

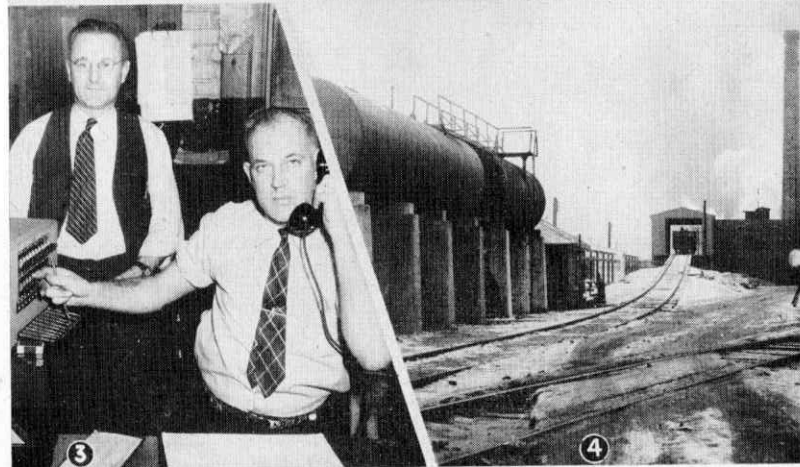
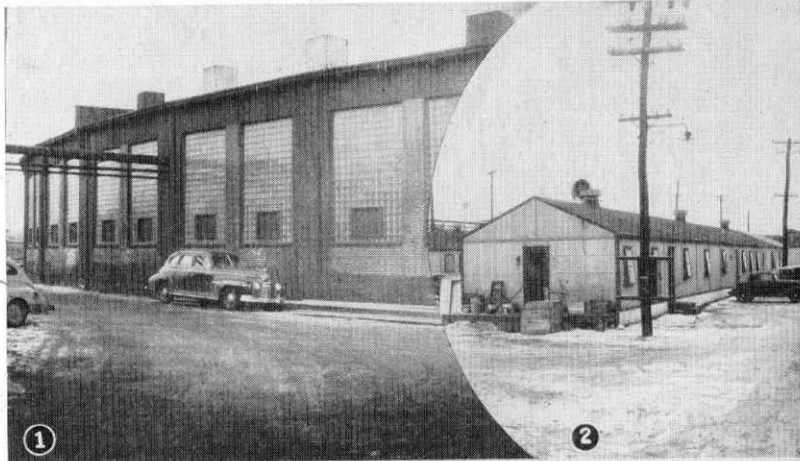


Maine Central Railroad
EMPLOYEES MAGAZINE

VOL. 1

FEBRUARY, 1945

NO. 5



These pictures, by Staff Photographer George E. Hill, show some of the improvements made at Rigby Terminal in recent months.

1. Glass bricks replace the solid bricks in the roundhouse walls, giving far greater light as well as additional warmth on sunny winter days.

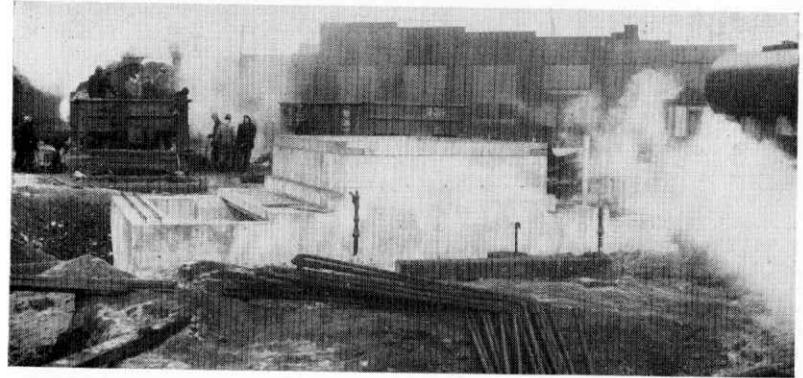
2. One of the new barracks, which provide sleeping quarters for 150 workers, and dining accommodations available to all employees.

3. The new amplifying system switchboard, placing any one in the terminal in immediate touch with the terminal office. At left is Leo J. Bellefontaine, chief clerk, with Leroy Kane, engine dispatcher.

4. The coal bunkers on the power house trestle have been roofed over, thus eliminating the snow and ice that formerly handicapped the movement of coal from cars to bunkers. At the extreme left is shown the new 15,000 gallon oil tank installed as a supply base for the big Boston and Maine Diesels that now visit Rigby daily.

Rigby "Keeps 'Em Rolling"

By CLIFF SOMERVILLE



Construction of new ash pits at Rigby is one of the most recent improvements there, enabling engines to dump their cinders quickly and move into the roundhouse, without waiting for laborers to remove them as in the past.

Numerous improvements of equipment and plant at the Rigby Terminal in South Portland—improvements benefiting both labor and management—have been effected in recent months, enabling that busy terminal to keep 'em rolling at the rate of one dispatchment about every 20 minutes of the day and night.

One of the most beneficial improvements was the installation of glass brick walls in the roundhouse, greatly aiding lighting conditions for workers repairing and servicing locomotives, and adding warmth from the sun's rays on cold winter days.

More directly benefiting roundhouse working conditions in winter months is a new heating system with 57 new heaters, of the overhead blower type, being installed to replace the present old fashioned floor type of steam heaters.

Most recent improvement was the installation of an amplifying system throughout the terminal,

operated from the chief clerk's office. This enables the office to quickly contact foremen or workers in any part of the big terminal, calling them to the nearest phone. It has eliminated endless messenger service between office and yard, saving time and manpower for the difficult task of keeping dispatchments moving under difficult wartime conditions.

A new shed over the coal bunkers and power house trestle is a distinct aid to workers in the coal bunkers, eliminating much of the ice and snow that formerly handicapped their task in keeping the bunkers filled.

Cement walks outside and inside the roundhouse facilities have been another recent improvement, making better working conditions within the terminal and facilitating the movement of both men and material, especially in hand trucking supplies from freight cars to the terminal storehouse.

Transfer of the tool room from the Storage Department back of

the roundhouse, to the machine shop in the roundhouse, has been another improvement and new machinery and tools are expected sometime this year to better equip the terminal for its work. Another definite improvement has been the addition of an electric crane in the machine shop, and the installation of a new time-clock also may be placed under the head of improvements because it helps both workers and management in keeping their time records accurately.

One of the most important exterior improvements has been the construction of huge new ashpits this Winter, which when completed will enable engines to dump their ashes and move along rapidly without waiting for laborers to remove them.

An improvement appreciated most by workers within the low roofed storage house is the replacement of the former tin roof by a tarred paper roof, greatly reducing the temperature within the building in summer months.

New barracks installed at the terminal yard provide sleeping accommodations for 150 men, as well as an ample dining room for employees of the terminal. Thus quarters are available for any worker who has no lodging in or near Portland, and more recently, has provided housing quarters for a large crew of Mexican nationals assigned to the terminal because of manpower shortages.

Two important changes in plant structure have been made in the past year to facilitate the handling of Boston and Maine engines serviced at the terminal. Four pits were added to the 36 in the roundhouse a year ago for servicing B. and M. steam engines, and last Fall a 15,000 gallon oil storage tank was installed near the power house to provide fuel for the big

5400 horse power Diesel engines now being handled at the rate of three a day.

The 276 employees of the terminal are dispatching an average of 475 steam engines weekly, in addition to the servicing of numerous Diesel switchers. As in all industries these days the No. One problem is the loss of experienced workers and rapid turnover among new workers. To offset this to some extent the Rigby Terminal makes its required daily inspections of Diesel switchers on the job, while weekly inspections and repairs are made on Sundays.

Voices from Home

That's the way Lt. Edward A. Taber, Jr., USN, formerly of South Portland, felt about it a while ago when he tuned in on the Maine Central radio program over WGAN at his flight squadron base in the Carribean area.

"Before dinner, some of the boys and I were in quarters," he wrote to his wife, "shooting the breeze, and I tried to get some music on the radio. Suddenly I heard a familiar voice, and then this voice mentioned the Maine Central Railroad. I knew right away that the voice belonged to Sam Henderson, announcing the Maine Central program, with Helen Desmond at the piano, from WGAN in Portland, Me. I was more than thrilled for it made me feel for the moment as if I were back home."

Taber was prominent in sports at South Portland High School and graduated at Annapolis Naval Academy in 1941.

By a Worm

1st Girl: "Oh, I think my legs are terrible."

2nd Girl: "Don't worry about them. There's been many a fish caught with bent pins."

Bossy Blitzed on Bridge

By A. F. ALLEN, Tower 5

When I was agent at West Benton, I came to work one morning to find the side of the freight house plastered with blood and cowhide. Complete absence of a corpus delicti left me mystified. Then John Hosford, whose pasture was near the station, came looking for his cow, and at once I saw the solution of the mystery. On the bridge over the highway, near the end of the platform, we found mute evidence that Bossy had met a tragic end at this point.

Evidently the cow had gotten loose in the night and tried to cross the bridge. There were ties enough so she could have gone across safely, but apparently she had too many legs to watch, was unsuccessful in negotiating the open spaces, and fell through. Whether her front, rear, or flank was unprotected was immaterial as the blitz that descended upon her in the form of a westbound night freight was irresistible and the result catastrophic. She was busted wide open.

Happenings approaching the miraculous are not uncommon in railroading. In this case it seemed almost a miracle that the cow was not rolled under the engine, ditching the train. The Fates ruled otherwise, the pilot snaked her out of there, carried her along for a quarter of a mile to the first curve west of station, where she derailed.

Moral, applying to two legged as well as four legged animals! Keep off the track unless you have business there.

Sign at an overseas Army base: "Watch your language, boys, the censor may be a lady."

Harry Treat Retires



Treat

Harry M. Treat, chief dispatcher at Portland for 34 years, retired Jan. 13, writing "finis" to a somewhat remarkable railroad career.

He was only 13 years old when he acquired mastery of the Morse code and became a proficient telegrapher; and he has been continuously on the Maine Central payroll since his 15th birthday.

From the date of his first service in 1896, until 1898, he worked at various stations on the Farmington branch, then was sent to Portland Yard as night operator, working 84 hours a week for the munificent salary of \$40 per month. In 1900 he was appointed operator in the train dispatchers' office; and when only 21 years old was made a dispatcher. He has been chief dispatcher since 1910.

In the 44 years he has served in this office, he has worked with a total of 55 train dispatchers.

He lives at 31 Hutchinson St., South Portland.

They Liked 'Em

Christmas boxes sent by the management of the Maine Central Railroad and Portland Terminal Company to our more than 500 fighting railroad workers throughout the world have been acknowledged in scores of appreciation letters received from all parts of the far-flung battle front.

That the spirit behind the Christmas boxes was deeply appreciated and the contents of the boxes themselves most desirable to fighting men, was evidenced in every letter received. The *Employees Magazine* is glad to be able to quote excerpts from some of these letters, chosen at random from the great number received.

"Yesterday I received your most welcome Christmas package. Wish to thank you very much and I really appreciate your thoughtfulness. Every article in the package will be put to good use." Sgt. William F. Rollinson, somewhere in England.

"It is such things as this that show the men and women in the service that their friends back home are thinking of them and that they will have something for which to look forward upon return to civilian life." S/Sgt. George F. Feeney, Macon, Ga., clerk, PT Co.

"Just a few lines to let you know that I received your Christmas package and thought it was real nice. I also hope that it won't be much longer before I am back working with you again—" Sgt. Kenneth Keach, somewhere in France.

"—It is a very nice package. It makes you feel good to have somebody think of you at Christmas. It is good to be able to work for such a wonderful company—" Sgt. Edward Durrah, Muskogee, Okla.

"—I want to thank you one and all for your kind thought. Everything will be very useful to me. Articles that you sent are not very plentiful over here—" Pfc. G. C. McCray, somewhere in France.

"A few lines to express my thanks and appreciation for the wonderful Christmas package, which reached me in the best of condition. Needless to say I can make use of everything which it contained.—" Cpl. Norman Morris, somewhere in Germany.

"We wish to thank the Maine Central Railroad for the nice Christmas packages they sent us." Pvt. David A. Dudley and Sgt. Martin G. Sullivan, Camp Shelby, Miss.

"My Xmas package came yesterday and I want you gentlemen to know I was pleasantly surprised and pleased. I want you gentlemen to know that the gifts were nice and useful, too. It is sure swell to be remembered." Sgt. Howard Low, in France.

"I received the Christmas package yesterday and appreciate it very much.—There is another fellow on the ship who received a package from the railroad, Charley Fecteau. It is kind of nice having a shipmate from the same company." David W. Brill, S 2/c, USS Emmons.

"Your package was received in excellent condition and was greatly appreciated. Am finding it very useful and thank you all for your thoughtfulness." Sgt. George DiMauro, somewhere in Italy.

"—It's things of that nature which really impress a person more than anything imaginable. I want you to know that everything was well appreciated.—" Roland D. DaPrato, USN, Pacific area.

Railroading In Iran



Billington

Malcolm D. Billington, supervisor of locomotive and crew dispatchments, recently spent a 21-day leave in Portland, following a trip by air from his military post in Iran. He is now in Durham, N. C., for re-assignment.

Billington, who entered the military service in 1942 with the rank of Captain, now holds a commission as Major. Assigned to the 762nd Railway Diesel Battalion, he was sent to Iran, where for 20 months he supervised the repair shops for the Iran Railway.

At the time he commenced his service in Iran, the railway was operating one train a day. There are now 24 regular trains daily. The cars are small, having a capacity of 20 tons, and are equipped with screwlink couplers and buffers—the so-called "continental" couplers. Very few of the cars are equipped with air brakes.

Most of the territory covered by the railway is desert—Billington says that in 190 miles there are just three trees—and the heat is intense. For 6 months of the year, the temperature ranges from 130 to 153 above. Metal parts are so hot they cannot be touched with bare hands; and gloves quickly wear out. The heat makes the "Siesta" absolutely necessary. The shops begin work at 5 in the morning, and close at 1 P. M. for the day.

Most of the workmen in the shops are Persians, and interpreters are necessary for transmitting orders. Persians are also used as train crews, under American conductors and enginemen. Very few of the enlisted men have had railroad experience, and it was necessary to teach them even the rudiments of the business. A number of Armenians and Russians are also employed, each nationality having its own interpreters.

English terms are used in the operation of the railway. The car-shop, for example, is known as the "wagon-shop"; switchmen are "pointsmen"; the engineman is the "driver"; the track is the "permanent way".

Water is one of the big operating headaches. For 271 days in succession there was no rain, and but one cloudy day. Water for locomotives is hauled in tank cars and stored in cisterns.

Major Billington, when given rotation furlough, flew from Iran to Greece via Egypt, thence to Italy, and home. He hopes to be assigned to duty in this country.

Snap!

It has been said the old-fashioned girl never pursued a man, but neither did a mouse trap ever pursue a mouse.

"A 10% Discount"

By R. M. EDGAR

A forty-eight state survey finds that on a nationwide average basis, one out of every ten travelers riding on the railroads get off the train with an unfavorable impression of the railroad and its employees as a result of something that happened on the trip! This was one of the many things brought out in a 1944 survey conducted for the Association of American Railroads by the Opinion Research Corporation, which is perhaps better known as the "Gallup Poll".

Annually for the last four years the expert investigators of this organization have been hired to sample public opinion of the railroads throughout the country to see how the industry in general is regarded. Comparisons with the returns of previous years are now available and in most cases a very high level of appreciation for the transportation job done during the war was shown along with a great tolerance for war time inconveniences.

Although the one passenger out of ten who is dissatisfied represents a relatively small proportion of the total, the fact that possibly 6 riders out of every 60 in a car have an unfavorable impression of a railroad and its employees is certainly something that cannot be overlooked. Figures like these which are developed over the entire country do not necessarily mean that they apply in particular and with full force to our railroad but as the New England States were included in the sampling, the findings are certainly valid to a substantial degree.

We all know the things that give passengers an unfavorable impression. Discourtesy, an unfriendly attitude and general failure to

treat the passengers as our guests are the main causes. Of course shortages of good equipment, mechanical failures and late arrivals and departures cause dissatisfaction but the public has indicated through this poll a general temporary patience with these conditions and an understanding of their causes. However, it is certain that most of the tolerance with which people have accepted war time inconveniences will disappear soon after the war is over since virtually all of the reasons given for excuse of unsatisfactory conditions are strictly related to the war.

On the favorable side the poll developed that 94% of the people interviewed were of the opinion that the railroads had "done a good job during the war". In 1942 this figure was 82%. Confidence in the ability of the railroads to take care of all the traffic they will be called upon to handle was expressed by 83% of the people while in 1943 only 63% thought so. 88% of the people stated that they regarded the railroads as the form of transportation most important to the war effort. In 1941 only 68% expressed this opinion.

It is gratifying to know that the war time job done has resulted in general approval. However, praise today will not give us freight to haul or passengers to carry in the future. If every tenth passenger gets off a train dissatisfied we are facing a condition which can easily result in a serious postwar loss and more of our potential passengers will go back to their private cars and into busses and airplanes just as soon as they can make the change. We must remember that the dissatisfied passenger will always describe his unpleasant ex-

perience to other people with the result that knowledge of the experience and the unfavorable impression is multiplied many times. And, human nature being what it is, the stories lose no force in their retelling!

A little reflection will bring to each of us the importance of these statistics and a recognition of the red lights now appearing. Let each of us be sure that we are not contributing in any way to that 10% advance discount on our chances for future business which was indicated by this investigation.

Ellis Gets Thrill

Writing from Ft. Leonard Wood, Sgt. Eugene A. Ellis expresses his interest in the *Magazine* as follows:

"I got the thrill of my life when my dad, G. A. Ellis, agent at Wilton, sent me a copy of the Maine Central *Magazine*. It is a swell magazine, the best I have seen. Knowing most of the railroad men it meant even more to me to see their names and faces again. Wish that all the boys in service who are interested could have the same pleasure as I did. You really have something to be proud of."

Sgt. Ellis' address is Co. D 26th Bn. ASFTC, Ft. Leonard Wood, Mo.

Enemy Agents Wanted

General Manager F. W. Rourke has issued the following bulletin:

"John Edgar Hoover, Director of the FBI, has recently issued wanted circulars on three enemy agents who are known to have been trained in espionage. In view of the landing of two spies in this country and their subsequent apprehension by the FBI, he has requested that the general public

be increasingly alert to report any suspicious individuals.

"The officials of the Maine Central Railroad have been personally contacted by representatives of the FBI and have asked that all employees of these companies report promptly matters of this nature to the FBI office in Boston; telephone Liberty 5533."

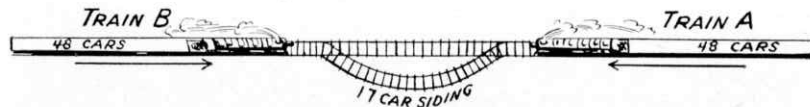
Yard Brakeman Cited



Sgt. William F. Rollinson of Portland, shown at the left assisting in the inspection of an air duct back of the fire wall on an Eighth Air Force B-17 Flying Fortress in England, plays an important part in the aerial offensive against Germany as an electronic supercharger specialist and mechanic in the maintenance section of his heavy bomber squadron.

Sgt. Rollinson wears the Presidential unit citation badge awarded to the Third Bombardment Division, of which his group is a part, for the division's historic England-Africa shuttle bombing attack upon the Messerschmitt aircraft plants of Regensburg, Germany, in August, 1943. He was a yard brakeman for the Portland Terminal Company, Rigby.

"Sawing by" a Vanishing Art



The task of passing two opposing trains on a single track line when both trains are too long for the available siding, known in railroad parlance as "sawing by", is nearly a lost art among railroad men, but it still is practiced frequently by freight trainmen on the Calais branch.

In the diagram above we present the start of a "sawing by" problem. The solution will be presented in similar form next month. The task is to pass two freight trains, each containing 48 cars, on a single track line, with only a 17 car siding available.

In actual train operations this problem could be accomplished by experts within 30 minutes, with each engine making not more than seven or eight moves after coming to a stop in the manner sketched above. But we're betting it will take most of our readers far longer than 30 minutes to work out a solution on paper.

Twenty-five years ago or so the art of "sawing by" was common practice on many railroads. As more and longer sidings were constructed, most of them capable of accommodating even the longest freight train, the necessity for "sawing by" largely has disappeared. The only place on the Maine Central system where it still is required is on the Bangor-Calais run, where frequently Eastbound and Westbound freights meet at a point where the available siding cannot accommodate either train.

When this happens it is necessary to "saw by" and usually it happens in the middle of the night, making the problem even more interesting. Probably there are not a dozen freight train and engine men on the Maine Central system who can do the job neatly and therefore we present the problem for the study of those who have never encountered it in actual operations.

Bus Line Cited

The Maine Central Transportation Company has received a citation from the Treasury Department "for patriotic cooperation with the Nation's War Bond Program through the use of transportation advertising during the 6th War Loan."

Dispatchers Promoted

John J. Lyden has been appointed first trick chief train dispatcher, in place of Harry M. Treat, retired.

Lyden entered the service in 1909, became a dispatcher in 1914, and chief dispatcher in 1918.

Cecil G. Priest, now relief chief dispatcher, has been assigned second trick chief, replacing Lyden. He entered the service in 1908, promoted to dispatcher in 1915, and has been relief chief since 1925.

Mirth and Girth

I love to watch fat people laugh because there's so much of them having such a good time.

Keep the Change!

In 1944, the railroads rendered to the American public the greatest volume of service ever performed by any agency of transportation.

For doing this job, they received about 9½ billion dollars. That's a lot of money—but most of it was earned by hauling tremendous ton-nages of freight for less than one cent per ton per mile and carrying passengers for even less than before the first World War.

Out of every dollar the railroads received—

38c was paid out in pay rolls.

29c was paid for materials and supplies of all sorts and other operating expenses.

19c was paid in taxes—federal state and local.

7c was paid in interest, rents and other charges—a great share of which went to insurance companies, savings banks, endowed institutions.

2c was paid in dividends to stockholders.

5c was left over in "change" to cover all such things as restoring roadways and equipment after the war, paying off debts, and providing reserves for the improvement of plant and the modernization of service necessary to keep pace with American progress.



H. L. BALDWIN EDITOR-IN-CHIEF
C. A. SOMERVILLE EDITOR
W. A. WHEELER ASSOCIATE EDITOR
C. H. HILL STAFF PHOTOGRAPHER

Copies of the Employees Magazine are mailed regularly to all railroad men and women in the armed services whose addresses are on file. If you know of any who are not receiving it, please send their military addresses to the office of the Magazine, Portland.

We Apologize!

No, the editors are not infallible; sometimes they make mistakes. On the inside front cover of the January issue we show picture No. 11 as that of Addison Mitton. Actually, it is a photo of Charles J. Wilson III, son of Switchman Wilson in Bangor yard, and grandson of retired Switchman Charles J. Wilson I. We apologize!

To Get Acquainted

Several readers of the *Magazine* have written us, in effect, "Please run some pictures of officials; we deal with these men right along but don't know what they look like." We are glad to meet this request, and on the back cover you will find the portraits and facsimile signatures of half a dozen men who hold official positions. Others will follow from time to time.

ON THE FRONT COVER

is shown the senior man in Waterville Shop, Thomas Simpson, foreman of the boiler shop, inspecting engine 470 shopped for general repairs. The stoker which shows in the foreground is an HT 1 standard stoker, such as is used on engines 466-470 inclusive.



Union Station

By J. D. MEEHAN

Al Doucette, car inspector, has returned to work after an illness.

Norman A. Fuller, announcer, has been absent from duty for two months due to illness.

Guy B. Clark, a general foreman, has returned to duty after a sick leave.

D. F. Galvin, ticket seller, wife and daughter attended the Bob Hope show at Boston.

Joe Burns, a baggage and mail handler, has been confined to his home with rheumatism.

Johnny Morse, manager of the Armstrong Co. restaurant in the station announces there will be 24 hour service starting about Feb. 1.

Bert Palmer, car inspector, was recently in the hospital with a heart ailment.

Robert A. MacDonald, crossing gate-man, just returned from army service in the South Pacific, has been away 2½ years and is enjoying a much welcomed furlough.

Ernest A. Coates AMM-3/C son of retired Engineer William F. and Mrs. Coates entered the Navy, November 11, 1942. He was stationed at the U. S. Naval Air Station, Quonset Point, Rhode Island, until transferred to the Naval Air Station at Alameda, Cal. He was employed by Portland Terminal for 14 years before entering the service.



Coates

Frank Bean, car inspector, received word from the war department that his son is missing in action.

The two daughters of George Haley have been in the hospital for operations.

Joseph D. Meehan, Jr., trainman, Portland Div., is now in New Guinea as machinist's mate in the Navy. He is son of our Union Station correspondent.



Meehan
brated their third anniversary.

Rigby

By GEO. MACROFT

Clifford H. Sawyer of South Portland was elected president of North Terminal Lodge, Portland Branch of the Brotherhood of Railway Clerks, Boston and Maine Railroad, at a meeting in the Columbia Hotel Thursday night. He succeeds Ernest L. Elgee. Miss Hester M. Strout was elected recording secretary. Raymond Dunton was reelected financial secretary.

Guests at the dinner which preceded the business session were Frank H. Parker, assistant auditor of local disbursements office, Boston and Maine Railroad, Harold D. Ulrich of Melrose, Mass., general chairman of the Assistant Board of Adjustments of the Boston and Maine Railroad, and Leonard R. Sanborn, a World War II veteran.

A recent visitor at the general yard office was the affable Reggie Mains, former callboy, better known as "Joe E. Brown", seaman first-class in the Navy. He was on furlough after 18 months in the Pacific. The Navy certainly has agreed with him, adding about 20 pounds and gaining three inches in height. He says that five inches of armor plate is also a great help.

Information has been received that Joe O'Toole, formerly employed as messenger, has been discharged from the Army and is now resting in California. Our best wishes are with Joe and hope that his recovery will be rapid.

Mrs. Mary Starbird has returned to her desk in the Asst. Supt. office after absence of several months. She informs us that her husband, 1st Lt. Leonard Starbird, Maintenance of Way employee, has left for an overseas assignment.

Mrs. Ruth Peoples, who substituted during the absence of Mrs. Starbird, is temporarily assigned to Mr. Woodbury's office in the general office building. We are glad to know that Ensign Peoples is recovering at the Naval Hospital in Portsmouth.

Orchids To . . .

Norman Huntley, 15, of Portland, who discovered a defective drawbar on Extra 656 at Deering Jct. and notified the crew. A letter of appreciation was sent the young man by Supt. Thomas.

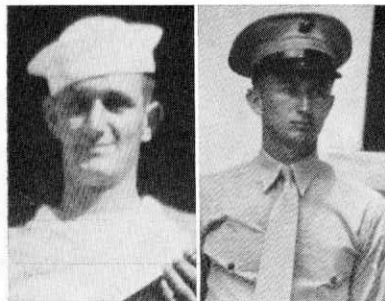


Shea

by the railroad and derived much pleasure from it. "Jerry" is the son of Dennis J. Shea, Freight House employe and brother of "Pat" Shea, employe of the B. & M. T. Co. Before entering the service he was employed as Freight Clerk Portland Freight House.

Portland Freight

By ALICE A. McLAUGHLIN



Charles — Richard

Charles W. LaRose S/F 2nd Class Seabees now in the South Pacific, and Cpl. Richard E. LaRose, U.S. Marine Corp. who is home on leave, are brothers of Dorothy R. LaRose, freight clerk, Portland freight office.

Word has been received that William A. Glen, Jr., A.U.S. was wounded in action Jan. 12, and is in a hospital in

France. Before entering the service he was employed as freight clerk at Portland freight office.

A group of girls of the Portland freight office recently entertained some of the boys in the armed services on a sleigh ride party to West Falmouth. A buffet supper was served following the ride. The girls attending were: Betty Jones, Dorothy LaRose, Peggy Flaherty, Olive Chadwick, Ruth Cronkite, Eleanor Norton, Hylda Payne.

Entering Military Service in February 1941, William Gerard Shea received his basic training at Fort Bragg, N. C., landing in Africa to take part in the Tunisian Campaign, and from there took part in the battles of Sicily and Italy, then was sent to France, Belgium and now is on active duty in Germany. He was the recipient of one of the Christmas boxes that were sent to employes in the service



Fryeburg

By EDITH WHITAKER

Opr. W. H. Burnell recently covered second trick at Fryeburg in place of Mrs. Whitaker, on sick list. He is now relieving Agent Stuart at Cumberland Mills who is on vacation in the Sunny South.

We all regret losing Harry M. Treat as our first trick chief dispatcher after many years in that capacity. In his retirement, we wish him the best of health and enjoyment for many years to come. We feel happy that a fellow like John Lyden takes over the task of first chief. May we extend to John our best wishes for his success.

Sectionmen in these parts seem to have plenty to do in the snow business, as well as other employes who have to shovel. Sixty-three inches of snow have fallen at Fryeburg up to Feb. 1, which may be a record.

The local canneries have so far this season shipped over a million cans of fancy Maine golden sugar corn. Their usual pack is around two and a half million cans. Much of their pack is held in reserve, to be shipped to the armed forces.

Waterville Station—Yard

By MAURICE W. FLYNT



Stafford

liked for his never failing good humor he will be missed by many friends. All join in wishing him many years of happiness in his retirement.

Assistant Yardmaster H. A. Wright has returned to duty after several weeks off account serious illness.

Miss Helen Kervin, stenographer, M. of W. Dept., spent a recent week end with friends in Boston.

Conductor A. N. Johnson has resumed work on trains 11 and 16 after several weeks illness.

Track and yard crews have been very busy for several days fighting old man winter who bestowed a lot of snow and zero weather on us. Long hours of loyal labor, however, have kept things moving with a minimum of delay.

Crossingtender E. E. Hovey is now on second trick at Main Street crossing.

With sincere regret we report the death of Ernest E. Bowie which occurred Jan. 13. He was employed as a plumber in the water service dept. from 1913 to his retirement on Nov. 8, 1944. While not in good health for several months his death was unexpected.

Joseph A. McKenney, plumber, has been transferred from Bartlett, N. H. to Waterville and has located his family here. "Joe", who is son of the late track supervisor, Europe McKenney, was formerly employed here and will be welcomed back by many friends.

Yard Conductor Peter Gagne is ill and unable to work.

Maurice Mathieu, formerly trackman in Ames' extra crew, is receiving treatment at Veterans Hospital, Togus. He has seen considerable foreign service during the present conflict and is suffering from injuries sustained while in service abroad.



Eaton

Come next May 19 our subject here, Conductor Fred Eaton of Portland, will have completed 40 years' service with the Maine Central.

He handles Train No. 1 going East and No. 12 back now and likes it because, as he says, it gets him home nights.

A new member of our station family in the person of Mrs. Annette L. Morin is welcomed. Mrs. Morin is employed as stenographer in Railway Express Agency office.

2nd Lt. Morgan Davis, U. S. A., who was with us for several weeks assigned to trainmaster's office, now is located at Indiantown Gap, Pa.

The Brotherhood of Railway and Steamship Clerks held an installation preceded by a supper, at K. of C. Hall Jan. 18. Guest speakers Messrs. Flaherty and Meehan of Portland were welcomed.

Bill Rack Clerks Wm. A. Coffin and Gates F. Jones also Towerman Joseph A. Proulx are off duty account illness.

Assistant Yardmaster N. A. Weymouth is ill. Yard Condr. Carl Proctor is substituting.

Asst. Cashier H. T. Crook has returned from a weeks vacation.



Thibeault

Yard Clerk Julius Thibeault of 27 King Street, Waterville is now with the U. S. First Division in Belgium—or maybe in Germany when this gets into print. Julius has been in the thick of fighting since "D" Day on several fronts and he has been decorated with bronze star and purple heart.

Billing Clerk, S. R. Armstrong, this week received a letter from his son Raleigh A. Armstrong who was yard clerk here before entering service. Raleigh is now in Belgium with 741st Railway Operating Battn. He states that he received a very fine Christmas box from Maine Central and that its contents were highly appreciated.

Pittsfield-Clinton

By I. L. SIROIS

Section foreman William J. Cowan's boys of Clinton who are in the service.



Foster



Charles

Pfc. Foster L. Cowan, son of section foreman Wm. J. Cowan, has just returned from the Southwest Pacific for a 26 day furlough after having been over seas 27 months.

Cpl. Charles J. Cowan is now stationed somewhere in Italy, having spent 2½ years over seas. Both were formerly employed in Horace Ames' spare crew.

Agent George E. Rand of Clinton has returned to work after being off sick.

Your correspondent, operator I. L. Sirosis of Pittsfield is now laying off account sickness. Spare operator Ariel Brown relieving.

Farmington Branch

By G. A. ELLIS

Cond'r F. H. Haggett who has been away on business, for several days, has returned to work. His job was covered by flagman W. W. Keene.

We are glad to see Jim Walsh on the street again after being confined to his home by illness. He was agent at Farmington for many years, previous to his retirement.

Friends of Mrs. Alice B. Steele of Farmington will regret to learn of her illness. She underwent surgery at St. Mary's Hospital in Lewiston Jan. 19. Mrs. Steele is the widow of Chas. W. Steele who was conductor on the Farmington-Lewiston run for several years.

Conductor Archie Butler of 394 and RF-1 between Portland and Farmington, left Jan. 19 to spend the winter in the south.

Flagman W. W. Keene has three sons serving Uncle Sam overseas. 1st Lt. Stanley Keene is in England, Clayton is an airplane mechanic in France, and Chester is a radio operator in New Guinea.

Mrs. Helen Wyman, wife of Trackman Wyman of Wilton was in Boston recently for treatment following surgical operation. She was accompanied by her son, Elbridge Wyman.

The Spreader of the Maintenance Dept. was working on this branch Jan. 21.

Flagman Charlton Luce of Farmington has received word that his son, Tec. Sgt. Lawrence Luce, wounded in action, is in a hospital in Springfield, Mass. He was overseas three years.

Fabyan

By J. E. CREPEAU



Track Crew at Fabyan. L. to R.—Elmer Brill, foreman, Dennis Mancey, Parnell Monahan, Leo Monahan.

Lt. Daniel Crepeau, Army Air Forces, son of Agent J. E. Crepeau of Whitefield, has had three more Oak Leaf Clusters added to three won earlier for exemplary service as a bomber navigator in the European sector. He also holds the Distinguished Flying Cross and a Presidential citation.

Agent Crepeau has two other sons in service. 1st Lt. Charles Crepeau is recovering in a hospital in England from disability resulting from severe action in France, Belgium and Holland. Maurice, the third son, is a Seabee specialist.

Belgrade

By H. J. THING

Agent Carl C. Hayes of Winthrop is sick, Operator Raymond R. Bishop acting as agent with spare Operator C. M. Harding as clerk-telegrapher.

Agent X. C. Guimont at Oakland advises that since Oakland station has been re-finished they have received many flattering remarks from the public on its nice appearance and the staff are very proud of it.

Rumford

By W. E. CANDERS

Because of increased business the third trick switcher has been set up again in Rumford Yard, and is covered by Conductor Ernest L. Palmer and Yard Brakemen Gallant and Blake.



Retired Conductor John M. Barker, Rumford, began his railroad career with the old Portland and Rumford Falls Railroad in 1900, and came to the Maine Central when the P. & R. F. was taken over. He retired in 1937, is 76 years old now, but still takes care of his garden each season and does numerous chores around his home.

Barker

The first Rumford extra crew has been established, and Conductor Henry Bourgea has bid off the conductor's position.

Yard Conductor Alphonse Thibodeau was called to his former home in Canada recently by the death of his father.

Operator C. A. Whittaker is at present covering the telegrapher-clerk position at Lower Yard.

**Garon**

Pfc. George A. Garon, son of clerk telegrapher and Mrs. J. B. A. Garon, Rumford, George joined the army in March 1943 and is now serving in Europe with General Patton's 3rd Army.

Henry Vigeant, agent at Mechanic Falls, has returned to work after several weeks' illness. While he was away the position was covered by Operator Bonney.

O. C. Casey, agent at Buckfield has returned from vacation. He had been relieved by Spare Agent Burnell.

Bartlett

By J. E. WINSLOW

Walter N. Trecarten who has been foreman for the Motive Power Dept. at Bartlett for the past six years has taken a similar position on first trick in the Rigby engine house. We were sorry to

lose Walter but wish him success in his new position.

A. M. Scott who was foreman at Vanceboro for three years and at Rigby a few months has taken Trecarten's place. We welcome him and hope he moves his family here soon.

The first Bartlett extra has been put on and the crew is Alex Sullivan condr., S. L. Chandler, flagman, Homer Greenwood, brakeman, Fred Munn, engineman and E. E. Bean, fireman.

A. E. Garon, Agt. at Crawford Notch is a "grandpa" now. His son Raymond is the father of a nice little daughter. Raymond is a Radioman in the navy.

O. R. Burdwood who has been filling the second trick operator's position here temporarily has bid it in permanently.

Earl Whitcheer, engineman, and Alfred Cote, trackman are still off account illness. Both are gaining and hope to return to work by the time this magazine is out.

Skowhegan

By H. J. ELLIS

Pfc. Geo. A. Savage, son of gateman Savage at Skowhegan, mentioned in December issue, has now been officially reported killed in action in Germany Nov. 26, after being awarded the purple heart and oak leaf cluster. His father received a letter from the Army Chaplain giving high praise for his fighting ability and good conduct.

**Rowell**

T/Sgt. Gordon A. Rowell is now located in Italy after spending a year in North Africa. He had previously been stationed in Northern Ireland. He is a nephew of freight clerk Ernest A. Rowell at Skowhegan and son of Harold E. Rowell, principal of Sedgwick High School. He was inducted into the army Jan. 22, 1942.

Referring to recent retirement of Chief Dispatcher, Harry M. Treat after 48 years service recalls a story told by Frank L. Flynt, a former Agent at Skowhegan, to his fellow employees. It seems that at one time Agent Flynt needed a clerk and he engaged Harry.

At this time Treat was only 15 years old and was wearing knee-pants. However he was a very satisfactory clerk and everything was going fine until a certain official visited the station and did not approve of the new clerk on account of his youthful appearance and sent an older man to replace him. The new man was not satisfactory and after

some correspondence young Treat put on long pants and come back to work. His later record verifies the value Flynt placed on his ability.

The present address of Frank L. Flynt is Jeffersonville, Vt., where his wife is under treatment at a sanatorium.

Lancaster

F. B. LIBBY

Sgt. Paul Finnegan, son of William Finnegan, former agent at Coos Jet., has been reported missing in action in Luxembourg. We all can remember Paul when he was a boy around his father's station. His father and mother have our deepest sympathy.



Dot Jean Annie

Here are the three "tax exemptions" of your correspondent.



Brisson

Pvt. Gerald Brisson, son of trackman Frank Brisson, Sec. 135 Riverton, serving with the 55th Region Army Communication Service, Gold Coast, West Africa.

James Meserve, sec. foreman, N. Stratford, has a son wounded in the European Area.

Arthur Boutin, section man, Colebrook, is in the hospital at W. Stewards-town.

Eben Howe, trackmen, Colebrook, is back from hospital feeling much better but has not resumed work yet.

Bath

By L. M. PRICE

Albert Bergeron, section foreman at Bath since 1941, has resigned on account of ill health.

Curtis Plant, clerk freight house, has returned from a wedding trip to Montreal and Quebec.

Section Foreman and Mrs. Francis Soule of Woolwich have a new baby, Dennis Soule.

Jason A. Merrill, car and ticket clerk, has resigned on account of ill health. The job has been filled by Baggage-master White.

George E. Risteen has accepted position of baggagemaster at Bath. Risteen worked for the Maine Central as baggagemaster at Skowhegan from 1913 to 1937 and is glad to be back among old friends.

Opr. H. O. Preble is home on account of sickness.

Lewiston

By LILLIAN WHITE



Lucien

Pvt. Lucien Robert is in the Medical Corps somewhere in England. He entered the U. S. service two years ago last February and has 5 missions to his credit. He has been to North Africa, Italy and England, 1st Class Seaman Marcel Robert has been in service since last February, he being in England on D Day. Gaston Robert, 17½ years old is going to join the Navy next month. These boys are sons of Telegrapher Joseph E. Robert at Lewiston.



Marcel

Work on scale pit at Lewiston is progressing for the installation of the new 50 ft. scale.

Miss Priscilla Brean is attending Boston University taking business administration course and specializing in merchandising. This is her first year at B. U. Miss Beverly Brean is attending Farmington Normal. Miss Lois Brean is a senior at Lewiston High School and has been an honor student all four years. These girls are daughters of Track Supervisor L. F. Brean at Lewiston.



St. Hilaire



Robert



Donald

We extend our sympathy to Arthur

Miss Theresa St. Hilaire, who is a graduate of Edward Little High School in the class of 1944, is studying to be a cadet nurse at St. Mary's Hospital, Lewiston. She is the daughter of Clerk-Telegrapher Charles St. Hilaire at Auburn.

Cpl. Robert M. Caron, Ord. Maint. Co. A.A. has been in service 26 months, 15 of which have been overseas, and is now stationed somewhere in France. He has just had his 21st birthday. Before entering the service he was employed at the Vincent Co. of Auburn. Cpl. Donald C. Caron, Troop C. 88 Cav. Recon. Sq., M.E. C. Z., has been in service 23 months. He has been overseas 4 months and he also is stationed somewhere in France and is in hopes to meet his brother soon. He was 20 years of age the day he left to go overseas. Before entering the service he was employed at the W. S. Libbey Co., Lewiston. These boys are the sons of Jules S. Caron, crossing-tender at Cedar St. crossing, Lewiston Lower.

A. Tardif, freight handler, whose mother died recently.

Most of the clerks in Lewiston freight office attended the installation of brotherhood officers held at Portland Jan. 22, and if anyone could form an opinion from the comments made by those who went, there was something doing every minute from the time they left Lewiston until they returned.

Charles A. Gauthier, 104, of Lewiston, believed to be the oldest man in Androscoggin County, died Jan. 14. He retired at the age of 80 after many years employment with the Maine Central.

Rockland

By F. L. CARSLY

Yard-brakeman W. W. Hill from Waterville has bid off the head end, Rockland switcher.

The Maine Central bowling team is now tied for first place in the Community Bowling League.

Engineer T. M. Saunders and Condr. F. S. True of train No. 52-57 are off duty account sickness.

Brunswick

By W. E. DURGIN, JR.

William H. Donnelly, retired yard conductor died Jan. 20.

George A. Priest, retired general agent, has returned home after being in hospital for three weeks.

Lenwood Hunter, fireman, who has been on trains 55 and 54 has bid off switcher in Brunswick Yard.

Everett C. Lewis has joined the force at the passenger station as mail porter.

Augusta

By OLIVE COMEAU

Clerk and Mrs. Ellis E. Walker and their daughter Martita were recent visitors in New York with their son, Corp. Ellis E. Walker, Jr., U. S. M. C., who was on leave from Cherry Point, N. C. This was the first time in over a year that the family had been reunited.

Ernest Yeaton, trackman, is the proud parent of a 9 lbs. 6 oz. baby boy born Jan. 23rd at the Augusta General Hospital. Mother and baby, Ernest Allen Yeaton, Jr., are doing fine.

Miss Athleen Fossett and mother visited Birch Harbor, Me., where a double birthday party was celebrated for Athie and her grandmother, Mrs. Bessie Rice, January 26th.

John Donovan has enjoyed a vacation from his duties as Crossing Tender at Hallowell.

After sick leave, Harry Douglass, Hallowell, is back again at his duties as Crossing Tender.

Fred Lubier, section man, Gardiner, is ill at home with pneumonia.

Roland S. Bonney, second trick operator, Gardiner, has displaced Belmont Rockwell.

We are glad to report that Winslow Hetherington, section foreman, Gardiner, who broke his wrist recently will be back on the job February 1st.

Waterville Shops

By R. D. WOODS

Edward L. Coburn, pensioned clerk, died Jan. 30, at his home on Oak Street, Waterville. He was born March 13, 1863 at St. George. And was employed Aug. 17, 1911 as storekeeper in Motive Power Dept. and later was a store clerk in Stores Dept. which position he held until his retirement, in August, 1938.



Belanger

T/5 Harold C. Belanger, of Fairfield, boilermaker helper in Waterville Shop, has been in India for more than a year. His father is John Belanger, ICC inspector at the shop, and a brother, Fred, is in the South Pacific with the Navy.

Lafayette Simpson, earman helper has resigned.

Machinist Apprentice Ernest W. Merrow and wife are the proud parents of a baby girl named Sandra.



Dusty

Wilfred Dusty, formerly employed in the Shops, has been decorated with the Purple Heart. He is now in a hospital in Italy, because of wounds received in battle while in France.

On Jan. 18 Lodge No. 880, Laborers, and No. 32 B. of R. R. Clerks held a joint installation of officers at K. of C. Hall. The installing officers were from Portland Lodge, Jerry Flaherty and Jos. Meehan. A spaghetti supper was served to 45 members after which installation took place. The new president of Lodge

No. 32 is Arnold A. Dow, and new president of No. 880 is Ralph Eddy.



This snapshot is of Alfred U. Frappin, R. M. 36, Div. C. U.S.S. Geo. W. Ingram. Son of first class painter and Mrs. Cleo H. Frappin of Fairfield.

Frappin

Francis O'Donnell, boilermaker is out with a broken ankle.

Clifford Wood, machinist, is recovering from an appendicitis operation.

Arthur Colford, machinist, is on the sick list with an infected finger.



T/5 Charles E. Roberts, formerly of the Waterville Shop force, is now in Belgium. He has seen active service in Iran, France, and Belgium, as a motor mechanic with the engineering corps.

Roberts

Mrs. Ethel Chamberlain, wife of Sheet Metal Worker Geo. Chamberlain, was accidentally killed after alighting from a local bus by a passing motorist, Jan. 13.



Cpl. Malcolm R. Brann, son of Machinist M. R. Brann, enlisted in 1942. In 1943 he was sent overseas, thence to France. He is a cook in the 851st Engr. Avn. Bn.

Brann

Mrs. Wm. Chase, wife of foreman has been admitted to the Deaconess Hospital in Boston, for an operation.

Electrician, Kenneth Reed is in the Sisters' Hospital with pneumonia.

Ernest E. Finnemore, foreman blacksmith, is ill at his home.



Laurier
Joseph

Albert
Arthur

These four sons of Mr. and Mrs. Albert LaCroix of Waterville are serving with the Army, three of them with overseas records. Arthur is a private first class, paratrooper, and is now in a hospital. Laurier is somewhere overseas. Albert is in anti-aircraft artillery, and saw service on Saipan. Lieut. Joseph is in the Army Air Force.



By JACK HAYES and SHIRLEY CONANT

We received a letter from Kenneth

Marston, who is now a S/Sgt. and on duty in England. He states that he drove an English bus with a right-hand drive for a short while, transporting the late Major Glenn Miller and his band on their tour of several Army camps in England. He also states that he saw a "PG" recently, which was being used by an Army unit.

Announcements are received from Lt. and Mrs. Donald Rawson, the former Beverly Townsend, of the birth of an eight pound, eight and one-half ounce daughter, Donna Lee, on Jan. 28, at Wrightstown, N. J. Lt. Rawson is stationed in Atlantic City.



Pvt. Albert Willard Stone died Dec. 8th, from wounds sustained in action in France, his parents have been informed by the War Department.

He was born in Augusta on June 8, 1923, son of Mr. and Mrs. Arthur Stone of Manchester. He attended to grade schools in Manchester and was a graduate of Cony High School in the class of 1940.

Pvt. Stone was employed in our Augusta Garage until his induction into the Army on Nov. 11, 1943. He received his basic training at Camp Blanding, Florida, where he was awarded the Expert Rifle Medal for shooting with the Garand rifle. He studied radio communications at Fort Benning, Georgia and Fort George C. Meade, Maryland, and was sent over-seas in August.

Pvt. Stone is survived by his wife, the former Dorothy Howland, a daughter, Evelyn Muriel, both of 44 Water Street, Hallowell, his parents, a brother, Robert A. Stone, S 2/c, now in service with the Sea-Bees, and a sister, Avis M. Stone. He also leaves his paternal and maternal grandparents, Mrs. Stella Stone of East Winthrop and Mrs. W. E. Potter of Waterville, and several aunts and uncles.

George Fuller, formerly employed at the Portland garage, is now a Corporal and is attached to the 391st Air Service Squadron in Belgium. He writes that he enjoys his duties as mail clerk in his outfit although he receives, he states, almost as many complaints as the chaplain.

Sgt. Gene McNally, with the Marines in the Southwest Pacific, tells us that although he had not been a pipe smoker, he has already smoked up half the

tobacco in his Christmas package and believes he is beginning to get the knack of it.

A letter from Ray Simpson states that he enjoys the monthly issue of the *Employees' Magazine* but wishes our column were longer. We will do our best.

"Doc" Edwards is back on the job after several weeks illness.

R. H. Gilman recently entered the Central Maine General Hospital at Lewiston for a minor operation. He is getting along fine but will be unable to return to his work for a while.

Mr. and Mrs. C. E. Wellander have been receiving congratulations on the birth of a daughter, Janet Lynn, born Nov. 18. Ed Wellander is on the Lewiston swing job for the winter.

Arthur Bennett lost a few days recently because of illness. We have noticed that Arthur is one of the last to give in because of illness, having lost very little time since he has been working with us.

Operator Charlie Weinstein is a patient at the Central Maine General Hospital in Lewiston. Charlie is a driver on the Bath-Lewiston run.



Calais

By BURT PULLEN



The above charming children, Nellie Mae and Johnny Cassidy are children of Tkt. Agt. and Mrs. John F. Cassidy, Quoddy Village, Me.



Railroad Men's Progress Club Train
The above picture taken at Cherryfield September, 1938. This train donated free by the Company Calais to Bangor for joint meeting of Calais and Bangor Clubs.

Left to right, Willis Eaton, engineer, deceased, Fireman Harry D. Kennison on Woodland switcher, Condr. Chas. Godfrey now retired, Condr. A. H. Bacon, on Bucksport job, Condr. Ralph E. Hall on baggage car between Calais and Bangor, Condr. B. F. O'Neil on Woodland switcher.

Back row: H. E. Johnson, now in the employ of the State of Maine.



The cute little fellow pictured is John Deacon Adams, 2½ year old son of Cashier and Mrs. Percy D. Adams, Calais.

Trackman Harold Campbell, U. S. Army, Camp Gruber, Okla., has been enjoying a 30 day furlough with his family.

We extend sympathy to Harold Libby, foreman of the engine house, because of the death of his brother, Chas. Libby.

We are sorry to report that Trainman W. J. Hickey is off due to illness. Trainman Martin is covering the Woodland switcher.

We wish to thank John L. Parker of Lucerne-in-Maine, for his efforts in helping the boys at the Calais trainmen's room.

Bangor M. P. Dept.

By C. H. LEARD



Willey

The War Department has notified Mrs. Carlton Willey that her husband Pfc. Carlton Willey has been missing in action since Dec. 18 in Luxembourg. He left for overseas duty in Sept. 1944. Sympathy is extended to his parents. He is the son of retired Engineer Fred A. Willey of the Eastern Division.

James H. Elkins, who retired as Car Man in Bangor June 30, 1937 died at his home in Brewer after protracted illness Jan. 22nd at the age of 82 years.



Booker

Donald H. Booker, son of Hollis M. and Mrs. Booker.

Was inducted into the service Dec. 12. At the time of his induction he was a machinist helper at Bangor and his father is engine house foreman.

John W. McGinnis recently died at the age of 27 yrs. His father, Chas. A. McGinnis is an Eastern Division conductor and his brother Leo is a machinist at Bangor Shop. We extend sympathy.

Some time ago a woman inquired of our genial porter Eddie Buck at Union Station what time the train left for Calais; she then stepped to a nearby brakeman and asked him the same question. Eddie went over to the brakeman and said with a smile, "Perhaps she will believe it now she has it in black and white."

Due to heavy repairs and weather conditions it has been necessary for General Foreman McGarry to call on Waterville Shops for extra help during January. Shop Supt. Bennett has furnished a number of machinists, boiler-makers and their helpers as well as numerous laborers to help out during the emergency. General Supt. of Motive Power D. C. Reid of Boston and Asst. Superintendent of Shops W. C. Lunt, spent three or four days at Bangor during the worst of the storm and sub-zero weather to help keep the wheels rolling during the critical period.

James A. Toole, age 15, and a Junior at Bangor High School recently died. He was a son of James A. and Mrs. Toole. His father was formerly employed at Bangor engine house for a number of years and is now a mail clerk on the Bangor and Boston run. Sympathy is expressed to the family.

Mr. and Mrs. Edward Syde recently celebrated their 50th wedding anniversary at their home in Carmel. Syde, a native of Bath, was formerly an engineman.

Bangor M. of W.

By C. T. DAVIS



James

Joseph M. Scott, asst. supervisor signals, has two sons now serving with Uncle Sam.

1st Lt. James W. Scott enlisted May 10, 1941 in the Air Corps Ordnance, trained at Langley Field, Virginia. Went to Officers Candidate School, Aberdeen Proving Grounds, and is now stationed in Salt Lake City, Utah.

Sgt. Frank A. Scott, formerly leading signalman Portland Division, entered the armed service Aug. 4, 1944, now serving in the transportation Branch with a Railroad Battalion, Stationed in Denver, Colo.



Frank

A recent issue of the Magazine told of the railroading family of Custs. Arthur Cust, son of Conductor William Cust, is a machinist in Bangor Shops. That makes one more to add to the distinguished list.

Mrs. Henrietta I. McNaughton, wife of Locomotive Inspector A. J. McNaughton, died Jan. 28. Albert W. Crocker, Jr., a son of Road Foreman of Engines "Wes" Crocker, has been appointed to the emergency unit of the Bangor police department. He has served 9 years in the Bangor fire department.

Lincoln

By L. M. BLOOD

Mrs. M. J. Willette, wife of third trick operator has been visiting in Bath recently.

Opr. Kelley received word from his son who is a radio man on a destroyer somewhere in the Pacific. He reports he is in the best of health and receiving 26 words per minute.



By VIVIAN ELLIOTT and ELEANOR CONBOY

Robert E. Robinson has bid off relief chief dispatcher's position, Portland, in place of Cecil G. Priest, who was the successful applicant for second trick chief.

William A. Harrington was made traveling inspector, Portland, Jan. 2.

Mark P. Flaherty, formerly chief loco, inspector, is now night foreman at Rigby engine house.

Miss Mary O'Connor, Biddeford, has been assigned to leading clerk's position, consolidated office Superintendent-Master Mechanic, Portland, made vacant by the death of Geo. W. Peterson.

Trainmaster Hugh J. Kennedy celebrated his 62nd birthday Jan. 25. Who'd think it?



Peterson

George W. Peterson leading clerk, office of superintendent and master mechanic, Portland, died Jan. 10, after an illness of several months. He was born Jan. 27, 1889, entered the service as clerk in the motive power department, 1907, made chief clerk in 1930, which position he held until consolidation of offices, Jan. 1, 1933. He was local chairman of the Brotherhood of Railroad Clerks, member of the System

Board, and treasurer of the Railroad Credit Association. He is survived by his wife, Mrs. Muriel Walker Peterson, of So. Portland, and two daughters.



Scully

Paul Scully, 23, son of J. P. Scully, division engineer, was commissioned Captain, Jan. 1, 1945. He entered the Army as a private in Aug. 1941 and rose to First Lieut. in the next three years. He is stationed with the Air Service Command in India having been overseas since July 1943. Paul is a graduate of Lewiston High School and of the University of Notre Dame with Bachelor of Science degree in commerce. Before entering the service he was employed by the Bates Mfg. Co.

We wish continued improvement and an early return for Katherine Duff, who has been confined to her home by illness since the end of December. During her absence her job has been filled by Mrs. Ruth Peoples of New York, who has also worked temporarily in the office at Rigby.



Sarauw

Miss Nellie Sarauw, clerk in the engineering dept., who left Jan. 31st to reside in San Marcus, Texas, was the guest of honor at a party given Jan. 24 by Mrs. Alice Eliason at her home on Washington Ave. Games and music were enjoyed during the evening followed by a delicious buffet supper and a gift was presented to Miss Sarauw. Those invited were the Misses Mary Plummer, Bertena Bodge, Margaret Lynch, Edna Crimmins, Cora Hoy, Mary Costello, Eleanor Conboy, Mrs. Edith MacGibbon and Mrs. Dorothy Ohl.

Sympathy is extended to Elbridge Johnson, asst. engineer, whose wife passed away recently.

Word has just been received that Lt. Leonard H. Starbird of the 752 Railway Battalion has arrived "somewhere in England."



R. Brummings



E. Westcott



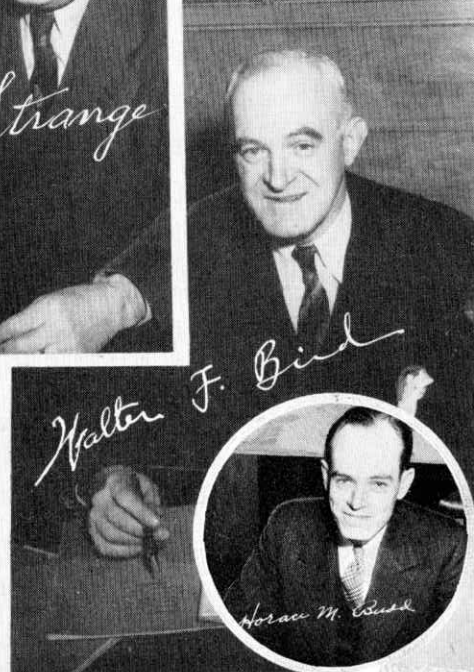
Ralph B. Lunt



F. L. Strange



Eugene Decker



Walter F. Bird



Horace M. Bush