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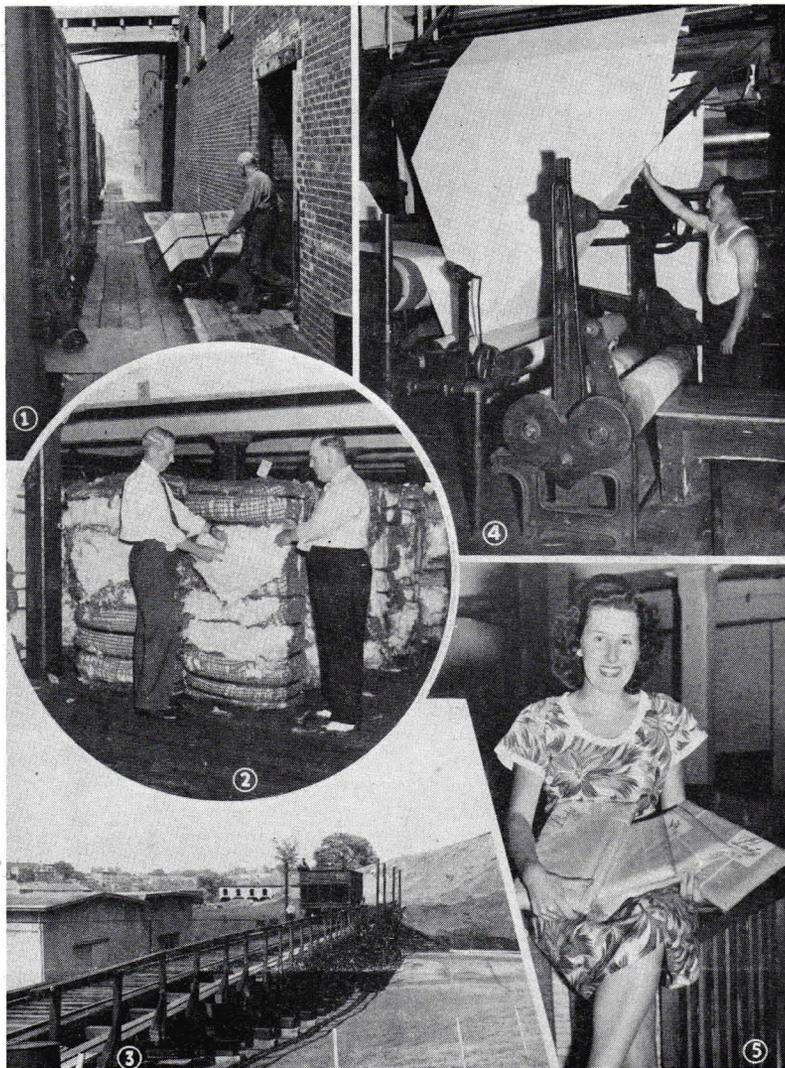
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# *Maine Central Railroad* **EMPLOYEES MAGAZINE**

**VOL. 2**

**SEPTEMBER, 1946**

**NO. 12**



## Textiles and Our Railroads

Some 25 Cotton, Woolen Mills in Maine  
Are Served by the MEC

By NILS LENNARTSON BOSTON & MAINE RAILROAD  
Assistant Publicity Manager HISTORICAL SOCIETY,  
ARCHIVES

People in nearly every state of the union go to bed at night between sheets and blankets manufactured in the world's best textile mills, right here in the state of Maine.

Now, you probably never heard anyone murmur "Bless those railroads" as he slipped between some beautifully-comfortable sheets. We haven't either. But the fact is that the railroads—and the Maine Central in particular—have a lot to do with getting the products of Maine's famed textile mills into American homes.

Each year, for instance, our railroad brings more than 2,500 carloads of raw cotton and wool to the 25 textile mills along Maine Central tracks from Lisbon Falls to Old Town. The cotton in 400 to 500 pound bales—some from far-away India—goes to nine cotton mills in four Maine cities. The wool in bulging bags goes by Maine Central to 16 woolen mills in various towns and cities. We

also haul large amounts of the coal, chemicals and other essentials which the textile manufacturing processes demand.

When the skilled workers and magic-like machines have turned out their handsome spreads, overcoatings, blankets and what-have-you, our railroad steps into the picture again. The finished products go into our freight cars and out over our rails for the trip to the markets and finally the buying housewife. The bulk of the outgoing freight is in less-than-carload lots but yearly accounts for what our freight officials call "real big business" for our road.

These mills, with outstanding war production records behind them, are busy planning top-speed civilian production these days as they strive to overcome reconversion problems. This will mean more fine textiles for the nation—and increased business for our railroad.

### Eyes Left . . .

Views of our railroad working with various textile mills around the state of Maine. Photo No. 1 shows a carton of finished sheets going into one of our freight cars. Photo No. 2 is of B. C. Kirkpatrick, our general agent at Lewiston, (right) and a mill official inspecting a bale of raw cotton delivered by our road. Photo No. 3 shows one of our coal cars which bring fuel for the mills' boilers. Photo No. 4 is one of the state's thousands of textile workers supervising a calender machine processing sheeting. Photo No. 5 shows packages of widely-known sheets and pillow-cases in the arms of an attractive textile mill lady employee.

Coal for the steam plants of the textile mills is one of the largest accessory items which our road brings in for the mills. In the Lewiston-Auburn area, where several of the state's larger textile industries are located, some of the mills in normal times use two cars of coal a day. We also haul fuel oil for some of the plants. Other products for the mills which give us freight hauls include paper box material, rayon yarn, soda and soda ash, sulphuric acid, starch and textile talc sizing.

The processes by which raw wool or cotton become fine textile products are many and varied. The handling of raw cotton, the most important vegetable fiber used in textiles, is typical. The cotton fiber itself is a soft, downy substance which grows around the cotton seed. It is as varied as the many soils and climates in which it grows. The cotton is picked from the plants; its seeds removed by ginning; and the cotton then baled in jute bagging and sheet-iron bands for shipment to the mills.

At the mill, the bale is broken open and thoroughly cleaned by various picker machines in the picker rooms. Other intricate machines card and comb the cotton fibers parallel to each other in so-called slivers. Drawing machines further process the cotton until it is ready for spinning. In the spinning operation the cotton is completely drawn out to the required size and given the proper amount of "twist" to give the thread needed strength. The product then is warp yarn ready to be interlaced with other yarn to make the cloth which will be finished for market.

Intricate machinery, operated by skilled workers in Maine's textile plants, approaches the unbelievable in accuracy and efficiency. In addition to old know-how and tested

methods, our Maine mills too are spending hundreds of thousands of dollars in the revision of equipment and bettering of their products to insure that Maine-made textiles will continue to be proud names in the textile world.

The textile industry is another of those great Maine industries which mean so much to the world—and to us of the Maine Central Railroad who provide them with efficient year-round transportation service.

### MEC MAN WINS

A Maine Central train dispatcher, Michael J. Meehan of Portland, received the \$10 first prize for the best slogan submitted by employees for reproduction on the pay-check stubs of the Maine Central and Boston and Maine Railroads.



Meehan

Meehan's winning slogan was: "We are all partners in business. Let us be responsible and courteous." A Bath freight checker, Leburton D. Sheldon, Jr., won one of the nine \$2 awards given for honorable mentions. His slogan was "Thank you". Easy to say; nice to hear." It was decided to give honorable mention awards because so many clever slogans were received.

The prize-winning slogans will appear on the stubs for periods of three weeks each.

### RR EXPENSES

Capital expenditures made by Class I railroads in 1945 for passenger train cars totaled \$30,843,000 compared with \$1,921,000 in 1944.

## Summer Agent Licks Housing Problem



This is how our summer agent at North Belgrade solved his housing problem. Agent Harry M. Mullen is shown beside the 10 by 12 foot tent which he put up when he couldn't find a place to live.

A khaki bungalow tent solved the housing problem for our summer agent at North Belgrade station.

When Agent Harry M. Mullen went to take the summer job there a few weeks ago, he set out to find a place to live somewhere near the station. But there wasn't a house; there wasn't even a room to be found.

Mullen suddenly realized that people came from far-away places just to camp outdoors in the Belgrade Lakes region. Why shouldn't he do it too—and solve his housing problem? He decided he would try.

Back to his Hartland home he went and picked up the 10 by 12 foot tent which he had used on hunting trips. He set it up in the shady corner of a field next to the station and moved in a cot, blankets and personal belongings.

Now at the end of the season, Mullen says he has lived like a king; eaten well off a hot-plate. And every morning before going

into the station for the day's trick, he has gone for a cool swim in Snow Pond, just a few steps from his tent.

### McTAGGART RETIRES

Sidney A. McTaggart, auditor of passenger receipts for the Maine Central and Boston and Maine Railroads, has retired after 54 years railroad service.

McTaggart started with the Maine Central as a trackman in 1892. He served as a brakeman, crossing flagman, baggagemaster, operator at Forest and Farmington, agent at Brooks and Cherryfield; freight cashier at Dover-Foxcroft and Rockland and became traveling auditor in 1908. He became auditor of agencies in 1914 and assistant comptroller of the Maine Central in 1924. He assumed the post from which he has retired in 1933.

He has been succeeded by Murray S. Colony, chief clerk of the office since 1942.

# So It Costs YOU More to Live!

By CLIFF SOMERVILLE, Editor

Well then, give a thought to the railroad that provides you a job, for while higher prices for almost everything you buy may give you trouble in stretching your increased pay checks, your railroad is paying more for almost everything it buys.

Maybe you're a typist, or a car cleaner, an engineman, a machinist or a maintenance of way worker, but whatever your job is on the Maine Central your Company is paying more and more money to buy the tools that make possible your job, the necessities of life a railroad must have to keep going.



Monkey wrenches of the 15 inch variety, an important item in a railroad

machinist's kit, cost us \$21.55 a dozen now against \$18.84 five years back.

As a typist you use typewriter ribbons, carbon paper and maybe rubber bands. Well, the ribbons cost us 50 cents a dozen more today than they did in 1941, and we use thousands of them every year. In figures the cost is \$3.00 a dozen today against \$2.50 five years ago. And the carbon paper is up to \$6.25 a thousand sheets as compared with \$5.00 in 1941. We buy rubber bands by the pound and today they cost us 79 cents the pound as compared with 65 cents formerly.

Mops, turkey feather dusters, and sponges, important in car cleaning work, are away up as compared with 1941. Mops are \$5.76 a dozen now against \$3.60 then; feather dusters are \$7.78 now against \$3.95 a dozen, formerly; and sponges cost \$1.95 each now instead of 70 cents.

Trainmen's lanterns we buy by the dozen, because we use plenty of them. They cost us \$17.00 a dozen now; they used to be \$13.25. And a really big light, a locomotive headlight, costs \$59.00 each today against \$50.00 in 1941.

The steel rails that make our railroad highway are up to \$54.10 a gross ton today as compared with \$45.50 in 1941; the treated ties, which we use by the thousands every year, cost \$3.58 each today instead of \$2.00 as in 1941; tie plates, which were just under 39 cents each, now are almost 46



cents; and the spikes that bind all three of the foregoing cost three cents each today, up almost a half cent in five years. (And if a half cent doesn't mean much to you, just remember your railroad uses hundreds of thousands of them every year).

That coal scoop the locomotive fireman uses is only nine cents higher than five years ago, \$1.24 against \$1.15 to be exact, but the coal he passes with it has leaped to \$7.05 a net ton against \$5.29 five years ago. That cotton duck that makes up the engine cab curtain is up, too, from \$1.14 a yard to \$1.71.



Getting into some really big stuff now we find that passenger car wheels cost \$3.50 more today than in 1941, or \$49.50; while freight car wheels are up from \$15.60 to \$18.38; couplers for freight cars cost \$40 even against \$28.75; while Douglass fir lumber for bridge timbers comes at \$83.00 per thousand

board feet as compared with \$32.94, formerly.

As we turn to new cars to provide our customers with better passenger and freight service the increased costs are really staggering, approximately \$83,000 for the new deluxe air conditioned coaches we have on order as compared with \$40,365 which air-conditioned coaches sold for just nine years ago; while new freight cars cost \$4,100 as compared with \$2,950 in 1941.



These items, of course, are but a few of the thousands of items that make up our budget of necessities, and they were selected at random, more for their easily recognizable features than for any comparison of prices. They are

merely typical of a story that runs through the entire list, that our railroad costs of living are up, and still are going up, even as this goes to press.

That's why we have urged in these columns in recent months that each one of us do everything he or she can to hold all the passenger and freight business we have and to win more business wherever and whenever we can, by rendering efficient and ever courteous service to the public.

The public is our one source of income. We must increase our income to keep abreast of rising costs, and, incidentally, to furnish each one of us an income to meet our personal living costs!

And by the way, it would help if you would take the best of care of the tools the railroad buys for you.

## WAR BRIDE JOINS US



Rene and Wanetta

Our Maine Central family has another war bride in the person of attractive Mrs. Rene Nurse, English-born wife of Trackman William J. Nurse of Deering Junction.

While serving overseas, Nurse met his wife-to-be at Swindon, England in 1942 in a line waiting

for "fish and chips." They were married in Wales in May, 1943. While serving in northern France, Nurse got word that he was to become a father. He eventually returned to this country; was discharged and returned to his railroad job. His wife and daughter, Wanetta, joined him at his Portland home a few months ago.

## COURTESY PRAISED

Courteous handling of a casket by our employees has resulted in a letter of commendation from a relative of the deceased.

"With the occurrence of the death of my step-father, I sincerely wish to thank Joseph A. Boucher (agent) of Gilman, Vt., the boys who handled the body at Portland Terminal and the boys at Bangor also for their very careful handling. It did my mother so much good as she watched them all the time," H. A. Drew of Gilman, Vt., wrote.

## Engineman Stone Nears 60 Years' Service

By L. H. KANE, *Rigby*

Engineman Alonzo C. Stone, our "grand old man of the mountains," will have completed 60 years' railroad service on October 6.

Lonnie, as the popular freight engineman is called by his friends, still climbs briskly into the locomotive cab of Portland-Bartlett freights despite his years of service. And as to his feelings about the business after the three-score years of service, he says:

"I've liked it first rate. The folks around me have been first rate. If I had the chance, I'd probably do it all over again."

It was in October, 1886 that Lonnie began railroad work when he was just eight days under 17 years old. That first job was on one of the construction crews building the Upper Coos Railroad from North Stratford to West Stewartstown, N. H., now a part of the Maine Central System. He found he liked railroad ways and stayed on to become a section foreman in 1888. Six years later he transferred to the Motive Power Department and in 1895 became a fireman. He qualified as an engineman on the Mountain runs in 1901 and has been in freight service since.

Next to his railroad job, Lonnie's handsome farm at Lancaster, N. H., is his major interest. It is there that he plans to retire "someday" and devote full-time to now off-duty hobby of gardening. He expects that his daughter, Hazel Ann, who has been with him since his wife died seven years ago, will join him there.

Lonnie has many keen memories of his more than a half century of service. Some particularly

vivid ones are centered about the snow slides and heavy storms which his engines bucked through in the mountains during the early 1920s. Lonnie reminisces that "we just don't seem to get that sort of weather nowadays." He also notes that there is "some difference" between the little engines he first operated and the giant steam — and Diesel — locomotives the Maine Central offers today.

Lonnie's 60 years' railroad service tops that of any other qualified engineman on our railroad. Robert Sturgeon and T. M. Saunders of the Portland Division both have more years as qualified enginemen but Stone's total railroad years is away out front.

The veteran engineman in addition to reaching his 60-year railroad mark in October also can celebrate his 77th birthday eleven days later on October 17.

### GOES TO EUROPE

The daughter of an assistant foreman in our Waterville Shops is one of the first G. I. brides from Maine to go overseas with her soldier husband.



Jackie Tobey

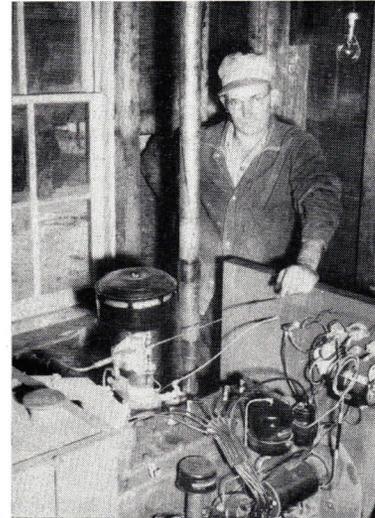
She is pretty Mrs. Jackie Otis Tobey, daughter of Assistant Foreman and Mrs. W. D. Otis. The Waterville girl and her husband, Master Sergeant William Tobey, left from New York and have arrived in Germany where they are to be for two years.

## Fire Pump Pays Off

By W. L. BLANCHARD,  
*General Agent, Vanceboro*

The fire pump and training of men in our Vanceboro yard paid off recently to the extent of saving thousands of dollars worth of freight in our freight house there.

One afternoon a round house man discovered fire in a vacant store a short distance from our freight house. He immediately notified Round House Foreman Arnold Scott and the fire-fighting routine in which the men have been trained was called into action.



The fire pump of our yard at Vanceboro is shown with Foreman Ralph S. Tilton standing by.

On 10 short blasts from an engine whistle, the available men turned out; started the fire pump and ran out the hose. In just six minutes the men had water pour-

## Accidents Never "Just Happen"

By D. W. SANBORN,  
*Safety and Fire Prevention Agent*  
Accidents don't just happen—honest!

Just take a look at these actual cases which occurred to members of the Maine Central family in the last three months. Did they "just happen?" No, a rule violation caused each one.

(1) A trainman was riding the side of a car to see if it would clear. He forgot to see if *he* would clear and was knocked to the ground by a car on the next track.

(2) A trackman started across a track without looking in either direction. He was struck by a locomotive but miraculously escaped death.

(3) A mechanic was working under a car in a train. In violation of rules, no blue signals were displayed. The train was moved and the mechanic lost his leg.

In none of these three cases did the accident just happen. It happened because our safety rules and regulations were not obeyed.

The men involved suffered serious injuries. The next time it could be any of us. Let's save our bodies and health. Let's follow the rules.

These safety rules and regulations which were broken were not made just to bother and make more work. They were made to keep us all in shape to do our work.

ing on the fire which was soon extinguished. The store as well as the freight house with its valuable storage was saved.

The men have been trained in fire-fighting procedure since installation of the fire pump in the yard two years ago. Our railroad's pump is the only major fire protection provided in the town.

## Jottings From The Superannuates

By  
C. H. LEARD, BANGOR



Recently on a few days' lobster fishing trip down East stopped at the comfortable home of Frank L. Gallagher and wife to say "Hello." Frank was for a great many years car inspector in Bangor yard. On the way home from this trip also called on retired Engineman Frank Robinson, who operates a cozy little lunch room in Brewer.

John J. Mullen, who for years was in the car department and later at the engine house, is now a special policeman and all-year-around caretaker at Bass Park.

Fred Willey is around his home a greater part of the time, does a little gardening on the side and for a time last winter was connected with the Masonic Temple building.

Charles J. Wilson, pensioned some years ago, takes life pretty comfortably. His principal hobby is the Masonic Club where he spends most of his time. His old job, yard switchman, is now covered by his son, Charles the 2nd, and his grandson, Charles the 3rd, is a machinist at Bangor shop.

R. O. McGarry, general foreman, recently on vacation spent some time with his brother, John S. McGarry, retired, at his cottage on Peaks Island. John is having the time of his life since his retirement as engine dispatcher at Rigby.—All he has to do is sit around watching the sad sea waves.

When Forrest Peavey, known by everyone as "Cant Dog," is not idling his time away and fishing at his Lambert lake camp he attends to his insurance business.

Hugh Robinson boards out back in Hampden and understand on account of advanced age does not get out much, but when you do see him it's "Hello, old man, how are you?"

"Joe" Ferry, the last Eastern Division engineman to retire, suffered a severe illness the first of the summer, losing 40 pounds in weight, but now is feeling like himself again.

Howard S. Gove keeps fairly busy with his affiliation with the Townsend Plan. He and Mrs. Gove left the last of July for Chicago to attend Townsend meetings and are planning on spending the coming winter in Florida together with Mr. and Mrs. Percy Trafton who retired from the signal department some time ago.

Hiram Appleby, superannuated yard conductor, is another little fellow that bobs around town just as if he owned the whole works. Asked him the other morning how he was feeling, "Just fine, get three square meals a day and walk up town and back each morning and think the women's hats are something abominable."

Hiram F. Card, ex-Portland division conductor, comes to the engine house quite frequently for his supply of good drinking water. At the time of his retirement he was in charge of trains 16 and 22. Hiram is another good old timer whose chief pleasure is puttering around his garden.

"Allie" Dunn went a month ago to visit relatives in Wellford, N. B., and hasn't been heard from since. Guess he is too busy haying, milking the cows and catching trout to give a darn about us poor working folks.



The following members of our railroad family have retired recently:



Toothaker

**Ivovs Toothaker**, engineman of Rumford, after 46 years' service. He started as a fireman on the Portland and Rumford Falls E. R. in 1900 and was promoted to engineman in 1911. He now expects to keep busy at his home at Ridlonville and camp at Weld.

**Frank M. Harrington**, conductor of Portland, after 40 years' service. He started as a trainman in 1906 and became conductor in 1909. He has worked for many years on Lower Road locals.

**Peter E. Fournier**, yard brake-

man, after 28 years' service. Fournier, a resident of Auburn, was on Chisholm's switcher until he became disabled in February this year. Brakeman A. Lachance of Lewiston has bid off Fournier's job.

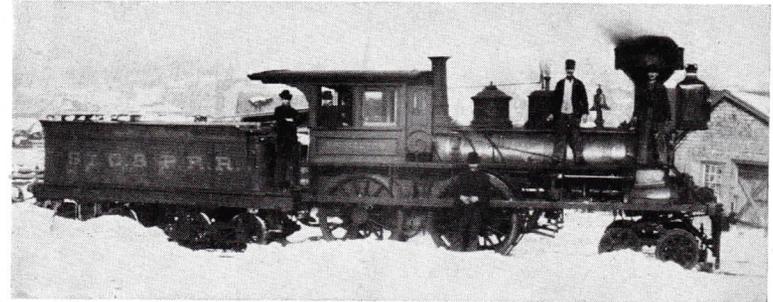


Sibley

**George M. Sibley**, trackman at Olamon, after 26 years' service. He plans to take it easy at his home at Olamon.

**Ernest E. Roberts**, carman at Waterville shops, after 34 years' service. He lives at North Vassalboro.

## Old Washington County R.R. Scene



In 1890 the crew of the "Princeton" above was Engineman Charles Christy, Fireman "Kim" Haycock, Conductor William Lucas and Trainman Albert Lucas. The wood-burner ran on the St. Croix and Penobscot RR. The road's president was S. W. Haycock, father of Kim (now retired) and Ross Haycock, our veteran Eastern Division conductor. Photo provided by E. H. Winslow, rules examiner.



## WHAT WOULD YOU DO?

The fact that prices are going up is not news. We can buy almost nothing today that does not cost more than it did a few months ago. We all have found that out.

But have we stopped to think that costs for things that our railroad needs also are going up? Probably we haven't. That's why the story in this issue telling about the increased costs of company materials is worth reading.

We wonder if we shouldn't react to increased costs for the things that the company needs the same way as we do to increased costs for the things we need in our private lives.

What do we do when the price of butter, bed-sheets or what-have-you goes up substantially? We try harder than ever to keep waste down to the minimum. We make what we have go as far as possible.

Shouldn't we do the same for company materials? The story in this issue shows just how much the prices have gone up on specific items.

It is no secret that company payrolls have increased very substantially. Add to that the rising costs in company materials and we get operating expense totals which show clearly the need for economy.

We can all help save on materials which are costing more and more. In so doing we help our company—which is a direct way to help ourselves.

## TOWER SAVED

Our Tower #3 at Portland was saved from possible serious damage Aug. 10 by the speedy action of Towerman J. G. Connelly who discovered fire in the timbers of the Fore River trestle on which the signal tower is located.

On seeing smoke, Connelly took his 2½ gallon pump extinguisher and went to investigate. Finding that the fire was too much for him to handle alone he went back to the tower and sounded the alarm for city firemen. While waiting for firemen to arrive Connelly and others ran out a 2½ inch hose from station F.R. 3 to get a start on putting the blaze out. The fire was completely extinguished by city firemen with damage estimated at \$50, limited to several timbers and planks in the trestle.

## WHERE RR \$\$\$ GO

In 1945 railroads of the United States paid 41 cents out of each dollar of revenue to employees in wages.

After paying all 1945 expenses, two cents out of each dollar of railroad income were left to be put back into the development of the railroads.

During the years the U. S. was at war, railroads paid the Federal Government \$4,000,000,000 in taxes.

## THE COVER

*Climbing into the cab of his Bartlett-bound freight is Engineman Alonzo C. Stone, Mountain Subdivision veteran who, on Oct. 6, will have 60 years railroad service. Photo by George H. Hill, staff photographer.*



Mrs. Raymond Dauphinee is running around with stars in her eyes and wings on her feet because her husband, Raymond, locomotive fireman, has recently returned after 23 months' service, most of which was spent in the Pacific with a railroad operating battalion.



*Fireman and Mrs. Earl Humphrey are proud of their daughter, Mary J., who is to enter Boston University in September, taking the medical secretarial course. Mary was salutatorian of her class last year at Woodland High School.*



## Bangor Motive Power

By C. H. LEARD

O. L. Martin, at present laid off from the engine house, was held up in Brewer Aug. 3 and robbed of \$130.00. Some time ago, as stated in the *Magazine*, his auto was stolen.

Foreman R. E. Eames has returned from two weeks' instruction at the Diesel School in LaGrange, Illinois, and Foreman I. A. Furrow returned from the same errand Aug. 17. Machinist Herbert C. Clark substituted.

Leon E. Robinson, locomotive fireman, who saw a number of years' service in the Pacific and who suffered a bad wound in the right arm, has so fully recovered that he has been able to report for duty.



*Another member of "The One That Didn't Get Away" Club is shown here. Engineman L. L. Fernald must have been fishing deep when he snagged onto this 12 pound togue at Beach Hill Pond. It was 31 inches long and was taken after a 30 minute battle. Fernald, on sick leave for about a month this summer, also caught two 11 pounders and one weighing 8 lbs.*

During the recent North Eastern Convention of the Shrine at Bangor four of our employees took the Shrine Degree: Store Clerk James Blothen, Engine House Foreman C. E. Quinby, Electrician Guy M. Hathaway and Machinist Earl E. Rideout.

Leo and Charles McInnis, machinist and helper and sons of Conductor McInnis, have returned from a vacation at Mt. Desert. They say it is some different around the Ferry now than it was when they were boys.

Granville E. Bickford, machinist helper at Bangor, has recently reported for his old position at Bangor shop after being discharged from the U. S. Army.

Chester L. Shepherd and wife have just returned from a most enjoyable vacation, part of which was spent with their daughter, Mrs. Charles Bridges at York Beach and the remainder at Plymouth, Conn., and New York City.

Mrs. W. J. Hickson, wife of Engineman Hickson, left Aug. 7 to attend the National Convention of Daughters of Isabella in Milwaukee.

George E. Tootill died in Stockton on July 11. Tootill, a retired machinist, was noted for his philosophic views on current events.

The stork called again at Veazie and left Machinist C. B. King and wife a charming little daughter, Leilla R., on Aug. 2.

Superannuated Engineman F. S. Peavey has received word that his brother, Col. H. C. Peavey, a native of Bangor, and known by most M. C. people here, has become Chief of the Dental Service at Tilton General Hospital, Fort Dix, N. J.

"Broadview" in Hampden, the charming home of E. M. Graham, President of the Bangor Hydro Electric Company and a director of the Maine Central Railroad Company, was the scene of a lovely wedding Aug. 3 when Lorna T. Tuckfield of Dundee, Scotland, became the bride of E. M. Graham, Jr. Mrs. Graham is an actress of great ability, having played leading roles on the London stage and also appeared in the leading role in a performance before the King and Queen of England at "Balmoral Castle."



Walter J. Theabeau, Jr., son of Foreman Theabeau, entered St. Joseph's School, Peabody, Mass., on Sept. 8, to study for a St. Xavier brother.

Miss Marion E. Grant, a student at the Northwestern Theological Seminary in Minneapolis, has become engaged to S. E. Gunn, Jr., of Bangor, according to the recent announcement of her father and mother, Engineman and Mrs. L. J. Grant.

### Bangor Operating

By MARY E. GIBBONS



Myles McManus, son of Delivery Clerk Joseph R. McManus, Bangor, was among 16 young men recently invested with the Habit of Religion at Sacred Heart Novitiate of The Xaverian Brothers, Fort Monroe, Virginia. Mr. and Mrs. McManus were among those present to witness the ceremony. Myles finished John Baptist High School in Bangor in 1944 and then entered St. Joseph's Juniorate in Peabody, Mass. Following graduation he entered the Novitiate where he received his Habit and name in religion, Brother Constant, O.F.X.

W. H. Cust is attending Conductor's Convention in Chicago. Conductors T. H. Allen and E. E. Wortman have been on vacations.

Conductor C. A. McInnis has been off duty for several days on account of sickness.

Agent A. L. Dennis, Old Town, has been on vacation.

John Shaughnessey, clerk, Bangor freight, and Mrs. Shaughnessey have returned from a visit with Shaughnessey's sister at Orleans, Vt.

### Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is taking a vacation with Mrs. Dennis at Washington, D. C.

C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers in town.

### Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer, after treatment at a Bangor hospital.

Effective Sept. 1, Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Boudreau, relinquishing position because of illness. Effective same date Boudreau was appointed assistant foreman, Bangor passenger station. Effective same date Nubert B. Estabrook took over the duties of wreckmaster.

Nubert B. Estabrook is on vacation, his position being filled by Carman Arthur H. Johnston.



Joseph J. Toole, who retired as carman on May 29, died Aug. 1 at the age of 66, at his home, 20 Birch St., Bangor, after a short illness. He was born in Bangor, educated in the Bangor schools and was employed by the Maine Central Railroad for 45 years.

### Lincoln

By H. D. HASKELL

Second Trick Operator-Clerk L. G. Kelley left for a two weeks' vacation Aug. 27. Spare Operator Roy Farron, Jr., of Cherryfield substituted. Roy was discharged from the U. S. Navy last April. He is a student of station

work and is a protege of Agent Verne Blaisdell of Cherryfield. He supplied at Wankeag for two weeks before coming here.

Retired Operator-Clerk Charles E. Cutler, who for many years worked second trick at Lincoln, is a frequent caller at the station. He still has a good telegrapher's ear and as far as adding figures go he still maintains that same degree of accuracy.

Roy Lutes, yard clerk at Vanceboro, has been spending several weeks at his home in Lincoln.

Operator-Clerk Kelley supplied as agent at Mattawamkeag for five days while Agent Tewhey was ill.

Cut out from  
magazine

Raymond E. Doane, section foreman at Enfield, is taking a trip through Canada while on his vacation.



Frank A. Scott, son of Joseph M. Scott, assistant signal supervisor, has recently returned to the States after two years in the Pacific. Before entering the service he was leading signalman on the system and expects to return to work in the near future.

Harold L. Daggett, truck driver, and Oscar Johnson, assistant foreman in Bangor yard, have been on vacations. Other vacationers are L. Robichaud, trackman at Northern Maine Junction, T. Stimpson, M. Wall, J. Martin, R. Kelly, J. Yeo, E. Lucksinger, L. Guiliano,

all trackmen in Bangor yard; C. Johnston, trackman at Milford, C. Blanchard, trackman at Enfield, O. Nelson, trackman at Lincoln, N. Rideout, trackman at Mattawamkeag, and Arthur J. Landry, who is acting truck driver while regular man is on vacation.

### Eastport

By C. A. SMALL AND K. O. CLINE

Foreman James Andrews, Sea Street warehouse, was a recent hospital patient. He is now recuperating at his home. John Craig is relieving him.

Frank Andrews and Bill Childs, freight handlers, were out sick recently. Kathleen Cline, clerk, was out on leave recently, being relieved by Carl Thompson.

Conductor Rutherford is laying off and is being relieved by Brakeman Kyle.

Brakeman John Mullen is a hospital patient.

### Calais

By BERT CULLIGAN

Fred McConvey, spare man, has been working the job as baggagemaster, vacated recently by Crandlemire.

Conductor Bernard F. O'Neill has bid off the job vacated by Pat Crandlemire.



Frank Grant, car inspector, died Aug. 22 following an illness of several weeks. Harold A. Libby, Carl Ross, Frank Getchell, and Percy Adams were pall bearers.

Frank Getchell, car inspector, while on two weeks' vacation, was a delegate to the I.O.O.F. Grand Lodge, at New Glasgow, Nova Scotia.

William Hanson, carman, of Bangor, has been working in Frank Getchell's job.

Frank Getchell has bid off the job formerly held by Frank Grant, deceased. William Hanson has bid off the job left vacant by Frank Getchell and has moved his family to Calais.

Donald Donovan, son of Brakeman R. J. Donovan, has returned home from the Eastern Maine General Hospital, Bangor, where he was confined with a leg injury suffered while he was at camp this summer.

Donald Gaddis of the Calais engine house is on vacation.

While Conductor Ross H. Haycock was on vacation, Conductor William F. Townsend of the Woodland switcher covered his run on the passenger train. Conductor Murray E. Allen worked the Woodland switcher in Conductor Townsend's absence.

Conductor Bernard F. O'Neill spent several days in Boston on business.

Baggagemaster Bill Cobb of Bangor is back on the run between Calais and Bangor with Conductor Newcomb.

Pat Crandlemire has bid off a job in freight service between Bangor and Vanceboro.



By DORIS M. THOMAS, EDITH W. MAC-GIBBON, LILLIAN G. SMALL

Sympathy is extended to Miss Mary J. Plummer, stenographer in the Engineering Department, upon the death of her mother, August 7.

Mrs. Alice Eliason, chairman in the Engineering Department, has just returned from two weeks' vacation, part of which was spent in Wellesley, Mass.



*Joseph P. Connary, chairman in the engineering department, received his discharge from the Navy on June 15, after having served for 21 months, the major part of that time being spent in the Pacific Theatre. He is the son of Lawrence B. Connary, head clerk in the engineering department.*

Charles E. McCarthy, clerk in engineering department, passed a weekend in Boston.

Harold J. Foster, assistant general passenger agent, was in a Portland hospital for treatment during August but is now recovering at home.

Newhall Tukey, assistant to freight claim agent, has been on vacation.

Henry Tukey, Naval Aviation Cadet and son of Newhall Tukey of the Freight Claims Dept., is on a furlough with his parents at Highland Lake. Henry is stationed in Dallas, Texas.

Miss Edna Crimmins, clerk in the

Engineering Department, recently spent a week end in Beverly, Mass.

Mrs. Paul Ellington (Miss Eleanor Henry) daughter of Wm. J. Henry, chief clerk in the Engineering Department, has returned to her home in Tulsa, Oklahoma, after having spent two weeks with her family.



*Cut out from  
Magazine*

*13 months.*

Percival E. Maxfield, investigator in the freight claim office, has been on vacation.



*Dell R. Hyssong, clerk in the auditor's office, returned to work on July 25, after serving two years in the U. S. Navy. He was wounded in action in Germany while with the 4th Infantry Division. After release from the Hospital he returned to duty in France. He was married recently to Miss Carolee M. Wilson of Rockport.*

Miss Methel Packard, a former employee auditor agencies office, was a recent visitor. Methel is now with Internal Revenue, Augusta.

Goldie Shine, purchasing department, has returned after a trip to Bar Harbor.



By H. E. SPEAR AND JACK HAYES

Merrill Stanley, leading clerk in the General Office, has returned to work after a few days in Boston attending ball games.

C. W. Edwards, operator off several weeks because of illness, is expected to return to work soon.

C. S. Purington has bid off the Ellsworth-Bar Harbor run for the remainder of the summer.

D. A. Sturtevant, an operator on the Lewiston-Bath line, has resigned.

Among employees on vacation during August were L. F. Warren, operator on the Bangor-Portland line; C. H. Weststein, operator on the Lewiston-Bath line; G. E. Rollins, operator on the Waterville-Portland line; F. L. Foster, mechanic, Bangor garage; R. C. Knowles, mechanic, Augusta Garage; and M. J. Vaillancourt and A. J. Wiswell, mechanics, Portland garage.



### Train Service

By C. R. BALL

Conductor Herbie Howard had the longest freight train ever on the Rockland Branch Aug. 25, a double header with 55 cars.

Cato Meader is back to work after an extended illness and is covering trains 12 and 19.

The associates of Conductor Fred Eaton extend their sympathy on the death of his wife.

Conductor A. L. Harradon has returned to work after a trip to Canada. Conductor L. E. King took in all the fairs during his vacation.

### Lewiston

By LILLIAN G. WHITE

Assistant Track Supervisor Raymond Jackson and family are visiting at Perry. Raymond also intends to see a few baseball games in Boston before returning.

The following crossingtenders in Lewiston and Auburn have returned from vacations: J. Albert Dulac, L. S. Lincoln, F. M. Dearborn, A. E. Mercier.

P. H. Ryle, delivery clerk, has re-

turned to work after three weeks' vacation at Pine Point.

L. G. Benson, freight handler, is enjoying vacation at his camp at Lake Cochewagen.

Telegrapher R. E. Curran has returned from vacation as have Station Laborers H. X. McMann and H. A. White.

Wilson McCray, signal helper, Mrs. McCray and their daughter, visited the White Mountains on the couple's wedding anniversary.

James Cobb, signal maintainer, is visiting his son James, Jr., and wife, formerly Miss Mary S. Bursh, a niece to Secretary of State James F. Byrnes, at Columbia, S. C. Cobb is also proud of his first grandchild, a boy, born to Mr. and Mrs. Edward A. Miller of Middle Dam.



*This is Claire St. Hilaire, daughter of Clerk - Telegrapher Charles St. Hilaire, Auburn. Claire graduated from Edward Little High School last June with third honors. She is entering St. Joseph College, Portland, this month preparatory to becoming a laboratory technician.*

Yard Brakeman Leyon E. Traynor, Engine House Laborer Wm. A. Walsh and Carman G. H. Gatchell have vacationed.

Leading Carman Robert K. Cook is off sick.

Clerk Rita E. Cronin in Freight Office is Montreal-bound for vacation.

### Waterville Station and Yard

By M. W. FLYNT

Arlene Gowen, daughter of Alfred Gowen, assistant foreman in Ames' extra crew, was married to Eugene Sawyer of Bucksport, Aug. 18, at Fairfield. Both are employed as attendants at the Central Maine Sanatorium at Fairfield.

Among the plumbing shop men on vacation were Earl Hancock, machinist, who spent his vacation in New York. Plumbers Harold Lane and Roy Wendell; Plumber Joseph McKenney, who spent his vacation in the mountains and Truck Driver Ben Cayford, who went to Boston.

Gloria Tardiff, stenographer, and Alice Paul, claim clerk, have returned to freight office after vacation. Herbie Oakes substituted in their absence.

Our pretty Ticket Clerk Betty Beach

is a busy girl on week-ends. She usually spends her Sundays at her home in Rockland because she can't keep away from the seashore. Betty is a graduate of Farmington State Teachers College but prefers working for the Maine Central to teaching.

Others who have been on vacations are Conductors George Farnham, Neil Ryan and Joseph Adams, Assistant Yard Master Carl Proctor, Switchman Henry Shores, Crossing Tenders Howard Hilton and Paul Roy, Baggage men Leo B. Dutille and Louis Ambrose, Section Foreman Wilfred Boucher, Assistant Foreman Emery Morin, Trackmen Eloi Bosse, Herbert Tardif and James Cameron, Work Equipment Maintainer Leo St. Pierre.



*This is Earle Hayford, son of Opr. and Mrs. C. W. Hayford, an Army Air Forces soldier at San Antonio, Tex.*

Assistant Yardmaster Norman P. Weymouth is off duty account illness. Signal Helper Richard Darveau has returned to work.

Reginald E. Tenan, son of Section Foreman E. C. Tenan of Carmel, has been employed as helper on weed mower No. 999, which is working east of Waterville. Tenan has just received his discharge from Military Service.

Conductor and Mrs. E. F. Traynor left Aug. 26 for Denver, Colo., to visit friends. Mr. and Mrs. Traynor soon will observe their 40th wedding anniversary.

Yard Conductor Geo. Farnham, Assistant Yardmasters Proctor and Weymouth have vacationed. Baggage men Barriault, Dutille, Ambrose, Dumas and Hamlin have all been on vacation. Relief man was Richard Reny.

Telegrapher C. W. Hayford, who has been here for several years, recently has moved his family here from Rockland.

Congratulations to Miss Helen Kervin of engineering department, who is wearing a sparkling diamond ring. We shall try to print further details later.

### Waterville Shops

By R. D. Woods

Special Apprentice Stephen Sweet has purchased a home on Fairfield St., in Oakland.

Foreman Painter and Mrs. Emile B. Hall are enjoying their vacation at Damariscotta Mills.

We understand that Foreman Edgar Johnston belongs to the Maine Central two dollar club for parking in front of a hydrant near the electric shop. Corky King also belongs to the club in Waterville.



*Sheetmetal Worker Robert W. Harding and Ruby Gurney of Fairfield were married Aug. 8. They honeymooned at Pleasant Pond, Caratunk.*

Congratulations to Carman and Mrs. Leroy McCormic on the birth of a son, Lyndon R., Aug. 21.

Sheetmetal Worker Helper William Brown has returned after vacationing at Ocean Park.

Carman Frank Murray has returned to work after a minor accident.

Hostler Robert Phelps is on his vacation.

Boilermaker John Cyr has been trying to build himself a new house in Fairfield.

Boilermaker Fred Gurney is out sick.

Boilermaker Helpers Raymond Bickford and William Huard are on vacation.



*Former Carman Helper Romeo Bernier, was recently discharged from the Armed Forces. Son of Carman Clifford, he plans to attend the University of Maine this Fall.*

Electrician's Helper Frank Grover has recently purchased 15 hens and a rooster for his farm in Fairfield.

The wife of Electrician Frederic H. Rines visited in Augusta.

Electrician's Helper John Patterson has returned to his home on Roosevelt Ave., after spending the season at his cottage on Belgrade Lakes.

Rudolph Marrow has received his discharge from the Navy and returned to work as a sheetmetal worker's helper.

Machinist Flucian Landry has returned after vacation.

Clerk George Knights has been admitted to Togus Hospital for treatment.

Erecting Shop Foreman Karl P. Lamont has returned after vacation.



*Carman Ernest Taylor and Pearl Bellefleur of Providence, R. I., were recently married and honeymooned in New Hampshire. They plan to make their home in the hub of the state, Fairfield Center.*

Foreman Hazen Fowler is at this writing attending Diesel engine school in Chicago.

Engineer Earl T. Jones has returned from a successful fishing trip at Lake Mooselookmeguntic.

Stanley E. Brackett, son of Machinist Roy, has recently been discharged from the Armed Forces.

Painter Cleo. Frappier recently gave us a surprise one morning coming to work with his face, arms, legs, etc., all scraped and scratched. He explained that he fell from his "whizzer."

Carman Helper Laurier Paulette has purchased a home on Canabas Ave.



*Blacksmith Helper James V. P. Gagnon, shown in the photo, and Miss Patricia Nadeau of East Millinocket are to be married this month. They plan to spend their honeymoon in Boston.*

Among those on vacation recently were: Assistant Foreman H. A. Nadeau, Storekeeper George Stinchfield, Carman Ernest Taylor, Machinist Alfred Rancourt, Blacksmith George Hustis and Helper S. R. Janelle, Helper Aime LaLiberty, Machinist Oliver Clapgood, Hostler Norman Dow, Clerk Elisha St. Peter, Assistant Foreman James Everett Pollard, Electrician Lloyd Tilton, Painters H. A. O'Neill, George K. Stevens, George A. Thibodeau, Helpers Henry Butler and Ralph Allen.

We have recently had an addition to our sandblast house, located on the peninsula at rear of boiler shop, under direction of Leon Cookson, operator.

### Farmington Branch

By G. A. ELLIS

Station Agent G. C. Goddard of Farmington has been on vacation and Relief Agent Walter Bunnell of No. Conway has been covering.

Elmer Knowles, who has been assisting his father, Earland Knowles, in the Wilton express office, resumes his work as athletic coach and instructor in mathematics and science, in Jay High School in September.

Eugene A. Ellis, formerly of Wilton, who is on the police force in Milledgeville, Georgia, has been promoted to night police chief.

Conductor and Mrs. J. D. Moreshead have been on vacation. Conductor Dan Webster has been covering the Thursday run on No. 7 and No. 24.

Mr. and Mrs. George M. Buck of Farmington are receiving congratulations on the birth of an 8 lb. son, Bruce George. Buck is trackman on the Farmington section.

James Walsh of Farmington is spending the summer in Ellismere, P. E. I. Walsh was station agent in Farmington for many years before retiring.

### Augusta

By OLIVE COMEAU

Pearl E. Fuller, general agent, has been on vacation in North Berwick and Poland Spring.



*Harry Warren, retired Maine Central engineman, formerly of Dover-Foxcroft, is pictured at Ajo, Arizona, with his small friend, Monica Mae Green. Monica, who is the granddaughter of Conductor G. V. Green, Portland Division, is being much benefitted by that grand climate. Harry was warmly welcomed by old friends on a recent visit to Maine.*

Sgt. Ellis E. Walker, Jr., son of Ellis Walker, freight clerk, who formerly was employed at the passenger station, has returned from China after 33 months in the Marine Corps. He will resume his studies at Northeastern University in November.

Millard Tracy, trackman, was laid up for several days by an injury.

Mrs. Athleen Bryant has completed her duties as clerk in the freight office and will reside in Portland where her husband is employed by the Maine Central Transportation Company.

Sterling Fisher has bid off the brakeman's job on the Augusta switcher.

Harry Lowell, 2nd trick clerk-teleg-rapher, and Mrs. Lowell vacationed in New York City. Nelson S. Soule, 2nd trick operator at Gardiner, is substitut- ing for Lowell.

Stanley Copeland, trackman, attended a family reunion at Thomaston.

Herman S. Patterson vacationed at his camp at China Lake.

Joseph Black, 1st trick Union Street, and E. C. Potter, 2nd trick Winthrop Street, Hallowell, have had vacations.

## Rumford

By J. J. SHANAHAN

W. E. Canders yard clerk, was on va- cation the last two weeks in August. He was relieved by Eddie Carrier, Jr.

We are glad to hear that Napoleon Thibeau, section hand, who underwent an operation at Portland is now at home in Roxbury.

W. S. Kelly and wife spent a ten day vacation at Washington and New York.



*Rita L. Knight, daughter of Freight Checker Ralph Knight, was married Aug. 3, to Russell H. Belden, recently re- leased from the Army. After honey- moon at Worthley Pond, they will make their home at Long Island City, N. Y.*

Your correspondent passed one week of his vacation visiting friends at Bangor, Ellsworth and Cherryfield and the following week with his wife and two granddaughters at Old Orchard.

Capt. Harry T. Ruff, former yard con- ductor, is one of 15 officers who were graduated Sept. 5 from a special course

of the Adjutant General's School, Fort Benning, Ga. Captain Ruff entered ser- vice in 1942.

## Brunswick

By JOE DESJARDINS

N. J. Gamache, yard brakeman, is on vacation and is being replaced by Brake- man Pelman from Lewiston.

Jeffrey Normand, section foreman, with Mrs. Normand and daughters, Simone and Yvette, recently vaca- tioned in Canada.

Conrad Galarneau, carpenter's helper, is back after vacation.

Joseph E. Dougherty, engine house foreman, recently returned from Chicago, Ill., where he attended the Diesel School and has left for Calais where he will spend his vacation. V. S. Hamlin of Waterville is covering his job.

John Lincoln, yard clerk, is on vaca- tion.

Alfred Gauthier, enginehouse em- ployee, took a trip through the White Mountains recently.

## Fryeburg

By EDITH WHITAKER

Claire Gertrude Paradis, daughter of Section Foreman and Mrs. Wilfred Para- dis, was married Aug. 31, at North Conway, N. H., to August Dube of Sal- mon Falls, N. H. The bride is employed at Dover, N. H., while Dube saw six years of Army service.

## Bartlett, N. H.

By J. E. WINSLOW

Clayton Langill, who has been an extra trackman, has gone on as a brake- man.

George Peters, section foreman, and Alfred Murch, trackman, are having vaca- tions. John McCann, section foreman, Sawyers River, is looking after both sections.

Algernon Dodge, track supervisor, with his wife, son Richard and his son's wife, took a trip through Vermont, up to Montreal and Quebec then over to Orono and home. Richard, who was in service in the Pacific, is going to the University of Maine to complete his col- lege course.

## Bingham Branch

By C. S. PIERPONT

Miss Elizabeth Thomson, agent at Bingham, has returned from two weeks' vacation, most of the time being spent at her home in Skowhegan. Spare Operator F. J. Ronco covered her job.

Robert Snell has taken a job as track- man on our local section, Robert has just returned from four years' service in the Armed Forces. Before entering service he acted as spare crossing ten- der at Madison.



*This is the crew of Section No. 244, Madison. Left to right are Foreman Frank Nason, his son Frank, Jr., Ches- ter Shepard and William Rowe. The lad in front is Johnnie Randall, four, who has been with Mr. and Mrs. Shep- ard since he was seven months old.*

Audy Gavett, agent at North Anson, is on vacation, Spare Operator F. J. Ronco is covering his job.

Agent C. E. Richardson at Madison, was fishing recently at Pleasant Pond. No fish were reported, but a nice time was had.



## Portland Union Station

By J. D. MEEHAN

Miss Margaret Iovine, of the news stand has returned after two weeks at Moosehead Lake.

Frank Forest, baggage and mail handler, has returned after being con- fined to his home.

Eddie Hurley, baggagemaster, took in the Red Sox and Yankees series in Bos- ton.

Clayton Duplisea, baggage and mail handler, is back after spending ten days at Machiasport, picking blueberries. Clate, better known at the station as "Superman", claims to be the champion picker, and is supported for that honor by his wife, who was his checker.

Donald Butts, coach cleaner, is in the hospital recuperating from injuries.

Congratulations are in order for Car- man and Mrs. Merle Cook, on the birth of a daughter, August 27.

Curtis Coggswell, coach cleaner, visited friends in Canada and New York on vacation.

Jack Jacobson is back on the ice job, after having vacationed down Machias way. With all the blueberries he said he picked, there should be plenty on the market by now.

Bill Oates, first trick man, vacationed in Dover-Foxcroft and New York.

On the first day of his vaca- tion, Frank Bean, carman, suffered a bad sprain, and passed his vacation having treatments.

Cleaner Simmie Butts is receiving congratulations (and we are receiving cigars) on the birth of a son.

The following from the car depart- ment are on vacation, Leonard Bean, Al Doucette, Dickie Butts and Frank Andrews.

## Portland Freight Office and Freight House

By ALICE McLAUGHLIN AND MARJORIE QUIGLEY

James E. Malia spent a vacation at the beaches.

Mrs. Ever H. Nelson has resumed her duties in the cashier's office after a vaca- tion trip.

Bill Glen and Howard Furlong at- tended a ball game at Boston recently.

James P. Jordan, assistant general agent, and family spent the summer at their cottage at Great Diamond Island.

Joseph P. Flynn is back after being on vacation.

Alex McDonald, freight handler at the freight house since 1920, died Aug. 16.

Bartley J. Reilly and wife are vaca- tioning in Montreal and Ste. Anne de Beaupre.

Mrs. Florence P. Cooper of the F-21 department, spent a week-end at Bloom- field, Vt., recently.

James P. White, our genial janitor, is back after vacation.

Dorothy LaRose and Catherine King, mechanical device operators, have re- turned from vacations.

Roland Chiasson of the marine de- partment recently spent a few days in Quebec and Farnham, P. Q. His mother accompanied him.

Mrs. Gladys Steinfield has bid off the job in the marine department vacated by Mrs. Mary Pelligrino on leave of absence.

Thomas H. James, freight cashier, and wife recently had a trip through New York State while James was on vacation.

We express our sympathy to Ruth Horner whose uncle died recently.

Mrs. Elsie B. Monroe, former clerk in the freight office, is on the gain after being a hospital patient.

Henry P. Kenny, M.I.T. clerk, has re- sumed his duties after spending his vaca- tion at Boston and Rockport. While

at the latter place. Henry visited the "artists colony."

H. L. Plummer, head clerk, of the inward department, has returned after two weeks' annual leave.

A group of girls from the freight office enjoyed a wienie roast at Crescent Beach Aug. 28. Those who attended and guests were: Olive Chadwick, Catherine King, Toni Tatarzuk, Peggie Flaherty, Eleanor Norton, Jean McCallum, Helen Coyne, Ray Flaherty, Eddie Ireland, Pat King, Doc Carroll, Tony Tate, Bud Johnson and Charlie LaRose.

### Rigby Yard

By GEORGE MARCROFT

Among those enjoying vacations the past month were Assistant Supt. J. L. Quincy, who reports he thoroughly enjoyed watching games under the lights at Boston.

F. W. Grimmer, day general yardmaster, has returned after a very successful fishing trip in the Rangeley region with Engineman "Stubby" Grant.

J. A. Mulhern of the Per Diem Bureau has returned after his annual vacation.

Larry Malia of the yard eight force is out ill.

We were pleased to meet Rex Miller, the Maine Central and Boston and Maine representative at Caribou, who recently spent a few days in the Assistant Supt's office, checking a few of the thousands of cars of potatoes that we handle annually.

Yard Clerk Nick Horton of yard eight, has returned to his duties. It certainly is nice to hear his cheery "Good Morning" on the phone.

Carl Ward, who covered in place of Fred Grimmer while on vacation, has bid off the second trick in yard eight. It has been fifteen years since Carl had occasion to cover a job in there.

Chief Clerk J. F. Johnson of the assistant superintendents office has returned to his duties after vacationing.

A daughter, Deborah Jane, was born to Ensign and Mrs. Gordon Hollis on Sept. 2. Mrs. Hollis, the former Marjorie Cressey, was employed in the per diem bureau.

### Deering Junction

By DONALD W. DECOSTER

Arthur Stack, clerk, and Mrs. Stack are receiving congratulations on the arrival of a son, Robert, born Aug. 19.

We welcome back Operator C. Edwin "Red" Gallant who recently received his discharge from the Navy. He has been giving the boys at Tower 5 their rest

days and is posting the second and third tricks here at Deering where he once worked as relief clerk before he became a telegrapher.

Agent Joseph E. Turcotte is vacationing in Montreal where he has relatives. Operator Ed Slattery is acting as agent.

Arthur Guptill has returned from vacation.

### Rigby Engine House

By A. B. WETMORE

A going-away gift of money was received by Simon Franzen, machinist, before he left to return to his native Sweden.

Assistant Foreman James Marcroft has returned from his trip to LaGrange, Ill.

Foreman James Brice also is attending the Diesel school at LaGrange.

Everett Stewart, laborer, died recently while at his work.

Walter Foss, foreman electrician, is out of the hospital.



*This is Pvt. Merle C. Dodge, son of Engineman and Mrs. Herman F. Dodge, who has finished his technical training in the automotive school at Atlanta, Ga. After a 15-day furlough with his folks he will return to Europe.*

Patrick Nally, fire-tender, is recovering from a serious operation, and is very appreciative of the fund raised at the shop for him.

Walter Emery, electrician, of fisherman fame, is now trying his hand at speed boating. He recently participated in a race at Lake Ossipee. He was well in the lead when suddenly he realized that he had not put enough gas in the tank and had to withdraw from the race.

Your reporter appreciates the floral tribute sent on the recent death of his father at Lynn, Mass.

Melvin Card, a retired machinist, died on August 20 after a short illness. He was reported to be 82 years of age. A former employee at the time the old Thompson's Point shops were in use, he had more than 40 years of service.

Raymond Sullivan, carpenter, has gone back to the car department and has been replaced by "Gabe" Lowe.

John Bevan, electrician, is now employed at the engine house.

A family reunion of Jacksons at New Gloucester was attended by Charles Jackson, boilermaker.

George Rankins, boilermaker, spent his vacation at Bar Harbor, Machias, Eastport, and Lubec.

Henry McGill, machinist, and family, visited the Lindenville Fair in Vermont.

We were sorry to hear of the sickness of Donald Tracy's wife.

Michael Nee, boilermaker's helper, vacationed in Boston.

The bowling league is getting ready for its opening soon. Several meetings have taken place and schedules have been discussed.

Lawrence Cobb, machinist helper, has moved from his former residence in Standish to the Fort Hill section of Gorham.

A new electric clock is being installed in the foremens' office, much to the satisfaction of Alvin Miller, our time clerk.

Russell Hammond, machinist, reports that his new cottage is nearly completed in spite of the shortage of materials.

Herman Bishop, machinist helper, is recovering at his home at Thornton Heights after an operation.

Al Miller, clerk, vacationed in Aroostook County and at the horse races at Bangor.

The breaking up of the summer camps caused the usual flurry of passenger traffic, and all hands were busy getting the engines out on schedule.

Leo Belfontaine, chief clerk, vacationed in Niagara Falls, and other points of interest in New York.

Former Foreman Walter Trecarten, now foreman of the Bartlett, N. H., shop and engine house, visited Rigby on business.

Arthur Hutchinson, Jr., machinist, received a bad cut on his hand.

Gus Tobin and Ed Flynn of the stores department, were busy in their spare time selling tickets for the St. John's Church benefit.

Edgar Allaire, electrician, is out sick. Slim Whitney, boilermaker's helper, has a new lot of smelt jigs, and is having good catches of smelts weighing about one-quarter pound each.

William Petapaw, retired boilermaker, had an automobile accident while in Canada. His car received considerable damage but no injuries were suffered by the occupants.

Hazel Beattie, engine equipper, is back on her job after a long sickness.

Joseph Malloy, stores department laborer, is back on his job after working as a spare clerk.

Edmund T. and Alphe J. Landry, carmen at Rigby car department, have returned after vacationing in Canada.

Fred Robinson has returned from vacation.

Elmer Rounds, clerk at the car department office has returned after spending a vacation in California.

Pat Conley has returned to work after having undergone an operation.

Joe Martell has been set up to a carman and can now see the light. We wonder what light.

John H. MacVane has returned to work after spending a vacation visiting relatives in New Jersey.

Hugh F. Flynn, stenographer at the stores department office, has returned from vacation.

William Hale is off duty ill. Henry Grimmer has bid off position as leading carman.

Roland McPherson, blacksmith, is on vacation and Eli Roma is covering his job.

Waverly Hammond, machinist helper, son of Russell Hammond, machinist, is learning the drug business at one of the leading drug stores of Portland.

Former General Foreman Pollard is confined to his home by illness.

Master Mechanic Frank Bennett was a recent visitor at the engine house accompanied by Foreman Snow of the wheel shop at Waterville.

### Portland Terminal Towers

By W. M. CUMMINGS

G. W. Bell has bid in 3rd trick, Tower B, Waterville, temporary.

H. L. Petrie has bid in 2nd trick Tower 3, temporary.

W. Durkin, 1st trick P. A. office, was sick for two weeks but is back on the job again.

R. Farady, 1st trick, Tower 2, is back to work after illness.

L. H. Holmes, 2nd trick, Tower 4, is out sick.

J. Tarcorfe, 1st trick at Deering, is off being relieved by E. Slattery. G. Ferguson is covering 3rd trick in place of Slattery.

## MY FAVORITE RECIPE

### Open-Faced Sandwich

Take a slice of bread and butter it. Put a slice of cheese on it.

Then beat the white of an egg very stiff and make a nest putting the yolk in the center. On top of this put 2 slices of bacon. Broil in oven until yolk gets firm.

RUTH LIBERTY  
Pensions Department

(Send in your favorite recipe. We'll be glad to publish it.)

## Family Snapshots



Here are some of our chief clerks in our General Offices at Portland: 1, G. E. Nickerson, Purchasing Department; 2, H. W. Drinkwater, Freight Claim Bureau; 3, E. R. Russell, Executive Department; 4, C. C. Barrett, Passenger Department; and 5, R. A. Woodill, Industrial Real Estate and Tax Department.