

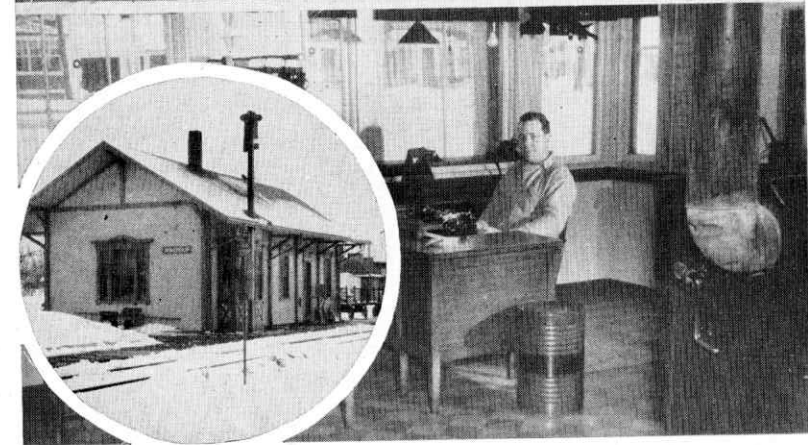
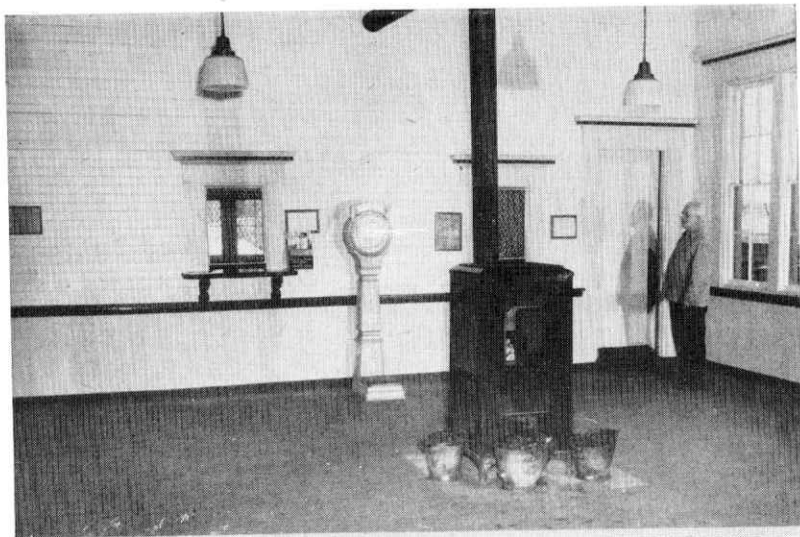


Maine Central Railroad
EMPLOYEES MAGAZINE

VOL. 1

APRIL, 1945

NO. 7



Agent Carl C. Haynes at Winthrop has a right to look with pride (see top photo) at his spotless railroad station, for no matter how busy Haynes and his telegrapher, R. R. Bishop, may be, they still find time to keep their station spick and span. At top is part of the waiting room while below, at right, Operator Bishop is shown in the office which is given a special touch of neatness by a floor linoleum Haynes provided. Inset at left is an exterior view of the station.

"The World's Cleanest Station"

Milwaukee, Wis., Feb. 28, 1945.
Maine Central Railroad,
Portland, Me.
Gentlemen:

Do you realize that on your railroad is located the cleanest railroad station in the United States?

I travel many thousands of miles on all sorts of railroads, throughout the country each year but I always manage to get to Maine for my vacation. I've been in your Winthrop station in all kinds of weather (yes, even was there one winter day) and never have I seen it in anything but "apple-pie" order. You must have a woman agent there. Why not appoint her as a cleaner-upper for some of your other stations?"

ARTHUR STAPLETON

So, we trotted Staff Photographer George Hill right up to Winthrop to have a look-see. And we found what we'd like to have everyone able to find at all our Maine Central stations.

Mr. Stapleton was wrong, however on one point. Our Winthrop station could easily take top-honors for cleanliness, as the gentle-

man suggests, but it's the masculine sex which rates the credit.

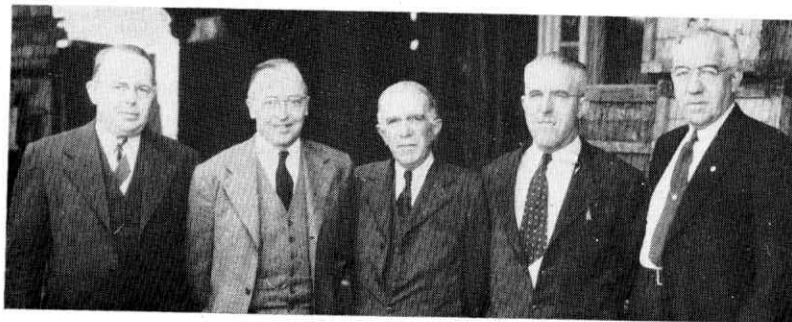
Agent C. C. Haynes and Clerk-operator R. S. Bishop are the persons responsible for its condition. It really is of the "apple-pie" variety as Mr. Stapleton stated.

Messrs. Haynes and Bishop have as much daily business, especially freight activity, as most of our smaller stations along the line but they always find time during the day to see that their station is spotlessly clean. This includes walls and floors and every room of the station, particularly the men's and women's lavatories. As a final touch they make sure that posters on the waiting room walls are kept strictly up-to-date and are carefully placed to prove most effective.

We, as well as they, can be very proud of our Winthrop station and patrons appreciate its constantly clean condition.

Wouldn't it be nice if the same could be written of every station on our line?

Lewiston Bowlers Seek Action



Our Lewiston station bowlers have been traveling in some pretty fast company locally the past season and they think they are ready now to take over any Maine Central team that wants to toss a challenge their way. The team, with individual averages ranging from 92 to 102, is pictured here, left to right: George R. Briggs, "Pete" J. Myrand, Fred L. Langley, G. A. Briery, and John E. Rollins.

The Saunders' Have Rare Hobby



Engineer Saunders in his living room, the walls of which are literally covered with salt and pepper shakers.

Nearly 2,400 distinct types of salt and pepper shakers, gathered from all parts of this country and various foreign countries, represents the unusual and still growing collection being made by Engineer T. Marshall Saunders and Mrs. Saunders of Rockland.

Their huge collection, believed one of the most outstanding in the country, now covers literally the four walls of the Saunders' living room, and overflows to a special stand in the center of the room. They hope to collect 2,500 sets or more to equal or surpass the pres-

ent record collection held by a Texas woman.

Saunders, engineer on Trains 52 and 57 on the Rockland branch, concedes to his wife the idea of starting the collection. Originally a postage stamp enthusiast, Mrs. Saunders decided to give up that hobby in 1940 for the duration because of rapidly rising stamp prices. About the same time she became intrigued with the idea of collecting salt shakers. When her first collections, mostly of the five and ten cent store variety, began to overflow from a hall closet to

the living room, Saunders became interested and soon the two were corresponding well over the country in search of new sets.

They were able to gather several hundreds at an average cost of 10 cents each, but as war progressed prices rose, notably on foreign sets.

Sets that ran all the way from 10 cents to a dollar each before the war now range as high as \$3.50. In fact the Saunders' paid that top price for a Laurel and Hardy pottery head set made in England.

Their collection to date has come from nearly every state in the Union, from England, Ireland, France and Czechoslovakia, and includes pieces made of china, pottery, wood, clay, gypsum, metal, glass and plastics. Just about every conceivable subject is represented in the unusual collection, including animals, fruits, comic strip characters, movie and stage star heads, costumed nationals of various nations, birds, fish, flowers, military equipment, famous buildings, fairies, angels, Biblical characters, miniature bottles, and, of course, railroad equipment, such as miniature signal lanterns and locomotives. One of their few incomplete sets is in the vegetable field,

in which lettuce, beet and cauliflower sets are needed.

Saunders himself has added unique pieces to the collection, fashioning miniature beds, chests, chopping blocks, etc., out of wood. In addition he has built a series of graduating shelves reaching almost from floor to ceiling to display the collection around the four walls of their living room.

In addition to his hobby for salt and pepper sets, Saunders has an unusual fishing record as his major hobby. Every Fall and Spring for the past 40 years, up to last Fall, Saunders and Harry Rodick, retired Maine Central engineman of South Freeport, have gone fishing together, usually to Kokadjo. Last Fall the two did not go because of difficult travel conditions, but their annual record remained intact because they had their usual Spring trip. As a further hobby, Saunders and three Rockland friends, including General Agent F. L. Carsley and freight clerk, I. F. Brackett, of our Rockland station, have been playing "63" every Wednesday night for about three years now, the low men buying suppers for all four at the end of every 12 weeks.



Our cameraman caught our Cumberland and Yarmouth section crews in a quiet moment a while ago, as they pulled off the main line at the Lunt Road crossing in West Falmouth to let a freight by. Left to right they are: Wendall J. Hamilton, Cumberland Center; Acting Foreman Amos G. Lowe of North Yarmouth; Whitfield E. Shaw, Yarmouth; and Philip Laroche, Cumberland, all of Section 28; and Acting Foreman Arthur L. Smith, Cumberland Center, of Section 4.

Perfect Shipping Month

By F. A. MURPHY

For the past eight years a cooperative effort, headed by 13 Regional Advisory Boards, has been made to reduce the waste that is a result of damage to shipments in transit. It is a joint effort of 25,000 firms—of traffic clubs and Chambers of Commerce, Government agencies and trade associations, and transportation people in various categories.

The setting aside of the month of April each year during which a campaign is carried on to emphasize the need for concerted action, to point out the best methods, etc., has proven to be an excellent plan and has already shown splendid results.

Hardly anyone in the Maine Central family needs to be told that the tremendous burden of carrying on our war effort is impeded to no slight degree by losses incurred when freight shipments are damaged by rough handling, improper stowing, poor packing, etc. The labor expended in producing raw materials, in manufacturing the product as well as the container has to be duplicated if the shipment is damaged beyond repair or lost in transit. Scarce raw materials become more scarce when shipments of finished products are destroyed or damaged.

In this fourth year of war, Perfect Shipping has come to mean everything possible that can be done to raise the efficiency of our transportation plant. Consequently, we are urged to do our individual best to prevent damage by better handling practices, to work for a more efficient use of cars, by cooperating with shippers and receivers to obtain heavier loading, quicker spotting of loads and empties, quicker notification of shippers and receivers and

prompt reports to headquarters in order to get loads and empties moving with a minimum of delay.

I believe that most, if not all, of the conditions needing improvement are well known to the Maine Central family, and I also firmly believe that practically all of us are willing and anxious to do our share toward reaching the desired result. Through the medium of Perfect Shipping Month we are reminded of the need for keeping our "eye on the ball" and that any relaxation in our efforts will serve to delay victory.

Therefore, let's each take this campaign as a personal challenge and cooperate wholeheartedly with those who are working so hard to carry it to a successful conclusion.

The fifth annual dinner-meeting will be held at the Falmouth Hotel, Portland at 6:30 P. M., April 30, under the auspices of the New England Shippers Advisory Board (Maine and New Hampshire). Frank J. Gill, T-M, Oxford Paper Co., Portland will be the principal speaker, and representatives of the Advisory Board also will be speakers. At Bangor on May 1 a luncheon-meeting will be held with a suitable program.

Best Wishes To . . .

Melville W. Landy, switchman, Bangor, who retired March 5, after 34 years . . . Fayette Crandemire, telegrapher, Vanceboro, who entered service in 1908 and retired April 1 . . . Charles S. McKenney, crossing-tender, Orono, retired March 30 after 27 years service . . . Charles H. Sears, assistant station master, Portland Union Station, 41 years service, retired March 31 . . . Lewis D. Demont, engineer, Eastern Div., retired Feb. 22.

Handling "Spud" Cars Big Task



De-icing "reefer" cars at Northern Maine Junction. Steam generated by the standing locomotive is forced through pipes and hose into five cars at a time, melting the ice from bunkers so they can be used for potato shipments.

By CLIFF SOMERVILLE

Two railroads and two supplementing car agencies are pooling their energies and ingenuity these days at Northern Maine Junction to handle the 30,000 to 40,000 cars of potatoes the Maine Central Railroad receives yearly from Aroostook County to go to all parts of the country.

No easy task under normal conditions, this unusual joint operation has been faced with a special wartime problem in that Federal restrictions on movement of empty freight cars make it necessary to de-ice upwards of 65 per cent of the cars sent north over our lines to receive Aroostook's potato shipments.

In normal times, when an ample

supply of refrigerator cars was available, it was a relatively simple matter to handle potato shipments at Northern Maine, even under mid-winter conditions when shipments reach a seasonal peak of 4,000 to 6,000 cars monthly. Cars were serviced by our mechanical department at the junction, were supplied with charcoal burning heaters and sent to Aroostook over the Bangor and Aroostook line to be loaded with potatoes.

On their return to the junction they were recorded, inspected and dispatched immediately to all parts of the country, each bearing a sign which directed prompt return of the car when emptied to Northern Maine Junction. Barring unusual

circumstances these returning cars required little or no servicing, in fact they often traveled thousands of miles back and forth over the nation's railroad lines in the course of the potato shipping season without being delayed for repairs.

When war came and every available freight car had to be put into almost constant usage, this arrangement changed drastically. A car loaded with "spuds" would be dispatched for Florida, for example, but instead of returning empty would be loaded with vegetables for a northern market and iced to safeguard its contents. After its load of vegetables or fruit had been unloaded at New York City or somewhere in New England the car would be returned to Northern Maine Junction, there to be held up until the ice in the bunkers and in the body of the car, still fairly intact because of winter temperatures, could be cleared by jets of steam, or removed by hand labor.

Merchants Despatch, Inc., which furnishes "reefer" cars for potato shipments, was obliged to install special de-icing apparatus at the Junction to handle this task. Using steam generated by a locomotive engine, batteries of pipes and hose were run into the returning cars, de-icing them at the rate of about five an hour, all winter long. With the coming of Spring this equipment is abandoned as rising temperatures clear most of the ice from cars and that which remains helps in preserving potatoes in the warmer weather.

As rapidly as cars were de-iced the Eastman Car Company's staff at Northern Maine took over and installed charcoal heaters to replace those removed when the cars first went south with potatoes. In former years, when potato cars were returned empty, the heaters remained in the cars throughout

the trip. Under the wartime arrangement, the heaters are removed when the potatoes are unloaded outside of New England and New York City eventually finding their way back to Northern Maine as way freight.

Formerly 3,500 to 4,000 heaters were enough to handle the entire season's shipments. Now the Eastman Car Company has 8,000 in use and even at that, during the war-swollen shipments of the past few winters, has had to hustle to find enough heaters to equip all cars on some occasions. While this is due in part to the fact that heaters are slow in coming back by way freight, it is due also to the fact that some potato shipments now are going much farther than ever before, frequently to Pacific Coast points.

The Maine Central has had to increase its force at Northern Maine very substantially to handle the wartime potato movements, now has two switching crews and a Mechanical Department of about 14 under the supervision of Charles H. Sessions of Bangor, general foreman of car repairs.

The extensive clerical operations incident to the interchange of cars between the Maine Central and Bangor and Aroostook Railroads, in former years separate operations, are now a joint function. H. L. Hatch, the joint agent in charge, has a staff of about 21 office workers, telegraph operators and car checkers. In addition there is a yard force of four yardmasters and seven clerks.

The Maine Central staff, the joint Maine Central and B. and A. staff, the Eastman Car Company unit, and representatives of Merchants Despatch, Inc., all have been substantially increased in the past few years to handle the added work.

DeLuxe Facilities for Lady Travelers



Two glimpses of our new women's lounge at Union Station. At top, in the reading lounge, left to right—Helen Spear, Portland; Shirley Conant, Cumberland Mills; and Mary E. Morse, Portland. Lower, in the powder room, left to right—Katherine Cobb, Manola Marean, and Cora Hoy, all of South Portland.

By ELEANOR CONBOY

The new women's retiring room, just opened at Portland Union Station, is really "something", with its appointments and conveniences of a sort that many women who have visited it are wishing

they could enjoy in their own homes.

It's easily "tops" in railroad stations in the East and with one or two exceptions I can't recall any first-class hotel anywhere in the

country which provides for its women patrons anything even as good as that which our railroad recently opened in Portland.

Stepping from the main waiting room into a small lobby the ladies find its curved walls covered with black mirror-glass. It's an eyepener but the lounging room opens eyes even wider.

Here, around the three-windowed semi-circular wall, are grouped comfortable lounging chairs, upholstered in colorful leather; a long wide divan for those who want to rest a bit and the windows are curtained with matching drapes and Venetian blinds. The floor is attractively covered with two-toned tile and ash receivers are placed at convenient spots. Walls are of blonde mahogany and the indirect lighting sheds a mellow glow.

Three make-up tables and mirrors are provided, a feature of which is a glass-enclosure for purses or handbags. These are theft-proof, for no matter how engrossed milady becomes in her rouge and lip-stick manipulations, her bag is safely underneath her hands where it can't be snatched.

An inner room provides the usual toilet facilities all of the most modern type with white-tiled walls. There is even a shower and a private dressing room.

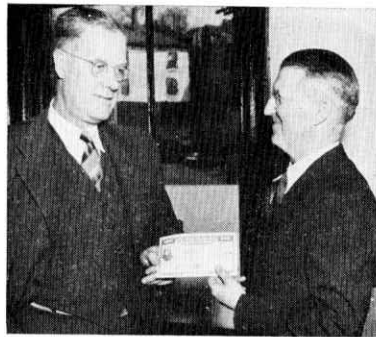
A lady can arrive in Portland these days, freshen up, and change to her best party dress in surroundings that are better than in many homes. A matron is on duty 24 hours of the day.

Our Roll of Honor

Maine Central employees killed in military service increased to 14 in March with the death of:

PVT. PAUL C. MASON
Clerk, Vanceboro

Treat Gets Bond



Supt. Thomas Presents Gift

Railroad associates of retired Chief Dispatcher Harry M. Treat recently presented him with a War Bond, through Superintendent M. A. Thomas. In a letter expressing his thanks for the gift, the recipient wrote:

"Please convey to my friends my deepest appreciation for their good will and kind thoughts as expressed by you. It will always remind me of our many years of close and valued association."

Thompson's Hobby



Thompson
Arthur C. Thompson of Brewer, foreman plumber, who retired from Maine Central service last December after 32 years' service, is looking forward eagerly to planting his flower garden, a project that has been his hobby for many years. In past years he has raised many choice blooms and he hopes to do even better this year.



H. L. BALDWIN EDITOR-IN-CHIEF

C. A. SOMERVILLE EDITOR

W. A. WHEELER ASSOCIATE EDITOR

G. H. HILL STAFF PHOTOGRAPHER

Can You Beat This Record?

For 43 consecutive years, Edward W. Wheeler, vice president and general counsel, has been elected Moderator, by unanimous vote, in his home town of Brunswick.

This brings up an interesting question: How many Maine Central men hold, or have held, public office? Is some agent the dog-catcher in his town—or possibly a representative to the Legislature? Who has the longest record of public service? Let's have the information, and we'll make a feature story of it in some future issue of the *Magazine*.

Section Foreman's Dream

Extra Seven-four-six went into the ditch
At the switch there just south of the tower,
Put the engine and tank
And ten cars down the bank
And held number eight for an hour.

They called us all upon the carpet,
The G.M. was sore it would seem,
Thought they'd give me the walk
Till they started to talk
Then I knew it was only a dream.

With his hand on the engineer's shoulder
The train master said with a sigh,
It was not a low joint
Or a battered switch point,
He was taking the "puzzle" in high.

Then the engineer said with conviction,
I can prove by the man in the tower
When he gave me the ball
I was rocking them all
And rolling them sixty an hour.

The master mechanic yelled loudly,
If you'll let me I'll prove in a jiff
My department's to blame,
I acknowledge with shame
That the engine was rigid and stiff.

I'm not much at visions or dreaming,
It's seldom I sleep on my back,
I can side-step and scheme,
But it sure is a dream
When they don't put the blame on the track.

Orchids To . . .

Harold L. Miller, porter on MC-B&M parlor car, whose courtesy to an invalid passenger brought a letter of commendation. "He is efficient," says the writer, "does not overdo, and has a nice smile for everybody."

ON THE FRONT COVER
appears Engineman T. Marshall Saunders of Rockland with some unusual specimens selected from his rare collection of nearly 2,400 salt and pepper shakers, collected in the past five years by Saunders and his wife. Their story appears on Page 4.

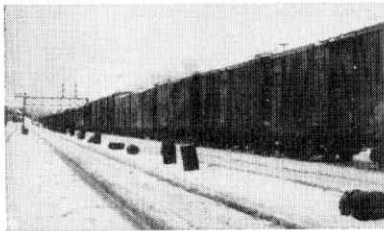


Vanceboro

By H. D. DAVIS

We regret to announce the retirement on April 1 of first trick operator Fayette Crandlemire. Fay has been telling us of his plans for some time but we didn't think he would go through with it. His many friends and associates wish him a long period of health and prosperity that he may enjoy a well earned and deserved rest.

Third trick operator William H. Gardiner is the proud father of a new son, Charles Thomas, born at St. Stephen, N. B., February 19. Congratulations and best wishes to the Mr. and Mrs.



One of the headaches of Vanceboro Yard. The black objects along the tracks are refrigerator car heater stoves. Account of Custom regulations all Canadian heaters have to be removed from cars entering the United States, picked up and returned to Canada.

Freight Clerk D. H. Burr has been raising a Chaplin 'tache which his many friends, both male and female, are admiring.

We are all enjoying the improvements in the office and other facilities made in remodeling station building.

Former General Agent B. Jackman, following his retirement last June, moved to Calais. He writes that he is enjoying life to the fullest being now in a position to sit and watch the world go by.

Your Correspondent feels that having personal lockers installed might be a good idea. You can imagine our consternation one night recently when it came time to go home for the day to discover that one of the other clerks had worn our best Sunday-go-to-meeting hat home and left another in its place.

Ex-clerk Harry S. Holbrook called to see us recently. Harry is enjoying his pension and is living for the winter at 6 Blake Street, Lewiston.

Ellsworth

By C. D. WIGGIN



Tate

Families of section men, Holden to Cherryfield are well represented in the armed forces. Sgt. Nelson Tate, stationed in Cuba with the Air Force, son of Warren B. Tate, Section Foreman; Robert L. DeWitt, attending Naval School in Boston, son of Foreman Elmer DeWitt, Nicoln; Hugh A. Goodwin, instructor in signal corp, Washington, son of Foreman Goodwin, Ellsworth; Pfc. Howard Woods, stationed in Luzon, son of James E. Wood, Ellsworth section; Pfc. P. Butler, at home on furlough, son of E. F. Butler, foreman at Washington Jct.; Pfc. Dana Bragdon stationed at Hawaii, son of Foreman Ernest L. Bragdon, Waukeag; Cpl. Lewis D. Hudson in Germany, and Pvt. Robert H. Hudson in Georgia, sons of Samuel E. Hudson, trackman, Waukeag; also son in law Pfc. Harlin Knowlton in Belgium; Roy Farren, Jr., EM 2/c home on furlough recovering from a wound received at Luzon, son of section foreman Roy Farren, Cherry-

field; A. B. Shea has one son, Arno, Jr., with Genl. Patton in Germany and John training at San Bruno, Cal; A. M. Anderson, signal maintainer, Ellsworth, one son Arthur, ship's cook, has joined his ship at San Francisco; Richard, another son has just completed his training at Sampson.

Bangor M. P.

By C. H. LEARD

Effective March 4, Engineer Jas. B. Jenkins was appointed Fuel Supervisor for the Eastern Division. He was first employed as a fireman Oct. 29, 1917 and was promoted to engineer on April 20, 1940. Next best to being a field man for the Maine Central he enjoys fishing and he knows just where the big ones sleep. His brother Jasper, who now resides in Hampden, was pensioned about seven years ago after over 48 years in the Transportation Department at Bangor.



Demont

to the service and is at Camp Croft, S. C. Just previous to his induction he had been promoted to plumber and was located at Bartlett, N. H.

Mr. and Mrs. William J. Russell of Bangor recently observed their 50th wedding anniversary by holding open house at their home 111 Allen Street. They are the parents of Mrs. Bernard H. Duddy. Mr. Duddy is a hostler at Bangor engine house.

Employees were saddened to hear of the sudden death of Locomotive Engineer Harry E. Albee on March 2. Sympathy is extended to his wife, three daughters and four sons, two of whom are in the Navy.

Charles E. Quimby, machinist and at present relief foreman at Bangor engine house, has received condolences on account of the recent death of his mother, Mrs. E. E. Quimby, widow of the late Engineer E. E. Quimby. For a number of years the elder Quimby was night foreman at Bangor.



Croumey

Now somewhere in the Philippines is S/Sgt. Edward F. Croumey, son of Machinist Carl A. Croumey of Bangor Shop, who was formerly with the Boston & Maine. Young Croumey is now "sweating out" his third battle star with a veteran front line infantry outfit. He has been overseas 37 months and participated in the Guadalcanal and Bougainville campaigns and is now serving as a Medical Technician. In addition to his battle stars Croumey holds Good Conduct Medal and American Defense Ribbon.

Miss Helyn A. Prescott, daughter of Locomotive Engineer Albert Prescott and Mrs. Prescott of Bangor, became the bride of T/Sgt. L. A. Wennerberg of Ashburnham, Mass., in the Columbia St. Baptist Church, March 15th. A reception at the home of the bride's parents followed the ceremony, sweet peas and seasonal flowers being used in decorating the Prescott home. Mrs. Wennerberg is an accomplished musician and has made many public appearances in City Hall and elsewhere with her piano accordion.

Mr. and Mrs. Robert Robinson of Bangor have received word that their son, Pfc. Leon E. Robinson, was wounded in Germany Feb. 10. He entered the service in April 1943, receiving his paratrooper training at Ft. Benning, Ga. and Camp McCain, Miss. He went overseas last August and was serving with General Patton's Third Army Infantry. Previous to his induction he was a machinist helper at Bangor shop and had just completed his "striking" period as locomotive fireman a few weeks before he left Bangor.

On March 20, Mr. and Mrs. Fred C. DeGrasse, father and mother of locomotive engineer Bernard DeGrasse, observed their 50th wedding anniversary at their home in Vanceboro. Many friends and acquaintances called to extend congratulations.

Railroad employees were shocked to learn of the death of locomotive engineer John R. Raymond at Eastport on March 5. He was hired as a fireman in 1917, being promoted to engineer Jan. 5, 1940. Sympathy is extended to his family.

Friends of Charles T. Freeman will learn with deep regret of his death at a local hospital March 23. He leaves besides his wife, seven children, one of

his sons serving in the Navy. Freeman was a locomotive fireman on Eastern Division for a number of years and at the time of his death was a Bangor city fireman.



Retired engineman Fred E. Willey, holds his little granddaughter, Carolyn F. Willey, daughter of his son Maurice and Mrs. Willey. Mrs. Maurice Willey and an older daughter, Donna, are shown with him. The Willeys are direct descendants of the famous Willey family whose lives were lost in the great mountain slide near Willey House in the White Mountains.

Bangor M. of W.

By C. T. DAVIS

Our new electric sign on the station front is attracting many favorable comments. It was turned on for the first time last week when the "brownout" in Maine was lifted. A large neon sign, it bears the words, Maine Central Railroad, and can be read easily clear up Exchange Street as far as State Street. It adds greatly to the attractiveness of our station.

War does funny things. John M. Murphy, former conductor on the passenger switcher, Bangor Union Station, is now ticket taker at the Park Theatre, and we have been informed that he has been very successful in handling the children at the matinee and Saturday morning performances. Evidently "Johnny" has a way with the children as well as the grown-ups.

Pensioned Conductor Frank J. Cronin and Mrs. Cronin are spending the winter months at Long Beach, Cal. Post

cards have been received from them showing the summer weather they are enjoying out there.



Miss Palmer

Miss Geraldine R. Hurd has been employed as clerk typist in the track supervisor's office at Bangor, replacing Miss Abbie Palmer.

Miss Ria Ferry, leading clerk in the superintendent's office, is away on leave of absence for a few weeks. Mrs. Gibbons of the Freight Office is taking her place.



Spaulding

John F. Laing, 74, pensioned section foreman, died at the Eastern Maine General Hospital at Bangor March 14. Laing was born at Enfield, employed as a trackman in the section crew with his father at Enfield, Aug. 7, 1886, was promoted to section foreman June 24, 1914 and resigned Aug. 7, 1940. Laing's father was foreman at Enfield for many years previous to 1914 when John succeeded him as foreman. John and his father together had about 100 years railroad service on the same section.

Arthur C. Thompson, former foreman plumber, who has taken his pension, is still handling nuts and bolts. He is now employed as clerk in a plumbing and hardware store in Brewer.

Miss Abbie C. Palmer of Bangor is now employed as clerk-typist in track supervisor's office. She was formerly with the Railway Express Agency.

This is Pvt. Budd O. Spaulding, former yard brakeman in Bangor yard, now in the armed forces.

Old Town

By H. A. PROUTY



This picture, taken at Old Town, shows the train crew and operator of work train handling Jordan spreader No. 799. Left to right: Brakemen R. H. Crone and C. E. Henry; Fireman Fred Esterbrook, Spreader Operator Frank Brown and Engineer Llewellyn Eastman.

Alden H. Davis, section foreman, has been off with a cold for a week but is back on the job again.

Trainman Raymond Bond has been off for a few days account illness.



By ELEANOR CONBOY, ALICE JESSON, VIVIAN ELLIOT, JULIA ROPER, MARGARET LYNCH, RUTH MANGUM AND DORIS THOMAS

Of interest to their many friends in the general offices is the recently announced engagement of Miss Shirley V. Smith to William H. Hawkes. Shirley, who is employed in the accounting department, is the daughter of Neil B. Smith of the Assistant Auditor of Disbursements' office. Hawkes is the son of Clifford P. Hawkes, office of Auditor Passenger Receipts, who is at present on leave because of illness, and has a long record of service with both the MCRR and B&MRR. Bill's brother, Virgil, is employed in the Accounting Department and another brother, Clifford, who formerly worked in the B&M offices, is overseas with the Army Air Forces.

Miss Bertena C. Bodge of the Engineering Dept. has recently returned from spending her vacation with her cousin, Mrs. Eugene C. Bremon, at Miami.



Sally Elizabeth Haskell is the name of this smiling little miss. She is 2½ years old and the daughter of Mr. and Mrs. Floyd Haskell of Houlton, Me., and granddaughter of Mr. and Mrs. Frank Watts. Watts is an assistant engineer in the Engineering Dept. Sally is coming to Portland soon to visit her grandparents while her daddy is in the service.

The many friends of Miss Ellen Chase Goudy were grieved to learn of her death, March 22. Miss Goudy was file clerk in the Engineering Dept. for 15 years.

Sympathy is extended to Horace G. Parkman, superannuated special accountant, whose wife died March 26. The Parkmans had been married nearly 62 years.

We were sorry to hear that Dell R. Hyssong, formerly of the Accounting Department, was wounded in action with the 22nd Infantry in Germany on March 3. According to latest news he is convalescing in a hospital in England and would like to hear from his friends at the office. Address him:

Pvt. Dell R. Hyssong, 31,401,349
Dept. of Patients
U. S. Army Hospital, Plant 4116
A.P.O. 340, c/o Postmaster, N. Y.
Henry A. Clark, trainman, who was injured Nov. 28 at Rigby, died March 31 at Bath.

Charles A. Welch, chief clerk in the superintendent's office, is away on vacation. He went to Sanford, Fla., to visit

his son, Lt. Donald Welch, AAF, who is stationed there. Incidentally, Welch is the proud grandfather of three boys, one of whom he will see for the first time while there.

Walter E. Mangum, RM 1/c, and brother of Ruth Mangum of the Law Department, was home on leave for 15 days.



Marion Mac Ryder, age 5 years, is the granddaughter of E. C. Ryder, and her father, Raymond V. Ryder, is also a railroad man being employed as electrician in the Terminal.

Pvt. William Fairservice, former stenographer and clerk in the Real Estate Department, was home on furlough for a few days.

Mrs. Osgood, night telephone operator, has been out ill since December, and Alice Warren is covering the trick in her absence.

We extend sympathy to Molly Flaherty, telephone operator, on the death of her aunt, Emily Whelan, with whom she made her home.

Operator Marie Flaherty has two sons in the armed forces: Sgt. Daniel Flaherty, stationed in England, and William Flaherty, stationed in Oklahoma as an instructor.

Alice Gallant, relief operator, and Mrs. Strout, operator, recently spent a day shopping in Lewiston.

Molly Flaherty, operator, recently returned from vacation. She attended the basketball tournament in Boston and visited New York.

Mrs. H. S. Halliwell has just returned from vacation which included a six

weeks trip to Jacksonville, Tampa and St. Petersburg.



Union Station

By J. D. MEEHAN

Charlie Sears, assistant station master retired April 1. Good luck, Charlie.

Norman Fuller, train announcer, is home recovering after a serious operation.



Robert

Kenneth

These are the sons of Bob Graham, car inspector at Union Station. Robert E. Graham is stationed at San Diego, Cal., with the U. S. Navy Fleet Unit, and Kenneth O. Graham, baggage and mail handler, a first class private in the Fifth Marine Division, was wounded recently at Iwo. Ken was a three letter man while attending Portland High School.



Tinkham

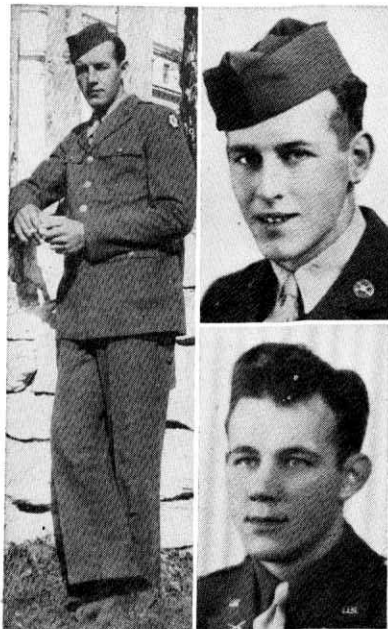
Henry Tinkham, baggage and mail handler at Union Station, entered the service May, 1943. He is in the 705th Military Police Battalion in England. He is a brother of Bob Tinkham, parcel sorter in the mail room.

Mary Geary, information clerk in the ticket office, is back at her duties after an absence of five months.

George Holden, ticket seller, has had two weeks vacation.

"Sim" Provencher, telegrapher, is in the Maine General hospital.

James Rielly, retired crossing tender, died March 28. We will miss Jim calling at the station. He has a son, James, working in the terminal.



Three sons of Yard Conductor John Mulhern at Union Station are serving Uncle Sam, as pictured above. At left is T/5 Harry R. Mulhern, former Maine Central trainman, now with 720th Railway Operating Battalion in France. Top right is Pvt. Robert J. Mulhern, with an anti-aircraft unit in the Pacific. Lower right is Lt. John F. Mulhern, with the 27th Infantry Division. He was awarded the silver star for gallantry in action at Saipan, and also has received the Combat Infantryman's Badge.

Rigby

By GEORGE MARCROFT

A recent visitor to the office was Ray Fournier, former callboy and messenger,

who is on furlough from the South Pacific. He is assigned to a B-24 bomber unit with the Naval Air Force.

L. R. Foster, conductor on the last trick in the West Yard, was a bugle boy in the Boer War and now has five sons and sons-in-law in the armed forces, also a stepson in the Marines. His daughter is about to be called to duty in the WAC. "Ma" Foster, his wife, is our smiling first-trick messenger.

Sgt. Dan Flaherty writes that he has seen Paris and hopes that he may have time eventually to see more of it.

Herman Scott is filling in temporarily in the dispatchers office. His first trick job at Rigby is being covered by H. J. Johnson, former dispatcher on the St. Johnsbury and Lake Champlain.

Yard Clerk Larry Malia is hospitalized with an infection. We hope he will soon be able to resume his duties in Portland Yard.

James Gallagher, former call boy, has finished his boot-training and was able to be home at Easter.

Fred Grimmer is watching for the ice to leave Sebago. We are looking forward to a nice mess of trout if and when Fred can get up where they are. He certainly is lucky in wading after them.

Portland Freight Office and Freight House

By ALICE A. McLAUGHLIN

Cpl. Wallace W. Chadwick of Winthrop, brother of Olive M. Chadwick, freight clerk, is in the Army Quartermaster's Corps. He entered the service in Oct. 1941, and is now in France.



Chadwick

T/Sgt. Patrick L. Flaherty, son of Bartley J. Flaherty, freight checker, who has been overseas 34 months, is home on furlough. He has been stationed in Australia, New Guinea and the Philippines.



Flaherty

Antoinette S. Tatarczuk, freight clerk, attended the graduation exercises March 4, of the Class of 1946, Holy Cross College, of which her brother Vincent was a member.

Thomas Curran, freight checker, has returned to duty after several weeks illness.

Thomas P. Coyne, loader and caller, is convalescing at his home after undergoing an operation at the Mercy Hospital.



Augusta

By OLIVE COMEAU



Morris

Pfc. Herbert Morris is the son of John Morris, crossing tender. He entered the service March 26, 1941, and went overseas in Sept., 1944, with the 643rd Tank Destroyer Bn. He served in France and Belgium and is now hospitalized in England.

Gus Cloutier and his crew are at this station rebuilding crossings and doing repair work on the bridge.

Beverley Brown, member of the Junior Class of Cony High school and daughter of Ticket Clerk and Mrs. Harold N. Brown was awarded first prize in an oratorical contest last month, an annual event sponsored by the American Legion. Her subject was "The History of the Constitution." Later at the Kennebec County contest, held at Gardiner, Miss Brown also won first honors, being awarded a Legion emblem and flags.

General Agent P. E. Fuller received word that his next door neighbor Pfc. Knowlton Small, now in Belgium, had seen his picture in the *Maine Central Magazine*, which had been handed to him by a buddy.

Galen Wheeler is back with us again as flagman on the Augusta Switcher.

We were sorry to learn that Harry Douglass, Hallowell crossing tender, has been in the Gardiner General Hospital for a few weeks and hope that he will soon be out again.

A. W. Brown is covering second truck operator position at Gardiner while C. M. Harding is recovering from injuries received in an accident.

Fryeburg

By EDITH WHITAKER

Mrs. John Sloan has been spending

the winter with Mrs. Maud Burnell in Mattocks.

Paul Cook of Conway is working on the Fryeburg section for George Walker.

Mr. and Mrs. Merton Rolfe of North Conway, who have been spending several weeks in Florida have returned home.

Private Edward Adjutant of North Conway came home from Camp Devens, Mass., over a recent week end.



Pfc. Russell R. McLaughlin, son of agent and Mrs. Frank McLaughlin, Hiram, who entered the service June 4, 1942, and went overseas in May, 1943, died Nov. 6, 1943 from the result of a land mine explosion while serving in Sicily.

McLaughlin

George Wedge, Agent Cornish, is sick, Walter Burnell working in his place.

Guy R. Whitaker, express and freight deliveryman, is now in the Navy and is at the U. S. Naval Training Center, Sampson, N. Y.

Bartlett

By J. E. WINSLOW



Eastman

Arthur W. Eastman, 75, trackman, North Conway, who retired in 1937, after 40 years service, says he likes the *Magazine* very much and wishes to thank the railroad for sending it to him.

Congratulations to William Robinson, trackman, now in the army, on the birth of a son, William, Jr. Cpl. Merle Burke, trackman, Willey House, who has been in the air corps in Alaska 16 months has been transferred to California. He says he appreciates California after having been in Alaska.

Charles McNab of Bartlett, formerly a foreman with the bridge and building department and later a car inspector celebrated his 91st birthday on March 17th at the home of his daughter, Mrs. A. F. Bergeron.

E. H. Clemons, machinist, received

word that his son, Sgt. John, trackman, was seriously wounded in Germany, but has received a letter from him since which says he will be home in a few weeks.

Regret to report the deaths of James Briggs, pensioned Motive Power Dept. employee and Frank V. Campbell, pensioned conductor. Mrs. Margaret Littlefield, widow of the late Frank Littlefield, pensioned engineman, died Jan. 29. Sympathy is extended to the surviving members of their families.

F. H. Boothby, Agt. Intervale who has been off duty for a month with an infected arm has returned to work.

I believe more engines are used to haul freight trains from Bartlett to Crawford Notch than on any other part of the Maine Central. The distance is about 14½ miles and the grade from Notchland to the notch is 116 feet to the mile most of the way. Train No. 376 the morning of March 24th had Eng. 626 and 610 from Portland to Bartlett with 66 loads and 6 empties and 3646 tons. At Bartlett train was reduced to 50 loads and 4 empties 2643 tons and additional engines 611, 370 and 367 were put on. Usually two engines are put on ahead and the three helpers are put on the rear as pushers with the caboose on extreme rear. March 29th there was also five engines on same train and between same points.

Waterville Station and Yard

By M. W. FLYNT



Aldrich

Flight Officer Herbert E. Aldrich injured while serving overseas was hospitalized in Calcutta, India, but has been returned to this country and is expected shortly to visit his parents. Yard Conductor and Mrs. Harry R. Aldrich.

Illness is keeping Assistant Yardmaster N. A. Weymouth and Yard Conductors Jefferson LaPlante and Amos B. Lake from their duties.

William A. Coffin, second trick bill rack clerk, has bid in a position with the motive power dept. The rack is being covered by Checker Neil Monroe until taken by Clerk Herbie J. Oakes, who has bid it in.

Agent Lloyd A. Burr at Harmony is ill and unable to work for several weeks. Ariel W. Brown is substituting.

Friends will learn with deep regret of the death of retired agent Bert R. Chapman at Hermon Pond. Chapman was agent at that point for over 40 years, retiring in 1938.

Marion E. Witham, telegrapher, passenger station, is confined to her home by illness.

Towerman Raymond E. Spear also is unable to work on account of illness.

Yard Conductor Peter Gagne, who has been ill, has returned to duty.

Switchman Joseph E. Poulin is ill.

Sgt. George DiMauro, Portland Div. trainman, now in military service in Italy, recently received American citizenship through the accelerated naturalization facilities open to members of the armed services. He is with the 15th Air Force.

Lancaster, N. H.

By F. B. LIBBY



S. 2/c Robert G. Lang, son of Roundhouse Laborer Walter G. and Mrs. Lang of Lancaster, is in the South Pacific with the Seabees. He entered the Navy last July and trained at Sampson, N. Y., and Davisville, R. I.

Lang

Alberta Parent, daughter of Conductor and Mrs. Albert Parent of Lancaster, whose portrait appeared in the November issue of the *Magazine*, has been promoted to 1st Lieutenant. She is now located in a hospital in Camp Dix, N. J., in charge of an orthopedic ward. She was previously in the South Pacific zone for 27 months.



Dowling

S/Sgt. Arthur Dowling is now with the Army Air Force cadets at Douglas, Ariz. after serving as an air mechanic since March, 1941. He is the step-son of Trackman Elmer Simpson of North Stratford.



There was plenty of snow to shovel at North Stratford a few weeks ago when this picture was taken of Section Crews 140 and 141. Left to right are: Foreman C. J. Griffin and John E. O'Donnell, 140; Elmer Simpson and Foreman James Meserve, 141; Charles S. Sedgell, 140; and Shirley B. Stevens, 141.



Forbes

Here is pictured Wilbur Forbes, son-in-law of Section Foreman Therrien of Becher Falls, whom we reported last month as missing in action in the European sector.

For the second straight month we must report a member of our railroad family missing in action, Lt. Roy B. Hall, son of Everett Hall, being missing in the South Pacific. Hall has another son, who is in Burma with the Army Air Forces.

Recent thaws brought the Connecticut River waters close to our tracks at some points but the water was receding at this writing.

Rumford

By J. J. SHANAHAN

Trainman Norman J. Champagne is confined to his home on York Street with a broken ankle.

Fireman Elwood Campbell, who was off duty several days with a dislocated hip, has returned to his job on the switcher.

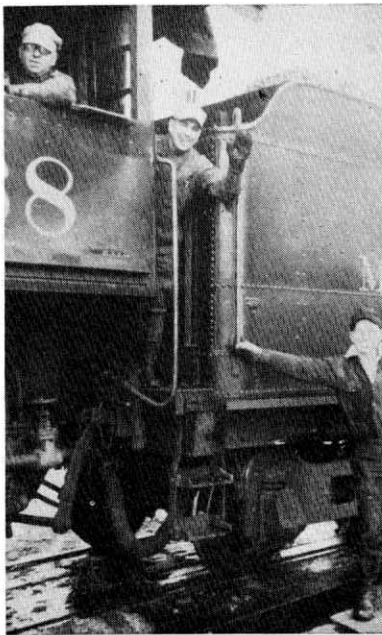


Here we have pictured Alphonse Thibodeau, conductor on our Sunday switcher job.

Thibodeau

Pfc. Wallace Austin, son of Clyde Austin, spent Easter with his parents, on furlough from Cushing Hospital, Framingham, Mass.

Operator Charles Whittaker recently spent a week end at his home in Auburn.



Looks as though Brakeman Joseph Flaherty (on ground at right) tried to escape the camera but he didn't quite make it. He and Engineer Anthony Dean (top left) and Fireman David White (center) are on the Sunday switcher at Rumford.

Farmington Branch

By G. A. ELLIS

Conductor Archie Butler has returned after several weeks in the South.

Engineer Bill Morse, of 394 and R F 1 now holds the Farmington end of the job and Engineer McDonald has the Portland end.

Fireman "Bricky" Stanley of 394 and R F 1 has been set up, to engineer and assigned to the Bangor board.

Engineer Bill Morse has purchased a home on Perham Street, Farmington.

Walter Keene has been assigned Conductor on the 3'd Portland Extra.



Haley

Engineman Elmer Haley is on our switcher at Cumberland Mills. He was formerly with No. 394 and R F 1 extra on the Farmington Branch.

Sgt. Eugene Ellis, son of Station Agent and Mrs. G. A. Ellis of Wilton, is now investigator with the overseas construction command, somewhere in the Pacific area. His address is: Sgt. Eugene Albert Ellis, 31027191 Overseas, Cons. Command, Cos. Det. 9252M, APO 18642, c/o Postmaster, San Francisco, Cal.

Sgt. Ellis has many friends in the Maine Central family and the Maine Central Magazine which his parents send him each month, is a source of great pleasure to him, as are the letters from his friends.

We regret to learn of the death, March 18, of Carl Stowe, who was fireman on No. 7 and No. 24. He is survived by his widow and one son, Pfc. James E. Stowe, stationed in France.

Rockland

By F. L. CARSLY

Crossingtender Charles E. Benner is still confined to the Hospital but is improving.

Maine Central bowling team finished in fourth place in the City Bowling League.

There have been several changes in the personnel on the Rockland Branch trains. J. L. Plummer has bid off conductor's job on No. 55 and 56; Carl Pierce conductor of KN-1 and NR-2, Rockland end; Frank Prescott on rear No. 52-57; P. D. Bradford on rear No.

54-59, and Brakeman Horace Coombs on KN-1-NR-2, Rockland end.

Retired Conductor Edward L. Risteen died at his home at Thomaston, Feb. 12. Trainman Russell E. Willey has been inducted into the Army.

Anson Glidden, 71, retired conductor, died in California March 8. Services were held in Rockland, with Levi Berry, William E. Stearns, Herbert Hall and Joseph E. Hamlin as honorary bearers.

Lewiston

By LILLIAN J. WHITE



Miss Butler

Miss Gladys J. Butler, the daughter of Leroy Butler, welder in the Engineering Dept., and Mrs. Butler, has been promoted to the rank of 1st Lieutenant in the Army Nurse Corps. She has been in the service three years, and has been overseas 15 months, attached to the Army Air Forces.



Clarence

Walter

Arthur E. Peach, Auburn crossing tender, has two sons in military service, Pvt. Clarence H., now believed to be overseas, and Pfc. Walter W., who is in Germany with the First Army. A daughter, Janice Fay, was born to Clarence and Mrs. Peach last Feb. 9, and Clarence had a furlough home then.

Skowhegan

By H. J. ELLIS

Gate-tender Harold Hewey celebrated his 55th birthday March 24 by a trip to Madison visiting his brother.

In a recent letter received from J. Sherman Crockett, Q. M. 1/C, son of

Section Foreman C. F. Crockett, and a former extra crew man, he stated that his submarine had just returned to his base from a mission in which they went up behind the Japanese mainland and got within a few miles of them on a reconnaissance detail. He says it is great fun to sit on the conning tower and take pot shots at floating Jap mines but that sometimes you have to duck in a hurry when you hit one and the shrapnel starts falling. Crockett has been in the Pacific area since 1944 and has been in the service since Sept. 1942. He would appreciate a letter from any of his friends and his address is U.S.S. L.C.I. (L) 1003 FPO San Francisco, Cal.

Another of Mr. Crockett's sons, Lt. Leroy, for a long time in the Army Hospital, has been returned to service and is now at Daly Mabry Field, Tallahassee, Fla.

Waterville Shop

By R. D. WOODS

Francis "Chuck" Wilson, locomotive store clerk, is home after being confined at a hospital with pneumonia.

Fred "Dick" Fecteau took two weeks' vacation before entering military service on March 27th.



Ernest and Raymond Taylor

Ernest in the Navy and Raymond in the Army are doing their bit for Uncle Sam. Ernest, M. M. 2/c, in Hawaii, is a former carman at the Freight Repair shop. Pfc. Raymond, a former carman helper in the same shop, is now in the Philippines.

Cpl. Robert R. Kaneen, son of John R. Kaneen, clerk in the locomotive store has returned to his base at Gunther's

Field, Montgomery, Ala., after spending 21 days' furlough with his parents.

E. St. Peter, F. Fecteau and D. Chamberlain, clerks in the Stores Department, and their wives, attended the Ice Follies in the Boston Garden in March.



Pfc. Alphonse Desveaux, formerly employed in Waterville shop, son of Mr. and Mrs. Anselm Desveaux, has been in England and on the continent since 1943. He was in the invasion of France and is now serving in Belgium.

Desveaux

Joseph Rodrigue, paint shop laborer, is ill at his home on Sherwin St.

Harvey S. Butler, sheetmetal worker, recently resigned from the service to join the Merchant Marine.



McKenny

The luxurious growth Reginald T. McKenny S 2/c is shown sporting here was never part of his make-up when he worked in our Waterville shops. He sent this picture back from the Pacific where he is stationed aboard one of our biggest battleships.



Faas

John J. Faas, machinist, Air Brake Shop, has recently been installed as worshipful master of Si-loam Lodge at Fairfield. Faas is a past high priest, Taconnet Chapter Royal Arch Masons, Waterville, past commander St. Omer Commandry of Waterville; and past thrice illustrious master Mount Lebanon Council of Oakland, also a member of Jersey City Consistory, 32nd degree. He was formerly Maine Central stationary boiler inspector, traveling engineer American Loco. Co. and Baldwin Loco. Works. Prior to

his last entry in Maine Central Service he conducted a garage and machine shop at Benton Station, near his home.

Donald L. Gerald has returned to work after being hospitalized.

Painter and Mrs. Earl A. McCaslin are the proud parents of a girl, born March 10, at Thayer Hospital. She has been named Adeline Dianne.

Clarence A. Stewart, S 1/c, formerly carman's helper, has been home on a short leave.

Samuel Thompson, carman in freight shop, is ill at his home on Silver St., Fairfield.

Donald Braley, carman's helper, has recently been inducted in the armed forces.

Belgrade

By H. J. THING

Trackman Walter L. Knowles, Section 39, has been receiving treatment at Sisters Hospital at Waterville and has returned to work.

Pfc. Richard Young, son of sectionman Eugene Young of Oakland, was recently home on furlough.

Gateman Raymond E. Gordon of Oakland was recently off a few days on account of his wife's illness. He was relieved by spare Gateman Thomas J. Banks.

Brunswick

By W. E. DURGIN, JR.

Frank L. Graves, foreman carpenter, has bid off plumber's job at Bartlett. The boys around Brunswick are sorry to see him go.

Elmer Sweet, formerly foreman of road carpenters, has bid off the foreman's job at Brunswick left vacant by Frank L. Graves.

Y. C. Neilson, conductor of the Bath Road switcher, was out recently because of sickness.

Pittsfield-Clinton

By I. L. SROIRS

Operator and Mrs. Oliver E. Buckley of Pittsfield have received word that their youngest son, Pfc. Wilton Buckley, serving in a Tank Destroyer Batt'n, was slightly wounded in action in Germany. He is now hospitalized in France and making normal improvement. Our best wishes for the young soldier's quick and complete recovery. His present address is: 4318 General Hospital Plan, APO 887, care PM, New York, N. Y.—Serial No. 31450069.

Train order crane has been installed at Clinton, just east of freight house. This will do away with "hooping" by hand.

Operator Earl Walker at Clinton is back to work after a few days vacation, Operator McGown relieving.

Gideon Veillieux is in Pittsfield welding on Phil Harris' section.



By SHIRLEY CONANT AND JACK HAYES



Hopkins

enlisted in the Sea-Bees in June, 1943, having been overseas eighteen months. He wishes to be remembered to all of the boys and would enjoy hearing from them. His address is: Robert S. Hopkins, M.M. 2/c, U.S.N. Construction Bn. 109th Co. B Platoon 4, F. P. O., San Francisco.

J. F. McPherson has returned to work on the Bangor-Portland line. "Mac" has been in Arizona on a six months leave of absence for his health.

We have received word from Bob Elliott, S 1/c, former driver on the Bangor-Portland run, that he is stationed in the Philippines. Bob would enjoy hearing from the boys. His address is: R. F. Elliott S. 1/c, 104th N.C.B. Co. B-2, c/o Fleet Post Office, San Francisco, Cal.

Bob Hattie has returned to work on the Portland-Harrison run after being in the army three years. We are all glad to have Bob back with us again.

Pfc. Donald Hill, who is stationed in the Pacific, writes that he is in good health and is enjoying the Magazine. Don says he never thought he would sit on the ground and let the rain soak him down to watch a movie but he has.

Mrs. George Brackett, wife of Painter Brackett of the Portland Garage, is ill at the home of her daughter in Worcester, Mass.

Ray Bell, foreman at the Portland Garage, has returned to work after being home ill for a few days.

Family Snapshots



You do business with them right along! Top, left to right: W. J. Henry, chief clerk, engineering department; C. A. Welch, chief clerk to superintendent, Portland Division. Center: Amy L. Westcott, chief clerk, executive department. Bottom: C. R. Ball, train crew dispatcher; C. F. Gary, supervisor locomotive and crew dispatchments.