Strengthening Brewer Bridge

Piers of the Maine Central bridge connecting Bangor and Brewer have been strengthened recently to offset erosion by the Penobscot River and the increasing weight of locomotives and trains. This view shows how coffer dams were constructed at the base of the piers and concrete poured in.

Bangor Station Improved

By Cliff Somerville

Civic-minded Bangor citizens hope that the great Army airbase there may become in peace time a trans-Atlantic air terminal and the Maine Central management is moving now to improve rail facilities to put them fully abreast, if not ahead, of whatever boom may come to business and commerce in the Queen City.

Several notable changes already have been made and others are contemplated. When the whole program is completed the Bangor station will be one of the most efficient and attractive stations on the system, in keeping with its importance as the second largest terminal on our lines.

One of the most important steps taken is the expansion of parking space at the station. By removing a large and unsightly grass plot at the rear of the station available parking space for patrons has been more than doubled and a traffic bottleneck has been largely eliminated. In place of the old cobblestone pavement a tarred gravel surface has been laid over the entire approach. This change has provided a safer, evenly drained pavement for both pedestrians and automobiles entering or leaving the railroad premises.

A companion project has been the grading of the approaches to our freight sheds on Railroad Street, a mile away, providing an improvement highly beneficial to shippers. When the sheds were constructed many years ago the shed floor was built very close to the ground, presumably to accommodate the low slung wagons of horse and buggy days. The advent
Sailor Recovers Funds

One of Uncle Sam's Navy men has reason to be appreciative of the efficiency of Maine Central folks. When he got off No. 57 at New Castle one day recently, he found he had lost his wallet, containing about $50. He reported his loss to Agent D. W. Pomerleau, who immediately wired Waldoboro, and was in season to catch the train at that point. A search of the coach was made, the pocket-book found and returned to the sailor—who thinks we're pretty near all right!

Orchids To . . . .

Betty Beach, ticket clerk, Rockland, whose "courtesy and efficiency" prompted a commendatory letter from a summer resident, who writes: "She has made the usually irritating and difficult business of travel so pleasantly painless process" . . . Ed Buck, station porter at Bangor, whose attentions to a crippled passenger brought a letter of appreciation.

of motor trucks, with high bodies, made the work of loading and unloading at the shed platform extremely difficult. To eliminate this the railroad has had the street grades lowered to a point that provides truckers with excellent loading and unloading facilities, an improvement that already has won hearty commendation from shippers and truckers.

Another recent improvement has been the removal of the old plank on the track. This project has given added safety for passengers entering or leaving trains and has speeded up the handling of baggage and mail trucks. A further aid toward expediting baggage and mail handling a tractor has been assigned to Bangor and others are expected.

As an aid to passengers, Superintendent James L. Moriarty has had sign boards placed on train shed posts in such a way that they catch the eyes of patrons approaching the station and guide them immediately to their trains, without the necessity of inquiring at the ticket windows inside the station. An amplifying system also is being installed inside and outside the station to announce train arrivals and departures and to quickly summon passengers or station officials if wanted at the telephone.

Soon to be erected at the front of the station, facing up Exchange Street, will be an electric neon sign, bearing the words Maine Central Railroad, and making the location clearly visible up to the junction of Exchange and State Streets. Work also is expected to start shortly on the removal of an old stone and brick porte cochere at the rear of the station, another relic of horse and buggy days. This will further enlarge available parking space and make the station entrance at that point more convenient for patrons.

Changes already made have been definite improvements because the station's facilities and personnel are frequently overtaxed by the added mail, freight and passenger movements incident to the operation of the air base in Bangor. Their effect will be felt even more if post-war business develops on the scale that local civic and business interests expect.

Battling Busy Beavers

They Wage War Against the Beavers. Left to right: A. J. Cowan, foreman; Edward Stone, Oliver Dora, George Shaw, Theodore Drake.

"As busy as a beaver" is something more than a mere saying to Alfred Cowan and his crew on Section 67; it means to them a real headache.

About a mile west of West Farmington, a colony of these industrious aquatic animals built a house and its inevitable dam early last summer. There's a brook running alongside the track at that point, and the beavers selected that particular site for their new home. Unfortunately, however, a dam means impounded waters; and pretty soon the trackmen found that the shoulder of the track was being washed.

"There was just one thing to do, and they did it; they destroyed the dam and allowed the water to flow again as nature intended. But—"so what?" said Boss Beaver and his tribe. The next morning, when Cowan ran his motor car over the section, the dam had been completely rebuilt, and once more the water was lapping at the roadbed. And every morning since then, the trackmen have carefully demolished the dam—and the next morning they'd find it restored and doing business. All summer long the battle between trackman and beaver has continued—and so far it's a draw. Maybe the beavers had a bit the best of it, though, because two or three times the damage to the shoulder has been sufficient to make it necessary to call for a load of cinders to make repairs.

Once Cowan and his crew thought they had bested the enemy. They laid a culvert to by-pass the dam, so that even though the dam was intact, the water would flow. The next morning they found the opening of the culvert neatly and completely plugged with rocks, wood and mud! Apparently it's to be a question of endurance. Maybe the trackmen can tire the beavers out—but they show no signs of weakening yet!

In telling the story, Cowan makes frequent use of the word "dam", but as he uses it, it's spelled with an "n".
"Emmy See" Says

Speaking of Christmas shopping—of course, yours is well under way, perhaps you're one of the "Smarties" who are all done, packaged, tagged and mailed—if so, hurray! for you—BUT if not, and you just a wee bit discouraged this year at the price of things and kinda let the whole thing drag, perhaps Emmy See can help you. You know you can get some lovely gifts well within your budget—skeptical?—well, what could be nicer for a special friend (girl, of course) or sister, than a lipstick and nail enamel set in the new "Pink Lightning." The color is of the fuchsia family and it just does something for anyone, no matter what type . . . and who is going to do anything but shout when they receive a pair of "54 Sheers" and $1.45 is top price . . . wool gloves and mittens, there are some grand ones at $1.50 and $2.00 . . . and earrings—the love of my life—there are all kinds from $1.00 up, large or small, to fit "the one" you have in mind . . . and what girl with an "up-do" wouldn't just love one or two of those stunning new combs that every Jewelry Dept. is sporting this year.

Do make your homes as CHRISTMASY as you can this year. We may not be able to use the electric current we have in other years, but what is prettier than red candles . . . and bring into the house huge bunches of colorful berries and mix them with the autumn foliage you gathered earlier (or did you, you lazy one) well, never mind, the berries are beautiful in themselves . . . and don’t forget to hang something on the front door, be it a wreath, mammoth red stocking filled with fir branches, lovely pine cones tied with a smashing red bow, or whatever your taste runs to—it will look so CHEERY and inviting and really says "MERRY CHRISTMAS" to everyone passing by . . . and by all means do have a Christmas tree, whether a teeny-weeny, a floor to ceiling one, or an in-between one.

Eastern Route Closed

By the end of this year, the old Eastern Route of the Boston and Maine between Rigby and North Berwick will be no more, and our through Boston trains will operate over the Western Route under Centralized Traffic Control. Twelve miles of double track now being constructed between North Berwick and Kennebunk will make the Western Route completely double-tracked between Rigby and Boston. The abandoned route was the original right of way of the old Eastern Railroad, which ran on the west side of the Boston and Maine tracks to North Berwick, then crossed over to follow the shore route to Boston.
A Rare Family Record

The Cust family of Bangor-Brewer has a record that may be unique on the Maine Central system, if not in railroad circles generally, boasting three freight conductors in one family, all in service today on the Eastern Division.

William Cust of Bangor, who will complete 40 years' service in January, is a freight conductor on the Bangor-Vanceboro run. His son, Donald, of Brewer, is a freight conductor on the Bangor-Calais run, but presently is braking for his uncle, James Cust of Bangor, who is a freight conductor with 36 years' service.

The Cust family has a further distinction, three generations of railroadmen, for Donald Cust's grandfather, now dead, was a section man at Mattawamkeag for many years. A cousin, Harry F. Cust, was for many years yardmaster at Oldtown.

Our Pittsfield station got a "facial" recently when part of the old platform evening was torn down, the freight shed platform planking replaced by a permanent crushed rock surface and the whole station painted.

Keatings Meet in Pacific

Last Mother's Day was truly a red letter day for the two Navy minded sons of Passenger Conductor John J. Keating of Portland, for on that day they met for the first time in many months when their respective ships touched at a little South Pacific island port.

One son, Donald C. Keating, had been in the Navy over three years when his brother, John, Jr., a passenger brakeman on our lines, entered the Navy about 10 months ago. Both sons became signalmen, Donald aboard a cruiser, John on a submarine. John, or Jack as he is best known, was on duty at signal station as his submarine pulled into the little port of Madeiros last Mother's day. He saw a cruiser headed for the same port which he quickly recognized as his brother's ship. He blinked a query to the cruiser's signal man and a few minutes later got a response from his brother, who was called from below deck by the signalman who accepted Jack's query. The brothers had a happy exchange of messages and later, when both ships reached port, they had a joyful reunion.

The story of their reunion was told at home recently when Donald came home for a brief furlough. Their father, Conductor Jack Keating, currently running with Conductor Fred Eaton on Nos. 1 and 12, Portland to Bangor, has 38 years' service with the Maine Central.

Freezing Foods at Franklin

By J. C. Estey

The new "flash-freezing" plant at Franklin is working full blast, and promises to give us considerable traffic.

The process is an interesting one. Foods are placed on galvanized trays and conveyed into a shaft where the temperature is 40 degrees below zero. The movement of the trays through this shaft takes 28 minutes, and the products are completely and deeply frozen. They are then stored in refrigerators which have a capacity of 8 carloads.

Plans have been made for an enlarged plant after the war, when berries and other foodstuffs will be processed. At present fresh fish are being frozen and held for all-rail shipment to the middle west.
Merry Christmas

Christmas this year, with the nation and most of the world at war, will find many a home burdened with the sorrow and misgivings that come to every family when the home is torn by the absences and perhaps the deaths of loved ones in military service.

Yet in such a time it is more than ever important that every American family put forth a special effort to make the holiday as happy as it is possible for us to make it. For those who are away it cannot be a truly happy Christmas; for those who await their return it can be little better.

But to keep Christmas alive is important to all of us and to do that we must wish our fellow men the traditional “Merry Christmas”. For the Management of the Maine Central Railroad, for the Editors and Staff of the Employees Magazine, we give that old familiar greeting to all our fellow employees, their families, and friends, and especially to their loved ones in service at home or on foreign soil.

Merry Christmas and a much happier New Year, one and all!
Bangor—Operating

By RIA H. FERRY

Miss Margaret Ann MILES, 81, for 44 years an employee of the Maine Central, at the time she retired in 1926, died at Orono Nov. 21. She entered our service as an operator at Kingman in Nov., 1882, became first trick operator at Old Town in 1901, and remained there until she retired 25 years later. She was widely known and admired among railroad workers.

Herbert J. Gallison, 83, who worked for the Maine Central for 53 years before his retirement in 1936, died Nov. 10 at his home in Vanceboro. He began as a switchman in 1883 but suffered a bad hand injury in 1903 and thereafter served as a pumpman at Vanceboro. In recent years he operated a grocery store near the freight shed.

Another November death was that of Robert A. Howland, 72, crossing tender at Danforth before his retirement in 1951. He started as a maintenance of way worker in 1877, transferred to crossing tender at East Machias in 1922, and went in same capacity a year later to Danforth.

Miss Miles.

Edward KARL

Two sons of Justin Hendrickson, discharged from the Army in 1945, are serving their country in Europe and Germany.

Charles F. Adams, MX 1/c, son of Cashier Percy D. Adams of Calais is somewhere in the Pacific. Best wishes from all his friends who hope to see him back soon.

Calais

By BURT PULLEN

Trainman William J. McBey of the Calais Switcher is off duty on account of sickness. Trainman Joseph Clair is looking good after his serious illness, and we hope he will be back to work soon.

Former yard conductor Fred Berry, who has been off duty for over two years account of injuries to his feet, has been to the hospital several times.

Car Inspector Charles E. Boynton, while repairing his greenhouse, fell and injured his feet.

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Old Town

By H. A. PROUTY

Mrs. Alden Davis, wife of section foreman, returned from a short hunting trip, Nov. 2, with a deer.

Ferry Libby, motor patrolman, between Old Town and Mattawamkeag, has made his last trip for the season.

George J. Seymour, book at Old Town freight office, has been on a vacation. He visited his parents in Vermont.

Walter Rowe of the Milford section crew has bid off the third trick, crossing tender's job, on Front Street.

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Walter Rowe of the Milford section crew has bid off the third trick, crossing tender's job, on Front Street.
Bert Shepard of Bangor has been on a hunting trip in Washington County.

Ray Bell, foreman of the Portland garage, visited Philadelphia recently with his wife. Mrs. Melba Merrill Warren and daughter Merrill Ann at Dover-Foxcroft. Major Warren returned to the states after nearly three years in the Pacific. He has served overseas for 31 months in New Guinea and adjacent islands. Warren was employed by the Maine Central Transportation Company before entering the Army Air Forces.

**Ellsworth**

By C. B. Wiggins

U. S. Mall driver between Ellsworth and Southwest Harbor, Jennie Higgins is not an employee of the Maine Central R. R., but is a favorite with all train crews at Ellsworth. Last winter, on account of icy roads, the truck went over a ten foot bank and landed bottom side up. That did not bother Jennie; before the wheels had stopped spinning she was in the middle of the road with the pouches, waiting to be picked up.

H. P. Dorr, crossing tender at The Falls, spent a week's vacation hunting. While he was walking many weary miles three deer were shot in his back yard.

**Eastport**

By C. A. Small

V. R. Brown, ticket agent and operator, has moved from Perry to Eastport for the winter.

Mrs. Andrews, mother of James E. Andrews, freight house foreman, who fell and was severely injured while visiting her daughter, is much improved but still is in the hospital.

Kathleen Cline, clerk and stenographer, spent her vacation in Washington, visiting her sister.

Mrs. Marjorie Woodard and family of Auburn, spent Thanksgiving with her father, C. A. Small, at Eastport.

Melvin Taylor, section foreman, got his annual deer and is spending his spare time trapping beaver and mink. Carl Smith, yard brakeman, was inducted into the armed forces Dec. 5.

Alexander Sherman of the local force, spent his vacation visiting in the state, stopping in Bangor to meet his son, Lloyd, home on leave from the Navy.

L. C. Smith's carpenter crew have been at Eastport the past month installing derrick and hoist on the former Eastern Steamship Wharf. This gives us three wharf derricks and holds, enabling the handling of three boats of any size at the same time.

Eastport oversubscribed its quota for the war bond drive by several thousand dollars on the first day. Practically all MCRR employees purchased bonds through the local drive in addition to their weekly payroll deductions.
Skowhegan - Bingham

By H. J. Ellis

Russell’s stone crew and Trueworth’s paint crew have been busy at Skowhegan, painting the bridge, and the office and waiting-room. A new floor was recently laid and the painting completed.

Spare Operator Sam Crommett has been doing relief work at Danforth. Express Agent Braden has had his two weeks vacation, spending most of it at his cottage.

P. A. Woodard, Agent at Bingham, spent a two weeks’ vacation at his camp at Lake Austin.

Mrs. Ruby Hurley, wife of Laborer Frederick Hurley of Bingham, is a patient at Waterville Osteopathic Hospital. Albert Gehrke, section foreman Bingham, has returned to work after an absence due to breaking his elbow. He has received recent letters from his three sons in service: Law Robert, in Camp Pickett, Va.; Kenneth, with Air Force, in New Guinea; and Robert, in Camp Pickett, Va. Gatesman Harold Hewey of Skowhegan is informed that he is married to Pfc. Orrick Hewey. The couple was married in January.

Gatesman Harold Hewey of Skowhegan is a veteran of World War II. He served with the Airborne division of Gen. Patton’s army. Pfc. Hewey joined the army five years ago and entered service in Panama, later being transferred for training in California, Maryland, and New Jersey. He returned to duty after several weeks’ illness.

Hewey

By M. W. Faint

Sympathy to Joseph Jacques, loader and caller, on the death of his father, recently.

Crossingtender William A. Cunningham is assigned to second trick, Chaplin Street.

Stenographer Helen Kervin, track supervisor’s office, is expected to report for duty soon. Steve is a painter, first class, and a fine letterer.

Waterville

By M. W. Faint

Alton H. Smart, street conductor, died at Foxcroft, Me., on Nov. 7th, after an illness of only two days. He entered the service as a trainman in 1916, and was promoted to Conductor in 1967.

Smart

Track Supervisor William A. Prescott and Conductor E. R. Martin enjoyed two weeks hunting in the Soebels region but returned to Dunmore.

Air Cadet W. E. Pierce, Jr., has returned to Maxwell Field, Montgomery, Ala., after a short leave with his parents, Trainmaster and Mrs. W. E. Pierce.

Basil Young, painter at Waterville shop, shot this spike-born on his first day in the woods this season.

Rudolph Shea, engine house hostler, died Nov. 7. He had been in the employ of the Maine Central for over 40 years.

Norman A. Dow, fuel crane operator, accepted position as hostler at the Engine House, vacated by death of Rudolph Shea.

Mrs. Dutille, wife of Leo R. Dutille, baggage agent, is reported to be gaining slowly at Sisters’ Hospital where she underwent surgery.

Engineer Warren Noyes has returned from a successful hunting trip. The Waterville freight station drive-way has been surfaced with tar and gravel while the passenger station parking space has been repaved.

E C 2/C Donald P. Armstrong, son of S. R. Armstrong, freight office, has returned to duty after several weeks’ leave with his parents. Don participated in the invasion of Normandy and was aboard a naval craft which was sunk in the English Channel, being rescued after several hours in the water.

Waterville Shops

By R. D. Woolf

Cpl. George K. Stevens has received his discharge from military service and is expected to report for duty soon. Steve is a painter, first class, and a fine letterer.

Brunswick

By William E. Burkin, Jr.

Attached is picture of Agent Maynard V. Farren, taken when he first started railroad work at the age of 16, at West Baldwin station.

Supervisor J. Hennessey, switchman who was out ill recently, is back to work.

Frank M. Woodworth, trackman, had two weeks’ vacation, spending part of it near Wesley hunting. He returned with a deer.

S 1/C Donald Rines, former machinist apprentice, was recently home from overseas on a brief visit.

S 2/C Donald Dickley, former electrician helper, has returned to work on a brief leave from Sampson, N. Y.

Donald Rex, car helper, has resigned to enter employ of W. B. Arnold Hardware Co.

Leo P. Predette, Ralph Moxey and Bernard Penney have been promoted from Carmen helpers to Carmen in Freight Dept.

A letter to Shops Supt. F. H. Bennett from Sgt. George McCausland, electrician, now stationed overseas, stated that he is with Lt. Col. Ringberg’s outfit. Ringberg was Superintendent of the Concord. N. H. B. and M. Shops. Mr. McCausland wrote that cigarettes are $10.00 per carton and that German box cars are the substitute for houses.

Perley Butler, crane operator, was recently indented and is stationed at Fort McClellan, Alabama.

Among those afflicted with buck fever who returned with deer are: Ed. Gurski, painter helper apprentice; Clayton Johnston, welder; Stanley Young, machinist; Mrs. Karl Lamont, wife of Eng. House foreman; Norman Hardy, machinist.

S 1/C Erwin S. Carter, Jr., son of our engine house master, turned after several weeks’ illness.

A surprise party was given Sheet Metal Worker and Mrs. Otis E. Taylor on their 35th wedding anniversary, Nov. 24, by their children.

Cleo Frappier, recently hospitalized, is improving at his home in Fairfield.

Wilbur C. Lunt, formerly master mechanic of round houses has accepted transfer to Waterville Shops as assistant shop superintendent.

Farren

Hilmar Utecht, fireman at Waterville, was recently home from a brief leave.
Augusta

By OLIVE COMEAU

Ballard L. Fuller, clerk telegrapher, while on vacation, was relieved by Leslie Burnell.

Albert Galloupe, section foreman, and Mrs. Galloupe celebrated their 24th wedding anniversary Nov. 28, with a party at their home.

Harry Clukey is back as conductor of the Augusta switcher, having displaced George Green.

Hiram Walker, gate tender, is working second trick at Winthrop Street crossing.

Millard F. Tracy, section man and family, have moved from Sidney to Gage Street, Augusta, for the winter.

Ernest Wellman, gate man at Winthrop Street crossing, who has been on sick leave, is much improved in health and expects to return to work soon.

Bartlett

By J. E. Winslow

Joseph Burke, section foreman, Willey House, recently shot a big buck. Burke has three sons in service, Clinton, in the navy, Preston, and Merle, former trackmen, in the army. Merle has been home on furlough from Alaska.

Sgt. Linden Hayes, son of Grover Hayes of the Motive Power Dept., is home on furlough. He has been in service two years and nine months, most of the time in New Guinea.

Brownie Wellman, gateman at Winthrop, has been covered by George Aldridge, formerly at Walkers Mills, entering second trick at Winthrop Street crossing.

The Hiram sectionmen have returned to work after enjoying a week's vacation.

Percy Chandler, track patrolman, has finished his duties for the winter.

The above picture was taken at Fryeburg Station showing express from the Western Maine Forest Nursery. In the picture, left to right, Paul Hodson, now in the Xerxes, W. H. Whittaker, agent, Edith Whittaker, operator, Arthur Hodson, Guy Whittaker, express and freight delivery man, Philip Ela, now in the Air Corps.

The Retired Rockland Railroaders Have Aggregate of 228 Years Service. Left to right: Levi Berry, passenger conductor, 39 years; "Bill" Sterns, freight conductor, 38 years; "Jack" Gildred, freight conductor, 37 years; "Joe" Hamlin, freight trainman, 38 years; Herbert Hall, engineer, 29 years. Photo by Fireman Oliver Hamlin, son of Joseph Hamlin.

Santa Cruz

By W. E. CANDERS

Lancaster

By F. B. LIMP

Car Cleaner R. J. Scott has returned from vacation, part of which he spent hunting.

Earl Whitcher, engineman, has been home on furlough several times lately.

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John B. McKeil, 84, a resident of Bartlett most of his life, and for 53 years in the B. and B. Department of the Maine Central, died Nov. 30 at the home of his daughter in South Portland. He retired from railroad service in 1937.

Another successful hunter was Heber Smith, Jr., who shot a buck. He is the son of Heber Smith, machinist.

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is now receiving treatment at Cushing General Hospital, Framingham, Mass. Wally holds the expert rifleman and sharp shooter medal, the Good Conduct Ribbon, Purple Heart and Infantry Combat Badge.

Congratulations are due Agent and Mrs. C. A. O'Halloran, Dixfield, on the birth of a son Nov. 3.

Agent Taylor, West Minot, had his vacation, being relieved by Operator Bonney.

The new scales at Rumford Lower Yard in process of construction.

Lewiston
By Lillian White

Pauline Dianne Cook, age 7 months, is the granddaughter of Leading Carman Robert K. Cook. Her father, Staff Sgt. Robert K. Cook, Jr., is ground mechanic in the 7th Army Air Corps stationed in Solomons.

J. Stanley Barrett, machine and plow operator in the Engineering Dept., is off duty due to sickness.

General Agent R. C. Kirkpatrick has recently returned from a week's hunting trip.

Pauline

General Agent R. C. Kirkpatrick has recently returned from a week's hunting trip.

The engagement has been announced of Miss Joanne Kirkpatrick, daughter of General Agent and Mrs. R. C. Kirkpatrick, to Normand Vermette of Lewiston, an officer in the State Police. Miss Kirkpatrick is employed by the Railway Express Agency.

Kirkpatrick

Arthur A. Tariff, freight handler, has also returned from a hunting trip at Bingham, Lake Moxie and Jackman.

our hunters have returned empty handed.

Paul Crawford, QM 3/c, on a Navy LST, was aboard a ship that received a direct hit while under enemy fire in a beachhead operation last June. Paul was not injured.

By Kathryn McMulkin

Edwin W. Farrar, clerk in the Purchasing Department, has recently returned from a week's vacation spent at his former home at Goffstown, and while there did a little hunting.

Lieutenant, Eleanor L. Henry of the Army Nursing Corps, who entered the service in April 1941, is now at home on furlough with her parents, Mr. and Mrs. William J. Henry, after about 2 years overseas, having more recently served with the 61st General Hospital Unit in England. She is a graduate of the Maine General Hospital.

Stephen Conley SK 1/c is now stationed at Lockwood Navy Base, East Boston, after serving his country abroad for a year and a half.

Cpt. Martin A. Holmes writes us from Luxembourg that he has received three campaign stars for taking part in the Battle of the Beachhead, the Battle of France, and stormsing the Siegfried Line. Horace N. Woodbury, general accountant, has received word that his son, Ensign Harold Woodbury is on New Guinea. Another son, Dana Woodbury, also in the Navy, is at Laurel, Florida.

Gary Geary, clerk at ticket office, is on leave of absence on account of her sister's serious illness.

This nice looking young man is Bruce Gary Hutchinson, grandson of Clyde F. Gary, supervisor locomotive and crew dispatchments at Portland.

Miss Ellen C. Goudy, a former clerk in the Engineering Dept., is at the Maine General Hospital for treatment.

A "V" mail letter was received from Capt. Raymond Jackson of the 311th Inf., early in November, while enroute to some foreign port and we have recently learned of his arrival.

Cpl. Richard S. Henry, son of Mr. and Mrs. William J. Henry, with the Headquarters Special Service Office of the 10th Armored Division, is now overseas and we learn that his outfit has recently joined Gen. Patton's forces. Before entering the service he was Asst. Editor of The Fitchburg Sentinel, in Mass.
Freight Office and House

By ALICE A. MCLAUGHLIN

The girls of the Portland Freight Office gave a Masquerade Party on Nov. 4 at the United Spanish War Veterans Hall, entertaining Navy Men. "Steve" Thornton, former Freight House Checker has returned to duty after a long illness. He has taken a position in the Freight Office.

Thirty of the Freight Office Clerks entertained at the Falmouth Hotel, Nov. 16, in honor of Miss Avis M. Ross, who is taking a leave of absence due to ill health. Miss Peggy Flaherty entertained with vocal solos and a gift of money was presented Miss Ross. Miss Ross has gone enroute to St. Augustine, Florida.

Mrs. Elsie B. Monroe, who has been on sick leave for several months, is at the Lahey Clinic in Boston for treatment.

Patrick Gordon, stower, Portland Freight House, who entered the service of the Portland Terminal Co. Aug. 6, 1913, retired two months ago. Congratulations are being extended to Corporal and Mrs. Robert F. Collins (Mary F. Flanagan) on the birth of a daughter Carol Ann, Nov. 6. Mrs. Collins was formerly employed as freight clerk at Portland Freight Office.

Rigby

By C. M. TALBOT

Mrs. Kathryn M. Norton has been assigned as stenographer in the office of Asst. Supt. J. L. Quincy.

We welcome as a new employee Mrs. Ruth H. Peoples, in the Asst. Supt.'s office.

S. L. Partridge, yard clerk, has returned from a two weeks hunting trip. We extend sympathy to yard conductor Harold E. Nason on the death of his son, Harold E. Nason, Jr., killed in action in Belgium.

Francis E. Riley, yard clerk, has returned from two weeks vacation.

George E. Marcroft has bid off position of clerk in Asst. Supt. J. L. Quincy's office.

When "Charlie" Waterman arrived at Union Station on No. 10 November 39, he ended 46 years of railroading. Greeting him were (left to right) John McNally, station master; Trott King, road foreman of engines; Jack McWilliams, fuel supervisor; Harry Treat, chief train dispatcher; Bob Sturgeon, senior Maine Central engine man; Waterman; A. H. Horeseck, veteran engine man; M. A. Thomas, superintendent; Harry Strout, trainmaster; W. C. Lunt, master mechanic, and R. J. Eliason, Diesel inspector.

Charles Waterman Retires

Empoyees Magazine
Family Snapshots


—All photos by George H. Hill, Staff Photographer.