Straight Lines
... And Curves

make up the daily routine of our railroad's drafting room force in the engineering department at the General Offices. Plotting and planning the changes and additions to our road, buildings and bridges is their particular concern.

Rodman Philip E. Farley, (above, left), and Drafts­man John A. Corcoran, (above, right), take time off from their problem to smile for the cameraman.

Instrument Man Edward E. Davis, (above), checks over a section of our track as it appears on a blueprint.

Inspector Allen Hazen, (above), measures miles in inches with the aid of his drafting instruments. Alice Eliason, (at the right), operates the photostat machine.

We Entertain At Bangor As New $150,000 Freight House Is Open

(More pictures on Pages 12 and 13)

More than 400 persons including city officials, shippers and receivers of freight, guests from other railroads and others attended a gala party at our new Bangor Freight House on Sept. 10.

The occasion was the formal opening of the new $150,000 facilities which replace the old freight house which was destroyed by fire on the night of August 3, 1947.

From noon until 3 o'clock in the afternoon the guests, escorted by a galaxy of railroad officials as guides were shown through the new facilities as their hosts quite proudly displayed the modern and efficient methods of handling less-than-carload freight which are now in full operation at Bangor.

The guests were met on arrival by the railroad "hosts" headed by J. W. Smith, Vice President-Operating, assisted by T. G. Sughrue, Chief Engineer, Stanley W. Phillips, Engineer of Maintenance of Way; J. P. Scully,
D i v i s i o n Engineer; Superintendent James L. Moriarty; Asst. Freight Traffic Manager H. A. Lindmark; Traffic Representative R. E. Graham; District Freight Agent T. E. Grover; Freight Agent W. E. Graham, and Safety Agent Clifford L. Quigley.

They found a decorated table erected at one end of the 300-foot brick and cement building where the Armstrong Company provided a buffet lunch with lobster and chicken salad and the usual appurtenances. In the center of the freight shed an electric organ from Radio Station WLBJ had been installed and at the console was Norman Lambert, star of the Maine Central Railroad's radio programs over that station. "Norm" played music on the organ and on his accordion during the 3-hour inspection.

The desks in the two-story office building section at the end of the structure were decorated with flowers and the employees who work there under Freight Agent W. E. Graham joined in explaining to the guests how the paper-work has been expedited in the new facilities, providing faster service both for incoming and outgoing l. c. l.

Of special interest to most of the guests was the modern electric scale which automatically displays correct weight on a lighted dial.

The guests found that the new freight house has 15 outward doors for handling truck deliveries and that there are 8 doors to the freight car platform and that a fleet of "chore-boys"—gasoline-driven tractors—now with sprinkler systems and the office section, provides modern retiring rooms for both female and male employees. Similar facilities for the freight-handling forces and for patrons are provided on the first floor.

Guests were loud in their praise of the newly completed building. In a radio broadcast over Station WGBY at Bangor, Vice President Smith thanked the shippers of Bangor and vicinity for their patience while the building was in progress and Chief Engineer Sughrue told of the difficulties in securing necessary materials to complete the building.

Andrew J. Pease, Circulation Manager of the Bangor Daily News and President of the Bangor Chamber of Commerce said that the business men of the "Queen City" are highly appreciative of the fact that Bangor now has facilities for handling l. c. l. freight second to none in the East.

The guests at the party also had an opportunity to inspect one of the new Diesel locomotives which was placed on one of the freight house tracks during the affair. Practically all of those who attended the opening took advantage of the chance to look over the interior of the locomotive.

The party was arranged by a Committee headed by F. A. Murphy, Assistant to Vice President-Traffic; Supt. Moriarty, Traffic Agent R. E. Graham and Freight Agent W. E. Graham.

Clifford L. Quigley
Succeeds D. W. Sanborn

Clifford L. Quigley, trainmaster at Waterville, has been appointed Safety and Fire Prevention Agent of the Maine Central Railroad and will maintain headquarters at Waterville. He succeeds to the position held by Daniel W. Sanborn, deceased.

Quigley entered service as a trainman in 1917, was promoted to conductor in 1940, became rules examiner in 1943, and for a time, in 1945, served as supervisor of schedules and wages during the illness of M. F. Rolfe. Since then he had served as trainmaster at Portland and, recently at Waterville.
the cab were A. W. Crocker of Bangor, Road Foreman of Engines; R. J. Eliason of Portland, Diesel Inspector and Superintendent James L. Moriarty of the Eastern Division.

At Machias about 50 persons who had gathered to see the Diesel on its first run also witnessed the meeting of the old and the new as Train 122 with Engineer Fred Gray at the throttle and Fireman C. J. Peasley, Jr., met the “down train.” The two crews climbed down from their cabs and the engineers shook hands as newspaper photographers recorded the history-making “meet.”

It was back in 1832 down on what is now called the Calais Branch that, according to Retired General Representative William A. Wheeler, “what may be called the genesis of the present Maine Central Railroad system was a little railroad, two miles long, between Calais and Milltown, which was powered by horses.” The arrival of the Diesel marked a far step from the horse-drawn motive power and also from the “Lion” a locomotive of the era of 1846 which is now preserved in the museum of the University of Maine at Orono.

Five days after the Diesels started on the Calais Branch they brought in a distinguished passenger. Engineer R. A. Lowell of Train 116 received a message to stop at Tunk Pond to pick up a passenger. The passenger proved to be Admiral Richard E. Byrd, Jr., of Oakland, former summer agent at North Belgrade, who returned home last month after completing a two-year hitch in the Navy. The Admiral spent considerable time in the cab and also inside the engine room and told the engine crew that he was much impressed with the service he received from the Maine Central.

Freight Diesels for the Calais Branch are due to arrive soon and it will not be long before the shrill blast of the steam locomotive whistle will be heard no more on the branch and the wail of the Diesel will mark the movement of the trains up and down the easternmost point of the United States.

Expansion and modernization of the freight car repair yard at Waterville Shops has just been completed, increasing the potential output of cars from a maximum of 68 monthly to at least 100, and making possible the employment of a larger force of men.

Three dead-end tracks which made up the former yard were straightened and relocated to provide greater working space between tracks. Two additional tracks, formerly used to store work train equipment and connecting with running tracks at either end, were added to the yard. Wooden planking which surfaced the yard area was torn up and replaced by a surface of bituminous concrete over 12 inches of rolled gravel, new drains and new airlines were installed, cedar ties were replaced by creosote treated ties, and 85-pound rail was installed in place of the former 67 to 75-pound rail.

The result was to substantially increase track capacity and to greatly facilitate the flow of work because of the expanded working area and the addition of tracks with connections at either end. The effectiveness of heavy tools and equipment, such as trucks, heavy jacks and boom cranes, was greatly increased because sagging in the former plank surface did not permit use of such equipment to full advantage. For example in the removing of freight car doors it was the general practice for five or six men to lift off the heavy doors after the top and back stops had been removed. Now a boom crane hooks onto the door, slides it off after the stops have been torched off, and moves it readily to wherever desired, doing the work...
REMOVING A FREIGHT CAR DOOR was a hand operation requiring several men before the repair yard was expanded and improved. Now a boom crane handles the heavy doors swiftly and safely.

more quickly, with much less man-power and with complete safety to the men.

One immediate effect of the yard expansion was to permit complete repairs to be made to freight cars on the repair tracks, whereas formerly most of the heavy repair work had to be done inside the car shops. To facilitate work in winter two large pits were constructed in the repair yard in which snow can be dumped and instantly melted by steam from the power plant. Formerly it was necessary to haul snow from the area so that plows can rapidly push the snow into the melting pits.

The expansion project, which places our Waterville "rip" yard on a par with the repair yards at Bangor and Rigby, was handled by the Waterville yard crew and extra crew. Work was started during the shops' vacation period in July and was completed early in August.

Among Those Retiring

Herbert W. Leach, Agent at Kingman, Me., retires after 44 years' service.

Ira W. Thayer of Benton, Me., Carpenter in the Maintenance of Way Department, retiring after intermittent service from 1914.

Luther A. Stearns of Bangor, former Locomotive Engineer in the Eastern Division, retiring after 30 years' service.

James William Coffin, 62, of Freeport, locomotive engineer on the Portland Division, after more than 36 years of service.

L. O. Parker, Agent at Colebrook, retired on Sept. 1 after many years' service with the Maine Central.

Herbert A. Ripley, 62, crossing tender at Hallowell, after nearly 24 years' service.

One of our busiest small-station agents is Stanley W. Plummer, at Canton, who has been with the Maine Central since 1912.

Plummer, in addition to his daily stint as agent-operator at the Rumford Branch station, also finds time to keep his office and waiting room in immaculate order. But this is far from the end of his work.

On arriving at his one-story white home 300 yards from the station, Plummer goes to his half acre garden to hoe out any weeds which have dared appear in what is usually a weedless plot with straight rows of potatoes, onions, tomatoes, beans, etc., growing in healthy shape.

And still Plummer is not done. If light remains, he'll bring out from the back hall one of his two easels and his oil paints and brushes. Then in the role of amateur painter he'll go to work on another landscape scene to add to his collection.

Lines While Waiting

At the Station

The sun shines down on Ellsworth town
Twice welcome after rain.
At work the folks make pleasant jokes,
Enjoying warmth again.
Along the aisles some offer smiles
To strangers sitting near;
While others frown and then look down;
What is it that they fear?
Can it be wrong as we go along
To greet our fellowmen?
A pleasant word, by another heard
May echo again and again.
It may smooth a path, it may soften wrath,
It may lift a heart that's low,
So dust off your smile, Use it once in a while,
And dare to say "Hello."

—V. E. S.

(A passenger handed these lines to Conductor Tom Taylor on a recent trip from Calais to Bangor)
Talk about your railroad. Convince your friends that our prices for passenger and freight transportation are still far below the general average of the rise in prices.

For if passenger and freight patronage slips there’s just one answer—down goes the number of jobs.

The old adage that the “squeaking wheel attracts the most attention” is still a good one.

The more we talk about railroads and boost them to our friends, the more chance we have of keeping our traffic at high levels.

PATIENCE, PLEASE

This issue of the Magazine comes off the presses a bit late this month.

There are two reasons. First, H. Cranston Lawton, our Editor for the past year, resigned on August 1 to return to newspaper work in Massachusetts. Our best wishes for success in his new venture as editor of a weekly newspaper in Natick went with him. But before he left he left a temporarily depleted editorial staff, picking up the loose ends there always are when the active directing editor departs. So, if your story didn’t get in this month, or we left out something you had sent, we will make amends in October.

Second, we wanted you to have up-to-the-minute photos of the opening of our latest and most modern freight house at Bangor which you will find in this issue.

Next month we shall introduce the new editor of our Magazine. He’s a Maine young man and we know you’ll all give him a lift. —The Editors.

THE COVER

J. W. Smith, Vice President-Operating, and Andrew J. Pease, Circulation Manager of the Bangor Daily News and President of the Bangor Chamber of Commerce were snapped by Staff Photographer George H. Hill as they tried out the new automatic scales at the opening of the new Bangor Freight House. The scale automatically indicates on an illuminated dial the weight it holds.

BACK IN 1906 this picture was taken of Conductor E. C. Neilson of Trains 19 and 8, and the late Arthur P. Burt, conductor for many years on the Portland division.

Spare Board Conductor Leonard King and Mrs. King, Trainman Edward B. Clark of trains 1 and 12 enjoyed a trip to Montreal, Niagara Falls, Utica, New York, New York City, and Boston.

Engineer Ralph Hoopes of 22 and 15, had such a wonderful garden he had a moving picture taken of the entire acre.

Engineer Charlie Ladd of Waterville, with the Mrs., his son-in-law and his wife, planned a trip to Moosehead Lake for fishing around Carney’s Cove, near Rockwood. They caught a four-pound salmon.

S. P. McDonough, former engineer, but now the “Village Grocer” in Libbytown, had a visit from former Superintendent F. J. Runey.

If you want your house moved, roof shingled, cottage jacked up for new foundation, call on Trainman G. C. Morrell, who likes to do these things just to keep in condition, so pay asked.

Conductor James Monahan, with the Mrs., had a nice vacation in New Hampshire at Twin Mountain where “Jim” was born.

Engineer Joseph Farwell of Trains 16 and 15, had his annual vacation during Bangor Fair. This is a “must” for Joe.

Our genial parlor car porter, Eddie Love lace, is sporting a new pair of sun glasses.

Friday August the 13th was Shriners Day at Bangor Fair. Some of our Motive Power boys from Portland attended, namely, Robert Pressell, Rankin Anderson, Harry Compton, Phillip Williamson and Ralph Hopkins.

Flagman L. V. P. Nichols of 27 and 48 has returned after being off for three weeks’ vacation (?). Well, if you figure haying is a vacation on a 50-acre farm, 25 cows to milk morning and night, your figuring is wrong.

Engineer Elmer Haley, of the Portland Division, was sent to Boston recently to attend a baseball game.


Bartlett, N. H.

By O. R. Burwood

Signalman E. N. Mallett has returned to work after a long illness.

BETTY JEAN HERSEY (left), daughter of E. Hersey, and Beverly Kathleen Burke, daughter of Preston Burke, sectionman, of Crawford.
Trackmen Ray Tripp, Ed Ainsworth and Robert Lane were among those who enjoyed vacations. Tripp was the lucky boy; he got to Moosehead Lake for fishing, which allowed him to attend the baseball game at the Blacksmith Shop. Operator Guy Saunders is on vacation. Operators Robert Burdwood and suffering from absence. Operator Saunders covered Agent Albert Garon's job at Crawford Notch recently. Agent Garon is off account illness. The MeCRR boys who are playing on the track at Fryeburg, are off account illness. Garon's job at Crawford Notch recently. The combined batting averages of Peters, Jones, Burke and Burdwood (not the ol' man) is 364, which explains why the boys are not hitting off. Emery, who was off sick several days recently. We hear that Miss E. Thompson, agent at Bingham, is on vacation. Operator C. E. Dunn is covering the job. Frank Johnson, who has been in the hospital in Skowhegan, is coming along well. Edgar Arsensault, Madison, is filling his place. Cecile Crockser, section foreman, Skowhegan, is on vacation.

Waterville Station and Yard

By M. W. FLYNT and HELEN FRANCK

We extend sympathy to Chief Clerk Raymond Roy of the Freight Office whose mother died recently, aged 84 years. Yard Brakeman Roger Veilleux and Miss Priscilla Gorow of Waterville were married recently. Among those who have been on vacation are Work Equipment Maintainer Leo St. Peter, N. Y., have been visiting her parents. Mr. and Mrs. Eugene Ellis of Milledgeville, Georgia, started North Aug. 18, for a visit with Mr. Ellis' parents, Agent and Operator C. E. Dunn is covering the job. Operator Conway has been on vacation. Agent Goddard, Farmington, is on vacation and Car Helper R. L. Wyman is handling the hoisting problems. Painter Helper Henry Pooler has been at camp at Fayette. Top entry in the Stork Derby is Michael Top entry in the Stork Derby is Michael

Waterville Shops

By G. K. STEVENS

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Madison-Bingham

By C. S. PIERPONT

END OF THE LINE, looking eastward toward Bingham freight house and Bingham village, terminal point of the Bingham branch. Our agent there is Elizabeth Thomson, a NEC employee since 1911.

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Piper Helper Stanley Fletcher and Carman Arthur Reid, weighing seven and one-half ing a hitch with the car welders. Car Apprentice Dick Roncher is serv­ ing a hitch with the car welders.

Another Stork Derby entrant is Verna Nor­ ves, of Pearl St. She and her husband, Mr. Arthur Reid, weighing seven and one-half pounds.

Checker and Mr. T. Arthur Smith spent a weekend at Old Orchard. Carman Jimmy Lawrence lost the end of a finger in an argument with a buzz planer.

Machinist Charlie Emery left his rubbers on Phil's shore front and somebody took one of the rubbers and put a motor on it and went fishing. Phil rents boats and is sort of upset at losing the boat rental.

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Baggerganger Johnny McKinney returned from his vacation sporting a new automobile and reports his several day trips to nearby lakes and picnic grounds went over big with the children.

Porter Norman Philpott took a one week vacation and plans to take the second week this fall during the hunting season.


Agents at our Summer Stations on the Portland division were Operators G. L. Johnson, (left), at Poland, former operator at Lewiston, and John Begin, (right), at Presque Isle, who had been working the third trick at Waterville yard.

Baggage agent Johnny McKinney returned from his vacation sporting a new automobile and reports his several day trips to nearby lakes and picnic grounds went over big with the children.

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Among the vacationists is Clerk Johnny Myrand who, with Mrs. Myrand (former Clerk Stenographer in Transportation Department), is making several trips to surrounding resorts.

Claim Clerk Howard Ham spent his vacation with Mrs. Ham at their cottage on Tupper Lake.

Your correspondent enjoyed a two weeks' rest at her childhood home at Bay Point on the island of Georgetown. Her brother, Station Laborer Henry White and family also spent some time at Bay Point, and in addition made a trip to Bar Harbor to see his son, Dick, who is working at Seal Harbor for the summer.

Yard Clerk Gene Veilleaux spent a busy and profitable vacation remodeling his new apartment in New Auburn.

Loader Fred Benson returned well rested after vacation.

Checker Pat Kyle enjoyed the peace and quiet of his cottage at Pine Point and, we suspect, did his share of fishing during his stay.

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The members of our working force who toured Canada while on their vacations were Machinist "Ted" Cole, Thurlow Portland, "Larry" Laneault, and Wm. Muud, Machinist Helpers "Joe" Ashley, Maurice Weeks, and Cyriene Doyon.

Stores Department Clerk Frank Kane has connected for the erection of a new home at Thornton Heights.

An interesting item appeared in newspapers concerning Rugby of days gone by when it was the site of Old New England Fair. This article told of the 55th Anniversary of that fair, at which two of our Boltmaker Helpers James Coleman and Joe Devine, were in attendance.

You fellows will never catch freshwater fish that way. Don't try it. You don't have the water.
Aug. 16 to 21—destined to a Maine slaughter house, his son, wife of Eastern Division Engineer, on serious operation. Has been away for some time following a serious illness.

Switcher 168 has been sent here to replace the 175 sent Bangor.

Retired Trackman F. Giberson is a patient at Chipman hospital, St. Stephen, N. B. Others continuing on sick list include Clerks Vira H. Sears and C. E. Beers also Trackman W. C. Kathe, and recently added to list is Clerk C. A. Robertson. General Agent Blanchard has moved his family from Brewer to home recently purchased on High street.

Retired Yard Clerk A. S. Coram and Mrs. Coram were recent visitors from their present home, Brooklyn, N. Y.

Foreman A. M. Scott recently entertained his nephew, G. H. Scott and Mrs. Scott, and their three boys from Wrentham, Mass.

Bangor Motive Power
By C. H. Leard

Boilermaker Mike Christy, 59, who came to the Maine Central in 1922, died July 27. He is survived by four daughters, two sons and five grandchildren.

Portland Division Engineer and Mrs. A. J. Robinson have had as recent guests their daughter, Mrs. B. K. Kellog and her daughter Brenda and son David of Orange, N. J.

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"Joe" McCarthy, Jr., son of Bangor Section Foreman, has been employed for the summer as track repairman helper. Colon Farnsworth, section foreman at Machias, returned to work Aug. 12 following illness for several months.

Cecil Damon, trackman at Brewer Junction, has been off duty account of an injury sustained while playing baseball.

Vacations were enjoyed this month by Conductor R. H. Haycock, Clerk D. J. Frye and Cashier P. D. Adams. Stanley McConvey, son of Brakeman Fred McConvey, is working in Calais freight office during vacation. Superintendent of Motive Power H. A. Libby attended Diesel Engine School in Boston recently. Carman Frank Getchell has been in the hospital one week for observation.

Bangor Car Department
By C. A. Jeffers
R. B. Berry, car inspector, is off duty account of illness.


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If Every Communist Knew

what every sane person in a capitalist country knows—the high standard of living which capitalism makes possible, the pride of individual accomplishment, the satisfaction of knowing you can go as far as your own abilities and ambition will take you, the security of justice, the joy of knowing your son can go even farther than you have gone... if every communist knew the facts about capitalism, there wouldn't be any communists.

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