

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

SPRING 1982



MAINE CENTRAL

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

MESSENGER



In This Issue



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

| | |
|-----------------|-----------------------------------|
| 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 |
| Ron Chalmers | Bangor |
| Connie Davis | General Offices |
| Alice Foley | General Offices |
| Roberta Morin | General Offices |
| Craig Wilson | Sports |
| Mary Morse | Retirees |
| Athie Bryant | Retirees and Washington County |

CONTENTS

An Attitude of Safety .. Page 2
 Spring Cleanup.....Page 3
 Tributes in VersePage 4
 Coal CommentaryPage 5
 Guilford
 TransportationPage 7
 Sandy Helps Women
 InmatesPage 8
 Safety Awards For
 Bangor ShopPage 9
 Safety ThemePage 9
 News BriefsPage 10
 GrapevinePage 14

THE COVER

Trackman Tom Reinsborough, Yarmouth, a member of a Lewiston section crew, helps with a rail-handling task. Photo by Dean Abramson.

An Attitude of Safety Page 2

An Urgent Message From
President Gerity

Tributes in Verse Page 4

From Eric Smith

*Sandy Helps Women
Inmates* Page 8

No Dora do-Good

*Awards for the Bangor
Car Shop* Page 9

An Accident-free Year

An Attitude of Safety

To All Employees:

From John F. Gerity, President

In the Railroad industry we have a deep and continuing concern about employee safety. This aspect of our industry has gained much attention and support from every quarter. Being in favor of safety is one thing but active pursuit of safety is something quite different. With the assistance and advice of each of you Maine Central intends to more actively pursue safety.

It was a great personal pleasure for me to travel to Bangor in February to present special awards to 36 employees at Bangor Car Shop in recognition of their safety record for 1981—an entire year without a reportable injury. This was a remarkable achievement, but no less impressive than the way in which the record was accomplished.

After talking with these individuals at Bangor it became increasingly evident that it was teamwork, and the hallmarks of teamwork, cooperation, attitude and awareness, that made their goal

attainable. The Car Shop employees, like those at the Rigby Enginehouse in South Portland a few years ago, became actively involved in their pursuit of an accident-free year. They adopted a positive attitude toward their goal, worked together for it and created an atmosphere which was conducive to safety.

Safety is really a state of mind, where an individual is proud of his work and his work place, and is also proud that he does his job well. Safety is as much an attitude as it is an actual activity or program. It can at times be a rather abstract concept while at the same time safety must be translated into action in all work activity. A positive attitude about work is a time-honored Yankee tradition, and I firmly believe in it.

The years ahead for each of us at Maine Central are going to be filled with challenges and we, like the Railroad industry as a whole, must change and adjust to meet these challenges. Improving safety is prominent among these challenges. Maine Central recognizes the need to maintain a policy of pursuing safety, of keeping alive the proud Yankee tradition of hard work; a job well done—a job done safely. We can say with certainty and conviction that the managements of Maine Central and Portland Terminal Company are indeed working for safety and we want every employee to join in this effort. We are fully committed to the goal of eliminating personal injuries and accidents resulting in property damage.

How can we best apply the example of the Bangor Car Shop to the entire Railroad and every employee? In pursuit of this goal I am now reaffirming our emphasis on safety. In the coming weeks we will be conducting a safety program theme contest to which you will be asked to contribute your ideas. In the Spring we are going to undertake an intensive program to maintain and promote good house-keeping on our properties with the focus on safety. You will soon be asked to participate in our safety program by submitting suggestions which will promote safety awareness and general participation in the safety program.

The Safety Department has been reorganized under the direction of Ansel Tupper, manager-personnel, labor relations and safety, and his assistant, Ed Galvin. They are assisted by Arlan Freeman, safety supervisor and Geoff Doughty, assistant safety supervisor. When you see representatives from the Safety Department, talk with them about safety. They are as committed and determined as I am to make Maine Central a safer place to work, and they want to hear from you.

Safety is everyone's concern and success depends upon cooperation, a positive attitude and above all teamwork. Help us make safety the rallying point for every employee of these Railroads. Those efforts will benefit you personally but just as important your family, fellow employees, and the Company. I ask for your commitment to join

the management of these companies in the effort to work for safety, a task which will bring results of which we all can be proud.



SPRING CLEANING 1982

A Seasonal Start Toward System-Wide Employee Safety

A winter's accumulation of odds and ends can be dangerous. Let's clean up and get the safety campaign off to a good start.

Spring Cleanup Set

Railroad employees from Rigby to Vanceboro and from Ayer's Junction to St. Johnsbury are being asked to join in a "Spring Cleanup" effort designed to reduce on-the-job accidents.

It's part of an on-going employee safety program that will involve every employee at every location on the Maine Central system. The aim is to eliminate injuries caused by accidents . . . accidents that can be prevented by common sense and close attention to established safety rules.

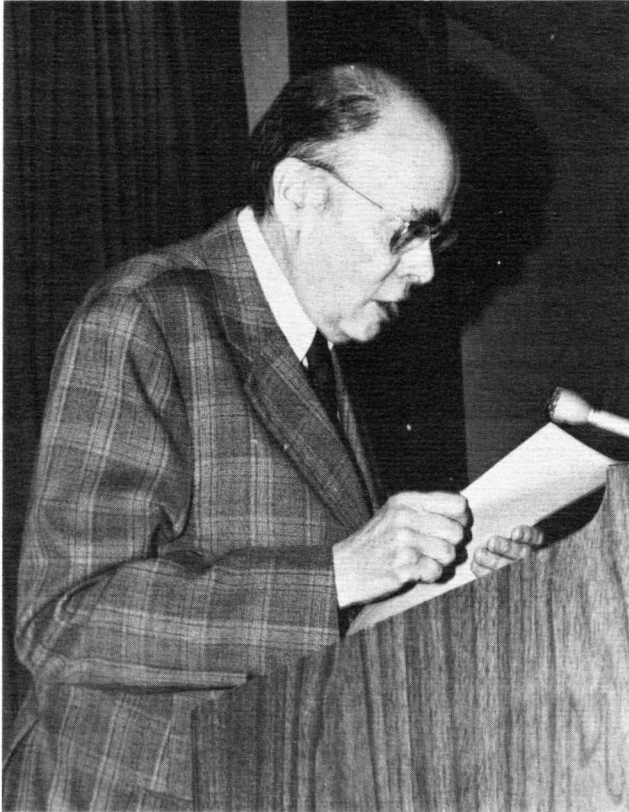
The "Spring Cleanup" program will continue until summer, and will consist of a general and thorough pickup and cleanup operation that will eliminate the winter's collection of hazardous odds and ends.

Ansel N. Tupper, manager of personnel, labor relations and safety, says "Spring Cleanup" not only will eliminate work hazards, but give us a neater, safer and more efficient work place. He urges every Maine Central-Portland Terminal employee to participate actively in the "Spring Cleanup" program and in other phases of the on-going safety program that will follow.

Assistant Manager of Personnel, Labor Relations and Safety, Edward D. Galvin, Safety Supervisor Arlan E. Freeman, Jr., and his Assistant Geoffrey H. Doughty, are aiding in the system-wide employee safety campaign. Further details on the "Spring Cleanup" will be provided in the new periodic safety newsletter.

Tributes in Verse

From Eric Smith



Poet Laureate Smith at work.

"Gracious!" exclaimed Eric Parkman Smith.

It was the 11th time Eric had used the expression that day. Ten times previously, something he had seen, read or heard proved interesting, amusing, alarming or shocking . . . enough to justify the expletive.

The exclamation came the 11th time because Eric, Maine Central's assistant treasurer and cost analyst, realized suddenly that he had just written his 100th retirement poem. It was for and about Bill Maloy, Maine Central's assistant manager, personnel and labor relations, who retired in January. As Eric has done for more than 26 years, he read the multi-stanzaed ode at a retirement dinner for the edification and applause of Bill's many friends and co-workers.

It was a fine poem. Cleverly-crafted couplets traced Bill's origins, railroad career, defeats and triumphs, and ended in a solid major chord of congratulations, expressing the mood of everyone in the room.

But few could have expressed it as completely, with such good humor and warmth, as Eric Parkman Smith. His verse-writing career goes

back to 1956 . . . over a quarter of a century of poems which have earned his unofficial title as "Poet Laureate of Maine Central."

Poem number 100 was dedicated to the latest in a long list of Maine Central friends Eric has gently and persistently versified over the years. Eric has no records, and his collection of the manuscripts is incomplete. But a close friend and Maine Central colleague provided an inch-thick stack of type-written sheets—99 in all—before Bill Maloy's was added this winter. It's the only complete and unexpurgated collection of Eric Smith's retirement poems, written first in nearly undecipherable longhand and painfully transcribed by Margaret Shapazian, Alice Allen or Ellie True.

The stack starts with a poem for Henry Livingston, then an assistant superintendent and now a nationally respected railroad analyst, who left the railroad for another job in 1956. Eric's muse called next in '59 when Jack Rainie observed his 50th year in the railroad industry. Then in '62 was the retirement of Newhall Tukey, freight claims representative. Then came a rash of Smith verse . . . Ed Hopkinson, Clyde Loveitt, Harold J. Foster and Harold Hook. Frank Watts and Charlie Prentice in '65; John Corcoran, Carl Baldwin and Joe Rourke in '66; Al Christie and Tommy Earls in the following year, then Tom Roche, Milton Poore—the list goes on, each versified with affection and unvarnished high regard.

Of Roy Baker, Eric wrote:

So now he turns from railroad chores aside,
A diff'rent drummer soon will be his guide;
But we shall miss him as labor here,
Our Roy, our stalwart man of vision clear.

Of John Stanford:

Now Stan, old boy, you leave one happy spot.
The old gang here will miss you a lot!
For twenty years we've had a lot of fun;
We have a lot of good things jointly done.

And of Ken Phillips, a close friend:

Through forty years the job so well he's done,
In his own time a legend he's become.
His friends are legion in the railroad game,
In the supply trade, it's just the same.

And one of Eric's favorites, about Horace Budd:

So now he leaves this much-loved place
Where he has run a noble race,
Where every man is his warm friend,
Where at a peak his time does end.

And of Mary Morse:

A true railroad girl our Mary has been,
In communications her light was seen;
She's done her part and she's done it well,
That of her devotion Phil Lentz can tell.

Of Mary Mingo, Alden Finnimore, Dot Proctor, Justin Buzzell, George and Fay Marcroft; of Errol Libby, Paul Landry and Willard Pierce; of Bob Grant, Merrill Stanley and of course Spencer Miller.

For years now, a Maine Central retirement gathering, whether a large banquet with an industry-wide guest list, or a few friends and a quiet dinner downtown, has been highlighted by an Eric Smith poem. He's written them in his room on the promenade, at home in Concord, and in his office. He wrote one in the Greyhound Bus Terminal in Boston on borrowed stationery with a borrowed pencil. He wrote several back in the days when he rode to Boston on Friday nights, braced against the lurchings of the Buddliner, scribbling in a secretary's notebook.

The memory of this scene evokes one of the dozens of Eric Smith stories you hear when railroaders meet:

On one particular Friday night, Eric was late leaving the office, but managed to stop at a St. John Street laundry and picked up his shirts and a pair of pants on a hanger. Then, loaded with his briefcase, his laundry, the pants and a few other improbable odds and ends, he leaped aboard the Budd car just as its wheels started to turn. He had barely entered the nearly filled passenger compartment when the unit lurched violently, upsetting Eric and causing his burdens to fly in all directions. "Gracious!" he announced to the passengers. "I've dropped my trousers."

Coal Commentary

With coal now riding this region's rails, and with plans in the making for even greater coal tonnage, we're getting a little out of patience with critics who persist in claiming that New England's railroads "are incapable of coping with increasing coal demands," or that "there are no rail lines in the Northeast that are suitable for volume coal transport."

One of the most recent imaginings, this one from an apparently blindfolded marketing research firm, claimed that "In New England, rail capability has perhaps deteriorated to a point beyond which recovery is not realistic."

But the "incapable," "unsuitable," and "deteriorated" New England railroads are now moving millions of tons of coal, moved even more in the past and will continue to move coal in increasing quantities to meet the demands of industrial and electric utility conversions from expensive petroleum.

For many years and continuing to this day, Boston and Maine Railroad has transported two or three unit trains every week to the power generating plant at Bow, New Hampshire. Boston & Maine is now moving coal on a regular basis to the Mount Tom Power Plant in Massachusetts. B&M expects to move a total of 1.7 million tons of coal this year.

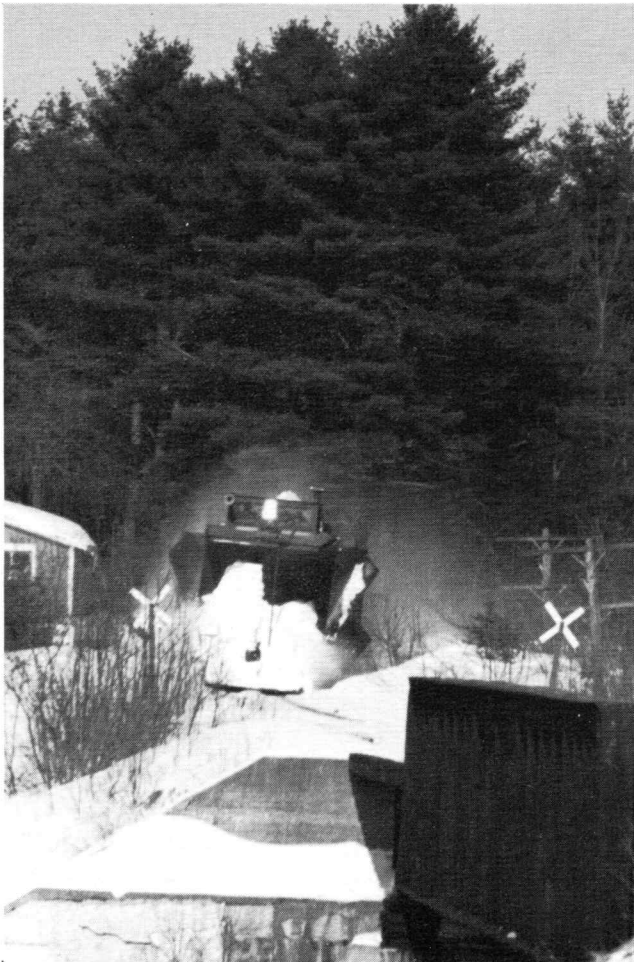
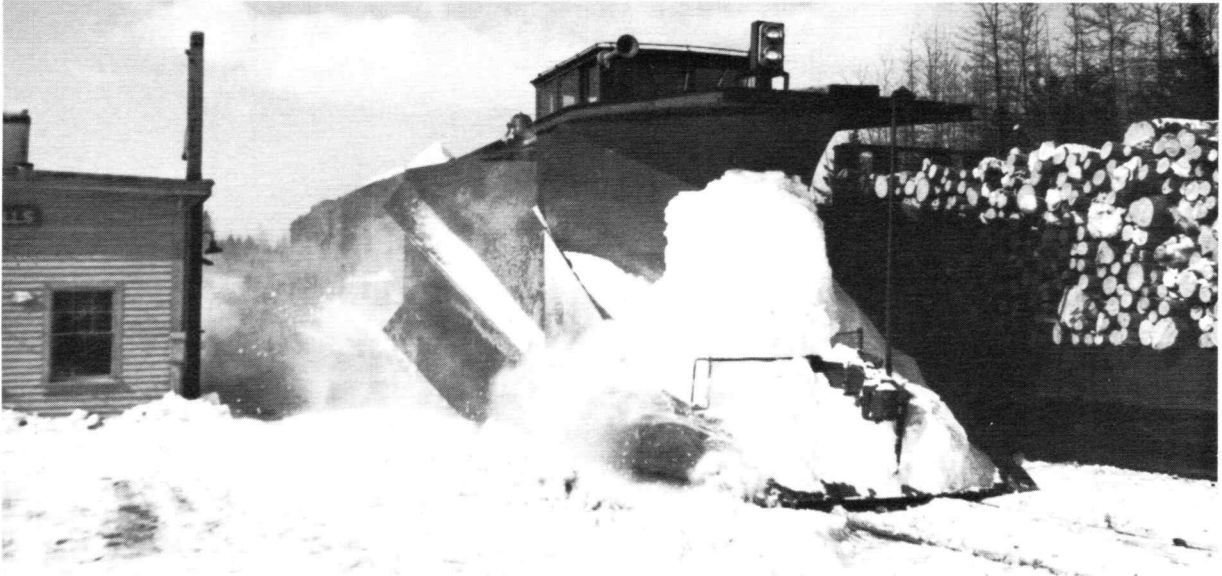
A year ago, when the Martin-Marietta Cement Plant at Thomaston, Maine converted its kilns from oil to coal, their first shipment of bituminous coal came to Searsport by water and was trucked to Thomaston. The economies of rail transport became evident immediately, and since that first shipload, Maine Central has moved more than 50,000 tons of coal to Thomaston. The Railroad carried enough coal late last year to supply the cement plant through the winter, and volume traffic has resumed this spring.

Energy economies and use of alternative fuels have pulled oil prices down a bit, and the pace of oil-coal conversion has slowed, but the movement away from petroleum dependence is a definite

trend, and large-scale conversions will continue. Experience of the past few years indicates that rail service will be essential to the change. This constitutes a challenge for Maine Central and all New England railroads, but from what can be readily seen, we intend to meet this challenge with suitable equipment, favorable rates and innovative transportation service.



After a Spring Storm



Plow Extra 571 East saw plenty of work this winter, one of the snowiest the Eastern Subdivision has had in years. At left, the plow breaks clear of the woods at Ellsworth Falls. Above, at Columbia Falls, and at right, a particularly snowy stretch at Unionville. (Roger Keim photos)

Guilford Transportation

An application by Guilford Transportation Industries to control Delaware and Hudson Railway Company was filed with the Interstate Commerce Commission in January and a decision is scheduled to be issued July 28, 1982, according to a schedule established by the ICC in February.

Guilford's application to purchase the D&H is contingent on ICC approval of its application to acquire Boston and Maine Railroad. A decision on the Guilford-B&M control application is expected by April 26, 1982. Federal District Court approval of the Boston and Maine Reorganization Plan is also a requisite for control by Guilford Transportation.

ICC Hearings on the Guilford application to control B&M were held in Boston in January with supporting testimony from Guilford Chairman Timothy Mellon, Maine Central President John F. Gerity, Boston and Maine President Alan G. Dustin and other officials of both railroads. Hearings on the D&H application were held in March with D&H President Charles McKenna and other D&H officials testifying.

Guilford, headed by Timothy Mellon, acquired Maine Central in June of last year.

LATE NOTE

On April 26, 1982 the ICC approved the application of Guilford to acquire the B&M and control it jointly with Maine Central. We express our appreciation to customers of Maine Central, the State of Maine and others who supported this application.

Guilford Management Structure

Guilford Transportation Industries has outlined a proposed management structure to implement its common control of Maine Central, Boston & Maine and Delaware and Hudson railroads, following Interstate Commerce Commission approval of this control.

In its application to the ICC Guilford has stated that its management philosophy is to achieve its objectives "through integrative efforts at the Guilford company level without impairing the business initiative and operating autonomy of each individual railroad." Guilford's aim in bringing these carriers under united ownership is to "bring about significant improvements in the service of the three roads to shippers and consignees."

Guilford's common control is not designed to merge the three carriers; instead they will retain their separate managements and identities under the overall policy guidance of Guilford. The

system is designed to best utilize the combined resources of the three railroads while retaining the integrity of each carrier.

Guilford intends to establish an Operating Policy Committee. It will be made up of Timothy Mellon, chairman and chief executive officer of Guilford; David Fink, vice president of Guilford; John Gerity, Maine Central president; Alan Dustin, president of B&M; and Charles McKenna, president of D&H. Guilford has no plans to develop a new functional staff but will draw upon the staffs of the railroad companies.

Thirteen Standing Committees will be created to identify the major cross company issues of integration, perform analytical work and develop plans of action for recommendation to the Operating Policy Committee. Guilford believes that these committees will be an important element in its management structure as a primary source for

cooperative and coordinative work of the three carriers. Each railroad will have a representative on each Standing Committee.

The proposed Standing Committees and the Maine Central representative on the committee follow:

Administrative
Coordination .. Arnold Travis
Data Systems ... Ralph Gordon
Employee Relations Ansel Tupper
Financial/
Accounting ... John Michaels
Government
and Public
Relations Bradley Peters
Legal Scott Scully
Maintenance of
Equipment Stewart Park
Maintenance of
Way James Born
Marketing and
Pricing John McGinnis
Sales George Ellis
Purchasing Hugh Flynn
Transportation .. David Snyder
Car
Management .. Robert Nurse

Sandy Helps Women Inmates

Sandy Schultz really didn't have to worry, but she did . . . anybody would. About a year ago, Sandy was getting ready for her first session as a volunteer sewing teacher for women inmates at the Windham Reformatory, and she was worried.

"I had gone through the volunteer training sessions," the Maine Central Law Department secretary said, "and I was full of 'don'ts' . . . don't bring food or anything else to the reformatory; don't get personally involved; don't let the soft spot in your heart move to your head. I certainly didn't want to appear like Dora Do-Good, but I wanted to help, and to do that, I had to win their respect and acceptance."

It had all started at church weeks before, when another reformatory volunteer was recruiting others to help.

"I'd never really thought about it," Sandy said, "but I learned then that women were there, and that Windham, in fact, is the only institution in Maine where women inmates are sent.

"And it's a men's center, designed for men and operated by men, with a program that has had to be softened and eased just a little to fit the needs of women. Men wear the usual prison pants and shirts, almost a uniform, but women are allowed to wear ordinary clothes—nothing fancy, but things relatives can bring from outside, or things they can make right there.

"That's where I could help," Sandy says, and that's where she's been helping ever since.

And as for being accepted, it's been no problem.

"Those people are just like anyone else. If I didn't know, they could be neighbors or friends . . . they're no different."

The women inmates that Sandy Schultz worried about a year ago have become good friends . . . friends to the extent that a few months ago when her daughter Suzy required back surgery in Boston, Sandy's sewing students expressed their concerns by helping make bed jackets for the patient-to-be.

So Sandy Schultz didn't really have to worry, and continues her once-a-week sewing sessions at Windham, passing along the know-how she's developed in years of needlework and dress-making. She began to sew, she remembers, about the time she was ten, after the family had moved from St. John, New Brunswick to Brownville Junction, Maine.

Her father was the late Bob Hutchinson, a Canadian Pacific conductor, and her family railroad background, plus a solid education in legal secretarial skills at Burdett College, made her a natural a year ago when an opportunity developed in the Maine Central Law Department.

But on Tuesday nights, from 6:30 to 8:30 p.m., she's the sewing instructor for the women inmates at the Windham Reformatory.

Why does she do it?

"Well," Sandy says, "I found out I could help these women, and a lot of people just aren't up to it. So if I can, I guess it's my obligation."



There's always needlework in progress in the Schultz household in Standish, and here daughter Suzy watches as Sandy puts finishing touches on a dress for her. (MEC photo)

An Accident-Free Year

Awards for Bangor Car Shop



President Gerity cuts a cake that commemorated the year-long safety record achieved by the men of the Bangor Car Shop. From left, Bud Wheelden, general foreman, Bangor Car Shop; Linwood Connors, carman, who reached retirement on the day of the presentation; Arnold Travis, executive vice president; Stewart Park, chief mechanical officer; Ted Jewett, superintendent, car maintenance; and Stephen Porter, assistant general foreman, Bangor Car Shop.

President John F. Gerity presented safety jackets to Bangor Car Shop employees in February for setting a safety record equalled only once before in recent Maine Central history.

The 36 Bangor Car Shop people worked throughout the entire year of 1981 without a reportable on-the-job accident. They share a similar record set by Rigby Enginehouse employees in 1978.

Joining President Gerity for the presentations were Maine Central Executive Vice President Arnold J. Travis and Chief Mechanical Officer Stewart P. Park, Jr. They expressed the Company's appreciation for the effort, dedication and attention to detail exhibited in setting the record. They congratulated Byron "Bud" Wheelden, general car shop foreman, and his assistant, Stephen L. Porter, for their leadership in the effort.

President Gerity cited the financial value to the Company of the safety record, but noted that the avoidance of pain, personal suffering and inconvenience for railroad employees and their families is of even greater importance. He called on the Bangor Car Shop workers to continue their safety efforts and urged other employee units throughout the system to "follow their lead and work for a clean slate in 1982."

"You'll note I said work," he told the Bangor employees. "No one can accomplish what you've done without working at it. You've set the standard" President Gerity said, "for an unprecedented effort throughout the system that we're confident will significantly reduce on-the-job accidents."

Safety Theme Contest Announced

A contest for Maine Central employees and family members to provide a safety program theme or slogan will be conducted this spring.

The winning suggestion will be used throughout the safety program, and the employee or family member who provides it will enjoy a valuable first prize. Second and third-prize winners also will receive prizes.

Suggested themes or slogans should be brief and expressive of the Railroad safety concept (see President Gerity's editorial on page 2) and may be sent via Company mail to the Safety Supervisor, MEC and PT Co., General Offices, Portland, 04102.

The entry deadline is June 1. Winners will be notified immediately and the names and prize-winning suggestions announced in the Summer, 1982, MESSENGER, and in the new periodic safety campaign newsletter.

News Briefs



Bill and his long-time friend and fellow sailor, John Hamilton, retired manager of personnel and labor relations.

Shute Appointed Trainmaster

Jonathan F. Shute, former assistant trainmaster and trainmaster, has been reappointed to the latter post after a year in the fishing industry as manager of operations.

Shute came to Maine Central in July, 1977 after a year as transportation supervisor-trainmaster with AMTRAK in Montreal. He had prior railroad service as supervisor of passenger equipment utilization, Penn Central, and as operations analyst and signal station operator on the New York, New Haven and Hartford.

A resident of South Portland, Shute grew up in Turner, Maine. He is a graduate of Southern Connecticut State College, New Haven.



A fine marine compass for Bill's boat was presented by Maine Central Executive Vice President Arnold J. Travis.

Maloy Ends MeC Service

Friends and fellow workers turned out in January to honor Bill Maloy, assistant manager of personnel and labor relations, who retired in mid-month after a railroad career of 37 years. The event was attended by railroaders, wives, members of Bill's family and a contingent from the Centerboard Yacht

Club with whom Bill has been associated as a sailboat owner. Highlights of the event included gift presentations, an Eric Smith poem and a hilarious account of a personal injury "accident" that master of ceremonies Bill Bickford alleged to have occurred during Bill's tenure as Maine Central safety supervisor.

Railroaders Worked with Dodge

Marshall Dodge III, Maine humorist and good friend of Maine Central, died in Hawaii, January 27, a day or two after publication of the MESSENGER'S Winter issue. That issue contained a story and pictures resulting from the cooperation of Dodge and Railroad personnel in making a television film sequence at Brunswick last fall.

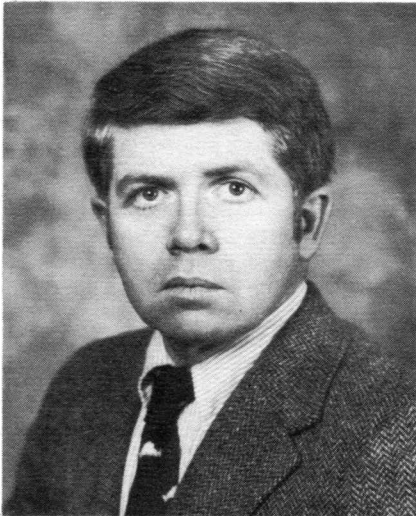
Dodge was killed by a hit-and-run truck driver as he rode his bicycle along a road on the Island of Hawaii, where he had been spending a winter vacation.

Nationally known for his "Bert

and I" recordings, television and radio presentations and club appearances, Dodge was a Portland resident and worked on television productions with Maine Central people on the Railroad's property in 1968 and 1981. Both were film-making efforts in which Dodge employed memories of old-time railroad days in the setting of his back-country Maine stories.

Memorial services were held at New Haven, Connecticut and at Bowdoin College, annual site of the Maine Festival which Dodge founded several years ago.

Galvin Appointed



Edward D. Galvin

Edward D. Galvin has been appointed assistant manager-personnel, labor relations and safety. A 1965 graduate of Boston University, Galvin began his railroad career as a management trainee with the Chessie System. Since joining Maine Central in 1974, he has held a number of management positions including safety supervisor for several years.

Maine Central Friends Honored Tate

Leslie "Tate" Cummings, honored by Maine Central friends in November because they "thought it was about time," died in a Portland hospital January 22.

He was 82, and had been admitted for extensive surgery late in December, soon after he and his wife had returned from a weekend in Manhattan. The trip was presented as a gift by the General Office group who had arranged the dinner in his honor at the Red Coach. It wasn't a retirement, a birthday or any formal occasion. Members of the committee and the nearly 200 friends who attended merely said "it was time we did something for Tate Cummings."

A semi-professional catcher in his younger days, "Tate" was a member of the Maine Baseball Hall of Fame. He had worked as a redcap for many years at

Galvin most recently was on a leave of absence while serving as management director of the New England Labor-Management Task Force where he represented the managements of ten New England Railroads.

470 Publishes "Meet MeC"

"Meet the Maine Central," a collection of some 130 photos and captions of today's railroad at work, has been published by the 470 Railroad Club and is available to employees and others.

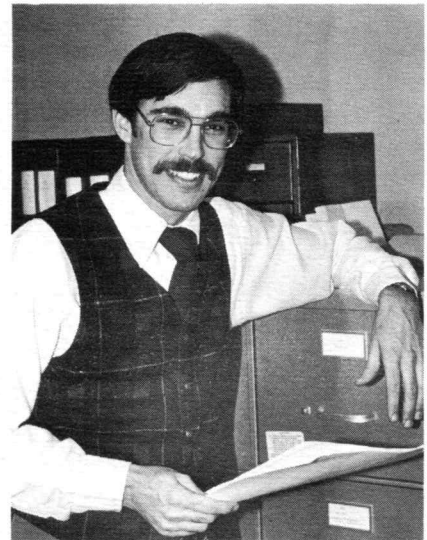
Some of the most spectacular pictures of the present-day Maine Central are included. They were made by some of the region's best-known photographers in the railroad's most scenic locations . . . Crawford Notch, the Kennebec, along Maine's mid-coast and far down east.

The volume is the first of a series that will present a detailed pictorial review of Maine Central. In progress now are future vol-

umes that will deal with the Mountain Subdivision, the Rumford, Farmington and Rockland Branches. The Lewiston Lower Road, the Bingham, Harmony and Foxcroft Branches and the Eastern Subdivision. A locomotive and equipment roster also is planned.

"Meet the Maine Central" may be ordered at \$8.95 from the 470 Railroad Club, 391 Cottage Road, South Portland, Maine 04106.

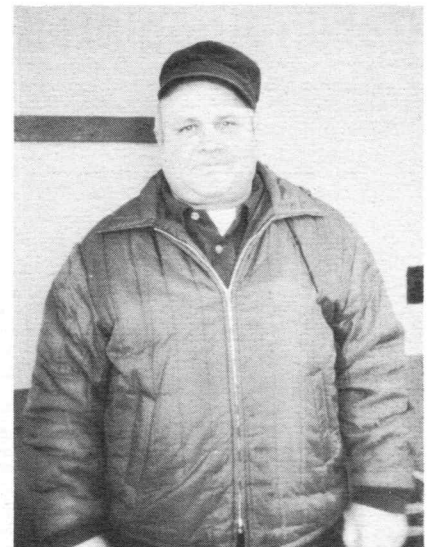
Doughty Named to Safety Post



Geoffrey H. Doughty

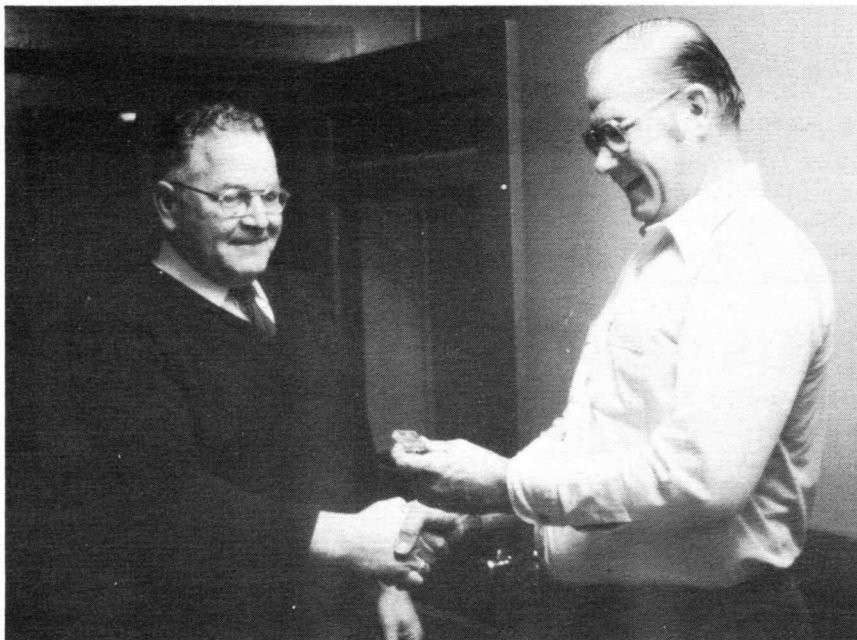
Geoffrey H. Doughty was appointed assistant safety supervisor in January. An eight-year Maine Central employee, Doughty has served as a staff assistant in the transportation and mechanical departments, a clerk in the Auditor Revenue office, and a clerk in the Signal Department. He also has served as an assistant editor of the MESSENGER.

A Chicago native, Doughty is a graduate of Franklin College of Indiana. He was a teacher in Connecticut and Pittsfield, Maine, before joining Maine Central in 1974. Doughty is heard frequently as the announcer and producer of Portland Symphony Orchestra broadcasts on the Maine Public Broadcasting Network.



A Quarter-Century of Service

Honored for 25 years of Maine Central service in mid-winter were, Waterville Wheel and Air-brake Foreman Harland E. Young, left, who received his pin from Assistant Shop Superintendent Blaine K. Ladd; Bangor Engine-house Laborer Foster E. Perkins (above) also was honored for 25 years of railroad service; and a 25-year pin was presented to Merle A. Crooker (lower left), stores laborer, Bangor Engine-house, by General Foreman Wade Richardson.



Standout Hockey-Football Career

Biff (Richard) Lougee, son of Augusta Agent Dick Lougee and wife Gloria, is winding up a high school athletic career with enough credentials to command a lot of attention from college scouts. He'll enroll at Keene, New Hampshire State this fall, and we'll bet his name will be part of the language in New England inter-collegiate sports circles in a couple of years.

Biff is winding up at Gardiner area high school with football and hockey letters in all four years. He's been captain of both teams, rushed for more than 700 yards in his junior year, and was high scorer for the hockey team in the same 1980-81 season. He scored 124 hockey points in his four years at Gardiner, clobbering the record of 99 points held by two former Gardiner players.

Biff had three hat-trick games this season.

Gardiner football coach John Wolfram has high praise for his standout defensive end and fullback: "He's the best in the conference . . . the best I've ever coached. He reacts so quickly . . . he was never fooled once all year."



Biff (Richard) Lougee

Paul Bourque Ends PT Career

Paul V. Bourque, general agent of Portland Terminal Company, retired on March 3 closing a career that spanned almost four decades of service. Bourque began his employment as a seal clerk on April 1, 1942, under Foreman Nick Foley, in the old freight shed on Commercial Street, Portland. He was ap-

pointed general agent exactly twenty years to the day later on April 1, 1962.

David M. Levesque has been appointed supervisory agent for Portland Terminal Company with headquarters at the Rigby Freight office. Dave has been a clerk at Rigby since 1967.



Paul V. Bourque



David M. Levesque

Retirees



A rare occasion—the retirement dinner for Bill Maloy in January—found five retired Operating-Mechanical Department officials together. From left, Ralmond W. Williams, former superintendent and transportation assistant; Roy E. Baker, former general manager and vice president, special projects; George P. Silva, former superintendent, Waterville Shops and superintendent, locomotive maintenance; Edward D. Westcott, former manager, car utilization; and Samuel P. Ruth, former director, car utilization. (MEC photo)

The Grapevine

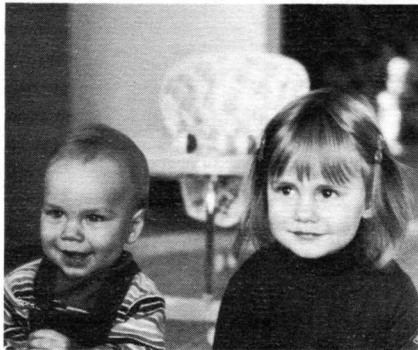
General Offices

Patrick Joseph Bourgeois, son of Sharon (Disbursements) and Dan Bourgeois, was born December 12, 1981 and weighed in at 10 lbs., 15 oz. There's no question that Patrick is all boy!



Here's "PJ!"

Notice to all you cribbage players! You have a formidable opponent in your midst. Timothy Flynn (Disbursements) and his brother-in-law, John Shaw, participated in a Cribbage Tournament at Yarmouth, Maine, and came out runners-up. Congratulations! They are looking forward to next year's tournament.



Jeremiah and Jennifer

Jennifer and Jeremiah Anderson are grandchildren of Phyllis and Charlie Anderson, Car Accounting. Jennifer celebrated her third birthday January 7th and Jeremiah his first birthday January 14th. They are the children of Cynthia and Greg Anderson of Gray, and also the grandchildren of Mr. and Mrs. Clyde Brown of Dixfield.



The Smithsons, right, at Jackman with friends, Sandra and George Hall.

Anyone for snow? There was plenty this winter in Jackman, on Parlin Pond where Paula and Bob Smithson had to dig a hole eight feet deep through the snow in order to reach the door of their camp.

Connie Davis

Rigby

A large number of his fellow workers, both present and former, as well as many from the General Office and local area consignees gathered to honor Paul V. Bourque, Portland Terminal Company general agent, at a retirement party at the Rigby Freight Office in March. His future plans are nebulous and flexible though they will surely include plenty of use for the gifts presented to him. They included a golf bag, cart and several dozen (at least a day's supply) golf balls. Only question now is whether Paul will be able to persuade wife Mary to push that cart if he decides to go on the tour.

Best wishes on other recent retirements: Wilford "Bill" Graham, first trick operator at Rigby "PN," with 33 years of service; and Richard J. Curry, yard conductor, with 41 years of service.

A little too late for our winter issue deadline, but an act of sharing which certainly deserves an accolade was the contribution by the employees of the Rigby Stores and Car Department of \$200 to the Salvation Army through the WGAN 700 Fund and \$100 to the Bruce Roberts Fund.

With the advent of warmer weather, many of the snowmobilers around the yard are winding down the best snow season in recent years. Larry Peters, tracer clerk, and one of the staunchest of the staunch, had only one complaint: "Those cross-country skiers who think they have the right of way on the trails that we snowmobilers drag and maintain." Bet it works the other way around, too.

While many of us—some by choice, most by necessity—winter in Maine, there are a lucky few who are able to get away from it all and head for the warmer climates: Jim Keniston to California, Ed Bolduc to California with stop-offs at Lake Tahoe and Reno; and Dick Roy and Joe Marzilli to Florida.



Laurie Jean Conroy, 4-year-old daughter of MEC/PT spare operator Mike Conroy and wife Sandy, models the latest style in railroad sleepwear—with the PT emblem, of course.

Condolences to the families of R. J. "Red" Wilson, Chuck Hohorst, Mary Norton, Gaston Bergeron and Clayton "Porkey" Hall.

The carpenters—not the musical ones—the Ed Swett ones—have been busy the past several months with some major renovation projects about the yard. The Enginehouse has new overhead doors, insulation and partitions. The West Yard Office has new and refurbished floors.

In the winter issue, we mentioned a Christmas greeting we had received via balloon from Stryker, Ohio, and a little



Tara and Jennifer Corey, daughters of MEC/PT brakeman Robert and Theresa Corey.

girl named Maryann Kromer. We have since received a note from her mother in response to our acknowledgment of her air-borne card. She says the entire elementary school of approximately 150 had released the balloons and to that date (mid-December) only about ten had been reported found, mostly in upper New York State. The Rigby flight was the longest. Maryann is five years old and likes to work in the garden of their 3 acres of land in Stryker, where the family moved to a year ago from Toledo, "because it's a nice place for children to grow up." Coincidence of coincidences, her father is in the transportation business—he's a driver for that other form of land transportation that tells us to keep on something or other.



Herbie Dyer, left, came by to congratulate PT Co. Car Shop laborer Peter "Jay" Welch who retired after 31 years of service—must have smelled the cake.



Mary and Vinnie Morse were guests of Representative Harriet Ketover, Portland, recently at the State Capitol, Augusta. They were photographed with Governor Joseph E. Brennan and their hostess in the Governor's office.



Michael T. Kane, III, born last July to Michael T. Kane and wife Kitty. Mike is manager, intermodal services and construction materials, Marketing Department.

If you cannot go to Harvard, the next best thing would be to have Harvard come to you—and they did. In mid-February, Crew No. 1, John Atripaldi, Phil Whitmore and Frank "Junior" McCarthy, participated in a research project of the Harvard University School of Public Health. Each had a gurgling filter contraption strapped to his waist to measure diesel exhaust emissions. No results reported yet, but watch for their names in a footnote of a future issue of the New England Journal of Medicine or some similar publication.

Pat O'Toole

Retirees

During January my husband Vinnie and I were guests at the State House in Augusta of State Representative Harriet Ketover, Portland. Harriet certainly was a good hostess and they rolled out the red carpet for sure. She gave us the grand tour, and then in to meet Governor Brennan. He was absolutely charming! I told him I had worked with his brother Francis at the Railroad, and he showed us an original painting of his boyhood home on Munjoy Hill.

During the visit to the State House we met several well known people: John Martin, Speaker of the House, John O'Leary, Portland City Councilor and past Mayor, and his brother Richard who worked at WMEA TV with Vinnie during his college years; Tim Honey, Portland City Manager, Senator Mary Najarian, and many others. We attended a luncheon with Harriet where Dick Pierce, who is running for Governor in the next election, was the speaker.

They are the friendliest people! When we were introduced from the balcony to the Legislative Chamber as Harriet's guests, we felt like celebrities.

Ruth Christiansen is off again, to Panama this time. This will warm her up from the cold, snowy winter we've been having. From the looks, it appears that Ruth intends to see the world!

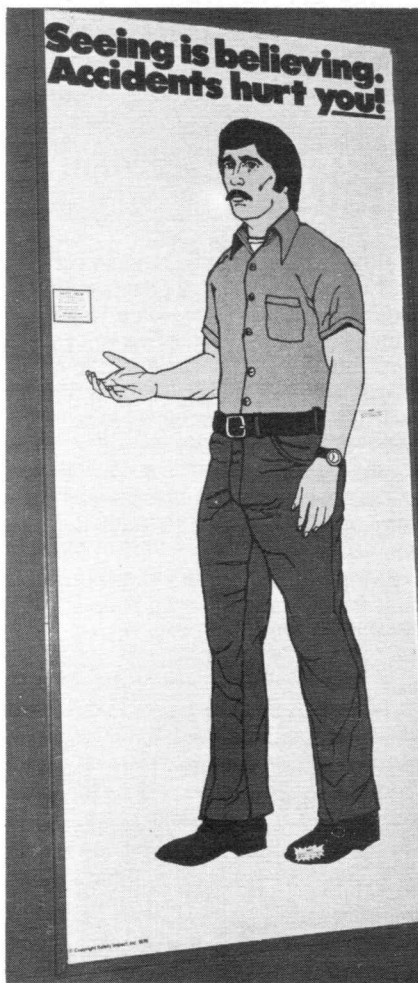
Talked with Gordon Williams, who is recovering from a stroke. Gordon retired from the cashier's office several years ago and has been active in many things, including volunteer work. Glad you are progressing well, Gordon.

Bill Maloy's retirement party at the Sheraton Inn, South Portland, was a great success, and attended by a large crowd. Did he ever get a roasting! Bill took it all in fun and appeared to enjoy every minute. Best wishes to you and Billie, Bill.

Sympathy is extended to Dorothy Ohl and family on the death of her husband Louis. Dot was a stenographer in the Real Estate office for many years. Her address is 195 Falmouth Street, Portland, 04102.

Also, heard that Raymond Jackson suffered a stroke this winter, but is recovering nicely now. Raymond's address is 770 Malaya Court North, Punta Gorda, Florida 33950.

Mary Morse



This life-size color drawing of a "Maine Central Employee" has been posted at Waterville as a safety reminder. As accidents occur, bright labels will be stuck on the appropriate part of his body, and as time goes on, the collection of labels will serve to remind workers of the need for preventive action.



Mervyn Harriman, Rockland, worked for Maine Central about 30 years, retiring in 1960, and now he has a railroad of his own . . . 120 locomotives, 370 cars and a network of storage and classification tracks. He's been building his miniature system since 1974.

Rockland

It is with a personal sense of loss that we report the passing of Fred Snowman. "Father" Snowman, as he was often called, retired from the Maine Central in 1970, having served many years as chief clerk-cashier in Rockland, and in other positions prior to coming into the freight office. Before he joined the Railroad he was employed by the old Rockland Wholesale and Produce Co., in days when horses and teams were used, and served in the military. A colorful and popular person, he was missed by all when he retired, and there were many old-time patrons in the Camden-Rockland areas who would inquire for him. Our expression of sympathy is extended to his family.

Section Foreman "Rick" Lovely has bid out of the Rockland Section and into the Lisbon Falls area. He has moved here, especially by the personnel at the "Pik-Quik" coffee pot, as he was one of their best and favorite customers. Ken Pratt has taken the foreman's job and he and Sonny York will be keeping things on the section up to snuff, but we doubt that they will be able to hold up their end of the coffee pot at "Pik-Quik" as well as Rick did.

Wendell Lewis



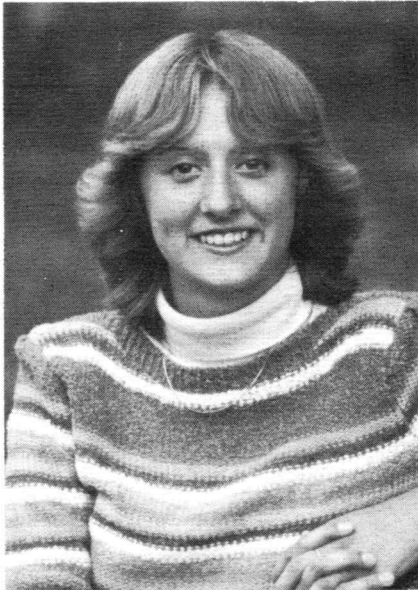
Lisa Anne Snow will be a June graduate of Winslow high school. She has been active in the Band, Student Council and AFS, and played softball. Lisa has been an Honor Roll student and has attended Waterville Vocational School during her Senior year. She will be a Certified Nurse's Aide when she graduates in June. Lisa has been accepted in the pre-nursing course at the University of Southern Maine for the fall. She is employed at the Seton Hospital, Waterville, as a tray aide. She is the daughter of Car Checker Ken Snow, Waterville Yard, and Elaine Snow, clerk-stenographer, Engineering Department.

Waterville Shops

Road Foreman of Engines Donald I. Dickey has been assigned to special duty on the staff of the Chief Mechanical Officer for about three months. He will be responsible for technical development in connection with the remanufacturing of locomotive 451 (modernization of GP7 564), as well as the project at Bangor Enginehouse of rehabilitating three U25B locomotives. Mr. Dickey will be developing the electrical circuitry in connection with construction of locomotive 451.



Waterville Shops Carman Gary Kitchen and wife are the parents of Amanda Lucille, born early last winter. Their first child, she's shown here at four days of age with Grandmother Ouellette.



Anne-Marie Ashe, daughter of Judy and Engineer Robert K. Ashe, Waterville, will be graduating in June from Lawrence high school, Fairfield. Anne-Marie has been active in clubs, has been on the Honor Roll and recently made High Honors. She is interested in a business career involving the use of computer technology. She hopes to attend Kennebec Valley Vocational Institute.

William S. Mayo will be covering Don's position in his absence.

Work is underway completing the ladies' rest room and showers at the lower end of the shops between the office and air brake room.

Watchman Maynard Boivin has returned to work after a long illness. Barry Bickford worked while Maynard was out.

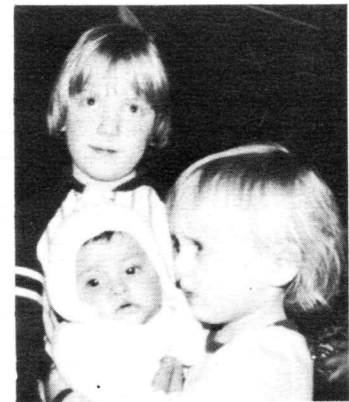
Alterations have been made in the Erecting-Machine Shop. The foremen's office of Andrew Miles and George Le-

moine has been moved so that the office faces out onto the floor area.

Machinist Helpers Steve Laliberte and Jerry Washburn have been set up as machinists. Steve is in Roadway Machines in the Shops and Jerry is machinist at the Enginehouse.

On our sick list: Carman Robert "Bob" Bourque, Electrician Albert Adams, Carman Danny Thompson, Ernest Laliberte, Machinist Steve Gilbert, Carman Helper Barbara Pelletier.

B&B crews are constructing a new grit blast system in the paint shop. There will be a new grit blast room, new overhead doors, and an automatic recovery system for the steel shot grit system.



Matthew and Amanda Meader, along with parents Brent and Eve, were more than excited, one day this winter, by the arrival of Molly Beth, a five-month-old they've adopted from El Salvador. Arrangements took ten months, but this El Salvadorian child has a home and a future. Father Brent is a carman at the Waterville Shops.



Lisa Parker, Freight Department, Waterville Shops, samples the view from the cab of Engine 332.

Also planned are a new spray room and stencilling room. Two new portable scaffolds with a lift height of sixteen feet will also be added.

Sympathy is extended to Laborer Peter Morissette and his family on the death of his mother.

New machinery and equipment received at the Shops includes a new Model 5 Hill Acme hydraulic metalworker that shears, punches and copes all types of fabricating materials, and a Caterpillar pipelayer, equipment #MC170, to be loaded on depressed flat car MW 999 and used with the relief train.



Carman H. "Tom" Huard doing some torching in the Freight Shop, Waterville. Ruth Brochu photo.

Also new is a heavy duty hydraulic press for mounting journal roller bearings on axles. With the majority of freight car axles now of roller bearing design, this machine is essential.

Another addition is a Thermal Arc Pak portable plasma cutting system for manual cutting of most metals, including stainless steel, aluminum, mild steel and galvanized steel from gauge thickness up to 3/8".

Also added are eight new rectifier-type automatic wire-feed welding machines for use in the shops. These will replace motor-generator welding machines.

Sympathy is extended to the family of retired Clerk-Stenographer Fabiola J. Tardiff who died February 20. She had 42 years service with Maine Central before retiring in 1964, with most of her years in the Stores Department at Waterville.

Sympathy is extended to the family of retired Carman Seldon O. Bimpson who died in August at the age of 89. He retired in July, 1960.

Retirees visiting the shops recently included Ernest "Benney" Black, Carl Fisher, Cecil J. Carmichael, Nubert Estabrook, Raymond Taylor, Carl Lindvall and Carroll Emery.

Plans are in the making for a triple retirement party May 21 at John Martin's Manor restaurant, buffet style, for the following employees retiring at the end of May: Assistant Shop Superintendent Blaine K. Ladd, Lead Foreman-Freight Department Glendon P. McCarrison and Diamond B. Sherrard, former assistant shop superintendent and shop superintendent. For further information contact Gloria Finimore or Ruth Brochu, shop superintendent's office, Waterville.

We welcome the new employees to the Waterville Shop: Machinist Gary S. Hawkes from Bangor Enginehouse; Rodney L. Tuttle, machinist helper and Rodney Douin, laborer, both from the track department.

Electrician-Crane Operator Michael and Mrs. Isgro are proud of a son weighing ten pounds two ounces, born February 26 and named Matthew William.

Two safety mirrors, 26" in diameter, have been erected at the shops. One is attached to a pole outside the shop facing the office, which allows one to see the roadway before going around the corner of the building. The other is behind the Wysong shears in the freight room, so that the operator may see if the machine is clear.

Mrs. Gloria T. Finimore, chief clerk at Waterville shop, joined her husband Alden in Boise, Idaho, during her March vacation. They took a side trip to Los Angeles, spent some time at Disneyland and drove to San Diego along Malibu Beach.



Here's a souvenir of winter, 1982 . . . spreader 799 working in Waterville Yard after one of our many storms.



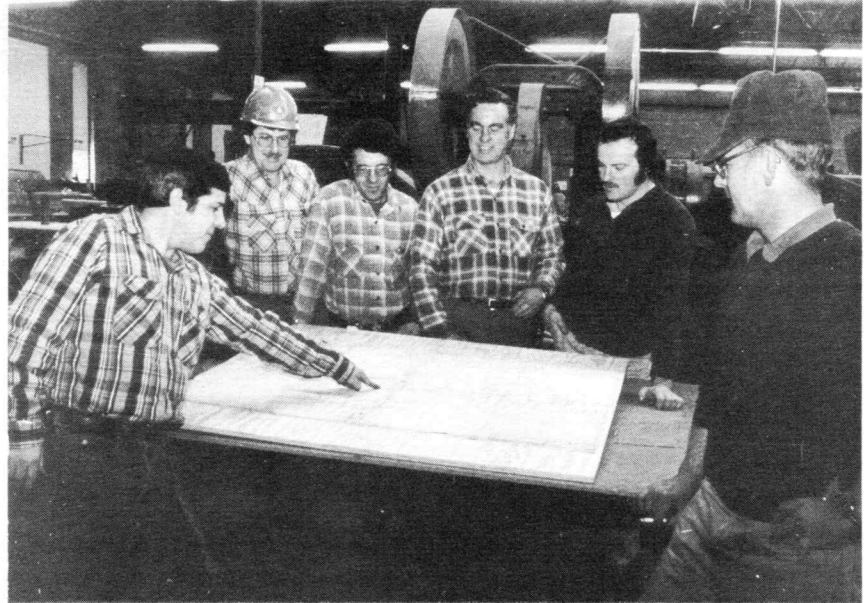
Lynn Fletcher and Steve Miles weld a section of a depressed flatcar at Waterville Shops. Ruth Brochu photo.

The Signal Department repair shop has moved to Waterville and is located adjacent to the Enginehouse. The crew includes Paul Shannon, lead test man, Phil Lawrence, test man, and Alan Veilleux, repairman.

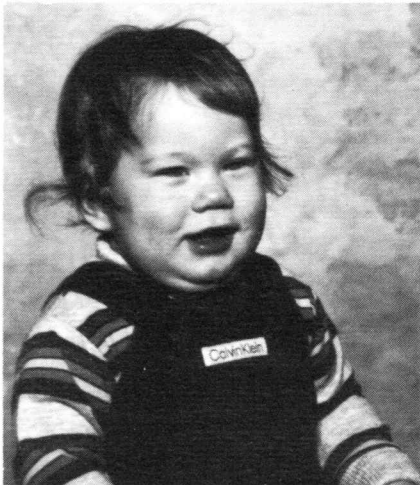
Sympathy is extended to the family of Laborer Harry Ashby on the death of his brother Lawrence Ashby, Sr., at the age of 50.

Sympathy is extended to Electrician David Bickford and his family on the recent death of his grandmother.

Sympathy is extended to Laborer Arthur "Tony" Collins and family on the death of his sister, Mrs. Harriet Barnett of Eliot, Maine, who died recently at the age of 44.



"Here we go again," says Tom Huard, second from right, skipper of last year's winning entry in the Great Whatever Race on the Kennebec. Tom and his Waterville Shops co-workers will build "something to float behind the locomotive" for this year's event on the Fourth of July. Others, from left, are crew members John Gravel, Dave Verzoni, Tom Bedard, Dave Smith and Wayne Johnston. (Ruth Brochu photo)



Christian Gagne, almost a year old, is the son of Stores Department Stenographer Nancy and husband Paul Gagne.

Robin Patterson, Benton, daughter of Guy Patterson, Waterville Shops carman, and wife Lorraine, will spend ten weeks in Venezuela soon as an exchange student. The Lawrence High School Junior has been accepted for the exchange visit by the International Fellowship, Inc., Exchange Student Program, which coordinates the visits of foreign students to her school. She's in



Robin Patterson

the top tenth of her class, in sports and clubs and is a class officer. Robin is the first LHS student to be accepted for a visit abroad, and right now, to prepare for her stay in Venezuela, she's working on her Spanish and studying the culture and traditions of the South American nation.

Archie S. and Weasel . . . next time you borrow Walter's snowmobile, put it back where you found it . . . not in the trunk of Walter's wife's Fiat. The trunk isn't big enough for an Arctic Cat.

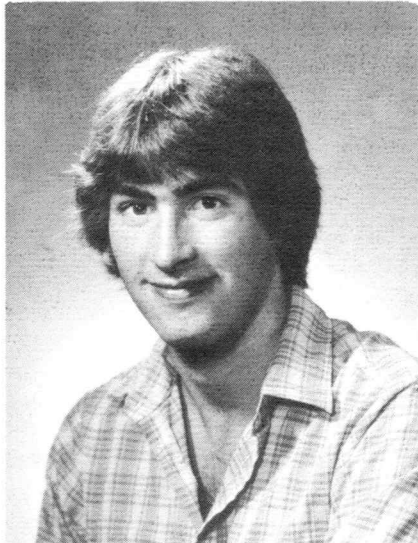


Engine 450, Ex-Algoma Railroad, Ontario, has been in yard service at Waterville, breaking in after extensive repairs and renovations. Road assignments are expected soon. (Arthur Doucette photo)

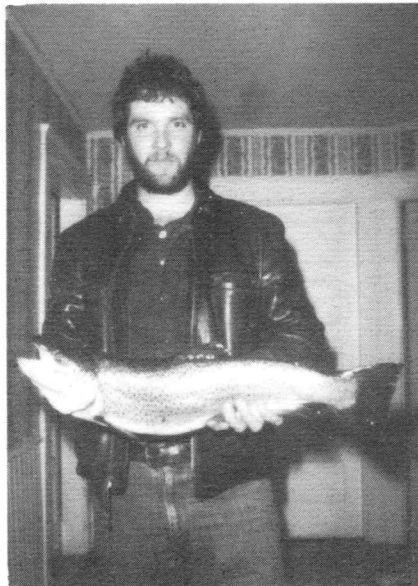
A surprise birthday party given recently for Glenn McCorrison, lead foreman, by the people in his crew and some people from the Stores Department. A dance followed and a great time was had by all at the Snowmobile Club.

Strange things happen on fishing trips upcountry . . . ask Dave L. or Dave W.

Ruth Brochu
John Cosgrove



Peter Huard, son of Engineering Department Clerk Lucette T. Huard, Waterville, will be graduating from Winslow high school in June. He took a course in Machine Tool and plays the drums.



Trackman David Huard proudly displays this 5½ pound brown trout he caught at China Lake. He won 1st prize at the North Vassalboro Fishing Derby.

Waterville Station

Clerk Alan Powers and family took up cross-country skiing this past winter, and enjoyed the sport nearly every weekend. Engineering Department Clerk Elaine Snow has also begun the sport. She tried to get her husband Ken interested, but he claims he gets enough walking on his job as car checker in Waterville Yard.

Chief Clerk Beverly Cook and husband Roland just returned from an eight-week vacation in Florida.

Sympathy is extended to the family of retired trackman Lloyd E. Libby who died recently in Skowhegan at 85. He retired in 1961.

Retired Scale Inspector Al Henderson was a recent Waterville visitor. He and his wife are living in St. John, New Brunswick.

Congratulations to the family of Wallace R. Pooler, Jr., and wife Nancy on the arrival of their new daughter Katie. The Poolers have another son and daughter.



Larry Genest, Waterville, one of our newest engineers.



Conductor E. J. (Gene) Laliberte in a quiet moment.



Eileen Perro, daughter of Car-Payroll Clerk Jeanette Perro, Waterville Freight Office, and husband Parker, will graduate from Winslow high school in June. She's been active in outdoor track and basketball, is a cheerleader and a member of the yearbook staff. She'll attend Southern Maine Vocational Technical Institute this fall in the culinary arts program.



Joshua Tuttle, 19 months, son of Trackman George and Janet Tuttle and grandson of Track Supervisor Donn G. Wolfe, enjoying a nice winter day in the sun.

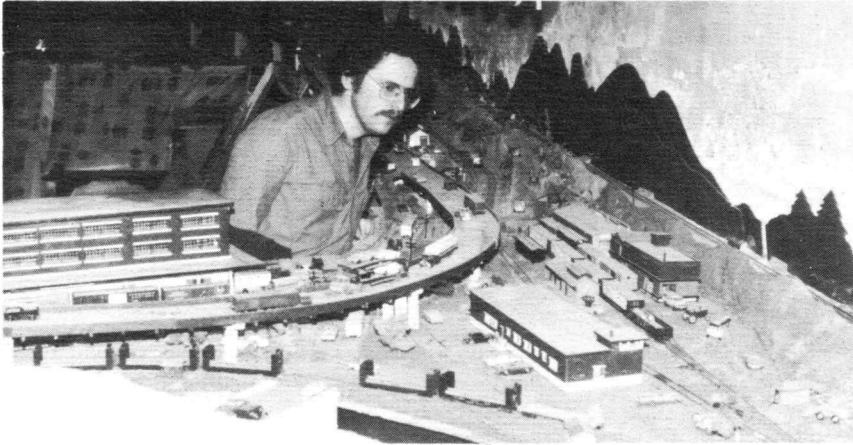
Also on the baby-parade were Trackman Ralph and wife Cindy Hartsgrove, whose new daughter was named Amanda May. They have another daughter and son.

Parents for the first time were Trackman Ed Douin and wife on March 9. Their daughter is named Amy.

Sympathy to the family of Truck Driver Dennis Nelson on the recent death of his wife's father.

Lucette Huard

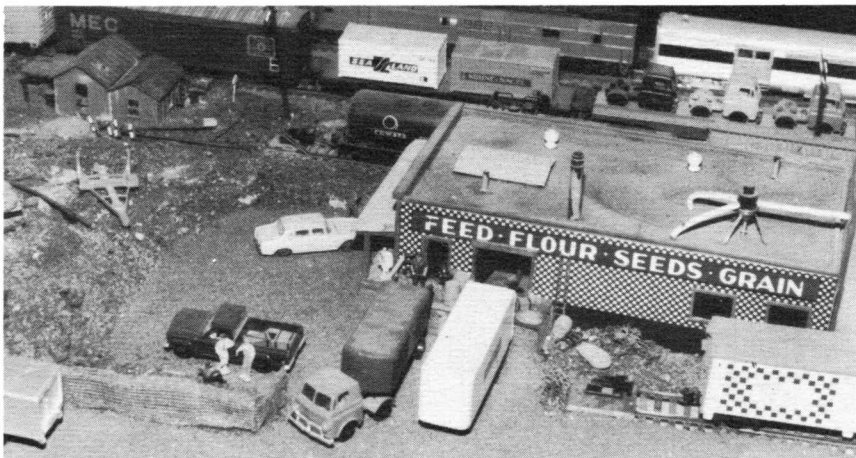
The Kennebec & Somerset Valley



Brandon Kulik, who met Arthur Doucette as a student at Colby, returned to Waterville recently and is shown as he inspected Arthur's model railroad, the Kennebec and Somerset Valley, now in its 25th anniversary year.



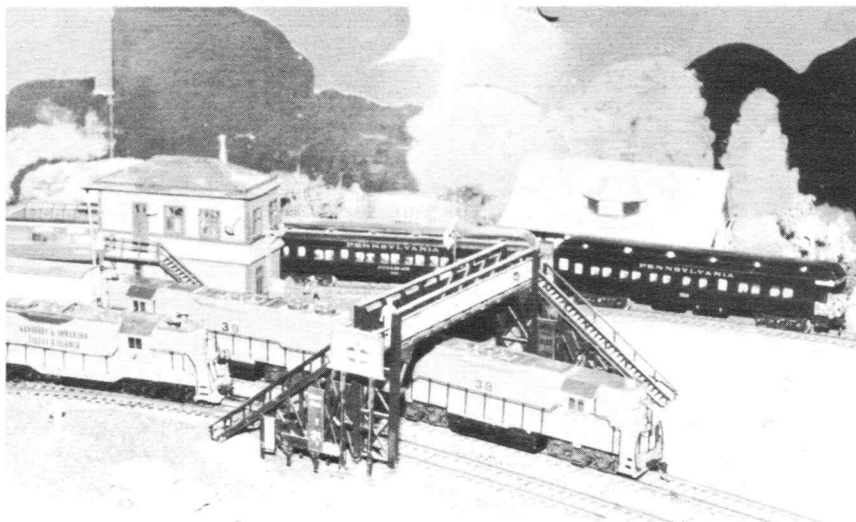
Leo Bujold, trainman, Waterville.



A busy scene at the Purina Plant with a feed car unloading, trucks loading, and a mainline freights moving in both directions.



J. A. Wing, spare flagman, Waterville.



Here's the passenger station with a train on the westbound main line loading passengers as a through freight on the eastbound main line passes a switcher on the siding.



Rachel and Ryan Bolduc, children of Steve and Donna Bolduc, Waterville.

Bangor

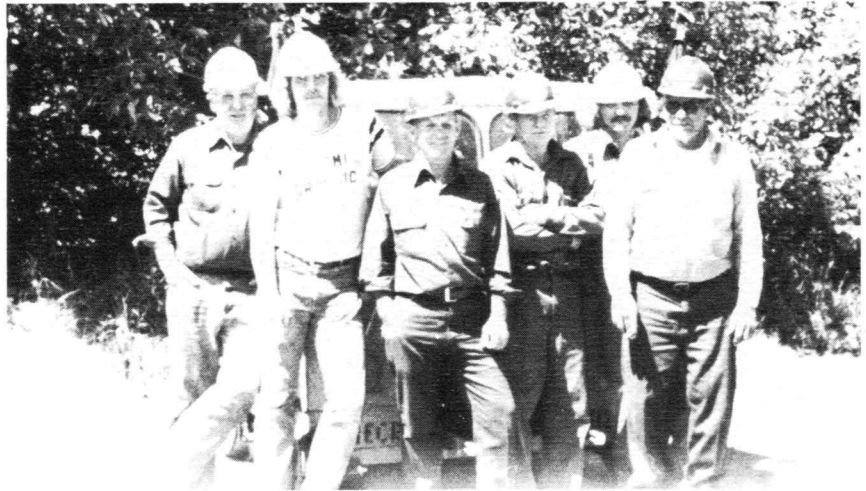
Mike Hartford and Robert Burnham, Jr., have entered the Engineer's Training Program for the Eastern-Subdivision.

Richard Burnham, trainmaster, and wife Kay recently spent a fun weekend at Jackman, Maine, snowmobiling. There certainly was no shortage of snow.

Road conditions are improving so when Spare-Operator Gaspar covers assignment at RD Tower via Ellsworth he'll have a better ride.

Two new faces working in the Bangor area are Steve Howard and Skip Campbell, now covering assignments on spare boards in Bangor. Welcome to the club.

Brakeman Joseph Hafford and his wife are grandparents of Monique Gordon, first baby in Maine to receive a blood transfusion before birth. Monique was at risk last fall during the pregnancy of Louine Gordon, Hafford's daughter,



Sectionmen pausing during their busy schedule are from Lincoln and Mattawamkeag sections. Left to right are Elwood E. Allen, Ronald T. Byrne, Randy Tourtillotte, Sonny Gordon, Stephen Jarvis and Alton Lee.



Carman Gary Spaulding was one of the Bangor Car shopmen who received a Maine Central safety award jacket, and here are his sons Ben and Jerry, not to be outdone.

who lives in Blue Hill. The fetus, doctors said, was threatened by RH incompatibility, and doctors at Maine Medical Center, Portland, decided to transfuse the unborn infant with compatible RH blood. Born several weeks later, Monique is now "doing just fine."

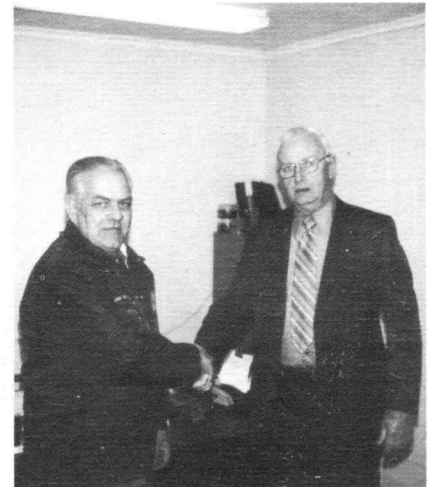
Sandra Johnson, clerk-stenographer in the office of assistant superintendent, R. G. Wheeler, is proud of her kid brother, John Ste. Marie, who was advanced to scouting's highest rank, Eagle Scout, at a court of honor in Old Town recently.

Bangor Car Shop's General Foreman, Byron "Bud" Wheelden and his wife have returned from a two-week vacation in sunny California with a side trip to Las Vegas. Sure hope you brought back

some of that sunshine Bud. We're sure you didn't bring back any money.

Harry A. Bowen, chief clerk, and Raymond L. Spaulding, traffic manager, Bangor Freight Office, and their wives spent two weeks soaking up the sunshine in Florida. We sure hope they weren't disappointed to come back to more snow.

Mrs. Charlotte Burnham, mother of Trainmaster Richard A. Burnham and Conductor Robert Burnham, Sr., celebrated her 85th birthday in December. Also working for the railroad are her two grandsons, Steve and Robert Burnham, Jr.



Linwood J. Connors, left, crane operator, Bangor Car Shop, is congratulated on his recent retirement by Byron Wheelden, general foreman. Connors is a 40-year Maine Central employee.



Engineer Walter Durant retired December 2, 1981 after service with Maine Central for over 40 years at various locations.

Joseph A. Day, conductor on yard switcher No. 3, retired in December after 30 years of service. Good luck to you, Joe!

A special congratulations to all Maine Central employees who donated to the United Fund. This year's total was \$10,893.12. GOOD WORK!

Parker J. McIver, road trainman on the Woodland road switcher, has retired following a career of some 31 years. He began his Maine Central service as a yard brakeman at Vanceboro in 1951.

Much happiness to Richard A. Dixon and Mary Baker who were married last fall. Dick is the newly appointed foreman at Bangor Car Shop.

Ron Chalmers

Athie Sez:

Bernard "Beaver" O'Neill, retired Eastern Subdivision conductor, passed away on January 27 in Calais. He retired in October 1967 after 50 years service. Beaver had a personality that wouldn't quit! Sincere condolences from all his railroad friends go to Martha and the children. His grandson, Paul Spear, is a relief agent.

Charlie Hatton of Charlotte passed away in a Bangor hospital in February. He worked for the Track Department for 20 years before his retirement. Charlie was so kind and helpful to local folks needing a hand with painting or carpentry. Deepest sympathy goes to Florence and their daughters.

Stopped in at Marshall's Health Care Center in Machias to see Walter Farren. Bless his heart, he is 101 years old. He seems to be doing fine. He really made my day when he said 57 is just the prime of life!

Come spring, we'll make up to retired folks for not getting around for visits this winter.

Sammy Sampson, retired agent from the Portland Division, is cutting quite a swath literally, somewhere in the Dexter area. He's cutting pulpwood and cedar. Understand he is experimenting with some new fuel in his chainsaw. Hang in, Sammy.

On return trips from town, we stop in frequently to visit Kate Holmes, Frank's widow. For a couple weeks, a coon was hanging around her home for handouts. During the day, he actually slept on the entryway roof, snuggled next to the house. He would ignore all attempts to get his attention and continued sunning himself. Kate and I enjoy our nightly chats on the CB. Naturally there are many kibitzers who join in.

Had many birds at the feeders all winter. Three red squirrels kept things stirred up. A couple weasels appeared periodically until one decided he wanted the territory. Quite a feisty little character as he hissed and spit at me one time when I pushed a hotdog nearer his hole under the steps. The deer population is taking a shellacking this winter. The deep snows, coyotes and dogs have driven them right onto the main-traveled roads. Talked with a warden in March who had just completed an aerial tour and he said he saw very few deer in my area. Personally, it looks like the only answer is a couple of years of closed seasons and open war on coyotes and dogs.



Bob Campbell, signal maintainer, stops for a chat at Machias with Agent Roger Wakefield. (Bryant photo)



Donald J. and Robina Gaddis observed their 25th wedding anniversary last fall with this cake, many friends and family members at their home in Calais. Gaddis was a machinist with Maine Central 35 years, retiring in July, 1980.



Clerk-stenographer Elaine Snow busy at her desk at the Waterville Engineering Department.



Steve Berry, trackman, was snapped at Machias. (Bryant photo)

Took a one-day trip to Augusta in March. Had numerous errands and only one hour in Winthrop with Judy, Wayne and the kids. Amy presented me with a snapshot of herself clad only in briefs and the chickenpox! Don't know how she managed such a charming smile being so uncomfortable. Jeff is into trains now. Guess Old Gram will have to loosen the purse strings next Christmas.

Visitors at the Machias Station this winter were Art Palmer, Arthur Oxtan, Agent-Operator Jim Cherry, Jim McFarlane of MEC Real Estate office, Dick Achorn, supervisor of agents, and Guy Carter, retired section foreman.

Dennysville Section Foreman Darold Ames' little granddaughter, Angela, has had a couple rush trips to the hospital this winter. She makes her home with Darold and Yvonne. Hope with the coming of spring, Angela starts feeling better. She is a sweet little tyke and a real sharpie.

The Eastern Subdivision covers a lot of territory, and it is rather difficult to gather news. Sure could stand a hand from the outlying areas by having items dropped at the stations or sent direct to me, Athie Bryant, here at P.O. Box 1, East Machias, Maine 04630.

Boston & Maine Hist. Soc.
P.O. Box 2362, C11
Harwood Sta.
Littleton, MA 01460

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

Safety is Teamwork



The men of the Bangor Car Shop were joined by President Gerity, Mechanical Department leaders and other officials following the presentation of their distinctive jackets signifying a full accident-free year.

Join the Team!!