



BOSTON & MAINE RAILROAD
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SUMMER 1982

MAINE CENTRAL

MESSENGER



IN THIS ISSUE

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THE COVER

Photographer and frequent contributor to the Messenger, J.S. Murphy, caught this unique shot at Rigby during a storm. John is a carman at Rigby.

Safety Fever-Catch It!

That's the winner of the slogan contest, a feature of the current system-wide safety program.

The Safety Department announced in June that L.L. Greenlaw, PT Co. Enginehouse foreman, had submitted the top slogan in the contest. Alice Foley, Operating Department chief clerk, won second place with "SAFETY..FIRST, LAST AND ALL WAYS," and a third place award went to Bernard R.

(Beaver) Smith, Engineering Department draftsman, for his entry "YOU—THE KEY TO ACCIDENT PREVENTION."

President John F. Gerity presented Greenlaw an AM-FM radio; Foley a Kodak disc camera; and Smith a 42-Qt. picnic cooler as prizes. President Gerity and the Maine Central Safety Department expressed their thanks not only to the winners, but to all employees who entered the contest.

PLEASE NOTE

If you are **not** an active Maine Central or Portland Terminal employee you should find in this Messenger a card to be completed and returned. Please fill out this card and return it to us promptly. Postage will be paid. We are most interested in hearing from each of our many friends who receives the Messenger.

DOT Urges Equity Trucks Pay Only Half Their Share

America's deteriorating Interstate and federal-aid primary highways are being battered by 80,000-pound combination trucks that pay only about half of their cost responsibility.

These are the conclusions of the three-and-a-half year Federal Highway Cost Allocation Study by the U.S. Department of Transportation (DOT), which warns that unless Congress changes existing federal highway cost allocation formulas, heavy combination trucks will continue to pay "substantially less" than their cost responsibility, threatening the survival of the nation's pay-as-you-go highway system.

With the exception of federal motor-fuel tax increases 23 years ago and certain federal excise tax increases 21 years ago, current federal highway user charges are essentially the same as they were when the Highway Trust Fund was created in 1956. Highway construction costs have increased almost four-fold during the past two decades, according to DOT, and legal vehicle

weights have also increased along with heavy truck travel in general.

The transportation study shows that heavy combination trucks, since the inception of the Highway Trust Fund, have never paid their equitable share of highway costs. And, as the emphasis of federal highway programs changed from new construction to primarily 4-R (resurfacing, restoration, rehabilitation and reconstruction) programs, the inequity has increased substantially. "Heavier trucks are found to have a larger responsibility for pavement expenditures," says DOT.

Results of the DOT study confirm many recent state and private-sector study conclusions that heavy combination trucks do not pay adequate user charges. For example, a recent General Accounting Office study concluded that a fully loaded 80,000-pound combination truck causes pavement damage equal to 9,600 automobiles, but pays per-mile user charges which are insufficient to cover the costs of that damage.

RAIL ASSERTION UPHELD

The DOT study fully validates the long-standing assertion of the freight railroad industry that heavy trucks are not paying their equitable share of highway costs.

America's freight railroads have a legitimate interest in highway financing. According to one DOT economist, freight accounting for as much as 70 percent of rail revenues is subject to truck competition. To the extent heavy combination trucks can avoid paying equitable user charges, they threaten the ability of freight railroads — which receive no right-of-way subsidies — to remain private sector, taxpaying corporations.

WEIGHT MULTIPLIES STRESS

It has long been established that as axle weights increase, so do pavement stress factors — but at a far greater rate. For example, the American Association of State Highway Officials concluded some years ago that as axle weights double, pavement stress increases, not by a similar factor of two, but by a factor of 16. The result, according to the AASHO equation, is that a five-axle, 80,000-pound truck causes six times the pavement damage as does a similar 50,000-pound truck — but the 80,000-pound truck is not assessed anywhere near the additional user charges necessary to cover the additional pavement damage it causes. Similar tests done recently by Canadian authorities in Brampton, Ontario, confirm the AASHO conclusions. DOT research further validates these facts.

It must also be recognized that this additional pavement stress must be multiplied by the miles which heavy combination trucks travel. And, according to the Department of Transportation,

heavy combination trucks "travel about 500 percent more annual miles per vehicle" than automobiles.

It was the purpose of this cost allocation study not only to test the validity of assumptions that heavy combination trucks are not paying adequate user charges, but to also determine the level of user charges heavy combination trucks ought to pay. The study asserts that if 80,000-pound trucks are to pay adequate user charges in the future, then such user charges must be increased by as much as 70 percent.

The severe underpayment of highway costs by heavy combination trucks, coupled with declining travel and greater fuel efficiency of lighter vehicles — which historically have cross-subsidized heavy combination trucks — has resulted in the Highway Trust Fund cash balance falling by \$3.3 billion over the past two years. If the Fund is to remain solvent, and if necessary 4-R work is to continue on the Interstate and federal-aid highway system, user charges must not only increase, but they must be equitably distributed among various classes of highway users.

GRADUATED CHARGES RECOMMENDED

The cost allocation study specifically recommends that user charge rates be "graduated as a function of weight to ensure that heavy vehicles pay their cost responsibility." This recommendation confirms the previously mentioned GAO, AASHO, Canadian and numerous state studies which found that heavy combination trucks indeed cause significantly greater highway damage than do lighter vehicles.

Federal highway user charge revenues represent about one-third of all user charges. The other two-thirds are collected by state governments under separate user-charge formulas enacted by individual state legislatures. Through state cost allocation studies, a number of states have recognized the correlation between axle weights and highway damage and have instituted user charge formulas which base user charges on both vehicle weight and miles traveled. These states are Arizona, Colorado, Idaho, Kentucky, New Mexico, New York, Ohio, Oregon, and Wyoming. A similar Highway Cost Allocation Study is now being conducted in Maine.

The railroad industry believes this federal cost allocation study is an excellent first step in remedying the existing highway user charge inequity. The railroads believe, however, that further refinement of the study would show the underpayment by the biggest trucks to be even greater than stated.

In the interim, however, we believe Congress should immediately move to shift the existing user charge burden from lighter vehicles to the heavy combination trucks which are responsible for most current highway damage.

Safety Campaign Pays Off

Maine Central's system-wide safety program—inaugurated this spring by President John F. Gerity—is paying off. Railroad people are “thinking safety.” There's new awareness of the risks of absent-mindedness, the hazards of forgetfulness and the real personal danger of not caring.

It's too early to claim dramatic success for the campaign, but solid progress toward the objectives can be seen clearly.

Safety signs are up everywhere, and more appear almost daily because they're effective. . . . they keep the safety message in view constantly, and help workers keep it in mind. There are many, for example, at Waterville, where a shops employee commented, “They're everywhere. . . and if you stand still too long, somebody'll sneak up and stencil one on your back.”

The idea, of course, is to “stencil” the safety message deep into the conscienceness of every Maine Central employee, supervisor and official, and to dramatically decrease the incidence of personal injuries. The signs at Waterville are being produced by Phil Clement, Frank Roy, Fred Curtis, Ernie Moulton and John Paquet. The sign task in the Portland Terminal is being handled by Ed Swett and Steve Huntington.

An effective double-play by the Engineering and Stores Department is succeeding in removing debris from the right-of-way. Engineering people are picking up old ties, scrap rail and other metal and stores is collecting it in Waterville for eventual sale. This effort is part of a “spring cleaning” program announced this spring at the start of the safety campaign. It's the “good housekeeping” phase of an effort to promote safe working conditions and work habits.

Among the many success stories from the system are the clean-up performances of the section crews at Passadumkeag and Bartlett, separated by nearly 200 miles of railroad, but allied closely in an effort to clean their areas up, to eliminate a winter's hazardous collection of odds and ends, and to clear the way for safer railroad operations.

“They've got the right idea,” Engineering Department officials said. “They're thinking safety.”

But squarely in the middle of all this campaign success came the story from Waterville, where someone tossed a cigarette butt in an “empty” paint can and set off a small but threatening fire.

Obviously he wasn't “thinking safety” he wasn't thinking at all.

But others were, and still are. . . . and working



Checking progress of the Spring Cleaning project and the general condition of the system last month were Chief Engineer James O. Born and David A. Fink, vice president, Guilford Transportation Industries. They are shown at Leeds, talking with Francis Richard, trackman. (MEC photo)



Winners of the Safety Campaign Theme Contest received their prizes last month from President Gerity. Standing, from left, Lennie Greenlaw, enginehouse foreman, Rigby, with the first prize, and FM-AM receiver; Bernard “Beaver” Smith, engineering, third prize; Alice Foley, chief clerk, Operating, second prize; and A.N. Tupper, manager of personnel, labor relations and safety. (MEC photo)

to eliminate potential accident situations in the Waterville Shops. Workers are keeping walkways and alleys clear of obstructions, walkways are being re-painted, and a safety committee is reporting hazards and monitoring the speed of shop vehicles. A number of special devices to promote safety have been installed. They include mirrors that enable drivers to see around dangerous corners, devices to protect workers in the new shot-blast room, and a new ventilating system in the smoky blacksmith shop.

Ansel N. Tupper, manager of personnel, labor relations and safety, urged an increased effort on the part of every Maine Central and Portland Terminal Company employee to make "thinking safety" a habit, and to insure the continued success of efforts to bring personal injury accidents to a bare minimum.

Operation Lifesaver Set for Fall

"Operation Lifesaver," a proven public education program designed to reduce accidents, deaths and injuries at railroad-highway intersections, will begin in Maine this fall under sponsorship of Maine's railroads, the Governor's Highway Safety Committee and the Maine Department of Transportation.

Maine will be the first Northeastern state to adopt the program which has operated with dramatic success in Western and Southern states since 1972. "Operation Lifesaver" goals are to increase public awareness of grade-crossing hazards and to improve driver and pedestrian behavior at such intersections.

The Maine Rail Association, an organization that includes Maine Central, Bangor and Aroostook, Boston and Maine, and four other rail carriers in Maine, has endorsed the concept and is prepared to play an organizational and facilitating role in the program. Bradley Peters, Maine Central vice president, is MRA president. The rail carriers will be assisted in a number of ways by the Commissioner and staff of the Maine Department of Transportation. Governor Joseph E. Brennan and other state leaders have pledged their active support.

Concentrated planning efforts by industry and government are in progress this summer in anticipation of winter-related grade-crossing safety problems. The planning effort coincides with a system-wide safety campaign on Maine Central.

"Operation Lifesaver" has a record of results. The first such program was initiated in Idaho by the Union Pacific Railroad in 1972. In the first year, crossing-accident fatalities dropped 39 percent. First-year results elsewhere were equally



Another stop on the Spring Cleanup inspection itinerary was at North Conway, where the officials watched progress on a signal modernization project. From left, A.J. Travis, executive vice president; Andy Cash, assistant signalman; Rusty Fearon, signal helper; Ray Sawyer, foreman; and John F. Gerity, MEC president.

dramatic: Alabama, down 28 percent; Georgia, 65 percent; Kansas, 47 percent; Missouri, 40 percent; Nebraska, 46 percent; Utah, 59 percent; and Virginia, 50 percent.

The "Operation Lifesaver" effort is sponsored nationally by the National Safety Council, the U.S. Department of Transportation and the Association of American Railroads.



JOSEPH E. BRENNAN
GOVERNOR

STATE OF MAINE
OFFICE OF THE GOVERNOR
AUGUSTA, MAINE
04888

June 11, 1982


Maine Rail Association
c/o Bradley L. Peters, Vice President
Maine Central Railroad
242 St. John Street
Portland, Maine 04102

Dear Brad:

I am pleased to learn that the Maine Rail Association proposes to establish an Operation Lifesaver Program in Maine. While we all take pride in the extent and rather obvious success of our Grade Crossing Improvement Program and the relatively small percentage of highway accidents that occur at these locations, it is nonetheless important to take every step available to reduce accidents still further.

I assure you and the Maine Rail Association of my wholehearted support in the establishment of this Program in Maine. I am also sure that both the Departments of Transportation and Public Safety will lend their support and assistance to your efforts.

Sincerely,


JOSEPH E. BRENNAN
Governor

A New Partnership in Madison

The office of Jack Chinn, president and chief executive officer of Madison Paper Industries, occupies a second-floor corner of a rebuilt and redecorated brick structure that once was a textile mill. The dam and falls are near his windows and the big desk where he works seems only ten feet or so from a torrent of water, near its spring crest on an April morning.

Jack Chinn had visitors from Maine Central, and rather than sit and talk to them from behind the big desk, he sat in a chair beside it, close to his guests, with nothing between them to impede the flow of ideas. He talked about the new mill, its people, its problems, and he talked about his company's relationship with, and dependence on, the Maine Central Railroad.

"A \$200 million investment here has given us a world-class paper machine producing grades needed world-wide," he said. "We're quite satisfied. . . . only a few problems. We're continuing to learn, and everybody's working at it. We've built teams to get everybody's head into the ballgame, and we are continuing to train people. We're learning and growing together. . . . we take three steps forward and slip back two, but we're gaining, and we're about where we planned to be right now.

"The railroad is working well with us. We're active partners here, and we need each other. Things are moving along well even in a sluggish economy. . . . we're managing to gain enough business to make us both smile. Rail is cost-effective for us. . . . that's the way to move the things we need and the things we make."

These were Jack Chinn's comments in April, just a little over five months after the start-up of a huge, highly-automated machine that makes the



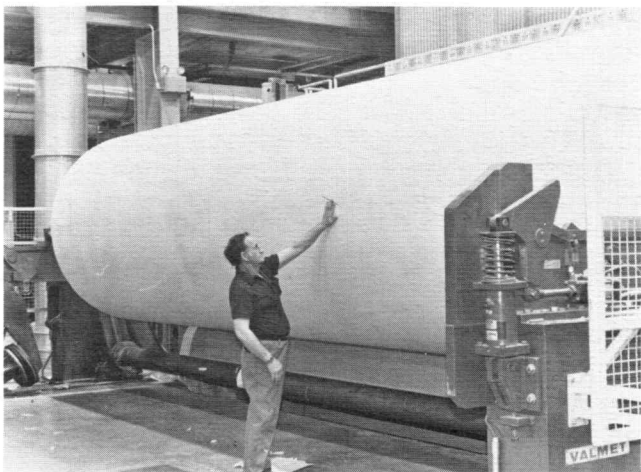
Jack Chinn, Madison Paper Industries CEO.

mill at Madison the largest producer of super-calendered paper in North America.

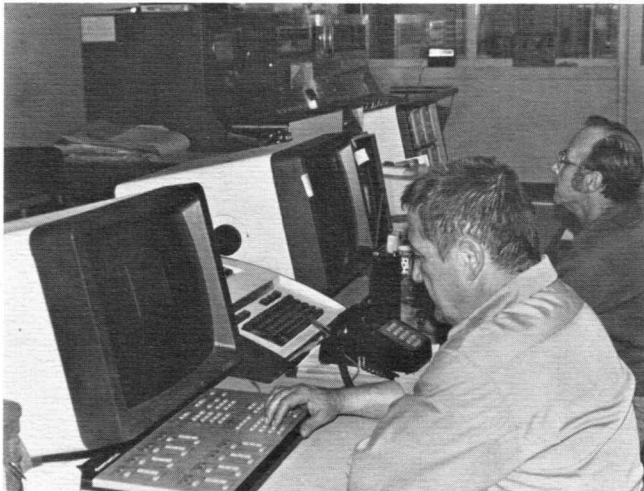
And as he spoke, a production foreman chalked a new figure on a board near the visitors' waiting room at the mill entrance. He wrote "363.2 salable tons per day" . . . remarkably close to the 400-ton/day 1982 capacity objective of the new machine. . . . and in only five months from start-up.

This is what Jack Chinn meant. . . . a well-planned, well-executed training and motivation program had pulled the loose ends together, eliminated the bugs and developed the techniques necessary to get Madison's new 200 million-dollar mill up to speed.

If anyone could do it, Jack Chinn could. This is his reputation in the industry which he has served for his entire working career. Iowa-born, with degrees from Cornell and the Institute for Paper Chemistry, he worked with Consolidated Paper, the Bowater Carolina Corporation and the Oxford Paper Company, then joined International Paper. He served in a number of posts for IP, and in 1972 was transferred to Canadian International Paper, first as vice president of manufacturing, then as the vice president responsible for all aspects of CIP's world-wide newsprint business. . . . wood-



A worker checks the product.



Workers monitor the paper-making process on video screens.

lands, engineering, personnel, administration, manufacturing and marketing. He was named top man at Madison in March 1980, when ground was broken for the buildings that house the new machine.

The Madison Paper Industries mill is the newest star in the corporate crown of the New York Times Company, in partnership with Myllykoski Oy of Finland, the world's largest producer of supercalendered paper. While three other Times-owned mills produce newsprint for the dailies, Madison's supercalendered paper will be used for the more elaborate New York Times Sunday Magazine.

Supercalendered is an uncoated, magazine-grade paper with a printing quality that provides glossy, bright and vibrant color reproduction similar to that of coated paper, and at a lower cost. It is used extensively by magazines in Europe and has been used since 1976 by the Times Magazine and publishers of catalogs in this country. It is being adopted as a standard paper by several other magazines.

The Madison mill was originally built in 1891 by a group of investors, one of whom was Grover Cleveland, who had recently completed the first of two non-consecutive terms as President of the United States. It passed through the hands of several owners in the ensuing decades and was idle at the time of its purchase by Myllykoski in 1977. The new owners refurbished the mill, added a supercalender (a configuration of rollers which compress the paper) and began production of supercalendered paper in the fall of that year.

In 1980, The New York Times Company joined Myllykoski in a partnership to expand the mill's capacity because of its belief in the growth prospects for supercalendered paper. Myllykoski is the managing general partner, holding a 60 percent interest in the mill. The Times Company has a 40 percent interest. The expansion, which gives the mill a capacity of about 200,000 short tons of paper annually, provided employment for more than 1,200 Maine construction and engineering

workers.

Expansion of the mill has increased its labor force by nearly 40 percent to a total of 331 people. Most of the additional labor force has been drawn from the Madison area.

The flags of the United States, of Finland and the State of Maine fly over the 1,000-foot, bright steel building that houses the new paper machine, a computer-aided and almost completely automated complex more than 353 feet long, and in one section, five stories tall. It produces 3,500 feet of supercalendered paper 282 inches wide every minute. Totally enclosed, the big machine retains high interior heat necessary to the drying process, while maintaining comfortable temperatures in the building itself. Watching video screens, production workers monitor the flow of stock, moisture content and other variables at computer terminals, and the product — miles and miles of it — is formed, dried, calendered, trimmed, rolled, cut, wrapped and either stored or loaded into box cars in a continuous, virtually uninterrupted flow.

Actual tonnage figures are secrets of the Madison-Maine Central partnership, but bright-gold boxcars wait in long strings on the mill sidings, and the loading docks at the end of the production line are busy as big rolls bearing the Madison imprint are lifted into other waiting cars.

As Jack Chinn said in his office, "there's enough business to make us both smile."



A roll of Madison's "Symmetry" supercalendered paper is loaded.



Train Crew Helps in Bovine Blessed Event

Warmer now, with its birthday blizzard not even a memory, is "Sugarfoot," with Bunky Norris and "Snowflake," the calf's mother. (Brad Crafts photo)

There's a Maine Central conductor named "Sugarfoot" Harmon and now, in Stricklands, Maine, near Livermore Falls, there's a lively calf with the same name.

Why, you ask? Brad Crafts told the story recently in the Lewiston Sun:

Like nearly everyone else on April 14, William "Bunky" Norris and Meredith Campbell of Stricklands were doing their taxes as the wind howled outside, building high drifts of the snow that had fallen in the late-season blizzard only hours before. In late afternoon, the task was done, and Meredith left for town to mail the form and do some errands, suggesting as she left that Bunky check the attitude and situation of "Snowflake," their expectant cow. "She's about ready," Meredith added.

But when Bunky went to the barn, "Snowflake" was gone. He spent a half-hour searching the barn, the other buildings and the yard, then found tracks in the snow. Meredith had returned by then, and the two followed the cow's path to the nearby Maine Central tracks and along them for about a mile.

There, the cow had left the tracks and gone into some woods, and Bunky and Meredith soon found her in the scant shelter of some bushes, and found her calf, cold and apparently frozen in a snowbank.

Bunky lifted the calf and Meredith led the cow back over her path to the tracks, wading through knee-deep snow. Here, in Crafts' own words, is what happened next:

"Bunky could hear the big Maine Central Railroad southbound freight train laboring up the steep "Summit" grade with its load of

paper-filled cars and many empty wood cars. Running through deep snow, he reached the tracks just as the three MCRR locomotives were approaching.

"The train engineer waved to him, and immediately slowed the long freight train to a snail's pace. Then suddenly the train stopped, and conductor Harmon and flagman Gardner swung off the caboose steps. The three men quickly carried the calf into the caboose and laid it near the warm stove. A short tense three-worded message over the walkie portable radio, and the train was on its way again, to Stricklands Crossing, a mile away.

"Bunky was handed the calf by the train's crew at the crossing, and he quickly carried it to his nearby home. Meanwhile Meredith was leading the cow down the tracks and back into the barn."

The crew included Norman B. Dodge, engineman; Walter J. Williams, fireman; "Skip" (Harry T.) Riegel, Jr., brakeman; William D. Gardner, flagman; and "Sugarfoot" (Albert J.) Harmon, conductor.

In front of the kitchen woodstove, Bunky and Meredith rubbed the frozen calf with dry towels for two hours. They fed it milk, from its mother, a drop at a time, then from a baby's bottle, and finally the calf began to move. It struggled to its feet eventually, stumbled around the kitchen, then found its legs and its voice, bleating for its mother.

And that's what Bunky and Meredith gave it. . . in the warm barn and fresh hay, along with its new name, "Sugarfoot," for one of the Maine Central trainmen who had helped save its life.

News Briefs

1982:

Special for Portland, The Express and Maine Central

1982 is a special year for the City of Portland, for the Portland Evening EXPRESS and the Maine Central Railroad. It's Portland's 350th anniversary year, the newspaper's centennial, and the 150th anniversary of at least part of Maine Central.

Maine Central didn't come into being officially until 1862, but one of its predecessor railroads—and Maine's very first—was opened 30 years earlier. The horse-powered, two-mile railroad between Calais and Milltown was the first part of Maine Central's present 818-mile system to receive a charter.

On its own 50th anniversary in 1932, the EXPRESS published a special edition that included accounts of some of the State's oldest business organizations. Maine Central was among them, and was hailed as "The Backbone of Maine Industry."

"The Lumbering Industry," a writer said, "was fathered and fostered by the railroads and never could have reached its immense proportions if it had not been for the railroads.... Agriculture could not have reached its present important position except for the railroads.... The paper industry could not have developed without the railroads."

"Few lines of industry have made such consistent and notable achievement in the way of progress as have the railroads. From the tiny wood-burning locomotives of the early days to the immense modern engines, from the crude track on which the first trains ran to the heavy rails, rock-ballasted roadbed and modern bridges of today's high-speed track is an immense stride."

The "today" that writer talked about was 1932, half a century ago. He was thinking about

steam locomotives of Maine Central's 700 series, of "100-pound rail, six inches high by five and a half inches wide on the base." He was thinking, too, about the telegraphy and dispatching trains by wire, about the new Westinghouse air brake and the block signal.

What would he say today—in 1982—if he could see the brawny diesels, the super-boxcars, CTC and the radios, the 115-pound continuous welded

rail and roller bearings?

Times have changed, as the railroad said in an advertisement that was published in the same special edition... and they've changed as dramatically in the last 50 years as they changed in the previous 100. Times change too, along with the "convenience and necessity" of the general public, but with minor alterations, Maine Central could run the same ad today.



Times Have Changed In Century of Railroading

Transportation methods of today would astonish the old-time settlers who took long, weary months to travel the western plains. Commerce and industry have grown up with the modern transportation that delivers merchandise, over night, hundreds of miles away; that utilizes the railroad and the motor bus in the development of society and the growth of business.

Maine Central HAS kept pace! The trend of the times requires it. Fast freight service, crack passenger trains, deluxe motor buses on the highways -- and in addition -- Maine Central sells its transportation facilities at a price that makes it outstandingly economical in the field.



Ship and Travel By The Maine Central Railroad

MAINE'S Greatest Public Servant

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Credit Union's 55th Anniversary

Nearly 350 members and guests attended the 55th anniversary dinner-dance of the Railroad Workers' Credit Union of Maine at Holiday Inn, Downtown, May 1.

Head table guests included President and Mrs. John Gerity, Attorney and Mrs. Charles Lane and Robert Tarbox, president of the Maine Credit Union League and Mrs. Tarbox.

Introduced by Master of Ceremonies Hugh F. Flynn, President Gerity spoke briefly on Maine Central's current safety campaign and its importance to the welfare of individual employees and the company.

The event commemorated the formation of the Railroad Workers' Credit Union on April 16, 1927, when railroad people joined telephone company employees to pioneer the credit union movement in Maine. The first board of incorporators included the late Harold J. Foster, Maine Central's passenger traffic manager, who served as the organization's president and general manager for 43 years.

Foster was succeeded in 1960 by Hugh F. Flynn, Maine Central manager of purchases and stores, who continues to head the organization. Officers



President John F. Gerity addressed the group on the system-wide safety effort and its importance to every Employee.

besides President Flynn, include Wendell D. MacDowell, vice president; Ken Austin, who succeeded Stephen J. Conley as treasurer on June 1; and Patricia C. Shea, clerk.

Members of the supervisory committee are Jean E. Gilpatrick, chairperson; Patricia C. Shea, Gregory F. Scott and Earl Bennett. Mary Ann Berry is manager.

RWCU assets at the end of 1981 were \$4,200,291.

Coombs Ends 34-Year Career

P.H. "Joe" Coombs, general supervisor, track, Portland Terminal company, retired July 9 ending a 34-year career with Maine Central and Portland Terminal Companies.

A graduate civil engineer from the University of Maine, Coombs spent four years with the Transportation Department as a trainmaster and assistant superintendent, and the remaining period in the Track Department.

Chief Engineer J.O. Born said "all of us are saddened by his departure, but wish him well in his retirement. May he now have time to pursue the many interests that were neglected in years past."

Caboose Helps Win Whatever

Tom Huard's floating Maine Central locomotive won a prize last year in the Great Kennebec Whatever Race, and on July 4, this year, everyone was waiting to see what Tom and his Waterville Shops crew would do for an encore.

The 1982 entry was, of course, a caboose. It followed—more or less—the locomotive down the Kennebec from Augusta to Gardiner along with a record-breaking crowd of people in boats, canoes, and almost

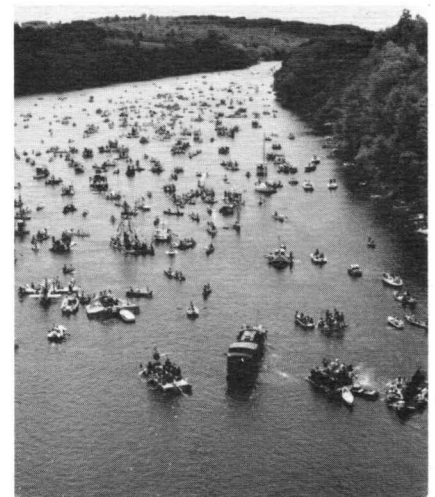
anything that would float.

And Tom and his paddlers had another winner, and when it was all over, they received a trophy for one of the three best commercial entries in the Great Whatever.

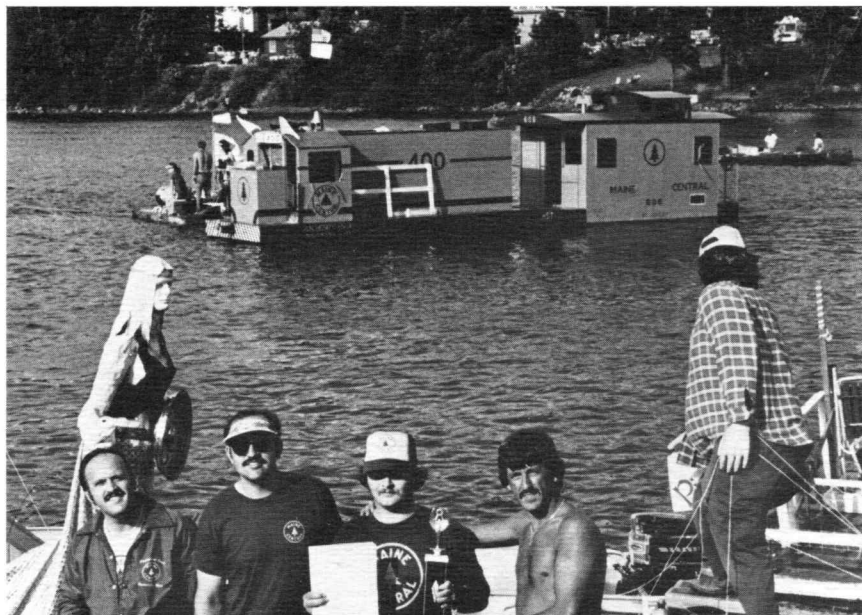
It took about four hours for the maine Central locomotive and caboose to finish the race. Lack of new speed record was attributed to the fact that the caboose was inclined to go sideways, and that the Maine Central crew was engaged in an



Maine Central's floating locomotive, this year with a caboose behind it, was a winning entry in the Great Kennebec Whatever Race on the 4th of July. (Ruth Brochu photo)



The Kennebec below Augusta was filled with craft of all descriptions. Maine Central's locomotive and caboose are in the foreground. (Arthur Doucette photo)



Bill Dostie, Ronnie Bourgoïn and Joe Marcoux, members of the Maine Central crew, hold their trophy. The floating locomotive can be seen in the background. What appears to be two more people—left and right—are mannequins, part of other floating entries. (Ruth Brochu photo)

almost constant water battle with other entrants and even spectator craft.

The river was jammed with decorated flotsam of all descriptions. There was a bandstand, complete with musicians; many complicated things built on multiple canoes; paddlewheel steamers and floating log cabins, the long branch saloon and other improbable entries, and among them, the hundreds of boats and canoes manned by people just out for the ride.

It was a workout for the Maine Central delegation, which paddled its engine and recalcitrant caboose under the Gardiner Bridge in late afternoon.

At the presentations there was the trophy for the Maine Central entry, and a certificate for every member of the crew. They included Capt. Tom Huard, Tom Bedard, Joe Marcoux, Dave C. Smith, Priscilla Bohannon, Lisa Parker, Wanda Runnells, Bill Dostie, John Gravel, Pete Morissette, Dave Bourque, all from the Shops; Vic Tardiff, Linda Goodblood, Hank Pooler, Keith Wilbur, Mike LaBranche, Dave Willey, all from the Stores

Department. Truck drivers Dave Dulac and Wayne Johnston helped with the launchings.

Over 500 Enrolled in Savings Plan

The 1982 U.S. Savings Bond Campaign ended in June with 39 new enrollees and 51 increased savers. This brings the total number of employees now enrolled in the payroll savings plan to 501. The combination of the increased savers and the new enrollees represents a 5.9% increase over last year's enrollment. The total number of employees enrolled constitutes 32.8% of the total work force.

Winners of the drawings for \$100 savings bonds are Robert C. Haywood, Car Shop, Waterville, new enrollee; and Timothy Flynn, Voucher Bureau, Portland, increased saver.

Although the campaign has ended, it is still possible to enroll or increase your savings at any time during the year by contacting B.B. Braasch, manager freight claims, Portland.

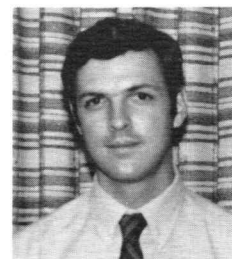
Mayo, Reed Appointed

The appointments of William S. Mayo as assistant superintendent of the Waterville Shops and Richard D. Reed as assistant to the chief mechanical officer, Portland, were announced in June by Roland E. Boulette, shops superintendent, and Stewart P. Park, Jr., chief mechanical officer.

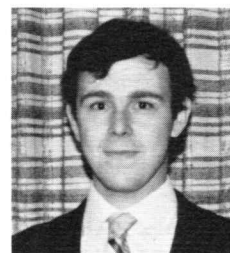
Mayo, who succeeds Blaine K. Ladd in the assistant superintendent's post, is a University of Maine at Orono graduate who worked for the International Terminal Organization in the General Offices Building, Portland, for four years before joining Maine Central.

He was a mechanical assistant for four months in 1980, subsequently assistant car foreman at the Bangor Car Shop, foreman at the Bangor Enginehouse, and foreman at the Waterville Enginehouse.

Reed is a 1978 graduate of the University of Maine at Orono with a master's degree in industrial administrative science from Iowa State. His work experience includes assignments as a trackman with the Bangor and Aroostook, and as a ramp attendant at Bangor International Airport.



William S. Mayo

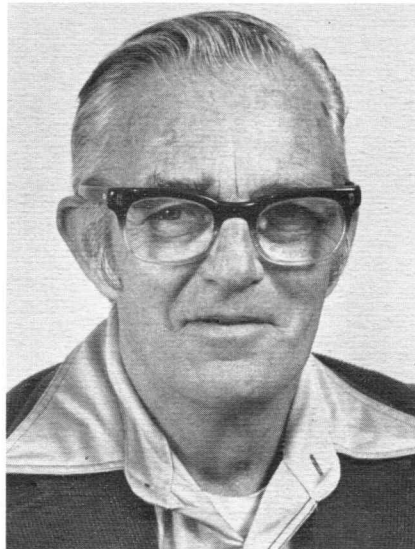


Richard D. Reed

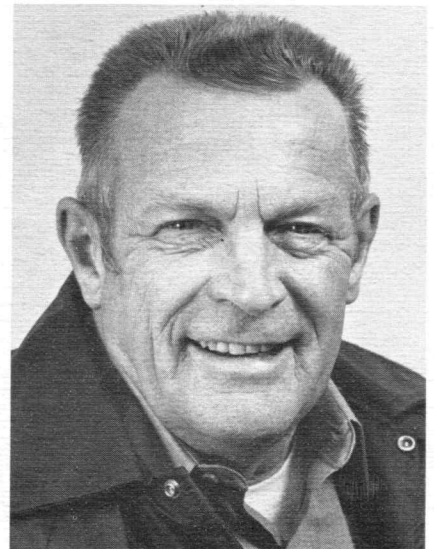
Shop Supervisors End Service



Blaine K. Ladd



Diamond B. Sherrard



Glendon P. McCarrison

Three veteran Waterville Shop supervisors, who together have provided more than 120 years of service to Maine Central, retired at the end of May. Retiring were Blaine K. Ladd, assistant shop superintendent, Diamond B. Sherrard, former supervisor, and Glendon P. McCarrison, lead foreman.

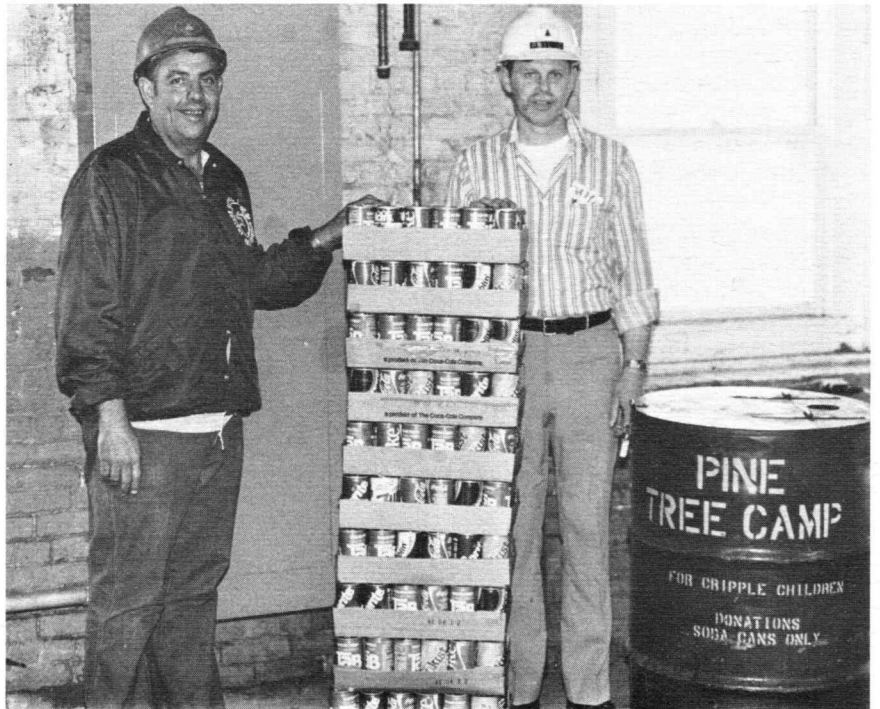
A retirement party was held in Waterville with 128 in attendance. Master of Ceremonies was Stew Park, chief mechanical officer. Shop superintendent Roland E. Boulette presented the gifts to the guests of honor. The gifts included gold pocket watches with chain and inscriptions on the backs.

Blaine Ladd has been employed by Maine Central for more than 41 years. He and his wife Madelyn reside in Waterville. They have two children, Mrs. Glenn (Kathaleen) Turner and Timothy Ladd, and five grandchildren.

Diamond Sherrard also worked for Maine Central for more than 41 years. He and his wife Arah live in Fairfield. They are the parents of four daughters, Linda Sherrard, Mrs. Michael (Cynthia) Leclair, Melissa Sherrard, and Mrs. Rodney (Marsha) Buck. They have two grandchildren.

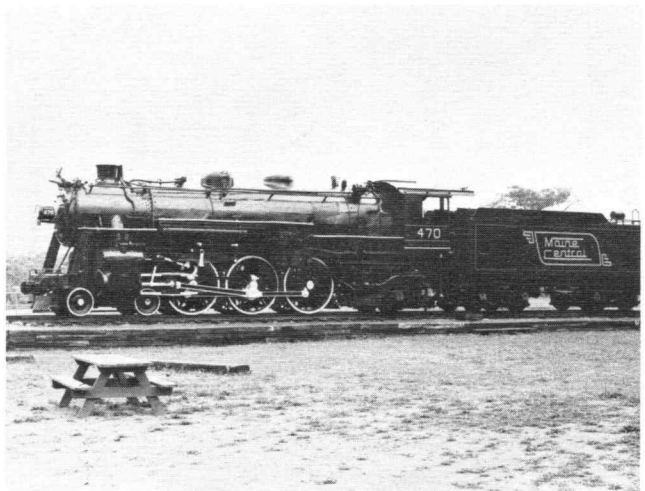
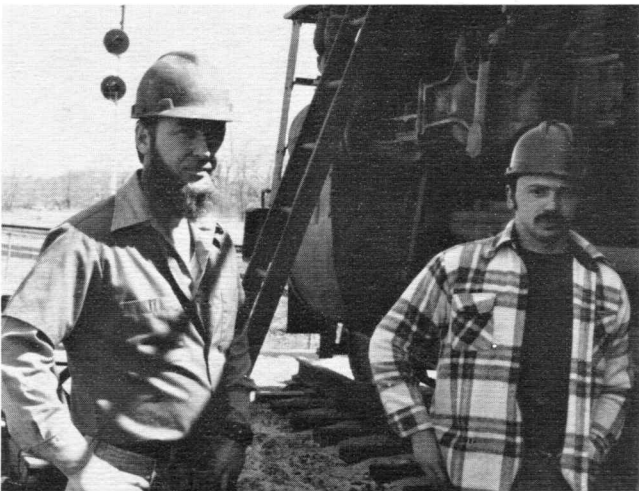
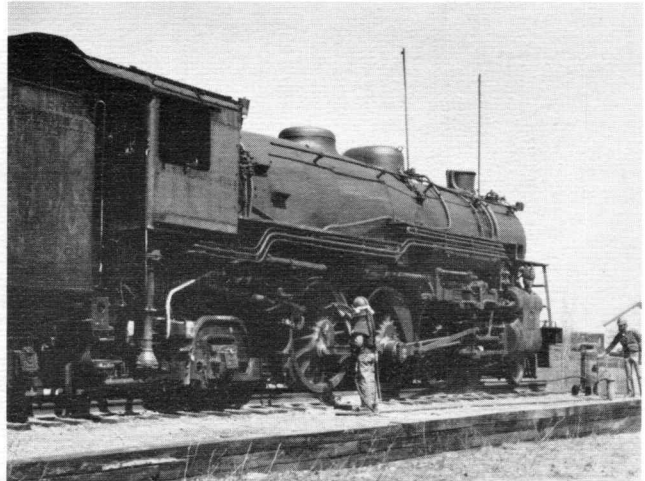
Glen McCarrison has been employed by Maine Central for more than 40 years. He and his wife Shirley live in Waterville and have two daughters, Laurie Jones and Mrs. Lawrence (Beth) Taylor.

**Pop-Cans
Earn Over \$700**



Waterville Shopsmen have been collecting and redeeming soda cans for a year, and last month donated the proceeds—more than \$700—to the Pine Tree Campership Fund. The money will make possible a stay at the camp this summer for several disadvantaged children. Harold Vear, rip track laborer, and Foreman Phil Clement have been running the project (Ruth Brochu photo)

New Paint for Old 470



Old 470, the last steam engine to see service on Maine Central, has been part of the scenery at Waterville since 1962, when the engine was presented to the City of Waterville. Enshrined on its own section of track, the old engine is visited and photographed by thousands of people during an average year. This spring, it received some much-needed attention as history buffs, railfans and railroad employees pitched in to restore it to its original appearance. TOP LEFT, Waterville Yardmaster Burns Hillman, Shop Superintendent Roland Boulette and Rip Track Foreman Frank E. Roy check progress on the job. TOP RIGHT, Painter E.E. Moulton and Helper R.A. Morneau sandblast the engine, removing rust and old paint. The two, shown in LOWER LEFT, were the prime movers of the project. The completed 470, resplendent in new paint and with its original Maine Central herald, is shown in LOWER RIGHT. (Arthur Doucette photos)

Retired Railroader Heads Maine Masons

“Grand Master isn’t just a title,” Ross Buzzell says, “It’s a working office and I take it very seriously.”

Buzzell, 61, a Waterville Shops machinist until he retired a year ago, was installed to that office, the highest post in Maine Masonry, in early May. He had completed two years as Deputy Grand Master.

As top Mason in Maine,

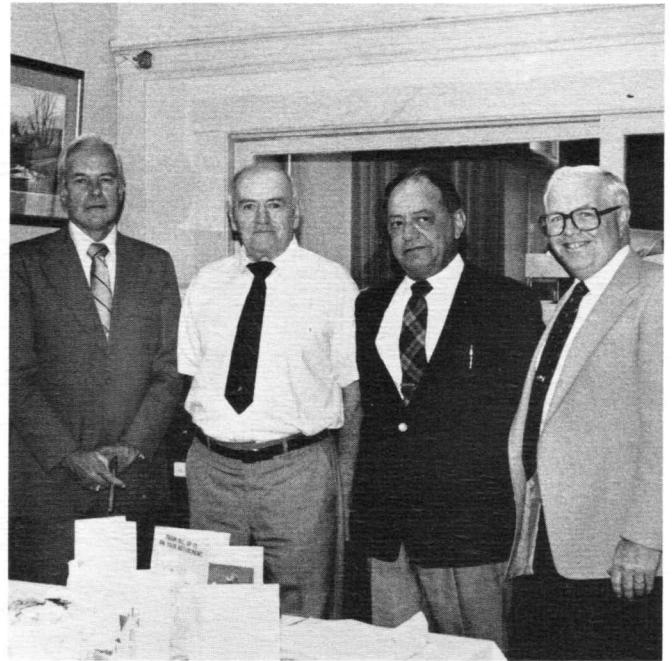
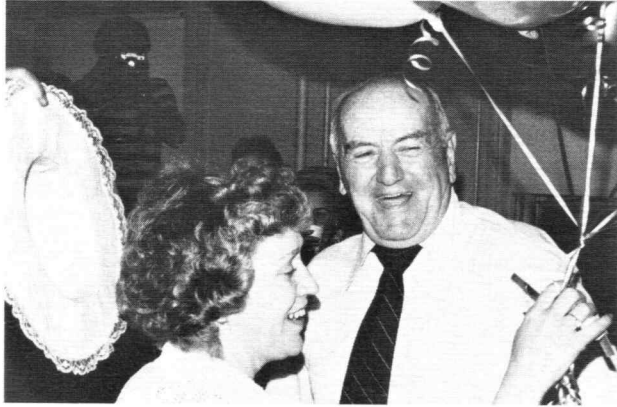
Buzzell feels he has a big task before him. He says he feels “about 90 percent of those calling themselves Masons in Maine are just members. The other ten percent are Masons.” “Our job,” he said, “is to turn that around. I can’t do it alone and will need all the help I can get.”

A native of China, Maine, Buzzell was a Maine Central

machinist for 39 years, retiring at age 60 when he felt he couldn’t do justice to his job and to his duties as an officer of the Grand Lodge of Maine.

He’s been a Mason since he was 33, influenced to join by two Mason brothers and his wife, the former Ruth Emery of Waterville, a member of the Eastern Star. “I’m not a joiner,” he said, “but anything I go into, I really go into.”

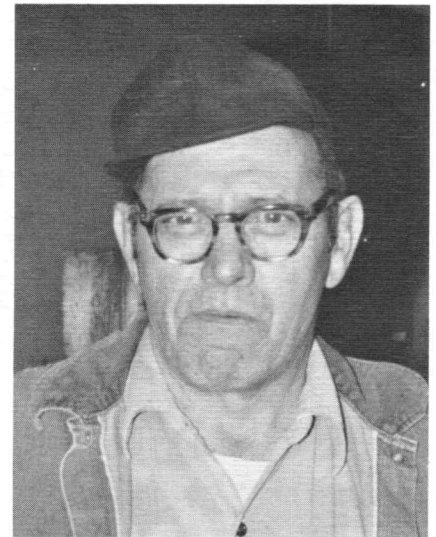
Send-Off For Steve



The retirement of Steve Conley, office assistant to the comptroller, was the occasion this spring for an in-house wingding that included, top left, a visit by the "Balloon Lady," a poem by Eric Smith (left) and a grouping of long-time Maine Central Accounting Department colleagues, (above) John F. Gerity, president; Steve Conley; John Michaels, comptroller; and Stanley W. Watson, treasurer.



A new paint job made a whale of a difference to Maine Central Locomotive 229 which began life on the Rock Island and is now in Maine Central Service. Before and after shots are above. (Arthur Doucette photos)



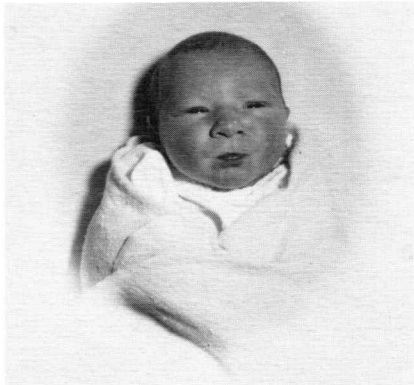
Paul Vance, a Bangor Enginehouse electrician for the past 30 years, recently was awarded the USAF Commendation Medal for meritorious service in the Maine Air National Guard. He has been a member of the Air National Guard Maintenance Squadron at Bangor for 30 years and holds the grade of Master Sergeant.

The Grapevine

General Offices

Benjamin C. Daicy, baby son of Sherry and John Daicy, Disbursements, weighed in at 7 pounds, 11 ounces on his birth date of April 23. Proud grandparents are Bea and Paul Crawford, Revenue.

Chelsey Marie Gilbert, baby daughter of Jaclyn and Arthur Gilbert, Car Accounting, was born March 28. Chelsey was a featherweight, weighing just 2 lbs. 1 oz. at birth. She spent 24 days at Maine Medical Center's Neo-Natal Intensive Care Unit before being moved to the regular nursery for newborns, where her

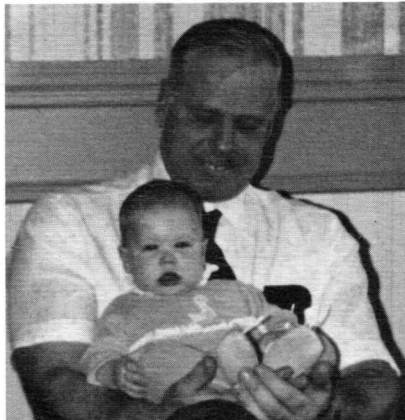


"Big Ben" Daicy

nurse was her own mother, Jaclyn. Chelsey was in the hospital 52 days before she weighed enough to be able to be taken home, which was certainly a day for celebration at the Gilbert's. She has gained rapidly under the watchful eye of Grandmother Nancy Gilbert-Wagner, Revenue.



Chelsey Gilbert



Superintendent Motive Power James P. Coffin and baby daughter Lindsay, one year old in August.

Marty Walker, Car Accounting, has been busy adding to her "trackage" this spring and early summer. First was a trip from Boston to Portland and return via the route of the old "State of Maine Express." On this trip, she was a car host and, therefore able to share some of her railroading experiences with people from as far away as California. Next she participated in a two-day excursion from Boston to Berlin, N.H. While on this trip, she was surprised to be presented with a



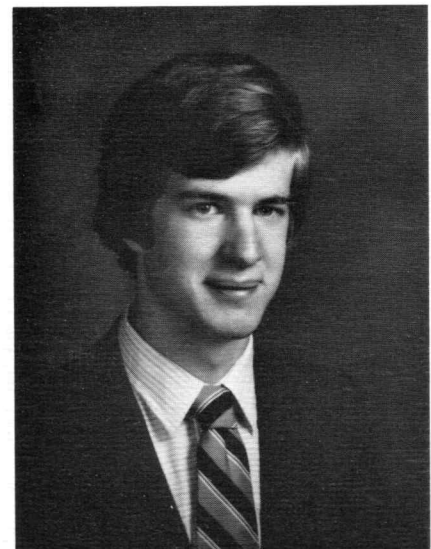
Sherri Williams, 5, performed in a June 5 dance recital in Portland. She's the daughter of John, General Offices laborer, and Regina Williams, and granddaughter of Dolores Williams, Revenue Office.

huge decorated birthday cake, complete with lighted candles, while on the train "in the middle of nowhere." Next came an invitation to an Open House on the Eastern Shore Railroad in Cape Charles, Va. This included an outdoor buffet, plus a train ride in which Marty was able to ride for a while in the locomotive cab, and even blew the whistle! The final excursion was the day after the Cape Charles trip: Boston to Rotterdam Jct. and return. Marty says she's "resting" now!

Pauline Frallicciardi, Revenue Office, has helped five members of a Hollis Boy Scout Troup earn their merit badges in management of personal finances.

Theresa Lutick, Revenue Office, has returned home from a three-week vacation in the West, where she welcomed a new granddaughter.

Connie Davis
Roberta Morin



Stephen G. Jordan, son of Assistant Chief Engineer Stanley and Marie Jordan, was graduated from Cape Elizabeth High School June 11. Steve received an award signifying his graduation in the top 10 percent of his class and was announced as a recipient of a scholarship from the University of Maine Pulp and Paper Foundation. This fall, he will attend the University of Maine at Orono as a student in the College of Engineering and Science.

Rigby

The time was June 10, 1982. The place was Rigby Yard. The event - the end of an era.

Seven once-proud, once-beautiful Portland Terminal Company engines, the 1007, 1051, 1054, 1056, 1057, 1061 and 1063, now worn and weary, were heading out of the Yard to the Waterville Shop, past Tower PT for the last time, their distinctive whining voices never to be heard again within the Terminal.

Victims of old age and the economies of the times, they are not to be replaced (one remaining PT engine 1101 is still kept as a spare). The Terminal will no longer have power of its own but is to be supplied units by the "tenant" companies.

How many drags did they break up? How many cars of potatoes, paper, woodpulp, cement, oil and chemicals did they switch and set?

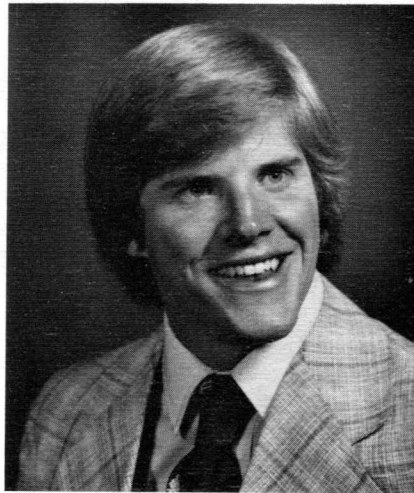
The old units, some dating back to the early 1940's, had served night and day, year in, year out, through summer's heat and winter's cold — They were the economic miracle of diesel power, which had closed the steam era — and then they were gone, a somehow ignominious end for those years of faithful service.

Bud Harriman, Rigby carman, recently visited the West Yard Office. He has been off ill for quite some time and we wish him well on his road to recovery.

John Murray, Enginehouse dispatcher and the head of the Murray Clan in Maine, extends to all the MESSENGER readers an invitation to attend the fourth annual Scottish Games and Festival to be held on Saturday, August 14, between 9:00 and 4:30. John will M.C. the event, which will include Highland Dancers, Pipe Bands and tossing the sheaf and



Certainly not E.T.'s cousin, but none less than Carman John S. Murphy, Rigby, on the other side of the camera for a change.

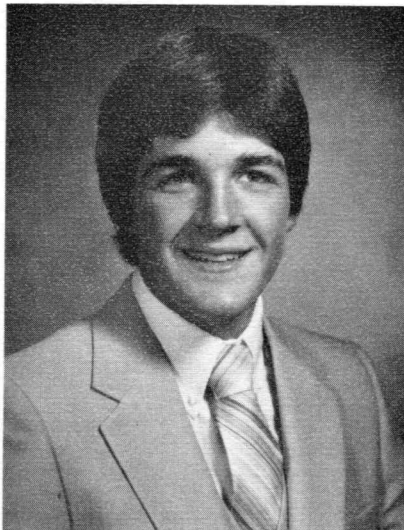


Kenneth E. Jackman

cabrer, at Thomas Point Beach Park in Brunswick. (Would this be Scotch on the rocks?)

Best wishes to recent retirees Bert Wetmore, Bob Presnell, Oramel Thomas and A.J. "Tony" Cartonio.

Recent graduates: Kenneth E. Jackman, son of Donald C. and Nancy W. Jackman (Nancy is a computer operator at Rigby) was academically first in the senior class at Old Orchard Beach High School. Ken, a member of the National Honor Society and active in music and golf, has been accepted at



Andrew J. Blackwood, Jr.

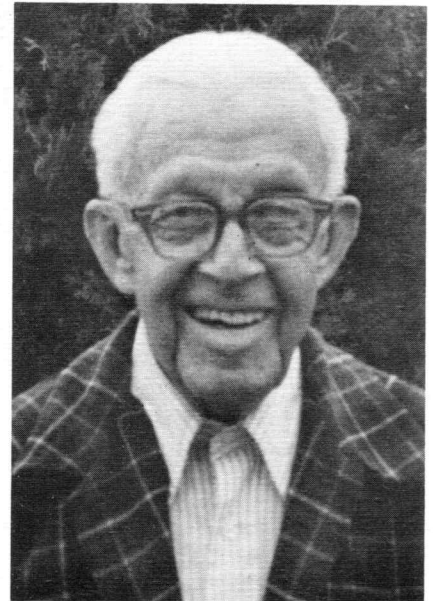
Colby College in a math and science major as a prerequisite for meteorology. Andrew J. Blackwood, Jr., son of Andrew and Virginia Blackwood (Andy Sr. is the P.T.Co. claims inspector) from Cape Elizabeth High School, will enter Boston University in the fall majoring in engineering.

Condolences to the family of Jim Stanton, retired P.T.Co. Freight Office clerk.

Pat O'Toole

Retirees

Bert Wetmore, electrician with Portland Terminal Company, retired April 30. He was honored at a retirement party at Rigby when more than 25 people attended, and was presented with a purse from his many friends of the Railroad by P.C. Lentz, superintendent signals, J.P. Small and R.V. Ryder, retired P.T. electricians, who worked with Bert for many years also attended. Bert had two cakes, one with rum frosting, no less. Well! Congratulations Bert, for a job well done! Enjoy your retirement.



Earl is 87 now.

Remember Earl Bean, the smiling, accommodating mail clerk in the General Office Building? He retired 22 years ago and is now 87. He's still smiling, and doesn't look much different than he did years ago. He and Mrs. Bean live at 26 Edgewood Avenue, Portland, ME 04103.

Sympathy is extended to the family of Cathleen C. Britting of Lambert Road, Freeport, who passed away June 21st at a local hospital. Cathy was a stenographer and clerk in the Engineering Department, Portland, for nine years.

Sympathy also is extended to family of Elta M. Benner, 78, who died in June at a local hospital after a brief illness. Elta was employed in the Payroll Department for 26 years, retiring in 1969. She was graduated from Deering High School in 1922.

Mary Morse

Rockland

Dropped in on retired Section Foreman Leland Boggs when passing his home in Warren recently, and found him out working in a pretty good-looking garden. "Boggie" also is sporting

around in a new Chevrolet Citation.

Agent Tom McDonald has all the comforts of home away from home with an RV on his pickup. If he wants to go to the beach, the mountains or just plain stay where he works, he's got all the versatility of a cottage, a chalet or a caboose. You name it, he has it!

Had a chance to see Engineer Charlie McLain who is making some improvement from his illness and hopefully will be much better by the time this comes out in the MESSENGER.

Wendell Lewis

Waterville Station

Congratulations to Section Foreman Edmond P. Veilleux on his retirement May 26 after working for Maine Central since 1946. His wife Betty gave him a retirement party on June 4 at the Fox's Den in Fairfield. Many employees and friends attended. They are planning a trip to California in their travel home in August or September.



Edmond and Betty Veilleux on his retirement.

Also retiring May 28 was Section Foreman Spurgeon Nelson of Dexter. Spurg started working for Maine Central in 1966. His son Dennis, truck driver for the Engineering department in Waterville, gave his father and mother a retirement party at the VFW home in Winslow. Donn Wolfe, track supervisor, was master of ceremonies at both parties.

Also retiring at the end of June was Carl S. Foss, B&B Department foreman in Waterville. Best wishes to your retirement, Carl.

Congratulations to Trackman Edward J. Stevens, Jr. and his new bride, the former Leanne M. Tupper, on their May 29 wedding. They are making their home in Fairfield.

Congratulations to Clerks Wayne and Paula Stevens on the birth of their daughter Haley April 2.



C.E. Chamberlain, P.C. Lentz, Bert Wetmore and Ray Ryder at Bert's retirement party.

Also on the baby parade is a son to Trackman Don Bubar and wife on April 19. They also have a daughter.

A son named James Wallace to B&B Carpenter Robert and Selena Bourassa, born April 18 weighing 6 lbs., 9 oz.

Sympathy is extended to the family of retired Track Repairman Gideon Veilleux who died March 28 at the age of 71. Gid had been on disability since 1968. Sympathy also to the family of retired Trackman Kenneth H. Goodwin who died in March at the age of 89. Mr. Goodwin retired in 1958. Sympathy to the family of retired Scale Inspector Alfred D. Henderson on the death of his wife Bessie who died in March in St. John, New Brunswick.

Retired employees visiting recently in-



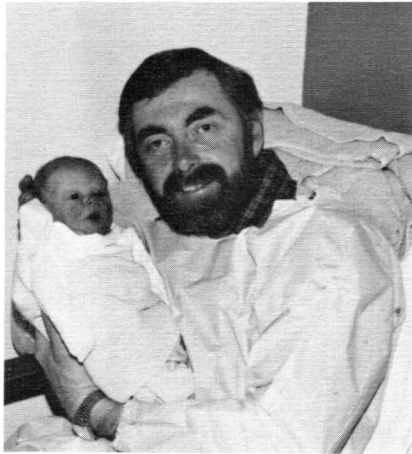
Spurgeon Nelson on his retirement.



Sixteen-month-old Heather Giroux, daughter of Bruce and Long Giroux. Heather is the granddaughter of Supervisor Work Equipment, Roland and Dot Giroux.

cluded Clerk Dick Fecteau, and wife Frances, back from Florida for the summer at their camp in Smithfield. Also visiting were Ken Reed, Maurice Thorne, Larry Brown, Ralph Barton, Paul Campbell, Charles Proctor, Earl Doody, Mac Brown, Howard Spencer and former Crane Operator Wesley Smithwick.

It all happened on a Friday evening in May. Machine Operator Roland E. Taylor and Division Crew Foreman Leo P. Caron were returning from Leeds Jct. to Waterville with the Speed Swing via rail on the back road when the machine broke down close to the home of retired



Robert Bourassa and newborn son James Wallace.

Laborer Lawrence Brown in Oakland.

Roland and Leo went to Larry's home to use the phone to make arrangements to have the machine repaired and also to notify their families that they would be late getting home. Roland was due home to sit with their 5-year-old daughter Jamie so his wife could go to work at Scott Paper Company for the 11 p.m. shift. Larry came to the rescue and volunteered to go to the Taylor's home and stay with Jamie so Roland could stay with the machine until the repair was completed. Thanks to Larry for another job well done.

Chief Clerk Beverly Cook and her husband Conductor Roland became grandparents of a 9 lb. grandson named Christopher Roland Cook on June 28. Parents are Roland and Debbie Cook.

Lucette Huard

Waterville Shops

Assistant Shop Superintendent Blaine Ladd and Lead Foreman Glen McCarrison were presented with a cake in March by the office, celebrating their 60th birthdays. They were born a day apart. They also were graduates from Waterville High the same year and little did they know that some day they would be retiring at the same time from the same company, and with an almost identical length of service.

In March at the Auburn derailment site, Lead Foreman-Wreckmaster Glen McCarrison was given a surprise cake to celebrate his coming retirement by the wrecking crew.

We wish to extend our sympathy to the families of the following deceased employees: retired Machinist Clifton L. Wood, age 75, father of Machinist Ronald Wood, who works at the Waterville Enginehouse; retired Enginehouse Laborer Francis Johnson who died in March. He had retired in 1980 after 39 years of service; retired Carman Inspector Hollis "Skinny" MacKay, 65, who died in April. Hollis went on sick leave in

1978, at which time he had 31 years service. He retired in August of 1980.

Electrician Albert Adams returned to work in April after being ill since November.

Retired Foreman Sidney J. Brown, age 62, died May 14 of injuries sustained in a tractor accident on his mother's farm. It was quite a shock to all of us and we extend our sympathy to his family.

Sympathy is extended to the following employees: Blacksmith Dave Tuttle on the death of his mother; Electrician Dave Simpson on the death of his brother; Signalman Alan Veilleux on the death of his father.

Enginehouse Laborer John Hamlin and his wife are proud parents of a son Ryan Michael born May 5. Congratulations!

A question for retired Assistant Shop Superintendent Blaine Ladd: Have you found your car yet?

John Lemoine, son of Foreman George Lemoine and wife Margaret, is a junior at Colby College. He has received the Kim Miller Memorial Prize, given by the alumni and active chapter of Lamb-



Laborer and Mrs. Harold Vear, Waterville, observed their 25th wedding anniversary in June. A party was arranged by their children and the couple renewed vows at Notre Dame Church.

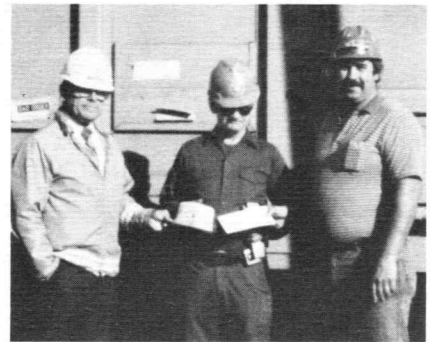
da Chi Alpha, and awarded to an outstanding junior man who exemplifies the qualities of friendship, individualism and leadership. A graduate of Waterville High School, Lamoine is a biology and environmental studies major.

Sympathy is extended to the family of Carman Arthur McConkie on the death of his father.

Baby boy Arthur was born to Machinist Timothy Ladd and his wife on April 2. Retired Assistant Shop



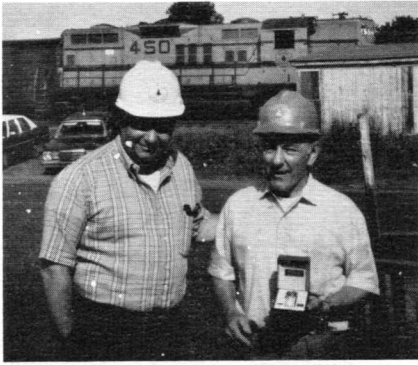
Mrs. and Mrs. Rodney J. Pelletier celebrated their 25th wedding anniversary in May with a surprise party given by their four children: Mrs. Lori Cutter; Karen, Gail and Stephen, at Crestwood Park Club House, Waterville. Rodney is a painter-helper in the Paint Shop.



Waterville Shops Superintendent Roland Boulette presents Dick Boucher, carman, with a special retirees' cap as Dick ended nearly 42 years of Maine Central service in July. Fellow employees, represented by Bob Cosgrove, right, also presented Dick with a retirement gift.

Superintendent Blaine Ladd and his wife are the proud grandparents. Congratulations!

Dr. David M. Ballew, D.C., son of Carman John and Mrs. Ballew, has opened his practice in association with the Chiropractic Family Health Center in Waterville. Dr. Ballew received his doctor of chiropractic degree with honors in October 1981 from the Palmer College of Chiropractic.



Machinist Rick Chamberlain, right, who retired June 30 with nearly 42 years of Maine Central service, received a watch from fellow employees at the Waterville Shops, presented by Machine Shop Foreman Andy Miles.



Lawrence T. Caret, leading signal maintainer, Waterville, watches his crew repair a crossing signal.



Roland Binette, janitor and watch inspector at Waterville Yard, busy at work.

Clerk Arthur and Mrs. Grenier became grandparents of a granddaughter Katherine Jean born May 17 to their son Steve and his wife and a granddaughter, Kelly Marie, born February 25 to another son, James and his wife.

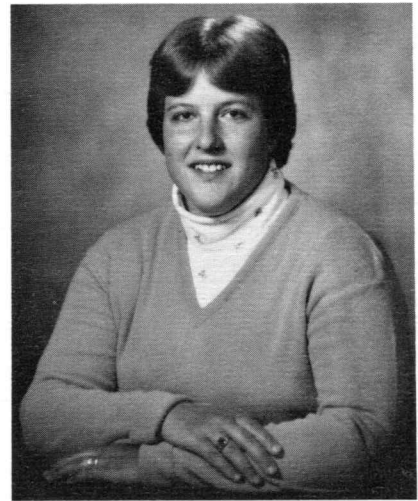
Foreman Walter O. McCaslin resigned as foreman of the repair track May 31. The following temporary assignments were effective June 1st: Peter J. Reny, Freight shop foreman; Frank A. Roy, repair track foreman; Phillip M. Clement, paint shop foreman; John A. Travis, assistant foreman in freight shop. John comes to the Shops from the Bangor Car Department.

On the sick list were Machinists Darryl Desveaux, Robert Crowell, Steve Gilbert, Bob Bucknam, Paul Fletcher, Jr., Carman-helper Barbara Levy, Electrician Robert Starratt, Carman Guy Paterson and Sheet Metal Worker David LeClair.

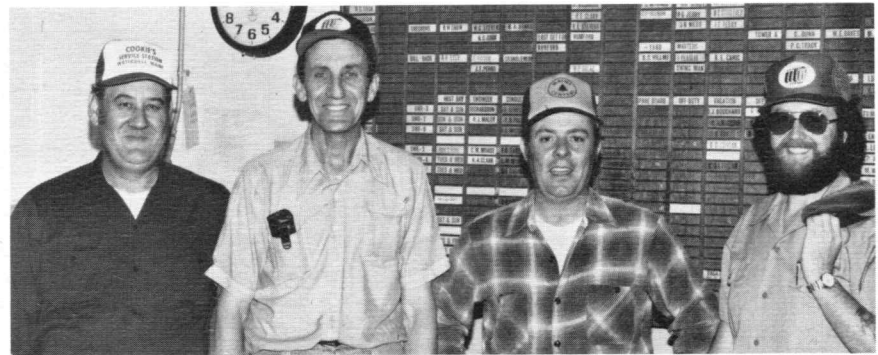
Retirees visiting recently were Leading Plumber Harold Finnimore, Stationary Fireman Cliff Powell and Carman Harvey McCaslin.

Sympathy is extended to Chief Clerk Gloria Finnimore and her family on the death of her father June 16.

Ruth Brochu



Lea J. Laliberte is a June graduate of Winslow High. She's the daughter of Gloria T. Finnimore, chief clerk, Waterville Shops Superintendent's office, and Ernest Laliberte, carman at the Waterville Shops.



Roland Carter, brakeman, Lee Miller, conductor, Gerry Dessent, brakeman, and Willy "Smitty" Smith, engineer, all of Switcher No. 4, pausing for a coffee brake at Waterville Yard. Conductor Miller had just received his 25-year service pin with the Maine Central.



Here is B.C. "Bo" Condon, brakeman of Switcher No. 1, Waterville, with his rebuilt 1932 Ford street rod. Its engine is 327 turbo, 400 automatic. It took two years to build. Here it is shown with its original body and new paint job with silver and black velvet interior.

Bangor

The fishing results are in from Cold Stream as reported by Ed Corbett, Fran Corbett, Jim Chalmers and B.E. Botting, all anglers from the Yard Office and Car Shop. Not too many fish caught this year, but a good time had by all.

C.O. Plummer celebrated his birthday recently at the Bangor Car Shop. An enlarged photo of him with the belly dancer taken the previous year was hung in the Car Shop lunch room on that day.

The season for motorcycles is upon us. A few new owners from the Shop are M.L. Horr, A.G. Jewett and D.D. Plummer. Keep them on the road, boys.

Bill Harriman, clerk at the Yard Office, Bangor, retired June 28. We will miss you Wild Bill. Enjoy the good life we are all looking forward to.

George Conlogue retired at the Old Town station to go fishing. Hope you catch a big one, George.

Steve Packard will be taking George's place at Old Town. We are all glad Steve has finally found a home.

Our newest clerk in the Bangor area is Barbara Airey. Ernie Wheeler also is breaking in on the clerk's field. He is a former carman in the Bangor Car Shop.

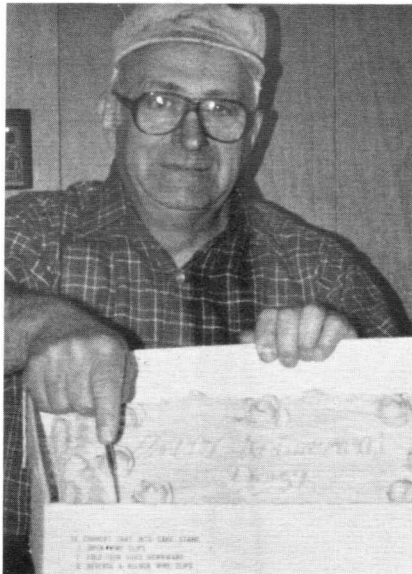
Mr. and Mrs. Maurice Blanchard and daughter Julie have returned from a motor home trip through New York and Canada. Blanchard works for Bangor Engineering Department. Mrs. Blanchard, the former Kathy Forbes, works as a clerk in the Bangor Freight Office.

Carolyn Mahon, wife of Bangor Yard Brakeman James Mahon, received a degree from the University of Maine this spring.

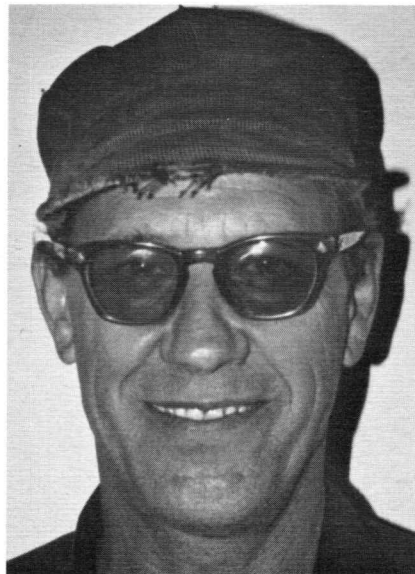
Ron Chalmers



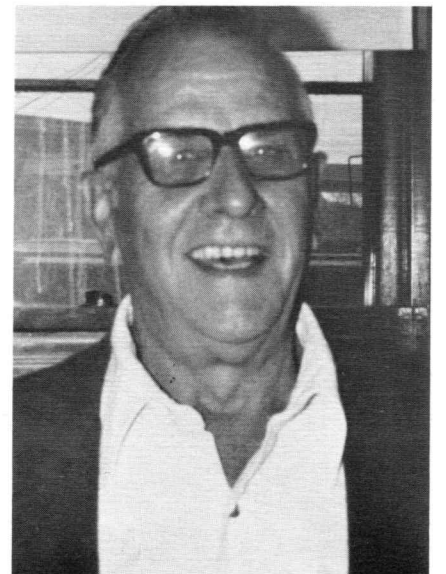
Kids and dogs make great pictures, and here's proof. The dog is Suzy, and Arthur Doucette says she hangs around the station area in Waterville and watches the trains go by. Her friend is Erika, six-year-old daughter of car inspector and Mrs. Steve Schloth. They were visiting "Old 470" at Waterville.



Doug Clendenning, foreman at the Bangor Enginehouse, retired June 2 after Maine Central service of nearly 30 years.



Bill Martin, Bangor hostler, also retired in June with a 30-year service record.



Percy Cartwright, a Bangor Enginehouse machinist for 30 years, is a July retiree.



Retired Station Foreman Alden H. Davis, of Old Town, right, received a 50-year Masonic Veterans' Medal recently from Robert Rustin, left, District Deputy Grand Master, 6th District, Grand Lodge of Maine, AF and AM. Rustin is a retired Eastern Division track repairman.



Jackie and Peter Higgins, daughter and son of Engineer Leo J. Higgins and wife Hilda, Bangor, are probably the leading brother-sister sports team in Maine. Jackie, 13, a Freshman at John Bapst last season, ran cross-country, was a member of the defending state champion basketball team, averaging 12 points, made the first string all-tournament team, and this spring played shortstop on the softball team with a .250 batting average. Peter, 17, will be a senior this fall, and looks back on a junior year in which he played football and basketball. He was top scorer for the 1982 state championship Bapst team. During the baseball season, Peter hit safely in every game for a .289 average and helped his team to the Penobscot Valley Championship. And if all this weren't enough, both Jackie and Peter are honor roll students.

Eastern Subdivision

Conductor Carl and Mrs. Smith enjoyed a spring vacation in Clearwater, Florida.

Calais Agent Roy Farren enjoyed a late May vacation, most of which was spent at Cherryfield.

Marilyn Kelley, Machinist's Tom's wife, is home for the summer months from her studies at the Ontario Veterinarian College. They are making their home in Robbinston along with daughter Colleen.

Machine Operator Norm Bagley's brother, Bob, passed away in April at York, and was buried in Jacksonville. Sincere sympathy goes to Norm and his folks.

Spare crew Foreman Jim Emerson has a clipping in the Columbia Falls carhouse his Grandmother cut out of the paper many years ago stating the first rail laid at Columbia Falls was on October 25, 1898, and the first train to pass over it was on January 2, 1899. It is interesting to run across such tidbits.

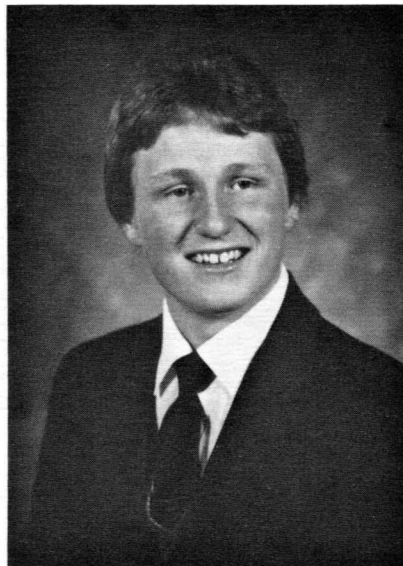
Trackman Larry and Beth Dodge have a brand-new daughter, Tanya Elizabeth, born in Machias May 3. Congratulations to Mom and Pop. Tanya had a good start at 7 lbs., 13½ oz.

Pinky Scott is making room in his freezer for this fall's meat supply. He was one of the lucky ones to have been drawn for the moose permits. He plans to hunt between Patten and Vanceboro.

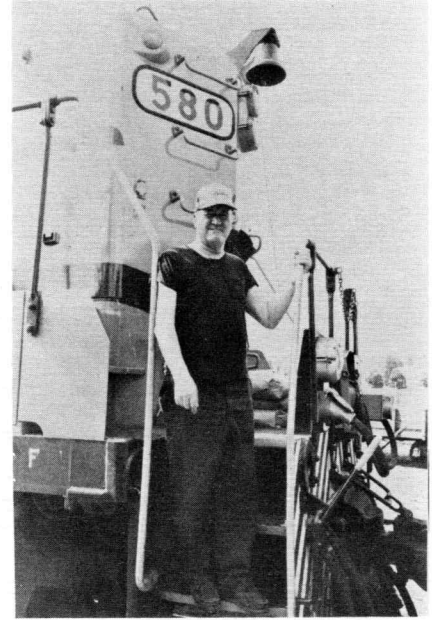
Norm Bagley took an early June vacation to fly into Canada for some fishing. He caught a healthy 4½ lb. black bass from the East Machias River. Suspect he also knows where the salmon are laying in.

Clayton Stoddard's June vacation was spent on a trip to Pennsylvania.

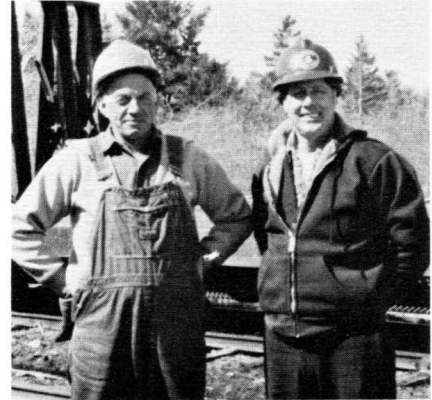
Floyd White has enjoyed his vacation just goofing off around home.



Dean Ames



Linwood C. (Lindy) Brown, engineer of the Woodland road switcher, retired June 15th after more than 36 years service.



Melvin Dorr and Bill Dean at Franklin.

Parker McIver, trainman, retired after many years of railroad service. His home is in Vanceboro. Parker is a real good old Downeaster who enjoys his hunting and fishing.

Woodland Agent Bill Leighton took off a couple days for his son's wedding.

Dean Ames, son of Darold and Yvonne, was graduated from Washington Academy in East Machias in June. The past four years, Dean has worked for SAD 77 doing maintenance work. He had played baseball and completed the Hunter Safety Program. Dean was very active in the Bridge Builders Club, a fairly new idea in this area. The basic concept is young folks helping each other with their problems, plans and ideas.

Athie Bryant

Athie Sez:

It is with sadness we report that Adrian Strout passed away on April 18. He and his wife, Edith, made their home in Milbridge. Adrian had ten years of service, retiring in 1975. Railroad friends send their deepest sympathy to Edith and their daughter, Janet.

Bert and Alice Culligan enjoyed some wintering in Florida.

Irving Smith, who makes his home in Jonesboro, has been a surgical patient at the EMMC in Bangor this spring.

Retired Machinist Don Gaddis and his wife, Robina, took a trip this spring to



Layover at Machias.

Had a nice chat with retired conductor Francis Martin at Perry. He retired in January 1975. He reminisced about two weeks of minus 40 degrees at Bangor in 1934 where he was doing section work. From 1937 to 1942, he had overlapping time between B&B and the train service. Didn't get a chance to talk with his wife, Pauline, as she was headed out just as I landed. They have a good size garden and a 19 year old pet horse as a reminder of his daughter's younger days. One girl is going to college in Arizona and the



Renee Tibbetts



Tom and Dorothy Allen, Red Beach.

Prince Edward Island to visit Robina's mother. Don is a frequent visitor at the Calais Station.

Had some great chuckles at the Woodland Station this spring on our news gathering visit. Engineer Linwood Brown told of some great recipes for wine. So far, all talk, no wine. Just as well, they don't make enough Roloids to put out the fire for me.

Dropped in on retired conductor Tom Allen and his wife Dorothy at their Red Beach home. Tom went to work in 1912 on the section and into the train service in 1915, which was shortly after the Maine Central acquired the old Washington County Railway. Tom's dad, George, brother Murray and Tom had a total of 150 years service. Tom has been somewhat incapacitated for a number of years but that doesn't phase him a bit. Dorothy's daughter lives with them and helps them so much. Had a couple good belly-laughs over our trial and errors of making homebrew and subsequent explosive results. Tom's son, Kenneth, is the head of the Zoology Department at University of Maine in Orono.

Frank Dowling of Jacksonville has been a patient in the DECH in Machias this past June. Frank was 93 years young last April. Got to catch up with him to get the story on a fly hatch in someone's ear who was eye sighting the track years ago. It actually happened!



Leo Blanchette, Ellsworth agent.

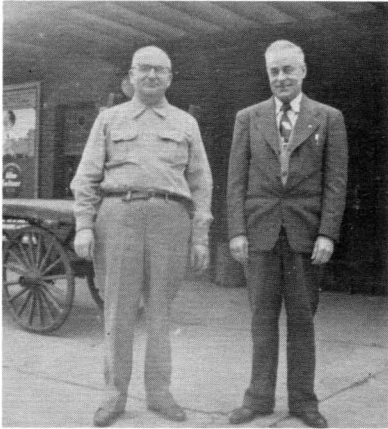
other is in the Navy, stationed in the Pentagon. Francis also keeps busy getting his own firewood and helping at the school next door.

Renee Tibbetts graduated in July from Pierre's Beauty School in Portland. She is the daughter of Tish and the late Embert Tibbetts of Columbia Falls. Renee will be entering Andover College in Portland on November 1 and will major in secretarial science for an associate degree which is a two-year course.

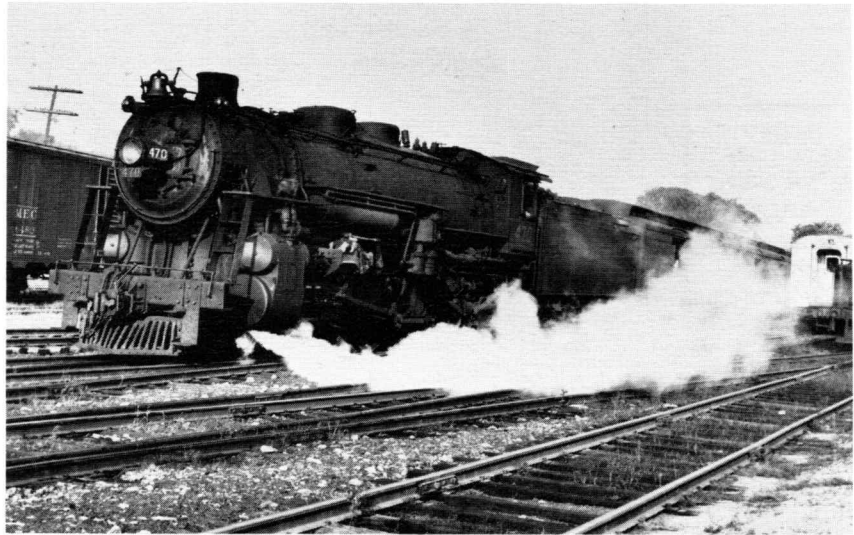
The best sign of spring was when the Sportsmen's Alliance of Maine held their



Vic Harmon, Jim Emerson and Bud Joyce at Columbia Falls.



Retirees Vern Hutchinson, Monmouth, and Harold Brown, Augusta, formerly ticket agent and clerk respectively, at the Augusta station, posed for this 1950 photo.



Maine Central's famous 470 at Rockland in the early '50s, starting a passenger train to Portland. (Courier-Gazette)

annual sportsmen show at the Civic Center in Augusta. I bolted the door, tied down the woodpile, put out extra feed for the birds and headed west. What a wonderful time. Being a life member and a great believer in S.A.M., put in a little time each day doing odd jobs. Chatted with so many old friends including Mike Vigue of the Mechanical Department in Waterville and with Ivan Chambers whom I haven't seen in a coon's age. Naturally the off time was spent with Judy, Wayne, Amy and Jeff. Somewhere along the line, Dad and Mom had the notion that Amy conned Gram into a roast beef sandwich at Arby's in the middle of the afternoon. Shucks, if a kid is hungry, feed 'em!

Trackman Steven Berry dropped in recently at Township 18 for a few minutes visit.

Ivadell Dowling, George's widow, is a patient at the DECH. Seems her biggest complaint is she's hungry. If she keeps putting the clams, coleslaw and french fries to her as she did recently, she should be up and at 'em real soon. No, the above goodies aren't on the hospital menu.

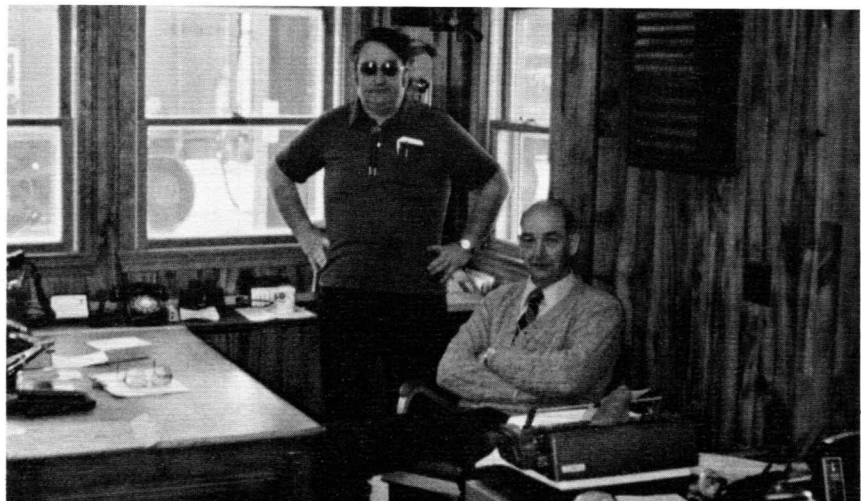
Old Fiesty Weasel bit the dust recently when he tried to outrun a car. A coon, namely Herk, short for Hercules, has taken Feisty's place at the kitchen door. Herk thrashes around outside each night but it will take time to gain his confidence.

How sad it was to read of Sid Brown's death. He died as a result of injuries suffered from a tractor accident at his home in China, Maine on May 14. Ran across Sid many times through the years of my railroading life. To quote an oft-time saying, "He was a damn good feller!" You want to believe it! Love and sympathy to his Mother, Alma and the whole family from all the Down East folks.

Athie Bryant



The crew at Augusta. Seated, Acting Agent A.C. Cook, standing, John Tracy, J.P. Caret, K.F. Brown and Fred Pickens.



Paul Wallace, agent, and Steve Packard in the newly-renovated Lincoln station.

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Frank E. Garland, supervisor, Rigby Enginehouse, joined Safety Supervisor Arlan Freeman in an inspection of a new safety sign at Rigby. It's one of several that have appeared recently throughout the Maine Central system in support of a major employee safety campaign inaugurated this spring by President Gerity and other Maine Central leaders.

Safety Fever-Catch It!