IN MEMORIAM

Eugene D. Armour
Laborer, Waterville

Henry A. Blackie
Painter helper, Waterville

Leon F. Brann
Carman helper, Waterville

Kenneth R. Burke
Laborer, Waterville

George A. Eames
Mach. helper, Waterville

Gerald C. Ryder
Coach cleaner, Bangor

Julius W. Thibeau
Clerk, Waterville Stores

Harold G. Works
Carman helper, Waterville


The Employees Magazine regrets that pictures of all who died in service were not available for this issue. We shall be glad to publish in later issues any additional pictures received.

War on Discourtesy and Disinterest

Small Minority Who Aren’t Proud of Being Maine Central Employees Must Not Spoil Future For All Of Us

By F. W. Rourke
General Manager

To the Men and Women of the Operating and Mechanical Departments:

While this is, of necessity, addressed to all of you, let me assure you that I know and fully appreciate, that it is a necessary communication to a very small percentage of the people who have done such a wonderful piece of work on our trains and in our stations and offices during the strenuous war-time years.

The wars are over. The war-time traffic of this railroad is fast receding from its peak. War-time restrictions on the truck, the bus, the airplane and the private automobile have already been removed.

The day is gone when the passenger must ride with us or stay at home; when the shipper must give his freight to us or keep it in the warehouse; when passenger trains could run late; when freight schedules could be ignored and connections missed; when trainmen could be insolent, careless or just plain dumb; when station employees or office workers could be abrupt, uninformed, slovenly in appearance and in action and alibi it all with the trite remark: “There’s a war on, you know.”

This is to advise you that there is now a “war” on Maine Central and on the Boston and Maine. It’s a “war” of principle and standards. It is being waged to restore in entirety in every job on the Maine Central and the Boston and Maine the spontaneous courtesy, the helpful attitude, the interested solicitude and the pride in our railroads and their operation, for which men and women of the Maine Central and the Boston and Maine have, for many, many years, been famous the country over wherever are found people who have visited Northern New England.

The casualties in this “war” are going to be those men and women who are not enough interested in their connection with the Maine Central and the Boston and Maine to live up to the reputation of these railroads and of their personnel; those who do not thoroughly acquaint themselves with their assignments and requirements; those who do not maintain a suitable standard of personal appearance and cleanliness; those who do not treat the patrons of the railroads with respect, courtesy and helpful consideration—those, in short, who are too dumb, too “smart alecky”, or too boorish to be members...
of the best railroad societies in the world—the personnel of the Maine Central Railroad and the Boston and Maine Railroad.

Our older employees know full well what is expected of them. Some few have, under the stress of war-time conditions, permitted themselves to slip, but they will, I am confident, get back in stride now that things are quieting down.

Our new employees know, too, that permanent employment for them must, of necessity, depend on the volume of traffic which we are able to hold on our lines. They know full well, if they will but stop and think a moment, that discourtesy, slovenly dress, sloppy performance of duty, lack of knowledge of the railroad and its services, dirty stations, failure of equipment en route, dirty coaches, and various other annoyances, and acts of neglect, cannot, and will not hold the old nor attract new customers for our railroads.

To those of you who either cannot, or will not bring yourselves to a performance of your allotted tasks in a manner that will reflect credit on yourselves, and maintain your railroads' reputation I can only suggest, in all sincerity, that you leave us while there is yet time and opportunity to place yourselves elsewhere.

To those of you who have carried on during these war years in the old style; have made friends for yourselves and for your railroad through your courtesy, thoughtfulness and attention, and have kept the war materials, the troops and the unprecedented passenger travel moving safely and well, winter and summer, I say “Thanks” for a piece of work which will always stand as a shining light in the annals of the Maine Central and the Boston and Maine.

Now, let’s start on a future which will be equally as good, with good service, complete courtesy and helpful consideration as the stock-in-trade which we offer our passengers and our shippers.

Harmony Branch Reaches World Markets

“Main line” railroaders may seldom think of our little Pittsfield to Harmony Branch, with its one mixed train a day and its 20 miles an hour speed restriction, but in truth it is an artery that sustains life for hundreds of Maine families and distributes their products to the far corners of the world.

Day after day Train 805 chugs its way 17 1/2 miles into the sparsely settled woodland north of Pittsfield, carrying raw wool and hides, potatoes and grain, coal and lime, box shooks and empty cans, to the industries that support Hartland and Harmony, and day after day it brings out fine yarns and finished leather for every state of the Union, canned vegetables and dehydrated potatoes to feed our fighting men all over the world, and pulpwood to make fine stationery and magazine paper for distribution in every country.

Years ago, before the automobile became popular, two passenger trains a day ran over the branch, but today one combination car, making one round trip in a mixed train, accommodates all passengers who wish to ride, mostly sportsmen and seasonal visitors who occupy cottages on lake shores or in the woods where only the railroad provides access.

Hartland imports hides from many countries, sometimes four or five cars a day, and makes them into fine leather for the Boston and Chicago markets. She imports Aroostook potatoes during Fall and Winter months, at the rate of seven to 10 cars a day, and sends them out dehydrated to all corners of the world, reducing three cars of potatoes to one in the process. Her busy and growing canning industry ships out canned vegetables the remainder of the year, along with an occasional car of starch.

Hartland sometimes ships as many as 10 cars of pulpwood daily, usually to Westbrook and Rumford where it is made into high grade stationery and magazine paper. Harmony imports grain, and coal and lime, along with huge quantities of raw wool from the Boston and Philadelphia markets. The wool is spun into yarn and sent out to Rhode Island to be dyed...
and bleached, and then returns for distribution to every state in the Union. Harmony ships an average of 50 to 100 cars of pulpwood monthly, many cars of potatoes in Fall and Winter, lumber, eggs, an occasional car of cattle, and numerous cars of Christmas trees in late Fall.

Irregular arrivals of some heavy imports, such as hides, sometimes present the crew of 805 with problems, especially if eight or 10 cars of incoming potatoes arrive at Pittsfield simultaneously with several cars of hides. But this just makes a bit more hustling for the train crew and for Gordon Sears and Lloyd Burr, agents respectively at Hartland and Harmony.

Because of its six day schedule and nature of the job a berth on 805's crew is eagerly sought, and those who rate it don't give it up readily. Conductor Leslie G. Durrell, with nearly 40 years' service, has owned the job for 10 years now, and one of his crew, Brakeman Harry R. Brown, braked the job for 24 years, beginning in 1908, and came back to it two years ago after being bumped off for about 10 years. Others in the crew are: Engineman Robert Goodreau, Fireman Charles H. Oblenis, and Baggage master Charles Dulac.

Waterville Station Mascot

"Sonny" and his master, Charles T. McCrillis, at the Waterville Station ticket window.

One of the most friendly "ticket sellers" on our system is Sonny, six year old Boston bull terrier owned by Charles T. McCrillis, first trick ticket seller at Waterville.

Sonny is long on personality but short on attention to business. He comes to the ticket office only once or twice a week to visit his master at work, but when he does he sits up at the ticket window just as the picture shows him. He is extremely friendly with everyone and thoroughly enjoys the friendly pats and compliments of hundreds of regular patrons, especially those from children. He behaves perfectly, never barking or getting in the way as his master goes about the business of selling tickets or giving information.

McCrillis says Sonny is a sure forecaster of thunder storms. Whenever Sonny starts tagging his master or mistress very close to their heels they know there is a storm coming, usually long before the thunder can be heard. Sonny hates storms intensely and by the time the first clap of thunder is heard he is certain to be hiding in some dark closet or corner.

Can You Draw?

We want some good railroad cartoons—are you the man (or woman) who can draw them for us? They should be humorous, of course; should have some application to railroading (like John Lyden's cartoon in the July issue) and should be general rather than personal. They must be drawn in black ink in order to reproduce well.

If you can draw, won't you send us some samples of your work?

Car Distribution is Real Science

By Cliff Somerville

One of the mysteries of railroading that never fails to amaze outsiders (and even a good many railroad people) is the manner in which railroads manipulate thousands of freight cars every day, those of their own line and those belonging to other railroads.

What magic is it, they ask, that brings an empty car to a remote way station freighthouse about the time a load is ready for shipment, that moves the loaded car perhaps thousands of miles through many states, and brings it back, within a few days or weeks, to its home system again?

There's no magic to it, according to F. L. Strange, car service agent for the Maine Central. And if you watch his operators awhile as they direct the distribution of freight cars, you'll agree. It's an exact, calculating science, but one that has new problems to solve almost every day.

Freight car distribution is based upon telegraphic reports made every morning to the car service agent by all stations on the system. Every agent reports the number of cars he has loading, the number unloading, and whether he has cars to spare or needs cars to load. If he has empties to spare he gives the name of the railroad owning the car and the type of car. If he requires cars he indicates the type needed and destination of shipment.

This information is recorded by the receiving operators on huge form sheets which are then filed as permanent records. The sheets show the detailed report by each station agent and group cars available as to whether they are of foreign or Maine Central ownership and as to types of cars.

Every car of foreign ownership on our lines costs the Maine Central $1.15 a day, whether it is idle or moving. Tank cars, refrigerator or reefer cars, and some coal cars, owned by private concerns such as oil, meat packing and coal companies, cost the railroad so much per mile while actually moving, one and three-quarters and two cents per mile for reefer, from one and a quarter to one and a half cents per mile for tankers. Maine Central cars on other lines are paid for at the same rate.

Long experience as car distributors has made it unnecessary for H. B. Hubbard, chief distributor, and Joseph A. Murphy, his assistant, to wait until they have surveyed every station before they distribute cars. One agent may report one or more spares available and a little later another agent may ask for empties, and very frequently it is possible for the distributor to tell the requesting agent immediately that cars will be sent him from such and such a point, and then the previous agent
At their work are shown H. B. Hubbard, (below), chief distributor, and, at right, his assistant, Joseph P. Murphy.

is instructed to send his cars accordingly.

Railroading is so old an industry that one might expect car distribution to follow a routine pattern every day, with no new problems left to solve. The present war situation is proving that far from true.

With this as a general situation several local conditions may arise which really tax the ingenuity of the Maine Central distributors. On a recent day, for example, two of our connections asked for cars for pulpwood loading. At the same time one of them asked for box cars to move explosives through Maine to the west.

A Portland coal company wanted an unusually large number of cars to unload arriving coal barges in half the usual time, another coal company wanted extra cars for an emergency coal movement, and meanwhile a substantial number of coal cars were tied up in our big ballasting operation on the Upper Road.

Thus was created a real emergency, with abnormal demands for box cars and coal cars on the same day. All demands were met and on schedule but it provided a neat puzzle for the Car Service office to shuffle cars about without undue empty travel.

The men handling car distribution on the Maine Central have a total of 115 years' railroad experience and they say freight cars fall in just three classes. "Cars are loading, unloading, or empty," they say. "If they are empty they've got to go to work. We don't want empties around idle."

A Dog on a Toot

Harry Tozier, agent for the Railway Express at Portland, owns a springer spaniel of remarkable intelligence. All day "Abe" accompanies his master, lying quietly beside his desk, or going with him in his car while he makes his calls.

One day Tozier had a call to make at Portland Airport, and Abe curled up in the front seat of the car to wait for him. The call was longer than usual; and while he was in conference with airport officials, Tozier heard the sound of his automobile horn. Thinking possibly someone wanted him to move his car, he went to the window and looked out. There was Abe, sitting upright behind the wheel, both front paws resting on it.

As he watched, Tozier saw the dog raise one paw and deliberately punch the horn button. A moment later, he tried it again. Then, getting no response from his master, Abe put his paw firmly on the button and kept it there, producing a long, determined toot.

Ever since that time, whenever the dog has waited for his master what he considers a reasonable time, he uses the horn to call him back to the car.

"Some people claim a dog doesn't reason," says Tozier, "but nothing but logical reasoning can explain that."

Maybe your dog is just as intelligent as Abe. If so, send us the story—we'll try to print it!

Solving Switch Trick

Last month we published the above diagram with a challenge to our readers to transpose the two cars marked White and Black with the fewest possible number of reversals of the engine. Here is one submitted solution.

"Back engine along main line through Switch C. Proceed into switch and push White car into Switch B, leave it there and reverse engine to main line. Go forward, then reverse into Switch A and push Black car against the White, couple the two and move ahead to main line again. Back train and leave White car on main line between switches A and C.

Go forward with engine and Black car, then reverse into Switch A and leave car in Switch B. Take engine back to main line, reverse it to get White car, then go forward through Switch A and reverse into siding, leaving White where Black car formerly was. Go ahead with Black car on main line, enter Switch C, pick up Black car, and pull it out to position formerly occupied by White car. Return engine to main line, making a total of 11 reversals."
Chased by a Box Car
By A. F. Allen, Tower 5

Everybody is familiar with the old railroad superstition that accidents happen in series of three. This story does not disprove the idea, but the jinx must have weakened as the third incident hardly rates as an accident.

The track at west end of wharf at West Benton was laid on a thirty foot embankment. The Company promoted (?) one Asher Rowe from the top of a load of hay to the roof of a box car and without further preliminaries called him a brakeman. Billy Russell braking ahead, Asher the middle and James Marquis (familiarly known as Jimmy Smicky) engineman.

No. 32 had to pick up two box cars, a flat between. Billy kicked the box line for Asher to hold, then started to kick the flat back onto the wharf. He had just swung out from pulling the pin (link and pin coupling in those days) on the flat when the box car Asher was supposed to hold ran back and loaded itself so far onto the flat that the wrecker (wrecker then, not relief train) hauled it to Waterville shop that way. You may imagine what would have happened to Billy had he been a few seconds slower getting clear. Had Asher had any experience he would have known as soon as he gave the brake wheel a turn or two that it was N. G. and warned Billy. He saved himself by leaping from the car roof to the ground and that thought he could beat it to the main line, shut Jimmy off and give him the go ahead motion. Jimmy pulled her wide open, but just too late, the last car in the string cornered the box and threw it over the bank. Billy and I were on that side. He ran east and I west, diagonally down the bank. The head truck frame cleared the center pin and started down after me. With speed born of fear I made the bottom in nothing flat, but there I ran into a barbed wire fence. I was so scared I could not get over it though I thought my life depended on my doing so. Fortunately the truck frame hit a tie about half way down and stopped.

The car cleared Billy by inches. Asher again jumped to safety; but having his tonsils shaken up two nights in succession, decided the hay was safer than a box car and retired. Billy was made a stiffer stuff, and regarded these two close calls as just two more escapes in a job full of hazards and probably slept soundly both nights. As far as I was aware I was flying from flying box cars and rolling truck-frames.

These things happened after dark and the third night we overlooked the hardwood safety trig on the track and the wheels pushed it ahead till it came to the old fashioned derail switch where it jammed between the rails and the cars ran over it without derailing. As I said before the jinx likely either weakened or relented.

Self Control

The cute customer approached the floorwalker and asked, "Do you have notions on this floor?"

The floorwalker replied, "Yes, madam, but we must suppress them during business hours."

G. Kenneth Stevens, painter in our Waterville Shops, picked up civilian life where he left it after a year in Army service by completing a miniature hand made train he had planned before entering service.

Now he has an engine, tender, and seven cars, all made from scrap bits of metal and wood and, naturally, painted in colors typical of Maine Central equipment. With his train completed he built and painted an interesting backdrop, as shown in the picture above, with ribbons leading from his cars to various items on the chart, showing the sums expended by the Maine Central for fuel, payroll, taxes, pensions and various other items in maintaining railroad service.

Stevens has been with the Maine Central just over eight years. In 1943 he was called to Army service and served with the Engineering Corps a year at Bellevue before receiving an honorable discharge. He is married and has one daughter. Although his trade and daily work is painting he loves to work at carpentry and besides building his little train he has been doing some major carpentry on a house he recently bought just outside Waterville.

Peavey Retires

After 48 years' continuous service to the Maine Central Engineer Forrest S. Peavey of Bangor retired on his 65th birthday, July 22. He started as brakeman and has served as engineman on both Eastern and Portland Divisions, in recent years running between Bangor and Vanceboro. He plans to take life easy now with more time to devote to his sporting camp at Lambert Lake. He also expects to do a bit of farming on the side.
A Song of Service
By HAROLD N. BROWN, Augusta

Our souls are filled with poetry,
Each morning when we rise,
However fine the weather is,
Or leaden be the skies.

We sing a song of service,
As we walk our merry way,
Caring naught what Fate may bring
Before the end of day.

With an air of calm abandon
We approach the office door,
Forgetful of the headaches
We had the day before.

We watch the ticket window,
As we balance up our cash,
To find our little “overage”
Has more than gone to smash.

We answer all the “regulars”
About the paper train;
Look up a hundred schedules,
That would crack a weaker brain.

We make some reservations
For a trip to Kalamazoo,
While we’re watching for a “hot-box”
On the freight that’s pulling through.

The dispatcher’s madly calling;
Just won’t leave us alone,
And we hear the jingle-jangle
Of the pesky telephone.

There’s a line before the window:
Number Twelve has “stuck” a freight.
And a lady calmly asks us
If the midnight bus is late.

And so it is, from hour to hour,
Seven days a week,
We ask for space day after day,
To be cancelled while we sleep.

They tell us the first hundred
Of our years will be the worst,
We’re going strong, we hold our tongue,
And never have we cursed.

And when at last we close our books,
And ask for heavenly space,
We wonder if St. Peter
Will find for us a place;

We wonder if he’ll lend to us
A sympathetic ear,
Of if those sad, sad words “sold out”
Are what we’re doomed to hear!

Bangor Boasts Novel Icing Device

Loading ice into refrigerator cars at Bangor is a relatively simple operation, thanks to a new loading arrangement believed to be unique on our railroad.

The device consists of a high wooden staging, set on cement piers between a side track in the freight yards and an embankment bordering Main Street. Ice trucks back up to a broad platform at the Main Street level, drop their loads down a slight incline to the platform, and there it is cut to proper size and slid down a metal chute into the bunkers of the “reefers”.

The arrangement takes advantage of the natural terrain, the ice being moved by gravity practically from the ice trucks to the “reefers”. The platform at the Main Street level is not only accessible to ice trucks but rock salt also is unloaded at the same level and stored in a huge bin on the platform. A heavy joist at the edge of the platform on the track side holds the ice on the platform as it slides from trucks. The only lifting involved is in moving the ice, after it has been cut into proper size, over this joist to the metal chute, attached on the track side and pointed directly at the bunker openings on top of the cars.

In summer months an average of three cars a day are iced at Bangor and the siding used is long enough and graded enough to permit the spotting of three cars at a time. The switcher is not used thereafter, as a loaded car can be moved and an empty one spotted for loading by hand operation.

The loading arrangement was devised jointly by James L. Moriarty, superintendent of the Eastern Division, and Verne Baisdell, freight agent.
We're a Year Old!

With this issue, the Maine Central Railroad Employees Magazine completes its first year of existence; and that anniversary was celebrated by some of our General Office reporters, who cut a birthday cake, as depicted on the cover.

For 12 months your editorial board has endeavored to give you the kind of magazine you want—and to do it in such a way that they feel they have done a fairly creditable job of it. Do you agree—or do you think they've fallen down on the job?

There probably never was a perfect magazine; the editors know that ours falls far short of perfection. You know it, too, and some of you haven't hesitated to bawl us out when we've printed something you didn't like. That's fine—we want you to tell us, always, when we let a foot slip. We'll have him take a look at Ellsworth when he comes again, tell him to get down our way very often but they ought to get credit for it. They are doing a grand job to keep the station neat and shiny and we think we'll have him take a look at Ellsworth.

Agent C. D. Wiggin and his staff are doing a grand job to keep the station neat and shiny and we think they ought to get credit for it. Maybe your photographer doesn't get down our way very often but when he comes again, tell him to take a peek at Ellsworth and let his camera tell the story.

How about it?

J. F. D., Ellsworth, Me.

Editor's Note: Okay, J. F. D. Next time the photographer is in Ellsworth we'll have him take a look at Ellsworth station. Then we'll publish the picture.

After you've read this, please return it to the editor.
Conductor Atkins of trains No. 54-59 is having his vacation, also Conductor Carl Pierce, trains No. 55-56.

Would like to hear the news from the boys between Rockland and Brookville. Please send it to me for the next issue of the Magazine.

Engineer L. Clark has been away a few weeks attending the races.

Bartlett
By J. E. Winslow

We are glad to welcome back from overseas Francis Graves, son of F. L. Graves, plumber, and William Robinson, trackman. These young men had 30 days furlough.

Sorry to hear that Katherine Trecairen Etta, daughter of W. X. Trecairen, while riding a motorcycle with her husband was in collision with a car and sustained injuries requiring hospitalization. She is better and out of the hospital.

James L. Daley, trackman, Crawfordfs has been in the hospital for an operation and is now out again.

Mrs. George Peters, wife of section foreman, is in the hospital but is expected home soon. Daughter Barbara is at home.

Mrs. C. B. Langill, wife of crossing tender, underwent an operation at the North Conway hospital and at present is a little better. We all hope the betterment continues.

The Mountaineer has been restored and effective Aug. 28, commenced running between Boston and Littleton via Intervale and Crawford Notch.

Augusta
By Olive Comeau

P. E. Fuller, general agent, spent a few days with his daughter, Mrs. Gordon Hilton of North Berwick, while vacating.

Fred Poulin is acting conductor on Augusta switcher while Job is up for job.

Clerk and Mrs. Ellis Walker were in Boston a few days during vacation. Ellis enjoys baseball games at Boston and burial was in that town. Several fellow employees from Waterville were in attendance.

Richard Reny, son of Chief Clerk Raymond Reny, who has been working in the baggage room during summer, will enter Colby College in September.

Conductor Arthur E. Trask, who has been ill for several weeks is now improving and expects to resume work shortly.

Busy days this month with tourists and campers making return trips to New York and other eastern cities. Over 600 left Waterville on one train last week.

Mrs. Mary R. Buck, who has acted as substitute and extra clerk in freight and ticket offices during the summer, has completed her duties and will return to teaching at Waterville senior high school.

Farmington Branch
By G. A. Ellis

Station Agent G. C. Goddard has been confined by illness to his home in Farmington. Relief Agent Walter Burnell has been substituting.

Baggage Master Stanley Pike, Wilton, has been ill. Mrs. Florence Ellis has been substituting.

Everett Roberts, freight handler in Farmington, has been ill, Raymond Wyman, trackman in Wilton, has been confined to his home by illness.

"Pop" Haggart is taking a vacation. Sky Tardy is replacing him on the Extra. Brakeman Walter Keen has been on 3rd and RF 1 for a few days.

Belgrade
By H. J. Thing

Rock Ballast crew are within two miles of Belgrade at this writing and Mexican laborers are living at Oakland, being taken to work by motor car operated by Stanisley Barrett.

North Belgrade Station has been renovated and now has passenger, baggage and freight station under one roof, the old freight house being torn down.
Operator Raymond R. Bishop of second trick at Winthrop relieved your reporter on Aug. 14 for one day on account of a business trip to Portland and no spare men being available.

Carl C. Haynes, agent at Winthrop, is shown here with the result of two days' fishing at Northeast Carry last June, in company with Otto Weston of Rumford. Not a bad catch.

Waterville Shops
By R. D. Woods

Foreman Painter and Mrs. E. B. Hall spent their vacation at Damariscotta Mills at their old homestead.

Shop Superintendent F. H. Bennett enjoyed a short vacation at his cottage at China Lake.

Friends of Carman Clyde Dow will be sorry to learn that Aug. 29th he was seriously injured, fracturing both arms and sustaining concussion. He is at Sisters Hospital.

Major Hubert Estabrook who was recently discharged after approximately 5 years in service has returned to work in the freight department. He was formerly employed as freight car checker.

Pvt. Geo. Colford has been home for a few days' leave from Camp in Cheyenne, Wyo. Ralph Roberts, recently discharged from service, expects to return to work as carman soon.

Here is a picture of Sgt. Earl L. Burgess taken somewhere in the European area. He was formerly a helper in Car Dept.

Mr. and Mrs. W. C. Mingo, painter, and daughter are enjoying their vacation at Pemaquid Point.

Virginia and Lorraine, daughters of E. J. St. Peter, clerk locomotive store, enjoyed their vacation touring New Hampshire and Massachusetts.

Sgt 2/c Martin J. Mulley, formerly 2nd class painter, is home for a few days' leave. His address is Miraflim Unit, 1226 14th St. W., Washington, D. C.

Car Inspector and Mrs. Thos. Arthur Smith are enjoying their vacation with their son in Portland.

"Carman Winston "Chick" Pooler recently acted as guide on a weekend fishing trip for friends from Haverhill, Mass.

Worth L. Low returned to work the first of September. He was in the Pacific on the U. S. S. Franklin.

Lewis R. Bowie, engine house laborer, has been vacationing at one of the Small cottages at Hapswell Center.

Staff Sgt. and Mrs. Richard Davis are the proud parents of a baby son, born at St. Mary's Hospital Aug. 28. He entered the service in 1918, and for the last few years has been on duty at the passenger station. Surviving are his wife, a daughter and two sons. One son, Cerlon, Jr., is a PFC stationed in California.

W. E. Canders, yard clerk, enjoyed a vacation recently which was made more enjoyable by the presence of his two sons, Sgt 1/c. Donald, just back from Europe on 30 days' furlough and W. E. Canders, Jr.

Clarence Haines started two weeks' vacation, but was called back to work after one week on account of the death of Ceylon Putnam.

Rumford
By J. J. Shanahan

Car Inspector Ceylon E. Putnam, Sr., of West Peru died at his home on Aug. 28. He entered the service in 1918, and for the last few years has been on duty at the passenger station. Surviving are his wife, a daughter and two sons. One son, Cerlon, Jr., is a PFC stationed in California.

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Shirley Conant, formerly employed as stenographer and reporter for the Magazine, became the bride of 1st Lt. Emmett V. Christensen In Houston, Texas, Aug. 18. Shirley wishes to express her thanks to the many friends who presented her with a gift the day of her departure from the office.

Lucille Bridge has returned to work after spending a few days at Old Orchard Beach.

Carl Sheaff C/SK, is spending 30 days' leave at his home in South Portland. He will report to Boston for reassignment.

Some Brunswick employees of 30 years ago. Front row, left to right: Edward Brown; Ray Sanborn, deceased; Blaine Gamache, now working on switcher; Fred Thiboutot, deceased, former yard conductor; Ernest Barber, now second trick telegrapher. Rear: Ernie Leavitt, former yard conductor; William Mitchell, engineman, now on switcher; Charles Ballard, deceased; Bert Ham, formerly switchman, now living in Bath.
Yardi Clerk M. T. Mullen has returned to his duties after vacation. Charles M. Talbot, second trick car distributor, has resumed his duties in the Interchange and Per Diem Bureau after a visit to Montreal. His position was covered by George Goodwin.

“Linnie” Brown, retired secretary of BRC 152, was at the reception committee’s monthly meeting. Linnie looks fine and is now making his home with his son at Dexter.

A veteran of almost three years in the European theatre of operations is on furlough prior to re-assignment and has been visiting in Portland, former Brake­man Bill Robinson of Merrill Corner. You certainly look good, “Bill”.

Erwin George Klaber, former employee in the Rail Yard, is enjoying a vacation at Augusta have been on a week’s vacation. Joe is foreman at Augusta garage.

Arthur Green, mechanic at Portland garage, is enjoying a vacation at Milo.

Card Purington has been released from his duties after vacation. He is now at Shoemaker, Cal.

Frank McFarland, Francis, Mrs. McFarland, and Margaret, sister of Francis McFarland, C. S. C., son of Frank McFarland, freight clerk, was married Aug. 6 at the Sacred Heart Church to Sgt. Thomas E. Thornton, and Miss Sheen’s marriage to Cpl. Robert J. Foltona took place at Las Vegas, Nev., Aug. 11.

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Miss Ann Z. Donahue, stenographer, has returned after a week’s vacation spent in Quebec, St. Anne de Beaupre and Montreal.

By GEO. MARCROFT
Rigby Yard

By ALICE A. MCLAUGHLIN

By WILLIAM CUMMINGS

General Offices

By ALICE JESSON
Len Hodge, secretary in the accounting department in Portland, Montreal on her vacation going to Presque Isle.

Other August vacationers from the Accounting Department were E. C. Palme, Ralph Lint, Leo Jackson, George Lowell, Earl Proctor and Marjorie Ballard.

Right Yard

By GEO. MCGRATH
Fred W. Grimmer has returned from two weeks fishing at Kennebago with Mrs. Grimmer and Engeman “Stubbv” Grant of the Rolling Mill. Fred says they sure were biting.

Burton, a general yardmaster, has returned to his duties after vacation. A recent visitor to the yard office was Seaman 1/c James Gallagher, formerly employed here. He recently returned from Okinawa and other points in the Pacific.

Yardi Clerk M. T. Mullen has returned to his duties after vacation. Charles M. Talbot, second trick car distributor, has resumed his duties in the Interchange and Per Diem Bureau after a visit to Montreal. His position was covered by George Goodwin.

“Linnie” Brown, retired secretary of BRC 152, was at the reception committee’s monthly meeting. Linnie looks fine and is now making his home with his son at Dexter.

A veteran of almost three years in the European theatre of operations is on furlough prior to re-assignment and has been visiting in Portland, former Brake­man Bill Robinson of Merrill Corner. You certainly look good, “Bill”.

Erwin George Klaber, former employee in the Rail Yard, is enjoying a vacation at Augusta have been on a week’s vacation. Joe is foreman at Augusta garage.

Arthur Green, mechanic at Portland garage, is enjoying a vacation at Milo.

Card Purington has been released from his duties after vacation. He is now at Shoemaker, Cal.

Frank McFarland, Francis, Mrs. McFarland, and Margaret, sister of Francis McFarland, C. S. C., son of Frank McFarland, freight clerk, was married Aug. 6 at the Sacred Heart Church to Sgt. Thomas E. Thornton, and Miss Sheen’s marriage to Cpl. Robert J. Foltona took place at Las Vegas, Nev., Aug. 11.

Frank McFarland, Francis, Mrs. McFarland, and Margaret, sister of Francis McFarland, C. S. C., son of Frank McFarland, freight clerk, was married Aug. 6 at the Sacred Heart Church to Sgt. Thomas E. Thornton, and Miss Sheen’s marriage to Cpl. Robert J. Foltona took place at Las Vegas, Nev., Aug. 11.

Miss Ann Z. Donahue, stenographer, has returned after a week’s vacation spent in Quebec, St. Anne de Beaupre and Montreal.

By GEO. MARCROFT
Rigby Yard

By ALICE A. MCLAUGHLIN
Len Hodge, secretary in the accounting department in Portland, Montreal on her vacation going to Presque Isle.

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Orren Richardson, trackman, Section 97, Passadumkeag, has resigned to apply for annuity. Lewis Gray, machine operator, is off duty on account of illness.

Iraing McLaughlin, Cherryfield, has resigned to apply for annuity.

Calais

By Burt Pullen

Conductor Harry Foster is enjoying vacation, his job being covered by Conductor Ralph Hall.

W. J. Hickey of the Woodland Switcher is off duty on account of sickness. We hope he will soon be back.

D. P. McVicker, Section 29, Woodland Switcher during the absence of W. L. Hickey.

We are pleased to see Car Inspector Frank Getchell around again and hope he will soon be able to resume his duties.

Conductor William F. Townsend is enjoying vacation from the Woodland Switcher.

We are sorry to report that John F. Cassidy, ticket agent at Quoddy Village and recently employed at Calais, has resigned his position to conduct a business of his own. His friends wish him success in his new venture.

Bangor Car Dept.

By Lena Golden

Howard F. Brown, carman at North River Yard, returned from vacation; also H. Ernest Blaisdell, carman. His present address is A. S. Co. 272, BK3 D 18-L, U. S. N. T. C., Sampson. George A. Kelly has returned from service of the D 18-L, U. S. N. T. C., Sampson.

A recent checkup shows that the service of the Maine Central is in excellent condition. The names and branch of service of these men are as follows:

- Captain H. F. Booker industriously working at the Electro-Motive Division, was sorry to learn of the death of Hampden, Aug. 10. He formerly a well known conductor on the Eastern Division, was one of the last to call on him. He died of a heart attack while on duty.

- E. D. Wheeler, Bangor Engine House foreman, will be glad to know that he is improving and is home for further treatment.

- B. Camp Croft, S. C, where he expects to cease but escaped injury.

- Sluroo, Calif. He went overseas last March and has been stationed at Guam and on Okinawa. He was last reported to be somewhere in the Pacific area.

- J. E. Luosey, a machinist's helper, is doing well.

- Royce—Bruce

Bruce and Royce Wheeler, sons of E. D. Wheeler, Bangor Engine House foreman, were married in the Electro-Motive Diesel Locomotive School at LaGrange, Ill. August 20 and General Foreman Ralph O. Mc Garry left on August 18 for two weeks' training at the same school.

Bangor Engine House

By C. H. Leard

Augustus MacDonald, one of the oldest employees at Bangor Engine House, and Mrs. MacDonald, recently celebrated their 25th wedding anniversary. They have six children, one of whom, James, is serving in the Pacific.

Carmen James L. Dion who was recently inducted into the Armed Forces would be pleased to hear from any of his co-workers in the Goat, James L. Dion, 35153603, Co. A 37th BF Camp Crow, Ind. He expects to be in training for about four months.

WAC Joan Golden, niece of your correspondent, who has been stationed at MacDill Field, Tampa, Fla., for the past two years, was promoted from corporal to sergeant, July 25.

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Friends of C. H. Sessions, general car foreman, will be glad to know that he is improving and is home for further treatment.

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Bridge and Building Department

By Eleanor Conway

A recent checkup shows that the armed forces have taken a total of 29 men from the Bridge and Building forces. The names and branch of service of these men are as follows:

- Carpenter H. R. Albert in the Marines.


Now the world those men are now in is not known except "Jimmy" Deane of the Army Air Force Repair Squadron was last reported to be in Italy and Gerald Woodrow, son of Asst. Foremen W. E. Emery, was last reported to be somewhere in India with a railway unit.

Carpenter's Helper Francis P. Murphy, was killed in action over the Burma-Burma-Himalaya fields in July

Carmen L. W. Clement received honorable discharge and has been back with the paint crew since Oct., 1945.
A quintette of officials. Top, left to right: Harold Hook, master mechanic; Frank A. Farrington, attorney; Merrill C. Manning, freight claim agent. Bottom: Philip K. Jenkins, division general car foreman; Stanley G. Phillips, engineer Maintenance of Way.