

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

FALL 1981



MAINE CENTRAL

MESSENGER



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.



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
Ruth Brochu	Waterville Shops
John Cosgrove	Waterville Shops
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

By Rail From Bangor To Buffalo.....	Page 3
The Day An Engine Floated.....	Page 6
The Busy Bucksport Branch.....	Page 8
Thanks, Say Great Northern, BAR.....	Page 11
Moving A Mountain Of Coal.....	Page 12
News Briefs.....	Page 13
Grapevine.....	Page 14

COVER PHOTO

The Kennebec probably never saw as much traffic as it did on the 4th of July when the "Great Whatever Race" entrants floated from Augusta to Gardiner. Look carefully and you will find Maine Central's entry . . . awarded top prize in the commercial division—in the center foreground. It was a day of fun with a message . . . that efforts by industry, governments and individuals to clean up the river are proving successful. Photo by Ruth Brochu.



United Way

We're not just here for the other guy. We're here for you.

in this issue

By Rail From Bangor to Buffalo **Page 3**

A Four-State Rail Odyssey

The Day An Engine Floated **Page 6**

One Great "Whatever" Looked Like a Locomotive . . . And Won a Prize

The Busy Bucksport Branch **Page 8**

A Closer Look At A Short But Important Maine Central Line

Thanks, Say GNP, BAR **Page 11**

. . . For Serving Beyond The Call During Some Tense Hours

by rail from bangor to buffalo

Renewed public interest in the railroads and what a coordinated, healthy and efficient rail system means to the economy of the Nation's Northeast was the immediate product of a dramatic rail journey in August.

A recent inspection trip demonstrated what could be accomplished by the coordinated action of three railroads . . . Maine Central, Boston and Maine, and Delaware and Hudson. These roads put together a special train from Bangor, Maine to Scranton, Pennsylvania and to Buffalo, New York. The companies serve the transportation needs of industries from Maine's Eastern Canadian border to Lake Erie and from Montreal to Washington, D. C. Together they operate over 4000 miles in the Northeast.

The special train consisted of a Boston and Maine locomotive, bright blue and white, and equally trim and polished passenger equipment from Maine Central and Delaware and Hudson. It was a precision rail operation running on a strict schedule from Bangor to Buffalo with overnight stops at Greenfield, Massachusetts and Scranton. In Greenfield the Chamber of Commerce held a reception for all the guests on the train.

Aboard for all or part of the trip, as guests of Maine Central's new owner and Chairman Timothy Mellon, were over 100 persons including a Governor and a former Governor, department heads from the State Governments of Maine, Vermont, Massachusetts and New York, Federal Transportation officials, Congressional staffers from Washington and dozens of businessmen representing industries throughout the extensive region served by the three railroads.

It was, as Maine Central's Brad Peters told reporters, an inspection trip—"A three-day business conference" designed to introduce railroad officials, government leaders and business people. It was, he said, an opportunity for each group to become familiar with the other's problems,



The inspection train coordinated by Maine Central, Boston and Maine and Delaware and Hudson Railroads is on schedule at Hallowell enroute from Bangor, Maine, to Buffalo, New York. (Ron Johnson photo)

geography and special needs. He added, "The trip was a great success, a learning experience. There was a positive response from every quarter.

Further cooperation between the roads may be possible in the not-too-distant future. Timothy Mellon, who owns Maine Central, has signed an agreement to buy the Boston and Maine, subject to the approval of regulatory agencies and the Court, and has signed a letter of intent to buy the Delaware and Hudson. Operations of the three lines would be coordinated through Mellon's Guilford Transportation Industries.

The special train rolling smoothly from Bangor to Buffalo was a symbol of this far-reaching concept and the benefits that could accrue to the entire Northeast through close coordination of efforts and resources by the three railroads. Recent studies of the Northeast rail system have concluded that commercial development in the region requires the commitment of substantial resources toward the establishment of an efficient, coordinated regional rail system. The message was not lost on the guests, many of whom were rail passengers for the first time in years.



The inspection special slips past Tower A at Waterville, at the heart of the Maine Central system. The consist was a B & M GP40-2, 3,000 HP locomotive, a Maine Central auxiliary car, two former Amtrak coaches refurbished by MEC, the 1924 Pullman Maine Central business car, a D & H lounge car and the D & H business car. (Ron Johnson photo)



There was a stop at Augusta for Governor Joseph E. Brennan, legislative leaders and state department heads who rode the train and discussed the potential of a coordinated three-railroad operation with members of the Mellon group, railroad officials and representatives of the major industries. (Ron Johnson photo)

Maine Governor Joseph E. Brennan, referring to the railroad developments, told reporters "I really think the future is bright for Maine," and that he is "excited about the possibilities." He was accompanied by Maine Agriculture Commissioner Stewart Smith for the trip from Augusta to Portland. Maine's Transportation Commissioner George Campbell, Development Director Barbara Cottrell and State Senator Jerome Emerson, co-chairman of the Legislative Transportation Committee, were aboard for the entire trip.

The Maine Government leaders and their counterparts from the other states had ample time for discussions with Mellon, Guilford Vice President David Fink, and Presidents John Gerity of Maine Central, Alan Dustin of Boston and Maine, and Kent Shoemaker of the Delaware and Hudson. Several department heads from all three properties were also aboard. The train was greeted at all its stops by spectators attracted by the unusual sight of a passenger train, by railfans and by newspaper, radio and television reporters whose stories included these comments:

From Governor Brennan:

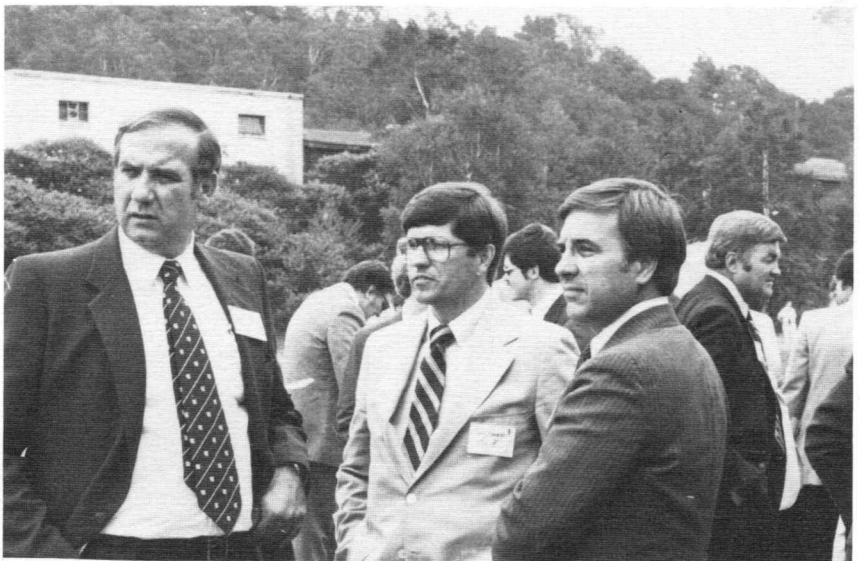
"I'm excited by the possibility of these lines consolidating so they can provide better service to their customers. It would give them a chance to be more competitive, business-wise." He agreed that "there's a certain romance and nostalgia about riding the rails, but unless the public were willing to commit massive subsidies for new rail passenger service," he said, "the focus must be on freight."

From Transportation Commissioner Campbell:

"We're all convinced that this combination could prove extremely beneficial for the state by offering more reliable service through coordinated management." Although the state's role in rail transportation has been very limited in the past, he said, Maine is now undertaking a study to examine costs highway users impose on the state's transportation system. The goal is "A more balanced policy" that won't subsidize one mode of transportation to the detriment of another. "I'm convinced," Campbell said, "that these railroad people, including Mellon, have a very bright sense of timing."



Governor Brennan met media representatives at Portland, and with press officer Larry Spiegel expressed his reactions to the joint inspection trip and the benefits that could come to Maine through a coordinated rail operation. (MEC photo)



Stretching their legs during the Portland stop were, from left, Evans Hughes, Vice President, Operations and Maintenance, U.S. Railway Association; Bill Grabske, Vice President, Equipment, B & M; and Donald Cole, President, U.S. Railway Association. At right is Thomas Salmon, former Governor of Vermont and a director of USRA. (MEC photo)

From Senator Emerson:

"This trip was a convincing demonstration of through-rail-carriers' ability to coordinate northeast rail shipments and improve Maine's industrial climate to the benefit of all rail customers."

From Development Director Cottrell:

"Discussions with many shippers aboard revealed enthusiastic support for Guilford's program to develop a coordinated system to revitalize Northeast rail service and help secure the future of Maine's rail transportation."

From the Franklin County, Massachusetts Chamber of Commerce:

"A regional rail system would have a beneficial impact on the County's economic development."

From U. S. Congressman Edward Boland of Massachusetts:

"Without a viable rail system, New England would be a wasteland."

From Louis Rossi, rail division director of the New York Department of Transportation:

"The Guilford plan is better worked out (than those of other interested parties). We are supportive of what Mellon is trying to do."

From Donald Cole, President of the United States Railway Association:

"This can be a most viable and prosperous railroad."



More than 300 craft and 3,000 people—the Maine Central locomotive in the foreground—entered the Great Whatever Race.

the day an engine floated

Photos by Ruth Brochu

A few years ago, who would have ever thought they'd see the day when a Maine Central diesel locomotive would float down the Kennebec River from Augusta to Gardiner? And be a winner as well?

It was a highly unlikely proposition: locomotives don't float very well, and a self-respecting diesel just wouldn't be seen in such a dirty river.

But locomotives do float . . . at least one did . . . and the Kennebec has become clean enough in the last decade of effort so that more than 3,000 people could use it for a day of fun in this summer's Great Kennebec Whatever Race on the 4th of July.

And probably ten times that number watched from the banks, smiling at the unlikely craft as they drifted downstream, and happy with the realization that the Kennebec was again a useable, natural recreational resource, enjoyable and available to

everyone; even strange people floating in even stranger craft.

But the people aboard the "Whatever's" afloat on the river were having the most fun. Among them was Tom Huard, a carman-helper at the Waterville Shops, who was skippering a floating replica of Maine Central's original General Henry Knox Independence Class Number 400 Diesel Locomotive, complete with bell, horns, a flag and a sparkling bright gold and green paint job, pine tree logos and all.

Tom and his crew, many of whom had assisted with the building of the plywood locomotive, later received a trophy for the best entry in the Great Whatever Race's Commercial Division.

On the river, they joined floating versions of a lobster trap, a strawberry shortcake, a huge white duck and even Miss Piggy. There was an air-

craft carrier, a stagecoach, a viking ship, a miniature square-rigger and several paddlewheel craft . . . literally hundreds of entries . . . most of which floated. And it was somewhat satisfying that the locomotive beat out a floating truck for first place.

The Kennebec Journal reported that "The race didn't start . . . it just happened. The north side of the Memorial Bridge was the theoretical starting line, but no one paid much attention to it. There was a great flurry of activity when the cannons roared, but some skippers already had allowed their craft to drift downriver as they dealt with more important chores . . . like keeping the cooler iced."

And nobody had a better day than the floating delegation from Waterville aboard their Maine Central locomotive. Besides Tom Huard, the crew included Mark Derocher, Dave

Smith, Lisa Parker, Dave Verzoni, John Gravel, Tom Bedard, Bill Dostie, Pete Morrisette and Hank Pooler. The two Toms, Dave, Pete, Bill and John built the engine, and Wayne Johnston helped with his truck at the launching. The T-shirts, uniform of the day for the Knox' crew, were stencilled by Pete Morrisette.

Lots of people, including many MEC employees, helped with expenses. The locomotive was made of plywood contributed by Marden's, a 2 x 6 frame and 14 oil drums. It's 21 feet long, 8 feet wide, 6 feet high and paddle-powered. It floated just low enough to hide the barrels and high enough to expose the lettering on the sides.

Next year's Great Kennebec River Whatever Race is already scheduled and being planned, and we'll bet Skipper Tom and his crew are wondering what they'll do for an encore. "Whatever" it is, we're sure it'll be just great, and another winner maybe.



Here's a closer view of the "General Knox" under full paddle-power.



The MeC Engine was escorted by many canoes at the Gardiner bridge finish line.



Here's the crew: From left, Mark Derocher, Dave C. Smith, Kim Verzoni, Lisa Parker, Kara Verzoni, D. A. Verzoni, Eric Gravel, John Gravel, H. T. Huard, T. T. Bedard, W. M. Dostie and Pete Morrisette.

the busy bucksport branch

Maine Central's Bucksport Branch winds less than 20 miles down the Penobscot River from Bangor, serving five major industries. In terms of revenue generated per mile, the branch earns more than any other section of the Maine Central system.

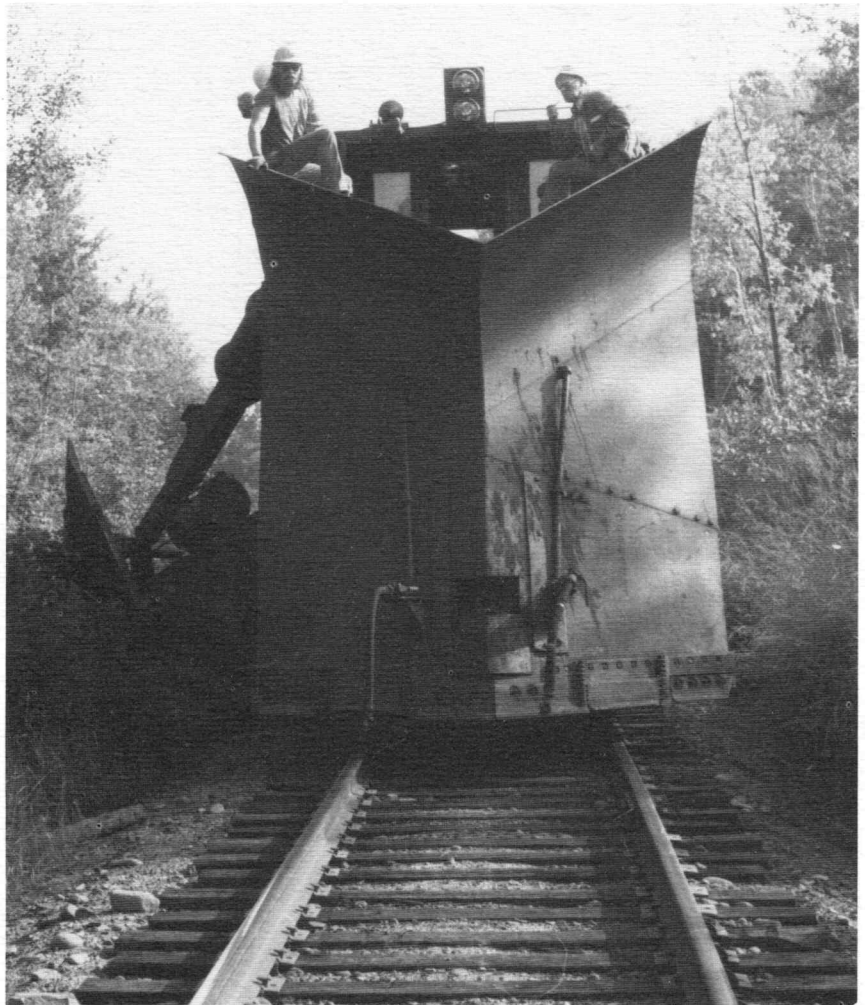
The Bucksport extras, as they're known, provide transportation services for IMC Chemicals at Orrington, C. H. Sprague & Sons, Webber Tanks, Belcher New England and the big St. Regis Paper Company mill at Bucksport. The Bucksport Branch handles thousands of cars annually . . . pulpwood, chemicals and other raw materials for the paper mill; the finished paper, other chemicals, oil and gasoline, all headed for markets in Maine, New England and far beyond.

It's a busy stretch of track that plays a vital role for the industries and communities it serves, and is far more important to the coffers of Maine Central than its length would indicate.

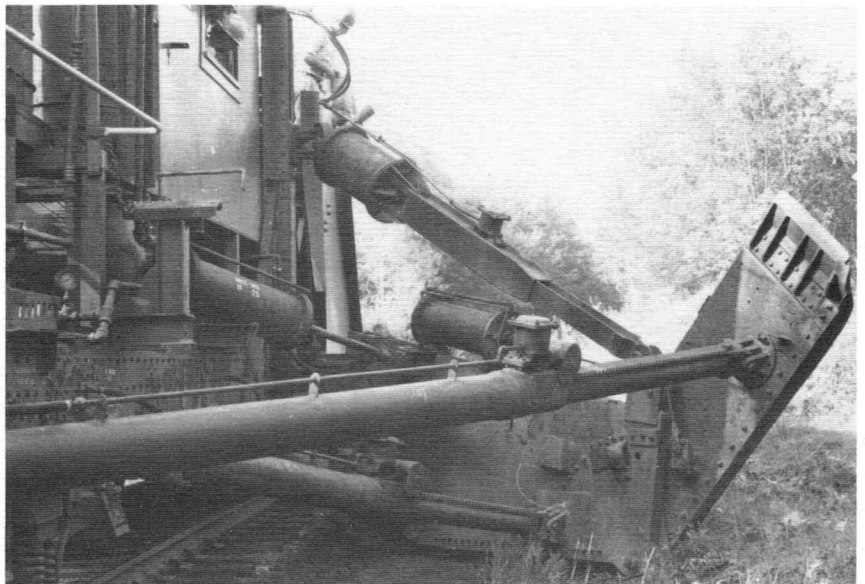
In late July, Maine Central Engineering forces completed a major roadbed upgrading project on the Bucksport Branch to increase its usefulness and improve its service to industries in South Brewer, Orrington and Bucksport. The work included installing some 3,800 new ties, replacing light rail with 115, 112 and 100-pound iron, spreading and tamping about 15,000 tons of rock ballast and rebuilding five leads in the yards at Bucksport.

The project was completed this summer to meet greater transportation requirements of customers on the Branch, particularly of St. Regis, which recently increased production through a major expansion. About the same time, St. Regis leaders announced plans to convert the mill's steam-producing boilers from oil to wood and coal.

The fuel savings will help St. Regis and Bucksport, and also Maine Central. When the big mill prospers, so does the town, and so does the short but busy railroad branch that serves as the area's industrial gateway to the world.

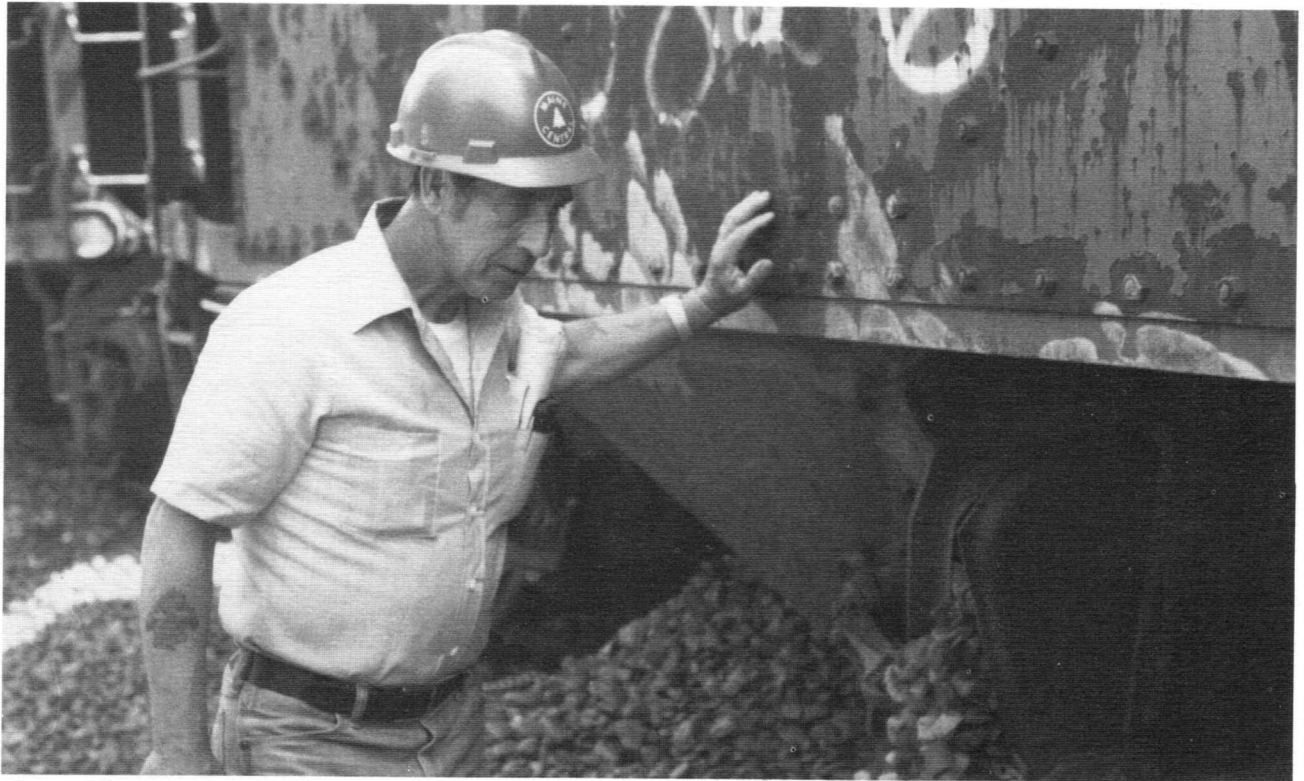


A Jordan spreader, more accustomed to working with heavy drifts in winter, was used to clear the shoulders of the Bucksport Branch roadbed before rock ballast was applied.





Maine Central's Bucksport Branch customers include several industries, the largest of which is the big St. Regis Paper Company Mill on the Penobscot River at Bucksport. Maine Central moves raw materials to the plant and takes finished products from Bucksport on the first leg of a journey to markets throughout the nation. (Ron Johnson photo)



Foreman Morris Blanchard watches as rock ballast is discharged then rough-graded by a heavy timber dragged beneath the moving hoppers.



With ballast in place and ready for the tamper, this section of the Bucksport Branch is smooth and straight and improved for heavier loads of freight from industries at Bucksport and Orrington.

thanks, say GNP, BAR

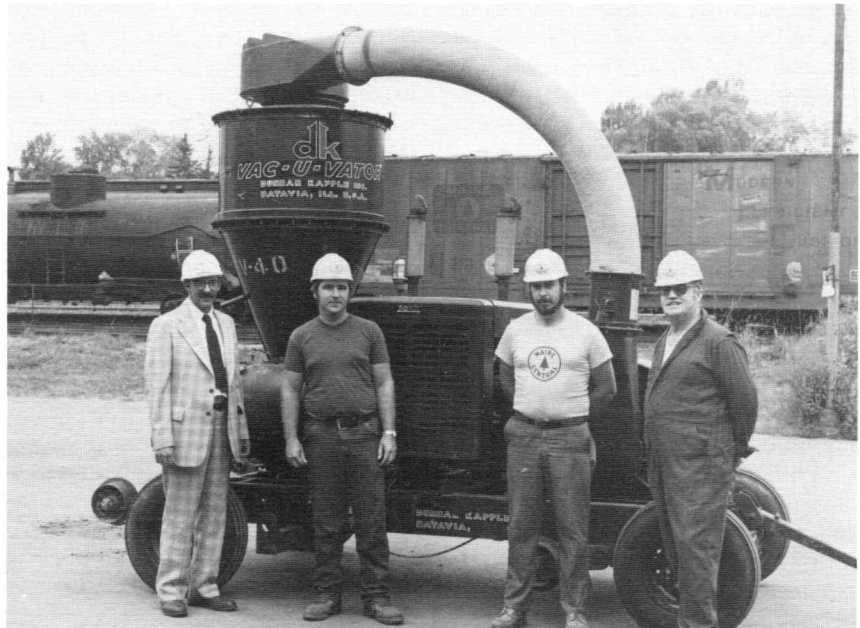
It was midafternoon on a recent Thursday, and Storekeeper Merle Swett was at his desk in Waterville working, but wondering about getting a little head start on his summer vacation.

Then his telephone rang, and its jangle wiped out any plans he may have had for beginning his time off a little early. It was the Operating Department of the Bangor and Aroostook Railroad with a major problem in the yard of Great Northern Paper Company at Millinocket.

Two big rail cars loaded with clay were off the iron on a patch of ground that covered seven huge pipes which carried water from a Great Northern dam to its generating turbines. The cars—each of them loaded with 100 tons of powdery clay—could not be railed with jacks without the threat of damage to the big pipes, each of which carries water under tremendous pressure from the 110-foot dam upstream. Extensive damage—perhaps loss of life—would have resulted if one or more of the big pipes . . . penstocks, they call them . . . were crushed.

The cars could not be moved or railed, the Bangor and Aroostook said, until their heavy loads had been transferred.

It was another command performance for the Maine Central's "Vac-U-Vator," a powerful vacuum-like device that the Railroad has been using for several years in similar situations to unload powdery or granular materials from derailed cars. So Merle Swett and three other Waterville Stores employees, Frank Hersey, Michael LaBranche and Orman Stevens, left with the machine for Millinocket and a no-stop, no-rest unloading job that took Thursday night, all day Friday, Friday night, and even part of Saturday. By Saturday noon, their piece of the action had been completed, and BAR crews were railing the two cars, now lighter and capable of being jacked without damage to the penstocks just under the yard track.



Working round-the-clock for close to 60 hours, these men unloaded heavy cars at Millinocket. From left, Merle Swett, Jr., storekeeper at Waterville; Michael LaBranche, Frank Hersey and Orman Stevens, Jr.

J. M. Giffune, Great Northern mill manager, expressed his gratitude in a letter to Executive Vice President Arnold J. Travis, and there was a similar letter of thanks from H. W. Hanson, chief mechanical officer of Bangor and Aroostook, to Merle Swett and his Maine Central Stores Department crew. "Without your equipment," Hanson wrote, "we would have been in a very difficult situation."

With Giffune's letter came token gifts from Great Northern for the four Maine Central people. These gifts were presented at Waterville a few days later by Maine Central President John F. Gerity who expressed his own appreciation for their efforts and willingness to undertake what the BAR's Hanson called "A lengthy and tedious process."

Purchases and Stores Manager Hugh Flynn said the process could have been much more "lengthy and tedious" were it not for the Vac-U-Vator, which has solved similar problems on other railroads in the region and at several Maine Central points in

its half-dozen years of service.

Flynn calls the Vac-U-Vator "A marvel," and says it has saved thousands of dollars worth of flour, clay, corn and the like in cars that have been involved in derailments. With today's big cars, he says, it's frequently necessary to remove heavy loads before any attempt at railing the unit can be made. That's when the Vac-U-Vator comes in handy, he says, speeding the task of transferring the material without contamination, getting it back on the way to its consignee, and allowing the work of railing the car to be completed.

The responsibility of Waterville Stores for this type of work, Flynn says, goes back to the days of Shop Superintendent Frank Bennett, whose methods were thorough and effective, if somewhat unorthodox. He assigned the work of snowplowing, shoveling, bush-trimming, car cleaning and transferring loads to Storekeeper George Stinchfield, and that's where it has stayed through a succession of superintendents and storekeepers at Waterville.

moving a mountain of coal

More than 45 thousand tons of coal from Appalachia will move over the Maine Central Railroad before the end of October to feed the kilns of the big cement plant at Thomaston.

In what railroad officials call the second phase of a change from waterborne to rail transportation, the coal will come to Maine in 20-car shipments and be forwarded to Martin-Marietta's cement plant.

A new, lower rate based on 4,500 ton lots has been negotiated for Martin-Marietta, the first major industry in Maine to complete conversion to coal. The new favorable rate firmed up coal movement by rail from the mines to Maine.

While much of the nation's coal is moved in so-called unit trains of 100 cars or more, this new rate is specifically tailored for smaller blocks of coal cars which may be handled as part of a train.

Maine Central already has carried tens of thousands of tons of coal to Thomaston in the initial phase of Martin-Marietta's switch from collier operations. Before November, Maine Central trains will have delivered additional tonnage to meet daily fuel needs and to provide a winter stockpile of more than 40,000 tons.

Maine Central marketing officials called the Thomaston coal movement significant as an indicator of what lies ahead for the Railroad. They said it sets the scene for active participation by Maine Central in the transportation of coal for other large industries and utilities in Maine, many of which are already committed to conversion, and "are a long way down the road toward a switch to coal."

The annual coal requirement for these and other users in Maine is estimated at about two million tons. Although railroad freight sales specialists are probably as well-informed as any industry or government economist in Maine, the two million figure is an educated guess, roughly based on the estimated requirements of the major paper mills and power-generating firms now either switching from oil to coal or thinking seriously about such a move.

It's a glittering goal not only for

the railroads, but for water and trucking interests now putting plans together to gain a share of the transportation revenue. Competition is and will be keen as the using companies announce their plans to buy what indeed may be a volume close to the two-million ton mark.

But Maine Central has several advantages: the inherent physical and mechanical edge over the other modes, and even more important, the rail industry's historic experience and know-how about the business of moving coal.

If there will be two million tons of coal annually moving into Maine within the next four or five years, it's not too much more than Maine Central moved in 1923. That was the top 12 months for coal in the Company's long history, with a total haul of 1,167,178 tons for Maine industry and additional tonnage for use in Railroad locomotives.

"We did it before," say Maine Central Marketing officials, "and we certainly can do it again. We have the plant capacity to handle a lot more tonnage and stand ready to meet the needs of Maine industry."

And so Maine Central may be

standing once more at the beginning of a coal cycle. The first saw coal tonnage rise regularly and consistently for 61 years until its peak in 1923, then decline just as regularly and consistently until it disappeared from the Railroad's list of principal commodities in 1967.

At the same time, oil and petroleum products were advancing, but they lagged behind coal until the late '50s, when, for one year, Maine Central's coal and oil tonnage was about the same. After that, oil tonnage continued to rise and coal continued to fall. Oil tonnage on Maine Central reached its peak in 1972, with a total of 1,468,792 tons, the year before the embargo and the beginning of the American energy crisis. Since then, oil tonnage has declined to last year's 776,983 tons, about the same amount the Railroad hauled almost 20 years ago.

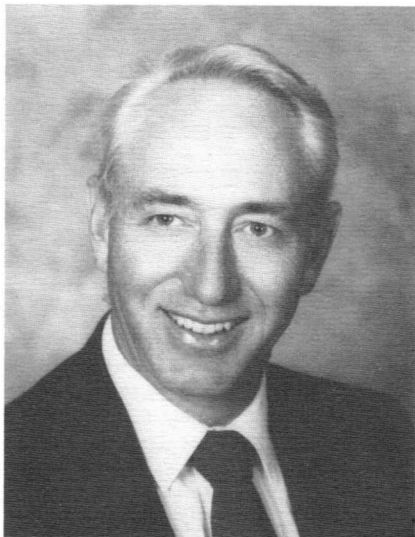
Enough statistics? Probably . . . but the past is prologue, as someone else has said, and Maine Central stands ready to put new technology, positive attitudes and modern methods to work on an old, but vital problem and challenge for the industries and the people of Maine.



Continuous welded rail was installed this summer in four miles of main line at New Gloucester. Crews are shown as they finished spiking the far rail, just before placing and installing the near rail, shown in the grass at the left of the roadbed. This area is just above the Route 231 crossing, looking toward Danville Junction.

news briefs

Tupper Advanced to Labor, Safety Post; Snyder New General Superintendent



Ansel N. Tupper

The appointment of Ansel N. Tupper as manager of personnel, labor relations and safety was announced in August by Executive Vice President Arnold J. Travis following the retirement of John E. Hamilton.

Also announced was the appointment of David A. Snyder, vice president and general manager of the Lamoille Valley Railroad Co., Morrisville, Vt., to succeed Tupper as general superintendent, and Robert S. Gillam, general manager of the Belfast and Moosehead Lake Railroad, as assistant trainmaster.

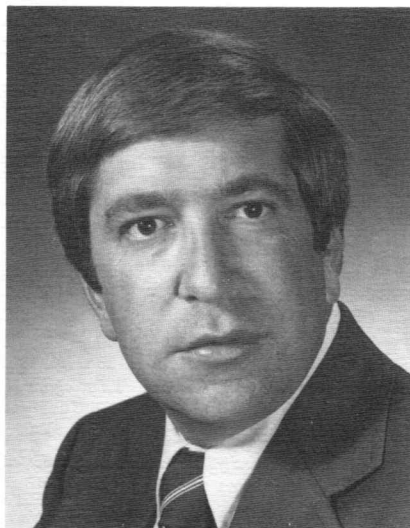
Tupper, well-known throughout the Maine Central system, became acting superintendent, Maine Central, in 1960. Except for three years as superintendent of Portland Terminal Co., he has served as acting superintendent, superintendent and general superintendent for Maine Central.

A native of Concord, N. H. and a graduate of the University of New Hampshire, Tupper joined Maine Central as a student supervisor, maintenance of way, in 1953. He soon transferred to the Operating Department as assistant trainmaster at Waterville, then trainmaster at Portland and again in Waterville.

Tupper and his wife Virginia are long-time residents of South Portland and parents of six grown children.

Hamilton is closing a Maine Central career that goes back to 1956. A Boston native and graduate of Boston University Law School, he joined the Railroad as assistant to director of personnel then became supervisor of schedules and was appointed manager of labor relations in 1971 and added personnel to his responsibility in 1976.

Snyder, the new general superintendent, is a Connecticut native and a graduate of Cornell University. He began his railroad career on the Penn



David A. Snyder

Central as an operating management trainee in 1965, and was a terminal superintendent in 1974 when he joined the Chicago and Northwestern in the same capacity, later serving as division manager, transportation. He joined the Chicago, Rock Island and Pacific in 1976 as trainmaster and later became assistant superintendent. He came to the Lamoille Valley as general manager in 1977.

He and his wife Joan and daughters Robin, 12, and Laura, 9, have moved to the Portland area.

Gillam has been employed by the

Belfast and Moosehead Lake since 1971 as a trainman, track foreman, roadmaster, manager of operations and general manager. He's a Belfast native, a graduate of the Northern Conservatory of Music, studied engineering at the University of Maine, and was a teacher and music supervisor.

Gillam and his wife, the former Joan Melin of Bangor, have three children.



Robert S. Gillam

Townsmen Honor Retired Trackman

By Herb Cleaves
Bangor Daily News
Machias Bureau

Frank S. Dowling, a 92-year-old retired Maine Central railroad worker, received the Boston Post gold headed cane from East Machias selectmen this summer as recognition he is the town's oldest citizen.

The effervescent Dowling said he appreciated the award but wasn't about to use the cane. He frequently drives his own automobile, takes care of an immaculately maintained home, and continues to enjoy the retirement he began almost a quarter of a century ago.

Dowling was presented the symbolic cane by East Machias selectmen Paul Geel, Jr., George Gaddis and Norman Bagley. The cane was found recently in the town's former fire sta-

The Grapevine

tion on High Street, Bagley said nobody knew how long the cane had been there.

"We can't remember the last time it was awarded to our town's oldest citizen," he said.

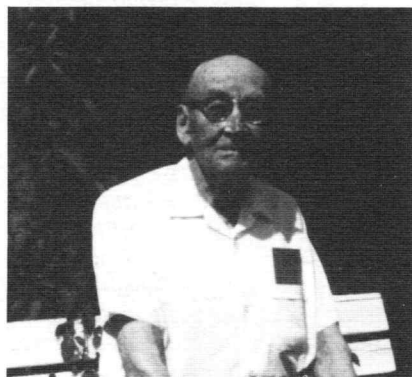
Dowling was born on April 8, 1889. He became a school teacher and taught in rural schools from 1911-16. He remembered that the salary was \$15 a week, with a \$5 board deduction.

"I would have starved to death if I'd stayed at that very long," he said.

His first experience with the railroad was as a snow shoveler, when he received \$1.25 for a 10-hour workday. By 1923 he became a full-time railroader with Maine Central and continued to work on the track until his retirement in 1957.

One of Dowling's keen memories is of a tannery located near Grand Lake Stream Plantation early in the century. He said the tannery was constructed at the site because of the proximity of hemlock bark used in the tanning process. The railroad line from Calais to Princeton offered an important transit route to and from the tannery, he said.

Dowling enjoys reading and television and marvels at modern communications services. "I remember when my father worked in the woods up on the East Machias River. It was only 40 or 50 miles away but we didn't see him for long periods of time. Now it would be so easy to talk with him every day."



Frank S. Dowling

General Offices

Nancy Gilbert of the Revenue Office was married July 1 to Frank E. Wagner in Portland. After the wedding, the couple traveled to North Conway, N. H. where they spent a few days, then returned to their condominium in South Portland. Frank is Plant Manager of Northeast Cold Storage.



Joe James, back from the National Jamboree, is greeted by a friend.

Enjoying two weeks at the Boy Scout National Jamboree held in Fort A. P. Hill, Virginia, was Joe James, son of Janice James of the Revenue Office. The National Jamboree, held every four years, included 31,000 scouts from the United States as well as scouts from 21 other countries.

Marty Walker (Disbursements) is "tracking" again, this time to San Francisco to attend the Association of Railway Museums Convention. Convention activities include a Bay Cruise and City Tour (by street car, of course), a visit to the new California State Railroad Museum in Sacramento, and a trip by train to San Diego for a special charter on the recently opened "San Diego Trolley."

After the convention Marty traveled by train to Salt Lake City, Utah, for a round-trip on the classic passenger train "The Rio Grande Zephyr," and then back to the West Coast to spend a few days with friends in Oregon before flying home.

Jean Fairweather, of Management Services, has returned to work after giving birth to twins in March. The twins are Joshua Raymond and Jennifer Marie. Jean's husband John is employed by the Portland Fire Department. They have one other son, John Fairweather, II.

Engineering Department Head Clerk Richard Aylward and his wife Natalie have announced the engagement of their daughter Deborah, to Stephen T. Cole. They will be married on November 14. Debbie is a pediatric

nurse at Maine Medical Center and Stephen is employed by Union Mutual.

Bernard "Beaver" Smith, formerly of the Track Department, is currently living in Saudi Arabia, working on an apartment complex project. Daytime temperatures hover around 115 degrees, but with low humidity, and nightly lows are around 80 degrees—and you thought we had hot spells! He enjoys his work; living conditions a little bit less; and his social life even less than that, BUT the vacations are great, the pay is out of this world and he works and lives in air conditioned comfort. In two years, or so, he'll have enough money to come back to his trees in Northern Maine.

P. T. Electrician Bert Wetmore wishes to thank all those who have sent cards and best wishes. He is on the mend and greatly appreciates everyone's thoughtfulness.

Fellow workers in the Auditor Revenue Department were saddened in August at the death of Edward E. Libby, Sr., who had been employed by Maine Central for more than 36 years. Employed during his railroad career in both the Accounting and Marketing departments, Libby was division clerk at the time of his hospitalization in late July.



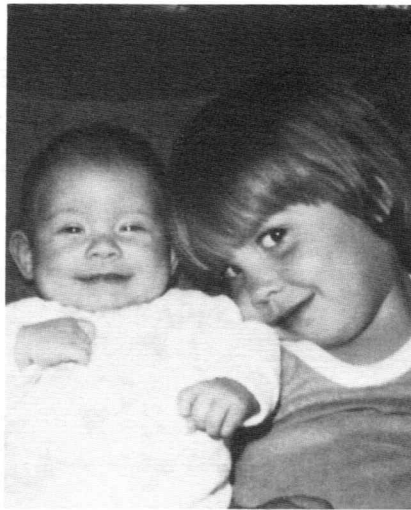
The twins, Joshua and Jennifer

Mr. & Mrs. Leslie "Tate" Cummings observed their 50th wedding anniversary this summer, and were guests of honor at a gathering of family and friends at Four Seasons Restaurant, Portland. "Tate" comes to the General Offices daily with coffee and cakes. At other times, he's a redcap at the Jetport, continuing a personal tradition that goes back to the days of Union Station and the passenger service.

Stephen Jordan, son of Assistant Chief Engineer Stanley and Marie Jordan, was among 40 Maine high school juniors who attended the Summer High School Juniors Course from July 13 to 31 at the University of Maine at Orono. The students, selected by the University's Pulp and Paper Foundation, were given a basic introduction to college work and to an engineering career.



The three Stimpson girls, daughters of Track Foreman Albert Stimpson, Jr., Royal Junction, and granddaughters of Track Supervisor Wallace Pooler, Portland. At left is Su-Anne, 6, and her "Miss Majorette" trophy, and at right, the newest daughter, Laura Lee, two months, with sister Mandy Jean, three. They're three of Wally's 16 grandchildren.



tended a party given in his honor at Bob's home. Mr. Qualey, who was born in Benedicta, now lives in Portland. He is the father of nine, grandfather of 28 and great grandfather of 54.



Lewis H. Qualey is 99

What weighs five pounds at birth, eats one or two pounds of food per day, weighs 350 pounds at maturity and likes to run around? Sounds like your mother-in-law? Wrong. Read on: It travels on all fours, fully grown it stands less than three feet high and it prefers to be outside even in bad weather. It still sounds like your mother-in-law? Neigh, 'tis a horse, a miniature horse, to be exact.

Rigby's Gene Villacci is the proud owner of four of these miniature horses, Pixie, Dixie, Trixie and a new-born foal Rocky, that roam the pasture next to his home at Falmouth. A chance purchase has put him in a very select group, as there are only about 500 of these horses in the world.

How does it feel to own horses so small that they can not even be called quarter horses? Gene feels that he is in the vanguard of the future. With cars, houses and lots of things in our daily lives being downsized, the day can't be far off when, shortly after the track announcer says "they're off", Gene

will find himself standing in the winner's circle. One benefit to the bettor is certain to be that two bucks on the nose will cover the whole horse.

Speaking of animals, Rigby's own ox trainer, Carman Jim Hawkes, walks softly and carries a big stick, in this case the stick is properly called an ox goad. Success has started early this year with an impressive showing at the Bangor State Fair. Jim's 2800 and 3600-pound class teams came away with a first and eighth place in pulling and four second and one third place finish for show. He plans to attend as many of the up-coming fairs as possible, especially the Cumberland Fair.

John M. Conner has been set up as a foreman at the Rigby Engine House. John has previously worked as an electrician and a machinist.

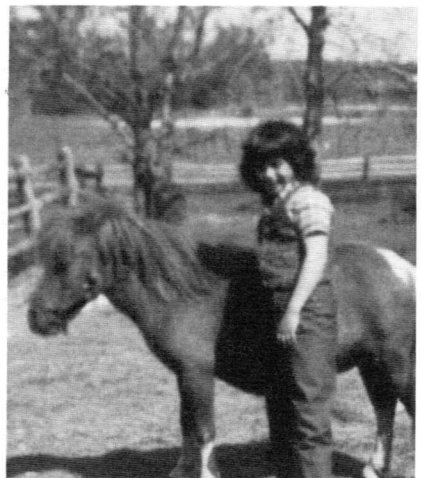
John M. DiFazio has become an Engine Crew Dispatcher at the Rigby Engine House. John was with the Stores Department as a laborer and clerk.

We were sorry to hear that the old master at the Engine House, retired General Foreman D. K. Russell, recently suffered a heart attack. He is home now and on the mend, and we will wish him well. If you would like to drop him a line his address is: Colony Cove, Route 301m 774 Bonita Way, Allentown, Florida 33532.

Don asked us to express his thanks and best wishes to dozens of P. T. and Maine Central friends from whom he's heard since his illness.

Other Rigby employees presently on the sick list and to whom we wish a speedy recovery include Chris McHugh, Dave Manoojian and Lou Whiting.

TV Cable watchers in Greater Portland have recently been astounded to discover that a new local program has zoomed to the top of the charts in the nightly ratings. Emanating from the local Public Cable Station, the Channel 4 program deals with boating safety and features the producing, directing,



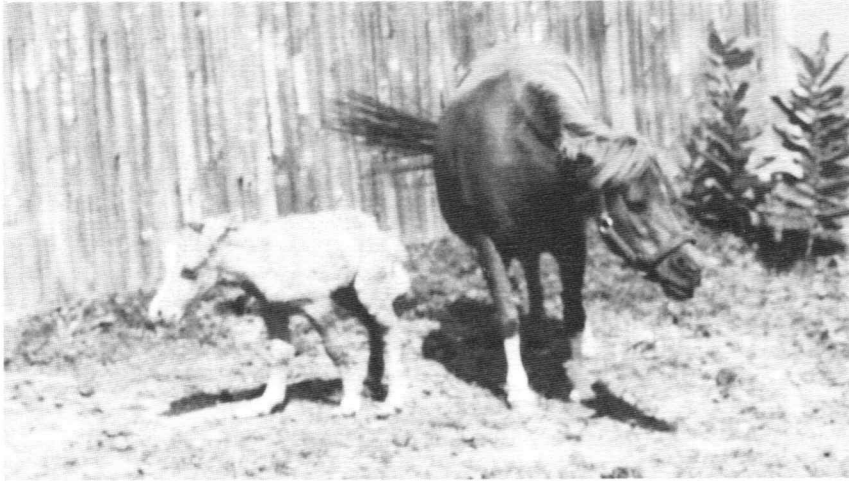
Jennifer Marie Villacci and Pixie, a full-grown miniature horse.

Rigby Yard . . .

Congratulations to the P. T. Co. softball team, coached by infielder Gene Carey. They have completed a very successful 16-3 season, finishing in first place in the South Portland Slow Pitch Class B League. The team finished second in the Southern District play-off, in which 36 teams participated. This entitled them to compete for the State Class "B" Crown in the State Tournament held August 1 and 2 in Bangor. There, after winning two of their three games played Saturday, the Terminal team suffered its second loss on Sunday morning, thus ending their play in the double elimination tournament.

A Waterville team headed by Bob Cosgrove, carman helper, Waterville Shops, has requested a rematch of a softball game played at Thornton Heights two years ago. Cosgrove brought his team to Rigby to challenge a team put together by Marty Moore. When the dust had settled Waterville wandered back home tired, defeated and broken. Rigby's thirst was quenched at Waterville's expense, but that was two years ago; we'll see what 1981 brings. This time Rigby will be the visitors, that is—if they can round up a team.

Congratulations are also in order for Lewis H. Qualey, father and grandfather respectively of P. T. clerk Christine and Robert Heskett, who was 99 years young August 8. Ninety members of the family at-



Here's Pixie with her newborn colt, Rocky, taking his first steps.

writing and acting talents of Coast Guard Commander John D. Murray, Rigby Engine Crew Dispatcher. If you own, expect to own or dream of owning a boat, this is one show you can go overboard on—with safety.

Our condolences to the families of Dominique Fortin, Phil Foley and Tom Caulfield.

Vacations-past, present and to come: A. J. (Sugarfoot) Harmon spent a month in Biloxi, Mississippi, visiting his son Michael, who was one of the top men in his class at the Air Force Electronics School. Hugh Caler spent two weeks island-hopping in Hawaii. Bob Presnell and wife Marian are looking forward to a two week stay in Hawaii, where Bob will attend the 40th reunion of the Pearl Harbor Survivors Association. Bob, former State Chairman of the Maine Chapter, will be enjoying his fourth trip there in six years. He hopes to check out the economics of a retirement home there. Sounds great. Homer Greenwood is brushing up on his German and hoping that the new air flight controllers really know what they are doing.

This correspondent had the privilege of a trip to Ireland to check out his roots and



A. J. Harmon and son Michael

family tree (which, contrary to popular belief, did not include any monkeys). The people were wonderful and the countryside was beautiful beyond description (it really does have 40 shades of green). Had an opportunity to experience their rail passenger service, which seems to be a very important part of their total transportation system. Seemed funny to be back on a passenger train after all these years.

How about an Irish railroad story?

Well, it seems that Paddy O'Brien had just been given a position as a track walker for the Irish Railroad and was instructed, in case he found anything out of order along the line, to wire his Superintendent, Mr. Walsh, but to be sure to make his message brief. He found a wash-out during a storm and wired as follows:

Walsh, Superintendent:

The river is where the railroad was.

O'Brien

Portland Division Retirees

Received a nice little letter from Lillian Arnold and Ralph, a retired yard conductor from the Portland Terminal. On their recent visit to Florida they visited Francis and Lenny Jaynes, a retired engineer, at Port St. Lucie, which Lillian says is a beautiful spot. So, they took a picture of this fine looking couple, who would like to hear from all their Maine Central and Portland Terminal friends. Lillian and Ralph live at 1183 Washington Ave., Portland, 04103.

Sympathy is extended to the family and friends of Dwight A. Danforth, a retired track foreman, and a former vice general chairman of the Brotherhood of Maintenance of Way Employees, who passed away July 31 at Twin Mt., N. H. He retired in 1975.

Sympathy is also extended to the family of Thomas E. Caulfield, of 61 Reed St., Westbrook, who died in August after a long illness. He was graduated from South

Portland High School in 1937, and served in the Army during World War II in Europe and Africa. He retired from the Portland Terminal as trainman in 1979 after 35 years service. He was a member of the Maine Central Golf Team.

George Sharpe, a retired clerk in the Auditor of Revenue's office, finds fun in entering the Clearing House Picnic Poem Contests, and what's more, he wins! In 1978, he tied for first place with "My Favorite Place in Maine." In 1979, he won first place with "Why I Like Living in My Town." In 1980, he won honorable mention on "Good Neighbors," and this year, he won honorable mention on the theme "Love."

George started as Messenger, Auditor of Revenue Office, in 1941, and retired in 1975. He lives with wife Ruth at 437 Capisic St., Portland, 04102. They have three daughters, Eldith, Pamela and Jocelyn, and four grandchildren. They go on travel tours and enjoy hiking and bird watching.

The name is Mary Morse, not Robert Frost, but we also won two awards with the Clearing House Picnic Poem Contests. Last year, we tied for second place on "Good Neighbors" with "Sweet Pea" a poem about Mrs. Madeline Riley who lives across the street, and in 1981 got a humorous award for "My Love for Geraldine," my dog.

We've bought a 13-foot trailer, just right size, and Vinnie is gradually getting used to the idea of a trip, and if the trailer hitch ever gets on that 'ole 1964 Plymouth, we'll be ready to go. It seems that trailer hitches only go back as far as 1965, and we won't part with that car! We're checking garage sales for plastic dishes to go in it, the unbreakable kind.

Mary E. Morse
12 Riggs Street
Portland, ME 04102



Francis and Lenny Jaynes

Waterville Station

The Engineering Department is welcoming aboard John A. Dulac as their new assistant track supervisor. John is 26 years old, is married and has a one-year-old daughter. He was formerly employed by Conrail in New Jersey.

Congratulations to Trackman Daniel Ouellette and wife Betty on the arrival of a son Fred June 18. They have another son George.

A daughter, Rachel Renee, was born in June to Trackman Steve Bolduc and wife.

Sympathy is extended to the families of Mike, Tim and John Fairfield on the recent death of their father.

Congratulations to Trackman Rodney Swett and his bride, the former Julie Bell. They were married June 21 at Corinna. Mrs. Swett made all her attendants' dresses and floral arrangements. She is employed by K-Mart in Waterville where they are making their home.

Trackman John B. Sanborn was honored recently at a retirement party arranged by his son Paul and wife Cindy at the Fox's Den in Fairfield Center. Track Supervisor Donn G. Wolfe was the MC for the evening. John joined Maine Central in 1940.

Freight Office Payroll Clerk Carroll Huard and Yard Office Clerk Harry Nason was honored at a joint retirement party in



Left to right, Averill and Carroll Huard, Harry and Dot Nason at their retirement party in June at Waterville.

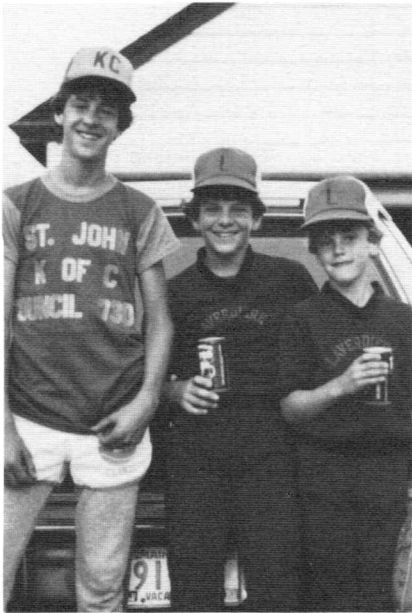
June arranged by Chief Clerk Bev Cook. Bill Bickford, assistant superintendent, was the MC for the evening. Carroll is spending the summer at his camp in China. Harry is also at his camp and is planning to do a lot of fishing.

Pamela J. Voisine, daughter of Ursula and Arthur Voisine, Waterville yard conductor, is a June graduate of Lawrence High School of Fairfield. Pam has been very active in school organizations and clubs ranging from music to politics to biology. She was a

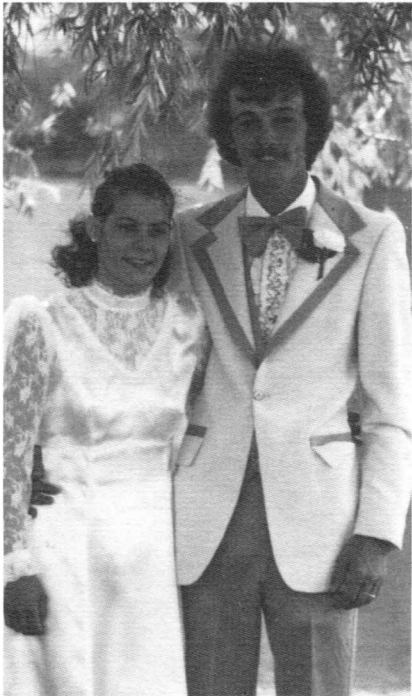
member of the National Honor Society and served as secretary. She has received scholastic awards in history, mathematics and French. Pam won the Century III scholarship award for her school, and was named a Teenager of the Month by the local Elks Club. She delivered the address to undergraduates at Class Night exercises. Pam will be attending the University of Vermont to major in biology and prepare for a medical career.



When Clyde Burnham retired in June, he closed a railroad career of some 35 years during which he made many friends. Some of them—all track department employees with whom Clyde worked at Portland—got together to wish him well. From left, as close as we could come to it, are Fred Gallant, Lenny Forest, Frank Michaud, Walter McClure, Eddie Tibbetts, Lennie Brown, Larry Jackson, Jud Brown, Pete Beckwith, Bill Kopacz, Bruce Libby, Mike Burnham, Rick Crawford, Ritchie Greenwood, Clyde Burnham (white hat), Howard Clement, Bill Harris, Joe Coombs, Norm Cribby, Henry Libby, Gilbert Leighton, Steve Keniston, Al Bowen, Bob Cameron, Phil Small, Jack Dill, Pete Nielsen, Jim Johnson, Bob Mulkern, Randy Sanborn and Paul Crawford. (Photo by J. S. Murphy)



Marc, 15, John, 12, Matthew, 9, are sons of Clerk Dot and husband Cornelius Begin. Marc is playing baseball for the Knights of Columbus in the Babe Ruth League, and John and Matt are playing for the LaVerdiere's Little League team.



Trackman Rodney Douin and wife Dolores were married June 27 at the First Congregational Church in Waterville. They are making their home in Sidney. Rodney is the son of Signal Maintainer Norman Douin. His brother Larry is assistant foreman in Waterville Yard, and sister Paula is a clerk in the Stores Department, Waterville.

Waterville Shops

Kevin Alden Closson, son of Barbara F. and Wyman E. Closson, carman, was graduated in June from Winslow High School. He is the grandson of Alden H. Finimore, retired assistant chief mechanical officer. Kevin was active in football for four years. He also attended Waterville Vocational Shop and has been accepted at Eastern Maine Vocational Technical Institute at Bangor to study air conditioning and refrigeration this fall.

The BAR held another golf tournament in June at Bangor Municipal Golf Course, and a few of the Waterville Shop men came away with most of the trophies.

John Cosgrove, carman, won the Buck Du-maine trophy for 1st gross in Class C; Mark Derocher, 3rd gross, Class C; Dave V.



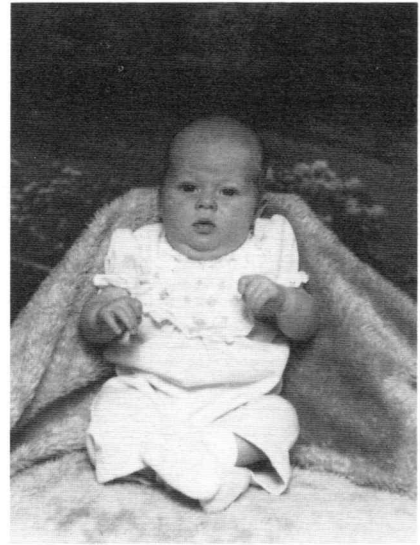
Pamela J. Voisine

Smith, 2nd gross, Class C; Tom Gordon, Stores Dept., 3rd gross, Class A; and Victor Tardiff, Stores Dept., longest drive, Class C. John Gravel and Ron Loisel also played in the tournament. They all had a great time, and will enter again next year.

Carman Kirk Boone and his wife Linda are building a new house in Canaan. Good luck, both of you, on your new home.

Carmen Archie Sears and Steve Miles went up-country fishing this spring. We hope that the next puddle they come to, they go around it instead of having the boat float off the trailer and try to pass them.

Laborer Peter Morrisette had a small idea that really turned out to be a big one. He was going to have 12 or 13 T-shirts made up for the men on the 400 Engine they built for the "Great Kennebec Whatever Race," but when employees at the shops found out what he was doing, they wanted to participate and show support for the float and the Company. More than 700 shirts were sold. Great job Peter, and thanks.



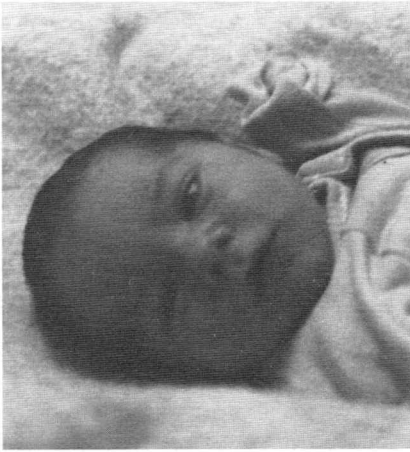
Megan Leslie Mathieu, daughter of Ronald and Leslie Mathieu, was born April 13 on her grandfather's birthday. Grampa happens to be B & B Foreman Ernie Henry.

The following employees have retired: Albert W. Crosby, carman C, Waterville Yard, January 13 with 35 years service; Reginald T. McKenney, machinist, Engine House, February 12 with 41 years service; Harvey E. McCaslin, carman C, Waterville Yard, May 27 with nearly 40 years service; John DaPrato, carman C, May 29 with 34 years service; Eugene E. Hampton, laborer, June 17 with 17 years service at the Shops; A. J. Desveaux, carman C, Waterville Yard, July 6 with 40 years service; Harold Slaney, laborer, August 3, 33 years service.

Assistant Shop Superintendent Blaine Ladd has returned to work after an illness.



Track Supervisor Donn G. Wolfe, left, extends his best wishes to Trackman John B. Sanborn for a long and happy retirement. John retired July 20.



Michael Merton Webber, son of Trackman Ronald and Audre Webber, born July 6 in Waterville.

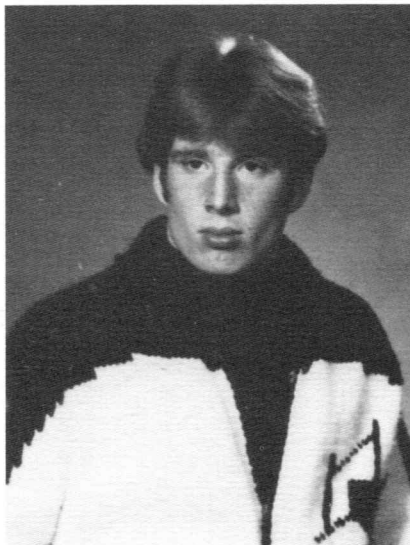
William S. Mayo, foreman, Bangor, filled in for Blaine, and has been covering for several foremen in the Shops.

Foreman Frank Roy, Paint Shop, went to Renovo, Pa., for four weeks on inspection of cars for new car program. Phil Clement, carman B, covered on Frank's job.

Employees of Waterville Shops did a super job on their contribution to Pine Tree Society for Crippled Children and Adults. Five hundred dollars was obtained from 10,000 soda can returns, and \$255 received from special collection, making a total of \$755.

Retired Laborer Archie Smith and wife celebrated their 60th wedding anniversary with an open house at the Church of the Nazarene Fellowship Hall in Fairfield, June 21.

How would you like to come to work by plane? That's just what machinist Tim Ladd did recently. He flew in by plane and landed on the Kennebec River in back of the Shops, and tied up for the day, then after work took off with no problems . . . and no highway traffic problems either.



Kevin A. Closson

Clerk-Stenographer Ruth Brochu won first place in the color print division with "Double Rainbow," in the First Annual Greater Waterville Memorial Photography Competition at Waterville in June.

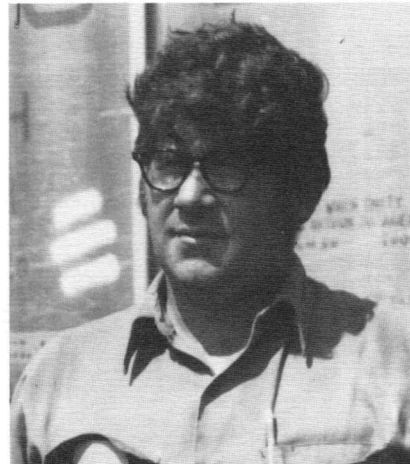
On the recent sick list at the Engine House were Machinists Irving Thibeau, Peter Muzerolle, and Machinist Helper J. J. Pelotte; in the Shops; Carmen Ernest Laliberte, Danny Thompson, George Buck, Ernest Moulton; Blacksmith Helper Mark Veilleux; Watchman Maynard Boivin.

We would like to express our gratitude for the fine response that the employees displayed in making the blood drive such a success. A total of 35 employees donated and many more would have had they been able.

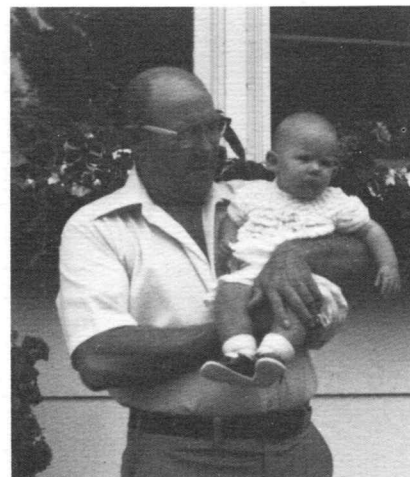
We won't mention names, but we know someone that works in the Shop Superintendent's office who fell out of his dinghy while on vacation.

Laborer Patty Goodblood and Carman Errol Clement were married May 5.

Employees with new swimming pools this season include Electrician Robert Ayer; Paint Shop Foreman Frank Roy; Carmen Charlie Philbrick and John Ballew, and Machinist Robert Crowell.



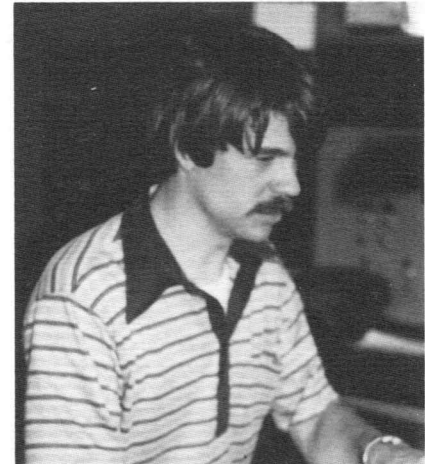
Nick Coates, car inspector, Waterville



Engineer M. W. Miles and his granddaughter Ashley, six months.



Daniel P. Holt, spare conductor.



A. J. Reid, Portland, filled in for C. E. Dunn, operator at Waterville.

Eastern Subdivision

Darold Ames, Dennysville section foreman, spent his August vacation again raking his blueberry fields. He has one of the finest kept and most productive fields in the area.

Dick Nickerson and Angus Gaudette, Jr. have gone into the extra crew as machine operators.

Earl Dorr, section foreman in Cherryfield, enjoyed his vacation at Baxter State Park. He tented out and got in a lot of good fishing.

According to a recent report from his fellow workers, Wayne Joyce has a swimming jeep.

Donald Dorr has bid in the trackman job at Cherryfield vacated by Dick Nickerson.

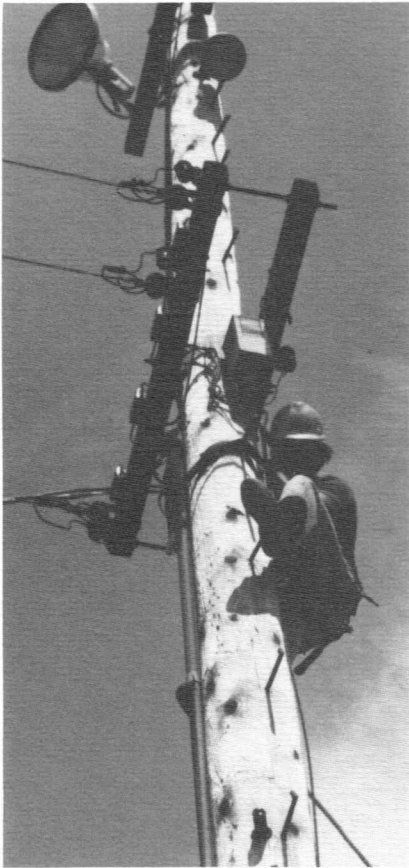
Machias Trackman Pinky Scott got in some clamming during his vacation . . . really a back-breaker!

Machias Section Foreman Floyd White had an August vacation. Pinky Scott filled in as acting foreman.

Machias Trackman Rusty Beverly used his August vacation to paint his house.

Railwelder Norm Bagley enjoyed an August vacation.

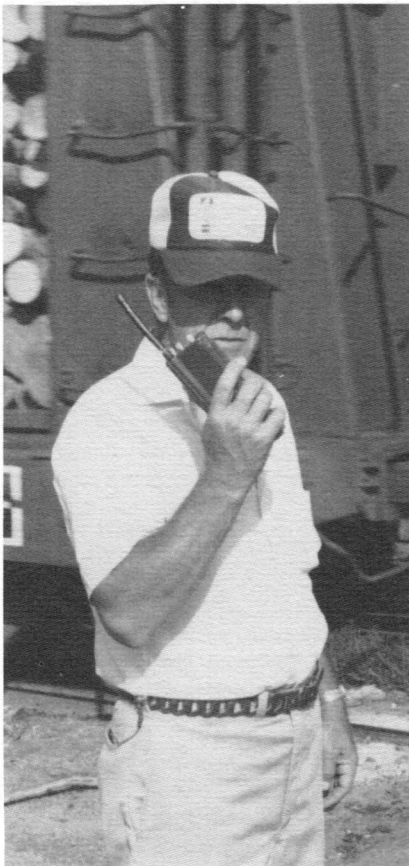
**In Waterville Yard . . .
With Arthur Doucette**



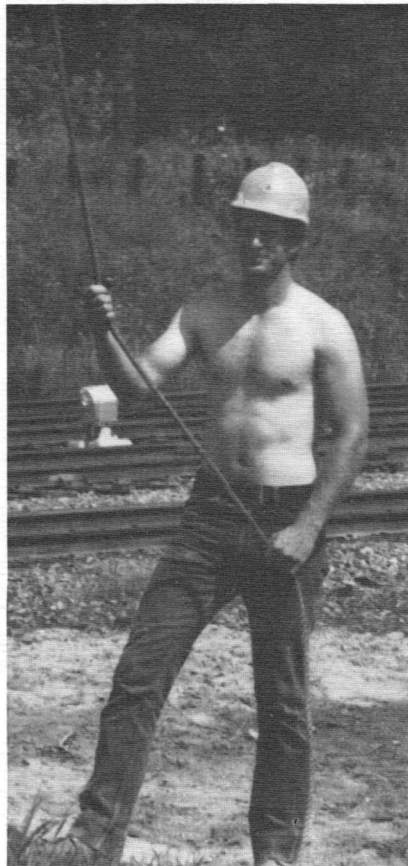
Bob Starratt repairing yard lights.



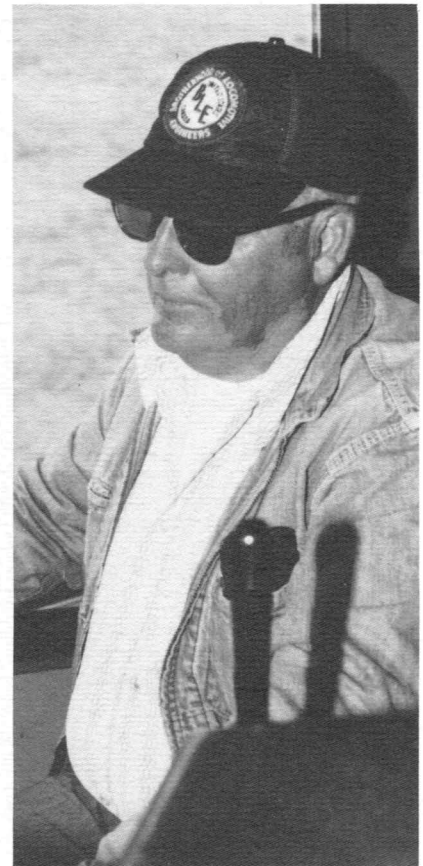
Engineer Hugh "Johnny" Gray worked his final day on Switcher No. 3, with, from left, G. R. Sites, brakeman; R. G. Cook, flagman; and A. E. Genest, conductor. Johnny Gray is at right.



Conductor Don Barry on the air.



Phil Libby holds guideline for Bob.



Engineer Bob Cyphers on BR-4.



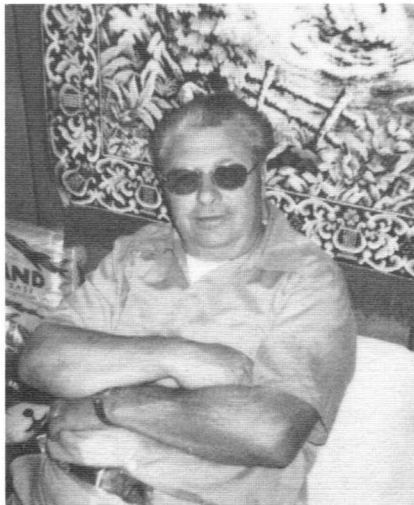
Gordon "Jimmy" Adams, locomotive engineer, Bangor, aboard 409 after his final run. Adams retired this spring after more than 38 years of Maine Central service.



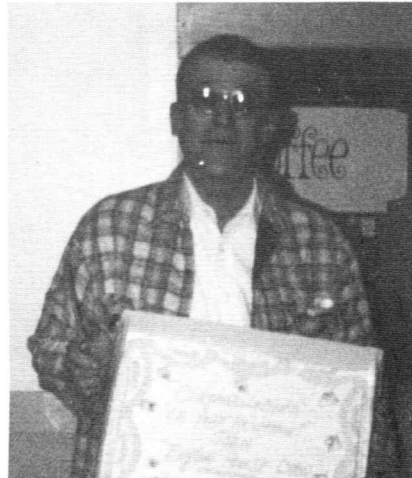
Leo Goodin, Jr., yardmaster at Bangor, right, receives his 25-year service pin from General Agent Jewett.



A souvenir shot of Sandy Johnston, clerk at Bangor, who spent a June vacation in Alaska with husband Steve.



Herbert R. "Gumpy" Robshaw, a laborer at the Bangor Engine House since 1951, retired this summer.



John Sullivan, Bangor Engine House electrician, retired in June after 34 years of railroad service. The cake was the gift of his fellow employees.

Athie Sez:

Frank Dowling, retired 92-year-young trackman, was a recent celebrity when presented the Boston Post Gold-headed Cane as the oldest citizen of East Machias. Bangor Daily News Reporter Herb Cleaves wrote a warm and factual article which "says it all," and which appears elsewhere in this issue. Am anxious to get back for another visit with him as his keen memory is really an asset to my research project on Township 18.

Retired Section Foreman Everett Butler and his wife Jo live on Route 200 in Franklin at one of the most scenic spots in the state. Retired Signalman Bob Clark, who lives just above Everett, has the same gorgeous view of Cadillac Mountain, as well as the lakes and forests in the foreground.

Everett started work in 1925 on section crews summers with the ever-occurring winter lay-offs for a period of time. His first steady work was a Waukeag, later at Dennyville and Unionville. His job as section foreman at Franklin lasted 22 years until his 1966 retirement. In all his years at Franklin, the only derailment was on a siding due to ice buildup and that particular winter, the crew put down 95 bags of salt. He and Jo observed their 56th wedding anniversary in June. Both have been members of the Grange many years. They have two sons and four grandchildren. Son Philip is 2nd trick operator at Bangor, and Malcolm, after working many years in wood operations, now works for Robert Debeck.

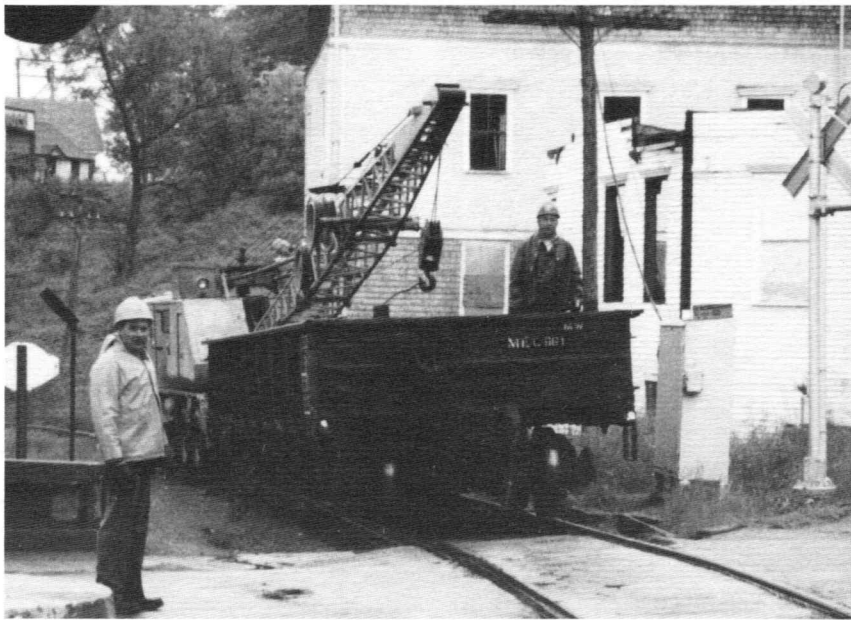
Jo and Everett spend most of the summer months at their Webb Pond Camp.

Stopped off in Cherryfield for a short chat and to take a picture of Ollie and Marjorie Grant. They were in fine fettle and celebrated their 64th wedding anniversary on July 18.

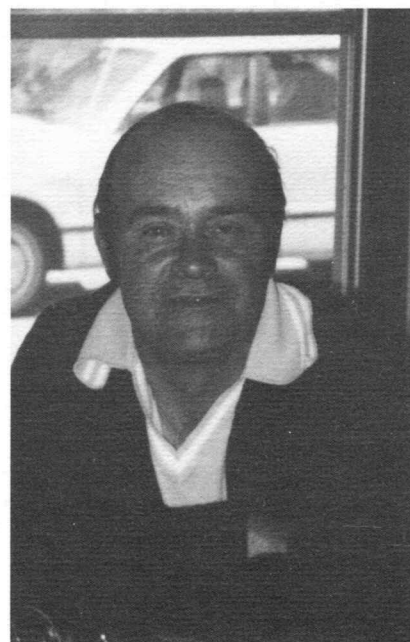
Sincere sympathy goes to B & B Foreman Carl and Avis Foss in Waterville on the June 5 passing of Avis' Dad, Arthur Stone, who for many years managed the Mobil Bulk Plant in Hollowell. Arthur was a very dear and personal friend as is his widow Dorothy who now makes her home with Avis and Carl. They are all my second family.

Sure enjoyed this year's July Bryant Reunion held at Gordon and Bev's home in South Paris. The beautiful outdoor pool was such a pleasure. This year it was son Wayne's turn to roast brothers Gordon and Dick. This was very ably done and in verse no less! The comradeship and closeness of family ties is such a precious gift. Visited with Judy, Wayne, Amy and Jeff in Winthrop a few days and took a quick solo trip to Beverly, Mass. to visit a dear, old friend, Ethel Conant, who is 99 years old. The new Subaru is a jewel on gas! Oh yes, did trade the pick-up which was a difficult chore but common sense has to prevail.

On the Road with Athie...



Top left, rain in East Machias and Rusty Beverly, on ground, and Floyd White, section foreman. Top right, Dale Blackstone, crane operator. Center left, Section Foreman Earl Dorr and Machine Operator Dick Nickerson at Cherryfield. Center right, unloading a piggyback at Machias, driver Richard Foss and Machias Agent Roger Wakefield. Lower left, the WG-4 crew at Augusta, Conductor Bernie Faulkner, Trainman Pat Holt, Engineer Earlon Leighton and Trainman R. D. Chase. Lower right, Dick Lougee, who recently replaced retiring Agent Clair Crandlemire at Augusta.





Jo and Everett Butler

Found a note on the door recently. Portland Division Conductor Stan and Marty Mattatall had called in and were on a two week area vacation. They had 10½ year old granddaughter Michelle Bilodeau with them. Said they'd be back. Sure hope so.

Old Bananna's caught her last squirrel and mouse,

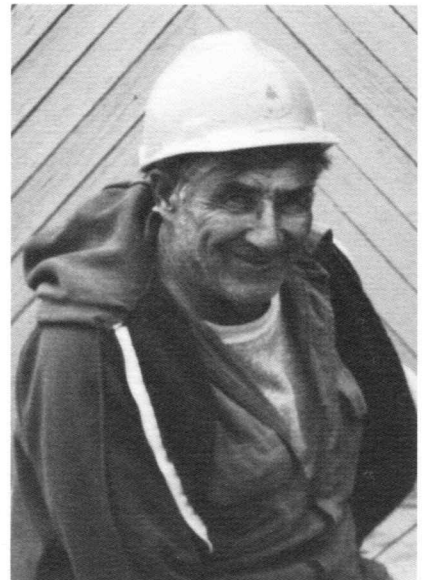
Chased her last fox from around the house,

Bulled into her last skunk and "Porky" so mean,

Taken her last hike down to the stream,
Up next to the woods, laid Bananna to rest . . .

Another dear dog who gave her best.

Athie Bryant
Box 1
East Machias, ME 04630

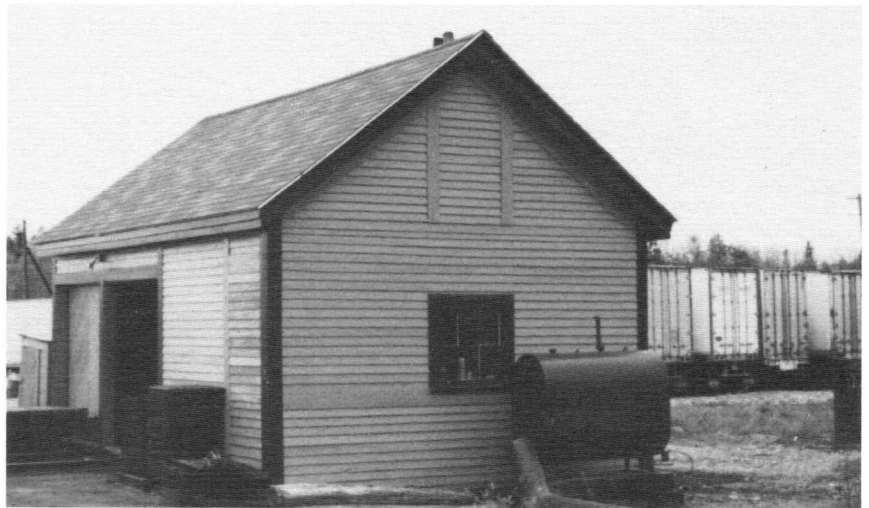


Howard Kane, trackman, Woodland

Machias Agent Roger Wakefield came to the rescue of two summer ladies at Cathance Lake—by removing a huge hornets' nest from overhanging branches near their cottage. Roger's wife, Dot, and I coached him from the car behind closed windows.

Rog is an old hand at collecting errant honey bees for various area blueberry growers. He used a window wash sprayer full of water to quiet them down. After he soaked them, they just crawled back into the nest and were docile. Really quite an operation as the evening was hot, and so were the hornets.

Bev and Gordon were here on a short visit but we sure covered some territory. A pleasant afternoon of swimming and an evening barbecue at Cathance Lake rounded out the first day. Day number two was spent on Campobello Island, N. B. Fishing, a picnic and sightseeing was enjoyed. How many fish?? Would you believe two harbor pollock? Even the U. S. Customs inspector snickered.



The Woodland Section House recently underwent a face-lifting by Ernie Henry's carpenter crew.



Ollie and Marjorie Grant



Trackman Dick and Dot Nickerson with Nip and Tuck at their Jacksonville home.

Mr. Dana D. Goodwin C-11
440 Main Street
Fitchburg, Mass. 01420

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

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

Myth:

Trucks move most efficiently on public highways.



Fact:

Railroads move trucks
up to four times more efficiently.

Mile for mile and pound for pound, today's freight railroads are up to four times more fuel-efficient than big trucks. Shippers recognize this advantage. That's why piggybacking truck trailers and containers is the fastest-growing segment of the rail freight business.

But there's another consideration. While every wage-earner and manufacturer in America subsidizes our public highway system, trucks are destroying that vital system at an alarming rate.

Congress' watchdog, the General Accounting Office, said in a blistering July 1979 report: "Excessive truck weight is a major cause of highway damage. The rate of highway deterioration will slow down if excessively heavy trucks are kept off the highways. ... A five-axle tractor-trailer loaded to the current 80,000 pound federal weight limit. ... has the same impact on an interstate highway as at least 9,600 automobiles."

It is ironic that the American public is subsidizing the destruction of its own highways. It is also unnecessary, because a logical alternative already exists. This is the vast, fuel-efficient steel network that links every part of America: our modern freight railroads.

Railroads handle more than a third of the nation's inter-city freight and have the capacity to handle even more. Today, escalating highway repair costs and dwindling oil supplies make America's freight railroads more vital than ever.

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

Surprise:

America's freight railroads
carried more than 3,000,000
piggyback truckloads last year
—and never left a pothole.