Among Those Retiring

The following employees retired recently after varying years of service:

John Traynor, blacksmith at Watertown Shops, after 48 years' service, 46 of which were in the Shops. A native of Watertown, Traynor plans now to read and fish at his cottage at Spruce Head Island.

Elbridge G. Chandler, trackman at Ayers Junction, after 39 years service. He was foreman at Unionville for a time.

Edgar Burgin, assistant section foreman, Bangor Yard, after 39 years. He had been employed on Districts Four and Five.

Charles Burrill, section foreman, Fairfield, after 35 years' service.

Walter R. Williams, engineman, Portland Division, after 34 years' service. Williams worked as a fireman with the Grand Trunk before coming with the Maine Central in 1911. He worked out of Rumford until 1918 and then on the Portland-Bangor run for 21 years. Undergoing an operation in 1939, he later bid in Rumford yard job which he held until retirement.

Fred E. Myott, brakeman with Portland Terminal Company, after 34 years' service. From 1902 to 1911 he was with the Maine Central and since 1911 with the terminal company. He lives in Portland.

Fred J. Hennessey, switchman at Brunswick, after 28 years' service with Maine Central. A railroader for more than 40 years, Hennessey, when a boy in his teens, worked with the section crews that laid the track from Freeport to Yarmouth. He worked with other roads as a freight brakeman before going to work as a switchman at Brunswick in 1918.

Edward E. Pearl, crossing tender, Augusta, after 26 years' service. Pearl was 14 years at Leeds, two at Dover-Foxcroft and 10 at Augusta, where he was assigned to the Winthrop Street crossing. Owner of a home at Manchester, Pearl plans to farm and relax.

Ora J. Burbank, signal operator at Livermore Falls, after 24 years' service.

Pulp-Paper and Our Railroad

Thousands of Cars of Raw Materials and Finished Products Hauled Yearly by MEC to and from Mills

By NILS LENNARTSON, Associate Editor

Those thousands of cords of pulpwood which each day hurtle into the many-bladed jaws of "chippers" of pulp and paper mills along the Maine Central system mean a great deal of business for our railroad.

In 1945, for instance, a total of 31,738 cars were loaded with pulp or paper at the 19 mills on our lines. (All 19 of them make some pulp and five of them make only that product.) On the basis of a six-day week, this meant an average of an even 100 cars of these products originating on our railroad every day. Then there also were thousands of cars of the basic raw materials — pulpwood from the forests, various chemicals, coal and fuel oil for the steam plants—which we brought to the mills. Something of an idea of the total volume of all this is afforded when we realize that the ratio of raw materials to finished products is about three to one, according to the pulp and paper experts.

In normal years, pulp and paper freight provides the largest revenue factor that we have. It holds a double membership in the "Four P's"—pulpwood, paper and paper products, potatoes and petroleum products—which in peacetime constitute the bulk of the freight hauled on the 988 miles of our railroad.

If loadings in the first months of 1946 are maintained in the months of reconversion ahead, it would appear that Maine's pulp and paper industry will reach new levels of total production. In January one mill on our line moved more pulpwood into its mill than in any previous month in its history.

The number of cars loaded with pulp and paper in 1945 exceeded by 1,816 the loadings on our line in 1944 when the figure was 29,922. Our road also received 9,924 cars from the Bangor and Aroostook Railroad at Northern Maine Junction. This made a total of 41,662 cars of pulp and paper hauled over our lines in the past year.

Pulpwood for the mills comes from central and eastern Maine, northern New Hampshire, Aroostook County and Canada. The bulk of it is hauled to the mills in cars with an average load of 16 to 17 cords. We also haul thousands of tons of coal for the mills' steam plants and chemicals such as sul-
Important Business for Us

The vital role of our freight service in the pulp and paper industry is demonstrated by these photos taken at Maine mills: (1) a pile of reserve pulpwood outside a mill; (2) rolls of wrapping paper being moved into one of our box cars; (3) a roll of newsprint is brought into a freight car by a cradle truck; and (4) pulpwood being tossed into a conveyor which snakes the wood to the high storage piles beyond.

The transformation of wood into finished paper is swift these days. The magazine you now are reading, may have been a spruce tree standing in a lot at Hartland, Maine, a few weeks ago. With the modern science of paper making—and the railroad's part in the operation—the tree has quickly become the finest printing paper the world can produce.

After being received at the mill, the pulpwood is barked and dunked into a "pond" which removes grit, snow and ice. Then the blocks of wood move onto a conveyor which leads to the roaring chipper in the wood room. Meanwhile, workers watch to see that all wood is properly split before entering the chipper, which, as the name indicates, reduces the blocks into chips. Sifters sort out the chips too large or too small and another conveyor snakes the chips selected high over the mill to be dropped into storage bins. From these bins they go into huge digesters which cook the wood under pressure. Then joined with chemicals in the soda, sulphite, or sulphate processes (depending on the nature of the wood and the type of pulp wanted), the lowly chip's conversion to pulp—and paper—is underway.

This chemical process for the production of pulp and pulp products is pretty much the same (except in the volume of the operation) at the mills located at South Windham, Lisbon Falls, Cumberland Mills, Gardiner, Gilman, Brunswick, Pejepscot Mills, Augusta, Rumford, Livermore Falls, Waterville, Madison, Great Works, Howland, South Brewer, Lincoln, Woodland and Bucksport. And at each of these points, and along the line between them, are hundreds of our railroad employees whose daily work and income is due to the fact that the pulp and paper industry is here and needs the efficient transportation in volume which we can provide.

The Machias Valley News Observer, in a recent editorial discussion of the speedy reconversion to peace-time production being made by the paper industry, observed that "without paper and other pulpwod products, we would still be living in the dark ages."

That observation points up the essentiality of the great industry which prospers along our tracks. It also brings home to each of us, as members of the railroad family, the many things that we give and receive because of our railroad's vital role in this major industry.

TUKEY PROMOTED

H. Newhall Tukey, a freight claim investigator with the Maine Central for the past 23 years, was appointed assistant to Freight Claim Agent M. C. Manning, effective April the 1st.

Tukey started work with the railroad as a clerk in the passenger accounts office in 1920. Three years later he became associated with the freight claim department.

P. E. Maxfield assumed the duties formerly performed by Tukey and E. F. Whitney, recently released as a warrant officer after five and one-half years in the Army, has been employed as a new clerk in the department.
Our “Now It Can Be Told” Story

By G. W. MILLER, Asst. Freight Traffic Manager

Because of protective military censorship, few of us realized that our railroad between May 1944 and April 1945 hauled more than 10,000 carloads of ammunition for the use of our forces in Europe.

But such was the case in the operation which makes up our major “now it can be told” story of our role in World War II. To be specific, a total of 10,916 carloads of ammunition—an average of 30 a day—went east over our tracks in those months for shipment to Europe out of Searsport. And it was all an official secret except to responsible officials and knowing employees who noted that car after car tagged “Explosives” were passing through.

The war’s end didn’t mean the end of the shipping of ammunition, either. Starting in May 1945 (a month prior to the German surrender) the unused ammunition began making the return journey over the same route on which it had gone to Europe. This surplus ammunition, eventually going into storage in isolated Army depots, had totaled 7,758 cars over our lines as of March 1 this year.

Searsport was one of three Atlantic seaports used for the loading and unloading of ammunition during and since the war. These ports were designated because they could accommodate ships of size and were not located near major population centers.

In hauling the ammunition on its journey to Europe, the Maine Central turned the cars over to the Bangor & Aroostook at Northern Maine Junction. The cars of unused ammunition were picked up by us there on the return trip.

While the Maine Central contributed to the war’s needs in many other lines such as hauling of troops, foodstuffs, lumber, various manufactured products, etc., the ammunition project was far and away our most dramatic single story. It was a job which, although involving dangerous cargo, was done without incident. And it was done with good security according to military officers who report that knowledge of the project was kept to a minimum.

TOTS AND TRAINS

General Agent Pearl Fuller and Clerk Athleen E. Fossett of the freight office were hosts to 34 kindergarten pupils who went on an excursion at our station and freight yard at Augusta recently.

The little folks saw two passenger trains and one freight pass through and watched the various operations at the baggage room, ticket office, and the freight yard and sheds where freight cars were being loaded. The tour was conducted in connection with the children’s study of railroads at this term of school. A teacher was in charge while parents provided transportation to and from the station.

50 Years Ago

(From the Maine Central Magazine, 1896)

The Steamer “Frank Jones” has resumed her regular trips between Rockland and Machiasport.

The membership of the Maine Central Relief Association on March 1 was 1694, a gain of 39 in two months.

F. L. Flynt has been appointed Freight Agent at Readfield.

Evidence of a railroad romance of 35 years ago came to light recently when Carmen Roy Lank, shop superintendent, who asserts he will hold it in safe-keeping for the railroader who took such pains to make certain his lady’s picture was to ride the rails in safety and in secret for so many years.
National Loss-Damage Total Soars

American railroads paid out $85,000,000 for freight lost or damaged in transit in the year 1945. That figure, a new record, represents loss—pure loss—for the railroads and each of us who work for the railroads.

That is why all over the country this month meetings are being held in connection with the designation of April as Perfect Shipping Month. These meetings represent the combined efforts of Shippers' Advisory Boards, traffic clubs, chambers of commerce, individual shippers and the railroads to emphasize ways in which loss and damage waste can be reduced.

Meetings at Bangor on April 23 and Portland April 24 will highlight the Maine Central Railroad's participation in the national campaign.

Records of the Maine Central for 1945 show plainly and forcibly why loss and damage claims are matters that we must have always in mind as we come in contact with freight shipping. While Freight Claim Agent M. C. Manning reports that "we pretty well held the line" last year, the fact that we did assume $92,840 as our prorated share of the national total shows there is plenty of room for improvement. That total, incidentally, was $6,040 more than what the Maine Central had to assume in 1944.

Locally and nationally the whole problem has one answer—more careful handling of freight in transit.

The war is over in the shooting sense. But the abnormal situation which it created in respect to the loss and damage problem continues. Freight volume still is heavy; the quality of containers is deteriorating; and inexperienced personnel prepares goods for shipment.

Because wooden and fibre containers are of poor quality, handling methods which used to be safe can cause damage to goods now-days. Goods being packed for shipment by inexperienced people are just that much more susceptible to damage unless we use extra care in our handling. And with these less effective packing methods and materials, care in switching and coupling of even properly-loaded cars is particularly important.

We can be proud that our loss-damage total in 1945 was less than one-half of what the Maine Central had to assume in 1919, the last year of World War I. But we still had claims which more careful handling could have prevented. And we also notice that our total claims moved up from 21,419 in 1944 to 22,089 last year. Likewise, the average amount increased $.71 to $10.81 for 1945. Those are additional reasons why we must be loss and damage conscious.

The future of our railroad—and the future of each of us with it—is bright in its possibilities. In making the most of these possibilities, we should remember that the big things are made up of a lot of little things. Combined efforts to prevention of loss and damage in freight shipping can result in maintenance of those big things important to us all.

Rigby Man Invents Floor Scraper

The concrete floors in the shop and engine house at Rigby are cleaned more easily these days because of the inventiveness of a 19-year-old Portland lad who is a laborer there.

The youth is William (Billy) Green and his contribution to the problem of cleaning the grease-dirtied floors is a floor scraper which he evolved while working around the shop. Removal of the dirt from the floors by hand was an almost impossible task and several experimental machine methods had not worked out. Billy got an idea about attaching a blade to the small electric truck used in the shop. He took the idea to Boilermaker John M. Geary and the scraper which serves Rigby today was the result.

The device consists of a frame of strap iron with an adjustable blade. The apparatus is fastened onto the front of the shop truck with two pins and the frame sufficiently weighted so that it will bear on the floor and loosen the packed dirt.

Billy, a graduate of Portland High School has a flair for invention and has tried to get patents on "a couple of other things" even though they "haven't worked out, yet" as he explains it.
WE PAY TAXES

How much is $725,000? Well, it's a lot. Nearly a million bucks. It's one sixth of what the City of Portland pays for its entire municipal expenses in a year. But most important to us right now, it is the amount of 1945 taxes that our railroad will pay to state and municipal and town governments.

Think of how other taxpayers would be hit if the Maine Central wasn't paying that sum to help finance routine government services like police and firemen. As employees of the railroad we should talk about that to people we meet.

We also should call attention to that tax total when we get talking about the proposals to spend millions of Federal, State and local dollars in building of airports for the use of commercial airplanes at ridiculously low rental rates. Think of the unfairness of the proposition in which our railroad pays its own way—and $725,000 in taxes—while competing airlines plead for government subsidy aid to be financed by the taxpayers (including the railroads).

We should mention these things when talking to our city and town officials. These things are important to the welfare of the railroad, which means, in turn, that they are important to the welfare of each of us individually.

The exact amount of state and municipal taxes accrued on railroad holdings and earnings in 1945 was $725,026, according to the Maine Central's 85th annual report recently distributed. Of this, the State total was $604,844 and the municipal total $125,182. Then, too, payroll taxes imposed by the Federal government for Railroad Retirement and unemployment benefits were $532,361 in 1945.

A Correction!

In the February issue of our Magazine was printed a story describing how Trackman Murphy at Skowhegan dove off a moving motor car and captured a rabbit.

Like the man who met a neighbor and said to him: "I hear your son found $50,000" and the neighbor replied, "It wasn't my son, it was my nephew; and it wasn't $50,000, it was $50; and he didn't find it, he lost it." We were wrong.

Careful investigation has proved that Section Foreman C. F. Crockett of Section No. 27 had stopped the car, BEFORE Murphy left it.

But he DID catch the rabbit.

THE COVER

The new and the old in employees at our Waterville Shops are shown overhauling Locomotive No. 470 of the Big C, heavy passenger class. Grinding a cylinder at the lower right is Machinist Maurice Bisson, nearing the half-century mark in service at the shops, while checking nuts up in the smoke arch is Machinist Helper S. Breton, finishing his first year at the shops. Photo by George H. Hill, staff photographer.

Our Safety Good—But Can Be Better

By D. W. SANBORN

Safety and Fire Prevention Agent

Our safety record in 1945 was good—and bad.

The Maine Central led all New England roads and stood fourth in 19 roads of comparable size nationally. That was good.

But our rate (on the basis of accidents against man hours) increased from 7.40 in 1944 to 8.90 in 1945. That was bad.

Violation of safety measures is responsible for a large number of the personal injury accidents. Accidents do not "just happen"; they are "caused" and it is to the advantage of all employees to determine and eliminate the causes.

HALL IS FETED

It was "Admiral" Charlie Hall at the Falmouth Hotel in Portland March 30 as our former general freight agent was guest at a luncheon marking his assumption of the position of vice president and treasurer of the Passamaquoddy Ferry and Navigation Company.

During the luncheon, attended by more than 75 railroad associates and friends, Hall received a dozen gifts humorously intended to equip him for his new duty. These gifts ranged from a cap with "Admiral" in bold letters to a toy sword for use in quelling mutiny.

Final gift, however, was a two­pen desk set presented to Hall by Dana C. Douglass, executive vice president, in behalf of those present. Hall was praised by Douglass for his long and faithful service.

As long as one employee is injured, our goal is not reached.

The engineering department was high department in the Maine Central's standing with a rate of 7.29.

Traffic Department in 1901. He remained with us, except for service with other railroads between 1908 and 1913, until he resigned Feb. 15. He was named assistant freight traffic manager in 1929 and general freight agent in 1935.
Bangor Operating
By Mary E. Gibbons

Vincent P. Courtney has returned to work at Bangor freight house, after being in military service.

Conductors R. H. Haycock and C. E. Henry are both off duty due to illness.

Bill Childs, freight handler, who has been boasting of his fine gander, was much surprised last week when it began to lay eggs.

Philip Nadeau, former freight handler, recently discharged from the army, made a call on the boys at the Sea Street freight shed.

Cpl. Joseph Collins, son of John Collins, freight handler, has been discharged after about 2½ years in the army, after serving in England, France, Germany and Norway.

MECRR freight handlers have now organized the “Sea Street Bowling Team” and last Thursday had a decisive victory over a Lubec team. J. A. Craig, captain and manager, wishes through the Employees’ Magazine, to challenge any MECRR teams on the Eastern Division, either in their town or in Eastport, return engagement promised.

Bangor M. of W.
By Geraldine Hurst

Leland Dyer has received his discharge from the Army and returned to his job as trackman, Hamilton’s extra crew.

Your correspondent, clerk-typist, track supervisor’s office, has returned to work after having a throat operation at the Eastern Maine General Hospital.

Carl T. Davis, track supervisor, is convalescing at his home after an operation at the Eastern Maine General Hospital.

Edison S. Schoppee recently discharged from the Army has returned to work on Section 175, Cherryfield.

J. E. Palmer, freight agent at Whittenburg, has returned to work after a six weeks’ leave of absence.

Elmer W. Nelson also received his discharge from the Army recently and will soon start work with Perkins’ extra crew.

John Ryan of the Signal Department is home with back operation. A. E. Master, assistant supervisor B. & B., our most widely traveled supervisor, who stops for meals not even telegraph poles, recently took a hurried trip to Palmyra.

This picture was taken in yards at Annuoye, France, March 1945, by Earl S. Marsh, who was with the 722 Rail­way Operating Battalion. He could not forget the good old Maine Central even in time of war, as it brought back fond memories of the local shifter making his way Operating Battalion. He could not return to his home in I’erry.

Mrs. C. A. Small, wife of our general agent, was a recent visitor with her daughter in Auburn.

Kathleen Cline, clerk, returned to work March 25 after a few days illness. Mrs. C. A. Small, wife of our general agent, was a recent visitor with her daughter in Auburn.

John J. Barnett, 76, retired car inspector, died March 6. He worked at Old Town for many years and also at Bangor and Bucksport.

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By M. J. Willette

Lincoln
D. C. Stuart, mail clerk, who has been working Lincoln to Bangor for past several months, has returned to work as mail clerk, Portland Terminal office. Before entering mail service, he was attached to the Engineer Corps and did M. P. duty in the Army.
Roland Tewksbury, mail clerk, who has been working McAdam, N. B., to Bangor takes regular job Lincoln to Bangor and return. Ranney Hard has gone to Bangor for treatment.

Operator Kelley has purchased a home on Lakeview Street.

Foreman H. M. Corro attended foreman's meeting in Bangor recently. We would like to know what kind of cigars Foreman Corro is smoking these days.

Philip R. Merri-man, storekeeper in the General Offices building, is pictured here. Merriman started as a clerk in the store department in 1929 and was promoted to his present post in 1945.

Eleanor G. Conboy of the Engineering Department is on leave of absence. RMSC Joseph P. Connary, former chairman, Engineering Department, who has been in the Pacific Theater, is home on leave and is to report for further service.

Sgt. Robert E. Lee of the Air Corps, formerly employed in the Engineering and Auditing Departments, has received his discharge from the service and has left for Holy Cross Preparatory School in Dunkirk.

Gordon Morton of Cape Elizabeth has accepted a position as clerk in the passenger department.

Innis's eldest son, A. Earl, left this month for this country from Germany.

Merriman

Arthur P. Mills, son of Traveling Storekeeper and Mrs. James E. Mills, has been discharged from the Army, after three years.

J. S. Murray has received his discharge from the Army and has assumed the post of building supervisor of the General Offices. He was first employed by the road as a mail clerk in 1941. He was in the infantry for three years and in combat for 10 of his 15 months overseas.


Barbara Dennison of the passenger department is on leave due to ill health. L. E. McNair, son of E. J. McNair, commercial agent, has received his discharge from the Marine Corps. He served on Okinawa and in China.

This beautiful baby, Judith Ann Whitman, aged six months, is the daughter of Mr. and Mrs. J. Richard Whitman. Whitman is chairman of the Engineering Department.

By ELEANOR G. CONBOY, VIVIAN R. ELLIOT, LILLIAN G. SMALL, DORIS M. THOMAS, GERTRUDE C. HOLBROOK, MARGARET M. LYNCH.

Skowhegan Branch

By A. A. KIRKWOOD

Trackman "Pete" Dellama has recently moved from Welch St. to Upper Main St., Norridgewock.

Charles Spencer, son-in-law of Agent Kirkwood, Norridgewock, who sustained a broken leg in an accident at Skowhegan, is convalescing at home.

Conductor Trask has taken over one end of the Waterville-Bingham extra. Clerk Rowell is off sick and sub-clerk James H. Chase is taking his place at Skowhegan. Clerk Mullen is on sick leave at his cottage after completing his discharge from Skowhegan.

Foreman C. E. Crockett is understood to be purchasing the house he has been occupying for last few years.

Busy at his desk at Madison is Agent Oscar L. Johnson. An employee for 26 years, Johnson has been at Madison since 1939.

And talking of fog, recently Agent H. J. Tompkins of Burham Junction was called out one night account of train trouble. It was on one of these very foggy nights. Agent Tompkins struck out. Before he realized where he was he found himself almost to Clinton. Turning around Bro. Tompkins headed "Old Liz" east and again aimed for the mark... believe it or not... he "overshot" the mark once more! But determined and his ears ringing with "BU BU BU sign KR" he finally made it, to the satisfaction of the dispatcher "KR" and to the relief of some of us who were thinking of the worst. Yes... RADAR we believe is the only solution. Will some one kindly and install one in Bro. Tompkins' car?

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By JOE DESJARDINS

Clayton G. Mitchell, M.M.M., son of Work Equipment Maintainer C. Mitchell, is home on 30 days’ leave after a year in the South Pacific.

Pte. A. L. Bland, recently discharged from the Armed Forces, has returned to work in extra crew.

Howard W. White, discharged from military service, returned to work as trackman on Section 20.

Alfred Coulombe, foreman, Section 22, has returned to work after an illness of three weeks.

Jill Perras, formerly in extra crew, and Mrs. Perras, recently spent a few days in Sherbrooke and Coaticook.

Mr. and Mrs. Carl Perras have returned to work after an illness of three weeks.

Your correspondent attended the farewell luncheon given for C. K. Hall.

Your correspondent wishes to acknowledge with gratitude the assistance of Miss Helen G. Kervin of engineering department in the preparation of items for Maine Central Magazine for several weeks.

We understand that our General Agent Mitchell has returned from a trip to Califormia. Your correspondent wishes to acknowledge with gratitude the assistance of Miss Helen G. Kervin of engineering department in the preparation of items for Maine Central Magazine for several weeks.

By OLIVE COMEAU

P. E. Fuller, general agent, and Ellis Walker, clerk were present at the farewell luncheon given for C. K. Hall.

This is Freight Checker, and also Agent C. K. Hall, in his absence, has bid off position of Assistant Freight Foreman on Waterville and assumed his new duties April 1.

Trailman F. E. Richard, express agent has been transferred to agency at Lewiston.

Conductor John F. Knight, and his son, Denis, age 6 months.

By H. J. THING

Operator Arthur Marshall of Oakland has bid in temporary agent's position at Oakland while Agent X. C. Guimond is ill.

Our correspondent, Frank Taylor, is in California due to ill health, is considerably improved and will return.

Conductor J oh n DaPrato died March 25, 1961, at his home in Fairfield. In falling health for several months he was able to get out until a few days before his death.

Roland S. Bonney is working as clerk-telegrapher on the passenger station, and Charles Whitaker has gone to Dixfield as agent temporarily.

Edith Hefron has returned to work as clerk at Dixfield station.

Winthrop March 1. Operator Raymond A. Hollister, who has been relieving Agent Haynes returned to second trick operator at Winthrop.

Sectionman Reginald T. Hammond of section 29, Belgrade, has returned to work after an operation.

Mr. Ralph L. Stevens, wife of Section Foreman Ralph L. Stevens of section 29, Belgrade, has returned home after eight weeks at Augusta General Hospital.

Foreman Willard Weeks and his extra track crew are at Readfield doing some extra work on track between Readfield and Winthrop.

Mr. and Mrs. Southworth were present.

Your correspondent attended the luncheon for Charlie Hall at the Fal­mouth Hotel in Portland.
Lewiston
By L. G. WHITE

Train Service
By L. H. KANE

Engineman Charles H. Ready is gaining fast and will be back at the throttle soon. Better start cleaning out the yard so he won't be held out on 358.

We were paid a visit last week by Engineman Robert Sturgeon, who suffered a broken hip in a fall on ice last January. He expects to be back with us this month. Engineman Ray mond G. Robinson has bid off 11 and 8 vacated by Sturgeon.

Now that spring is here and business is slacking up the crew can do his fishing days. Remember Ben there is a limit.

As we heard it from the bunkhouse committee, engineman asked fireman who had been around a short time "How's the board" (meaning signal). Fireman answered "Good, I hit it for $104 last week."

Bartlett, N. H.
By J. E. Winslow

The following men have been discharged from the Army after serving three and four years respectively: Capt. Richard Bruckner, track supervisor, and Sgt. Bruce Dem blin, trackman, son of E. H. Clemons track supervisor.

Engineman H. C. Cushman back from the service where he has been for three years. He is playing the base for Lowell Chapman on 325 and 324.

Engineman B. L. Berry has bid off a last of extra work as he can do his fishing duties. Our old friend Herman Yigue, air brake machinist, who was discharged from the Army soon.

Robert Gardner is taking his place.

Wateerville Shops
By R. D. Woods

Archie Lemoine, machine foreman, visited Boston recently on railroad business.

Charles Kent, Jr., sheetmetal worker, returned to work after being in the Bangor Osteopathic Hospital for a nose operation.

Robert Vigue, air brake machinist, recently had a major operation on his knee.

Ernest Miles resumed his work as smoke man helper after serving in the Army for three years.

Storepipe has told me that Engineman Howard "Pop" Sawyer has filled his retirement papers and is looking forward, in a few months, to a rest at his home in Lewiston.

Telephone a visit from Fireman John Brunner. Most all know him as the kid fireman. He is stationed at Aschoffenburg, Germany. He wants to be back to all the boys and says he misses the old MEC very much.

We are Advanced to Delivery Clerk and Stovepipe has told me that Engineer H. C. Cushman back from the service where he has been for three years. He is playing the base for Lowell Chapman on 325 and 324.

Engineman B. L. Berry has bid off a last of extra work as he can do his fishing duties. Remember Ben there is a limit.

As we heard it from the bunkhouse committee, engineman asked fireman who had been around a short time "How's the board" (meaning signal). Fireman answered "Good, I hit it for $104 last week."

Bartlett, N. H.
By J. E. Winslow

The following men have been discharged from the Army after serving three and four years respectively: Capt. Richard Bruckner, track supervisor, and Sgt. Bruce Dem blin, trackman, son of E. H. Clemons track supervisor.

Engineman H. C. Cushman back from the service where he has been for three years. He is playing the base for Lowell Chapman on 325 and 324.

Engineman B. L. Berry has bid off a last of extra work as he can do his fishing duties. Our old friend Herman Yigue, air brake machinist, who was discharged from the Army soon.

Robert Gardner is taking his place.

Wateerville Shops
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We are Advanced to Delivery Clerk and Stovepipe has told me that Engineer H. C. Cushman back from the service where he has been for three years. He is playing the base for Lowell Chapman on 325 and 324.
Freight Carman Wallace Jewell recently purchased a new home on Osborne Street, Fairfield.

"Stores Department Clerk Leonard Boucher was recently discharged from the Osteopathic Hospital in Waterville. Orman Stevens recently received his discharge from the Army and is back to work as yard laborer. Also expected to return to work soon, are Irving and George Knights.

"Kitty" the car store cat is wearing her semiannual furs. Kitty has 3 years seniority at this point.

This to is Diane Lee Booher, daughter of Mr. and Mrs. Fred Booher. Booher is clerk in the accounting department.

Mrs. Hazel B. Jackson, wife of Painter 1/c Leroy, has accepted position as stenographer at the Good Will Farm at Hinclery.

Stephen Sweet, son of Carman Charles, has received discharge from the armed forces and returned to work as special apprentice.

Carman Ed Roberts is on the sick list.

Carman Edward Mailet is a surgical patient at Rogers.

Carman Helper John Foss, Thos. Suttle, R. H. Brackett, S. M. Stevens, E. D. Brackett, and Harry Freeman received their vacations and are on terminal leave.

Carman Samuel Merrow has purchased Carman Samuel Thompson's house on Osborne St., Fairfield. Carman Chester Craig has sold his house located in Fairfield Center. Real estate business is good among railroad men, according to Laborer Wm. Leeman who "really knows real estate!" It is said when the buds break, grass begins to grow, and the birds start singing, he says.

Riptrack Helper Walter Smith while opening a box car recently found a $5 bill. Car inspectors take notice!

Arthur Whitney and Orman Thompson have recently returned to work in freight department after receiving discharges from the Armed Forces.

Sympathy is extended to the family of Car Checker Frederick Knowles of the death of Mrs. Brown's mother and to Carman Henry Gleason on the death of his mother.

Virgil, son of Carman Ed Stearns, has returned home from the Armed Forces. Transfer Table Operator No. 2, Archie Smith has purchased a home on Bunker Ave, Fairfield. Blacksmith George Hustis has returned to work after a short illness.

Machine Shop Foreman Archie LeMoine, Draftsman Lawrence Sparrow, and Sheetmetal Worker Percy T. Grant attended annual banquet of the New England Railroad Club.

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motive power department and Joseph Malloy is filling Flynn's job.

Charles Jackson, boilermaker, departed for leave on April 1 to attend the convention of Boilermakers' Union. He plans to stop enroute and visit the stockyards in Chicago.

Guy Tobin has returned to the stores department after a long illness and is at his old desk at the engine house.

Calvin Caler, first trick call-boy, has just completed five years' service with Troop No. 26, Boy Scouts of America, two years of which he has acted as Sergeant. The wife of Calvin Caler, Troop No. 26 now has a membership of about 33 boys in the Brown's Hill section.

Reggie Maine has severed his connection as swing call-boy and messenger and has returned to Naples to guide fishing parties and to work on the lake steamer.

Hugh Caler, second trick call-boy, has been discharged from the Navy. April 23 a banquet will be held at which the trophy as well as other prizes will be awarded. A play-off will be run on the nights of April 9-10-11-12. Manager Tillett is furnishing each member of his team as well as its supporters for their cooperation.

Rudolph Phillips, boilermaker helper and father of a daughter, named Sandra Julia.

Right Yard

By GEORGE MARCHCOTT

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Pictured is Asst. Supt. J. L. Quincy of Portland Terminal Company. Quincy joined the Company in 1900 and in 1902 became one of the youngest conductors on the road. He ran trains between Waterville and Bangor until 1913 when he became yardmaster at Portland Union Station. He was appointed general yardmaster in 1921 and 10 years later assumed present position.

Hugh Caler, second trick call-boy, will soon be discharged from the Navy.

Fred Grimmer, day general yardmaster, was a recent visitor at the Flower Show at the Boston Garden as was Chief Crew Dispatcher P. J. Tracy.

The boys at the yard office were pleasantly surprised recently when Y. C. Nelson made a trip into Rigby from Pocatello, c/o Fleet P. O., Transportion Battalion, C. A. Mason, mechanic at Portland Garage, whose father died recently.

Mr. and Mrs. C. R. Sheaff have returned from a month's honeymoon in Vermont. He married Miss Marie Flaherty of Norwood, Mass.

Eddie Cash, out sick for two months, visited the car shop recently.

William McCabe, ice-boy, enjoyed a few days at Sebago Lake working with the boats.

George Libby, ticket seller, has returned to the store.

John (Bud) McDonough, baggage master, is confined to his home with flu.
Six of the foremen at our Waterville Shops: (1) O. J. Thompson, blacksmith shop; (2) K. P. Lamont, erecting; (3) W. A. Chase, Sr., air brake room; (4) Thomas Simpson, boiler shop; (5) R. J. Snow, wheel room; and (6) A. T. Lemoine, machine shop. (Pictures of the other department foremen will be printed in a later issue.)