Can You Identify This Location?
Mystery Picture No. 8

Printed above is Mystery Picture No. 8 to try to stump you! It's a well known location on our lines and a very busy one, too. We should get a high batting average on this familiar scene.

The wide expanse of station platform and the yard tracks, which made up the main features of Mystery Picture No. 7 in last month's Magazine, are to be found at Rockland, terminal point for the scenic Rockland Branch. The station building is in back of the camera which means that we were facing out of town.

So far we've received a note from R. Francis Jenkins, General Agent for the Railway Express Agency in Portland, a visit from retired Chief Train Dispatcher Harry Treat, and a telephone call from retired Engineer S. L. Thompson of Range Road, Cumberland Center (R.F.D. 3), who called to see if his memory still served him well after 6 years of retirement. It's still fine, Mr. Thompson, and Rockland is correct!

We continue to get a response, very accurate too, from Mystery Photo No. 6 (which was Lewiston Upper Station), including notes from: J. C. Estey, Agent at Franklin, W. L. Allen, retired, of Mechanic Falls, J. F. A. Barnes, a railroad brakeman, C. W. Whitins, a retired conductor of Readfield, Allen Hazen, Assistant Engineer of the Chicago, Milwaukee, St. Paul and Pacific Railroad and formerly assistant supervisor of the Maine Central at Lewiston, and Chauncey T. Crafts of Auburn, a former employee in the Auburn freight house "back in the good old days of pen and heavy copying ink—wet rags and tissue books".

Maine Central Railroad Magazine

Vol. XI—No. 11
Richard M. Aylward
Editor-in-Chief
William A. Wheeler
Associate Editor Emeritus

FROM THE EDITOR

"A Symbol of Progressive Railroading"
A slogan? Yes, the slogan of the Maine Central Railroad, used on our public timetables and carried in our newspaper and magazine advertisements.

More than a slogan though, it is something for all of us to take part in — to insure that our railroad is just that — a symbol of the best in railroading. Whenever we are talking to our friends, neighbors or visitors a good word for the railroad, for passenger or freight service, is always helpful. Who knows when a friendly conversation might lead to a new passenger or to a carload of freight?

And, in the final analysis, such contacts by railroaders with those not so familiar with the industry, are the foundations or grass roots of our public relations. A courteous and helpful railroad throughout all of its departments and among all of its employees is one of the most important ways of keeping our present customers happy and, at the same time, of winning new customers away from our competitors.

We have a goal there — to make our railroad so attractive that people will want to do all their transportation business with us!

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine
The Train Dispatcher

By JOHN J. LYDEN
Ass't. Superintendent, Portland Division

Just as a catcher on a baseball team is the only player who has the entire field of operation in view, so the Dispatcher is the only railroad official with a clear and constantly up to the minute picture of train operations in his territory. It is the hand of the engineman on the throttle, or on the air, which speeds the train, or slows it, but all of the trains on a railroad's division run on orders and signals which flow from the hand of the Dispatcher on the telegraph key, except, of course, those scheduled in the time table which may require orders for various reasons.

Schedules are composed by the Chief Dispatcher working in close cooperation with the Freight and Passenger Traffic Managers and are designed to provide the service best calculated to perform the railroad's work and meet the requirements of its patrons, but since no plan ever develops perfectly and since operations are subject to interruptions, extra services, delays and a host of unforeseen events, Dispatchers have to run the railroad and the trains on it 24 hours a day.

A train Dispatcher usually qualifies for his position after service as a telegraph operator at agency stations—from catching the ball they graduate to pitching it. Obvious to everyone is that a Dispatcher cannot err in his orders without endangering the lives of hundreds. Day dreaming or inattention to duty on that job is more perilous than being "asleep at the switch." Less apparent to those unfamiliar with railroad operations is the absolute necessity for clear and understandable orders. A great military Chief of Staff once admonished his officers: "An order which may be misunderstood will be misunderstood." This piece of advice should be taken to heart by every Dispatcher and every Operator who hopes some day to occupy a chair in that office which the old timers called the "Wisdom Parlor."

The true, tried and tested medium of carrying the Dispatcher's message is the telegraph and the Morse Code. For some years now we have dispatched by telephone on the Bangor—Vanceboro line and now in process of installation is a telephone dispatching line between Bangor and Portland. Radio is used by Maine Central in headend—rear end train communication and high powered radio from locomotive to base stations and thence by phone to Portland is now being engineered for the main line, but these are subjects of train communications. They will clear the picture for the Dispatcher in time of emergency, but his orders will still go out via the old reliable telephone or telegraph key.

At this point it may be well to digress to disabuse the non-railroad reader of the notion that a train Dispatcher is the man they see in Portland Union Station wearing a uniform and announcing trains. Our old friend "Batch" Batchelder, does a wonderful job day after day and year after year in announcing trains and in looking after passengers, seeing that they are informed as to arrivals and departures, that they board the right train and that no one gets hurt. "Batch" cooperates with the Dispatcher over the "Bug Fone" for while trains start on Dispatcher's orders, there is often reason for short delay or other change. The real Dispatcher seldom sees the trains which his words have put in motion or caused to stop. We have now come to a point where the train Dispatcher's office and duties should be described.

On the first floor of the first wing of the General Office Building is the Dispatcher's room under jurisdiction of the "Chief" who reports directly to the Superintendent (or Assistant Superintendent). The territory governed from this office is divided into three parts, as follows:

1-206 miles
One Dispatcher
Deering Jct. to Waterville via Brunswick
Royal Jct. to Waterville via Lewiston
Bingham and Skowhegan Branches

2-183 miles
One Dispatcher
Waterville to Bangor
Foxcroft, Harmony, Rumford, Farmington and Lewiston Branches

About The Author

John J. Lyden has certainly followed, during his railroad career, the rule as stated in his article that "a train Dispatcher usually qualifies for his position after service as a telegraph operator at agency stations." Joining the Maine Central as a yard clerk in March 1909, Lyden became an operator on the Mountain Division in June of that same year. During the next few years he held operator's jobs at various stations: Bartlett, Newport, Lewiston Upper and Portland.

In May of 1914 he was made a Dispatcher at Portland and then, in September 1918, Chief Dispatcher at Portland, holding that position until July 1, 1954. On that date Lyden was appointed Assistant Superintendent of the Eastern Sub-Division with his headquarters at Bangor and on July 1, 1955 he was transferred to Portland as Assistant Superintendent of the Portland Division, the position he holds at the present time.
3—233 miles
One Dispatcher
Mountain Subdivision
Rockland Branch
The same territory is handled by two Dispatchers on second and third
tracks.
On the Eastern Subdivision, the territory east of Bangor is handled by
one Dispatcher on each trick located in Bangor Union Station.
This includes:
301 miles
Bangor to Vanceboro
Bangor to Calais
Bucksport, Waukeag, Eastport,
Woodland and Howland Branches
Before each Dispatcher is a train
sheet on which he records the
movements of each train in his ter-
ritory. From midnight to midnight
the sheet shows the number of each
train, name of each conductor and
engineer, the locomotive or loco-
motives, the number of cars in the
train, tonnage of each freight train
at each Terminal, the time of de-
parture from terminal, times of
arrival at and departure from each
open telegraph station and arrival
time at final terminal. Delays are
recorded on the back of the sheet.
Space is provided to show weather
and temperature at each station.

To the normal and natural head-
aches bad weather and the need of
maintenance add a few more. Snow
plows, work trains, Sperry cars,
weeder, mowers and section crews
all have to operate in safety. Twice
each day, usually at 6:15 A.M. and
11:15 A.M. Dispatchers send out
broadcasts for information of track
crews and signalmen with motor
cars, showing location of trains in
their respective districts. Here,
particularly, faulty information or
incomplete information could lead
to trouble and a good Dispatcher
is especially pains taking. Between
broadcasts, track crews will fre-
quently ask for train line-ups to
guide them. From the foregoing it
is readily understood that Chiefs
and Dispatchers are alerted at all
times, 24 hours a day and 365 days
a year, for anything that may hap-
pen. They do not have a lunch
period, but bring their lunches
with them. Sometimes when the
main line traffic is disrupted they
are caught eating a sandwich with
one hand and telegraphing with the
other. This means eight straight
hours on duty with no pause for
coffee break or station announce-
ment. Of course, they do relax a
bit when all trains are on time and
a "summer rail" prevails.

There have been changes in our
handling of dispatching over the
years, but the basic principles re-
main relatively unchanged. For in-
stance, our railroad once had train
discharging offices at Lancaster, N.
H., Rumford and Oakland which
have been consolidated at Portland
for the past 25 or 30 years. How-
ever, we still rely and will continue
to rely on the telephone and tele-
graph and knowledge of the Morse
Code may always be a necessity.
The most radical change in dis-
patching has come with Centralized
Traffic Control, known as C.T.C.,
and here the Dispatcher's duties
have not really changed, but rather
his messages are conveyed by signal
indications instead of train orders.
C.T.C. is expensive, but in heavy
density areas pays for itself by
expediting movements in a way
which train orders could never
accomplish; then too it is fool proof
—the signals always erring on the
side of safety. A visit to Tower X
and the surrounding movements in
the Portland Terminal is an interest-
ing and educational experience. There
all the tracks and the trains on them
are diagrammed on a panel. The
tower also happens to command
an unobstructed view of Union
Station Yard.

The stiffest test for the Dis-
patcher is the type of emergency
cased by washout or derailment
meaning loss of the main line. Here
the Chief swings into action first
notifying the "brass" and sending
emergency calls to all department
heads concerned and where indicated
will order relief or work trains and
arrange calling of crews and assign-
ment of power. If passenger trains
are tied up, arrangements must be
made for run-arounds, or
detours, by train or highway. In
such a situation it is exceedingly
important that the Dispatcher's
office receive a clear and detailed
report of the trouble and its cause
in order that the right material and
the proper personnel can be mar-
shaled. When in necessity of re-
porting his train in trouble a con-
ductor should telephone the Chief
Dispatcher if possible. This can now
be done through one of our com-
posite phones or from a public or
private phone if nearer. As pre-
viously stated we expect to have
headend to base station high power
radio available on most locomotives
before long and it is expected that
operators in communication with
the particular base station can put
the train crew immediately and di-
rectly in touch with the Chief.

As long as the railroads of this
Country run on train orders the
telegraph operator is an essential
man in dispatching and to him goes
a world of credit for bringing the
Dispatcher’s orders to destination
and for the information which he
relays back. We have an unusually
able and loyal group of operators
on Maine Central.

The train Dispatcher must also
rely upon the operations of Con-
ductors and Enginemen and he is quick to recognize the essential contributions by those who operate with dependability and skill. Such Conductors and Enginemen are numerous on Maine Central.

When I am tempted to give too much of a “build up” to the Dispatcher, I think of my former Superintendent Frank Runev’s remark: “Don’t get the idea in your head that all the brains on the railroad are in the train Dispatcher’s office.” If a Train Dispatcher ever does acquire an enlarged hat size, the swelling has a tendency to recede after a few treatments by the Chief or the Super.

Perhaps this little article might conclude with a bit of advice and warning to any young operator with a yearning to qualify as Dispatcher, which is:

Never start dispatching unless you want to spend your life railroading, for once you feel the thrill of controlling those trains, moving their passengers and cargoes over the steel highways, you’re fascinated and hooked, and in your heart you’ll be a railroadman forever.

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Steam Plant Overhaul
At Waterville Shops

A complete overhaul and improvement project in the steam generating plant at Waterville Shops, completed earlier this year, has resulted in better working conditions there as well as in operating economies.

Basically, what was accomplished was the conversion from a coal burning to an oil burning plant.

Standing in front of the new oil fired boiler at the Shops steam plant is Asst. Engineer Eddie McAleer.

As previously operated the necessary supply of steam for the Shops was provided by one large and three smaller auxiliary boilers, all coal-fired.

The larger of the coal burning units, which was less than nine years old, was converted to oil and now is providing a normal steam supply of 30,000 pounds per hour.

One new oil burning boiler, providing 36,000 pounds of steam per hour, was installed. The capacity of this boiler exceeds the combined capacity of the three auxiliary boilers it has replaced.

During the winter months both boilers of the revamped plant will be “on the line” while only one will be required during warm weather.

Two fuel oil storage tanks have been put into place outside the plant, and underground. Each holds 20,000 gallons of the No. 6 grade of oil which is being used in the boilers.

An apparatus has been installed within the steam generating building for the purpose of heating, and thereby thinning, the fuel oil to the proper consistency for pumping to the burners. No. 6 oil is a very heavy type even in warm weather, thereby accounting for the necessity for this heating process.

The plant is actually a self-sufficient unit as a result of the conversion program. Automatic controls have been placed on all of the equipment and, should the electric supply from the City of Waterville fail, a sufficient supply can be generated by steam from the boilers to maintain lights and operations in the steam plant itself. Under such emergency conditions electric power for the rest of the Shops could not be furnished however.

Working conditions for the engineers and firemen in this phase of Shops activity have been greatly improved by the elimination of the coal burning boilers. The task of cleaning out the ashes from the old boilers, which actually meant the dumping of hot ashes onto the floor of the building, has been made unnecessary. That, according to those who have seen it done, was an extremely hot and most uncomfortable chore!

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Fast Action By Train Crew

The home of Erwin Gregory, situated near the Maine Central tracks in Burnham, was destroyed by fire on the morning of July 20th.

Shortly after the fire started the Waterville to Dover-Foxcroft freight, WX-1, came upon the scene. Noticing smoke pouring out of the 2nd floor of the house, the crew quickly sounded a fire alarm on the locomotive’s whistle, stopped the train, sent a flagman out for train protection and made a hurried search of the premises to find that none of the family were home at the time.

Using the telephone in the house Engineman Severy put in a call to the Clinton Fire Department and then the railroad men began removing furniture from the first floor rooms saving all but a few items.
By then it was impossible to enter the second floor for salvage work as that area was enveloped by smoke and flame.

Acting with no loss of time at the fire were Waterville Trainmaster A. N. Tupper, Engineman T. W. Severy, Fireman C. L. Stevens, Conductor D. A. Gibe-son, Brakeman R. M. Choate and Flagman M. G. Sullivan.

They spent not more than 20 minutes at the fire scene; their accomplishments while there, however, speak for themselves: fast, efficient work when every second counted!

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**Engineering Department**

**ANNUAL ROUND TABLE MEETINGS**

With the publication this month of pictures showing Engineering Department groups at Mattawamkeag on June 8 (TOP PHOTO) and at the General Offices in Portland on June 15 (BOTTOM), we conclude the present series. Those present at each of the meetings took part in discussions on safety as it relates to their work as well as everyday on the job problems. Lunch was enjoyed in each case as guests of management.

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**A Hobby That Pays Off**

Have you heard recently of Elizabeth the Queen, Malta, Red Charm or Maytime? The chances are you have if you have talked with Miss Vaun Dole, stenographer in the Executive Department, in recent weeks for they are members of the gladioli family and her favorite hobby.

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Cultivating a garden of approximately 1,800 bulbs is no small job as it requires considerable time evenings and a short while early in the morning for cutting, before leaving for the office. This summer, noted for its dryness, has also called for lengthy periods of sprinkling to keep the flowers going.

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However, the work has its rewards in that Vaun not only derives much personal pleasure from her glads but has a steady list of customers, many of them in the railroad's General Offices, who buy the glads from her.

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**750 Retired M.C.R.R. Employees Drawing Annuities**

About 750 men and women whose last railroad service was with the Maine Central Railroad were receiving employee annuities from the Railroad Retirement Board at the end of 1954, the Board recently reported. Their annuities averaged $93 a month. About one-third of these employees had wives who were also receiving monthly benefits.

In addition, the Board was still paying an average of $42 a month to 16 of the pensioners who were taken over from the company's own pension rolls in 1937.

During 1954, 92 former Maine Central employees were added to the Board's retirement rolls, and 58 were terminated, mainly because of death. This resulted in a net increase of 34 during the year. The average annuity paid to those added to the rolls was $101 a month.

The Railroad Retirement Board points out that overall in 1954 some 35,800 employees of the Nation's railroads retired on annuities averaging $106 a month. Of this number, 74 percent retired because of old age and 26 percent because of disability.
Freight Traffic Now A Complete, Independent Maine Central Department

Warren S. Overlock, seated at left, discusses his new duties as Eastern Representative with Freight Traffic Manager Frank A. Murphy.

Maine Central's Freight Traffic Department has, during recent months, seen numerous changes and additions not only to its personnel but also to the physical appearance of its Portland General Offices.

These changes have completed the establishment of an independent and fully staffed freight department for our railroad, capable of providing all of the many services required by our shippers.

OVERLOCK APPOINTED

The latest addition to the department's staff, announced on August 17th, was the appointment of Warren S. Overlock of Bangor as Eastern Representative of the Maine Central, effective August 22nd, with headquarters in Bangor Union Station.

Frank A. Murphy, Freight Traffic Manager, stated that Overlock will work to increase traffic for Maine Central from Northern Maine and the Maritime Provinces and make special studies concerning development of traffic production on the railroad's eastern division.

Overlock, a railroad veteran of 33 years' experience, started his career on the Bangor and Aroostook Railroad as a clerk in the car superintendent's office and his record shows a series of promotions through various departments to the position of Traveling Sales and Service Representative from which he recently resigned.

He is married and has two children, Warren, Jr. and Sally. Well known in Maine, Overlock is a member of the Maine Traffic Club, American Railway Development Association and is a member of the New England Council's Industrial Committee. He is also a member of the Advisory Committee of the State of Maine Publicity Bureau.

JONES PROMOTED

An announcement, dated August 1, and issued by Freight Traffic Manager Murphy, gave the promotion of C. B. (Larry) Jones to the position of Assistant General Freight Agent, effective the same date. His headquarters will continue to be at Portland.

Jones joined the Maine Central as Commercial Agent on January 1, 1951, the position he has held until his present promotion. Previous to that he had been with the Canadian Pacific Railway in Boston for 10 years, being Traveling Freight Agent there at the time of his resignation in favor of the Maine Central.

Among his many duties, Jones has specialized in the field of freight exports and imports through the wharf facilities of the Portland Terminal Company. He spends a week of each month in New York City contacting, among others, the shipping concerns which handle the routing of ships to various ports and pier facilities.

Murphy stated that his promotion was due to hard work for Maine Central and the success that has been his in the export-import field.

Seated are: G. E. Phillips (left) and J. M. Shaw; standing: Armond Heerman (left) and A. E. Goodwin.
RATE, TARIFF & DIVISION
TRANSFERS

Previously announced by President E. S. Miller, and noted in the Magazine for May, was the transfer of the Rate, Tariff and Division sections of the Freight Traffic Department from Boston to the Portland offices.

In this connection Freight Traffic Manager Murphy announced the appointment of J. M. Shaw as General Freight Agent, G. E. Phillips as Assistant General Freight Agent, A. E. Goodwin as Chief Tariff Bureau and Armond Heerman as Chief Division Bureau. Prior to their coming to Portland the work of these men in Boston had been joint Boston and Maine-Maine Central and was comparable with that to which they have been assigned in Portland for the Maine Central.

THE "NEW LOOK"
IN PORTLAND

Changes in the setup and arrangement of office space for the department in Portland can be visualized from the following room by room account:

Room 105—F.T.M. Murphy's office unchanged; office of Asst. F.T.M. R. C. Merrow enclosed by a partition.

Room 107—Formerly a large, open office this room has been partitioned into private offices for General Freight Agents T. E. Grover and J. M. Shaw and Assistant General Freight Agent G. E. Phillips. Space is also provided for other members of the staff in this area.

Room 109—Until recently this room had not been in general use. Transformed by a new floor covering, paint and lighting into a fine large office it now provides working space for other members of the department's enlarged force including Armond Heerman, Chief Division Bureau, A. E. Goodwin, Chief Tariff Bureau and their assistants.

Room 111—Formerly a storage room for files and records for various departments, this space has also been modernized and is occupied by Asst. General Freight Agent C. B. Jones and District Freight Agent E. J. McInnis. A filing section was also made available in this room as was space for the mailing section. Thus the "New Look" for the Freight Traffic Department.

The Androscoggin Valley Railroad

A master control board which controls train movements over every foot of the lines guides a fleet of passenger and freight trains serving the territory of the Androscoggin Valley Railroad. Over the mountains, through tunnels and across scenic countryside roll both steam and diesel powered trains serving the 550 feet of track operated by this railroad.

As you may have guessed, this is not a full scale, Class 1 railroad, such as our own Maine Central, but a scale model line run by the Androscoggin Valley Model Railroad Club now in its 5th year of operation. Club rooms are at 137 College Street, Lewiston, in the basement of the home of the President of the club.

A look at the roster of "employees" of the line will show that

Two fast, modern trains, featuring the latest in passenger equipment, speed along the A.V.R.R. main lines.

rail fans come from all walks of life. For example: President, Armand Biron, hair stylist and beauty shop owner; Vice President, Allan Thurston, Central Maine Power Company lineman; Secretary, John Myrand, Maine Central Railroad clerk; and Treasurer, Daniel Myrand, Maine Central Railroad brakeman. One of the original members, and now an honorary member, is Allen Hazen, a former assistant supervisor of the Maine Central who is now living in Minneapolis and working for the Milwaukee Road.

Hazen keeps in close touch with the A.V.R.R. and at one time forwarded detailed working plans for a diamond cross-over and double slip switch which has now been installed at the entrance to the freight yard. It required about a year to construct (in spare time of course) and is worth about $150.

At present the railroad, constructed to O gauge, ¼ inch per foot, fills practically the whole cellar with only the furnace in the center of the floor to show that any other use is made of the area. The roadbed and scenic background are owned by the club while the train equipment is owned by the members.

The roadbed is built on wooden frames about waist high, the frames being securely bolted together. Screening is drawn tightly over the frames and a wood fiber plaster poured over the screening. When dry and hard the plaster is strong enough to walk on. Chicken grit is used as track ballast and gives an appearance of a real rock ballasted line.

Constant maintenance keeps the A.V.R.R. in tip-top operating condition and ambitious plans are in motion for further construction. Electric wiring is being completed in the freight yard, a passenger terminal has been started and an engine house will be built.

But, the best way to find out about this extremely interesting and realistic railroad is to visit the club some Wednesday evening and watch operations. With the Master Control Board capable of operating four trains at once, there is plenty of railroading and bustling activity on the Androscoggin Valley Railroad.
Hi! Oh, am I in trouble — our very nice Editor-in-Chief has just informed me I am two days over the deadline for the September "US Girls" Page, which means I must zip right thru it.

Well, here goes, what shall we talk about? I might tell you I am fresh back from a wonderful week's vacation and loved every minute of it. First off, we attended a wedding in the Town of Morrisville, Vt., a beautiful ceremony, with reception and buffet at Stowe, Vt. Country Club. It was charming in every detail. After the wedding we toured thru Vermont, the northern and western part, which was new territory for us, and into Canada. By the way, if you should happen to find yourself up that way, and your French is as rusty as mine proved to be, don't forget to use the hand language. The results are amazing, as I soon found out. During our tour we wandered in and out of antique shops (which I love — do you?) and even attended two auctions, one in Vermont and one in New Hampshire. I was just in the mood to sit in the front row, munch on anything there was in the refreshment line and bid on any old tin cup they put up. Don't you just love to be in on the bidding? You always can, you know, if you start low enough. Of course, once in a while you get carried away and don't know where to stop, and suddenly, to your surprise, you've bought something. But that is fun too because if you really do not want it, or have no place for it, some one else does and you will have something to donate to your church or club rummage sale, next time it comes. We're all sorry to hear that the hard luck jinx is riding on Charles Hagar's shoulders again. He and his family had the misfortune to be in an automobile accident recently. He, his wife, and two children were injured sufficiently to require hospital treatment, and his car was quite banged up.

Mrs. Frank G. Grimes announced on Sunday, August 28th, the engagement of her daughter, Ernestine V. Grimes, bookkeeper in the Accounting Department, to Mr. Stephen B. Miller of Portland. Mr. Miller is employed by the N. T. Fox Lumber Co. The wedding is to take place on October 15th at the Woodfords Congregational Church, Portland.

Paul Crawford has accepted a job as Record Clerk in the General Accountant's office, moving from the Outside Agencies. Incidentally, Paul is being quite the "country squire" these days, his folks having acquired a fine motel on Route 302. Paul is living directly in back of the Swamscotta lodge and enjoying it!

We're all sorry to hear that the hard luck jinx is riding on Charles Hagar's shoulders again. He and his family had the misfortune to be in an automobile accident recently. He, his wife, and two children were injured sufficiently to require hospital treatment, and his car was quite banged up.

Among August vacationists were General Accountant Virgil Hawkes, Stenographer Ruth Kelley, Clerk Gladys Dole, Cashier Gordon Williams, Chief Clerk Steve Cosley will enjoy his golf during the last week of August. Jobs in the Accounting Department are still on a merry-go-round — it's difficult to keep up with the changes. The most recent ones are that Theresa Slattery has bid the Maine Central Transportation Outside Agencies job, and Mrs. Hazel Libby has taken the Employees Group Insurance job.

Forgetting one's eyeglasses can be troublesome! Passenger Traffic Manager Harold Foster left his home one recent morning, couldn't see well enough to read so borrowed a pair, worn by Mrs. Holbrook, secretary in his office. Vision wasn't 20-20 the rest of the day.

Earl J. McInnis, District Freight Agent, has brightened up the parking lot a bit this summer with a new blue and cream Chevy.

Frank A. Murphy, Theodore E. Grover and Larry Jones of the Freight Traffic Dept. represented Maine Central at the Skowhegan State Fair in connection with an exhibit by the Association of American Railroads.

Vaun E. Dole, Stenographer, Executive Dept., was one of many July vacationers, but two weeks went by all too quickly what with auctions, gardening, a Red Sox ball game on a very hot afternoon in Boston, and a bit of lobstering at Harpswell.

Other July and August vacationers include Thomas E. Donlan and R. Clifford Merrow of the Freight Traffic Dept. Mr. Merrow reports he spent a few restful days in the beautiful state of Vermont.

If you haven't noticed, Maurice Allaire, Stores Dept. Clerk, has blossomed forth with a new blue DeSoto.

Miss Elaine Kervin, Clerk-Typist at Waterville stopped in on her vacation trip to make calls on all her telephone friends. After seeing Miss Kervin, "We're so glad she did!"

Those on vacation recently were Bertene Bodge, Larry Harding, Charles McCarthy, Pete Connary, Mary Plimmer, Lin Lamson, Eddie Davis, J. W. Wiggins, El Kenneth, Fred Pinkham, Millard Bailey, Alice Eliason, and Edith MacGibbon.

"Pete" Connary motored to Boston Aug. 16th to see the Red Sox Vs. New York Yankees. Nuff said, if you're a Red Sox fan.

Raymond Jackson, Division Engineer, spent 15 days as Major Raymond Jackson in the Infantry Reserve, Command and General Staff School at Fort Rodman, New Bedford, Mass., with 500 other Officers from New England, New York, and New Jersey. After much wigwagging, Major Jackson states he was able to squeeze into his 1945 uniforms, and enjoyed the duty.

"Bill" Henry, "Bill" Lamson, and "Harry" Stetson look like they had stepped out of a fashion parade every time they come in. Given
By JOHN J. KEATING

Portland Terminal Hostler Guy Dinsmore, the Mrs. and their two sons made a trip by auto into Canada; Engineer and Mrs. Robert Pressnell by auto to Rockland and Canada; Jordan Sub Division Conductor Leon Poupart and the Mrs. by auto to Vermont and Massachusetts; Portland Division Conductor Y. C. Nelson and the Mrs. by auto to the Canadian Provinces.

Sympathy is extended to the family and relatives of the following members of our family: Retired Conductors Donald Hachev of Bangor and Thomas Lunnin of Hampden.

Our "Can You Top This" story in the July issue told of David Stanford's graduation from Deering High School and the fact that he will enter the University of South Carolina this fall. David is pictured above.

us something to look forward to. Just what Milton Poore did on his vacation is a deep dark secret, but we hear it was a good deed he's bashful about.

By JOHN J. KEATING

Our sympathy is extended to the families of engineers Archie C. Towe, Charles W. Ladd and Arthur S. Miles, who died within eight days of each other.

Annual vacations are now in order. Baggage Masters Ray Barriault, Leo Dutille, Car Clerk Beverly Cook, Yard Clerk Laliberte, Moreau, Condr. Flummer are among those on vacationing.

Track Supervisor M. S. Thorne has returned from his holidays.

Usual movement of returning campers is in progress. This will require the operation of several special trains and will be completed by August 31st.

By JOHN J. KEATING

Our sympathy is extended to retired engineer Archie C. Towe, Charles W. Ladd and Assistant Chief Talker. The Pres. prefers to remain anonymous, in print.

Wilton

By ANN NEWCOMB

Wilton

By O. R. BURDWOOD

Wilton

By JOHN J. KEATING

Our sympathy is extended to Sweepman John Eames whose wife died Aug. 9, and also to Machinist Phil Severson, whose mother Mrs. Jennie Schmidt died on the same date.

Milford Pooler has bid off the big Monarch lathe in the machine shop, job formerly held by Don Russell. Russell has received permanent appointment as Machinist at Farmington.

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By ANN NEWCOMB

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By O. R. BURDWOOD

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By O. R. BURDWOWD
ley has returned home from the hospital. Mr. and Mrs. Neally wish to express their sincere thanks for the get-well cards given them by the railroad boys and by Lodge number 606.

A new arrival at the home of trainman Homer D. Greenwood and Mrs. Greenwood. A little girl, named Jo Ellen. Congratulations to you, Snooker.

The steel laying job between Concord and St. Johnsbury is in progress, with 100 pound rail installed in place of the old 85 pound. Peter's spare crew was assisted by Weeks' outfit on this job.

W. O. Burdwood has bid off Cornish agency as a permanent thing. After all these years bouncing around it should be restful to know where one will be for the winter.

We learn that agent L. G. Stillings of Whitefield is hospitalized at Hanover. He was forced to leave the job in the middle of the day about two weeks ago, and we have no information at present as to his condition. We hope he may be able to return to work before long. His place is being filled by Operator M. H. Bowie. "Pat" Burke, wife of trainman C. I. Burke, is a patient at Memorial Hospital, North Conway. Preston Burke has bid off the assistant foreman's job with Peters for the Summer, and his place on the Bartlett to Hiram motor patrol is being filled by Pete Hersey of the North Conway section crew.

Condr. A. F. Bergeron is at home laid up with sickness. Dolf does not expect to get out and be on the road again until late in August.

Eddie Ainsworth has taken his vacation in Maine. Section man Eddie Ainsworth has taken his vacation in Maine.

A couple of hay forks may be standard equipment on the Engine of 377-378 from now on. Seems that 378 ran into the best part of a load of hay lost by some farmer. Engineer Bolduc and Fireman Connors had to stop and dig out their Engine with their hands and feet.

Arthur Herron and family have moved back to Fairfield; Art bid off a job on the main line.

Braekman Burkmann has bid off the job left vacant by Arthur Herron; Burkmann is the little man who measures only six feet with five inches. Firemen Connors and Flannery back from their vacation. Most of his time was spent at the Grand Lodge of Odd Fellows in Halifax, Nova Scotia. He reports having seen the Bore come in at Moncton.

We have Paul Harley Whitson, the son of Laborer and Mrs. Chas. Whitton. Mr. Whitton is a Rigby Stores Department employee.

We all wish to extend our sympathies to Electrician Harold Marden at Wharf No. 1 in his recent bereavement, due to his wife's sudden death.

Machinist Eugene and Mrs. Annnett made a trip to visit relatives at Bangor. They later entertained Roy Brooks of the Marine Corps. Electrician's helper Lerty Gorrie tells me his father underwent an operation, but is coming along fine at this date.

We were all very shocked at the sudden death of Hostley Wm. Savage. It happened while he was viewing the television. The Safety Board took another thumb this

8 pounds 2 ounces, to Mr. and Mrs. Dick Pinckney of Section 143 Colebrook, N. H.

Riggby Engine House

And Car Dept.

BY ALBERT B. WETMORE

Machinist Helper Ernest MacVane, one of our most popular for 10 years, has returned to work after his accident and I am told he is taking up liquor logging for a pastime.

Machinist Patrick Theriault had an attack of pleurisy early in the month and lost some time but is O.K. now, and is on his vacation in Nova Scotia.

BY ROGER D. DROLET

With GEORGE CONNERS

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month when an injury occurred at Wharf No. 3 to Machinist Helper Kenneth Gillis. He is now back on the job as fit as a fiddle. Nevertheless his accident has caused him to drop from the figure 100 days without a lost-time accident to zero. It has now climbed to 22 days.

Sorry to hear of the death of the uncle of Arthur Mills, and brother of his father, James Mills.

The Jackson family had their annual reunion at Becket House. 41 members in attendance and their former President Charles Jackson of Rigby was recalled.

The new Sandhouse is well under way and most of the concrete work has been completed, ready for the upper installation of the machinery.

"Red" Baker has been covering Foreman An­

son Stewarts job while he is vacationing in Canada. B. & B. Crew.

"Dutch" Baker, "Red" Baker, I am told, have finished the remodeling of a house in South Portland.

Boilermaker Clair Libby was operated upon August 12 and is coming along very well.

District No. 42, International Association of Machinists, held their regular election of officers. The results will be announced next month.

Machinist Helper Milford Goodwin announces the engagement of his daughter Elizabeth, the marriage to take place soon.

Arthur Fossett, a former Machinist now re­

tired, has finished the season on the Mountaineer.

Johnsbury is completed, with 100 pound rail in place of the old 8") pound. Peter's crew worked on the Bore is the tide and the tide there is a

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Eastport

By K. O. CLINE and M. S. BOWDEN

Operator Clarence Bowker got a painful bump while playing soft ball on the K. of F. team recently. He scraped some skin off his elbow and hurt two ribs when he slid to second base. When they are really hard up for a player, the team may let him play again some time.

Freight handler Victor Blackwood has himself a new Ford. Barrett Lyons a new Plymouth, and Gene Hampton a new Pontiac.

Condi. B. M. Rutherford has been on vacation visiting his daughter at New York and at Maryland where his grandson, Ralph Mills, is serving in the Navy. George Townsend has been acting conductor.

Harry Stanhope of Calais, brakeman, and Vance Cramond of Vanceboro, fireman, have been working on the Eastport switcher.

George Townsend, brakeman, a real salt-water fishermen at heart, is not afraid of whales (he says) but when two loomed up between him and the shore the other night, George beat all speed records getting home.

George was on-the-spot Wednesday night when he helped to get three people out of the Bay after their car crashed through the guard rail of the Eastport-Perry bridge and fell 21 feet. It was a mighty swift tide, mighty cold water and thick fog and George deserves a lot of credit.

Crossing the parking lot at Sea St. Terminal, one is confronted by a spectacle comparable in beauty perhaps to Walt Disney’s “Fantasy Land”. New cars in pastel shades of blues, tans, greens and orchids, two-toned and lavishly splashed with chrome. Times aren’t so tough at this complex which is a much stronger and safer country, but for one thing it is much easier to help foot the bill. Bon Voyage, and a pip pip, fellows, here’s my contribution.

Among those on vacation as well as those who have retired and living at his Jonesport home is Ernest N. Smith, Sr., pictured above on duty as a Crossing Tender at Ellsworth Falls, August 15, 1949. Nov 67 years of age, Smith worked for the Maine Central 26 years as a Bridge Crew member and later, due to poor health, as a crossing tender.

Now retired and living at his Jonesport home is Ernest N. Smith, Sr., pictured above on duty as a Crossing Tender at Ellsworth Falls, August 15, 1949. Nov 67 years of age, Smith worked for the Maine Central 26 years as a Bridge Crew member and later, due to poor health, as a crossing tender.

Bangor Car Department

By C. A. JEFFERS

Those on vacation as well as those who have had their good time since the last publication: Carmasa W. T. Walker, E. J. Honey, Geo. W. Graves, L. J. Conners, Coach Cleaners H. A. Goneyer, H. L. Badger and Carman Helper E. W. Drew.

Elizabeth Hill, daughter of Asst. Car Foreman J. H. Hill, at this writing is receiving surgical treatment at St. Joseph’s Hospital.

Battered Wrecks Club. C. J. Wilson, H. J. Hartery to the National Guard for his periodic stint of duty and Laborer W. G. Lizotte to Cadiz, Spain for a cruise with the Naval Reserve. It is the Reserves such as these that makes for a much stronger and safer country, but for one thing has been on both ends of the deal. I think it is much easier to help foot the bill. Bon Voyage, and a pip pip, fellows, here’s my contribution.


Our friend, Carman H. E. Burnham, has decided to move into town, which he has done. He is now residing on Columbia St. after deciding Levant was too far away.

Our genial Stenographer, C. H. Loftus, is planning to spend his vacation down in Connecticut. We all hope “Charlie” has a good time.

Among those on vacation is Carman Helper W. E. Kingsbury.

Mechanical Department

By L. P. SEVERANCE

Laborer J. E. Roach is back on the job after being hospitalized for an emergency operation which held him off his duties for about a month.

The Ladies Auxiliary of the B. of L. E. is hosts to the New England State Meeting which will be held at the Penobscot Hotel in Bangor on September 30. It will run from 9:00 A.M. to 5:00 P.M. DST with a luncheon break 1 hour. The banquet will be held at 6:30 P.M. and all husbands of the members are invited. All members are urged to attend and help welcome the guests and make this meeting a great success.

Among the “fortunates” traveling at the taxpayers expense is Laborer D. E. Holt to the Army Reserve camp for training, Laborer E. B. Hartery to the National Guard for his periodic stint of duty and Laborer W. G. Lizotte to Cadiz, Spain for a cruise with the Naval Reserve. It is the Reserves such as these that makes for a much stronger and safer country, but for one thing has been on both ends of the deal. I think it is much easier to help foot the bill. Bon Voyage, and a pip pip, fellows, here’s my contribution.


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Bangor Operating

By R. G. WHEELER

Mrs. Nora E. McCormick, Stenographer in the Superintendent’s office, Bangor, retired from the Maine Central last July 8th after 21 years of service. A party in her honor, attended by about 20 of her close associates, was held at the Pilot’s Grill that was attended by 125 relatives and friends. She is employed by the New England Tel. & Tel. and he is connected with the Mack Dental Laboratory as a technician. They now make their home on Union street following a wedding trip into Canada.

HADABABY: Hostler and Mrs. F. E. Caruso are bouncing a boy, Robert William.

Electrician J. J. Sullivan has purchased himself a tractor with a number of attachments. With the assortment of implements that go with it John can do nearly everything whether it be bake a cake or change the babies diapers.

Mrs. Thomas Prusaitis is the former Joyce White, Granddaughter of Laborer L. E. Smith. They honeymooned at the spot of spots—Niagara Falls.
LET'S MAKE BOTH LANES SMOOTH!

RIGID REGULATION