

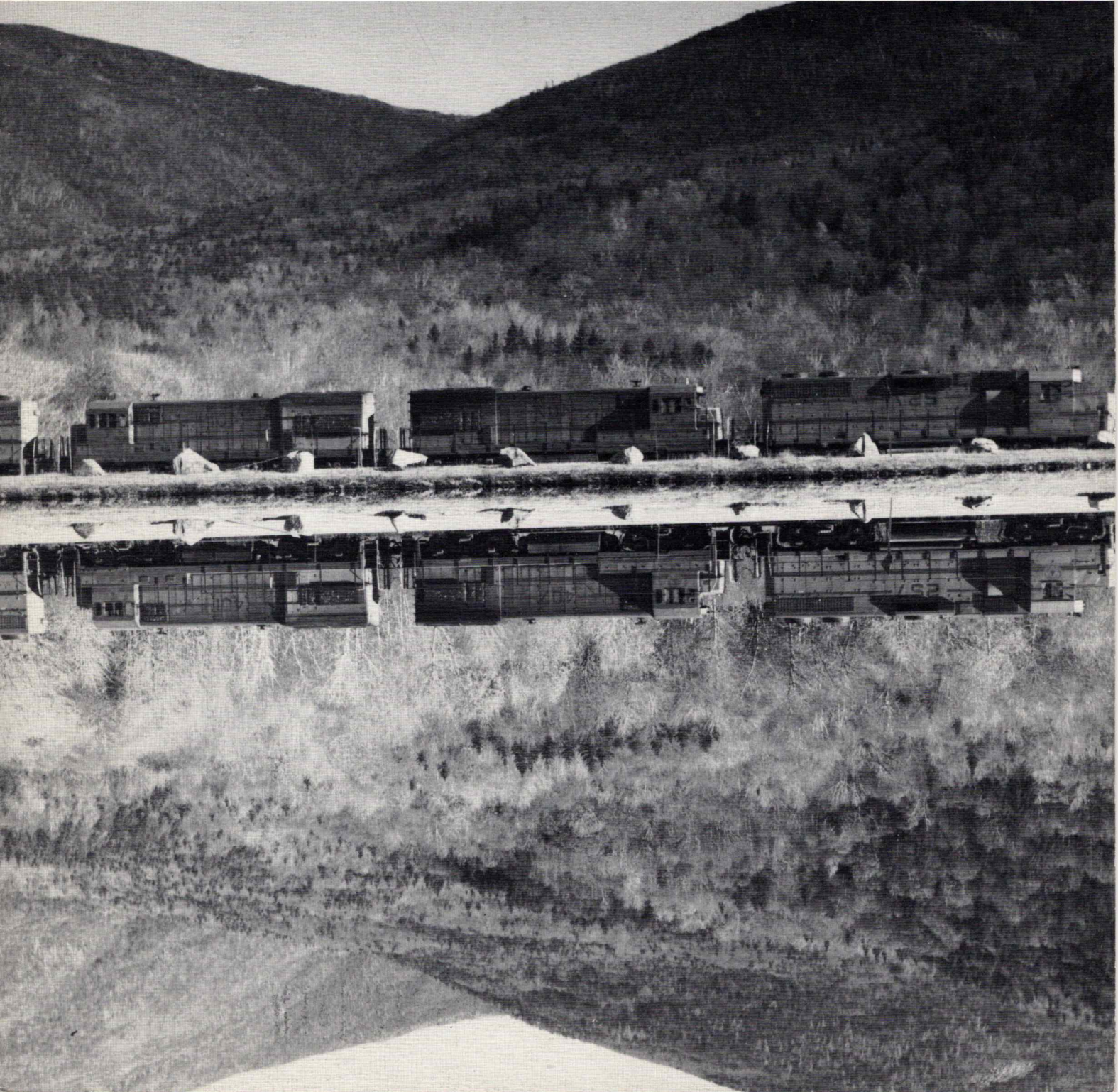
BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

WINTER 1982



**MAINE CENTRAL**

# MESSENGER



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



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Your MESSENGER is a very fine publication which contains well stated articles and editorials dealing with problems that occur all over the nation—such as the issue of truck weight limits. I am a television news photographer interested in RR issues.

In September, I visited the Northeast on a filming trip for a report on Amtrak's 10th year. Because of the beauty shown in your magazine I spent a week roaming around the state looking at your railroad and at the highway system to see if maybe you were too biased in criticizing trucks. On my first day in Maine, I followed two huge gravel trucks doing 65-70. They could not keep in their lane and their heavy load caused a rut to form in the freshly paved street along the edge. Several times that week I saw heavy trucks causing road damage as well as spoiling

the beautiful backwoods country by forcing drivers off the roads. Comparing their attitude with the neighborly friendliness of railroad workers in Portland, Bangor and Rockland; I wanted to tell you that you have won my support. I also found your railroad and those throughout the Northeast to be in better shape than much of the media has portrayed them to be. Perhaps with publicity and time the roads might be given back to local auto traffic while the loads of gravel and bulk commodities return to the rails which were built to carry these large loads.

Keep up the fine magazine as I now think of the Maine mountain country every time I see a Maine Central boxcar loaded with paper at a warehouse here in Houston.

John Treadgold  
Houston, Texas

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*THE COVER*

It takes a sharp eye to see that our cover photo is upside down, and that what appears to be RY-2 heading west at the top of Crawford Notch is really YR-1 heading east. The pond where the Saco River originates was completely still, making possible one of the finest reflection photos we've seen. (Ron Johnson photo)

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Marshall Dodge Takes a Trip

# Public Attitudes and Railroad Crossings

*This is an edited version of remarks of award winning Chicago Tribune Columnist Bob Wiedrich at the 1981 Operation Life-saver National Symposium held in Chicago in August.*

My mind cannot comprehend why people get injured or killed in railroad crossing accidents. I can't understand why human beings, whatever their level of intellect, can be so dumb as to quarrel with a 10,000 ton adversary when there is no need to quarrel at all. They wouldn't do it in a saloon, no matter how stiff. They wouldn't do it with a wife of similar dimensions.

Under other circumstances, common sense would dictate that they back off from such a confrontation.

Yet every year, almost a thousand Americans of every age group lose their lives and about three thousand more are injured, often grievously, for reasons really best known only to themselves.

They ignore a flashing red light at a rail crossing. They drive around lowered gates in an attempt to beat a train to the intersection. Very often they drive directly into the sides of freight trains or locomotives while their minds are obviously elsewhere.

And virtually every morning in many communities of the United States, it becomes the grimly routine task of some county coroner, police officer, and newspaperman to compile that day's statistics of human beings who perished under the most unnecessary of conditions.

Now, it would be easy to dismiss their deaths and injuries as a result of idiocy as I suggested earlier.

It would be simple for public authorities and railroaders to merely wring their hands and declare to the world that they had done everything within their power to prevent such deaths and injuries.

But to do so would be to ignore what I suspect is the root cause of much of the carnage society suffers annually when railroad trains and pedestrians or automobiles collide.

And that, I believe, is the increasing lack of respect for law and authority in this country, a trend that slowly but surely has been eating away at the traditional concepts that have glued together America's democratic society for more than 200 years.

Sadly, virtually all of us have fallen victim in some degree to the permissiveness and laissez faire attitudes toward civilized conduct that have held this country in their grip for more than a decade. We're virtually all guilty of it. And yet we probably would all plead innocent because it is difficult, if not painful, to face oneself in the mirror.

Most Americans pride themselves as being law abiding citizens. They may chisel a little on their income tax returns, but they wouldn't think of stealing a neighbor's property. Homicide is beyond their wildest imagination, and they wouldn't dream of robbing a bank.

And the reason they conduct themselves in such reputable ways is because during their youth their parents instilled in them civilized constraints that prepared them for life as

useful, productive, and peaceable members of the community.

Starsky and Hutch, the Dukes of Hazzard and innumerable other television characters drive like idiots across the television screens on a weekly basis, leaping over tall buildings and even circumventing freight trains by the hairs of their chinny-chin-chins in a make believe world that transforms fantasy into apparent fact.

Even the TV commercials for imported sports cars perpetuate the same image. The guy in the three button business suit is fantasizing himself at Le Mans, with a crash helmet on his empty head and four-on-the-floor to propel him at high speed over the next hill.

Feed that long enough to enough impressionable people and see what you get—900 fatalities annually at railroad grade crossings across the United States along with at least 3,000 other people injured.

This degeneration of respect for law and authority in this country didn't happen overnight. It has been with us for a long time, at least since the late 1960s when the courts and elected officials started making it clear that they could be intimidated by anti-social behavior committed under the banner of social reform.

Idle indulgence in legalistic theories that had little foundation in the Constitution started sending a message loud and clear across the land that anybody with a smart lawyer could easily frustrate the ends of justice.

And that message was soon broadcast to many easily impressionable minds—both young and old—that all the traditional bets were off. The "me too" generation was born. And that selfish philosophy rubbed off on many other Americans.

Suggesting that judicial leniency in criminal cases could be partly to blame for rail crossing accidents is stretching a point too far, you may say.

But is it? Or is it logically applying to everyday life a permissive philosophy that has permeated virtually every level of American society to the point where practically everyone cheats on the law?

When people lose respect for the rules of society, they lose respect for themselves. They lose respect for the rights of others. And when that fabric breaks down, it is then that human behavior begins to break down.

Don't get me wrong. We're a long way from folding up the tent. We're a long way from losing our identity as a nation and as a proud people.

But the next time you start reading the bloody statistics of the human toll in rail crossing accidents in your locale, start shaking in your boots.

For in my humble judgment, those figures represent a cameo of what has gone wrong in America, what has gone wrong with public attitudes toward the law, and what could happen to mankind's noblest experiment in democracy if those attitudes are not soon reversed.

# Conversation, Cooperation,

"How you handle it is important. Know what the railroad wants to do, anticipate the problems, look at it from the other party's point of view, consider reasonable compromises, then work together to reach an agreement."

Stan Jordan, assistant chief engineer, Maine Central Railroad, was talking . . . outlining the sometimes delicate and complicated process of dealing with municipalities in planning and implementing crossing changes, street alterations and roadbed improvement projects.

Jordan spends many hours a year following his own advice, dealing with city councilors, managers, mayors, aldermen, selectmen and planning board members. They discuss railroad-community engineering and construction projects, working out mutually-acceptable solutions and fair assessments of costs. At some point the negotiations may also involve state officials as well as state laws and allocation of state and federal funds.

"Nobody expects us to give the railroad away," Jordan says. "We try to be fair, honest and open to suggestions. Problems are usually solved through compromise . . . by swapping something they want for something we want. We get together that way, and things get done."

A major project at Gardiner is an example, he says. For 63 years, Maine Central's main line has passed through the city's river-front area on a low, 500-foot concrete trestle. This structure had begun to deteriorate and in 1961, even though the trestle was structurally sound, Maine Central engineers began to think about replacing the trestle with gravel fill. Implementation of the plan was fraught with problems—the railroad did not have full title to all the land under the trestle, retail buildings were located close to the double-track trestle and the proposed fill would restrict access to the city's parking lot and to private land between the railroad and the Kennebec River.



*The old concrete trestle near the riverfront at Gardiner has been replaced by a gravel fill, the result of a long but effective period of negotiation between Maine Central Engineering Department officials and civic leaders. These before-and-after photos show the improvements brought about by the railroad-city project.*

Little progress was made to advance the trestle-filling project until 1977 when a state project was started to replace the old Gardiner-Randolph Bridge. Railroad engineers approached City Manager Kenneth Kokernak with the railroad's proposal to fill the trestle.

Keeping Kokernak informed as details were developed, the Railroad then began to develop definitive plans. What land rights were involved? How much fill would be needed? What about drainage? What about the

narrow passageways that extended under the trestle and provided handy access to the river's edge?

"It's easier and much quicker to say," Stan says, "than to accomplish. We had meetings with Kokernak, with environmental groups, with the City Council and the Planning Board." Jim McFarlane, Maine Central's real estate and industrial development manager, was constantly involved, endeavoring to resolve land matters with the city.

Essentially Gardiner business interests wanted access to the river, and

# Compromise

wanted to be compensated if this were denied. The Railroad wanted to replace the trestle with fill, and in the process, would shut off some "rights of passage" under the trestle.

But when the seeds of compromise were sown it became apparent that a trade could be arranged and agreement was in sight. Eventually the city and the Railroad agreed to one passageway under the fill, that Depot Street grade crossing would remain to allow access to a river-edge parking lot, a boat launching ramp and the sewage pumping station, and that the Railroad would remove a sidetrack from the trestle to minimize the width of the fill and would plant grass and shrubs on the new fill.

The job began last spring, and when it's completed next summer, the deteriorating trestle will be gone, and with it, the debris that had collected for years beneath it. A neat, well-graded and landscaped embankment will be there, giving the business a more pleasant setting and a measure of protection in periods of flood.

Jordan's point was obvious. A "Gentleman's Agreement" was the catalyst to success of the project, not costly, interminable and elaborate legal proceedings. It was, he says, "people discussing the problem and understanding each other's needs."

Jordan cited another case. There are 12 grade crossings in Richmond. In June 1979, Maine Central began efforts to eliminate as many as reasonably possible. A discussion of the safety issues with Town Manager Paul Bird opened the project, with Maine Central proposing to eliminate four of the crossings.

Local response was largely negative at first. Townsfolk felt traffic would be impeded and that although rail-highway safety would be improved, it would be difficult to move around town or to assure quick access by emergency vehicles.

A 13th crossing proved the key to a compromise. It was not a public crossing, but, rather, a private crossing that had been used by the public for several years. Previous efforts by the town to obtain state approval to establish it as a public crossing had failed. Finally in 1979 the Railroad removed the crossing because it was no longer needed as a private crossing. The town responded with a request that the crossing be re-established, advising that the crossing was needed by town snow-plowing and sanding crews and that the crossing made it possible to gain access to a residential area that could not otherwise be reached when the streets were ice-covered.

The agreement, as it was worked out between Maine Central and the Town, was a swap—Maine Central could close the four crossings if the private crossing were established as a public crossing. The Railroad agreed to erect a cross-buck sign and the town agreed to improve visibility of approaching trains by cutting brush and to erect a highway stop sign.

The result, after slightly more than two years of negotiations with the town, is a net reduction of three crossings in Richmond. Safety at one of the remaining crossings was enhanced by installation of the signal equipment from one of the eliminated crossings.

A railroad-city-state project in Portland has been in the discussion stages for eight years. The Railroad is involved in a plan to make two streets one-way in the area near a Portland Terminal Yard. The changes would require a new side-track connection, a re-designed crossing, major track changes within the yard and the installation of crossing signals.

The Railroad wanted initially to close a portion of one street in the area to improve rail-highway safety. There was opposition to this, and a compromise was reached that calls for dead-ending the street. Railroad use of

crossings in the area will be lessened by changing switching operations in the yard. Track changes in the yard will allow the Railroad to serve a warehouse and a public delivery area.

One of the new tracks is to be built over two of the city's older sewer lines and there are plans to re-build portions of these sewers before the new track is constructed. The Portland Water District will also be replacing portions of its water mains in this area. In addition, Central Maine Power will make changes to power lines at one intersection.

As coordination by the Railroad, the city, the utilities and the state nears completion, the public can look forward to a project that will improve traffic flow in the city while providing enhanced safety at the grade crossings.

But as Stan Jordan points out, compromises have been made and there's agreement among all the parties . . . just as there always must be if such cooperative projects are to succeed.



*Stanley L. Jordan*

# Union Station Clock

## Will Tick Again

The famous old Union Station Clock will tell the time again for Portlanders next spring as a centerpiece of the city's new plaza at Congress Square. In storage at Rigby for nearly 22 years, the clock is now being refurbished to assume its new role.

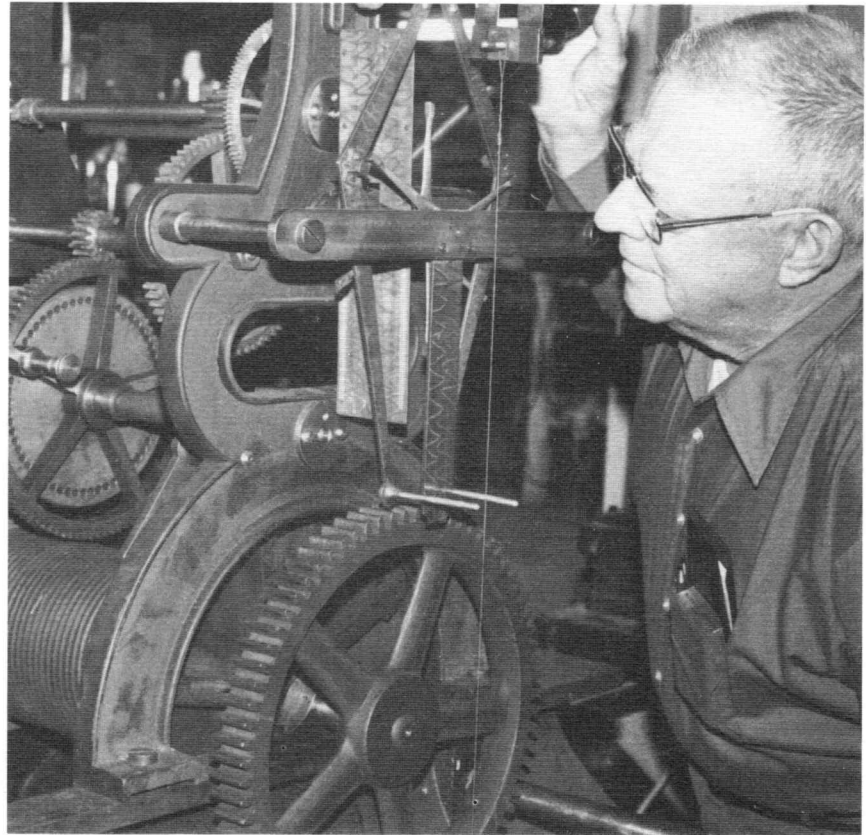
The clock, which enjoyed the reputation as "the only one in the city that was on time," ticked away in the tower of Union Station for 72 years. Built by E. Howard and Company of Boston in 1888, it is a distant cousin, at least, of London's "Big Ben," in that both have the "Dennison Duplex Gravity Escapement."

The escapement is what makes the big clock tick. Actuated by the pendulum, it releases at the end of each swing, allowing the machinery of the clock to move, and to move the hands one and one half seconds.

The city's acceptance of Maine Central's gift signaled the reunion of the old clock and Walter Browne, a railroad electrician, now retired, who serviced and wound it once a week at Union Station, and who carefully disassembled it and stored it away in 1960. Browne has moved the crates from Rigby to his Westbrook home, cleaned the parts and is reassembling them in his basement workshop. He's building a motor-driven winding mechanism for the clock now, and polishing the jewel-like brass gears, shafts, escapement and other parts which will be on display in the new Congress Square location.



*Back in the 50's, Walter Browne visited the Union Station Clock once a week to lubricate and wind the mechanism.*



*Former Railroad Electrician Walter Browne of Westbrook, now caretaker of the Railroad's clocks in Portland, adjusts part of the mechanism of the old Union Station clock in his basement shop. (MEC photo)*

When completed next summer, the plaza will have a tree-lined walkway, a skating rink in winter, and a court for art shows and concerts in good weather. There'll be tables and benches, and the Eastland Hotel will have a greenhouse cafe and entrance off the plaza.

The clock will occupy a small tower building of brick and lexan glass that will stand near the Congress and High Street corner of the plaza. Three of the structure's 12-foot sides will be transparent, allowing pedestrians to watch the movement of the delicate machinery. The clock's two faces—one facing west, up Congress Street, and the other south, toward the new art museum—will be of transparent lexan, with brushed-brass numerals and colonial hands enclosed. A broad sheet of lexan on the east side will allow an

unobstructed view of the clockworks. The north side of the tower structure will be solid brick with a small access door.

The tower, 12 by 12 and a little over 15 feet tall, will be built over a shaft 10 feet deep and 58 inches in diameter at the bottom, two feet wide at the top. This is where the clock's 15-foot pendulum will swing, and where its 1500 pound weights will rise and fall. Original plans, scrapped to conform to a trimmed construction budget, called for this shaft to be lined with polished stainless steel and lighted.

This would have allowed clock-watchers to not only see the gears and shafts of the clock itself, but the pendulum below, swinging through its four-foot arc.

Browne, who climbed the 53 steps of the spiral staircase into the Union

Station tower every Sunday morning, said he felt a little "like a chip off a boring machine" when he reached the top. Once there, he would engage a crank in the winding mechanism and make 133 turns, not more, not less. This would raise the big weights to their topmost, fully-wound position. As they fell, he says the weights would power the clock for seven days and nights.

The Westbrook clock expert (he has dozens ticking and chiming in his shop) has designed a winding device that will be powered by an electric motor. It will wind the clock in the new Congress Square location at the flick of a switch. Browne says it could even be set up so that the big clock would trip the switch and wind itself once a week.

Acceptance of the clock by city manager Tim Honey in November marked the close of a 22-year effort by Maine Central to find a new public home for the Union Station clock. Although dozens of individual collectors and railfans had sought it, railroad leaders had specified that it go to an institution or municipality that would display it to benefit the public.

They were especially pleased, this fall, that the old clock will again be a feature of Portland, the home city it served for so many years.

# A Railroader's Remarkable Great-Uncles

A Portland railroader—descendant of the Stanley Brothers who developed the famous steam automobile—has joined other members of the family in an effort to perpetuate their memory in Kingfield, Maine.

George H. Stanley, a career Maine Central employee now regional manager, sales and service, Marketing Department, is a grand nephew of the versatile twins, Francis E. and Freeland O. Stanley of Kingfield. "F.E." and "F.O.," as the family calls them, made fine violins, invented and sold the dry plate photo process to Eastman Kodak, and developed their "Stanley Steamer" into one of the early automobile world's fastest and most popular cars.

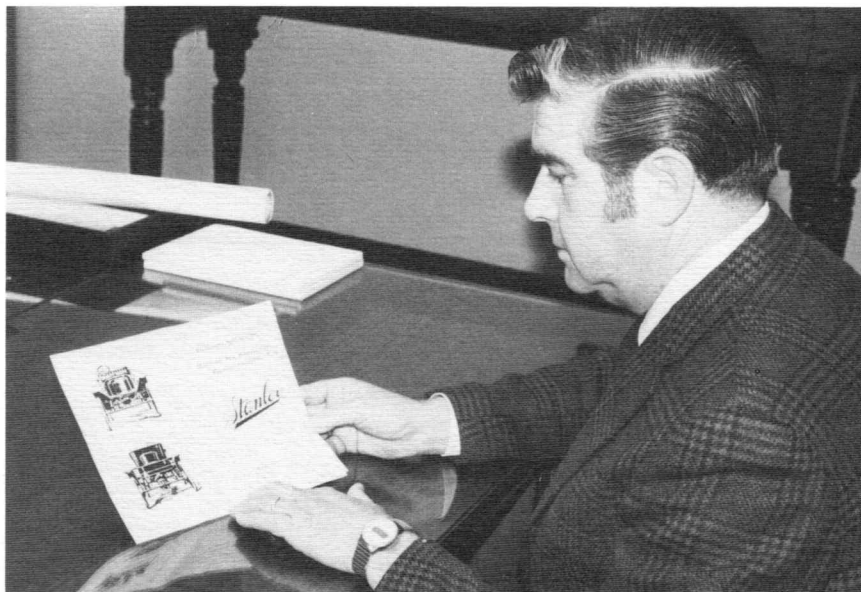
Which of the brothers did which depends on who's telling the story—"F.E.'s" descendant or "F.O.'s"—but it's agreed that together the twins were responsible for some remarkable accomplishments. Not the least of these

was interesting their younger sister, Chansonetta Stanley, in photography. Later as Chansonetta Stanley Emmons, she became one of New England's earliest and most successful photographers.

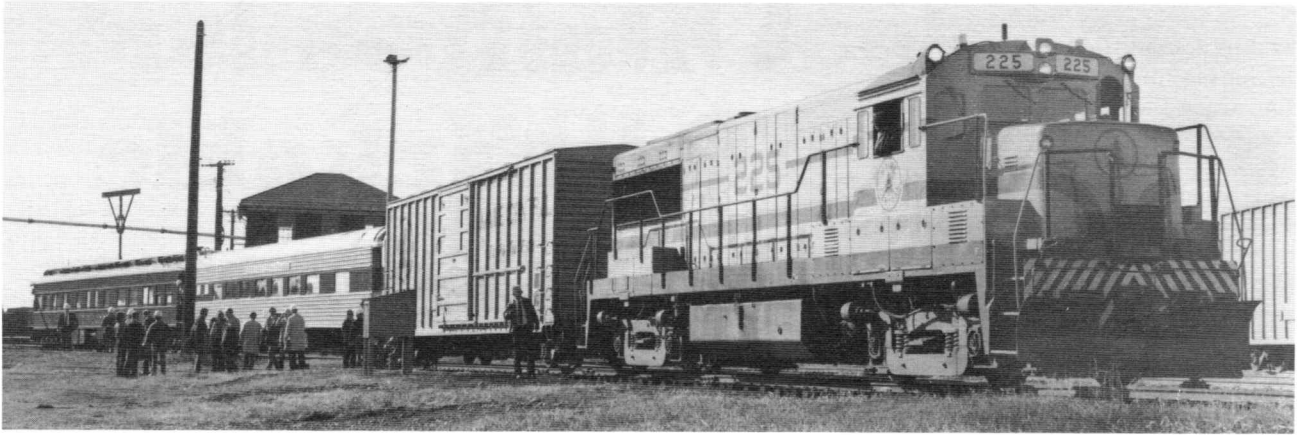
Maine Central's George Stanley is the son of William Stanley of Kingfield, the son of Bayard Stanley, a brother of Francis, Freeland and Chansonetta. Bayard was a Kingfield farmer. His son William was a fireman on the two-foot Sandy River and Rangeley Lakes Railroad, employed as a service specialist for the Stanley Motor Co., in Colorado, Wyoming and Maine, and later was a railway express employee at Union Station, Portland. George's wife is Dolores Stanley, secretary to Maine Central Chief Engineer James O. Born.

Last summer, descendants of the twins and their brothers and sisters gathered again at One Stanley Avenue in Kingfield to recall family stories and record them, to hear Rolland Tapley, former Boston Symphony Concertmaster, play a violin made by "F.O.," and to talk about what may be done to preserve the Stanley School of Kingfield, now showing signs of age and already replaced with a modern facility. The old, two-story structure with its classic white columns could be repaired and dedicated as a permanent memorial to the Stanley Brothers, a place where family artifacts could be displayed, and a meeting place for the citizens of the community. Exactly what will be done, and how the money will be raised, occupies the thoughts of the Stanley family now.

As one of the younger and more active members of the clan, George Stanley of Maine Central will be at the center of whatever develops, and will play a key role in the future of the Stanley School and in how long people remember the talented and colorful Stanley Brothers of Kingfield.

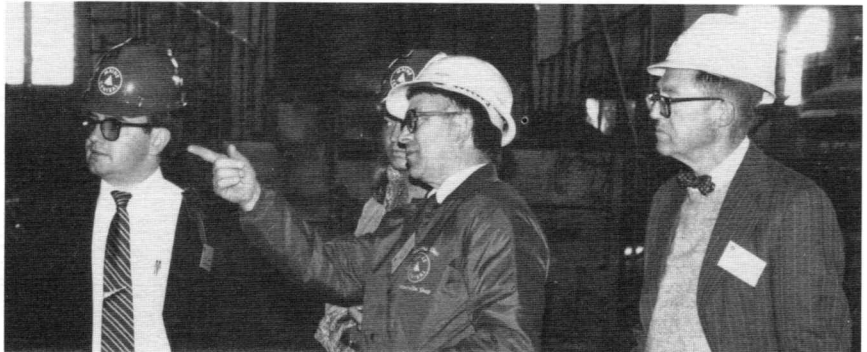


*George H. Stanley, regional manager, sales and service, Marketing Department, browses through a sales pamphlet published in 1910 describing the Model 60 ten-horsepower runabout Stanley Steamer, the famous car built and sold by his great uncles, "F.E." and "F.O." Stanley of Kingfield. (MEC photo)*



# Business Leaders and Reporters Ride Train, Tour Shops

The Maine Central business car, a former Amtrak coach and a boxcar carrying an electrical generator made up a Special Inspection Train for association directors and newspaper and radio-tv reporters who were guests of the Railroad in November. The train took them to Waterville from Portland—over the Lewiston route—for lunch and a tour of the spruced-up Waterville Shops. **Top right**, Shop Superintendent Roland Boulette guides a group that included Ron Colby, Associated Industries of Maine and Ron Palmquist, Public Relations Consultant; **center right**, Don Dickey, road foreman, Waterville, toured the shops with, from left, Clark Irwin, Gannett Publishing Co.; Elizabeth Butterfield, Lewiston Journal; and Maine Central General Counsel Scott Scully. Assistant Superintendent Blaine Ladd, **lower right**, points out Shops features to his group, from left; Sam Roberts, Lincoln County News; Jack Sutton, Keyes Fibre; Gerry Angier, 470 Railroad Club, and others.





# The Night They Roasted Tate. . .and Vice Versa

**Editors Note:** In late December Tate Cummings entered the hospital for extensive surgery. At the time of printing he was in intensive care at Maine Medical Center.



*Tate and Mrs. Cummings really enjoyed it.*



*"It's all over!" says Vonnie Hamlin.*



*Gregg Scott adds a sock to Tate's coffee.*



*The guest of honor.*



*John Michaels, Tate swap insults.*



*Speakers...McCullough, Doughty, Michaels, Peters.*



*And a long line of well-wishers.*

Leslie "Tate Cummings has served up coffee, muffins, donuts and insults every morning for years in Portland's General Offices. And one night in November, about 160 of his customers and friends turned the tables. After a riotous libellous evening, it was hard to tell who had been "roasted" more.

The affair was a surprise to Tate, who was brought to the Red Coach directly from his skycap job at Portland Jetport. Mrs. Cummings joined him at the head table for

the speeches and stunts, and for a final presentation of tickets and reservations for a trip to New York City . . . not because he's retiring, but just because his Maine Central friends thought it was about time they did a little something extra for Tate Cummings.

Lots of people worked on it, but success credits go to Gregg Scott, Greg Savage, Gigi Spires, Paul Crawford, Mary Morse and Brad Peters.

# 'Big Brother' Opens New World

How about a canoe trip or an afternoon at Cumberland Fair? How about catching a trout, learning to use tools and wood, building and firing a rocket? How about a quick visit to Manhattan and all those exciting sights and sounds?

All part of growing up, right?

Right . . . for a Maine boy with the usual complement of parents, a generous and supporting mother and father whose interest and concerns are evidenced at every step of the child's development.

But wrong . . . for hundreds of less fortunate youngsters, members of one-parent families. Most single parents would like to do these things for a son or daughter, but usually don't have the time. Besides some feel experiences like these are part of an unknown, other lifestyle that's beyond their reach.



David Dion and "Big Brother" Glen Eisenhauer, a Portland Terminal clerk at Rigby, enjoy a walk in the West Gorham woods. (MEC Photo)



David is introduced to Glen's horse Betty Mae. (MEC Photo)

But there's a group of people in Portland who are doing their best to fill the shoes of the missing parent, and to open up new areas of interest and understanding for dozens of children. It's the "Big Brother/Big Sisters" program, and at least one railroader, Glen Eisenhauer of the Rigby Freight Office, is closely involved. He's the "Big Brother" of a 12-year-old boy who now for the first and only time, has really been to the fair, caught a trout, built the rocket and gone to New York.

Glen is making good progress, he feels, at filling in for the boy's missing father. It's a tricky business, and he's hoping that the guidance and companionship he's giving the boy will help him grow. He's hoping that the new experiences and interest and the awareness that someone cares will help set a more positive course as the boy enters his teen years.

Glen has not been part of the "Big Brother" program long, but he's had a lot of experience. The father of three, he's handled the ups and downs of parenthood for many years. A daughter and a son are adults now, and another son is 15. Glen knows what boys like and what they need, and he knows the difference.

Like everyone else in the Big Brother/Big Sister program, Glen has been through a careful screening. He

wanted to help young people, but organizations like Boy Scouts were difficult. They have strict schedules, and it was hard for Glen to match up his free time with meetings and organized events.

The Big Brother/Big Sister program was comparatively unstructured and allows him to participate on his own schedule, more or less, depending on the needs and availability of the "Little Brother."

But it didn't happen that quickly. There was an information meeting, an application form, a staff interview, four hours of training sessions, then a review by the staff and a decision to accept or reject Glen as a volunteer "Big Brother."

Then there was the first meeting of the man and the boy, and afterward, the final, mutual decision to establish the "Big Brother" relationship. They'll give it a year under the program rules, then see if it's working out and can be continued.

That's the record of the Big Brother/Big Sister program, established eight years ago in Portland and more recently in Bangor, Boothbay Harbor, Biddeford and Brunswick. The Portland Agency has matched more than 400 children since 1974 with adults like Glen, who are willing to share their precious off-time with someone who needs their help.

# By Handcar to York Beach

"Where'd you get the hand-car?"

Ask most any other hand-car owner, and he'd say he got it in Palermo or Oakfield, and that'd be the end of it.

But ask Maine humorist Marshall Dodge and you get a story . . . a story about driving over a crossing near Soldier Pond a couple of years ago, and there was a hand-car, up the track a quarter of a mile. Aboard were three young men out for a free ride on the railroad, enjoying the Sunday sun with the remains of a six-pack.

Dodge got out of his car and approached them, and their faces turned anxious. But when he turned out to be an interested passerby, and not a railroad official or special policeman, the trio relaxed and smiled again. It was the start, Dodge says, of a long friendship . . . a relationship that ripened over the years until—in a selfless gesture of generosity and affection—one of them sold the handcar to Dodge for \$150.

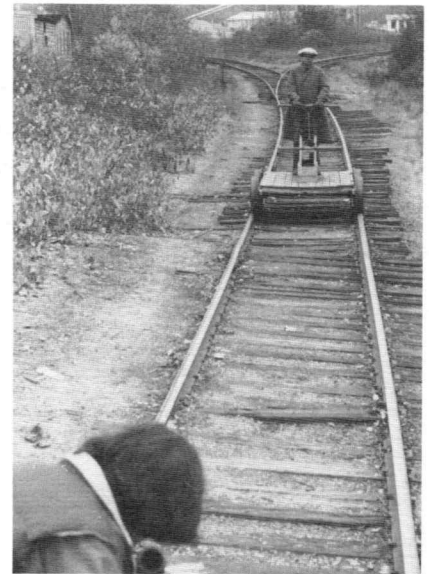
It's old, paintless and probably worked on the Bangor and Aroostook Railroad long before their red, white and blue boxcars arrived, and except for the brakes, it runs fine. It's the genuine article, and at Brunswick,

Portland and other Maine Central locations last month, the old hand-car was a star in a new television series. Marshall Dodge, down-Maine storyteller, the "I" of "Bert and I," and one of the very few Maine residents who owns his own hand-car, is the featured performer.

Although much of the program deals with Dodge's appearance before an appreciative audience at the York Beach Hotel, the action begins in Brunswick. Dodge plays two roles . . . A Maine Central sectionman, and later, a railroad traveler (aboard the hand-car).

As the sectionman, Dodge is asked "How far is it to York Beach?" ("24,940 miles, the way you're headed.") And as the traveler, Dodge pumps the hand-car through village and farm, countryside and city streets, on his way to the hotel appearance.

The tape will be cut into a half-hour "pilot" presentation, the first show of what the producers hope will be a successful series beginning early next year. Entitled "The New Storytellers," the new CBS-Cable series will deal with the styles and successes of grass-roots humorists throughout the nation.



*Marshall Dodge pumps along behind the MEC Hy-Rail Pickup as the crew films a sequence for the opening of the new CBS Cable show, "The New Storytellers." (MEC photo)*



*Humorist Dodge models the latest fashions for hand-car travel. (MEC photo)*

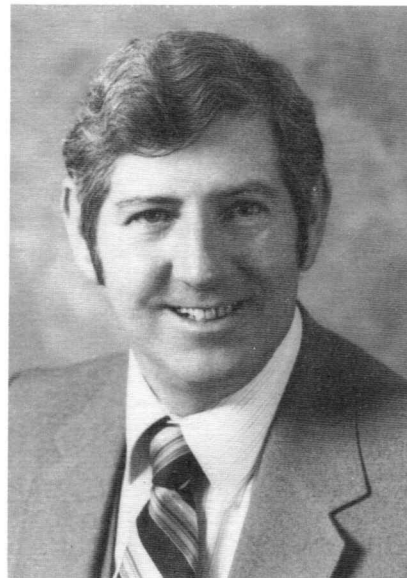
The October taping date at Brunswick was the second collaboration of the Maine Central Railroad and Marshall Dodge. In fact Dodge's fascination for hand-cars may date from the first, the taping of a Maine Public Broadcasting network series a dozen years ago in Brewer. Dodge pumped a hand-car many miles for the cameras, and in a separately-recorded soundtrack, told a string of his gentle, understated stories about Maine people. The series was re-broadcast in 1972, long after its producer, Bradley L. Peters, had joined Maine Central.

In '69 the filming was done with the camera aboard Maine Central's Hy-rail "Yellowbird" either leading or following the hand-car down the track. This Fall the same task fell to Assistant Track Supervisor Ralph H. Hall, driving a gleaming new pick-up with flanged wheels.

Along with cameramen, sound specialists and other members of the TV crew, Hall put in the better part of a day on the project, and was impressed with how much hard work goes into producing the fleeting images we see, but rarely think about, on the television tube.

# news briefs

He currently serves as president of Delta Nu Alpha (Chapter 306) a national transportation fraternity. He is a member of the Maine State Diagnostic Team, the Maine Highway Safety Committee, the Maine Traffic Club, and the National Conference of State Transportation Specialists. McCabe is a graduate of LaSalle University, Chicago, where he majored in traffic and transportation management.



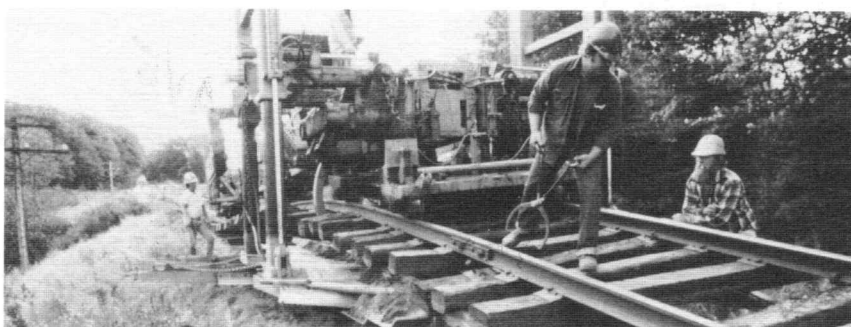
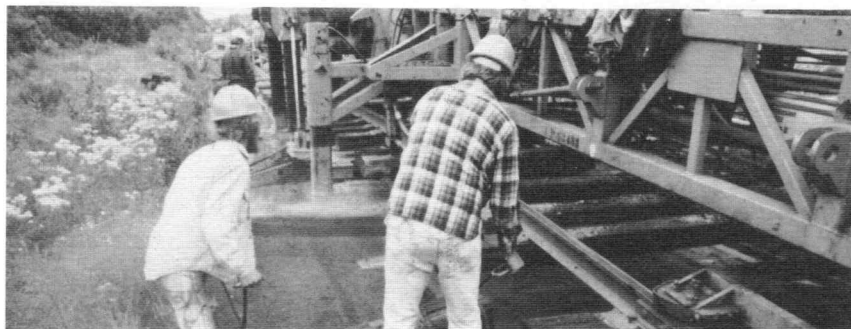
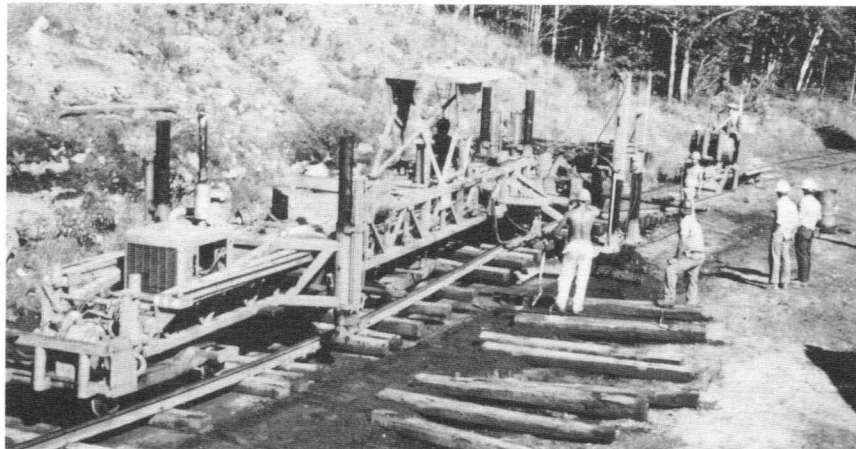
James F. McCabe

## Damage Prevention Manager Appointed

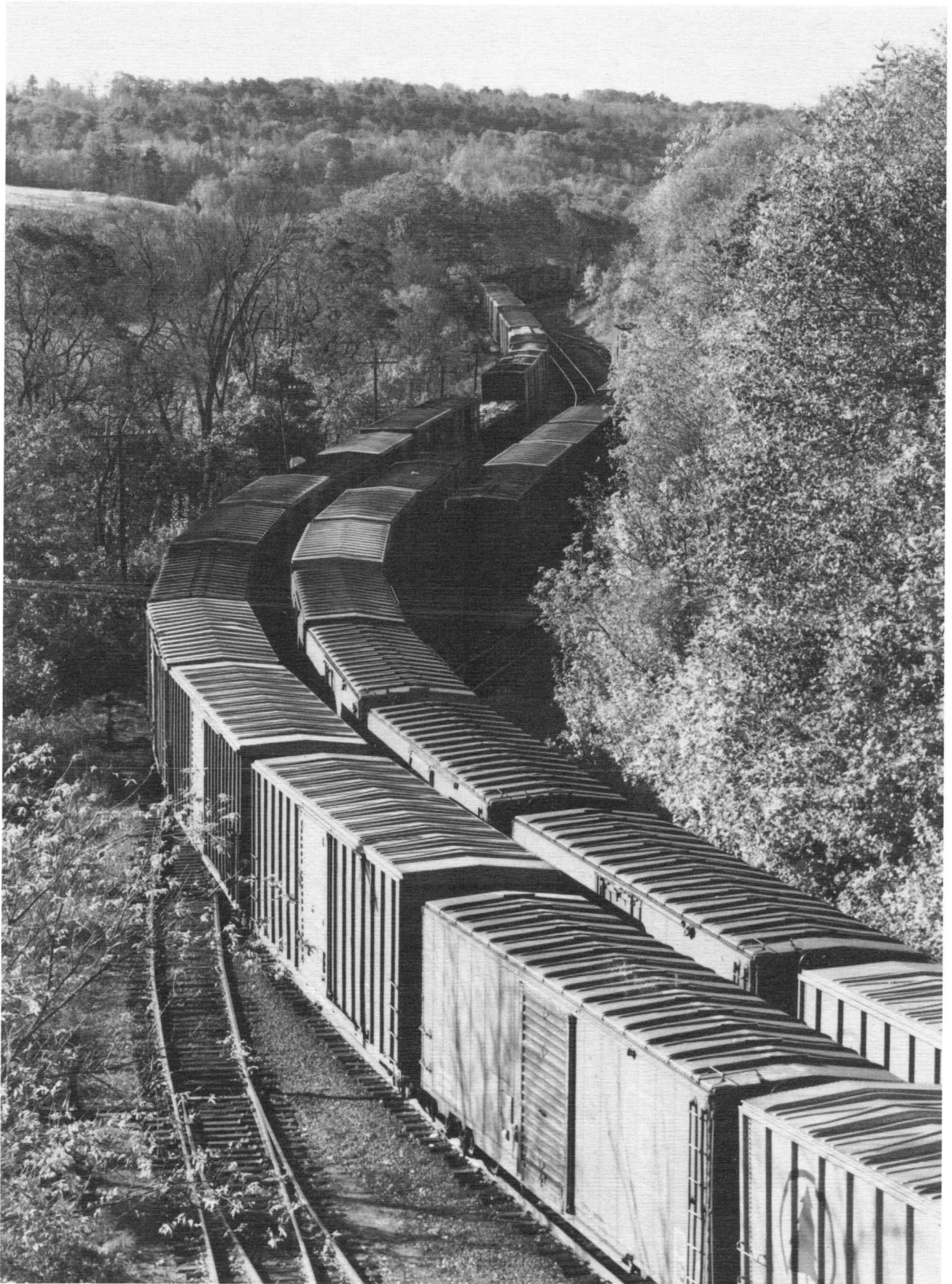
James F. McCabe, until recently director of transportation for the Maine Public Utilities Commission, has been named to direct Maine Central's continuing efforts to improve service through prevention of freight damage. He has already assumed his duties in the newly-created position, of freight loss and damage prevention manager. He is responsible for Maine Central's loss-and-damage program, and will work closely with rail shippers throughout the system to improve loading practices.

McCabe has been employed by the Maine Public Utilities Commission since his retirement from the U.S. Navy in 1970. He was named assistant director of transportation in 1974, and was promoted to his most recent post, director of transportation in 1980.

## Using A Sled In the Summertime



A crew composed of 46 Maine Central employees installed about 7,000 new ties and 36,000 tons of ballast in 12 miles of the Rockland Branch this fall. The job took about five weeks, thanks to "the sled," a work-saving device that raises the track—ties and all—allowing trackmen to remove contaminated ballast and prepare the roadbed for new ballast. **Above** a power winch moves the sled forward into a new position after having raised the track for removal of ties shown in foreground. **Above left** is a close-up of the sled runners that pass under and raise the track. Foreman Ken Pratt holds tongs while trackman Craig Tardiff watches. **At left**, trackmen Tardiff and James Hyatt remove an old tie from under the raised track as hydraulic "legs" hold the track—and the whole machine—in a raised position. The "sled" is tentatively set for use on the Lewiston Lower Road next season. (Photos by Wendell Lewis)



*BR-4 twists along the Kennebec at Augusta past cars spotted by Trains WG-2 and WG-4 for pick-up and return to Rigby Yard South Portland. (Ron Johnson photo)*

# The Grapevine

## General Offices

Gregg Scott, external vice president of the Portland Jaycees, was chosen State of Maine chairman for the Hugh O'Brian Youth Leadership Foundation and was invited to attend the National Training Workshop in August at Northwestern University, Chicago, Ill. The Foundation holds seminars in each state and invites one sophomore from every high school in the state to attend a leadership seminar. Speakers are chosen from the community to discuss and lecture on various business-oriented topics. At the three day state seminar, one boy and one girl will be elected to attend a national seminar to be held by Hugh O'Brian personally in Chicago in July, 1982. Gregg is heading the Maine State Seminar scheduled for June 4, 5 and 6, 1982. Also invited to attend the workshop in Chicago was Mike Hanscom of the telegrapher's field, Maine Central Railroad. Mike was unable to attend, but is serving as director of communications on the Maine Board for the Foundation.

Carol Brewster, daughter of Ted Jewett, superintendent-car maintenance, and her husband Bert are the proud parents of a 6 lb., 5½ oz. son born November 9, and named Donald Alan. The Brewsters reside in Oakland.

Debbie Deforte, revenue office, and husband Armando, are proud parents of Jordan Travis, born August 5.



Gregg Scott, Purchasing Department, is external vice president of the Portland Jaycees and State of Maine Chairman for the Hugh O'Brian Youth Leadership Program. He attended a National Training Workshop at Northwestern University in August and met, guess who, film star Hugh O'Brian.



*A long way to run...26 miles, but these railroaders finished the Casco Bay Marathon this fall. From left, Ellie True, manager of tariffs, Marketing Department; Art Cunningham, circuit draftsman, Signal Department; Lenny Mulligan, office assistant, Engineering Department; and Jim Lowery, locomotive engineer. We didn't catch up with several other MEC marathoners, including Joyce Goodie, wife of Dick Goodie, a runner from way back.*

We wish to extend deepest sympathy to Jan James, re-audit clerk, whose father died recently.

Celebrating birthdays in November with cake and song in the revenue office were Tony Costa, Jim Allen and Roberta C. Morin, Sagittarians all.

Alice Foley  
Roberta Morin

## Retirees

Ruth Christianson, who retired as secretary, General Manager's office, January 1, 1968, has been bitten by the travel bug. This summer she travelled to Alaska for three weeks. She went on the inland passage cruise, Seattle to Vancouver, on the S. S. Statendam, and a sightseeing trip to Mendenhall Glacier. Then took the Alaska Highway Tours on the Klondike Highway, they saw the Banff National Park, Lake Louise, and Kelowna. In September Ruth took a trip to Switzerland, Austria, Liechtenstein, Germany and Denmark. She visited Oberammergau, and saw the con-

centration camps in Germany, travelled through the Bavarian Alps to Munich and Hartz Mountains, crossed the Baltic Sea to Denmark, visited Holland, then West Germany. Her daughter, Carolyn Darling of Cape Elizabeth was her travelling companion.

We were saddened by the death of Frank A. Scott, former Maine Central signal supervisor, who resigned to go to work for the General Railway Signal Company. Frank always had a smile for all and was one of the best to work with in the Signal Department.

Sympathy is extended to Walter A. Pettengill's family.

Remember Erland Libby and Hazel who worked in the general office? Erland retired in July, 1964, as head clerk in the rate division after 48½ years service, and Hazel, his wife, retired in 1963 after 39



*It's hard to believe, these days, that Donna Marie Bilodeau, granddaughter of Stan and Mary Mattatall, Scarborough, weighed only one pound, seven ounces, when she was born just a little more than two years ago.*



*Stan Mattatall, conductor, and wife Mary turned the tables on this Bryant at East Machias this summer, getting her to "hold still" long enough for their granddaughter, Michelle Bilodeau, to snap this picture.*

years, holding several positions, the last being clerk in the purchasing department. They are enjoying retirement at 1487 Westbrook Street, Portland, 04102, Tel. No. 772-4932 and would like to hear from folks.

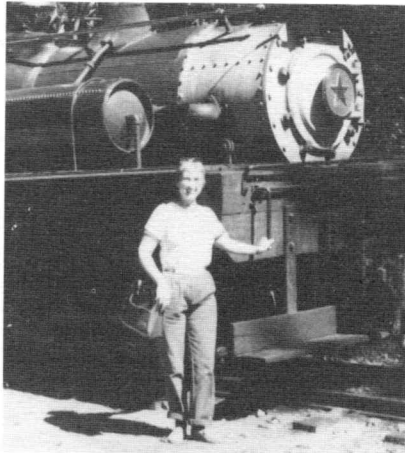
John Barnes, who retired in August after 30 years as a yard conductor has purchased a 70 ft. mobile home at Hollis Center, and is certainly enjoying his "paid vacation," playing golf at least three times a week. He also has a camper, and belongs to the North American Family Campers Association, Casco Bay Chapter, which is also great fun. His phone number is 727-5851. John, what do you do in the winter?



*Lorie Ann Baker, daughter of Chief Special Agent and Mrs. Robert L. Baker was graduated from Windham High School last spring with honors, and is now enrolled in a dental hygiene program at the Bangor Community College campus, University of Maine, Bangor.*

Paul Landry and Lydia are still scooting around on trips between his engagements with the "Old Smoothies." They took the Maine Line Tour to Nashville to see the Grand Ole Opry, where they stayed at the Hyatt Regency Hotel. They saw Elvis Presley's gold Cadillac, the Luray Caverns, in Virginia, saw every process at the Fenton Glass Works, visited the old Heidenberg Castle in Tennessee, where they listened to German music, and as Paul puts it, had a 'big feed.' Did you know that Paul also is a neat poet and being a musician, is a master at meter?

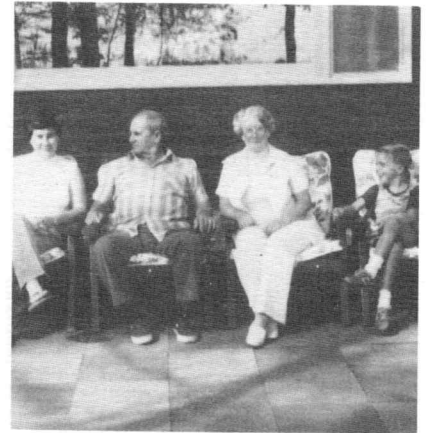
Mary Morse



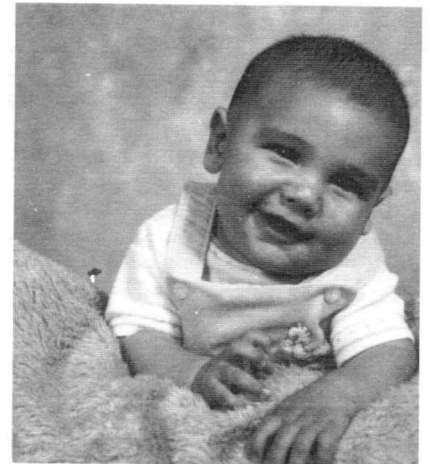
*Marty Walker, Disbursements Office, is shown beside the Shay sidewinder steam engine at the Roaring Camp & Big Trees logging railroad in Santa Cruz, California. This railroad runs through a red-wood forest which Marty says is "awesome." The visit was in conjunction with the Association of Railway Museums Annual Convention in San Francisco. Marty is Secretary-Treasurer of the organization.*



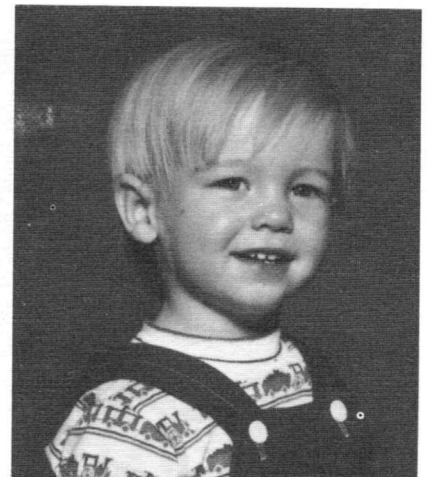
*Howard Rand, former signal testman, and Bea are enjoying retirement. They spend a lot of their time on the air as radio amateurs, having passed license exams which we understand is no easy task.*



*Everett "Ike" Stowell, retired conductor after 43 years with Maine Central, and wife Ann, enjoyed a summer visit with daughter Sandra Reynolds and grandson Mark at their summer home in Lunenburg, Mass. (Photo by Mary Morse)*

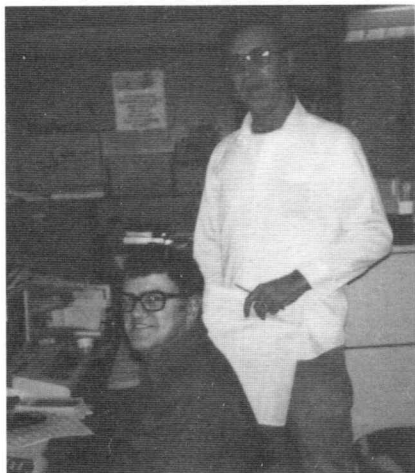


*Jordan Travis, born August 5, is the pride of Debbie DeForte of the Revenue Office and husband Armando.*



*Derek J. Hanscom, 18 months, son of Michael and Linda Hanscom. Mike is a spare telegrapher in the Transportation Department.*

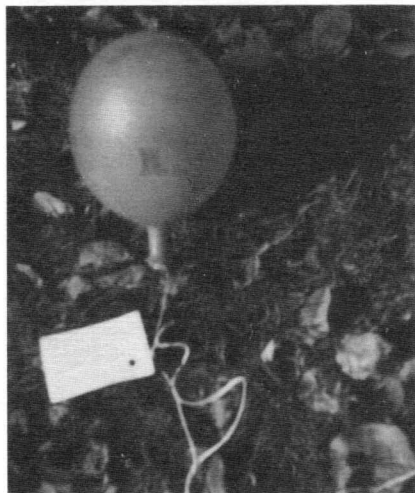
## Rigby



*Allen Appleby, computer operator and Dave Berry, program coordinator.*

Memories, memories, have we got memories? A big new memory was added to all the human memories at Rigby Yard in November when our new IBM System 34 went on line. Capable of storing millions of bytes of information and processing scores of reports, this compact piece of machinery is presently programmed to "remember" for ten days the wealth of information being fed to it by computer operators Al Appleby, Nancy Jackman, Sheldon Merrill and Jim Cosgrove under the able direction of program coordinator Dave Berry. In addition to supplying the "in house" record requirements, currently operating terminals at the Mechanical Department and Marketing Department give instant access regarding car movements, commodities, tonnage and other data. With its video display terminals and high speed printer-printing lines rather than words per minute—it makes the old card punch/teletype system look like a Model T.

Joel Thomas Luce is the name of the new little face around the home of David and



*Airmail Greetings*

Debora Luce. Joel's father works at the Rigby Car Shop and his grandfather is Clyde Luce, Jr., assistant director of Management Services. Dave hasn't made any firm commitments for his new son yet but he says he definitely looks like pro football material.

Gene Villacci's son, Michael, recently completed his basic training with the U.S. Marine Corps at Parris Island and was chosen to attend tank and amphibious training at Fort Knox, Kentucky.

Mention a silo to someone from Maine and it will immediately conjure the vision of a farm, a barn and a large tower for storing fodder. Mention a silo to Jeff Kennedy and its meaning is something quite different—a huge underground containment—tons of steel and concrete and a maze of electronic equipment, with America's most powerful land-based missile, Titan II, at its center.

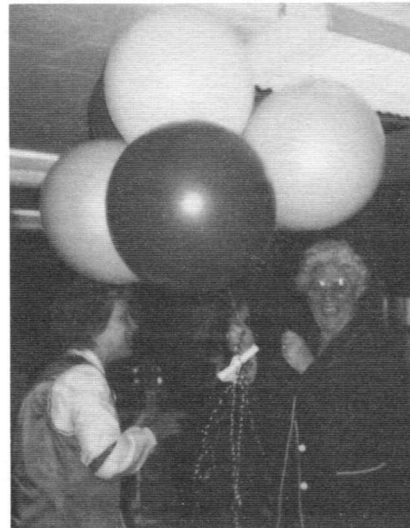


*Here's Joel Thomas Luce*

Like the Boston & Maine and Maine Central, this story has a connection at Rigby. Jeff is the son of B&M Conductor Dan Kennedy who worked out of Rigby for many years, and the brother of Greg Kennedy, PT/MEC trainman.

Jeff, a former Air Force Sergeant assigned to missile maintenance at a Titan II base in Damascus, Arkansas, was almost blown into eternity when the missile blew up in September, 1980, leaving him with leg and head injuries. He was recently seen on CBS "60 Minutes" commenting on the Titan II, and that it is totally inadequate as a dependable offensive weapon.

Christmas dropped in a little early at Rigby this year. While PT Yard Brakeman Pete Giglio was doubling MEC train BR-2 into the West Yard on the morning of November 20, he noticed a light object lying between the tracks. On closer inspection, he discovered that it was a small yellow balloon. On one side was a picture of Santa and one reindeer—hard to tell if it's Rudolph, when the balloon is yellow—and the words "Merry Christmas" over their



*More Balloons at Rigby*

heads. On the other side was an invitation to "join our Christmas Savings Club" from the Farmers and Merchants Bank of Archbold, Wauseon, Stryker and West Unity. Attached to a string on the balloon was what appeared to be a small section of an index card. On one side was written "Mary Kromer, 518½ N. Defiance, Stryker, Ohio, 43557, and the information that Mary Ann attended kindergarten at Stryker Schools and that the balloon was set aloft during American Education Week. On the other side was written in big, bold letters, the name "MARY ANN."

Now, those of you who paid attention in your geography class would immediately know that Archbold, Wauseon, West Unity and Stryker, Ohio, are small towns 20 miles or so West of Toledo, near the Michigan-Indiana border. If my ruler and map are to scale they are about 700 miles southwest of Rigby. This will certainly discredit the widely held notion that something that is just full of hot air will not go far.

While we are on the subject of balloons, the West Yard office was visited by Fran, the balloon lady, October 30, for Eleanor



*Michael Villacci, USMC*





Percy L. Butler, Jr., Rumford machinist, left, received his 25-year Maine Central service pin from J. P. Coffin, superintendent of motive power, in October.

Flaherty's retirement party. Eleanor completed over 40 years of service with the PT Co., starting in the freight office on Commercial Street and working for many years as the first trick car distributor in the per diem office, retiring as head clerk of that department. On hand to wish her well, in addition to her co-workers at Rigby and many from the general office, were her sister and former per diem office employee Sally Hassen, and her Uncle Jim Stanton, who is retired from the freight office.

Our best wishes to Eleanor and other recent retirees: Raymond "Red" Wilson, Dave Gardner, George Sullivan, Peter "Jay" Welch, Don Pettengill and Bill Sedgley.

Something old, something new, something borrowed and something blue. A wedding? No. In this case it is a description of Rigby Enginehouse General Foreman Frank Garland's new project—restoration. Frank has become the proud owner of a 1928 Dodge Victory 6, which he has peeled down to its basic frame and will now (hopefully) restore from the ground up. When the project is complete Franks' wife will have two antiques around the house.

Our condolences to Mrs. Walter Pettengill on the death of her husband Walter, who worked in the per diem office at Rigby for many years as a correction clerk and car distributor retiring in 1972. Walter was a fine gentleman and employee, who knew his job and took pride in doing it well.

With the start of a New Year, may we take this opportunity to hope that it holds health and happiness for each one of you and that it may be marked by:

M — agnanimity P — ease  
 E — nthusiasm T — riumphs  
 C — ourage Co — operation  
 Pat O'Toole

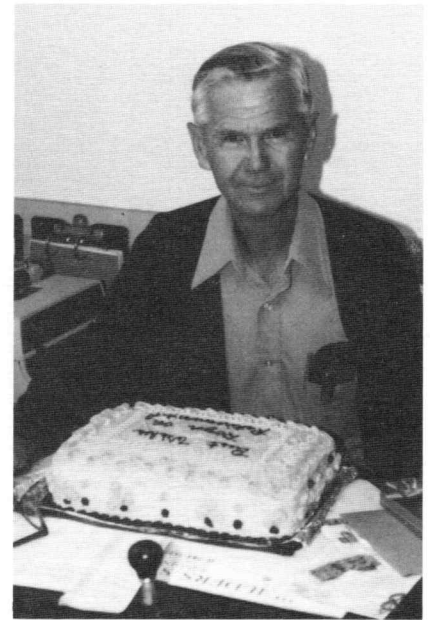
## Brunswick

We should have reported it long ago, but Andrew Cash, Bowdoinham, a Signal Department employee at Brunswick, and Nancy June Hall of Kezar Falls, are "an old married couple" these days. Not old, maybe, but certainly not newlyweds. They were married in June at Woodfords Church, Portland, Mrs. Cash teaches music in the Windham School system.

Among the retired railroad employees we've seen recently are Ronnie Brewer, retired crane operator of Wiscasset; Rene Berube, retired sectionman and George Coulombe, retired section foreman. We've seen George St. Pierre, retired equipment operator, riding his bicycle around Brunswick, and Warren Russell, retired B&B foreman, taking walks. Warren "commutes" to Brunswick from Topsham for his walking, driving over to walk three or four miles a day. He says Brunswick is a lot flatter than Topsham.

I. C. Varney worked his final day as agent-operator at Brunswick October 13 and began a well-earned retirement after about 34 years at many Maine Central system points. Spare operator Joe Cooper covered Brunswick while the job was up for bid and before it went to Bob Frizzle, the lucky bidder...lucky because he lives in Brunswick.

Henry Preble



Agent Roger J. Jalbert is shown at his desk in Lewiston on the day of his retirement in September after nearly 37 years with Maine Central. He joined the Railroad in December, 1945 as a leverman for the Portland Terminal Company, and became an operator within a month. He has held positions as agent, operator and towerman at several system points before he became agent-operator at Lewiston in January, 1978.



The late Ambrose Moody, hostler at Rockland, turns Maine Central switcher 179 on the Rockland table on an unknown date in the 40's. The water tank is long gone. (Courier-Gazette photo)



Joyce Begin and Daniel Spaulding were married recently in Winslow. Joyce is the daughter of Clerk Don Begin and Corneliu Begin, Jr. She was graduated from the Central Maine Medical Center School of Nursing, Lewiston. Daniel is attending the University of Maine, Orono, where he majors in civil engineering. He was formerly employed as a trackman for Maine Central. They are making their home in Bangor.

## Waterville Shops

Mrs. Gloria T. Finnimore, chief clerk at Waterville Shops, spent some time in October with her husband Alden in Boise, Idaho. Alden, who works for Sanders & Thomas Consultants in Pottstown, Pennsylvania, is resident inspector of the Budd Car Conversion Program of the MBTA at the Morrison-Knudsen Plant in Boise. They also enjoyed a three day side trip to San Francisco, California.

Sympathy is extended to Electrician John Caswell and his wife on the death of her father Tanerede Pouliot.

Congratulations to all Shops and Stores employees for the fine job in the cleanup program at the Shops. The Shops looked so great that Shop Superintendent Roland Boulette had open house November 7 for the Shop employees and their families. Coffee and doughnuts were served and the MEC 400 float was on exhibit in the parking lot.

Shops and Stores employees are enjoying their new Maine Central jackets and hats, in addition to the T-shirts.

Assistant Shop Superintendent Blaine Ladd and Sheet Metal Worker Perry Johnston went to Houston, Texas, Novem-

ber 23, to inspect a bulldozer that Maine Central is interested in buying to be used in our wrecking outfit.

Shops employees contributed a total of \$2,444 toward the United Way Fund this year.

Retirees visiting with us recently were: G. K. "Steve" Stevens, Harry Lane, Howard "Hawkie" Low, Bernard Waning, Joe Cosgrove, Dick Fecteau, Leroy McCommie, Carroll Stevens, John Patterson, Fred Spares, Ken Foster and Leroy Wilcox.

Our sympathy is extended to Laborer Tony Collins on the death of his mother.

Congratulations to Clerk Arthur Grenier, Promoter-President of the Friends of Fort Halifax Committee, sponsored by Winslow VFW Post #8835, on his hard work toward the successful dedication of the Fort Halifax Recreation Park in Winslow on August 29.

The faithful crew of our MEC Engine No. 400 float, winner in Augusta's "Whatever Race," has been busy this summer participating in a lot of local parades including the Egg Festival at Pittsfield; Seafood Festival at Rockland; Log Days at Skowhegan; Clinton Lions Fair, Clinton and at the Corinna Fair.

Congratulations to retired mechinist John Larracey on winning the Democratic Ward I City Council seat in Waterville.

Machinist and Mrs. Don Rines spent a month this summer touring Europe by automobile. They visited Austria, Switzerland, Germany, France and Holland. They also spent a week in Brussels, Belgium visiting their son who is living there.

We hear Don had trouble keeping track of his wife. It seems she was on a train, and Don was so busy looking around outside that he didn't notice that the train had left.

Retired Carman Leroy McCommie was hospitalized recently, but last reports were that he was out of the hospital and doing well.

Congratulations to Machinist David Smith and wife Doris on their new arrival, a baby girl named Kelly Lynn born November 12.

Little Daniel Boone, son of Kirk and Linda Boone, underwent open heart surgery and it was a complete success. God bless you, Danny, we are all pulling for you.

Ruth Brochu  
John Cosgrove

## Rockland

Retired General Agent Frank Carsley and retired Clerk Stan Prescott were both hospitalized almost the same time for corrective surgery and have now fully recovered. Frank has left for his winter home in St. Petersburg, Florida.

Agent Bob Frizzle has left his position at Rockland, having bid in the agent's job at Brunswick, account Cliff Varney retiring after over 33 years service. He will be missed in this area. Our best to Cliff in his retirement.

Am sorry to report the passing of former Sectionman Alton Mank, who retired from Maine Central in 1967 after 47 years service. Our sympathy is extended to the family in their loss.

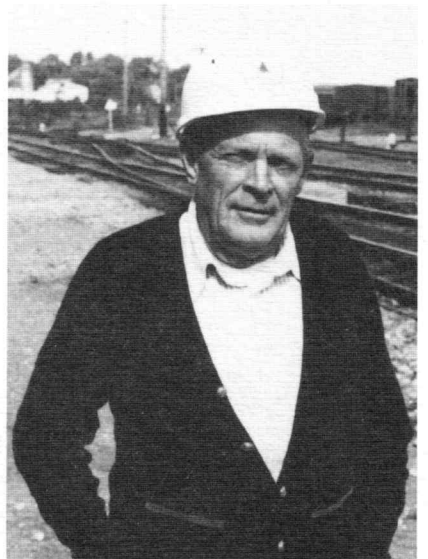
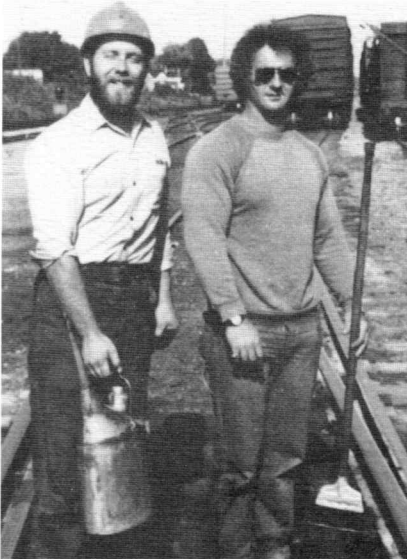
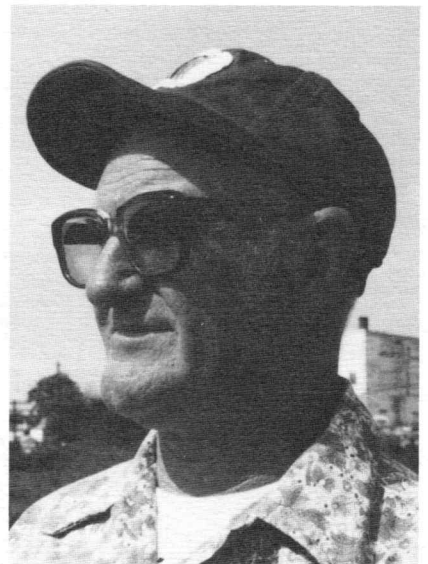
Among the luck \$1,000 winners in the first Sampson's "Let's Go to the Races" sweepstakes is retired Yardman Joe White. His picture was shown in the list put out by Sampson's in their weekly flyer, and of course you can see he is "all smiles."

W. B. Lewis

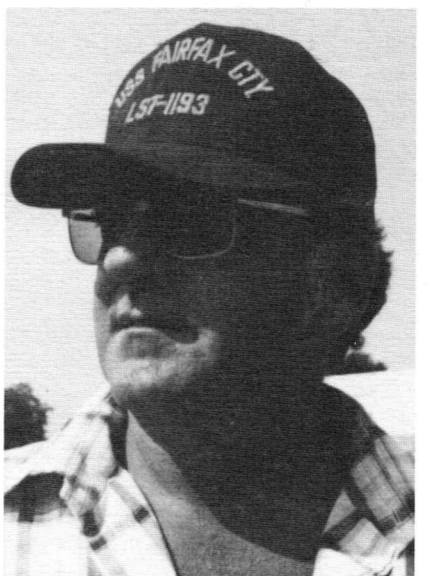


Maine Central's floating locomotive, proudly bearing the "First Place Commercial" award from last summer's Great Whatever Race on the Kennebec, was a feature performer in the "Egg Festival" parade at Pittsfield later in the season. (Ruth Brochu photo)

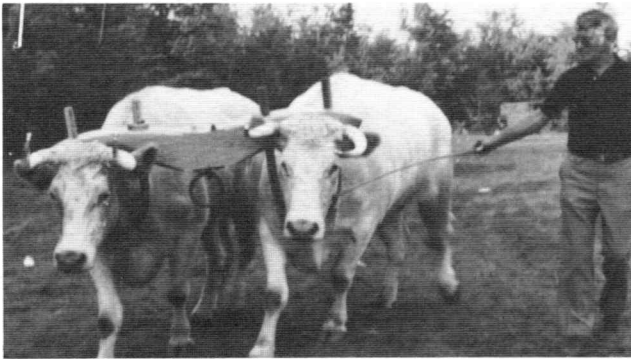
# Faces of Maine Central



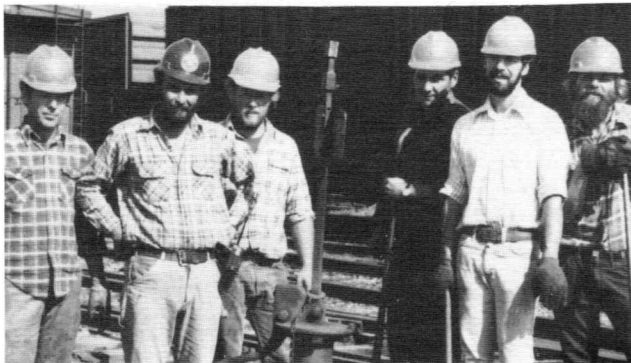
*Arthur Doucette photographed some of the people who make the Railroad go at Waterville. **Top, left to right,** Jake Hanson, car inspector; George Frappier, track foreman; Frank Bennett, conductor. **Center,** Mike Gregoire and Richard Labbe, sectionmen; Blaine Ladd, assistant superintendent, Waterville Shops; Glenn McCarrison, rip track foreman. **Left,** Bob Sweet, car cleaner; and right, Sherman Cookson, brakeman.*



## In Waterville Yard — With Arthur Doucette



*Retired Conductor Galen Wheeler tries his hand with oxen this summer at Clinton Fair.*



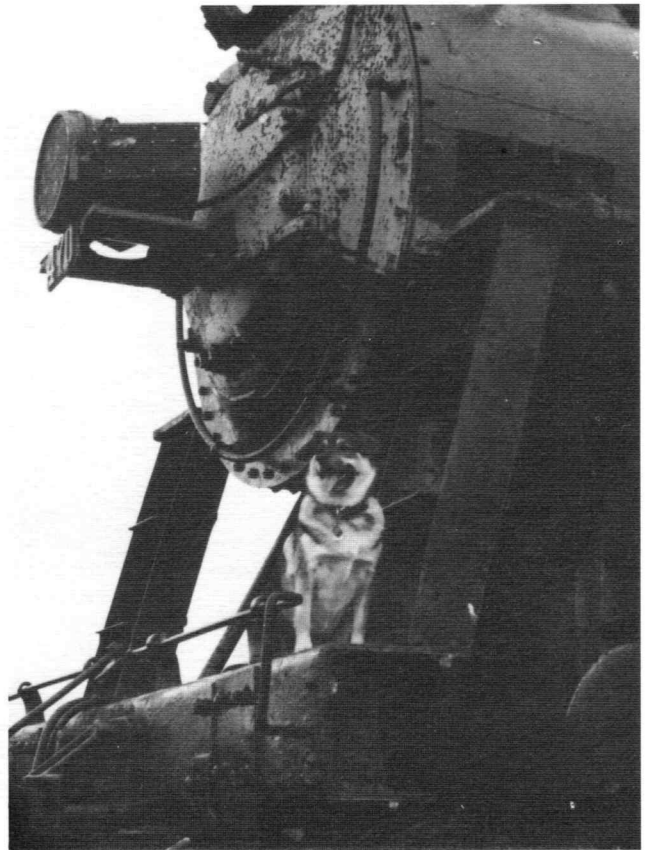
*In the yard: Ron Soucy, Larry Douin, Mike Hamblet, John McLean, Ed Douin, John Hafenecker, sectionmen.*



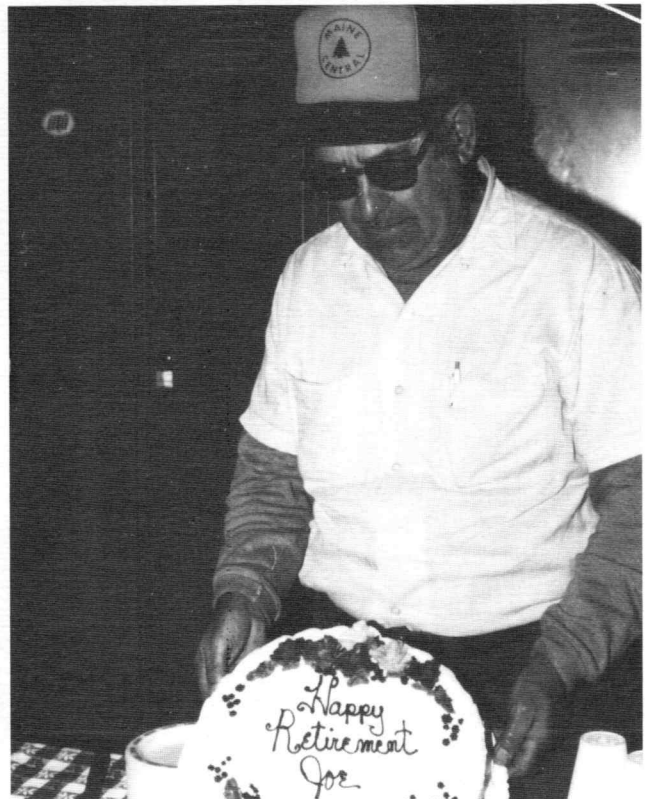
*Galen Wheeler, retired conductor, Sherman Cookson, conductor and Bill Welch, retired conductor, at Clinton Fair.*



*Joe Vigue signs his retirement papers with Bev Cook, Dot Begin, Marilyn Stubbert, Priscilla Averill and Elaine Snow looking on.*



*Suzy, a railroading dog, aboard old 470.*



*Conductor Joe Vigue admires his retirement cake. It didn't look like this very long.*

## Waterville Station

Congratulations and best wishes to Trackman John E. Wolfe and Cathy Powers on their November 28 wedding. Cathy is attending Central Maine Medical Center School of Nursing and will graduate in June of 1982. They are making their home in Lewiston. John is the son of Track Supervisor Donn G. Wolfe.

Congratulations to Section Foreman Paul W. Vainio and Judy Hunt on their November 7 wedding. They were married in Blanchard Plantation where they are making their home.

Retired Trackman Alfred J. Gowen died in Waterville on August 25, he retired from Maine Central in 1967. Also retired Trackman Lewis Paradis died in Skowhegan at the age of 77 in August. He also retired in 1967.

Sympathy is extended to the families of Allan and Bobby Burwood on the death of their brother William October 28, at the age of 53; and to the family of Trackman Gerry Miller and wife Elizabeth on the accidental death of their 21 year old son Kevin in November.

Railroad Friend Don W. Whitman now residing at 332 Chestnut Street, Franklin, Mass., 02038 misses all of his old railroad friends and would like to hear from them at the above address.

Retired Clerk Dick Fecteau and wife Frances are back at their Florida home for the winter. Retired Electrician Ken Reed visited the Waterville Station employees many times this past summer. He purchased a Maine Central cap and shirt before returning to his winter home in Florida.

Bridge and Building Foreman and Mrs. Ernie Henry have just returned from a two-week vacation trip to Hershey, Pa., Nashville, Tenn., and the Shenandoah Valley of Virginia.

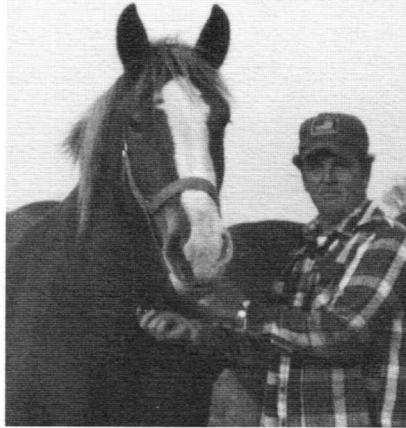
Lucette Huard

## Eastern Subdivision

Jim Cherry filled in as agent-operator a few days at Machias as did Eddie Nowell. Woodland Agent Bill Leighton covered the remainder of Roger's vacation while Rog took to Buck Mountain for a hunting and trapping vacation. Traps snap when sprung but glasses shatter and crunch when stepped on, Rog! Oh well, a nice, big buck made up for it.

Trackman Vic Harmon consumes so many egg sandwiches the boys are buying him some laying hens.

Suzanne Wakefield and Paul Berg were married on September 16. Suzanne is the daughter of Roger and Dot Wakefield. She



*Work Equipment Maintainer Everett McCaw with Sally, his 5-year-old Belgian mare. Everett has 5 Belgian horses.*

operates a beauty salon from her folks' home. Congratulations, Suzanne and Paul.

Trackman Herb Pulk shot a 52 pound coyote who had responded to a call, and got a second one later.

Pinky Scott has been doing some trapping this fall.

A new Ford 4 x 4, a new baby, new boots and a free pair of socks all went to Trackman Steve Cottrell. It paid to know Dana for the free socks.

Newest member of the Track Department is Steve Berry of Machias who was born in Alaska but lived the past few years locally. When last seen, he was headed for the woods, hoping for a deer.

Ayers Junction Track Foreman Lew Lyons took a November vacation, most of which was spent around home.

Howard Kane, trackman at Woodland, has been off due to injury but is now back and at it.

Other November vacationers were railwelder Norm Bagley, Trackman Bill Grass and Operator Paul Spear.

Athie Bryant

## Athie Sez

The last issue of the Messenger had pictures of Ollie Grant and Everett Butler. It is so sad to report their deaths in this issue. Ollie passed away October 9 at an Ellsworth Hospital. He had 40 years service on the Eastern Subdivision. Sincere sympathy goes to Marjorie and the family from his railroad friends. Everett died in November. His service to Maine Central spanned 40 years, all on the Eastern Subdivision. Condolences to Jo and the boys from the retirees and the active employees.

Received most welcome letters from John McCommie, retired Portland Division conductor, and Florence Pike, widow of clerk Stanley Pike, who worked the old Chisholm Yard Office at the International Paper's Otis Mill. Stan passed away four years ago. Florence moved to a retirement home last year in Dryden. She keeps real busy and is planning an extended visit with a daughter in Tennessee and a son in Oklahoma. With seven grandchildren and her first great grandchild due in April, we'll bet Florence will be well occupied on this trip.

John still has old Hobo, the three-legged "tomcat" who had kittens! Hobo goes to Moosehead with them summers where they have a camper all set up for year-round use. Area campers all want to adopt Hobo as she is a crackerjack mouser. John, Larry St. Amand, Charlie Hersey and Clair Crandlemire, all retired railroaders, enjoy a couple of weeks of ice fishing in February at the camper.

Railwelder Norm Bagley and his wife Adair stopped in for a visit and volunteered their services in putting on the roof to the carport. Only problem, the supplier didn't deliver the roofing in time. Thanks just the same, folks.

A letter arrived from a very dear friend who I watched grow up and vividly remember her Dad telling of the long curls being beautifully entwined with burdocks no less. Sound familiar, Marty Walker of the auditor of disbursements office? Was so pleased to hear from you. Worked with Marty during vacations and with her Dad, Ellis Walker, for many years. Ellis was the chief clerk at Augusta. Her Mom, Marjorie, is in a nursing home near Brother Skeet's home in Massachusetts. With all Marty's affiliations, she must eat, sleep and ride railroads continuously. She comes rightly by it as she is a fourth generation of railroading Walkers.

On a return trip from Bangor during hunting season, we spotted lights at Carl Foss' old home in Franklin. Naturally couldn't pass by without a "howdy." The Old Indian and Investigator Harry Littlefield had just finished supper. After the first day of hunting, the aroma of beans permeated the kitchen. That sez it all! Just a minute, come to think of it, it was Saturday night!

Stopped and enjoyed a visit with retired track foreman Herb Feathersen at Eastport. Herb started as a trackman in 1947 and retired in 1975 on his disability annuity. He worked on several spare crews before bidding in track foreman at Eastport for his remaining 12 years. Herb's wife passed away three years ago. He has two sons and two daughters. Son Nelson and his family from Westbrook spent their summer vacation with Herb.

The evening of the first day of hunting season, Stan Mattatall and son, Rocky visited awhile. No deer that day. Rocky, whose CB handle is "The Scarborough Hippie" owns his own tractor rig and operates country-wide.

Wayne, Judy and the children were down the last of October. Wayne very ably framed a carport to the point where I could finish the job. Jeff is now a water pumper first class, that is when Amy decides to relinquish her turn at the pitcher pump. Amy beginning to believe Jeff enjoys the tortured look on our faces as he scrapes the chair across the kitchen floor to the pump. Not only does the sound make your hair stand on end, it also makes your eyeballs curl! Only Jeff can get away with that stunt. Amy celebrated her fifth birthday on November 23 and Jeffy his second on December 30.

Found George Townsend, a retired Eastern Subdivision conductor, at the Eastport pier. From all of his 26 years of service, he told me many good stories of his experiences, which I enjoyed immensely. He has three daughters in Westbrook and two sons, one living in Rumford, the second in California. He enjoys fishing out in the bay between Campobello Island, New Brunswick and Eastport with a friend. Their catch is strictly for home consumption. He hadn't strained his back with that day's catch!

In November, we took a quick, solo trip to Devon, Pennsylvania just west of Philadelphia, to visit a dear friend, Peg Gies, who has had surgery six times the past two years along with two recent heart attacks. The 1,419 miles was sure a leg crammer, and about wore out Kenny Rogers, Arthur Fiedler, Kate Smith and Hank Williams tape cassettes, but it was worth the trip to find Peg on the mend.

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AAR Billing Clerk Richard Luce received his 25-year service pin from Chief Mechanical Officer Stewart Park. Marty Moore, assistant superintendent, car maintenance is at right.

## Dave Smith's 42-28 Wins MEC Tourney

Ninety Golfers played in a rain-shortened Maine Central tournament at Fairlawn Country Club in September, with Dave Smith of Waterville winning the President's Cup for his 42-28 low net.

Low Gross Class A: Bob Casey (PT), John Farrell (MEC-Portland); Class B: Tom Gordon (MEC-Waterville), Charlie Redstone (MEC-Portland), Jack Tardiff (MEC-Bangor); Class C: John Cosgrove (MEC-Waterville), Vic Tardiff, Jr. (MEC-Waterville), Ray Benson (MEC-Waterville). Low Net Class A: Bob Clukey (BAR), Arlan Freeman (MEC-Portland), George Colton (PT); Class B: John Luttrell (PT), Frank Gravel (MEC-Waterville), Dick Connors (BM); Class C: Mark De-Rocher (MEC-Waterville), Bill White (PT). Longest Drive Class A: Dick Perkins (PT), Class B:

Joe Crawford (MEC-Portland), Class C: Tom Perry (MEC-Portland). Closest to Pin Class A: John Farrell (MEC-Portland), Class B: Don Matthews (PT), Class C: Frank Michaud (PT).

The Maine Central Golf League ended its season with a banquet at Willowdale Country Club. 1st Place honors went to Team No. 6—Ivan Perkins, George Phillips, Dick Gay, Art Edwards, Bill Kopacz, George Stanley and Reg Roy. John Farrell won the Low Average with a 38.5 while Bob Brewster and Arlan Freeman tied for Most Points. Dick Gay scored an Eagle on the par 4 14th hole and John Farrell scored an Eagle on the Par 5 18th hole.

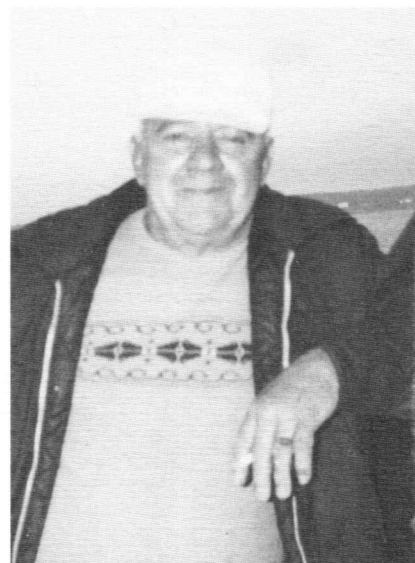
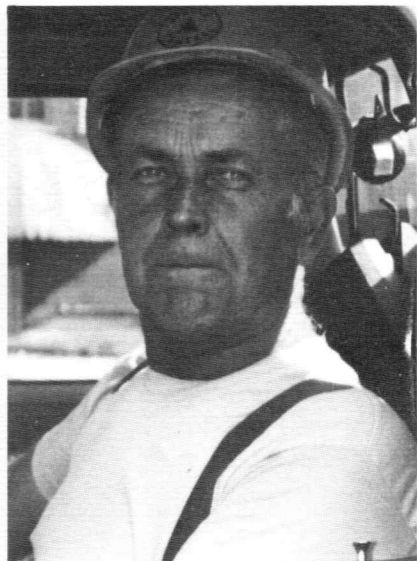
Eric Hayward (PT) won the Willowdale Club Championship for the second year in a row.

Congratulations also go to Al Bowen (PT) and his partner George Doucette for winning the Two Ball Championship at Willowdale.



Engineer Gene Plourd on BR-4, ready to roll at Waterville.

## On the Road with Athie...



**Top left,** Augusta signal maintainer Fred Pickens. **Top right,** trackman Pinky Scott and machine operator Angus Gaudette. **Center left,** Herb Featherson and Laura at Eastport. **Center right,** retired conductor George Townsend. **Lower right,** Lionel Morrissette admires Carl Foss' king-size tomato.



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*A smooth and seamless stretch of welded rail curves along the west side of Messalonskee Lake in the Belgrade area. It is one of several sections of track on the system where continuous welded rail has been installed. (Ron Johnson photo)*

