

1947

Maine Central Railroad Magazine, Volume 3, June 1947, No.9

Maine Central Railroad

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Maine Central Railroad, "Maine Central Railroad Magazine, Volume 3, June 1947, No.9" (1947). *Maine Railroad Publications*. 3. http://digicom.bpl.lib.me.us/railroad_pubs/3

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MAINE CENTRAL RAILROAD MAGAZINE



VOL. 3

JUNE, 1947

NO. 9



Among Those *RETIRING*



The following members of our railroad family have retired recently:

Terminal Company, after 32 years' service.



Goodreau

Robert B. Goodreau, locomotive engineer of Waterville, after 45 years' service. Goodreau entered service as a fireman at Portland and was promoted to engineer 40 years ago. He ran in recent years on mixed trains on the Harmony Branch.



Coulthard

William Coulthard, conductor of South Portland, after 35 years' service. He was promoted to conductor in 1918. A native of England, Coulthard was twice decorated during the Boer War and in World War II, had five sons and a daughter in U. S. Armed Forces.

Fred E. Gurney, boilermaker at Waterville Shops, after 32 years' service.

John C. Henry, crossing tender at Bangor, after 30 years' service.



Buck

Edward S. Buck, janitor at Bangor Union Station, after 46 years' service. Eddie, 76 years old, served most of his railroad days around Bangor station.

Theodore H. Hanson, carman at Vanceboro, after 40 years' service.

Joseph Clair, conductor of Calais, after 37 years' service.

Michael Wallace, crane operator at Rigby, after 35 years' service. He was with the stores department.

Stanley A. Farnham, former car inspector at Vanceboro, after 34 years' service.

Arthur C. Goodrich, carpenter in the B & B department, Portland



Kelley

John R. Springer, yard brakeman, Eastern Division, after 27 years' service.

Burdell Wright, trackman at Dixfield, after 28 years' service. He started work at Gilbertville in 1918 but had been out ill for the past year.

Trackman Perry Kelley of Hartland after 29 years' service.

New Train Makes Hit With Public

Thousands Admire First of MeC's New DeLuxe Passenger Units at Exhibitions

(Exhibition pictures on center pages)

By NILS LENNARTSON, Associate Editor

Thousands of persons in seven Maine cities were thrilled during the first days of June as they inspected the Maine Central's new super deluxe passenger cars on an exhibition tour of the first post-war new train in New England.

Highlight of the exhibition was the christening at Portland on the first day of the train's tour. At that occasion, Passamaquoddy Bay water was used in the christening of the car bearing that name by Miss Jeanne Brooks of West Pembroke, one of the 60,000 Maine school-children who submitted names in a contest to pick the names to be used on the new cars. Miss Brooks, who selected the name Passamaquoddy, was assisted by Clark Patterson of Vassalboro, who submitted another winning name, Abenaki, and two other school children of the 240,000 who participated in a car-naming contest sponsored by the Boston and Maine Railroad.

The exhibition train, consisting of four new deluxe coaches and a coach-baggage car, was open to the public at Portland following the christening and then moved on to Lewiston, Waterville, Bangor, Pittsfield, Augusta and Brunswick where thousands of interested citizens showered the new equipment with lavish praise in the following four days.

The new equipment will be put into service this month as rapidly as the coaches are completed. One of the present dining cars is oper-

ating with them until the new post-war restaurant-lounge cars, held up by material shortages and strikes, are finished. The Maine Central's \$1,000,000 worth of 12 new cars will be used in conjunction with a similar number of Boston and Maine post-war cars, to run on three trains in both directions between Boston, Portland and Bangor — the Flying Yankee, Pine Tree and Kennebec.

A Boston and Maine Diesel locomotive was used to haul the exhibition train inasmuch as the cars shown during the exhibition on both railroads were Maine Central. The Maine Central cars happened to get first delivery from the factory so a Boston and Maine locomotive was used to remind the public that the new car project is a joint Boston and Maine and Maine Central venture.

At Portland, the christening ceremony was broadcast over station WGAN with Herman B. Libby, chairman of the Portland City Council; Robert M. Edgar, assistant to the president representing President French, and Harold J. Foster, general passenger agent, taking part. Libby praised the advent of the new cars as a forward step of which the city and the state of Maine could be justly proud. Edgar and Foster described details of the coaches' construction and the use to which they would be put.

Representing the employees of the Maine Central at the ceremony

were Robert Sturgeon, senior locomotive engineer of the Portland Division and Joseph J. Cote, senior Portland Division conductor.

Citizens, young and old, "oohed" and "aahed" as they strolled through the interiors of the cars in the various cities. They were especially taken by the roominess of the coaches which seat only 56 passengers in comparison with the conventional 84. They also had much praise for the "Sleepy Hollow" seats with their nine reclining positions and comfortable foot rests. Many were pleased to learn that passage on these new cars will be obtainable at regular coach rates of fare.

Other features which caught the eyes of the visiting thousands were the glassed-in smoking lounges with divans and easy chairs; the six-foot observation windows; the murals of New England scenes; and the ladies powder room with make-up table and make-up lights and mirrors.

The opinion of those who passed through the handsome cars during the exhibition was that the Maine Central has "really got something". It's up to us to keep telling everyone about these new super cars so that all who may want to travel will know about them and the comforts they offer at no extra cost.



Four models are here shown enjoying the beauty and comfort of the interior of one of the new McC coaches during a press preview.

These Are the Men Who Fix Our Pipes

By HELEN G. KERVIN, *Engineering Department, Waterville*



Miss Kervin

Frozen pipes aren't something that only happen in your cellar at home on that cold February morning. They happen — along with scores of other plumbing and heating problems — in the stations and shops along our railroad and to fix them the Maine Central has

a capable traveling plumbing and heating crew of some 18 men.

General foreman of this fast-breaking squadron is Ralph H. Snow with headquarters at Waterville. With him are 10 members of the crew and two trucks. Other detachments are located at Bangor (five men) and Lewiston (two men). At each of these two points is also located a pick-up truck

with which the men can make fast response to calls for help.

The major job of the crew is maintenance of plumbing and heating facilities. But a large part of their warmer weather work also is devoted to installation of facilities. They are responsible for stand-pipes; for locomotive water; for the routine plumbing in stations and shops; for heating facilities in stations, shops and engine houses; for air lines in shops and yards. The crew also has been doing the installation of piping for some of the new Diesel fuel oil tanks at some locations like Rumford.

The latest major job of the crew is installation of a new system of piping for getting water into the passenger cars in Bangor Union Station. The installation is being made under the shed in that station. It provides fresh water for both drinking and lavatory use aboard our passenger cars.



These are the men of the plumbing and heating crew of the Maine Central Railroad lined up in front of the four trucks they use in tending to pipes all over the system. From left to right they are: General Foreman Ralph H. Snow; C. L. Jellison, plumber helper; B. J. Cayford, truck driver; H. K. Gleason, plumber; C. L. Wass, plumber helper; J. A. McKenney, plumber; H. A. Milton, foreman, plumbing and heating; F. E. Phillips, plumber; R. T. Wendell, plumber, recently retired; A. P. Binette, plumber helper; F. L. Graves, leading plumber; H. W. Lane, plumber; E. N. McCausland, plumber; J. A. McGregor, plumber; H. C. Finnemore, plumber; and C. L. Shepherd, machinist. Earl J. Hancock, machinist, was not present when the photo was taken at a recent staff meeting in Waterville.

Safety is YOUR Business!

By D. W. SANBORN, *Safety and Fire Protection Agent*

A good safety record is more than a statistic. It means suffering prevented, earnings sustained, human life preserved.



He LAUGHED at rules!

That's why we can be thankful that the accident rate on the Maine Central for the first four months this year was better than for the four months of last year. Our reportable accident rate per million man-hours in the first four months this year was 5.59, better than a 50% decrease from a year ago. On the debit side, however, the rate of the Portland Terminal Company for the period went up from 12.80 to 47.21, a most unfavorable increase.

But the figures aren't the important things. It's the human, personal results of accidents—or the absence of them—that matter. A reduction in the rate means real savings in pain, earnings and happiness to the railroad man and his family. Increases in the accident rate mean just the opposite to the specific people who are hurt.

An important fact, too, is that reductions in accidents aren't happenstance things. They come because we are more alert, follow the

rules and are generally more safety-conscious.

Men from our Bureau of Safety and Fire Protection are holding meetings to tell us about the things which help us work more safely. In March meetings were held with all foremen of the engineering department of the Maine Central and Portland Terminal Company. As a result of this program, meetings of all engineering employees are held each month to discuss rules and safety facts. A similar practice was put into effect last fall by the mechanical and car departments and from meetings in those departments have come many valuable safety suggestions.

A job that depends on luck rather than precaution for its safety is called an "accident set-up". Let's be a part of this co-operative effort to cut down such "accident set-ups" on our railroad. Let's remember that safety should not be just a statistic.

EXCUSE, PLEASE

Machinist Charles B. King, Bangor, takes exception to our May story describing AAR Inspector Earle J. Honey, also of Bangor, as the "only known" MeC member of the fishermen's "One That Didn't Get Away Club."

As noted in the magazine just a year ago, Machinist King gained membership in that select club too. And, what's more, his trout weighed seven and one-half pounds—a pound more than Honey's. To Mr. King our apologies. To both anglers, the best of fishing fortune this season!

Baggagemaster's Dog Has Own Chair

There aren't many dogs who have their own private chair in the living room. But Dixie, a 15-year-old bulldog down at Rockland does, largely because her master is a skilled furniture maker as well as a railroad man.

The furniture maker is Howard L. Hall, veteran baggagemaster on Trains No. 52 and 57 of our Rockland branch. The product which is Dixie's very own is a brightly-painted barrel chair which Hall fashioned and padded for the dog's private use in the living room of his home.

Hall's neat home is filled with many other furniture creations turned out in spare hours by him in his well-stocked basement workshop. The son of a carpenter, Hall admits he has had a love for working with wood all his life.

The baggageman's zest for woodwork fell off some when his wife died eight years ago. He even took the opportunity recently to make a small profit by selling some of his machine equipment. But he

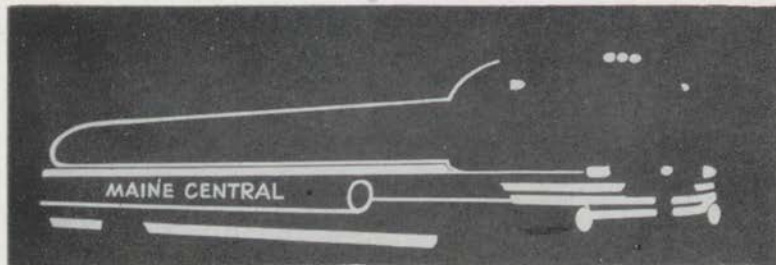
still has scores of chisels, bits, planes, etc., all kept in neat and



Dixie in her own chair poses with Baggagemaster H. L. Hall.

working order which would draw compliments from any craftsman.

Not a Ghost—Just a Bus in the Dark



This is the way a Maine Central bus looked at night after it was the first to be equipped with luminous tape so as to be more visible to other traffic after dark. Being tried out as a safety and accident-prevention measure, the experiment is being watched with interest by transportation people. The luminous tape on both sides, the front and the rear reflects back any headlight or other light shining upon it.

Lady Clerk Excels at Difficult Job

It's not entirely a man's world in the Maine Central's Industrial Real Estate and Tax Department. In fact, one of the most efficient persons preparing the technical documents concerning real estate transfers that come out of that office is a lady, Mrs. Dorothy Ohl.



Mrs. Dorothy Ohl

When someone expresses interest in buying a piece of property somewhere on the Maine Central system, Mrs. Ohl, a clerk, goes into action. On maps in the Engineering Department, she locates the area in question. She checks back to the terms of the deed which conveyed it to us; its cost to us; the ICC's valuation; and tax assessment. If the party does not want a whole section as listed, she figures out the proportionate figures for the parcel. Armed with this data, Industrial Real Estate and

Tax Agent Harold R. Cummings sits down with the prospective buyer.

If the deal is completed, Mrs. Ohl then draws up a deed description and checks it with the Legal Department. She gets from the treasurer the proper revenue stamps to affix to the deed. She also compiles the Authority for Expenditure form which becomes the railroad's permanent record of the transaction when signed by top executives.

In addition, Mrs. Ohl maintains a record file of industrial prospects and property available for industry, from which she does research in locating particular facilities for particular industries. By doing this exacting and detailed work capably for three years, Mrs. Ohl has added support to the saying that it's not "a man's world."

BIG RIGBY DAY

May 9 really gets attention in the stores department at Rigby Engine House. For on that day:

Laborer Joseph Malloy was born;

Clerk Gus Tobin entered Maine Central service;

Laborer John McVane was married.

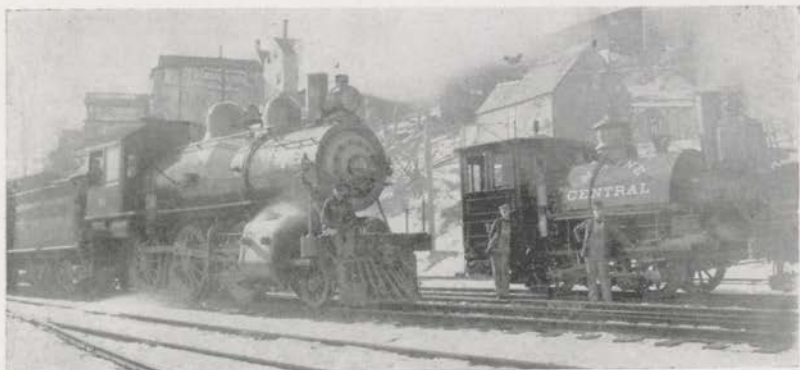
And all those things happened on that same day in the same year just 35 years ago.

BANGOR BREVITY

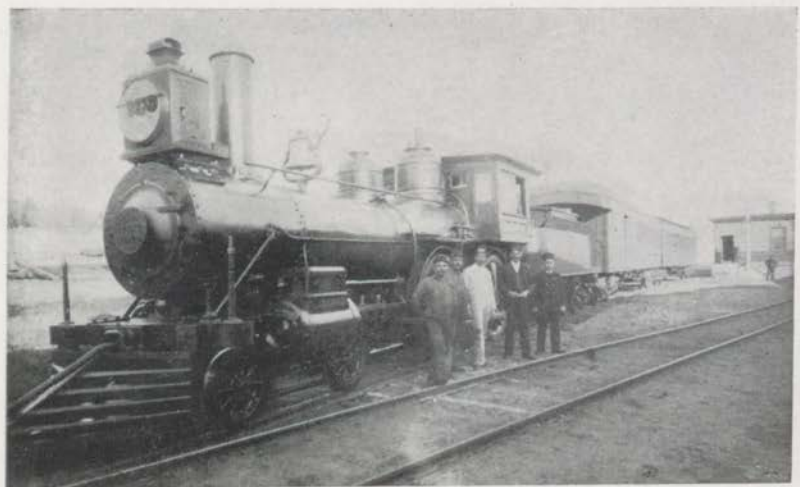
A traveling man came into the office of General Foreman Ralph McGarry at Bangor the other day and said:

"I'm a little stiff from bowling."
To which McGarry quipped, "I don't care where you're from. What can I do for you?"

Train Views From Old MeC Days



These two locomotives were the largest and smallest on the Maine Central when this picture was taken at Augusta in 1900. Archie Towle, now locomotive engineer on trains No. 1 and No. 12, was fireman and Charles Boston, locomotive engineer, on the big engine, No. 315, which was scrapped in 1927. George White was locomotive engineer on the smaller one, No. 1, which didn't have room for a fireman. Picture was loaned by Towle.



This well-preserved picture of a Mountain train of some 60 years ago was brought in by A. S. Clemons of Bartlett, who was baggageman when the picture was taken at Fabyan. The train, No. 160, ran between Intervale and Beecher Falls. The crew, left to right, were Fireman Walter Webb, Locomotive Engineer Will Page, Clemons, Conductor Eugene Sauger and Brakeman Charles Frye.



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C.A. SOMERVILLE EDITOR
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(EMERITUS)
G.H. HILL STAFF PHOTOGRAPHER

SUMMERTIME

After the weather of this spring, it's hard to believe it, but it seems that Summer is just about here. That's a good thing.

The cool air, the warm sun, the growing things on all sides make each of us feel better inside. The beauties of summer in Maine make life pretty worth while for each of us if we but take the time to think of it.

Likewise, we can't but realize that people in all other parts of the country do appreciate Maine's summers, too. They have already started to show it—as they have every summer for years—by coming to visit us.

A lot of these folks are coming by train, over our railroad. We will meet and have a chance to serve a lot of them as we go about our daily railroad tasks.

These people are bent on having a pleasant time in our midst. They have been saving and looking forward to it. We can help them enjoy the natural wonders of Maine even more by doing our part in being helpful and pleasant.

Let's enjoy this summer ourselves. Let's help those who are visiting us enjoy it, too, by doing

all we can for them in the friendliest way we know how.

RIGBY LAUDED

The Railroad Enthusiasts Club of Boston went for Rigby in a big way in their special visit there last month.

In a letter to General Foreman Coley Welch of the Rigby Engine House, the club thanked the Rigby men for their courteous attention in showing members around the plant. The club's letter also noted that Rigby was "the cleanest engine house we have visited."

NEW CAR FACTS

When you ride in the new McC coaches you will be sitting in seats which cost \$250 each before installation.

The fluorescent lighting in each coach cost \$3270 excluding the cost of installation.

Each window cost \$50.

The couplers and draft gear which connect the cars cost \$1100 per car set.

The roller bearings and boxes cost \$1900 per car set.

The storage battery under the coach is not lead as in your automobile but is an alkaline storage battery which cost \$3200 per car.

The cost of the kitchen, excluding pots, pans, etc., was about \$20,000 per car.

THE COVER

A Model alights from one of our new cars as photos were made at a preview for the press. The steps on the new coaches are retractable and fold up when the trap is closed. Photo by George H. Hill, staff photographer.

Safety Certificates Won by 132 Foremen

By EDITH W. MACGIBBON, Engineering Department

Safety honor certificates have been sent to 132 foremen of crews of our Engineering Department for having avoided any lost-time injuries to themselves or their men during 1946.

Thirty-three of these foremen earned gold certificates signed by Chief Engineer Timothy G. Sughrue indicating accident-free performance for 10 years or more. Thirty-two got silver certificates signed by Engineer of Maintenance of Way Stanley G. Phillips for a record of five or more years while 67 got white certificates signed by Division Engineer John P. Scully for a record of one or more years.

Special commendation went to B. B. Whitney, assistant track supervisor at Bangor, because his entire district No. 6, with 21 foremen went through the year without a lost-time accident.

While congratulations are due the men of our section and bridge and building crews for their performance under all sorts of weather conditions, special mention is due because the 1946 record is better than the year previous. In 1945 two less certificates or 130 were earned by foremen and none of our seven track districts was accident-free as the Calais branch was in 1946.

Special credit is given the 132 of our total 156 engineering department foremen who went through 1946 without lost-time injuries while they and their crews worked in all conditions to maintain tracks, bridges and buildings in safe condition for railroad operations.

Nineteen foremen have held an accident-free record for 14 years. They are Christopher Allanach, Gilbertville; Parker Black, Mil-

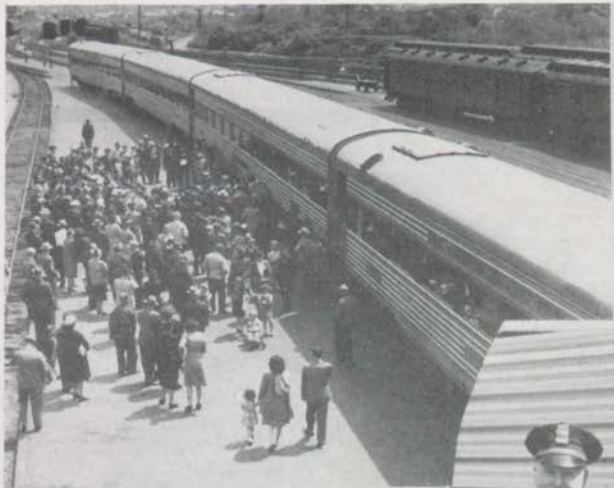
ford; Wilmer Bradeen, East Sumner; Elmer O. Brill, Twin Mt., N. H.; Arthur L. Bryant, Dixfield; Clyde C. Burgess, Mechanic Falls; Roy E. Farren, Cherryfield; Fred M. Hilton, Pembroke; Robert A. Kinney, Winn; DeForest Mitchell, Riverton, N. H.; John B. McCann, Sawyers River, N. H.; James W. McClure, Woodland; Harrison R. Pease, Monmouth; Warren B. Tate, Brewer Junction; Desiry Therrien, Beecher Falls, Vt.; Herbert W. Thompson, Jr., Winthrop; Thomas Wheaton, Passadumkeag; Arthur W. Smith, Waterville; and Joseph L. Iovine, Portland.

A WORK SPEEDER



The power conveyor shown moving bagged salt has cut in half the time used in loading and unloading freight other than bulk at Eastport. The conveyor, put in use by E. B. Scott, contract trucker for the Maine Central at Eastport, can handle 600 bags of salt per hour. The equipment results in quicker release of cars and better service to shippers.

Scenes as First New Train was Christened



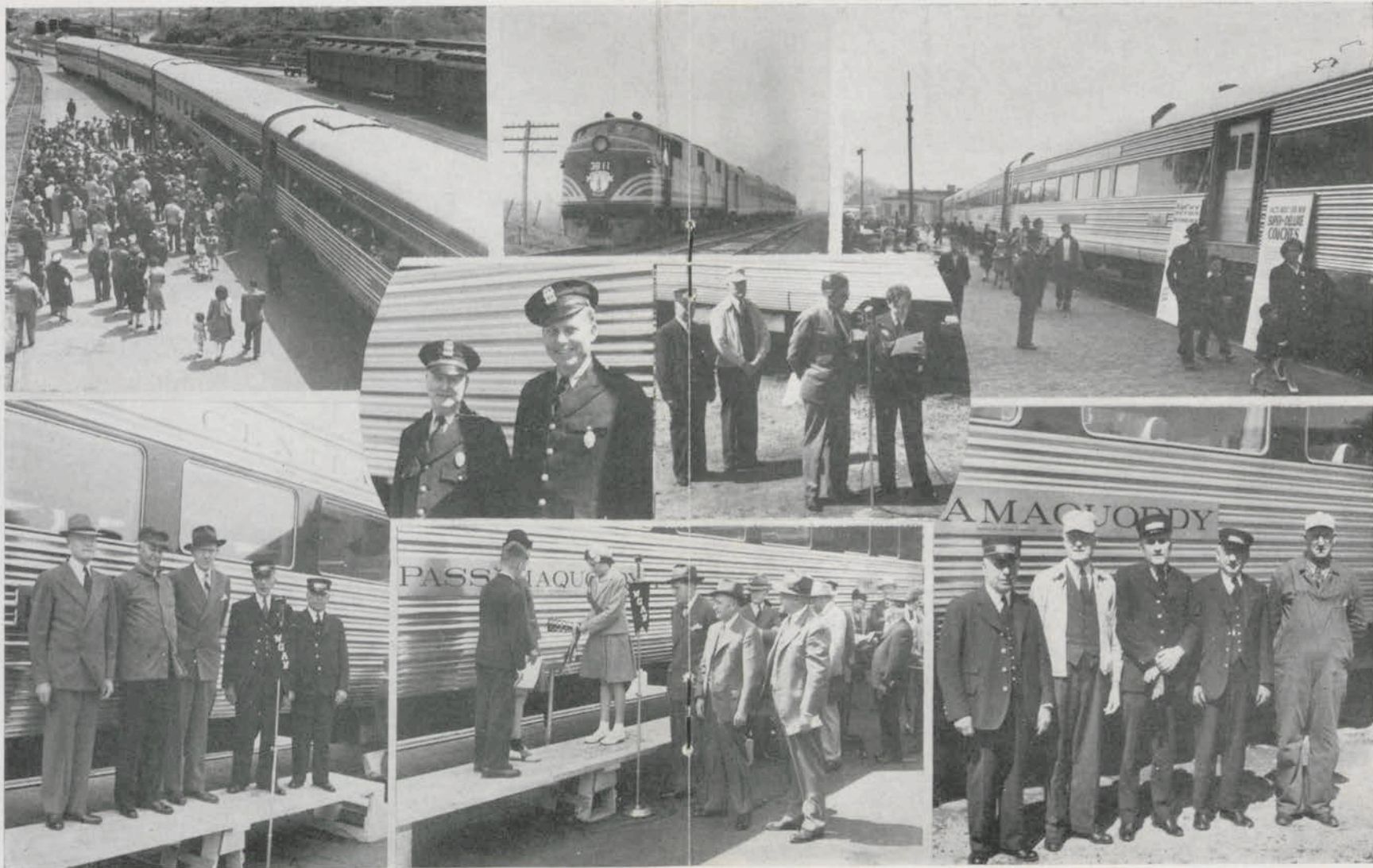
Part of the crowd which viewed the christening at Portland is shown at the upper left. At the upper right is a shot at Waterville. At the center left are Sergeant W. S. Murray, center right is Harold J. Foster, general passenger agent, broadcasting at Augusta while lower left shows Sturgeon, G. E. Foster, senior locomotive engineer of the Boston and Maine, senior passenger conductor on the Boston and Maine's Portland division; and Cote. The Council chairman, and Foster looking on. At the lower right is the train crew of the car and Fireman F. 4

ned and on Exhibition Before Thousands



The upper center shows the exhibition train at Cumberland Center en route to Lewiston. Conductor J. J. Cote and Patrolman John Arnold, railroad police, who guarded the exhibition train. At the lower center shows the christening ceremony with Edgar, Herman B. Libby, Portland City Engineer's Portland Division; R. M. Edgar, assistant to the president; Charles E. Knowlton, Portland City Engineer; and Locomotive Engineer Robert S. Sturgeon are in the rear. The christening unit made up of Cote, Sturgeon, Trainmen W. E. Stimpson and F. M. McNally.

Scenes as First New Train was Christened and on Exhibition Before Thousands



Part of the crowd which viewed the christening at Portland is shown at the upper left. The upper center shows the exhibition train at Cumberland Center en route to Lewiston. At the upper right is a shot at Waterville. At the center left are Sergeant W. S. Murray and Patrolman John Arnold, railroad police, who guarded the exhibition train. At the center right is Harold J. Foster, general passenger agent, broadcasting at Augusta while Conductor J. J. Cote and Locomotive Engineer Robert S. Sturgeon are in the rear. The lower left shows Sturgeon, G. E. Foster, senior locomotive engineer of the Boston and Maine's Portland Division; R. M. Edgar, assistant to the president; Charles E. Knowlton, senior passenger conductor on the Boston and Maine's Portland division; and Cote. The lower center shows the christening ceremony with Edgar, Herman B. Libby, Portland City Council chairman, and Foster looking on. At the lower right is the train crew of the exhibition unit made up of Cote, Sturgeon, Trainmen W. E. Stimpson and F. M. McNally and Fireman F. C. Billington



Portland Terminal Co.

Portland Terminal Towers

By W. M. CUMMINGS

A. H. Guimont, 2nd trick, tower 2, who has been off ill the past six months, is on the road to recovery.

The relief days at tower 5 have been changed. 1st trick has Saturday for swing day, instead of Sunday, and 2nd trick has Sunday for swing day, instead of Monday.

Mrs. J. E. Poulet, wife of Joe Poulet, swing man at towers 1 and 2, has been ill.

Deering Junction and Deering Stores

By T. F. ROCHE



Sympathy is extended to the family of Carleton A. Pride, retired conductor shown here, who died May 19 in Portland. Pride was a member of the Deering switcher crew when he retired last year after 40 years' service.

Operator Horace Knowles recently took in some major league baseball games.

Laborer Edgar Blaisdell has returned from vacation, a large part of which was spent in the local ball parks.

Laborer Patrick Geary was out ill.

Rigby Yard

By GEORGE MARCROFT

Cards have been received from Vic and Mrs. Ward from California and

other western points informing us that they have certainly enjoyed their trip to the West Coast.

Quite a few of the boys in the yard department have tried their luck in the streams and lakes handy to Portland this spring, but I have not as yet received any pictures showing the catches. It may be that they had the same luck that your correspondent had at Moosehead.

T. P. Blanchard, clerk, is now covering the swing job at Rigby, formerly held by Marty Mulkern, who displaced Arthur Liscomb on the last trick teletype position.

Your correspondent and Mrs. Marcroft have returned to their duties after a pleasant trip to West Virginia. They also saw a couple of games in Brooklyn and at Yankee Stadium.

Calvin Caler reports that his camp is coming along nicely.

General Yardmaster F. W. Grimmer went fishing over Memorial Day.

Yard Conductor Ralph E. Kane has been off ill.

Yard Conductor Tom Caufield was recently married. We will attempt to secure a picture of the happy couple for the next issue of the magazine.

Larry Mallia has been handling the coal cargoes at Wrights plant during the vacation of Vic Ward, who is expected back to work shortly.

Mrs. Fay Marcroft has bumped the interchange job in the per diem office at Rigby and Howard Scott has returned to the agent's office.

Rigby Engine House

By ALBERT B. WETMORE

A new turn table center was installed during the month by Ross Woodrow and his crew in record time.

The District Convention, I. A. of M., was held in the Hotel Manger, Boston. Larry Lanciant, machinist, was our delegate, and Albert Wetmore, welder, attended as a member of the district executive board.

Martin Mallia, laborer, attended the System Federation Convention at Boston as did William Hale, carman.

John Nally, machinist helper, announces the birth of a son, John Francis.

Several of the boys have started their usual spring poultry ventures in both chickens and turkeys.

Funds were raised during the month for men out sick, Ralph McKelvey, Wm. Tartareuk, William Fagan and Leslie Drew.



This fish is a steel-headed trout weighing 13 pounds. It was caught in Oregon by Locomotive Engineer Elisha R. Searles while visiting a brother. In Long Beach, Cal., Searles met George Bonney, retired MeC engineer.

Earle Donnelley, machinist, died May 2 and was buried at Groveton, N. H. A floral tribute was sent by the shop men, as well as one by Local No. 525, I. A. of M.

Fred Wade, electrician, has leased his home on Wolcott Street after extensive alterations, and he will live in town in an apartment.

The opening night at "Wildwood", dance pavilion owned by Larry Lanci-ault, machinist, was a howling success. He has made several improvements such as coolers for soft drinks and a Philgas hotdog broiler.

Al McCann, machinist helper, and his bride are taking up their residence at Peaks Island for the summer.

A new type of goggle, a one-piece affair, made of transparent plastic for eye protection at the emery wheel, has been introduced.

Visitors at the shop included the son of Arthur Ranstedd, laborer, and his two grandchildren, and George Stratton, retired machinist helper.

Stephen Kutcher, laborer, who has been out on account of injuries for a long time, has returned.

William Swallow, laborer, reports he will return to work soon.

The daughter of Harold Murray, boilermaker, died recently. Several blood transfusions were given her from donations by Harold's friends at the engine house.

The flagpole which was formerly on the roof of the engine house has been re-

moved and placed in a concrete base in the yard. A new flag has been purchased from donations by the men and will be raised sometime around Memorial Day.

Hugh Flynn, clerk, covered Jerry Flaherty's job while he attended the convention of the Brotherhood of Railway Clerks at Cincinnati.

Walter Grant, machinist, took a three day fishing trip to Sebec Lake and Davis Pond.

Charles Jackson, boilermaker, and Mrs. Jackson, started on their trip to California to visit their daughter.

Joseph Fontaine, machinist helper, has taken a setup to machinist on a temporary assignment.

Sympathy to Robert Brown, boiler-maker helper, and Norman Brown, helper, on the death of their mother.

Leon Barrette, machinist helper, has been on vacation.

Harold McDuffie, chief clerk at the car department, who has been out sick has returned to work.

Peter I. Nilson, carman, recently returned to this country from Norway and visited the boys at the car shop.

Andrew Jordan, laborer at the car department, has purchased a new home at Sunset Park.



This is James Marcroft, foreman of shop and road Diesels. After an apprenticeship at the Canadian National Shops he was in an outside industry and then came to work for The Portland Terminal Co., as a machinist before becoming a foreman.

Jerome Berry, foreman at the car department, has purchased a home on Jordan Ave., in South Portland.

Arthur Parkhurst, janitor at the car department, has started his vacation.



By HELEN SENSECQUA and JACK HAYES

Among employees on vacation recently were G. W. Sargent, I. M. Kallock, Jr., L. P. Moore, G. H. Russell, A. H. Partridge, and S. H. Herbert.

Ralph F. Webster, foreman of the Portland garage, and D. Emerson Elwell, assistant foreman of the Portland garage, recently attended a Transit Club meeting in Boston.

It seems that the buses are now being used for transporting animals as well as people. On a recent road call to Hiram, Mechanic C. A. Mason discovered that his only passenger was a cat that had evidently made itself at home while Clyde was busy repairing the bus. Not knowing what to do with the cat he took it to his home in Gray, and kept it until he found the owner then crated it up and sent it back to Hiram "via bus."



Pictured are Rita, two, and Katherine, one, daughters of Operator and Mrs. W. J. Donovan of Augusta.

Miss Helen G. Griffin of South Portland has recently been added to our general office force. She is filling the position of stenographer which was vacated by the resignation of Mrs. Olga Maloy.

Mr. and Mrs. P. L. Dow of Augusta are announcing the engagement of their daughter, Eileen, to Mr. Martin Smith of Durham, N. H. The wedding will take place on June 8th. Dow is assistant foreman of the Augusta garage.

Mrs. R. C. Knowles, wife of Mechanic Joe Knowles of the Augusta garage, has

returned home from the Boston City Hospital.

Robert W. Crane, twelve year old son of Walter Crane, was a recent patient at a Bangor hospital. Crane is a spare operator in Bangor.

Robert Elliott, operator, and V. L. Giggey, operator, are off ill.



Eastport

By C. A. SMALL

Bill Childs, delivery clerk, was on vacation the week of May 5. While doing some excavating, putting in a new water pipe, he had a cave-in and is very lucky to be back with us.

Vic Brown has plowed a large piece of land for a garden and if he has luck, as last year, there will be no shortage of food here.

Mrs. W. S. Hamm, clerk in the Passamaquoddy Ferry & Navigation Company office, completed her duties May 10. With her husband she will go to Manila where Hamm has a position with the U. S. Government.

Ira Taylor, rate billing clerk, died May 18.

Mrs. Ivy Burr, former clerk in the freight office, returned to work May 12.

E. B. Scott, M.C.R.R. contract truckman, tried out his new auto by backing it into one of his trucks.

Mrs. Bowden, are proudly announcing the birth of a baby girl born May 14. He also has three sons.

Mrs. Sherman, wife of A. G. Sherman, employee at Eastport, underwent a serious operation.

The lighter, Ada Adelia, of the Passamaquoddy Ferry & Navigation Co., has, for the last few months, been at Meteghan, N. S., where she was rebuilt. She returned to Eastport May 10, and is now one of the largest and fastest lighters operating along the Maine coast. The Ada Adelia has tonnage of 165 tons and can handle 8000 cases of sardines from various coast points to Eastport where connection is made with Maine Central Railroad for shipment to all points. The Ada Adelia is under command of Capt. Lincoln Cox.

Lloyd Sherman of Dexter, son of Employee A. G. Sherman, was called to Eastport account serious illness of his mother.

The car and passenger ferry service between Eastport and Deer Island resumes June 15, for the 1947 season.

Bangor M. of W.

By JOHN MINCHER

Ted Hanson, B. & B. inspector, and Harold Daggett, M. of W. truck driver, have taken up well driving in their spare time. We gather that they have been very successful with this work so far.

Motor Patrolman Bert Libbey, with Trackman Paul Wallace, has started his daily motor car inspection between Old Town and Mattawamkeag.

Among those on vacation last month were: Walter Rogers, trackman at Bucksport; Robert Beach, trackman at Lambert Lake; James McClure, section foreman at Woodland; and Robert Leighton, Thad Hurd, and Mikoly Maccuek, all trackmen in Hamilton's extra crew.



James Kinney, son of Section Foreman and Mrs. Robert Kinney, Winn, is pictured in China where he served as airplane and engine mechanic with the Air Forces as a corporal. He also saw duty in Africa. He is now at Maine School of Commerce in Bangor.

William Garnett, former signal helper at Mattawamkeag, who has been in the Eastern Maine General Hospital at Bangor, wishes to express his appreciation to friends who contributed to his cash gift.

Calais

(Editor's Note: The correspondent's post at Calais has been taken over by Percy D. Adams, cashier. H. B. Culligan, clerk who had served as correspondent, has transferred to Eastport.)

By PERCY D. ADAMS

Sympathy is extended to Fred Berry, retired conductor, on the recent death of his wife. Also surviving are two sons, three daughters and several grandchildren.

Dan Campbell, shops laborer, is passing his vacation with his daughter, Mary, in N. Y. Don Gaddis is covering his job.

Charles Boynton, carman, is on vacation at home. J. J. Wellington of Bangor is relieving.

Mrs. John Gaddis, wife of Shops Laborer Gaddis, has returned from the hospital.

Merrill Tucker, brakeman, passed his vacation at his home in Cherryfield. Ivory Inman of Bangor carried on in his place.

W. J. Hickey, baggagemaster, was relieving Conductor Rutherford on the Eastport Branch, who was off account of sickness. Walter Lyons, Jr., was on his job. Hickey is now back on his own job here.

Burt Culligan, former clerk at Calais, vacationed at Syracuse, N. Y.

Carl Ross, clerk at Calais shop, and Worshipful Master of St. Croix Lodge No. 46, A. F. & A. M., attended the sessions of the Grand Masonic Lodge of Maine recently.

Tom Allen has returned to the Calais local with Conductor Jim Cust.

E. E. Manter and Joe Scott of Bangor visited us recently.

Dennysville

By T. A. MACDONALD

Mrs. A. O. Jones, wife of Section Foreman Jones, has been confined to the hospital at Eastport, Me., for several days.

We had a visit from G. H. Hill, staff photographer, recently, while he was down to West Pembroke to get pictures of Jeanne Brooks, who named the new Maine Central Coach, Passamaquoddy.

R. M. Edgar, assistant to the president, was in to see us on his way back home, after a trip to Eastport.

E. E. Manter was a recent visitor, on one of his regular inspection trips.

The salmon fishing is getting under way. The catches are good, running from 8 to 20 lbs. Some of our boys might want to come down and try their luck.

Vanceboro

By H. D. DAVIS

The following were on vacation during May: H. D. Davis, chief clerk; H. D. Burr, clerk; R. E. Grant, clerk and H. J. King, janitor. Chief clerk's position was filled by Clerk B. C. Nason.

During his vacation Chief Clerk H. D. Davis attended Masonic Grand Lodge Convention May 5 to 8 and visited his daughter in Marblehead, Mass.

David H. Conlogue has been assigned as relief swing operator for Vanceboro and Danforth.

Mrs. Grant, wife of Clerk R. E. Grant, has been a patient at Chipman Hospital, St. Stephen.

A new hydrant has been installed near the hose house north of the turntable for additional fire protection. An electric pump has been installed at the pumping station to furnish water for main tank.

Engine House Foreman A. M. Scott is on vacation for two weeks. Following that he will report at Chicago, Ill., for two weeks' instruction on Diesels.

It has been too cold and water too high for the usual spring fishing in this locality. The boys are anxiously waiting for better conditions.

Bangor Operating

By MARY E. GIBBONS

Switcher No. 954 has returned with a new paint job and has received many favorable comments.

C. J. Wilson, switchman, was installed as adjutant of the Geo. I. Gifford Chapter, Coast Guard League, at Brewer, May 13.

Arthur Edgecomb, clerk, ticket office, was in Boston on vacation.

Mr. and Mrs. J. J. Farwell are receiving congratulations on the birth of a daughter. Farwell is a switchman in Bangor yard.

F. W. Proctor, baggageman, passed his vacation in Boston and Philadelphia.

W. A. Curran recently attended a meeting of the Brotherhood of Clerks in Boston.

L. A. Duplisea, yard brakeman, has returned from his vacation, which he passed in Lewiston with his father.

Bangor Motive Power

By CHARLES H. LEARD

Frank J. Albert was taken suddenly ill after his day's work, May 8, and was rushed to the Eastern Maine General Hospital. He has returned home but has not been able to return to his work at Bangor coal pocket.

Robert E. Aughterton, Eastern Division locomotive engineer, died May 12, after a long illness. Bob had over 40 years of service.

Engineer A. J. Robinson and Mrs. Robinson returned from Cleveland on May 13. They left Bangor on March 5 to attend B. of L. E. and Auxiliary conventions.

The second grade of the Fairmont School of Bangor had an enjoyable and profitable afternoon recently while under the tutelage of their teacher, Miss Nason, they visited the property of the Maine Central. They were guided by Superintendent J. L. Moriarty and General Foreman R. O. McGarry. The children appeared to enjoy every minute of their visit and sent thank-you notes.

James L. Blethen of the stores department is driving around in that new 3-ton truck as proud as any Caesar ever was driving a chariot.

Lamont C. McPheters, Eastern Division locomotive engineer, recently married Miss Idah F. Ashe, daughter of

Mrs. Frances D. Ashe of Portland, and the late Jas. E. Ashe of Calais. Locomotive Engineer J. A. Coombs of Bangor was the bridegroom's attendant. Following the wedding and a reception the couple left on a wedding trip to Buffalo, N. Y. The bride, a trained nurse, was before her marriage, connected with the Calais Hospital.

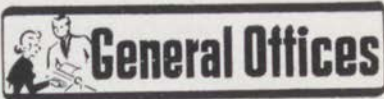
Glad to see Locomotive Engineer L. L. Fernald out around again after protracted illness.

James Blake has bid in the coal pocket job left vacant by the illness of Frank J. Albert.

Locomotive Engineer Colon J. Peasley has returned to work after a long illness. His son, Fireman Colon J., Jr., who was recently discharged from the U. S. service, has also reported for duty and still carries that genial smile of his.



Little Jane Wilson, shown here ready to attend school, is really a proud little railroad girl. Her great grandfather, Charles W. Wilson, is a retired switchman, formerly employed in Bangor Yard; her grandfather, Charles W. Wilson, 2nd, is a switchman holding down the position formerly held by his father; and Jane's daddy, Charles Wilson, 3rd, is a machinist helper at Bangor Shops. Three generations of Railroad Wilsons is why Jane is so proud. Her mother, formerly a newspaper woman, is now vice president of the Larkin Street Parent-Teachers Association and leader of a girl scout troop in which Jane is a cub scout.



General Offices

By EDITH W. MACGIBBON, VIVIAN R. ELLIOT, LILLIAN G. SMALL, PEGGY TUTTLE, MAYBELLE HALEY, JULIA ROPER AND CLIFF BALL

John P. Scully, division engineer who has been off ill, has returned.

Those from the Engineering Depart-

ment attending the annual dinner of the New England Railroad Club, held at The Statler Hotel, Boston, May 8, were L. M. Lentz, C. A. Plumly and L. B. Connary.



Bill Grace, machinist in the B & B department of the Portland Terminal Company, has found the fishermen's mecca, the location of which he will divulge only to the Mrs. He caught his limit for two nights in succession, the smallest of which measured 7 inches. The picture shows Bill's little 3-year-old daughter, Roberta, with one night's catch. Bill calls this to the attention of the boys in the Mechanical Department who boast but don't produce the evidence.

L. M. Lentz, signal supervisor, has recently purchased a house on Richardson Street, and will soon move his family to Portland from Woburn, Mass.

Pfc. Richard Ball, son of Train Crew Dispatcher C. R. Ball, has been promoted to Corporal and assigned to Co. A, 1st Battalion, 2nd Marine Division, at Camp Lejeune, N. C.

Miss Mary Lyden, daughter of Chief Dispatcher J. J. Lyden was at home from her studies at Mt. St. Mary's College, Hooksett, N. H., for Mother's Day weekend. Miss Lyden graduates this month.

Mrs. Clyde Gary, wife of Loc. and

Crew Dispr., Portland, who was confined to Robert Bent Brigham Hospital, Boston, for three weeks, returned home May 20, much improved in health.

Sympathy is extended to Trainmaster C. L. Quigley, of Waterville, upon the death of his wife, Ethel, May 17. Mr. and Mrs. Quigley were former residents of Portland, having moved to Waterville last July.

Capt. Leonard H. Starbird, furloughed employee from M. of W. Dept., Portland Terminal Company, is currently on duty at Bielfeld, Westphalia, Germany, as Chief Engineer of the Rail Branch, in charge of railroad operations in the British-American zones. Lennie volunteered in 1942 for service in the Army, and during the war he was assigned to the 733rd, 720th, 721st and 752nd Railway Operation Battalions, as track supervisor. He went overseas in December, 1945, as Company Commander and Superintendent of Maintenance of Way with the 752nd R. O. Battalion.

F. E. Watts, assistant engineer, valuation, has returned to his desk after having been out ill for a week.

Joseph R. Whitman, chairman in the engineering department, accompanied by Mrs. Whitman, made a vacation trip to Flandreau, South Dakota, stopping off en route to visit with relatives in Chicago.



Assistant Mail Clerk Joseph "Red" Murray (right) receives from Building Supervisor C. B. Cressey a check collected from General Office employees in honor of his recent marriage to Miss Margaret I. Gibbons. Others in the picture are Watchman John McCann and Assistant Mail Clerk Harry Hobson.

Edwin W. Farrar, clerk, purchasing department, and Mrs. Farrar, have returned from vacation in Canada and Albany, N. Y.

Frank O. Woodbury, bookkeeper in the accounting department, has returned to work after two weeks' illness.

Miss Katherine Duff is back to work after a short leave of absence. Miss Duff is a stenographer in the accounting department.

Miss Frances O'Donnell spent a few days in Bangor and Orono to attend the University of Maine's "Nordorm Week-end". She is an office clerk in the accounting department.

Winnie Strout, telephone operator, is on vacation visiting her nephew in Bangor and friends in Old Town.

Mollie Flaherty, telephone operator, was on vacation, having guests from Presque Isle who were attending the DAR Convention in Portland.

Cleve Cressey, building superintendent, was on vacation.

John Wall, former supervisor of freight stations and transfers, died at St. Joseph's Hospital, Nashua, N. H., recently, at the age of 66. He retired about two years ago. Burial was at Greenfield, Mass.



Farmington Branch

By G. A. ELLIS

Robert King's crew of signalmen have been in Wilton working on crossing signals.

Station Agent G. A. Ellis and wife, Wilton, spent their vacation visiting their sons, Oliver Ellis and family in Auburn and Eugene Ellis and wife in Milledgeville, Georgia. Eugene is night Chief of Police in that city, and his wife is a registered nurse in the Baldwin Memorial Hospital. They plan to visit their parents in Maine in August.

Conductor E. T. Bilodeau is running on No. 7 and No. 24 Thursdays, now.

Relief Agent Walter Burnell of Conway, N. H., substituted for Agent Ellis during his absence in Georgia.

Agent H. E. Henshaw, who has been ill, has returned.

Earle Newcomb of Livermore Falls has been off ill, for several weeks.

Brunswick

By JOE DESJARDINS

George W. McGraves, first trick operator returned to work after a short illness. His job was covered by Operator K. J. Perry.

We extend wishes for a speedy recovery to Mrs. Robert A. Albert, wife of

our track repairman, who recently underwent an operation at St. Mary's Hospital at Lewiston.

Yard Conductor Archie Martin has been out ill.

John Thibeault, engine house laborer, passed part of his vacation visiting friends in New Bedford, Mass.

Among those on vacation in May were Frank Gallant, trackman at Yarmouth, Robert A. Albert, track repairman, Brunswick; Frank L. Johnson, trackman, South Gardiner; and William Hughes, trackman at Vassalboro.

Waterville Station and Yard

By HELEN KERVIN and M. W. FLYNT

Trackman Charles Proctor of Burnham Junction, has been off duty ill.

Trackman Gilbert Roy of Winslow is the proud father of twins born recently.

Herbie J. Oakes has been assigned to position of clerk at Fairfield.

Trackman Edmond P. Veilleux has received his honorable discharge from U. S. Army and has returned to work in Joe Haskell's crew.

Harvey W. Holt, son of Cook Harvey D. Holt, has been employed as cookee in Ames' extra crew.

Ticket Clerk Betty Beach has returned after a week's vacation which she spent at her home in Rockland and seeing the sights in Boston.

Trackman Harry Penney of Hartland has returned after vacation.

Third Trick Yardmaster Carl Proctor is now a grandfather.



Miss Marjorie MacGregor, daughter of Plumber and Mrs. James MacGregor, was one of 15 Maine girls chosen from a large field of candidates to be entered in a national contest to find the typical American girl, sponsored by a Portland shoe concern. Miss MacGregor was graduated from Lawrence High School in 1946.

General Foreman of Plumbing & Heating Ralph Snow and family have moved to their summer home at China Lake.

Clerk and Mrs. William Hanscom are parents of an infant daughter, Sharon Diane, born May 7.

Clerk Basil Higgins was off ill. Operator R. D. Drolet is covering swing job Waterville Yard and Clinton.

Recent additions to yard brakemen's force are Armand Begin, A. E. Genest, J. E. White, J. E. Masse.

Telegrapher Thomas J. Wiley is covering swing job Towers A and B.

Telegrapher John Begin has moved his family here from Bangor.

Switchman John Darveau was off ill several weeks.

Conductor F. E. Trainer, Trainman A. L. Robar and G. L. Wheeler have returned from vacations. Trainman W. F. Welch is on vacation now.

Augusta

By ELLIS E. WALKER

Harry P. Lowell, 2nd trick clerk telegrapher, is ill. His place is being taken by Wendall Lewis, regular relief man.

Jim Plummer, who has been in passenger service for several years, has bid off the Augusta switcher for the summer and is staying at his camp at Belgrade.

Crossing Tender Hiram Walker, has been on vacation. His job was filled by spare Crossing Tender Grady. Elmer Stetson, flagman on the switcher, also was on vacation.

Breen's stone crew is here repairing the station platform and putting in a culvert at East Augusta.

George H. Allen, trackman, Sec. 17, has been granted leave of absence account of sickness.

Paul Farrell has bid in 2nd trick job in Ticket Office permanent, Gardiner.

R. R. Bishop, agent, Hallowell, has been on vacation. His job was filled by Spare Operator Francis J. Ronco.

Harry Douglass, 1st trick crossing tender, at Lowell's and Harry Jordan, 1st trick at Winthrop Street, are on vacation, their jobs being covered by John Donovan and William Hewey.

Rockland

By F. L. CARSELY

Recently on vacation were Coach Cleaner R. J. Scott, Second Trick Clerk-Operator E. J. Soychak, Clerk I. F. Brackett and Conductor F. S. Prescott.

Operator F. J. Ronco was on second trick for two weeks.

Rumford

By M. J. JOHNSON

Mrs. Annie Memont, freight office clerk, was on vacation being relieved by Mrs. Eleanor H. Martin.

Henry Southworth, retired general foreman at Rumford, and Mrs. Southworth, recently returned from an extended vacation in Florida. The Southworths have sold their home, here in Rumford, and are planning to live in Montreal this summer (if we have one).

Joe Garon, well-known lower yard operator, is in Boston undergoing a serious stomach operation. Friends

wishing to send regards to Joe may send their letters or cards to him in care of the ticket office in Rumford and they will be forwarded.



Here are Locomotive Engineer Elmer Haley and Fireman A. H. Turcotte of freight trains RD1 and 398 between Portland and Rumford. Photo by Trainman Emil Morin.

Conductor Gil Fournier, yarn spinner deluxe, was on vacation, looking for new stories.

Henry Vigeant, agent at Mechanic Falls, is recovering from a serious operation. His place was taken by Operator R. Boney.

A new operator, Charlie Young, protégé of O. Johnson, Freeport, is taking Joe Garon's place in the lower yard.

Waterville Shops

(Editor's note: Painter Charles A. Lawry is substituting as correspondent during the absence of George K. Stevens, temporarily a MeC inspector at the Pullman plant at Worcester, Mass.)

By CHARLES A. LAWRY

Frederick Rines, electrician, died May 15 in a local hospital where he had been ill for two days. He was the son of Chief Clerk and Mrs. Herman Rines, and leaves a widow and young son, Robert F., brother Donald and sister Natalie. He was a member of the Masonic bodies and Waterville Lodge of Elks.

Clerk Charles Wolman was recently married to Margaret Sharron, R. N. She is employed at Central Maine Sanatorium in Fairfield.

Machinist Helper Ovilla Clapprood is laying off during the serious illness of his wife.

Chris Carstensen has returned to work after dental surgery.

Mrs. Edward Gurski, wife of First Class painter Eddie Gurski, was in Portland where she took examinations for nurse anaesthetist.

Passenger Room Foreman Pennell Farwell, Carman Harry Patterson, Painter Henry Pooler, Kenneth Stevens and Lawrence Folsom were in Portland where they received the 16th and 32nd degrees of the Scottish Rite Masonry.

Painter Helper Frank Miles is back after a month's illness.

Uphoisterer Helper Manley Wentworth has purchased a new auto.



A veteran of 47 years with the Maine Central Railroad is Sheetmetal Worker Percy T. Grant, shown here. Grant has been with Waterville Shops for about all his railroad days. He grew up with the air brake development and also is an expert on steam heating systems on our passenger cars. He is a member of Masonic bodies.

The wife of Painter Merle Otis was in Augusta where she took the state exams for a R. N. degree.

Painter and Mrs. William Mingo were in Boston where they visited their daughter Janice, who is a student at the New England Conservatory of Music.

Laborer Everett Reynolds has moved to Winslow.

Assistant Paint Foreman Laurence Campbell and his wife were at their camp on Embden Pond, recently.

Transfer Table Operator Tom Underwood and wife were in Portland recently where they visited relatives. Tom plans to attend a convention there of the Canadian Legion in the near future.

Former Assistant Paint Foreman Robert Woods is doing a paint renovating job in the home of Freight Shop Foreman Edward Johnston.

Maurice Thibodeau has postponed his weekend fishing trips.

Accounting Stenographer Elaine Kerwin is in Syracuse, N. Y., and Washington, D. C., on vacation.

Stenographer and Mrs. V. A. Prentiss has returned from the hospital.

Mrs. Geraldine Clement was remembered by the girls of the office on her birthday.

Clerk J. A. Grenier has returned to work after spending a vacation in Washington, D. C. He reports the cherry blossoms in full bloom.

Shop Superintendent Frank Bennett enjoyed a fishing trip.

Machinist John Eames is back to work after being ill.

With the amount of sugar that Machinist Billy Cote has fed to his bees, he should have plenty of honey for the boys this summer.

Machinist Helper Sam Deveaux has returned to work after being ill.

Machinist Cecil Grey has his peas planted and will be taking orders for the 4th of July delivery for peas and strawberries.

Draftsman Lawrence Sparrow and Machinist Foreman Everett Pollard were in Chicago attending Diesel School.

Boilerman's Helper Gid Vigue is back after being ill.

Assistant Foreman Hollis Hodgkins has returned to work.

Frederick Fecteau has started construction on his new home on Donald Street, Waterville.

Arthur Loubier attended a meeting of the County Council American Legion recently.

Kenneth Reed and Carl Lindvall were in Lewiston recently.

Blacksmith Helper S. M. Ramsdell is out sick.

Machinist Ralph Barton is still looking for an apartment. He finds it rather hard in getting accustomed to living in Fairfield.

Machinist John Faas spent the week of May 5 in Portland attending the Masonic Grand Lodge. He was reappointed Grand Marshal.

Clerk Chuck Wilson has almost decided to go into the turkey raising business.

Foreman William A. Chase, Sr., and Mrs. Chase with their friends, Mr. and Mrs. Clifford Gerald, are starting on a trip to Florida where they will visit their son, William A., Jr., whose wife is the daughter of Mr. and Mrs. Gerald. Returning, the Chases will visit with their daughter in Winston Salem, N. C.

Machinist and Mrs. John Larracey went fishing on the 15th of May and caught several trout with Mrs. Larracey making the largest catch.

Victor Willette went to Moosehead Lake on a fishing trip. All the boys hope that he catches more than the colds he has been catching on previous trips.

Philip Severson, a philosopher who has the respect of all the boys in the Air Brake room, on the 15th of May shed his 4 buckle overshoes, fur cap and winter coat. All the boys feel satisfied that Phil's action proves spring is here.

Stanley Dorval took a trip recently to Canada and returned with his brother.

Carman Leroy Webster has returned to work after illness.

Carman Francis White has been ill. Electrician Kenneth Reed has returned after being out ill.

Electrician Albert Nelson and Helper Carl Lindvall were in Rumford recently on a Diesel inspection tour.



The lass is Betty Lou, eight, daughter of Carman and Mrs. Lars Anderson.

Electrician Foreman Ralph Patterson and Electrician Fred Spares were in Rumford recently.

Carman Ralph Small has recently purchased a new truck. He says it comes in handy in bringing home a load of lobsters from the coast.

Carman Basil Buzzell will move from his home on Drummond Ave., Waterville to Unity Pond.

Mrs. Wentworth, wife of Clerk Guy Wentworth, has returned home from New York where she visited their son Kenneth.

Lewiston

By LILLIAN G. WHITE



The young lady pictured here is Cheryl Moore, age 6 months, daughter of Mr. and Mrs. John Moore and granddaughter of 3rd trick Telegrapher Joseph E. Robert.

Best wishes for a speedy recovery to Typist Joseph O'Connor, who has been at the Maine General Hospital.

Clerk John Myrand and Mrs. Myrand are the proud parents of a baby girl, Jean Lydia, born March 28.

Porter Norman Phippen is back to work after a month's illness.

Locomotive Engineer Edward R. Harlow, Switcher No. 1, recently returned to work after wintering in Florida.

Bartlett, N. H.

By O. R. BURDWOOD

A daughter recently was born to Mr. and Mrs. Robert Gardner. Gardner is a member of McCann's section crew at Sawyer's River. A daughter also was born to Mr. and Mrs. Henry Nealley. Nealley is on Chadbourne's spare crew.



This lady is Betty Ann Burke, daughter of Foreman Joe Burke, Willey House. Miss Burke is attending high school at Portsmouth, N. H.

W. N. Trecarten, foreman engine house, was in Chicago, attending the Diesel school.

Fred Munn, locomotive engineer, has completed a week's vacation.

We regret that Mrs. Reginald Dorsett, wife of Reggle Dorsett, trackman at Sawyer's River, is in the Memorial Hospital, North Conway.

Operator Guy B. Saunders and Helen Sullivan of Portland, were married at the home of Mr. and Mrs. R. E. Lobdell.

Section Crews 'Round the System



These are some of the men who keep our tracks and other facilities in repair. The upper picture shows Section Crew No. 9 at Brunswick. Left to right, they are Edmond Fredette, Emil Duguay, Foreman Jeff Normand, Tel Bonsant and John Belanger. The lower photo shows the men in the extra crew of Division Six pictured at Dennysville. In front, left to right, are Norman Vezina, James Roach, Forest Perkins (foreman), Alexander Rowe, Foster Perkins and William Phoc. In back, left to right, are Basil Lyons, Lewis Smith, Lester Pulk, Sherrill Leighton, Armond Sherrard and Burlington Taylor.