Can You Identify This Location?
Mystery Picture No. 19

This month's Mystery Picture is slightly different in that it involves a meet between two trains as well as the location of the meet. We'll be very interested to see how many of our readers can tell us one or both of the answers!

As we said last month, Mystery Picture No. 18 was in Eastern Division territory; to be exact it was a scene at Washington Jct. on our Calais Branch, looking East with the Calais main line at the left and our freight branch to Waukeag leading off to the right.

First to identify it correctly was Trainman James A. Hayes, followed quickly by:
William M. Cleaves of Brookline, Mass.; J. C. Estey, agent at Franklin; Signal Maintainer at Ellsworth, C. C. Shoppe, who covers that section of track and signal territory; and Telegrapher Walter H. Marshall of Tower One at Rigby who said that the track layout and station look the same as they did in 1923 when he left 3rd trick there although a water tank and train order signals have been removed and the two block signals added.

50 Year Service
The fiftieth anniversary of service with the Maine Central was recognized by President E. S. Miller recently when a Fifty Year Service Pass, good over all lines of the railroad, together with a letter of congratulations, was forwarded to veteran Conductor Alwin S. Atkins of Rockland.

FROM THE EDITOR

For every “foreign” freight car on Maine Central lines at midnight (with the exception of refrigerator cars which operate on a mileage basis), our railroad must pay a per diem rate of $2.40 to the owning road.

From this one fact evolves the important and never-to-be-lost-sight-of task of keeping the cars moving! Proper routing of all cars to their destinations avoids expensive delays and, at the same time of course, pleases the receivers of the freight carried.

As cars are released, empty, each Maine Central Agent, providing he has no loads immediately available for them, should report them promptly to the Car Service Department in Portland. Instructions as to next moves for the cars will be forthcoming from that office, which has readily available the overall picture of car needs at the moment for all points on the line. In this way cars will not be unavoidably delayed or sent on unnecessary, time-consuming trips, thus incurring further per diem charges.

Maine Central’s per diem record has been good for a considerable period of time and we’re sure that each employee involved wishes to keep it that way. Proper observance of the Car Service rules in all cases will go far to attain that goal!
MACHINE ACCOUNTING

The Story of Modern Punched Card Record Keeping

By Ralph H. Gordon, Manager Machine Accounting

WHAT is Machine Accounting? This is a question which I am frequently asked but which I find is not easily answered to anyone's satisfaction. I might say that it is a method of punching holes in a lot of cards and then printing the value of the holes on paper, but somehow this seems to be confusing to most people. I think that perhaps during this article I can explain in some detail just what we are doing here at the Maine Central and in that way you may have a better understanding of the phrase "Machine Accounting."

The primary purpose of any Machine Accounting Bureau is to serve the various departments by compiling, computing and summarizing information which is needed for a multitude of studies and reports. In order to accomplish this purpose, it is necessary for the supervisors to develop a working knowledge of accounting, mathematics, electronics, mechanics and in the case of the Maine Central a knowledge of railroad ing in general.

Basically, Machine Accounting is a method of recording an accounting transaction and then having the ability to automatically reuse this information on many different reports without ever being required to manually record the original transaction again. Today, in many other industries, it has gone beyond this basic idea and has become the key point for developing information for all phases of business. Through the ability of the machines to rearrange and reproduce data, compute at electronic speed and punch high, the Machine Accounting department has, in many instances, become the key to management control as facts are made available which could never be economically produced without automatic machines.

The Machine Accounting Bureau of the Maine Central Railroad is a relatively new department, having been set up approximately 10 months ago when the Accounting Department was moved from Boston to Portland. At the present time the department consists of a Manager, Assistant Manager, 3 Supervisors and 16 Machine Operators. The machines now in use, which by the way are known as punched card tabulating machines, consist of: 13 Key Punches, 3 Tabulators, 3 Summary Punches, 2 Electronic Sorters, 1 Mechanical Sorter, 1 Collating Reproducer, 1 Interpreter, 1 Verifier and 1 Univac 60 Punched Card Electronic Computer.

Although these names may not mean much to you at the present time I will try to clarify their use in our operation as this article proceeds.

The basic instrument in our department is the so-called tabulating or punched card. Probably most of you have seen one of these at some time in the form of a Government check or magazine subscription card. It may be interesting to note that these cards are the same size as paper currency which was being used in the early 1900's. This size was picked because it was felt that people were used to handling paper of this size and it would therefore be easier for them to get accustomed to handling the cards.

The card is designed to contain a maximum of 90 columns of alphabetic or numeric information, but under certain conditions the card can be expanded to a maximum of 108 columns. This card "expansion" is only one example of the versatility of punched card or electronic equipment as it seems that every piece of equipment has a set maximum, but the more you work with it the more ways you find of exceeding this rated capacity. Operations of this type are quite common and tend to keep the work interesting, creating quite a challenge to the supervisor in finding new ways of doing things from the difficult to the seemingly impossible.

Holes which are punched into the cards might well be termed "Machine Language" as they are to the machines what the written word is to you or me. These holes may be automatically printed, added, subtracted, multiplied, divided, matched, sequenced, sorted, reproduced, posted or may control a number of machine functions including totalling, non-printing, selecting, spacing, stopping and many other operations, limited to a great extent by the imagination of the person using the card and equipment. As you can see, with a versatile piece of paper such as this at your command, it is a truly interesting challenge to see how valuable you can make it become to management in its battle to stay competitive.

Punching the holes in the cards in the proper location is the most costly and time consuming job in the department as a separate card must be punched with all pertinent information for every transaction. For instance in the revenue section we keypunch a card for every waybill that is handled anywhere on our lines. For other purposes we punch a card for everyone on the payroll each week, a card for every car moved shown on wheel reports and a card for every car
that is interchanged with other roads. These are but a few of the many kinds of cards created and used in the department. The key-punch used is an electro-mechanical type machine with many automatic features which are under complete control of the operator. The keyboard used by the operator has an alphabetic area which is similar in layout to a typewriter and a numeric area which is similar to a ten key adding machine.

The location of the holes in the card permits the other machines to determine what the holes represent, such as waybill number or freight bill amount and also the value of the holes. A value punched in a card remains constant; for example, if a hole is punched in a 5 position, all other machines will read it as a five and will sort, compute or print it as a five.

Most cards are keypunched twice to insure accuracy, the second time is referred to as verify punching. During this operation the original holes are enlarged except where the information has not been punched the same as originally. This means that a card having all large holes has been correctly punched and cards having any normal round holes are incorrect. After being verify punched the cards are run through an automatic verifier which will insert a signal card on top of any cards with an incorrect punching. This machine checks the cards at a speed of 800 cards per minute. The key-punch operator will then make the incorrect card over and give the corrected cards to a machine operator to be processed further.

The next operation which is normally performed on the cards is to sort them into the proper order for printing. For instance, you might want to sort them by car number. The electronic sorter will sort the cards at a speed of 800 cards per minute through the use of a photo-electric cell and a beam of light which passes through the holes punched in the card. The mechanical sorter does this at a rate of 400 cards per minute by mechanical means. The number of times they are sorted depends upon how many digits there are in the number being sorted. Inasmuch as car numbers have as many as 6 digits, it would require 6 sorts to put them in numerical sequence. This is true whether there are 100 or 100,000 cards to be sorted.

If the cards are complete at this point and require no computing or reproducing, they will be run through the tabulator which will print the information punched in the cards on a continuous form of paper at a rate of 100 cards per minute. This means that if we were printing 90 columns of information from each card, the tabulator would be printing 9,000 numeric or alphabetical characters per minute. At the same time, any information which should be totalled is being added or subtracted and totals would be printed wherever desired. For example, if you wanted to know how many miles each car traveled during the month, it would be necessary to sort all cards by car number and then run them thru the tabulator. Inasmuch as there would be a number of cards for each car, one for each move during the month, the tabulator would list each one and print a total at the end of each car. At the same time, a total summary card could be automatically punched with car number and miles run. The summary punch, which would create this card, is connected directly to the tabulator and no time is lost in this operation. By using this summary card on later reports we are able to speed up our operation as we would now have one card in place of the many detail cards which were run on the original tabulation. The tabulators are very flexible and turn out a great variety of reports for the various departments on a daily, weekly, monthly and yearly basis. All operations are controlled by manual settings which are set before starting a report and by wiring units which are inserted in the machine by the operator.

The pride of the machine room at the present time is the Univac 60 electronic punched card computer. This is truly an amazing machine which operates at unbelievably high speeds with all computation automatically verified for accuracy. Like most electronic machines, it seems almost human at times and is the cause of a great deal of comment by visitors to the department. It has many self-checking features which will stop the machine if things do not seem quite normal; for instance, it has a voltage check which will not allow more than a 5% variance from the standard 230 volts, an input check which will not allow alphabetic characters to foul up the accumulators, and a check of every calculation made.

When the Univac is turned on, there is a 3 minute warm-up period while the 1,245 tubes in the calculating unit heat to the proper operating temperature and the voltage is built up through the transformers and power supply tubes to the proper level. In order to take care of the heat generated by the tubes and, by the way, this heat amounts to 400 B.T.U. per minute, a built in exhaust system comprised of four fans carries the heat out the top of the unit at a rate of 2,500 cubic feet per minute.

Another unique feature of the machine is the program test panel which has a telephone type dial allowing the operator to dial on any desired step or steps within the program in order to check the values at that point. These values light up in a series of neon lights on the panel while other lights will indicate the location of the values, what the machine is doing (adding, subtracting, multiplying or dividing) and whether the answer is plus or minus.

At this point it might be interesting to note some of the more or less human traits of the machine,
one of which is the fact that it will not operate if its temperature goes too high. We also find that it will not operate in complete darkness and so a lighting system is built into the machine. Other seemingly human characteristics are that it will proceed from step to step in a problem without outside help, it will automatically select the proper route to take depending upon the answer of the previous step or the type of problem being done, it will select out or check any incorrect or special type cards during a run and will make many other selections. Although this seems to require the machine to think, it is, as are all machines, incapable of thinking. All of the choices and selections are wired into the machine by the department personnel who are qualified to wire the program panels and if all possible routes are not clearly wired, the machine will stop and refuse to go on.

As an example of what the Univac computer will do, I think perhaps the payroll program would be of the most interest to you inasmuch as we all have a common knowledge and interest in this subject.

In computing each one of the four thousand paychecks for the Maine Central and Portland Terminal employees, the Audit, Line and gross pay are key punched from payroll sheets which are received from the Auditor of Disbursements Bureau. These cards are sorted together with a master set of name cards, individual month-to-date earnings cards and all master deduction cards. In one run through the computer, the machine does all of the following: it checks each card for audit and line to be sure all cards are in order; it computes the correct amount for the withholding tax depending upon gross pay and the number of exemptions, computes the proper amount of railroad retirement tax and will not exceed the maximum amount to be deducted during the month; it adds up all deductions and deduction codes; it computes the correct net pay and, if deductions exceed the gross pay, this is also noted for later correction; it computes the month-to-date gross earnings, month-to-date withholding tax and month-to-date railroad retirement withheld. Each of these computations is automatically checked for accuracy and all results are punched in the gross pay card. All of these answers are computed and punched at an average rate of 25 employees per minute.

This is only one of many jobs done by the computer but it is a typical operation which shows a little of the picture of what the future holds for us in this line of equipment.

Another machine in the department which causes a great deal of comment is the collating reproducer. Although this is strictly a mechanical machine, with the exception of the motor which provides the power for card feeding, it does an amazing variety of work including matching, interfilng, selecting and punching.

At the present time we use the matching feature of the machine for a number of jobs, but one of prime importance is to check settlements received from other roads for freight handled by the Maine Central. In this system we have a card for every loaded car that passed over our lines and we have another card for every settlement received from other roads. By putting each deck of cards in a separate feeding magazine we are able to compare the two decks and automatically select out any cards which do not match. These non-matched cards are then checked by the Auditor of Revenue to determine if there has been a bad record made or if a settlement is due.

A typical interfilng operation is the merging of name cards and gross pay cards for payroll purposes. The name cards are put in one feed and the gross pay in the other. The machine will interfile matching name and gross pay cards and at the same time will selectively punch any information such as tax group into the matching gross pay card. If an employee did not work during the week his name card would be selected out in a separate pocket or if a name card is missing the gross pay card would be selected out.

The punching mentioned above is selective, as only cards that matched were punched. It is also possible to put a deck of punched cards in one feed and a deck of blank cards in the other and by punching card for card you would have two identical decks. During this operation any information may be left out as desired.

All of these operations are done at a speed of 100 cards per minute. It takes only a minute or two to set up for any of these variations and as a result fast overall operation is possible.

I might point out here that in all of our work the operators must check their work as it initially starts through any of these machines as the wrong set-up can be the cause of considerable difficulty particularly when you realize that the machine will be making 100 mistakes per minute if it is not set up or operating properly.

The machine bureau services three general areas of railroad accounting and by-products of this work are of benefit to many other areas as well. The first section does work for the Auditor of Freight Revenue and includes such work as station balances, abstracting, commodity statistics and checking of settlements.

The second section does work for the Car Accounting and Statistics Bureau and includes such work as keeping a record of all car moves over the Maine Central Lines, computing ton miles hauled, computing per diem days owed other roads and checking per diem paid by other roads for use of Maine Central cars all over the country.

The third section does work for the Auditor of Disbursements office and includes payroll computation, printing and adding payroll registers, payroll checks and deduction journals. This section also compiles and prints the W-2 earnings statements at the end of the year, railroad retirement figures monthly and yearly, check reconciliation for the payroll account and also does the rent accounts receivable for the General Accounts office.

This has been a rather quick look at our Machine Accounting
Bureau as it operates today. I am not sure whether I have answered my opening question to your satisfaction or not but I hope that I have at least given you some inkling as to what goes on in those noisy rooms in the General Office building.

Box Car Handling Discussed


Members of the Car Service Committee of the Association of American Railroads met in regular session in Portland on August 6th and 7th, their main topic of discussion dealing with freight car handling problems and the means of making the most efficient use of the nation's box car fleet.

Chairman of the group was W. T. Long, Jr., Texas & Pacific Railway, while F. L. Strange, recently retired Supt. Car Service for the Maine Central, was Vice Chairman.

Announce Course In Machine Acctg.

Representatives of each department of our Company will soon have a first hand opportunity to learn the intricacies of Machine Accounting and the valuable aid it can be to them in their daily work.

During the coming fall months an evening course in this subject will be presented under the direction of Ralph Gordon, Manager of Machine Accounting. This course will be of particular interest to supervisors but will be open to all interested personnel employed by the Maine Central or Portland Terminal Co. Included in it will be a discussion of present procedures, a study of the possibilities of new electronic developments and their use in integrated data processing systems. A machine demonstration will also be included.

Further details regarding dates and registration procedure will be forwarded to each department at a later date.

Good Results From Bond Drive

A substantial increase in the number of persons buying United States Savings Bonds through our Railroad's payroll deduction plan was noted as a result of the Drive held during July. At the same time, 121 employees, already buying Bonds, took advantage of the opportunity to increase the amount of their savings deductions.

Citations, awarded to those departments which have 50% or more of their members buying Bonds, will be received by Maine Central's Engineering, Executive and Accounting Departments and by the Portland Terminal Stores Department.

Previous to the Drive, 26% of the total number of Maine Central employees were buying Bonds; now that percentage has increased to 45%. In other words, there has been a 71.5% increase in the number of persons participating in the plan.

For the Portland Terminal Co., 20% of the total employees were previously purchasing Bonds; since the Drive that figure has jumped to 31%. In this case there has been an increase of 55% in the number of participating employees.

The above figures do not include those persons who, while in the plan before, have now increased their deductions.

Westcott Promoted

On Sept. 1st

Edward D. Westcott was promoted to the position of Superintendent Car Service for the Maine Central Railroad and Portland Terminal Companies, effective Sep-
E. D. Westcott

tember 1st, with his headquarters in the General Offices at Portland.

Westcott's railroad service began in 1918 as a Clerk in the General Manager's office. From 1922 until 1929 he was in Car Service as a Car Tracer and Traveling Car Agent, becoming a Traveling Inspector in 1929. Maine Central Bus Lines received his services as General Manager from 1931 until 1954.

On July 1, 1954 he returned to the Railroad as General Agent at Bangor and, on February 1, 1955, he was made Asst. Superintendent Car Service, the position he held up to the time of his recent promotion.

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**Rigby Men Part Time Cowboys**

Twenty-three registered and carefully chosen Hereford cattle are currently grazing on the 77 acre farm of Machinist Maurice Weeks at West Falmouth as the result of a decision, reached late in 1954 by Weeks and Machinist Helper Joseph Ashley, to raise cattle with the profit from the venture to come mainly from selling calves. Both men are Maine Central employees at Rigby Engine House.

One of their most important purchases was made last year and consisted of a 2 year old sire for the herd, an animal possessing a fine pedigree in the field of cattle raising. His name is F. A. Duke's Lad, 15th.

Safety and efficiency

go hand in hand.

**THREE LEAVE MAINE CENTRAL SERVICE**

In picture at left, Fred L. Strange receives gifts from President F. S. Miller while, at right, John J. Lyden accepts his retirement gifts from President Miller.

Maine Central's Business Car, the "three-threes", was recent "host" to three luncheons served in honor of Executive Department Stenographer Mrs. Geneva Howison, Superintendent Car Service Fred L. Strange and Assistant Superintendent John J. Lyden, all of whom have left active Maine Central service within the past few weeks.

**STRANGE**

A career that began in 1905 as Purser on Maine Central's steamers operating on Frenchman's Bay and saw many years of service in various capacities in the Car Service Department, was climaxed for Fred L. Strange on January 1, 1954 with his appointment as Superintendent Car Service for Maine Central. His career in the Car Service field has been outstanding and is so recognized, not only locally but on a national scale through his work in the Association of American Railroads.

Rather than attempt to write personally to the many persons who contributed to his retirement observance, he asked if space might be available in the Magazine by means of which he could say "thank you" to one and all. His note follows:

Will you please include in your issue of the September Magazine my appreciation and thanks to all my friends and associates who contributed so generously in words and deeds in making a memorable retirement.

Fred

**LYDEN**

Nearly a half century of railroad service, all of which was spent in the Operating Department, has been marked by the unusual devotion to duty and utmost loyalty of John J. Lyden. His very first employment was as a Yard Clerk in
1909, followed within a few months by his becoming a telegraph operator. Duty as an Operator at various stations continued until he became a Dispatcher at Portland and then a Chief Dispatcher in 1918. A promotion to Asst. Superintendent Eastern Sub-division in 1954 was followed in 1955 by a transfer to Portland in the same capacity, his retirement becoming effective while in this office.

HOWISON

Since assuming her position as Stenographer in the Executive Department on June 25, 1945, Mrs. Howison has been well known and liked by the many people, on the railroad and in other walks of life, with whom she came into contact through her daily work.

Prompt Action

A possible derailment on our Bucksport Branch was averted early one afternoon several weeks ago by the prompt action of Trainman Charles L. Miller, who was off duty at the time.

Miller discovered a crossing plank which had worked loose at Bunkers Crossing, Orrington, and was lying across the rails of the main line. He removed the plank and stayed to protect highway traffic using the defective crossing until arrival of a section crew.

In a letter of commendation to Miller, W. E. Pierce, then Superintendent, said, "From your observation and action to prevent accident to train or highway traffic, you are certainly acting in the interest of the Company, and I wish to commend you for this service."

SERVICE APPRECIATED

The following letter, sent by Assistant General Manager Pierce to A. D. Oulton, Clerk Operator at Bartlett, speaks for itself in proving that patrons of our Railroad appreciate courteous service:

Dear Sir:

On June 26, 1956, it was called to our attention by a summer visitor, who had occasion to call at Bartlett, N.H. Station while you were on duty, that you showed unusual courtesy and interest in her inquiry about service.

It is indeed a pleasure to receive such favorable comments and I wish to commend you on this incident.

Yours truly,

W. E. Pierce

By KATHRYN McMULKIN

Now that Labor Day has come and gone, the children returning to school, the Fall flowers beginning to bloom, the cooler breezes blowing, we can just about say good-by to the Summer of 1956 and hello to the beautiful Autumn Season. Certainly Nature's riot of Autumn colors, the blend of the gold and rust, coupled with the nice brisk weather the Fall usually ushers in, can't help but gladden one's heart and make you feel more alive . . . . As I write this (and I'm on vacation, you know) the Lawrence Welke Program is on and the twin pianos are giving forth a medley of lovely old songs—I Had a Dream, Dear—Moonlight and Roses—Harbor Lights—etc. I had to stop a minute and sing with them and I was so hoping they would play the September Song, you know how it goes—"For it's a long, long time from May to December, but the days grow short as you reach September"—such lovely words and music . . . . Well, what are you planning for new clothes this Fall? I understand it is imperative we look like the ladies we are, only this year there is a difference—we are NOT to look primly tailored, or severely proper, BUT, gentle, softly feminine, quiet mannered, graceful, etc. So say the fashion writers! So, when I am being quiet mannered, please don't ask me if I don't feel well, I will just be doing my best to be fashionable . . . .

Seriously, though, the new clothes are lovely. I spent a day this week on a good long "look-see" and there were many stunning dresses, suits too, I would have liked to own . . . . And speaking of clothes, be good to that nice sweater you bought because it was washable, as well as pretty. Before laundering, draw an outline of it on paper, this will give you a record of the original size, run a thread around the neck to keep it from stretching, wash in gentle suds, lay it flat to dry, shape it, and it will be as nice as new . . . . The next time you plan to bake refrigerator cinnamon rolls, drop a little jam or jelly or marmalade in center of each before baking. I think you will like the added touch, and those refrigerator biscuits can be made into delicious miniature turnovers—just flatten them out, add your jam or jelly, fold over, press edges with fork to seal, prick tops and bake as directed. If you are having a Tea or Coffee and want something other than Sweets, try these miniature turnovers filled with ground chicken livers, beef or chicken. They are delicious and I know you will be complimented . . . . Now, you be good to yourself, and to each other, and don't forget to pass on every kindness you receive, you will like yourself for doing it. 'By for now!
Bartlett, N. H.

By O. R. BURDWOOD

Track Supervisor A. S. Dodge has sold his home here and moved to North Conway. II. Greenwood has bought his home here in the village.

David Whitehead of the engine house went to Sawyers Pond last week and came home with the darest fish, of the trout family, we ever did see. A monster weighing over four pounds, 21 inches long and 14 inches around the critter.

Engineer Emerson (Tarzan) has sold his P.T. airplane and is now on vacation. Dave Dudley, Dave is having it repainted, etc. and expects to go get it very soon.

Retired Conductor George Thompson is visiting friends here. George and Mrs. Thompson expect to stay two or three weeks before returning to their home in Miami.

Operator M. H. Bowie is covering Intervales during Walter Burnell’s vacation.

Walter Whitehead holds large trout landed by his father at Sawyers Pond.

Last month’s column carried an article on the 50th wedding anniversary of Mr. and Mrs. Joseph F. Aldridge, here is a photo of the most photographed couple, taken during the open house. The Aldridge’s two children, Len and Francis, five grandchildren and almost 100 guests were on hand for the celebration.

Engineer C. F. Mead has returned to work after several weeks off account of sickness. Condr. H. D. Greenwood and Mrs. Greenwood are very happy with a new arrival in their family; a little boy named Francis Sydney. Smuk allows he will order him a trainman lantern soon and expects to use air hose gaskets for teething rings.

Car inspector Leon Sauls has returned to work after being off account sickness for a long time. Glad to see him back on the job.

Section foreman Robert Gardner of Bartlett has been hospitalized for several days due to a hornet sting. Understood he is recovering nicely and will soon be home.

By ROGER D. DROLET

Beecher Falls, Vt.

The vacation bug seems to have touched everybody here at Beecher Falls; George Connors due back in a matter of days; Charley Bolduc going on a fifteen hundred mile trip by auto to Canada, stopping on way home at Hancock, Maine, to visit with Mrs. William Morse, wife of Engineerman Morse.

Conductor and Mrs. Earnest Biladeau spent their vacation at Laconia, New Hampshire, visiting with son and daughter who reside there.

If you are in the market for fresh mackerel, Retired Conductor Harry Rines is handling.

Station Mail and Baggage handler, Walter Sawyer and Mrs Sawyer, spent their vacation at the old Homestead, Castine, where they entertained daughter and son-in-law, Mr. and Mrs. Robert Chapman and Grandson, James David; also Mr. and Mrs. Don Fortin and Mr. and Mrs. Napolitano.

Conductor A. W. Caldwell was a patient at St. Josephs hospital, Lowell, Mass., for observation. At this writing he had been discharged and was visiting with a son in Woburn, Mass.

If you want any fences built, get in touch with Retired Conductor Harry Rines. He is taking orders.

Mrs. Robert Presnall, wife of Engineerman Presnall, with Mrs. Kenney and Mrs. West, made a fifteen hundred mile trip by auto to Canada, stopping on way home at Hancock, Maine, to visit with Mrs. William Morse, wife of Engineerman Morse.

Conductor and Mrs. Ernest Biladeau spent their vacation at Laconia, New Hampshire, visiting with son and daughter who reside there.

If you are in the market for fresh mackerel, get in touch with Harry Card, P. T. Conductor who will deliver to your door.

By JOHN J. KEATING

Mrs. Bernard Kellom, daughter of Engineerman and Mrs. Archie Robinson of Bangor, with daughter, Brenda and son, David, spent their vacation with Mrs. Kellom’s father and mother and Uncle John who reside in Haddondfield, New Jersey.

Reserves and Slim Rowell, back from the mouser, August, so far, has not been what it used to be since we have been getting 40 degree weather most every morning but we do not make it any the fact that we can talk about it is quite a gift in itself.

That gift to our friend, Rene Michaud, Agent of Whitefield, N. H., was using one Saturday night while he was driving to Waterville, Maine, accompanied by his w.i.e and yours truly. “After all the driving I have done a man was saying” do you know, I have never been stopped once for speeding. We were still thinking a proper return when his wife came up with the best back-to-earth question we have ever heard, “What is that blue light on the car following us?” she asked. And you guessed it. Now the Agent at Whitefield says “I have been stopped only once for speeding.”

Just heard that Shirley Noves of Colebrook Section 143 was on vacation. Same for G. Conners of same section. Have not heard anything about Dick Pinckney, who married the good looking girl from New York a couple of years ago.

George Conners, Fireman on train 377, is building himself a camp up here.

By IRENE ELWELL

Two girls have left our office recently. They are Eunice Olson and Barbara Felos. We have a new girl however. Her name is Donna O’Brien.

We are happy to announce the birth of a baby girl to Mr. and Mrs. Royce Young. Mrs. Young (Joyce) was previously employed in our main office.

We are also happy to announce the birth of a daughter to Mr. and Mrs. Robert Cody. Bob is a mechanic at Portland garage.

The marriage of James Hunter and Marietta Loomis was recently solemnized at Clark Memorial Church in Portland. Jim is mechanic at Portland garage.

Several have been on vacation recently. They are: Ann Stratton, clerk in main office, and mechanics George Brackett, Norman Scott, Eugene Podzik, Dewey Latham, and Louis Moore.

By O. R. BURDWOOD

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Walter Whitehead holds large trout landed by his father at Sawyers Pond.
Ansel Tupper and his family spent two weeks vacationing in New Hampshire. He said he went fishing but we did not hear whether he caught any or not!

Fred C. Sauter, Jr., of Montclair, New Jersey, has joined the ME&C family as a new Assistant Track Supervisor. We hope he'll be very happy here.

We are sorry to lose Roy Jones, Jr., as Assistant Track Supervisor, who has resigned to accept a position in California. Roy was well liked and we wish him lots of success.

Remember the story about Goldilocks and the Three Bears? We had a modern version of that story happen recently in our office. Only this time it was a MALE Goldilocks who sat in the chair and broke it! Sorry that we cannot reveal any names or initials!

Engineer Chester Winsor is undergoing surgery at Thayer Hospital. Reported to be doing fine.

Retired Agent A. A. Kirkwood of Norridgewock has returned to his home after hospital treatment in Waterville.

Rockland

By F. L. CARSELY

Baragastemaster C. L. Conley of Trains 7 and 24, Portland-Farmington, taken while enroute one recent morning.

Deep sympathy from fellow workers to Joe Whitten who was accidentally injured in Livermore Falls, upon the sudden passing of his son Sherwood White.

Preparations are being made to have three Pullman cars set in at Wilton for the return move of campers in this area. It sure makes us feel summer is nearly over.

W. J. Weeks and crew are at Liveimore Falls welding joints and a new .30-.30 Winchester rifle in a raffle. Seems that corner looks too far at present.

Machinist Cecil Gray of the Air Brake Room and Carman Apprentice Howard Hunt has returned to his home after hospital treatment in Waterville.

Ansel Tupper and his family spent two weeks vacationing in New Hampshire. He said he went fishing but we did not hear whether he caught any or not!

Fred C. Sauter, Jr., of Montclair, New Jersey, has joined the ME&C family as a new Assistant Track Supervisor. We hope he'll be very happy here.

We are sorry to lose Roy Jones, Jr., as Assistant Track Supervisor, who has resigned to accept a position in California. Roy was well liked and we wish him lots of success.

Remember the story about Goldilocks and the Three Bears? We had a modern version of that story happen recently in our office. Only this time it was a MALE Goldilocks who sat in the chair and broke it! Sorry that we cannot reveal any names or initials!

Engineer Chester Winsor is undergoing surgery at Thayer Hospital. Reported to be doing fine.

Retired Agent A. A. Kirkwood of Norridgewock has returned to his home after hospital treatment in Waterville.

Miss Carol Chapman who graduated June 14th from Waldoboro High School is the daughter of Mr. Harold Chapman, Trackman of Section 169 at Waldoboro. She was honor student in all four years in High School and was second ranking student in her class; her class part was Salutatory. Miss Chapman is enrolled at Gorham State Teachers College which she will enter this September.

Waterville Station

By M. W. FLYNT and ELAINE KERVIN

We are very happy that Basil Higgins has become our permanent General Agent but are sorry to lose Walter Rudman. We wish them both lots of luck and success.

Richard H. Snow had two weeks' vacation recently. He saw a couple of baseball games in Boston and spent a weekend in Portland.

Coulombre and his family spent a week's vacation at Sebago Lake State Park. While there he saw a former employee, Lil Poulin, and her family who were also camping out.

Ray Coulombre and his family spent a week's vacation in New Hampshire. He said he went fishing but we did not hear whether he caught any or not!

Machinist Don Rudell is in Lagrange, Illinois, attending Diesel School at General Motors. Diamond Sherrard is razing the Machine Shop.

A story, going the rounds of the Shop, is that retired Pilot Chrysler Grant has recently fallen heir to a considerable sum of cash. We hope it's so.

Carman Apprentice Howard Hunt has resigned and has found employment with a steel company outside of New York. We hear that he is working on a bridge job in Maryland.

If the rumor that the Main Office is to be razed be so, no doubt it will be pleasing to Trackman Louis Lozier. Seems that corners on the building stick out too far at present.

Machinist Gray of the Air Brake Room has recently retired. Cecil first came to work at the Shops in 1910.

Machinist John Larracey has recently returned from Waterville, Mass., where he covered machinist jobs vacant by vacations.

Paint Helper Bill Fletcher recently won a new 30-30 Winchester rifle in a raffle.

Must be these coolish nights and early mornings that prompted Machinist Andy Miles to think that the deer hunting season was at hand. Anyway, Warden Scoville invited Andy to appear in Belfast Court to answer charges. (The charges were $125.00). Deer meat seems to have chased to Lavoie. Lavoie paid the Judge $30.00 for driving to endanger.

Watchman Stoddard Stevens no doubt gets a lot of foot mileage and is doubtless tired and sleepy when he comes off the 3-11 trick. He got into his car one night recently, started the motor, and for some unexplained reason took the wrong turn going out the shop road. went down the Belly Track and ended up heading into the Blacksmith Shop doors. (We profess to know the answers. We are handing it on as a fellow watchman told it to us.

Waterville Shops

By "STEVE"

Sheetmetal worker LeRoy Wilcox has received word from the Navy that his son Richard has been stricken with meningitis and is in a government hospital in Japan. Last reports received indicate that he is over the critical stage and that recovery is well under way.

Painter Ralph Giroux has been laid up for a short time with the gout.

Foreman Don Russell is in Lagrange, Georgia, building a new boat at his camp on Great Pond.

Furloughed Paint Helper Phil Ware has been substituting as a clerk covering vacations.

Machinist John Larracey has recently returned from Waterville, Mass., where he covered machinist jobs vacant by vacations.

Paint Helper Bill Fletcher recently won a new 30-30 Winchester rifle in a raffle.

Machinist Sid Hamlin says that he will be glad to have Miss Marie Flaherty recently returned from her vacation spent in Quincy, Mass., visiting her sister. Marie said she enjoyed her vacation but is anxious to get back to work.

Foreman Bill Chase, Machinist Wilfred Pooler and Carman Alfred Wentworth all have new cars.

Machinist Sid Hamlin says that he will be glad to have Art R. Strout is improving.

The Misses Minnie and Goldie Shine, with a party of friends, recently vacationed in Bar Harbor and Nova Scotia. They enjoyed the "Blue Nose" trip and toured Nova Scotia by way of Annapolis Royal Valley, staying at Digby during their sojourn.

Mrs. Vernon Walker, who has recently joined the ME&C family as a new Assistant Track Supervisor, is covering car inspector jobs in the Portland Wrecking Crane, replacing the old worn boiler and steam engine. New heavy duty trucks have also been installed by Bristle McCordson and his aides, replacing the old winch bar trucks. The Paint Shop also added their 2 cents worth in the form of a new green and gold paint job.

Smiling Robert Bourque, of the Freight Department, is busy replacing inspector jobs in Brunswick during vacations.

Laborer Frank Lavio, while going home one afternoon from work, pulled out to pass a truck on the Augusta road. He nearly met a State Policeman head on forcing the Policeman off the road. The cop got squared around and put chase to Lavoie. Lavoie paid the Judge the $30.00 for driving to endanger.

Warden Scoville invited Andy to appear in Belfast Court to answer charges. (The charges were $125.00). Deer meat seems to have chased to Lavoie. Lavoie paid the Judge the $30.00 for driving to endanger.

By ERNESTINE V. MILLER, MARGARET M. LYNCH, MARY E. MORSE, DORIS M. THOMAS and JULIA ROPER

Vacationing in New Hampshire. He said he went fishing but we did not hear whether he caught any or not!

Machinist and Builders have recently completed installation of a new diesel engine in the Portland Wrecking Crane, replacing the old worn boiler and steam engine. New heavy duty trucks have also been installed by Bristle McCordson and his aides, replacing the old winch bar trucks. The Paint Shop also added their 2 cents worth in the form of a new green and gold paint job.

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enjoying an auto trip through Maine during late August.

Mrs. Margaret Coyne recently spent an enjoyable visit with friends at Wayne and Winthrop, Maine.

Many of Vaux Dole’s friends in the General Office Building are spending their vacation in Maine.

Mrs. Gladys Dole, clerk in the Accounting Office, had a vacation week at Boothbay Harbor.

Patrick Scanlon, Auditor Revenues Department, was married August 25 to Miss Agnes Kern. Best wishes to the happy couple.

Sylvia Wood, Auditor Disbursements Office, is on vacation for a week in Florida. She spent some time in Clearwater, Florida, at present and was here on a sightseeing tour.

The Jackson family reunion was postponed on account of the death of the brother of Spare Boilermaker Charles Jackson.

Machinist Lawrence Lanciault’s mother, who is living in the Century Club, attended an outing at Brewer, Shingler Station.

New to the Borst family are the baby’s grandparents, Edward Pater, a former Helper now working in New Jersey, was a visitor at the shop. Joe and Mrs. Vassal, Le Tuque, Quebec, and Montreal, where there just isn’t space enough to describe all the happenings. All are doing well according to Carman Helper C. A. Williams. The Safety Board now reads 57 days. Electrician Helper Larry Gorrie received a slight injury when he slipped and fell between the ties at the Eastport Yard.

A new auto has appeared in our midst, the property of Carman Helper M. L. Baker who has been transferred to New York. A new Helper comes to the Carman Foreman’s office to ye’s a job. Charles Jackson, a former Helper who is living in the Century Club, attended an outing at Brewer, Shingler Station.

Still in residence is John, a former Helper who is living in the Century Club. Born to Beatrice O’Brien (Pfeffer), a daughter, Joyce Beverly. Their first child, Mr. and Mrs. Alvin Trice, are the baby’s grandparents.

Eddie” Prater, a former Helper now working in New Jersey, was a visitor at the shop.

Mr. and Mrs. R. L. Leinart, daughter, “Phil,” a former Helper, is now an Electrician on the second track.

C. A. Jeffers, Jr., is home after doing considerable campaigning in Korea. He is now on permanent duty at Dallas.

“Bill” Sharmann Day was celebrated at The Olympics Shopping Center. "Bill" Sharmann is the famous football star of the Boston Celtics. "Bill" was the horse owner on the famous horse "Champion." Sharmann is the famous football star of the Boston Celtics. "Bill" Sharmann Day was celebrated at The Olympics Shopping Center.

Paying tribute to the memory of a great man is Carman Helper Larry Gorrie, who died recently. Larry was always a great friend to all.

The Jackson family reunion was postponed on account of the death of the brother of Spare Boilermaker Charles Jackson. The family reunion will be held at the same time as the Carman Helper Larry Gorrie’s funeral. The family reunion will be held at the same time as the Carman Helper Larry Gorrie’s funeral.

"Sue" the feline mascot of the Freight Repair Track, has given birth to five little ones. All are being well cared for by Carman C. L. Baker who takes charge of the family.

Machinist Helper Albert McCann while on vacation visited relatives of Mrs. McCann at Detroit and Windsor, Canada. He purchased a new car for Mrs. McCann and also helped her get around in Chicago during her vacation visiting friends and relatives.

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Vanceboro

By HARRY D. DAVIS

Deputy Collector of Customs in Clapp C. E. Russell, has just returned from a trip to Bangor, following surgery. Our staff joins in wishing for speedy recovery. Mrs. Alfred Clark has been on special duty at Eastport for the past ten weeks returned for duty here Monday, August 13th.


Cards are being received in town from Estelle B. Philbrook, widow of the late Engine-
man Charles A. Philbrook, while she is on a motor trip to New Orleans, Louisiana, attend-
ing session of Supreme Temple, Pythian Sisters, three commencing Monday, August 13th. Mrs. Philbrook was Grand Chief of the order in Maine during year April 1955-56, and is taking the Supreme Temple degree while at the ses-
sion. Return trip starting Friday August 17th will be via different route.

Stationary Foreman J. A. Trafton has re-
cently moved his family from the Keef dwelling on Railroad Street to the Chesire building on Church Street.

Railway Express Agent G. T. Holbrook has just installed a hot water heating system.

Those who are enjoying vacations this month are clerks C. S. Prescott, M. M. Beers, cashier V. T. Wescott, janitor D. E. Russell, Baggage-
master R. E. Hovland, Operator A. M. Gray, Yardman K. C. McTeer, Engine House Fore-
man A. M. Scott, and Car Inspector A. T. Rave.

Ellsworth

Contributed by C. C. Shoppe

Signal Helper J. R. Clarke recently took a weeks vacation, spending his time picking blue-
berries and taking care of his farm.

Signal Maintainer C. C. Shoppe recently purchased a new home at West Franklin, taking a few days vacation for moving. Nothing like the country!

Bangor

Members of the bowling team which carried away top honors at the annual Maine Central Bowling Tournament earlier this year have completed a successful season as part of the National League. They finished in 2nd place with 73 wins and 39 losses. In the City ROOF, in competition with teams from six leagues, they finished in a very commendable 3rd place! Individual averages included: Warren, 98.3; J. Shaughnessey, 96.9; W. McAllIan, 95.3; and B. Whitney, 92.8.

Engineering Dept.

By JOHN MINCHER

Recently retired was Trackman James E. Denmore, Danforth.

A/3c Theresa J. Caruso, daughter of Hostler and Mrs. Pasquell Caruso, spent her leave from service at the home of her parents at 446 Main Street. Theresa is now stationed at Gunter Air Force Base in Montgomery, Alabama, where she is attending Tech. School to become a "Medical Service Specialist". She enlisted in the Women's Air Force at the Bangor recruiting office, August 8th and compelled her Basic training Oct. 18, 1955.

She graduated from Bangor High School in the class of '55. Besides being very high in scholastic standing, she was very popular in athletics and was a second honor member of the "Girls Athletic Honor Council".

Floyd White, former Assistant Foreman in Cleveland White's Extra Crew, has been awarded position as Section Foreman at Colum-
bia Falls.

Herman Teuber, Trackman at Northern Maine Junction has returned to work following extended illness.

Congratulations are in order for Trackman and Mrs. Robert L. Rustin of Milford on recent birth of twin.

Colon J. Farnsworth, Section Foreman of Machias, has recently returned from a two weeks vacation, spending his time picking blue-
berries and taking care of his farm.

Edward L. Warren.

L. Warren.

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Bangor

Mechanical Department

By F. E. WARE.

Machinist Helper Peter H. McTigue is con-
tributing as a home maker to the success of the new engines. Among the new faces at the Engine House this month, is that of Machinist Alvah Smith, formerly with the C. M. Page Company of Orono.

Laborer Lewis McLaughlin "BUSTED OUT" this month with a snappy light blue Convertible. Other new arrivals this month are Machinist Alfred Cyr and Laborer Herbert "GUMPY" Robeshaw.

Mrs. Maurice Roach, wife of Hostler M. C. Roach, returned recently from a two weeks trip to Moncton, N.B. While there Mrs. Roach had the pleasure of visiting the Canadian Na-
tional Railroad's Museum Train. She brought back several folders about the train which the boys at the engine house found very interesting. Congratulations to Laborer and Mrs. George Malone on the birth of a son, George A. Jr., at the E. M. G. Hospital on July 30th, weight 3 lbs. 5 ozs.

Laborer Earl Duffy's family have moved to Bangor from Boston and have taken an apart-
ment at 111 First Street. We wish to extend a welcome to Mrs. Duffy and the two boys, Joseph, 8 yrs. old and Leonard 2 1/2 yrs. old.

Mr. Carl Delano, Personnel Director of the Bangor and Aroostook Railroad, gave a very interesting entertainment with beautiful color pictures of Northern Maine at the regular monthly meeting of the Trovel Club, Aug. 16th at the Oronoca Restaurant. One of the films was made by the co-operation of the personnel department of the B. & A. RR, and the Strategic Air Command at Loring Air Base at Limestone. It consists of many beautiful scenes taken in the northern part of our wonderful state in the various sea-
sons of the year. The photography is superb and the story is very interesting.

Machinist Helper Carrol B. Adams leaves to start school at the Providence-Barrington Bible College at Providence, R. I., on September 5th. He is planning on taking a five year course in Theology at the completion of which he will receive his degree.

Carrol worked here at the Bangor Engine House for several years before being called into the Armed Forces where he served four years in the U. S. Navy, at the end of which he returned to the house as a laborer. He is a member and very active worker at the Co-

lumbia Street Baptist Church. He has also been very active as a Lay-speaker in the Suburban territory in August.

We all wish Carrol the best of luck in his new adventure and chosen career.

Laborer Harold Johnson has been doing some-
ning the railroad and having his backache. Formerly with the C. M. Page Company of Orono, where he is doing all this work, but I wouldn't be a bit surprised if the "MKS" 

ALL THEY ASK

Equality of Treatment and Opportunity