, son of Conductor and Mrs. Arthur Doucette of Waterville, was graduated with highest honors last month from Roger Williams College, Bristol, R.I., with a BS in Civil Engineering. He's employed by the Grinnell Co., a Providence, R.I., engineering firm. The photo at right shows John at age 13, running the Mt. Katahdin Railroad, undoubtedly where his engineering career began.



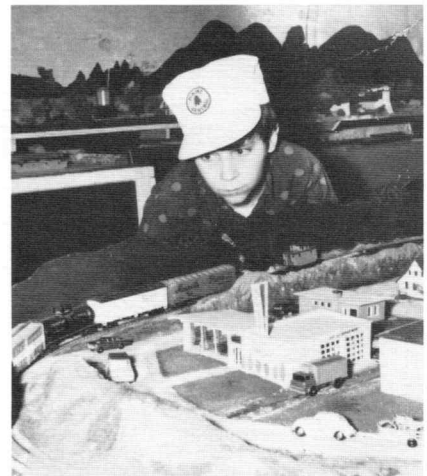
"Pep" Burke was congratulated by Assistant Engineer of Track R. D. O'Brien on "Pep's" last day of work late in April.

At the present time, ten loads per week are trucked from St. John, N.B., with an anticipated increase of ten to fifteen more vans in the near future. New accounts are a joy to behold at this time of cutbacks.

The closing of the Dennysville Agency, due on June 30, brings the end of another era. The original station was torn down and the salvaged lumber was used to build a garage on nearby Route 1. In 1964 the section house was revamped to accommodate a business office. Darold Ames' section crew will remain there but Agent-Operator Howard Brown will be bidding or hunting at that time. Brownie covered both Eastport and Dennysville from Oct., 1959, until the Nov., 1978, closing of Eastport.

At the present writing, retired Conductor "Beaver" O'Neil is a patient at the Calais Regional Hospital. All his friends send their best wishes for a speedy recovery.

Caught retired Trackman Charlie Pomroy at home this trip. He and his wife,



**On the Road with Athie...**



*TOP LEFT, Florence and Charlie Pomeroy, Calais. TOP RIGHT, Section Foreman Lew Lyons and Trackman Denny Skinner with a pat for old Bannana. CENTER LEFT, Section Foreman Dana Brown, Trackmen Howard Kane and Bill Grass. LOWER LEFT, Bert Culligan, retiring clerk, Woodland. LOWER RIGHT, Section Foreman Darold Ames, Trackman Dick Curtis, Agent-Operator Howard Brown and Trackman Vic Harmon at Dennysville.*



Florence, reside in Calais. Charlie entered MEC service in 1926, working through to 1929 in George Allen's extra crew; then to a fencing crew. Of great interest was his account of working in the old Quoddy Dam era, 1936-1937. The crew he worked on removed three trestles between Indian Point and Eastport. The pushing up of Beach Rock to form the base of the road-bed could be accomplished only at low tides. Later the usual rip rap was added. Charlie finished out his service time from 1937 through 1972 at Calais.

Florence worked 50 years, from 1922 to 1972 at the famous Ganong's Chocolate Factory in nearby St. Stephen, N.B. She was a chocolate dipper all of which was hand done. An example of her many talents is a beautiful afghan along with numerous doilies which grace their living room. Every afternoon they have a lunch ready for neighborhood teenager Artie Harriman, whose dad was the last REA agent at Calais.

Sympathy is extended to the family of Mrs. Grover Carter who passed away this past spring in Lubec. Her late husband was section foreman between Calais and Ayers Jet.

Wilfred McReavy of Whitneyville, along with son Paul and daughter-in-law Gertrude, enjoyed a trip to visit in Fort Devens, Mass. with Alvin Collier and Brooks McReavy, and on to Schenectady, N.Y. to see Wilfred's brother, Curtis.

Leroy Pinkham, retired carpenter, died unexpectedly at his home in Pittsfield on March 30. He was born in Cherryfield but resided for the past 38 years in Pittsfield. A member of the Brotherhood of Maintenance of Way, he had 27 years railroad service after which he worked for Cianbro. We knew "Pinky" from way back and passed many a good chuckle with him. All his railroad friends extend their condolences to his family.

Have taken up a new, long-range project. Doing a research on the origins of all structures in Townships 18 and 19, Eastern Districts. Of great help is the state tax records and land maps. Have a couple friends who drop in frequently and are old timers to this area. Really pick their brains for info. Some of the yarns that go with the basic info are real rib-ticklers!

Took the final plunge in the economy and energy saving fields this past winter. Bought a second hand wood burning end heater. Ordered two cords of dry maple as a starter. Used just one cord even with the cold months of Dec. and Jan. The house was twice as warm as previous winters. To be honest, I didn't need a fire many days when the sun was shining as it pours in three sides all day.

Only problem this past winter was snow buildup on the roof causing a couple leaks. Teetering from the top of a ladder with toes tucked under the roof edge,

using an old wood hay rake to haul the snow to the edge of the roof was a problem. Judging from the blowing horns, we provided entertainment for passing motorists for a couple days!

Got another nice letter from retired Clerk Clyde Cooper, and he said it was the coldest winter in the 11 years he's lived in Florida. His orange tree froze and lost all its leaves but did revive and is blossoming again. Clyde had a cataract removed from his right eye in March. He feels it will slow down his bowling for awhile. Hang in, Coop!

Sympathy is sent to the family of John Hachey, retired Portland Division conductor who passed away this past winter. John was born in Bangor and lived in the Portland area since 1944. He worked 35 years until the time of his retirement in 1971.

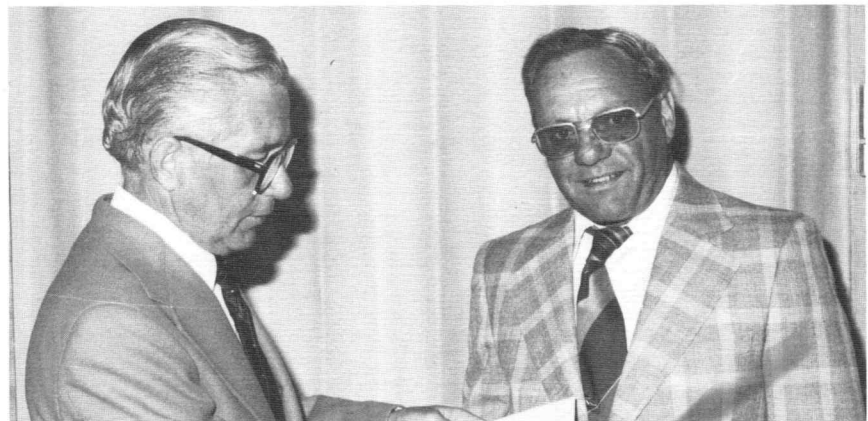
Was so pleased to hear from Nick and Elinor Carter. Nick retired as an engineer some time ago. He was a bus operator for the old Maine Central Transportation Company before entering MEC service. They live in So. Portland and have been such dear friends. They both have had

physical problems but that old cheerful attitude hasn't dimmed a bit. El is trying to locate a picture of Petit Manan Light-house for a friend who wishes to do a painting of it. If any downeasters could help with this request it would certainly be appreciated. If the makers of pills for seasickness don't go out of business, am in hopes of getting out there this summer to take some pictures.

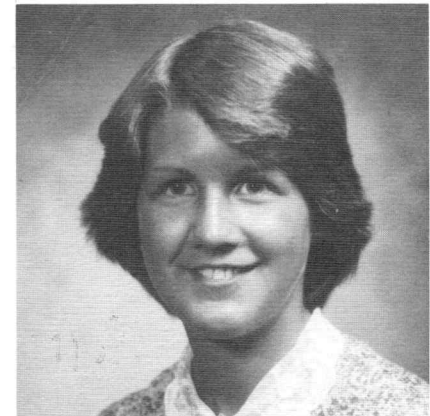
Found a card in the door recently after Bruce Toner of car utilization had stopped by. Bruce, dear, was awful sorry to have missed you. Was just two jumps and a hollar from the Machias Station!

Received a mug with the MEC emblem on it. Many thanks for such a thoughtful gesture goes to Marvin Algiers of Cincinnati, Ohio. The morning UPS landed here with it, it really made my day. Thanks again, Marvin.

Old Bananna underwent surgery again for the removal of a second tumor in April. She came out of it ok. She slept 24 hours non-stop, but a couple days later she jawed the living bejebus out of a fox trotting across the lawn.

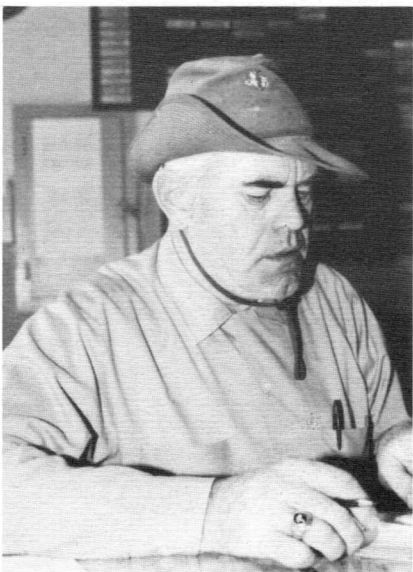
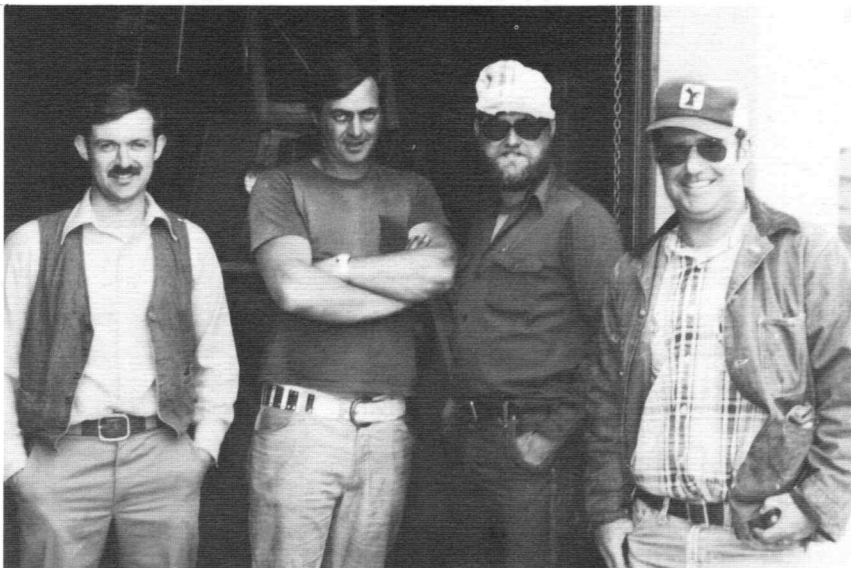
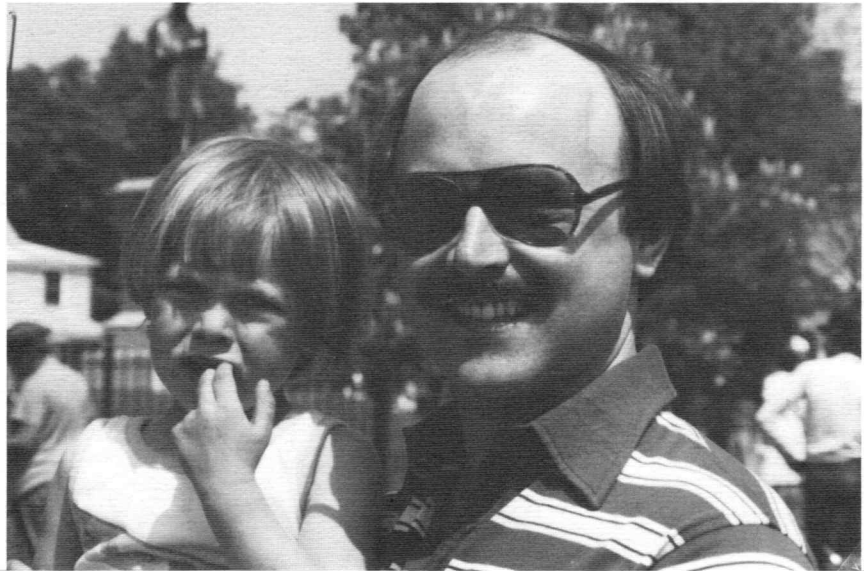


*Fremont "Monty" Prescott, right, signal maintainer at Bangor, is congratulated by Charlie Chamberlain, signal supervisor, as he retired last month. Chamberlain presented a gift from "Monty's" many friends.*

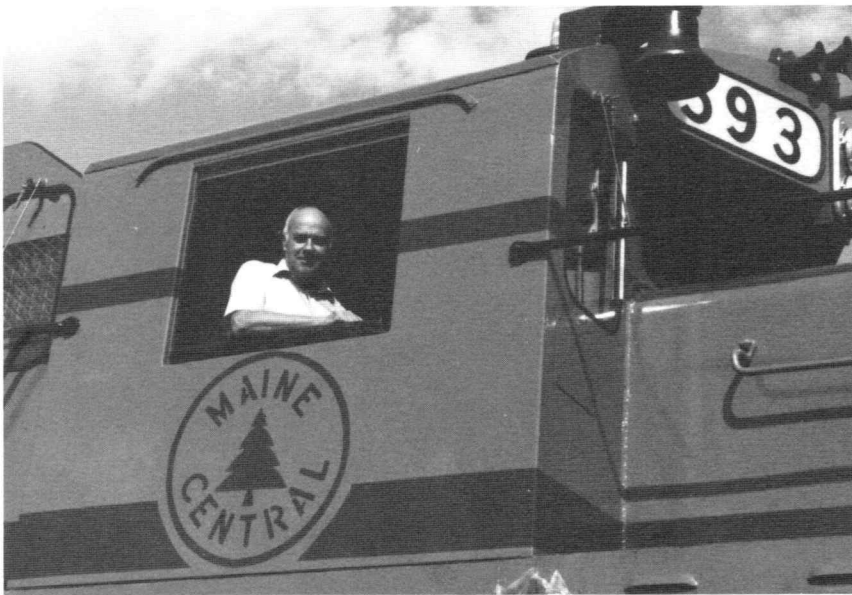


*June graduates Catarina Borjesson, age 18, left, a foreign exchange student at Westbrook High School, resided with Theresa Lutick, head clerk, Auditor Revenue Office, and her daughter Barbara. She returned to Sweden at the end of the school year. Barbara, right, was graduated from Westbrook High School and will attend the University of New Hampshire in the Fall.*

In Waterville Yard . . . with Arthur Doucette



TOP LEFT, Lucette Huard, Chief Clerk, Engineering Dept., Waterville, looks over her glasses. TOP RIGHT, student Engineer Larry Genest and daughter Emily at the Memorial Day Parade. CENTER LEFT, R. B. Pike, assistant track supervisor, Engineering Department, with D. M. LaPointe, trackman; M. J. Francoeur, foreman, and K. A. Fortier, trackman. CENTER RIGHT, Engineer Howard Ireland of W-1-2. LOWER LEFT, Burns Hillman, 1st Trick yardmaster, in his salty Marine Corps headgear.



*TOP LEFT, Clerk Carroll Hurd, Freight Office, tries the right seat of 593. TOP RIGHT, Nancy Gagne, also a clerk in the Waterville Freight Office, but the resemblance ends there. CENTER LEFT, C. W. Morse, Engineer of Switcher No. 2, watches for signals. CENTER RIGHT, Trainman Charley Hodgdon sits on the rock on the head end of W1-2. LOWER RIGHT, Chief Clerk Bev Cook, and her birthday cake.*

BULK RATE  
U.S. POSTAGE  
PAID  
Portland, Maine  
Permit No. 180

Boston & Maine Hist. Society  
P. O. Box 2362, Harwood Sta.  
Littleton, MA 01460

Public Relations Department  
Maine Central Railroad Co.  
222 St. John Street  
Portland, Maine 04102  
Address Corrections Requested

# maine central hazmat

Two sound-and-color slide presentations, both produced by Maine Central people, will be used this summer and fall in a system-wide series of training sessions.

Each show is composed of more than 50 slides with automatic tape-recorded narration and deals with a new system of placarding for rail cars carrying hazardous materials of all types. It generally replaces the present series of HAZMAT placards with a color-coded, numeric system, based on an international number code adopted by the United Nations.

In practice, the new system will make it possible for railroad people, firemen and other public safety personnel to identify hazardous materials cars by color-coded placards bearing numerals. The color of the placard and single-digit figure identifies the class of the material—flammable liquid, flammable solid, poisonous gas, etc.—and an additional four digit figure stands for the actual substance.

A red placard with a "3", for example, means the load is a flammable liquid, while the "1204" indicates it's gasoline or another dangerous volatile to be handled similarly. A green placard would indicate a poisonous material more specifically identified by its numbers.

Now in the process of refinement and adoption, the new system simplifies the process of immediately identifying hazardous materials through the placards, allowing Maine Central's two-inch thick HAZMAT rule book to shrink to a pamphlet of less than half an inch.

It's one of those new things, says Transportation Assistant Arthur Palmer, that seems difficult at first, but

that will ease with use and familiarity.

The new slide presentations, which include scenes of HAZMAT problems on Maine Central as well as other railroads, were put together by Palmer and Safety Supervisor Arlan Freeman and narrated and recorded by Geoffrey Doughty, Engineering Dept., in the Portland radio studios of Maine Public Broadcasting Network.



Arthur Palmer, transportation assistant, shows Arlan Freeman, safety supervisor, the new hazardous materials placards.