



Maine Central Railroad
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NO. 10

Field Phones Speed Ballasting

Through arrangement by the Railroad Company with the Stanley-Dana Corporation of Portland, the use of a new form of voice communication or telephone system, developed and patented by them in the past two years, for use in coordinating the work of the forces and keeping in touch with train movements, has greatly speeded the progress in a 25-mile rock ballasting project between Waterville and Lewiston on which 100 trackmen are engaged. The new communication system functions over a single telegraph wire, simultaneously with and without interference with regular telegraph use of the same wire.

The field telephone system is in use in two separate locations, one at the Waterville end, the other unit at the Lewiston end.

The Waterville unit connects the yardmaster's office with supervisors on the job, informing men on the job as to the exact movements of trains that must pass over the job. This enables work crews to use every minute between trains and provides time for removal of work machines from the tracks when a train is due. On a recent day, for example, a train running more than half an hour behind schedule would have delayed work that length of time if work crews had removed their equipment by schedule instead of by exact knowledge of the train's movements.

The phone unit at the Lewiston end connects the Libby Gravel pit on the Farmington branch above Leeds Junction with the track supervisor's office at Lewiston, enabling gravel trains to move freely between the pit and the job without interfering with regular trains.

The job under way is the longest rock ballasting project ever under-

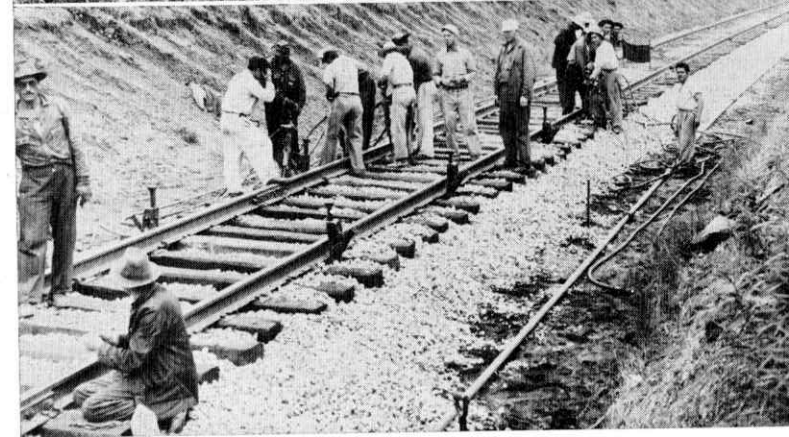
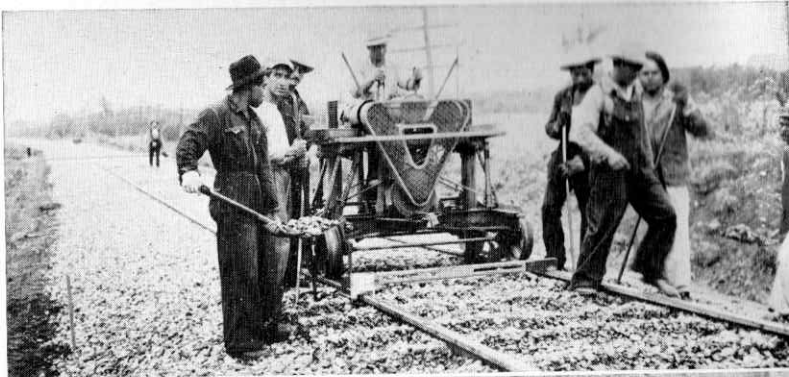


Ballasting machine operated by one man which moves along track one tie at a time and drives ballast down between and under ties.

taken on the Maine Central system, and when completed will provide additional high-speed track from Waterville west as far as Marana-cook, or about half the distance from Waterville to Lewiston.

The most modern machinery available for crushed rock ballasting work is being used on the project. Tracks are being brought to true grade, curves centered and lined, treated ties installed where necessary, and the whole track surfaced to provide an excellent high speed track for the heavy traffic operated over the Back Road.

A novel bit of equipment was added to the job after work had started, based on a device used for the first time in a track laying job which started almost simultaneously on the Danforth-Vanceboro section of the Eastern Division. By laying a strap rail on four by four inch beams, workers were provided with a temporary



On the Rock Ballast Job. Top: Power jack lifting rails for ballasting. Center left: Elliot Vintinner uses field telephone to communicate with track supervisor; Right: Foreman Cleveland Ladd using device to check track level. Bottom: Mexican laborers use power tampers.

"siding" on which they could run their heavy work equipment off the main tracks with comparative ease when necessary to let trains pass. The device was originated by Arthur H. Bailey, motor car inspector, for the express purpose of speeding up the removal of heavy work equipment from the tracks and restoring it to the tracks after trains have passed.

The project is novel in another respect, as the work is being done by about 100 Mexicans, the first time since Mexican nationals were made available to American railroads during the wartime manpower shortage, that they have been used on the Maine Central. During the project the men are being quartered in work cars in the Waterville yards.

Division Engineer John P. Scully is in charge of the project, assisted by Harry W. Stetson, general supervisor, Maintenance of Way, and Charles Rivers, acting track supervisor, and an engineering party devotes full time to the job as well.

Veteran Retires



Southworth

Henry A. Southworth, a railroad man for 59 years, of which 38 have been in the Maine Central's motive power department, retired as foreman at Rumford June 30. Beginning his career in 1886 with the Boston and Maine at Lyndonville, Vt., he came to the Maine Central in 1907 as division foreman at Waterville. He has since served at Thompson's Point, Rigby, and Vanceboro, going to Rumford in 1938.

Haycock Loses Punch

Conductor "Ross" Haycock of Calais began his 60th year of Maine Central train service last June 21, just a bit upset because the ticket punch he has used for many years, bearing the square and compass of the Masonic fraternity, had to be turned in for repairs.

Although not a Mason himself Haycock comes of a long line of Masonic forebears, including his distinguished great-great grandfather, William Henry Price, founder of the Grand Lodge of Masons in Massachusetts, who gave personal Masonic instruction to Benjamin Franklin and other early patriots.

Because of his pride in his ancestors "Ross" always has cherished the punch with the Masonic insignia and now he is waiting a time with patience until Sidney A. McTaggart, Auditor of Passenger Receipts, returns the repaired punch to him. Meanwhile Haycock has a punch with an insignia he refers to a bit disdainfully as "resembling nothing but an old beaver hat".

Orchids To . . .

Fred S. True, conductor, concerning whose courteous service Daniel Tyler, Jr., a Boston banker, wrote as follows:

"I want to have someone high up in the Maine Central know that the conductor on Train 52 leaving Wiscasset at 9:18 A. M. for Portland on Monday, June 18, was a most cooperative and helpful individual. I have done some traveling in my life, and I do not believe I ever recall a better job of 'conducting' than this fine gentleman was doing yesterday morning. It was a pleasure to ride with him."

We Help to Make Marmalade

By HENRY A. REED, Agent Columbia Falls

The Maine Central Railroad is playing an important and somewhat unique role in the development of an unusual Maine industry—the making of thousands of cases of marmalade in a remote Eastern coast community from navel oranges grown in California and destined, in finished form, to feed the liberated peoples of Europe.

The railroad's first contribution to the new industry is the routine but important task of delivering 7,854 crates of oranges in a period of five months, directly to the doors of the small but enterprising packing plant of Hathaway Brothers in Addison, Washington County.

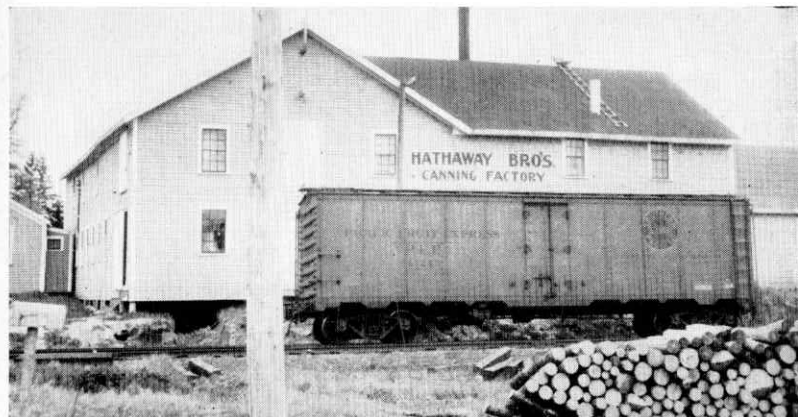
Next comes assistance of novel character. A huge locomotive boiler from an old Maine Central engine, dismantled and sold at our Waterville Shops eight years ago, now the chief source of heat in the Hathaway plant, provides the

steam necessary to cooking and processing the marmalade.

Still other bits of Maine Central "flavoring" are added to the marmalade during the manufacturing process. Eli Driscoll, retired Maine Central section foreman, runs the converters used in the cooking process, and the railroad's old Columbia depot, diagonally across the tracks from the packing plant, is used by the company as a restaurant for its employees.

When the marmalade is finished and packed in half gallon cans, the railroad assumes its normal role again of providing transportation for the completed product—30,000 cases in this initial order—directly from the shipping door of the plant to the Eastern port from which it is shipped to Europe.

Despite its remote location from California's orange groves, the Addison plant was selected by the



One of 1 1/2 cars of California oranges being delivered by the Maine Central to Hathaway Brothers plant at Addison (formerly Columbia Station) to make marmalade for liberated Europeans.

government as one that could be quickly adapted, by the addition of only two or three new items of equipment, to the making of marmalade. The initial contract was started in March and is to be completed by August, in order that large quantities of the marmalade, rich in food value, may be made available to the undernourished peoples of Europe.

This first order means a total of 14 cars of oranges delivered by our road, in addition to many cars of sugar and other ingredients, and a total of 20 cars for export when the contract is completed. The marmalade is shipped in half gallon cans. Hathaway Brothers is hopeful that the making of marmalade, or similar products, may be developed as a permanent off-season supplement to their usual bean canning business, which starts in September.

There's a Lot of 'Em!

Well, Mr. Stapleton started something when he wrote that Winthrop station was "the cleanest in the United States". From all over the system we have protests.

"There's no doubt Winthrop station is clean," writes a telegraph operator, "and I'm glad to see Carl Haynes get the credit that is due him, but there are lots of others just as good. How about Oakland or Pittsfield, for instance?"

A conductor on the Rockland branch says that the palm should go to Wiscasset, where Agent Gray keeps his office and waiting room in immaculate condition.

A Calais branch trainman believes that Columbia Falls has the cleanest station on the system. "There's even linoleum tacked on the walls in the corner where the coal-hod is kept," he declares, "and a classy little mirror which Agent Henry Reed framed."

The same man thinks Machias



Eastern Division Superintendent James L. Moriarty was a long way from home but very much in his own bailiwick when the photographer caught him as he appears above, beside the Easternmost railroad milepost in the United States, located at Eastport.

comes in the "outstanding" class. Freshly painted, the waiting room and office are neat and attractive.

Bath, Old Town, Lisbon Falls, Newcastle—these are some of the stations which we are told should come in for a share of the laurels.

Yes, Mr. Stapleton started something; and if the ball keeps on rolling, maybe we'll have a long list of "cleanest stations in the world"!

Lincoln "Dolls Up"

Recent reconstruction of our station at Lincoln has made a decided improvement in the appearance and efficiency of that depot. In addition to putting a brick foundation under the entire station one end of the long waiting room has been partitioned to provide baggage room space, new flush toilets have been installed, also a new hot water heater, and the whole job is finished off with new paint and varnish inside and out.

When Our Trains Went To Sea



The Ferdinando Gorges leaving Woolwich with train 72. Picture supplied through courtesy of Yard Conductor S. R. Walsh, Rockland.

By F. L. CARSLY, Rockland

For 56 consecutive years, ending on October 22, 1927 with the opening of the Carleton Bridge, every Maine Central train between Bath and Rockland crossed the wide Kennebec River on a ferry-boat. It's a remarkable fact that during all that time, in spite of floating ice, dense fog, and other adverse conditions, not a single serious accident occurred.

The Knox and Lincoln Railroad, the original line between Bath and Rockland, was first opened to traffic in 1871, with its track extending only to Wiscasset; and it was at that time that the first ferry boat, the *City of Rockland*, began plying the river with its load of the tiny passenger coaches of that day. In 1891, the road was leased to the Maine Central, and 10 years later was purchased outright.

Under Maine Central management, the inadequate *City of Rockland* was replaced by the *General Knox*, and later by the still larger *Hercules* and *Ferdinando Gorges*. The *Rockland* had track room for only two cars; the *Gorges* could carry nine passenger cars or 15 freight cars.

At Bath, and at Woolwich, there were ferry-slips built of piling, so constructed that the blunt-nosed boats were guided to the track connections as they entered the dock. There were long "aprons" which could be raised or lowered as the tide rose or fell, the rails meeting those on the deck of the ferry. To avoid locomotives going onto the apron, special flat-cars, having only two wheels at each end, were used as "dummies" between the coaches and the engine while loading the boat.

As a rule, engines were not ferried, and waiting locomotives on the opposite side picked up the train to continue its journey. When it was necessary to transport an engine, a special trip was made at a time when the tide was right to permit a level apron.

The *Gorges* was sold in 1929 to the Hudson River Navigation Corporation, New York, and was placed in service in New York Harbor. In the latter years of her operation on the Kennebec, her Captain was the late Leonardo B. Chaney, an old-time deep-water navigator. It was his custom to invite to the pilot house, for the brief trip across the river, any prominent passengers he might spot; and he was proudest of all of a visit from Theodore Roosevelt, who stood at his side as he piloted the *Gorges* into the Woolwich slip and made the rail connection without a false move, in a fog so dense that even the tall lift-tower could not be seen.

Today the heavy trains for the Rockland branch speed across the massive Carleton Bridge. Time and expense are saved—but something picturesque went out of railroading when our trains ceased “going to sea”.

Old Train Orders

By GILBERT J. FOURNIER, *Trainman*

Among my souvenirs of early railroading days are several train orders of the Portland and Rumford Falls Railway, now the Rumford branch of the Maine Central. They were issued in 1900 to trains at Gilbertville, and were found when that station was torn down.

What then corresponded to our “31” orders were printed in red, and were copied in triplicate. On the third sheet was printed: “We

understand” and the order followed, with signatures of the conductor and engineman. There was also a blue order form, used as our “19” order is today, without the signatures of those addressed.

The late Elmer L. Lovejoy was superintendent at that time, and orders were transmitted over his signature. After they had been repeated back by the operator, the dispatcher completed the orders with the words “O.K. Lovejoy” which was written across the end of the blank.

I have Order No. 1 of May 5, 1900, issued to “Smith’s Extra” at Gilbertville, directing them to work extra between Gilbertville and Rileys. “Smith” in this case was Charles S. (Reddy) Smith, who was killed at Chisholm Yard in 1910.

Another order directs No. 7 and No. 4 to meet at “Howards,” now East Peru. It is signed by Conductor John (Rusty) Bennett and Engineman Fred Parsons, the latter now retired. No. 7 was what is now 226, and No. 4 was our RD-1.

“Special Order No. 6” dated May 3 is also addressed to “Smith’s Extra” and reads: “Friday May 4 run extra Lower Yard to Gilbertville.”

I began work for the P. & R. F. as a trainman when I was 15 years old, and of course I remember a lot of the old timers of that period. Perhaps this will bring to the minds of some of my contemporaries recollections of the old days.

The Lion’s Share

The War Department estimates that the railroads will carry 88 per cent of the peak movement of freight resulting from the redeployment of armed forces to the Pacific, with highway motor carriers handling about ten per cent and waterways about two per cent.

Railroader Builds Model Railroad

By ELEANOR CONBOY

There are lots of railroad folks whose interest in railroading leads them to buy toy trains and while away their leisure hours watching them run. Allen Hazen, an instrument man in our Engineering Department at Portland, comes of a higher order of enthusiasts. His joy is in building them, strictly to scale, too, and whether they ever run more than once after he completes them is entirely immaterial.

whence he graduated in 1940. He came to work for the Maine Central a year later and since then he has acquired 22 models of engines and cars, and most of these he built himself. Some of them he assembled from kits of parts he purchased but most of them he “built from scratch” as he puts it, out of pieces of wood, metal and cardboard. In fact one of his proudest jobs is a wing plow built of scrap from tin cans.

Except for a combination passenger and baggage car he has specialized pretty much on freight equipment. His biggest locomotive job is about 25 inches long, patterned after a Boston and Maine 4100 type engine, which took him about six months to do, in spare time. He built it originally to run on a third live rail, similar to elevated trains, but he changed this later so that now it operates on either two rails wired or a third live rail line. It took plenty of ingenuity and patience to cram all that electrical equipment into the coal tender attached to it.

Hazen’s work has brought him favorable attention in the New England Association of Model Railroaders, of which he is a member. He named his railroad the Portland and Rutland Railroad, for a corporation that once was organized to operate a railroad from Portland, Me., to Rutland, Vt., but which never went into operation. Plans for the railroad would have taken it through West Buxton close to where Hazen’s home is located, and he got his inspiration from that fact.



The builder and some of his creations. Note the ballasted track.

Hazen got his interest in railroading back in Thayer School of Engineering at Dartmouth College,

Hazen’s ambitions to complete a full fledged model railroad suffered a bit, he admits, when he got married and acquired three children.

Ria Ferry Dies



Ria Ferry

Ria H. Ferry, for 24 years secretary in the office of superintendent, Eastern Division, and reporter for the *Employees Magazine* since its inauguration, died in Ellsworth June 26. She was a daughter of Timothy J. Ferry, for many years a Maine Central engineman.

Miss Ferry entered the service in 1921, and in nearly a quarter of a century in one office, has served under three superintendents. Prior to her employment by the Maine Central, she had 11 years' experience in other fields, including two years in the Quartermaster's Department of the Army during World War I.

"A TOUCH OF HOME"

The editors have received many letters from employees who are now in military or naval service, expressing their pleasure in reading the *Magazine*, which, as one man puts it, brings them "a touch of home". To print all of these letters would take more space than is available; but here are extracts from a few, taken at random:

Charles J. Wilson, Jr., of Bangor, writes that he has received three issues of the *Magazine*, "and I have enjoyed it very much." He is with a bombing squadron in England.

"I receive the *Magazine* every month," writes Enoch W. Gilpatrick, "and I enjoy every word of it. I am in Heilbron, Germany, and my job now is guarding German prisoners and making them work." Gilpatrick is a trackman

on Sec. 14, Richmond, and is anxious to get back to his old job. "Johnny" MacKenney, who is in the Marines and serving as bonded postal clerk in a "jungle post office" in the South Pacific, writes that he has received all issues of the *Magazine*, and "it is good to hear about my buddies on the Maine Central." He adds: "I miss you folks a lot and I want to get back before long."

Libby Gets Bronze Star



Libby

T/Sgt. Owen J. Libby, son of Trainman and Mrs. F. B. Libby of Lancaster, has been awarded the Bronze Star for "devotion to duty, ingenuity and coolness under fire" when he was "directly responsible for the return to action of five vitally important combat vehicles."

Sgt. Libby was commanding his company at the time, and with "utter disregard for personal safety" and under direct fire of high explosive and armor piercing artillery, he recovered mortars, tanks and guns for further combat service.

"Holy Orders"

From Frank H. Lynch, train dispatcher, Portland, comes this yarn:

When Cecil Priest, now chief dispatcher, was working a trick, he put out a meet order, one day, addressed to No. 13 at Winthrop, where H. N. Bishop was the telegrapher. The engineman on 13 was named Pope.

"I'll bet this is the first time in history," said Cecil, "when a Priest gave a Bishop orders to deliver to the Pope."

THE SEAT OF TROUBLE

By C. H. LEARD

Back in 1903 when I was a boy just out of school, I took a job in the Freight Claim Bureau under "Bill" Keating. Part of my work was opening and sorting mail.

In those days freight claims were not handled as expeditiously as they are at present. A claim would reach the Bureau and Fred Twitchell, now of the Payroll Department, would give it a serial number. (Now that I think of it, he may be the feller who held up the claims so long!) He would mail out a printed post card to the claimant advising him that the claim had been received and given a number to be used in any correspondence which might be necessary.

Some farmer at Damariscotta Mills had purchased a farm wagon from one of the big mail order houses, and when he received it the seat cushion was missing, so naturally he filed a claim through the local agent and in due time received his card with the claim number thereon and advice that the claim was being investigated. He waited for a month or two, then wrote a very pointed letter regarding his claim. Twitchell sent the farmer another card which stated that his claim No. so-and-so was still being investigated. After another couple of months or more, the following letter was received in the Bureau. (I have censored a lot of the cuss-words.)

"Maine Central Railroad Company:
"Dear Sirs:

"When in H— are you folks going to have another setting to talk over my dashety-dash—blank cushion. My old woman has had to put a second patch on the seat of my pants and if I don't get a new one

or money to buy one she will have to put a third patch on. I have already spent more money than the darn cushion is worth buying Arnica Oil to rub on my rear. Answer quick.

"Yours for softer sitting,
"John Doe".

The letter circulated through the general office, and as I remember it, Merton Rolfe, who was at that time a traveling auditor, was one of the first to get a good laugh out of it. Can't say whether the old farmer ever received the cushion or not, but it would seem as though he must have by this time.

Maine Man at Dachau

M/Sgt. Thomas H. Moriarty, son of Superintendent James L. Moriarty, is doing administrative work at the infamous German prison camp at Dachau, taking care of the prisoners of 40 nationalities whom the Nazis brought to that guinea pig experimental station for extermination, vivisection and induction into slavery.

Sgt. Moriarty was a medical student before entering the Army.



Ralmond W. Williams

Former operator at Enfield and recently appointed train dispatcher at Portland.



Miss Cobb is Secretary



Miss Cobb

Miss Katherine P. Cobb, formerly of the Portland Division superintendent's office, has been appointed secretary to the editorial staff of the *Employees Magazine*. The *Magazine* office is open during business hours each week-day; telephone 3-4711, extension 372.

Best Wishes To . . .

P. A. Woodard, agent at Bingham, who retired July 1 with more than 34 years service . . . H. E. Pettengill, car distributor, Portland Terminal Co., whose 35 years service ended with his retirement May 31 . . . Alexander Thibodeau, trackman, who retired May 18, with 26 years service . . . James C. Curtis, freight trucker, Bangor, employed in 1918, retired June 7 . . . Ernest F. Butler, West Farmington, who has served 50 years and has been issued a gold-lettered pass . . . Henry A. Southworth, retired June 30 after 59 years' railroading . . . Leo J. Ashley, trainman, retired after 22 years' service.

Maine Central Courtesy

A regular patron of the railroads, who travels extensively and widely, recently told one of our editorial staff the following story of two contrasting experiences:

"I was on a train of a mid-western railroad," he says, "when a trainman came through my coach. Right in front of me was a serviceman, on rotation furlough after long months overseas. His bag, in the overhead rack, was insecurely placed, and the trainman spotted it at once.

"Take that bag down," he ordered in a loud voice which could be heard all over the car, 'and put it in the rear of the coach.'

"But here's another story," he continued. "I was riding on a Maine Central train—I think the number is 12—and the same sort of situation developed. The trainman was a different breed of cats, though. He spoke quietly to the soldier, explained that the bag might fall and injure him; then assisted him in getting it down and stowing it safely away.

"My opinion of the Maine Central—always a high one—was boosted up another notch."

Including Ours

On an average of every *five seconds* throughout the day and night, a new freight train departs from its terminal somewhere in the United States.

ON THE COVER

The cameraman caught Austin K. Rush, veteran Eastern Division engineman, as he was oiling his engine at Mattawakeag. Rush entered the service in 1904, and was promoted to engineman in 1909. For a period in 1923, he was traveling engineer.

"Emmy See" Says

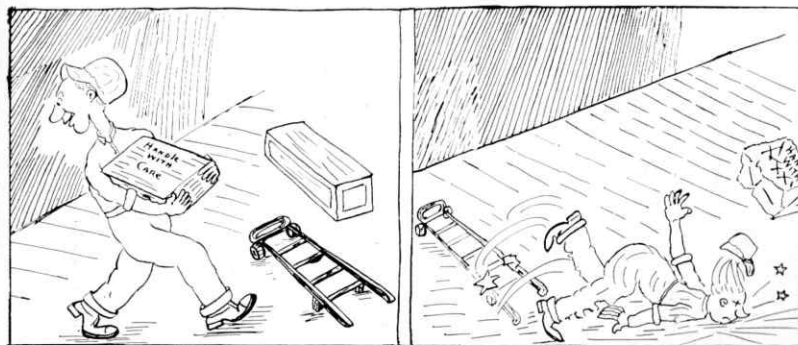
Did you ever notice, when you're driving your car, how a hill ahead of you looms up—but when you reach it, somehow it seems to flatten out? Isn't that just like the things we're always worrying about—they're never as tough as they look Maybe right now you are worrying about rationing, and the shortage of what we have always considered essentials; but you haven't gone hungry yet, and you're not likely to Take peanut butter, for instance—are you making use of what is really an excellent and nutritious food, and unrationed at that? Did you know that when peanut butter was first introduced, back in 1901, it was intended as a food for invalids? Speaking of food, here's a tip: Use some of your empty preserve jars to hold leftovers. They fit nicely into the refrigerator, and keep foods fresh and moist If the man in your home buys pipe tobacco in the round one-pound tin cans with tight-fitting cover, here's a suggestion for you: Paint them attractive-

ly (outside) and perhaps decorate with a gay decalcomania design, and use them for storing doughnuts, small cakes, and the like. They also make good sugar, coffee or tea canisters Keep a small pad of scratch paper in the kitchen to jot down supplies needed, memoranda of things to do, and reminders of all sorts. You can have a small hook screwed in the wall to hang it on if you like It's a good idea, too, to have a memo pad beside your telephone If you have to put up lunches every day, why not save time and trouble by making up the fillings for several days in advance and storing them in the refrigerator in tight containers?

Ready Says "Hello"

Cpl. Charles E. Ready, of the Rigby staff, now serving with the Army in France, writes the *Magazine* an interesting letter concerning his experiences, and asks that we say "hello" for him to all of his railroad friends. He has been in the Army for three years, and is anxious to get back on his railroad job.

Is This "Trip" Really Necessary?



Cartoon by J. J. Lyden, Chief Dispatcher, Portland.



Freight Office and House

By ALICE A. McLAUGHLIN

Girard Shea, son of Assistant Delivery Clerk Dennis J. Shea, received honorable discharge from the Army. Girard was a freight house employee.

Congratulations to John T. Curran, Jr., loader and caller, on his marriage to Mary Donahue, at St. Joseph's Church June 16.

Edwin, Jr., son of Edwin C. Noyes fell from a tree and broke his ankle in two places. He is at the Maine General Hospital. We all wish him a speedy recovery.

Mrs. Florence P. Cooper, freight clerk, and daughter Marion enjoyed a few days in New York recently.

Rigby Yard

By GEO. MARCROFT

Congratulations are in order for Assistant Superintendent and Mrs. J. L. Quincy, who recently celebrated their 38th anniversary, visiting their daughter and family in Wellesley, Mass.

In spite of the weather, it was possible to enjoy nice fresh peas with our salmon on the Fourth. For tips on how to prod the vines to make the Fourth of July deadline, ask any of the boys at the Rigby Yard Office.

Word has been received that Sgt. Danny Flaherty, formerly employed as first trick callboy at Rigby, has returned after almost three years in the European Theater. We will be glad to see you, "Danny".

Miss Margaret Shapazian is substituting in the Assistant Superintendent's office, during the illness of Mrs. Starbird.

C. M. Talbot, has bid off position of

second trick car distributor in the Per Diem Bureau, in place of H. E. Pettin-gill, retired after many years of service.

Patrick Walsh has bid off position of checker of trains RD 1 and RF 1 formerly held by the late Danny Lax.

Quite a commotion occurred one night recently, when a steer travelled down the Main Line with a "top green". He was going good until he spied "Bucky" and raced against the current of traffic for the stockyard. Someone has saved a lot of red points.

Miss Marjorie Cressey has returned after vacationing at nearby and Massachusetts resorts.

Sgt. Martin R. Feeney, clerk at Deering Jct., has been commended for "scoring one of the outstanding production triumphs of the war." He and his fellow technicians at an Air Service Command depot in England recently overhauled their 2,500th Packard Rolls-Royce engine after one year of operation.

Appleton S. Sherwood, for many years carman at Thompson's Point, South Portland shop and Rigby, died suddenly July 1. He retired from active service in 1941.

June 23 marked the end of 50 years of railroad experience for Conductor Frank M. (Hank) Harrington. With the exception of three years when he served as motorman and conductor on the old Portland trolley line, all of his service has been with the Maine Central.

Terminal Towers

By WM. CUMMINGS

R. M. Desmond has bid in first trick at Tower 3.

Michael Murphy, third trick Tower 3, has returned from vacation.

E. S. Runnells has bid in third trick Tower 4.

Harold Petrie, second trick Tower 2, has been trying to get away to put the finishing touches on his Victory Garden. He has not had much luck as extra men are very scarce these days.



By GERTRUDE HOLBROOK, VIVIAN EL-LIOTT, ALICE JESSON, LILLIAN SMALL, ELEANOR CONBOY, AMY WESTCOTT

Gertrude Holbrook, stenographer, passenger department, spent her vacation at Owls Head with her husband who was recently discharged from the Marine Corps.

A recent visitor to the passenger traffic office was Cpl. Fred Harris, former employee in that department. Fred is now stationed at Kelly Field with the 59th Air Depot Group.



Clifford Paul, two years, and Paula, eight months, children of Clifford A. Somerville, editor of the *Employees Magazine*, and Mrs. Somerville, formerly of Augusta, now of Melrose Highlands, Mass.

Miss Geneva R. McIntosh, former employee of the National Bank of Commerce, has accepted position as stenographer and clerk in the executive department.

Virginia Nellson ("Ginney" Percy) with Captain Dick were recent Portland visitors and all of her friends were delighted to see her again. She was clerk in executive department before her marriage.

Joseph Connary, formerly Chainman in the Engineering Dept., and son of Mr. and Mrs. L. B. Connary, who recently graduated from the U. S. Naval

Radio School at Indianapolis, Ind., and assigned to the S. S. Henrico at San Francisco is at home on furlough.

Mr. and Mrs. Wm. J. Henry are the proud grandparents of a boy, Philip William Henry. Philip is the son of Cpl. and Mrs. Richard Henry—Cpl. Henry being attached to the 10th Armored Division in Germany.

Other new grandparents are Mr. and Mrs. Frank E. Watts who also have a grandson, David Watts Haskell, son of Mr. and Mrs. Floyd Haskell (Mabel Watts).

"Chuck" Clarence R. Hetherington, Chainman, who enlisted in the Merchant Marine in March called to see us this past week on return from his first trip.

Raymond V. Ryder, P. T. Electrician, was inducted into military service in June.

Ira C. Thombs, first trick train dispatcher, has returned to work after a week's illness.

H. J. Kennedy, trainmaster, is on vacation at his "summer estate" at Panther Pond.

C. L. Sherman, fuel supervisor, has returned from fishing trip at New-castle, N. B.

Following men from the mechanical department have been to Chicago to attend the Diesel School: Harold G. Hook, master mechanic, Trott R. King, Rd. Foreman Engs., C. F. Welch, general foreman, Rigby, R. O. McGarry, foreman, Bangor.

Mrs. Vivian Elliot, superintendent's office, was in Hanover, N. H., two days recently to see her father, former Superintendent F. J. Runey, who is confined to the Mary Hitchcock Hospital, recovering from recent operation. He expects to return to his home in Lancaster soon.



Perron

Sylvester J. Perron, S. F. 2/c is the husband of Ethel G. Perron, stenographer, Purchasing Department. Sylvester entered the U. S. Naval Reserves in October 1943 and is now at Pearl Harbor.

Goldie Shine, stenographer, and Edwin Farrar, clerk, Purchasing Department, were June vacationists.

Sgt. Arthur P. Mills, son of traveling store-keeper and Mrs. James E. Mills has safely arrived home from the European Theatre on a 60 day leave.



Annette

Annette Rolf has resigned from the treasurer's office, where she has been for two years. She was formerly a stenographer in the accounting department.

Mr. and Mrs. George R. Lowell announce the birth of Barbara Jean, 7 lbs. 13 ozs., June 9. The Lowells will spend the summer at their cottage at Higgins Beach.

Horace N. Woodbury, general accountant, spent several days at camp last month with his wife and son, Dana, seaman 1/c, who was home on leave. Mr. and Mrs. Woodbury attended the commissioning in Philadelphia on July 1, of the ship to which their son has been assigned for duty.

Ernestine Grimes recently went to South Carolina on her vacation, and Marguerite Tuttle spent a week at Cape Cod.

An interesting letter written since V-E Day has been received from Cpl. Martin A. Holmes, formerly of the accounting department, who saw a lot of the worst of it on the European Front.

Two recent visitors to the office were S/Sgt. Erroll Libby and Sgt. Robert E. Lee, both of the Air Force, stationed in this country at present.



Slattery

Flight Officer P. A. Slattery, who formerly worked in the accounting department, sent this picture to his sister, Theresa, who is employed in this office. Pat is getting in his flying missions over China, where he is stationed with the 14th Air Force.

Ralmond W. Williams, formerly an operator in "WR" office and for the past few months agent at Enfield, has been working in second trick "WR" office.

Stuart Miller, ARM 1/c, was in the office recently, while on furlough from Saipan, where he met Ray Simpson.

Sgt. Ralph M. Rich has been discharged from the Army Air Force and we expect him to return to work with us soon.

S/Sgt. K. I. Marston, formerly employed as a bus operator at Lewiston, has returned from England and is on furlough, pending further assignment.



Shirley

The engagement is announced of Shirley Conant to Lieut. Emernt Christensen of Westbrook and the 15th Air Force. Lt. Christensen has just returned from active service in Italy.

C. S. Purington has enlisted in the U. S. Merchant Marine. Carl's address is: Pocahontas Coal Co., Stabler Building, Boston, c/o U. S. S. Blydale.

An interesting letter has been received from Carl Sheaff, C. S. K. Carl has been on the U. S. S. West Point four years and has been around the world three times.

We received a letter from E. F. Conant, who has now completely recovered from his injury. He does not state where he is stationed.



Conant

S/Sgt. R. J. Allen is now with the 5th Engineer Battalion, 5th Marines. This is a snapshot of him and his son, who Jimmy states "will be old enough to be a bus driver" before he gets back. Jimmy is somewhere in the Pacific.



Allen and Son



By SHIRLEY CONANT AND JACK HAYES
T/Sgt. Ralph Libby is now assigned to an Army Air Base Unit at Gulfport, Miss.

Bangor M. P.

By C. H. LEARD



Patricia

Miss Patricia McGarry, daughter of General Foreman Ralph O. McGarry, graduated from Bangor High School in June. During her course she was a member of the Commercial Club.

I. C. C. Machinist Harvey Hutchings and wife have returned from a vacation spent in Washington where they visited their daughter Pearl, who is in Government service.

Miss Jessie L. Fraser, daughter of former General Yard Master Samuel Fraser, was recently elected president of the Bangor Teachers' Club.

Eddie Couturier writes he is in the Marianas and enjoying the Maine Central *Magazine* very much. He would like to hear from all the boys. Address is: G. E. Couturier, M.M. 1/c, U. S. N. R., 117th U.S.N.C.B.-A 1, c/o Fleet Post Office, San Francisco.

Arthur French, driver on the Portland-Colebrook run, has returned to work after absence because of sickness.

Arnold Brume, driver on the North Conway run, has been on a 10 day vacation.

Foreman K. O. McNally of Bangor, Foreman R. C. Knowles of Augusta and Arthur Partridge of the Portland garage, have been attending the Diesel School at Flint, Mich.



Bangor Car Department

By LENA GOLDEN

Your correspondent, stenographer in the office of General Car Foreman Charles H. Sessions, has returned after leave of absence, her position having been filled by Mrs. Mildred Constantine.

Little 5-year old Donna Kendall of Melrose Highlands, Mass., is visiting her grandparents, General Car Foreman and Mrs. Charles H. Sessions.

Asst. Foreman Leo J. Hartery has returned from vacation which he spent keeping himself physically fit by building a new garage to replace one destroyed by fire last winter.

The following car department employees have now returned from vacations: Carmen Wm. L. Conners, James L. Dion, John J. Goggin, Frank J. Stubbs; Carman Helpers Harland J. Conners, Chester A. Goode, Wm. B. Leonard; Coach Cleaner Chester A. Welch. Carman William J. Wall is now on vacation.

Carman and Mrs. James L. Dion are receiving congratulations on the birth of a son.

The locker room used by car department employees at Union Station is being renovated and getting some needed repairs.

Mrs. Nellie M. Bowden, one of our coach cleaners at Union Station has purchased a cottage at Chemo Lake, where she and her pals, our other two cleaners, Mrs. Nina Trundy and Mrs. Beverly Kocsmiersky, plan to bask in the sun during their leisure time.

Effective June 26th, Coach Cleaner Calvin L. Pomroy will work at Ellsworth five days each week taking care of the icing and cleaning of chair cars running to that point.



Betty Anna

Jane Hope

Jane Hope Leard and Betty Anna Leard are daughters of *Magazine* Reporter and Mrs. Charles H. Leard. Jane graduated in June from Hampden Academy, making the presentation of the class gift to the school and taking part in the senior class play. She was a member of the Academy Band, and was one of the Junior Exhibition speakers.

Betty is now a junior in Bangor High School, and has appeared in solo ballet dances in Bangor and Old Town. Both girls are unusually good swimmers.

Retired Engineman Everett Haddock, who now makes his home in Walled Lake, Mich., with Mrs. Haddock will be at their summer home in Starboard, near Machiasport, for the summer.



Cormier

Ernest V. Cormier was one of the first employees of Bangor engine house to be inducted into the armed forces. He left Bangor on the 15th of March 1941 with the 152nd F.A. He has been in continuous action in the Southern Pacific for 36 months. His father is a car inspector for the Bangor & Aroostook at Northern Maine Junction.

Miss Erlene Tumith, daughter of Stationary Fireman Earl E. Tumith and Mrs. Tumith was recently married to Leslie Mark of Lebanon, N. H. They will spend the summer at Lavalley, Wis. Mrs. Mark is a graduate of Bangor High School and the New England School of Theology.

Lt. Commander Lester Nesbitt, M. C., son-in-law of Road Foreman A. W. Crocker, has been in combat at Espirito Santos and has been assigned to the U.S.S. Guilford, Apo 112, a recently commissioned attack transport.

Many of the older employees will remember Engineman "Rufe" Penney of the Eastern Division, one of the "good old Scouts". His widow, Mrs. Margaret E. Penney, recently died in Bangor. She was a member of the Ladies Auxiliary of the Grand International Auxiliary of the B. of L. E.

Frank L. Patten, another old time engineman, died May 30 at the Veteran's Hospital at Bay Pines, Fla. He was a veteran of the Spanish-American War and terminated his services with the Maine Central to enter the Postal Service in Washington. Later he made his residence in St. Petersburg, Fla.



Jeanette

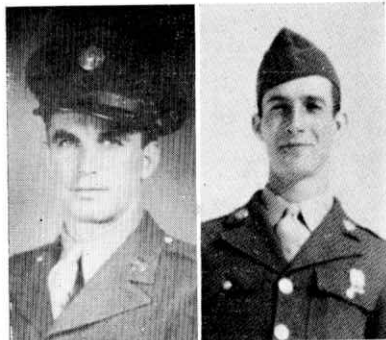
Miss Jeanette Caruso, daughter of Hostler Pasquale Caruso, was president of the class of 1945, Bangor High School, and graduated in June. She was a member of the High School Glee Club and sings in the choir of St. Mary's Church.

Bangor M. of W.

By C. T. DAVIS

Extra Crew Foremen, Earle Hamilton, Gustave Cloutier and Forest Perkins have just completed laying eight and one-half miles of new 112# rail displacing 100# rail, between Danforth and Vanceboro.

Section Foreman Mike Samways of Orono has been off duty during the past three weeks on account of illness. George Treadwell is taking charge of crew during his absence.



Bliss

Freese

Sgt. Bliss L. Wheaton and Private Freese T. Wheaton, sons of Section Foreman Thomas Wheaton of Passadumkeag, both were awarded the Purple Heart. Bliss was inducted into the army August 1, 1944, went overseas in January. Was in active service in the first army 394th Infantry, 99th Division, in France, Belgium and Germany. He was killed in Germany, April 26, 1945 and buried in Nurnbeag Cemetery, Germany. Freese was assigned to the 9th division of the First Army, served in France, Belgium and Germany. Was wounded April 14, has been in hospital in England for two months, recently has returned to the United States.

George C. Hopkins, retired ticket clerk, died at his home in Bucksport June 20. Hopkins entered the service as a clerk in Portland in 1887, and served variously as ticket seller, parcel room clerk, and in general clerical work until his retirement in 1937 upon the completion of 50 years of service. He was a brother of H. S. Hopkins, retired passenger conductor, now Chief Inspector for the Maine Public Utilities Commission.



Calais

By BURT PULLEN

We are very pleased to hear that the wife of Engineman Fred Spinney is able to be about again after hospital treatment.

Former Clerk Donald Frye has been enjoying a furlough at his home.

B. F. O'Neill, brakeman, formerly of the Woodland switcher is now on the local Bangor to Calais.

Conductor R. E. Hall has been enjoying his annual vacation. He was relieved by Chas. Miller of Bangor.

Conductor E. L. Newcomb was off for several days account of sickness. He was relieved by Conductor Robert Gillis.

Cashier Percy D. Adams has been notified that his son Charles has recently been promoted to Chief Mine-man in the Pacific area.

Agent Burt Pullen has received word from his son Burt, Jr., who has seen much action in the European Area, that he is safe and well. Another son, Parker, is in the Pacific area.

Nash MacKay, son of Operator W. H. MacKay, is enjoying a furlough from Jacksonville, Fla., where he is in training in the Naval Air Force. Another son, David, also in the Naval Air Force, is located on Tinian Island in the Pacific Theatre.

Conductor Laurel Ross is enjoying his annual vacation, relieved by Chas. Miller of Bangor.

Ellsworth

C. D. WIGGIN

We are glad to have S. A. Lounder back on his old job as freight checker, following his discharge from the Navy.

L. E. McCrae is working as summer ticket clerk in the passenger office.

John F. Harriman is freight handler for the summer season.



Dorr

Pvt. Earl H. Dorr of Cherryfield, patrolman's helper under Leon L. Denico on track between Washington Jet and Machias, is now in military service in the Pacific area.

Lancaster

By F. B. LIBBY

Owen J. Libby is home from the Army with final discharge and pretty happy boy to be home.

Nelso St. Peter, our fellow worker and friend for a good many years in train service, died in June. He had a military funeral.



Dowling

Arthur Dowling, stepson of Elmer Simpson of North Stratford, received his wings and commission as 2nd Lieutenant May 23. He is now stationed at Williams Field, Chandler, Ariz., as a flying officer.

Rumford

By J. J. SHANAHAN

Leon Thomas, of the Motive Power Department and his wife, Thelma, billing clerk at freight office, spent the first week of June with his brother and wife, Mr. and Mrs. L. A. Thomas at Mooselookmeguntic.

Operator Charles Whittaker was away the week of June 3rd, undergoing treatment at the Maine General Hospital, Portland. Bill Candors filled in for Whittaker and Albert Judkins covered the checker's job.

Conductor Joseph Cote, and wife, left June 14th, after spending a few days with his sister.



Ensign Ellis

Thomas Ellis, carman, returned recently after two weeks spent with his son, Harold, at Corpus Christi, Tex. He attended Harold's graduation from flying school, when he received his wings and was commissioned Ensign.

Henry Southworth, retiring shop foreman, was agreeably surprised by his fellow employees in all departments, Wednesday afternoon, June 27, and presented with a piece of luggage and a bill fold. Later Henry and his wife were the guests of the party at the Hotel Harris.

Our sympathy is extended to Leon Thomas, machinist, whose mother died June 22. She was 87 years old.

Sympathy, too, to W. E. Canders, yard checker, who was called to Greenville, June 11, by the death of his niece, Alice Hubbard.

Ernest L. Dillingham, trackman, Canton, died June 27 while working in his garden. A son, Wallace, was killed in action July 27, 1943.

Augusta

By OLIVE COMEAU

First Lieut. Emery C. Jones, who was employed by the Maine Central Railroad before going into service, is on a 45-day leave, which he is spending with his wife and 7 year old son after 33 months in the Southwest Pacific. He wears the Purple Heart, Oak Leaf Cluster and Bronze Star and is with the famed 103rd Infantry in the Pacific.

Lorraine "Tillie" Glazier, employed in the freight office as spare clerk for the past year, graduated from Cony High School. She has taken a civil service examination and expects to enter the employ of the Government in the near future.

Richard Bachelder of Hallowell has been employed in the section crew for the summer.

P. E. Fuller, general agent, and Irving Russell, state superintendent of buildings, made a pleasant trip recently, from Bath to Boston on a destroyer as guests of the Bath Iron works.

Miss Elizabeth Huff of Cony High, is spare clerk in the freight office during summer vacations.

Miss Athie Fossett spent her vacation attending the National Aquatic School at South Hanson, Mass., and received her Water Safety Instructor's certificate.

Barbara Gallowpe, 15 year old daughter of Section Foreman Albert Gallowpe, received the Alice Knowlton Hewins Award for the outstanding pupil in all phases of English work in Hallowell High.

Brunswick

By W. E. DURGIN, JR.

Henry R. Barber, clerk-telegrapher 2nd trick, has just returned from vacation, relief operator Howard E. Henshaw covering position. Barber has bid off temporary telegraph job at Portland Union Station.

Alfred J. Gauthier, engine house laborer, is on vacation.

Due to the alertness of Thomas Olsen, signal maintainer, serious damage was averted to train 350 by the finding of broken rail just east of Brunswick recently.

On June 29th General Agent Maynard V. Farren and Conductor of Bath Switcher Y. C. Neilson were guests of the Bath Iron Works on one of the destroyers to Boston.



Woodward

If you want to know what's cooking any time in Brunswick railroad circles just look up Frank M. Woodward, pictured here. He's been with the Maine Central almost 46 years and all of that time as a switch and crossing tender at Brunswick.

Farmington Branch

By G. A. ELLIS

Francis Conway, Jr., a bombardier of the 8th Air Force, based in England, arrived home in June for 30 day furlough. He has been in service 4½ years.

S. W. Wood, flagman on relief job, substituted for Conductor Al Emery on 7 and 24, June 8 and 9. This was Wood's first job running.

It is with deep regret that we announce the death of Frank A. Dolloff of Hallowell June 14. Dolloff was at one time employed by the M. C. R. R. as assistant to the late Roadmaster Osgood of Rumford, and later was for 27 years with the Public Utilities Commission as Chief Inspector. He was President of the Portland and Rumford Falls Railway Club.



Dolloff

Pittsfield

By I. L. SIROIS

Agent J. M. Estes, who has been confined for the last few days, expects to return to work soon. A. W. Brown is relieving.

George Hamilton, gateman, was off duty a couple days lately while moving. Gordon Gipson relieved him on the gates.

Agent H. J. Tompkins of Burnham Jct., called on us one morning reporting "everything under control" in Burnham.

Railway Express Agent Del Soule relieved express agent at Newport Jct., while he took his vacation. Mrs. Soule handling the Pittsfield office in his absence.

Richard Sirois and Billy Hughes are working with Herbert Sawyer's signal crew for the summer. They are now located in Fabyan. Robert Sirois, another son of your correspondent has just joined the navy.

Signalman and Mrs. Alfred H. Spinney of Pittsfield, have recently had word that their daughter, Louise C. Spinney, has been promoted to the rank of First Lieutenant in the Army Nurse Corps. Lt. Spinney entered the service Nov. 20, 1943 and is at present stationed at the Army Air Force Hospital at San Bernardino, Cal.

Waterville Station and Yard

By M. W. FLYNT

Marguerite Staples, freight office stenographer, is spending her vacation with friends in Vermont and Massachusetts.

Mrs. Mary R. Buck is substituting in freight office during vacation period.

We welcome Miss Gloria M. A. Tardiff to our freight office staff. Miss Tardiff takes the position vacated by Barbara Roderick, who transferred to motive power department.

Crossingtender Alec Pelletier, Fairfield, is on vacation.

Vacations are in order at baggage room, Adolph Dutille, Jr., and Leo Dutille being the lucky ones.

Glad to see Towerman Ray Spear back on the job after absence due to injured hand.

Checker Carleton Spaulding has resigned to accept other employment.

J. Edward Gallant, checker, was recently in hospital for observation but has now resumed work.

Conductor Bert Corrigan is ill at Sisters Hospital. All join in wishing him a speedy recovery.

Retired Telegrapher Arthur W. Durgin, now living at Wiscasset, writes that he is enjoying best of health and enjoys the Magazine.

Mrs. Stanley Pike, wife of Baggage-master Pike, Wilton, is spending a few days in Boston.

Express Agent and Mrs. Erlon Knowles of Wilton recently announced the marriage of their son, Ensign Elmer Knowles, U. S. N. R., to Maxine Majors of Mobile, Ala.

Flagman Sky Tardy is back on No. 394. He has been conductor on the main line. Walter Keene has the head end of the job and Tardy takes the rear.



This is a snap of a small iron negro boy carrying a flag, which at one time was attached to the front end of Maine Central Engine No. 34, named the J. D. Lang, built by the Amoskeag Co., in 1854 for the Portland and Kennebec R. R.

Bartlett

By J. E. WINNSLOW

Operators O. R. Burdwood and F. P. King are taking vacations relieved by spare operator R. W. Marshall. Agent Winslow on vacation July 1st relieved by W. H. Burnell.

Stationary Fireman Wm. Smearer is absent account of illness but is recovering so he is enjoying the fishing.

Sgt. James F. Chadbourne, Jr., son of Extra Track Foreman J. F. Chadbourne has been released from the Army after over four years service. He was in England two years and previous to that in Trinidad.

Cpl. Albinus Nealley, former trackman, who has been in the army four years is again in the United States and expected home soon.

Lewiston

By LILLIAN WHITE



Roger D. Lowe, Jr., former engine house laborer, entered the U. S. service March 31, 1943 and has been located in India. He is the proud possessor of three stripes, having been promoted to Sergeant. Roger is now engineer of engine No. 894 which he says is a Davenport Bessler built in 1944.

Lowe

Eileen McGee, clerk-stenographer in engineering department recently spent a week-end in Old Orchard with members of Kappa Chapter of Beta Sigma Phi Sorority.

Charles J. Callette, cook in extra crew, is at present on vacation, as well as Joseph Carrier, Joseph Ouellette and C. M. Buck, motor patrolmen.

Ortho Curtis, trackman Sec. 33 and A. E. Stevens, trackman Sec. 201, have recently returned from vacation.

W. J. Phillips, F. E. Douglass and F. H. Francis, crossingtenders at Auburn, have recently enjoyed their vacations.



John H. MacKinney, former baggage master, entered U. S. service June 7, 1943 and is now in the Philippines. From the picture he isn't any further away from mail bags than he was at Lewiston.

Skowhegan

By H. J. ELLIS

W. R. Russell's crew left June 23 for Waterville and will then go to Kingman.

Skowhegan Fair preparations are underway. Much activity preparing grounds, track and training horses is already in evidence.

Lakewood is filled to capacity and there is talk of opening the theatre for a short run in July or August.

Ticket Clerk H. M. Mullen took his vacation June 8 to 28 spending most of his time farming at his cottage on Morrill Pond. He was relieved by Clerk R. H. Ellis.

Freight Clerk Ernest Rowell and wife have returned from Marblehead, Mass., where they were called by the death of their daughter.

Clerk Rowell has had vacation, relieved by J. H. Chase.

Orrick C. Hewey, son of Gateman H. W. Hewey, is now at a hospital in Massachusetts, and expected home soon after service in the European area.

Lt. Leroy Crockett of the Army Air Corps, son of Section Foreman Cecil F. Crockett, has been placed on inactive duty account of physical disability. He is now serving as an instructor at the Skowhegan air-port. Another son, Sherman Chockett, QM 1/c, is located in South Pacific in or near New Guinea.

"Bunny" Crockett, daughter of Section Foreman Cecil F. Crockett is convalescing following surgery at the Redington Memorial Hospital.

Waterville Shops

By R. D. WOODS

L. H. Campbell, paint shop store-keeper, is enjoying vacation with his family at their cottage at Embden Pond.

Other vacationists for the first half of July from this department include, H. F. Pooler and C. C. Craig.

Miss Mary Roberts, daughter of machinist and Mrs. M. L. Roberts spent several days in Boston.

Jeannice, daughter of painter and Mrs. Wm. C. Mingo who has been hospitalized has returned to her home and expects to spend the summer in Old Orchard.

Electrician Parker Hall and Sheet Metal Worker Robert Harding are enjoying their vacations.

Chief Stationary Engineer Ray W. Russell is recovering from a wrist injury encountered on a recent fishing trip.

Miss Barbara Roderick is now working in accounting department. She comes to us from the transportation department.

Miss Fabiola Tardiff is taking two months leave because of illness. Good wishes from us all.

Wilbur C. Lunt, assistant shop superintendent, is progressing from his operation and was up for a short visit June 28. Mrs. Lunt had the misfortune to break her wrist, but is resting comfortably at home.

E. L. Chumley, Oxweld instructor has returned from vacation in Springfield, Miss.

Chaplain Lt. Commander Fred D. Bennett, son of F. H. Bennett, superintendent, was recently on furlough in Maine. He has served some months in the Pacific Area and is now based in Camp LeJeune, N. C.

**Mr. and Mrs. Grenier**

Miss Gloria Marie Cyr of Benton Station was married to Real J. Grenier, car helper on June 2. They spent their honeymoon in Boston and will reside on Seavey St. in Waterville.

Mr. and Mrs. Freddie Booker are the proud parents of a daughter born June 15 named Diane Lee. Mrs. Booker is employed in the accounting department as clerk.

Shop Superintendent F. H. Bennett has obtained the services of Miss Dorothy M. Lord, R. N., to supervise our first aid room. The average of minor accident calls according to Miss Lord is about one per hour. Miss Lord was graduated from the Elm City Hospital in 1937 and was floor supervisor there for 3 years.

Following men have enjoyed vacations in June from the locomotive end of shop: Gerald Hodgkins, Gorham Robinson, Harry Bertrand, C. J. Poulin, Louis Julia, Wilfrid C. Belanger, George Chamberlain, Joseph Hall, Earle Brown, John Buckman, Elsmore Penney, Percy

Bull, P. A. Mahen, P. Bolduc, Archie Hayes, Bill Huard.

Earlon Staples, erecting foreman, left June 30 to take up duties as round house foreman at Rumford in place of H. A. Southworth. Staples came to Waterville in June, 1933 and was made foreman in 1939. He leaves here with the good wishes of all and was given several fine presents before leaving. Karl P. Lamont is new foreman in erecting shop replacing Staples. Bert Jewett is day foreman at engine house replacing Lamont.

Cpl. Dana Sturtevant is home on furlough from 27 months in Pacific Area. He has been based at Guadalcanal, Guam and was in the action on Iwo Jima, with the Marines.

Mrs. Wm. Leeman, wife of laborer in stores department, is home after being at the Osteopathic Hospital.

M/Sgt. Walter Pearl, formerly employed in the shops, writes from Belgium that he has been "all over France, Luxembourg, Belgium and some parts of Germany. Had a chance to see nearly all of the cities in the Ruhr section and believe me our boys did a damned good job on all of them. If the people of England think their country is beat up they should see Germany now.

Newport Jct.

By P. V. WITHAM

Kay Burns, daughter of Thomas Burns, operator at Foxcroft, recently graduated from Foxcroft Academy and was an honor student and a member of National Honor Society. Another daughter, Carmel Burns, is home from Washington for visit before taking a new position at Bangor.

Bus Driver Duane Chase is convalescing from an operation. Driver Lobley is covering for him.

Agent Milliken, Corinna, was recently called to Bar Harbor account death of his brother. Clerk Harry Nason of Newport covered his job.

Joyce Jenkins recently graduated from Foxcroft Academy. She is the daughter of Agent C. L. Jenkins.

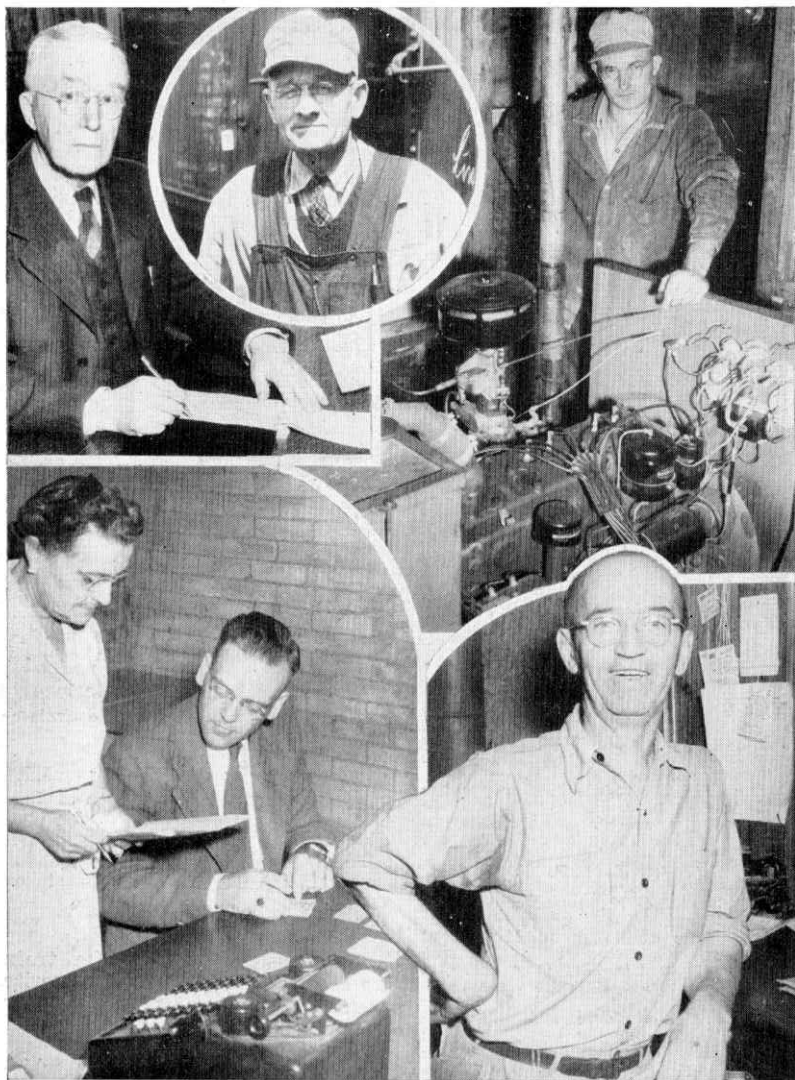
Crossing Tender Frank Carroll is on vacation.

No Soloist

Two pretty girls on the train were discussing their favorite operas. Just as the conductor came up, one of the girls said: "I simply love 'Carmen.'"

The conductor blushingly whispered: "Try the brakie, Miss; I'm married."

Family Snapshots



A Group of Eastern Division Employees. Top, left to right: A. L. Dennis, General Agent, Old Town; C. A. McInnis, conductor; R. S. Tilton, M. P. foreman, Vanceboro. Bottom: Onata Quinn and Olyn Darling, Bangor ticket office; T. W. Dempsey, agent East Machias.