Our Family In Military Service


Gifts for Our Boys and Gals in Uniform

When Santa Claus makes his rounds among the men and women wearing Uncle Sam's uniform, Maine Central employees who are in military or naval service will find that they haven't been forgotten by the folks back home. Each and every one of these boys and girls whose address it has been possible to obtain will receive a Christmas gift from the Maine Central management.

Enclosed in each package is an attractive card, printed in red and green, with a touch of "home" in the form of a striking picture of Union Station with No. 11 just ready to depart. The card reads: "This Christmas greeting is from the Management of your railroad. When it goes 'the best of luck' from all of us carrying on here at home. May the time come soon when you will be back on your job, and can once again join in the wish we now send you—A Merry Christmas and a Happy New Year." The card bears the facsimile signature of President E. S. French.
Department heads dug out, in many cases from the families of employees, the full military addresses; typists in the several offices gave their time to preparing the labels; and 8 young ladies volunteered their services in pasting on the labels and attaching postage.

With nearly 500 boxes to be mailed—those for overseas destinations before October 15th—it was a tremendous task. The mail room in the General Office Building, under supervision of John I. Briggs, was, for a time, a bee-hive of activity, as the packages were sorted by zones, the proper postage figured, and postal indicia attached as rapidly as they could be run from the postal machine. A waiting mail truck took them to the post-office, and they are now on their way to the railroad G. I. Joes and Janes, wherever they may be.

"Dunn Up Brown"

Back in the days when the late Matt Dunn was superintendent of the Eastern Division, there was a derailment at Tomah which took some time to clean up. When the last wheel was re-railed and the relief train ready to go, it was found that the operator had worked his limit of permitted hours, and could not lawfully take an order; so Supt. Dunn, himself a telegrapher, sat down at the wire and copied it. Then it appeared that the conductor of the relief train had also worked his full 16 hours, so Mr. Dunn, with engineman "Allie" Dunn, ran the train. The "31" order on which they returned to Bangor was signed Dunn, superintendent, Dunn conductor, Dunn engineer, and Dunn operator. "It's done up brown," said Dunn to Dunn when it was done.

How It Started

The story in the October MAGAZINE of the origin of the telegraph call "KN" for Augusta station reminds Eugene Decker, purchasing agent, that the call for Lambert Lake, "RU", was taken from the name of F. J. Runey, first operator at that point; and that the general telegraph office in Portland got its call, "WR", in this way: Prior to 1897, the train dispatchers at "KR" handled all telegrams as well as train orders. In that year, William A. Wheeler, whose personal "sine" was "WR", was made message operator in the dispatchers' office. A dispatcher would answer the call "KR", and finding that it was a telegram to be taken, would say to the calling station, "call WR". So "WR" it became, and is to this day.

A Close Shave for Bob

The late "Bob" Lombard, veteran engineman, had an unusual sense of humor. F. L. Sears, Manager of the Bureau of Statistics tells this story:

"When Bob was running 7 and 24," writes Mr. Sears, "he went into a barber shop in Farmington one day to get a shave. When the job was completed, he said to the barber, 'The railroad charges two cents to carry a passenger a mile, but you haul a fellow all around the shop with a dull razor for only a dime!'"
tion of American Railroads, it has been carried on for many years. The results of those research activ-
cities are readily recognized in the improvements in railroad which took place between the end of the last war and the beginning of the present war. One of the latest efforts along these lines by the Association of American Railroads started a year and one-half ago under the direction of R. V. Fletcher, Vice President of the As-
sociation. A large number of re-
search committees have been formed and are made up from the best talent in the ranks in the railroads of the country. Our rail-
road is represented in the work of these committees. Many studies have already been completed. Re-
ports on airplane competition, taxes, public relations and person-
nel matters have been made. In-
vestigations into pipe lines and highway competition and related matters are currently being car-
ried on. The use to which these tools are put will in the end determine our success or failure in meeting the conditions ahead of us. That is where you come in. (Note: This is the second in a series of articles by Mr. Edgar. The concluding instalment will ap-
pear next month.)

Orchids For . . .

D. W. POMERLEUAU, agent at
Newcastle, whose “initiative and friendliness”, as well as his ef-
ciciency, prompted a letter of com-
mendation from the Professor of Art at The University of Buffalo . . . J. L. PLUMMER and his crew on No. 27 Sept. 2, and R. A. YOUNG and his crew on No. 10 Sept. 15, leave from member of the faculty of Moravian College, Beth-
lehem, Pa., writes: “The members of the train crews were most cour-
teous, which contributed largely to a very pleasant ride.”
Rickety Ike Retires
By RIA II. FEFFY

Talk about him as Harvey E. Colby and nobody'll know who you mean. Say "Rickety Ike" and almost everybody on the Maine Central will recognize the name.

"Rick" has retired now—it was last June that he pulled the throttle to start on his last run as an engineman on the Eastern Division—but he's left his mark in the form of eccentricities that one can't forget.

Ever hear how he came by his nickname? Well, back some years ago the rules required that a crew running as an extra must "release" their order on arrival at destination, by sending a telegram stating "we are through with order such-and-such a number."

One day Harvey Colby was engineman on a pusher out of Bangor, with Conductor Dingley, returning of course, on orders to run extra. When he got in, he wrote this telegram, which was transmitted to the dispatcher at Waterville:

"We are all through
With order number two.
Over the hill and back we hike.
Governor Dingley and Rickety Ike."

Not much as poetry, perhaps, but it gave "Rickety Ike" a nickname which stuck to him all the rest of his railroading days!

We Started Something!

Believed to be the oldest railroad station in the United States, dating back to Colonial times, our station at Thomaston is now one of the Maine Central's most attractive properties as a result of reconstruction and painting work completed last month. It is painted black and gray, the original Colonial color, according to students of Colonial history.

The transformation was so pleasing to Thomaston folks that it started a veritable wave of painting throughout the town. Operators of a canning plant near the station announced its buildings would be painted immediately, the Farmers' Union store nearby followed suit, then it spread uptown to the town's principal hotel, then a bank building, and a hardware store. Painters were so deluged with orders that they saw no hope of catching up before Spring.

This enthusiasm to paint stems from Thomaston's deep pride in its railroad station as one of the original buildings erected in 1793 on the site of the mansion of Gen. Henry Knox, America's first Secretary of War. The mansion stood about 100 yards from the spot where the station is located and the station building itself was used as servants' quarters, one of nine buildings forming a semi-circle at the rear of the residence. The mansion was torn down years ago, but an exact replica stands on a hill about a mile from the station. The two story brick servants' quarters is the sole remaining building of the original estate and has been preserved through the years by its use as a depot for the Maine Central. In 1903 General Knox Chapter, DAR, placed a bronze tablet on a huge boulder at one end of the station, to mark the historic site.
Thank You!

To all those who have taken the trouble to tell us, verbally or in writing, that they like the first issue of the new Magazine, the editors convey their deep appreciation. We know the first number was far from perfect; we hope this issue shows improvement; and it will be our endeavor to make succeeding numbers more and more interesting and valuable. We are encouraged in this purpose by the kindly words of commendation we have received.

Know Any Good Stories?

A. F. Allen, telegrapher at Tower 5, Portland, writes the editors as follows: “I suggest that in each issue you have a ‘short short’ story by an employee of some lively incident in his personal experience, or of one coming under his observation. Employment thoughts can be a fruitful source of such stories.” That suggestion is right up our alley. Nothing would please the editorial board better than to have the entire Magazine written by the men and women who make up the railroad. All of us have had experiences which would make good stories—won’t you send in yours? Never mind if you think you can’t write—put it on paper the best you can and we’ll do any necessary “polishing!”

All Together

All of us—the men on the trains, on the track, in the shops and in the offices; the management which plans and directs; the investors whose savings provide the tools with which we work—all of us are in this railroad business together. We all have one interest in common—getting the business.

Business likes to go where it is well treated—and, nowadays, good treatment means more than good facilities and good schedules. It means more, even, than correct handling according to the letter of the rules. Briefly, good treatment means that there is a human touch in every transaction, that little extra touch of warmth, of appreciation, of friendliness—the human touch.

Right there—adding the human touch—is the big opportunity for every man and woman in the railroad business to better the business and to better themselves.

For only the individual who serves the customer, can give that human touch which builds good will—and which makes “the pleased customer return to the place where he has been well treated.”

“Emmy See” Says—

Have you girls who are so very fortunate as to be able to wear the new "sleek top" hair-dos seen those darling sterling silver barrettes which the nicer shops are showing? They are so inexpensive, smart, serviceable and so utterly new . . . I saw something yesterday I’d love Santa to leave under my tree—a leather (simulated, of course) jewelry box, with roomy bottom compartment for necklaces, bracelets, etc., the top compartment, velvet cushioned, for lapel pins or what have you, AND a special compartment for rings. The colors are lush!—brown, maroon, a lovely blue and a beautiful bright red—and the price (and I’ll have to whisper this) is under $3.00. I fell hard and I think you will . . . Did you ever wish some stay-at-home night, when you weren’t too too tired, that you knew of some quick easy delish recipe where you could just dash thru a batch of super cookies to send to THE BOY who may yet be stationed in this Country? Well, you can, and if he likes chocolate—and what boy doesn’t?—a guarantee goes with this that he’ll ask for a repeat. Here it is: Put in a saucepan the contents of one can condensed milk and two squares baking chocolate, stir constantly until chocolate is melted and mixture thickens. Remove from heat, beat smooth, add 1 teas. vanilla, one-half cup chopped nuts and 1 cup shredded coconut. Drop from teaspoon on greased cookies sheet and bake ten or twelve minutes in 375 oven. Makes about two dozen.

On the Front Cover

Forty-nine years ago, a young man named Elvin H. Clemons began work for the Maine Central as an engine house laborer at Bangor. Through the years since that time, he has served as assistant fireman, and engine inspector—all at Bartlett. Since 1926 he has been leading machinist at that point.

Historic Lanterns

Back in 1868, a young man named Warren Pushaw, whose parents owned a big farm near Pittsfield, learned the art of telegraphy, and began work as a telegrapher at that station. In walking to the station over the pitch-black road from his farm home, and in doing his work, he carried the antique lantern which Narice Madden of Supt. Thomas’ office is shown holding in her left hand. The other lantern, of more modern type, was carried by Warren’s brother George, who was a conductor.

The lanterns were presented to the Magazine by Mrs. R. H. Tedford of Pittsfield, daughter of George Pushaw.
The employment office, Room 121, General Office Building, is under supervision of M. F. Rolfe, assistant to general manager and headed by C. B. Cressey, employment agent. By advertising, and with cooperation of the various labor organizations, very satisfactory results have been obtained.

This office handles detail incidental to obtaining deferments for employees subject to the Selective Service Act.

Fred N. Peterson, former stenographer in general manager's office, has been wounded in action and is in an Army Hospital in France.

W. Sanborn, Safety and Fire Protection agent, is on a month’s leave of absence because of illness. Sanborn has received word that his son-in-law, Pfc. R. M. Booth, Emergency Medical Unit, is in England. Another son-in-law, Lawrence E. Dearborn, C. M., is stationed at Naval Air Technical Training Center, Chicago.

Olive Nord, formerly of the Superintendent’s office, has been appointed secretary to the editorial committee of the Employees’ Magazine.

Mary O'Connor of Biddeford has accepted position as stenographer for the Superintendent's office.

Word has been received by Mr. and Mrs. James E. Mills (Traveling Storekeeper) that their son, Arthur P., who has been reported missing since Aug. 22, is a prisoner in Germany. Arthur, previous to entering the Air Force, was employed in the Car Shop at Rigby.

Joseph P. Connary, chairman, has been inducted into the Army and returned to work. He was Staff Sergeant in the 752nd Railway Operating Battalion at Camp Claiborne, La.

Marine Second Lt. Henry A. Snell, Jr., was wounded during the conquest of Salanph, and has been awarded the Purple Heart. He was employed as a chairman in 1942 while we were connected with the shipyard.

William J. Fairservice, former clerk, Real Estate Department, visited the office while on furlough. Last reports are that he is at a port of embarkation.

It is with regret that we have learned of the death of two Maintenance of Way men — Robert E. Buckmore, Sec. 15, South Gardiner, son of Luther Buckmore, trackman, and Charles W. Levesque, trackman, Sec. 167, No. Concord, both killed in action.

Stanley G. Jr., and Edward H., sons of S. G. Phillips, Engineer Maintenance of Way, were at home recently on furlough. “Stan, Jr.,” is an instructor at the Army Air Force Gunnery School, Tyndall Field, Florida. “Ted,” who had just completed his boot training at Sampson, N. Y., unfortunately was confined to the Naval Hospital in Portland during his stay.

A Long Record

The ten regularly assigned train dispatchers in the Portland office have combined service record of 355 years, of which 303 years are as dispatchers.

Eugene W. Patch, rodman, has received medical discharge from the Army and returned to work. He was Staff Sergeant in the 752nd Railway Operating Battalion at Camp Claiborne, La.

This adorable little girl, Rose Ann Aliber, is the four year old daughter of Mr. and Mrs. Henry J. Aliber. Henry is Assistant Supervisor, Bridges and Buildings.

The four nice looking children in this group are three sons and a daughter of Asst. Track Superintendent and Mrs. Maurice S. Thorne. They are David and Diane (twins, age 4), Robert, 8, and Donald, 12.
Vanceboro
By VILLA WEScott
In this, our first contribution to "our" Magazine, we want to pay tribute to our former General Agent, Bertram Jackman, who retired after more than 50 years' service. 45 of which were spent as a general agent at Vanceboro. "B.J," as he was affectionately known to the staff, was well known over the entire system. His successor, W. L. Blanchard, was a formerly Traffic Department representative, and we hope he will find his association with the staff as enjoyable as did Jackman.

Chesler and Mrs. W. E. Beers spent vacation in Boston. Before and since his service in the Army, "Tommy" was employed in Coyle's

Ticket Clerk and Mrs. Charles Robertson have returned from a trip to Boston and Hartford.

Entry Clerk and Mrs. Thomas H. Beers were in Portland and East Millinocket where they visited their daughters, Mrs. Alex Porter and Mrs. Lee Linscott.

Yard Brakeman and Mrs. R. T. Tracey have received official notification from the Western Department that their son Forrest Tracey was killed in action.

Extensive repairs and remodeling are being done around the station. The chimney for the heating plant is nearing completion and an extension is to be built on the immigration office. Repairs to the turntable are also being made.

Fireman S/C Gerald L. Gatecomb visited his parents, Clerk and Mrs. Lloyd G. Gatecomb during his furlough prior to going to Base Engineering School at Gulfport, Miss.

Herbert J. Gallisou, retired pump man, is seriously ill at St. Stephen, N. B.

Clerk Vira H. Sears is on vacation visiting in Bangor and Portland.

Congratulations are extended to Ralph Tilton and Aubrey Raye on their promotions to the positions of engine house foreman and mechanic, respectively, with the transfer of former engine foreman Arno M. Scott to Rigby. Congratulations are thus also in order for "Scotty."

Herbert J. King, junior, is at home following a heart attack.

Frank E. Trafton, for 30 years agent at Danforth, died Oct. 12. He joined the service as a telegrapher in 1908, and after serving at a number of offices over the system, went to Danforth as 2nd trick operator in 1914. With the exception of about one year, Trafton remained at that station continuously after that year, being appointed agent in 1921.
Frank Dowling of the Jacksonville section is enjoying a vacation.

Dalton Garnett, of the Whitneyville section, has returned after being in the Machias hospital for an operation.

**Bangor, Motive Power**

By C. H. Leake

Mal. George W. Warren, son of retired Engineman Henry W. Warren and brother of Bus Driver Lawrence F. Warren, is returning to the United States after three years in the Air Service.

S/Sgt. John E. Graham, son of Director Edward M. Graham, of Bangor, is at home after 25 missions over enemy territory.

Capt. Wallace M. Bouchard, U.S.A.A.F., brother of train dispatcher Joseph E. Bouchard, was killed in action over Sardinia in August. Another brother, Wilfred, also in the U. S. A. E. F., is a prisoner captured on a bombing mission over Germany in 1943.

Henry

**Bangor, Operating**

By Ria H. Ferry

Paratrooper Pvt. Budd O. Spaulding, a yard brakeman here, now located at Fort Benning, Ga., was a recent caller at the Superintendent's office.

A familiar figure around Bangor Union Station is that of "Eddie" Buck, who for 43 years has been station porter. Always courteous and obliging, he has many friends among the thousands of passengers he has served.


Ensign Ruth L. Farady, Navy Nurse Corps, has been home on furlough after serving 10 months in England, and has left for the Naval Air Base, San Diego, Calif. She is the daughter of Telegraph Rober L. Farady, Tower 2, Rigby.

Rigby

By C. M. Talbot

Miss Constance Leavitt, stenographer, Track Supervisor's Office, took vacation in October, accounted for by Sgt. Clifford A. Nelson, returning from two years' service in India and China.

**Oldtown**

By H. A. Proctor

W. R. Russell's crew has finished on the standpipe and moved to Danforth. A. M. Phillips, switcher conductor, is on vacation. Warren Trask is handling the job.

Third track Operator O'Connell took a few days' vacation in October, relieved by R. E. McComb.

After 55 years of railroading, Cyrus G. Messer, baggagemaster, has retired. "Cy" started on the Central Vermont in 1889 as a trackman; later working as trainman and fireman; and in 1900 as engineman on the Bangor & Aroostook. In 1916 he became baggagemaster at Oldtown. He has maintained his membership in the B. of L. E. throughout his railroad career.

Souvenir of the mile long Bangor & Aroostook section.

**EMPLOYEES MAGAZINE**

By C. M. Talbot

Ensign Ruth L. Farady, Navy Nurse Corps, has been home on furlough after serving 10 months in England, and has left for the Naval Air Base, San Diego, Calif. She is the daughter of Telegrapher Rober L. Farady, Tower 2, Rigby. Portland Terminal Messenger Edward E. Libby has enlisted in the Navy.

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Souvenir of the mile long Bangor & Aroostook section.
Stephen Dillon, yard clerk, retired, celebrated his 82nd birthday Oct. 24th. He started his railroad career in 1884 and retired in 1937.

Elmer T. Miller, M.M. 2/c, Navy, is on furlough after service in the European theater on a minesweeper. He is a former trainman at Rigby and son of C. E. Miller, yardmaster, Yard S.

William Michael King, formerly employed in the freight department at Portland, was killed in action at Guam in August. His father, Michael King, and his sister Catherine, are also employed by the Portland Terminal.

This gentleman, who wears his cap a la Jackie Coogan, is Arthur Glendenning, better known as "Pick", who has charge of the sand plant at Rigby. He commenced railroading on the Mountain Division, and at one time was engine house foreman at Bartlett.

Yard Crew, Rigby, L. to R. Frank Love, brakeman; A. Randlett, engineman; T. P. Northrup, fireman; M. J. Coyne, brakeman; L. J. Burbank, conductor.

Union Station
By C. H. Bachelder
Guy B. Clark, general foreman, is at the Maine General Hospital for treatment. He will be there several weeks.
Fred J. McGee, ticket agent, Clifford Bachelder, train announcer, and John W. Cadby, head baggageman, have taken their vacations. Oscar Rodrigue, ticket clerk, left Nov. 1 for a hunting trip.
Maureen Haley, 7, daughter of George Haley, chief clerk to station master, has been in the hospital for a mastoid operation. She is now at home and recuperating.
Clerk William Morton, Gilman, has a son, William Jr., who served in the Navy in North Africa, Sicily, the West Indies and Brazil, until his recent honorable discharge with rank of Seaman 1/c and first-class point gunner.

**Waterville**

By M. W. FLINT

Switchman Fred L. Merrill retired in October. We wish him best of luck. Hugh Travers, general agent, has been enjoying a vacation.

Gates Jones, yard checker, and Miss Ernestine Hodgkins of Waterville were married October 27.

"Uncle Charles" Sayward, former master plumber who retired in 1940 after 63 years' service, is now in his 83rd year. At his attractive Waterville home he works in his flower garden with the vigor and interest of a much younger man.

Asst. Tardmaster and Mrs. H. Adelbert Wright recently visited relatives in Boston.

Bus driver Clayton Redd bagged a deer while hunting recently. The freight house and office have been repainted.

Engineman Eugene H. Winslow has resumed work after hospital treatment.

Mrs. Douglass, wife of Operator Carl Douglass, is visiting in Tucson, Ariz.

By R. D. Woods

Frank W. Grover, Jr., machinist helper, son of locomotive's helper, has enlisted in the Navy.

Albert L. Prouty, paint shop, has resigned account of ill health.

**EMPLOYEES MAGAZINE**

Asst. Foreman and Mrs. Wm. C. Otis attended the luncheon at the Blaine Mansion, Augusta, given in honor of the Maine Basketball Champions.

Navy in North Africa, Sicily, the West Indies and Brazil, until his recent honorable discharge with rank of Seaman 1/c and first-class point gunner.

Operators O. R. Burdwood and Fred P. King have returned to work after illness. Joseph E. Pouliot, who has been relieving them is now on first trick "PA" office Union Station.

Francis Pierce Murphy, who was reported missing in action over Rumania, has now been reported as killed in action.

Alfred Colford, former engine house employee, died Oct. 9, aged 64; and James Conners, pensioned engine house employee, died Oct. 25, aged 74.

Pensioned Engineman, Fred J. Perkins, has suffered a shock and is confined to his bed.

Dispatcher I. C. Thombs, wife and daughter recently called on his brother Clarence E., former operator, who is ill.

**Bartlett**

By J. E. WINSLOW

The engine house, car shop, section crew's building and signalman's building have been repaired and painted.

Operators O. R. Burdwood and Fred P. King have returned to work after illness. Joseph E. Pouliot, who has been relieving them is now on first trick "PA" office Union Station.

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**Waterville Shop**

By R. D. Woods

Frank W. Grover, Jr., machinist helper, son of locomotive's helper, has enlisted in the Navy.

Albert L. Prouty, paint shop, has resigned account of ill health.

**Newport**

By P. V. WITHAM

Agent C. L. Jenkins of Dover-Foxcroft will take vacation in November, Operator Brown to relieve him.

Newport station, section houses and crossing tenders' houses have been repainted; and a new signal platform is to be built.

Agent W. V. Witham and Express Agent Ramsay have each brought back a deer. Clerk Nason has trailed one for several nights and we think will wear him out soon.

Operator R. S. Thing has bid in second trick at Newport.

Horace Ames' crew is at Newport lift and tracking.

Conductor DaPrato and Engineman McKiel have been tying up at Newport on work trains.

**Rumford**

By W. E. CANDERS

A crew is installing new scales under direction of M. E. Powell.

Fred Sweetser and his crew are remodeling and painting the freight office. Lola Kilgore, cashier, freight office, has returned from vacation in Boston and New York.

Leon Thomas has recovered from illness, and is at work.

Willard J. Donahue, former yard conductor, died at his home in Waterville October 10th.

Mr. and Mrs. H. A. Southworth recently visited relatives in Montreal.

Operator Charles E. Richardson of Portland was in town last week calling on friends.

**Bath**

By L. M. PRICE

Lee Sheldon has joined the freight house force as checker.

Carl E. Pierce has bid off run on trains 55-56 between Rockland and Brunswick.
Lancaster
By F. B. LIBBY
Albert Therrien, son of Section Foreman Desiry Therrien, is in military service in the Panama Canal zone.

West Stewartstown, are serving in the Army. Gilman is now in the South Pacific, and Earl in a training camp in Alabama.

Augusta
By OLLIE COMEAU
Phillias Fortin, freight handler, has received news that his brother, Gerard Fortin, taken prisoner in France, has been liberated by the Allies.

Second Lieutenant Alberta E. Parent, is in the Army Nursing Corps, with 27 months' service in the South Pacific. Her brother, Cpl. Francis E. Parent, has been in the Army Air Corps since 1941, and is now in Italy.

The station at Lisbon Falls, under Agent J. P. Noonan, has been rebuilt, the freight shed combined with passenger station, and the old shed disposed of.

W. Ladd, sons of Wesley E. Ladd of Lancaster, are serving in the Army. Gilman is now in the South Pacific, and Earl in a training camp in Alabama.

United States
By JACK HAYES
Ralph Libby, formerly employed by this Company, is with the 8th Air Force in England, and has received promotion to S/Sgt, and also the Air Medal. However, these were minor in comparison to his recently receiving word of the birth of a daughter, Nancy Lorene.

By OLIVE COMEAU
The meeting of track foremen of District 2 held in Brunswick Nov. 4th was well attended, and of great interest to M. of W. men.

Joe Clough, machinist at the engine house, is taking vacation with P. L. Butler of Waterville relieving him.

The new electric hoist has been installed at the car shop and is now in service.

Gus Cloutier and his extra track crew have returned from Lambert Lake and are now starting track changes in the east end of the yard.

John Lincoln, yard clerk, reports his son, who was in France, has been sent elsewhere, and his present location is unknown.

The station at Lisbon Falls, under Agent J. P. Noonan, has been rebuilt, the freight shed combined with passenger station, and the old shed disposed of.

The average distance a freight car now moves per day is nearly twice as great as it was in 1920.

The amount of taxes paid by the Class I railroads in 1943 exceeded their net income in that year by approximately one billion dollars.

Well Protected
Out of the total main track mileage of 877 on the Maine Central, 484 miles are protected by automatic block signals.

EMPLOYEES MAGAZINE

Brunswick
By W. E. DURGIN, JR.
Reuben C. Brown, car inspector, has returned after illness. W. M. Martin, assistant track supervisor, is taking vacation.

The meeting of track foremen of Dis-

The average distance a freight car now moves per day is nearly twice as great as it was in 1920.

The amount of taxes paid by the Class I railroads in 1943 exceeded their net income in that year by approximately one billion dollars.

By JACK HAYES
By Edith Whitaker

Section Foreman George D. Walker has returned from vacation.

William Whitaker, 12-year old grandson of Agent and Mrs. William H. Whitaker, recently shot a 4-point buck.

Railroads hauled an average of 1,116 tons of freight per train in 1943, contrasted with an average of 708 tons in 1920.

Bowedoinham's freight shed was renovated a few weeks ago, repairs being made to platform, steps, walls and finishing, after which the whole job was docketed up with a new coat of paint.

Fryeburg

By I'dith WHITAKER
Section Foreman George D. Walker has returned from vacation.

William Whitaker, 12-year old grandson of Agent and Mrs. William H. Whitaker, recently shot a 4-point buck.

Railroads hauled an average of 1,116 tons of freight per train in 1943, contrasted with an average of 708 tons in 1920.

The average distance a freight car now moves per day is nearly twice as great as it was in 1920.

The amount of taxes paid by the Class I railroads in 1943 exceeded their net income in that year by approximately one billion dollars.

Well Protected
Out of the total main track mileage of 877 on the Maine Central, 484 miles are protected by automatic block signals.

EMPLOYEES MAGAZINE

Brunswick
By W. E. DURGIN, JR.
Reuben C. Brown, car inspector, has returned after illness. W. M. Martin, assistant track supervisor, is taking vacation.

The meeting of track foremen of Dis-

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By JACK HAYES
By Edith Whitaker

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Top: Track Crew at Rumford. Left to right: George B. Storer, Harry L. Ross, Chas. N. Jacques, Arthur Hodsdon, A. Eugene Stevens, Nap. Thibault, Marco Cocca.

Center: Track Crews, Rockland Branch. Front row, left to right: Donald T. Blackmore, Irving E. Hilton, Frank Lessner, Oscar Hanley; Back row, left to right: Stanley B. Dickinson, T. W. Spencer (Foreman 157), B. F. Hutchinson (Foreman 155), Jas. A. Hall, Victor E. Reeves, J. H. Brooks (Track Supervisor).