Our Family in Military Service


8. Leslie Emerson, son of Fireman Everett Emerson.


11. Addison Mitton, son of Y. W. Nichols, boilermaker at Bangor.


EMPLOYEES MAGAZINE

Machias Tide Presents Washout Task

Views of the damage at Machias

By CLIFF SOMERVILLE

Railroad washouts that “come from the clouds” are not unusual along the Maine Central system but when they come from the seas, in the shape of surging tides 25 feet high, it presents somewhat of a novelty, also unusual problems.

That’s what happened at Machias last Nov. 30 when bad storms struck all along the New England coast. At Machias a noon day tide higher than ever seen by veteran mariners in that area, backed up the Machias River before a 55 mile gale and swept over our railroad tracks at various points along a two mile stretch between Machias Station and Machiasport.

Unlike washouts that come from heavy rains this one struck one swift blow and the damage was done. Trains did not run from that Thursday noon until Saturday night and meantime railroad crews numbering between 50 and 60 men spent day and day against strong winds, freezing rain, and falling snow, to repair the damage.

The 25 foot tide, surging over the river bank, crossing the Atlantic Highway between the river and the railroad, and then climbed clear above the right of way to cascade down the other side of the roadbed like a huge waterfall. In so doing it presented a difficult repair problem for the Engineering Department because it washed out one side of the roadbed, leaving about 15 lengths of rail dangling.

As Harry H. Homans, assistant division engineer termed it, “It was a mean engineering job on account of it washing straight down from the rail on one side only.”

Twenty-one cars of material and equipment, with two carpenter crews and a hoister crew, followed by extra crews from Old Town and Brunswick, were rushed to the...
MAINE CENTRAL RAILROAD

scene from Bangor. As soon as the tide receded, repairs began.

Heavy rocks were trucked into the washed out area at the base of the railbed, on the opposite side of the railroad from the rampaging river. The torn side was thus walled up until timbers could be put in place for hoisting and filling operations. In the next two days about 18 cars of gravel and 32 cars of riprap stone were used to build up this washout alone, and at scattered points along a flat stretch of track a mile or so beyond, more fill was dumped, approximately 50 cars of riprap and 60 cars of gravel being used in all.

The work was handicapped severely night and day by unusual weather. Although the first tide went down and subsequent tides failed to reach the washout, the workers fought against driving rain, which turned to clinging wet snow from time to time, and against bitterly cold winds which continued to blow most of the first two days. On Saturday the rain and snow stopped but the temperature dropped to sub freezing levels and gravel and material froze in cars and made unloading and placement extremely difficult.

The track was shored up and strengthened by Saturday night so that train service was resumed, but all crews continued to battle freezing weather for the next few days as they completed repairs, the temperature dropping so low at night that it was hard to work.

"We've had plenty of washouts from above," commented Homans.

Another view of the Machias washout

In the 22 years I have been employed at Waterville Shop, the improvements in methods and processes have been almost amazing. When I began work, for instance, supplies were moved around the various buildings by laborers pulling hand-carts; now it is done by tractors. Cars were painted by men using brushes fastened to 15-foot poles; cars were jacked up by hand. Today painting is done by spray guns; cars are lifted by electric jacks.

Perhaps one of the outstanding improvements has been in the washing of cars, and removing paint preparatory to refinishing. In the old days, 6 painters put in two days of really hard work with brushes, putty knives and scrapers to remove the old paint from a passenger car. A 50-gallon barrel of paint remover was used; and unfortunately even thorough washing didn't always clean it off, so that it would later mar the fine enamel and varnish finishes.

About a dozen years ago, paint shop men conferred with Superintendent Frank H. Bennett to work out a better method. From this study was evolved a system of spraying a paint-removing compound from gravity tanks, placed high on the wall, through short pipes equipped with nozzles. It was found that this method reduced the time of paint removal about one-third, without damage to the surface or to future finishes.

Efficiency at Waterville Shop

By ROBERT D. WOODS

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Later the overhead tanks were eliminated, and pressure tanks on the floor substituted, equipped with safety valves and spray nozzles. In 5 hours, with this equipment,
MAINE CENTRAL RAILROAD

one man can remove the paint from a passenger car, as compared with 96 man-hours used 20 years ago.

A similar method, using a different chemical, has been worked out for washing passenger equipment. This outfit is capable of washing three cars a day. As an example of its efficiency, one day recently the mail car arriving on No. 5 was taken to the shop, thoroughly washed, and returned to the station in season to go out on its regular run on No. 14, with a polish like glass.

We're not standing still at Waterville Shop!

Harvey Hilton Retires

By a rather interesting coincidence, he made his last run on the same train as his first one—between Lewiston and Farmington. He lives in Lewiston.

W. C. Lunt Promoted

Wilbur C. Lunt, master mechanic of the Maine Central Railroad and the Portland Terminal Company, was promoted to be assistant superintendent of the Waterville Shops, effective Dec. 1.

Harold G. Hook, general foreman of the Boston and Maine Railroad locomotive shops at Concord, N. H., since last July 1, was transferred to Portland to succeed Lunt as master mechanic.

Rockland Railroardin' Rollers

They may not be champions, these Rockland railroad bowlers, but last season they were 4th in a league of 16 teams, and that isn't to be sneezed at.

Top right: General view of our Vanceboro station, with a Canadian Pacific train, eastbound, at the left of the station, and Maine Central train No. 92, making up for Bangor, on the right of the station. Inset is W. L. Blanchard, general agent.

At left: Some of the office staff required to handle the customs business at Vanceboro, now at record breaking heights. Reading from bottom to top are: Villa Wescott, Vira H. Sears and Thomas H. Beers, with Chief Clerk Harry D. Davis, standing.

Lower right: The first step in inspecting inbound Canadian cars for customs liability. Lloyd G. Guitremb, Maine Central yard clerk, breaks the seals as U. S. Customs Inspector Phil A. Graves records the seal numbers and prepares to inspect the car's contents.
peak month of 1943 when $84,-

dollar potatoes to enter this country an­

the tremendous increase in im­

lar shipments, that is, from

nally at a customs rate of 37%

128.07 was paid. For all payments

ber and pulp, and a wide variety

of lcl shipments. Most incoming

y checks accurately the cars are

seals and opens the cars for in­

equipment increased to 12

or just over three weeks, showing

a million bushels of Canadian table

is reimbursed by shippers.

tain that quota, or 51 weeks. The

cents per hundred pounds. In the

night this month of the following names:

Arthur J. Shaw, Jr., Rigby

Engine House, boilermaker

A good brown shingle stain can

he says, “and in

120 Years Service

writes from France, Enoch W.

Gilpatrick, former

trackman on trac­tion 14, Richmond,

says he is getting

he says, “and in

Home Hints

L. H. Campbell, painter at

Waterville Shop, says: To make a

first-class furniture polish, use

equal parts raw linseed oil, turpen­

tine, and vinegar, adding one egg

well beaten.

pounds Vandyke brown, according
to depth of shade wanted. Makes

about 8 gallons.

James I. Mosher, senior trick

dispatcher on the Maine Central,
comes of a railroad family, repre­

sents an aggregate of more than

120 years of service. His father,

James C., was agent at Belgrade

for 20 years; his sister Cora was a

telegrapher at the same station

during that time; and his sister

Eva served 30 years as operator.

“Jim” Mosher learned telegraphy

from his sister, and after holding

several positions on the Maine

Central, went to the Washington

County as agent at Milltown. Later

he was made dispatcher; and when

the “County” was merged

with the Maine Central, he was

transferred to Bangor.
You're a Customer, Too

What makes you trade where you do?
The values you get, of course—but, more likely, there is more to it than that. You take your dollars to the place where they are appreciated—and where that appreciation is shown in a friendly, appreciative human sort of way. Stories for instance, about some railroad worker who has a unique and unusual hobby; stories of heroism; stories of activities outside the regular line of duty. If you know of anything which you believe would be of interest to Magazine readers, won't you tip off the editors? We'll do the rest! It's YOUR Magazine, you know!

Orchids to . . .

Willis C. Baker, of the Union Station ticket office force, whose courtesy and helpfulness to the public brought the following letter from the Governor of the State of Maine:

"As my term of office draws to a close, I want you to know how very much I appreciate the courteous and effective manner with which you have always helped me solve my transportation problems. "I recognize that service such as I have enjoyed during the past several difficult war years does not just happen. To you, therefore, I express gratitude for the personal attention you have given my needs; and to the railroads I express appreciation for the incredibly wonderful job being done during war." "Very sincerely,

SUMNER SEWALL"

Two-thirds of the coal moved into New England in 1943 was transported by rail, compared with only slightly less than one-third in 1940.

ON THE FRONT COVER

is an excellent likeness of Miss Annie Z. Donahue, senior woman employee on the system. She entered the service in 1909, and is employed as stenographer at Portland Freight Office.
By Jack Hayes and Shirley Conant
We received a letter from G. E. Couturier, MMS 1/c, with the Sea Bees in the Marianas, who states that he enjoyed his voyage, which took him through the Panama Canal and was assigned in Hawaii for a time.

Ralph Libby, formerly employed in the general office in Portland, and has been promoted to U/Sgt, and is serving as a flight engineer on a "Fortress" operating out of England. Ralph has completed many missions over Germany and recently returned to active duty after spending a few days in a "flak house."

D. G. Delehanty, SCC 3/c, was recently home for a few days.

George Sargent, driver of the Portland-North Conway bus, hit a good sized deer with the bus on his way to Portland one morning. He tried to notify a warden but learned the warden was not at home so he brought the deer to the Portland garage. Everyone placed their order for a certain cut of the meat but before the deer was butchered the warden arrived and took it away.

K. O. McNally, former at the Bangor Garage, left Bangor early one morning just before the close of the deer season and was back before 10 A. M. o'clock with a nice deer.

Leo Roderick was struck by an automobile while on his way to work on Dec. 23, and although not seriously injured, received a shaking up which confined him to his home for a couple of weeks.

Ray Briggs has recently bid off the Ellsworth-Portland run.

We received a letter from E. E. Robinson, former bus operator, who is with the Marines on an island in the Pacific. Jimmy Murray, formerly employed at the Portland Garage, is with an anti-aircraft unit in Belgium.

George Fuller, also a former employee at the garage, is serving as a postal clerk in Belgium.

Mrs. Paul Webster Smith (Helen Munroe) of High Point, N. C., was the guest of her sister, Mrs. Chas. W. T. Goding, during the holidays. She called at the office to see her friends and former associates in the Engineering Dept.

Frank E. Avery, supervisor signals, has a daughter and two sons serving overseas. First Lieutenant Vivien H. Avery of the Army Nurse Corps is supervisor of the neuro-psychiatric section of the 279th U. S. Station Hospital in England. She formerly was an instructor in the State Street Hospital School in Portland and night supervisor at the Farrington Hospital in Portland.

By Eleanor Conboy, Margaret Lynch, Amy Westcott, U. S. N. C. E. S. A. T., Gertrude Holbrook, Alice Jesson, Vivian Elliot, Julia Roche, Doris Thomas

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Miss Jane Mavis Budd makes her debut before the camera at the age of three months with her mother, Elaine Budd, who formerly worked in this department. The baby's father is Cashier Horace M. Budd.

We extend our sympathy to Grace Morrison whose mother recently died at Clinton.

Alice Jesson spent New Year's weekend skiing at North Conway, N. H., with Ruth Provener of the B & M office.

Robert E. Lee, whose picture you saw in last month's issue, has been promoted from Corporal to Sergeant.

K. M. Edgar, Asst. to Executive Vice President, and family spent the Christmas holiday period with Mrs. Edgar's parents in Massachusetts.

Miss Madeline Gordon, stenographer, superintendent's office, has been promoted to leading clerk, superintendent's office, gifts were exchanged and refreshments served. A good time was had by all.

Mrs. Florence P. Cooper of the Inward Department has returned to work after an illness of three months.

Our deepest sympathy is extended to Antoinette S. Talarezuk of the freight office in the death of her mother.

Linden P. Brown of the freight office entertained his son and family of Dexter, over the holidays.

Edward McFarland, son of Francis J. McFarland, freight clerk, a student at Bowdoin College, spent his Christmas vacation with his parents.

Ruth Horner, of the Marine Department is visiting her family in Car- michael's, Pa.

Margaret Ann Flaherty, better known as "Peggy" sang on a recent U.S.O. Broadcast, over Station WGAN. We feel sure she registered in a big way with the boys in the armed forces. Peggy is a popular senior hostess at the U.S.O. Club.

Harry A. Mclaugh, pensioned freight agent, with Mrs. Mclaugh are spending the winter at St. Petersburg, Fla.

Rigby

By C. M. Talbot

The engagement of Miss Audrey Marie Wetmore, daughter of Machinist and Mrs. Albert B. Wetmore, to Cpl. Robert J. Miner, USAF, has been announced.

MEXICANS working at Rigby have been delighted to find someone who can talk their own language. Miss Marjorie Cressey, of Rigby Yard office, majored in Spanish at Mundelein College, Chicago; and has been able to converse with the visiting laborers.

Thirty of the Mexicans were entertained at a Christmas night party at the church of St. John the Evangelist. A buffet lunch was served, games were played, cigarettes and cigars distributed, and the guests were given a huge basket of fruit to take back to the barracks.

Fr. Ryan, an accomplished linguist, conversed with them in their own language.

Rigby Car Inspectors

By J. E. Winslow

Clarence E. Thomsen, former clerf telegrapher at Bartlett, died Dec. 21, aged 64 years and 11 months. He last worked Jan. 18, 1943. He entered our service about 43 years ago and worked eight years, being agent at Redstone a few years. He last entered the service in 1918 and has been at Bartlett nearly ever since on second trick. He leaves two brothers, one of them Ira C., a train dispatcher in Portland; his wife, and four daughters.

Alfred Cote, trackman here, is in the hospital at North Conway with hip trouble.

Alfred Murch and P. R. Butterfield, trackmen, are off sick.

Miss Ona Bond, P. M. 2nd class, a Wave, daughter of R. H. Bond, hostler here; Halsey Chandler of the Army, son of Condr. S. L. Chandler of Bartlett, and Cpl. W. N. Trecarten, Jr., were home for the Christmas holidays.

Joseph McKenney, plumber here the last three years, has bid off a similar job in Waterville. We are sorry to see Joe leave us.
Susan Peters, age 15 months, daughter of George Peters, Section Foreman, Bartlett, won a carton of canned goods, fruit, etc., in a raffle when she was three months old. Her father said, “I knew Susan would bring me good luck.”

Skowhegan-Bingham
By H. J. Ellis

Q. M. 1st Class Sherman Crockett, U. S. N., son of Section Foreman, Cecil Crockett, is located in New Guinea. He has been in the Southern Pacific since last April. Before enlistment he was a member of Ames' extra crew. His brother, Lt. Leroy Crockett, is in the hospital at Buckley Field, Denver, Col. Snapshot of the two boys was taken while home on furlough about a year ago. Clerk Ernest Howell and wife celebrated their fifth wedding anniversary by a trip to Gardiner Dec. 23 to visit their best man and bridesmaid, Mr. and Mrs. G. K. Thomson of Lakeville, N. H. The office here has received a new count and was promoted to engineer on S77, which has served in the Atlantic since 1943. He started as fireman in 1901 out of Lancaster and was promoted to engineer on the Maine Central on the Section at Dudswell Jet. in April, 1934, and has worked on every section from Lime Ridge to Quebec Jet. He is the proud father of a baby girl, Shirley Ann, born Dec. 6, 1944.

Newport Junction
By P. Y. Watham

Clk. Harry Nason of the Newport force is the proud father of a baby girl, Shirley Ann, born Dec. 6, 1944. Temporary third trick has been installed here, headed by Operator Aril Brown. The office here has received a new varnish coat and several changes in equipment. Operator Robert Thing has moved his family from Portland to a house on Elm Street. Charles Spaulding of the section crew is on the sick list. Carrol Proctor recently visited Boston.

Pfc. Rodney Bacon, nephew of Frank G. Dawson, has been in Italy with an artillery division for two years.

Lancaster
By Frank R. Libby

Reuben G. Bond retired from the service Dec. 25, as engineer on 377 and 378, which he has held since Engineer Young retired five years ago. Bond started in employee work and earned his first dollar on the M.A. Central on the Section at Dudswell Jet. in April, 1934, and has worked on every section from Lime Ridge to Quebec Jet. He has two sisters and a brother at home. He has received the purple heart and sent it home to his parents. Before entering the service, in March 1943, he was employed by the American Woolen Co., at Skowhegan.

Bingham section men frequently report seeing bald-headed eagles on the Bingham section; the past week they saw four large ones near the river bank between Austin Jet. and Solon.

Here we show Andrew J. Congdon, 5th Class, and daughter Lucy. Congdon is the son of Agent and Mrs. A. B. Congdon of West Stewarts-town, N. H., and is attached to an escort destroyer. He served in the Atlantic which took him to Italy and North Africa and was transferred to the Pacific about six weeks ago with same crew and destroyer.

Lewis P. Holcomb has reported to work at South P. E.

Bacon

Engineer Henry White is ill. Best wishes for his speedy recovery.

Agent William E. Lancaster, who was ill, has returned to work.

Agent Parker at Colebrook is back on the job. Fred Hubbard, his clerk, carried on the station work in his absence.

Belgrade

Agent George Stetson at Monmouth is ill and is being relieved by Operator Raymond Bishop, Winthrop. Agent Cecil Poor at Readfield recently was ill, being relieved by Operator Bishop of Winthrop.

The following agents have recently had vacations: Stanley C. Webster at Leeds Jet., relieved by Walter Burnell, who has been doing spare work on Mountain Division the past summer; X. C. Guimont at Oakland, being relieved by A. W. Brown, who has been relieving Agent A. W. Gavett at North Anson during his sickness; your reporter, being relieved by Leslie E. Bur nell now working third trick at Richmond.
The freight house and station at Oak­land are receiving extensive repairs, and
the station is being refurbished inside.
Former Section Foreman Raymond Gordon of Madison has accepted posi­
tion of third trick crossing tender at Oak­land.
Section Man Clarence M. Gerrish of Section 30, Belgrade, is receiving hos­pital treatment in Waterville.
Section Foreman Herbert W. Thomp­son of Winthrop section has a full crew
for the first time in over a year.

Lewiston
By Lillian White

Pfc. Romeo A. La­marche in the son of Alfred Lam­arche. Before entering the service Lamarche worked as a track­man on Sec­tion 35, Lew­iston. He has been inducted in 1942 going overseas in July, 1944, and is now in France.

Lamarche

Cpl. Marshall E. Wing is the son of Sanford E. Wing, trackman at Leeds Jet. He entered the service Mar. 12, 1941, trained with Co. “H” 45th Div., 103rd Inf., and enlisted in the Army Air Forces Jan. 23, 1942. He attended the Academy of Aero­nautics at LaGuardia, N.Y. He trained as a mechanic and took a special course at the Courtesy Service School at Buffalo, N. Y., from which he received an honor certificate. He went overseas in 1942 and served two years with a bomber squadron in India.

Shailer Haskell, sectionman at New Gloucester, is the proud father of a baby boy born Dec. 8, 1944.

James A. Cobb, signal maintainer, has
resumed his position after three months’ leave of absence for surgical treatment. Mr. and Mrs. Cobb celebrated their 25th wedding anniversary by attending a party. They were married at York Harbor, shortly after their marriage the employ of the Signal Department as a helper at Rockland. They have five chil­dren, James Jr., with the A&P, in China; William H. with M.P.’s in Italy; Alice, who works in Lewiston; and Ellen E. and Henry K., who attend high school. Cobb is somewhat of a bowler as some of the boys in the General Offices at Portland will verify.

Walter G. Burnell is substituting for Charles St., Hilaire, telegrapher at Aurora, who is off account sickness.

Waterville Shops
By R. D. Woods
Lt. Lawrence A. Winslow, former sec­ond class painter, was recently home for a few days leave from the army. He has been in the service over four years, the past two as a pilot, and is now flying a B-29 in California. The address is:

Lt. Lawrence A. Winslow, A.A.B. 461st
A.A.F.B.U., Lemoore, Calif.

Sgt. Harold S. Hinkley was recently home on furlough after a few days’ leave and is now working in the Marines in South West Pacific.

Mrs. Maud E. Rose, 74, wife of Ma­chinst Helper Herbert E., died at the home of her daughter at 141 Western

Robert W. Harding, sheet metal worker’s helper is back on his old job after 28 months in the service. He was in the Pacific and was wounded on Attu Island.

Edward B. Jewell, carman, mill room, is ill at his home in Fairfield.

Emile R. Hall, freight agent center, has returned to work after a short illness.

Ed Sirena, Carman Pass, Shop, is un­der treatment at the local Osteopathic hospital.

Cards have been received from Beatrice Tyler, clerk in Motive Power Dept., office, who is spending the winter in St. Petersburg, Fla., on account of ill health.

John Brown, Jr., and James M. Banks have been promoted to carman on the freight repair shop.

Neal Leary, car inspector, Waterville yard, is ill at his home in Fairfield. His position is being filled by Carman Sam Williams.

A loud speaker system has been in­stalled throughout the shops and engine­house.

Merton E. Woods of Searsmont, spent the Christmas holidays with his son, Robert E., "Bob" and family of Oakland. Woods is 70, but makes several trips a year between these poles by foot, a distance of 50 miles. Due to hazardous traveling this trip he went both ways by car, which was a disappointment still to him. He cut a cord of wood each day.

Two cars are being rebuilt in the freight repair shop for relief train serv­ice, in Portland Nos. 920-931.

Trueworthy’s paint crew are at work painting some of the steel work in the paint shop.

Waterville
By M. W. Flynn
Ernest E. Bowie, plumber, has been unable to work for several months account illness, is somewhat improved though not yet able to get about.

Assistant Office Recorder Margaret L. Staples has returned to work after extended leave due to ill health.

Assistant Track Supervisor Charles G. Rivers was recently in Buffalo, N. Y., returning with a group of Mexian track workers.

Telegraphers Fred G. Kirkpatrick and Herbert E. Cram are on the sick list.

Lt. Lawrence Winslow, son of Engineer E. H. Winslow, recently spent a short leave, is at home with parents and has now left for assignment at a new post.

Telegrapher Marcel R. Landry, who was on furlough after several months, has transferred to the agency at Forest, and has moved his family there.

Tower “A” is resplendent in a coat of snow on the exterior. All extend sympathy to Asst. Cashier H. T. Crook on the death of his wife, which occurred Dec. 1.

Miss Leora Tardiff, stenographer M. W. Durgin, spent a recent week end with relatives in Boston.

Asst. Yardmaster H. A. Wright was off account sickness. Being relieved by Yard Condr. George D. Farnham.

Asst. Yardmaster N. A. Weymouth is sick, still in the hospital.

First trick operator 0. B. Saunders is off duty account sickness, H. E. Hen­shaw covering the job.

Augusta
By Olive Comeau

Albert Burleigh Foster, patrolman on the Augusta police force since 1936, re­signed and entered the employ of the Maine Central Rail­road at this station as freight checker Jan. 1.

Clinton Plummer, night baggage and mail man, has been confined to his home by illness, but expects to return to work soon.

William Bolt, Sec­tion 17, has returned to work after laying off several weeks due to injuries caused by being struck by an automobile.
Clayton Witham, Hallowell gate tender, has returned to work after a few days illness. He was relieved by Harry Blake.

Herbert A. Sherman, former freight checker helped with the mail and baggage at Gardiner during Christmas rush.

Winslow Hetherington, Gardiner, section foreman, slipped on the ice and broke his wrist recently.

Rumford
By W. E. CANDERS

Still railroading, but doing it now for Uncle Sam, is PFC Dana H. Witham, son of Shopman and Mrs. J. E. Witham of Dixfield. Dana is serving with a railroad unit on the Western Front.

By W. E. CAN-DEBS

Still railroading, but doing it now for Uncle Sam, is PFC Dana H. Witham, son of Shopman and Mrs. J. E. Witham of Dixfield. Dana is serving with a railroad unit on the Western Front.

The group we have pictured above are the six sons of Yard Conductor and Mrs. G. A. Donahue of West Peru, are in various branches of military service, an unusual representation from one family.

And here we have pictured Corporal William A. Kelley, the son of Yard Conductor and Mrs. William S. Kelley, Rumford. Cpl. Kelley is now overseas.

By G. A. ELLIS

Station Agent Webster of Leeds Jet., has been on vacation. Relief Agent Burnell of North Conway substituted.

Friends of Agent G. E. Rand of Clinton are sorry to hear of his sickness. Our best wishes for a quick and complete recovery.

Edward Buckley, 23, son of Mr. and Mrs. Oliver E. Buckley, 2nd trick operator, Pittsfield, who was recently promoted to First Lieutenant, has been assigned to Air Command and made a pilot of a C-47 transport plane. Another son, Pvt. Wilton S. Buckley 19, who is in a tank destroying battalion was "somewhere in France" last time heard from by his folks. His address: ASN 31459069, Co. A, 635th T.D., BN., APO 359, New York, N. Y.

This smiling youngster is Gerald Eugene Steeves of San Diego, Cal., great grandson of Agent and Mrs. George A. Ellis of Wilton, and grandson of Train Dispatcher and Mrs. Robert Robinson of Portland.

Kelsey

Raymond Wyman of Wilton is a new member of the Maine Central family. He started work on Fred Cowan's section in December.

Sirois

"Bob" Sirois "brought home the bacon" last month by bagging his first deer, a 15 point buck. Bob is your correspondent's oldest son. He is a Junior at M. C. I. and played on their Championship team last fall.

Corny!

Did you hear about the man who tumbled over fifty feet and didn't get a scratch? He was trying to get out of a crowded smoking car.
Sears received nice pieces of venison.

My is held by his co-workers.

My is held by his co-workers.

We are sorry to report that George W. Allen, retired section foreman is seriously ill in the hospital.

Engineer Fred Spinney has returned to work after a week's vacation.

Trainman John Mullen of Eastport covered the Woodland Branch for a few days account of B. F. O'Neill being on other work.

Frederick Spinney, S1/C trackman, Bangor yard for the past seven years, now serving on the U.S.S. Lafayette since last April, says it is a great life seeing the world with Uncle Sam's Navy. However, he misses the boys in Bangor at times.

Mattawamkeag

By H. M. Wright

Pet. Henry B. Dyer 33 of Franklin, son of crossing tender Bailey H. Dyer of Mattawamkeag, was killed in action recently in Belgium. Born in Franklin he entered service in Feb., 1944, and received training at Camp Wheeler, Ga., going overseas last September. He was stationed in England and France before going to Belgium.

Besides his wife Hattie, and a daughter, eighteen months old, he leaves his father, step mother, two sisters and two brothers, one of whom is in the army overseas, and a brother in the army in Italy.

Bangor M. of W.

By C. T. Davis

Mr. and Mrs. E. J. Leavitt, Old Town, are announcing the engagement of their daughter, Miss Constance Leavitt, to T/Sgt. Clifford A. Nelson of Milnor, N.D. Miss Leavitt has been employed in the Trans-Superior office in Bangor. Before entering the service T/Sgt. Nelson was employed at a representative in midwestern states for Franklin Ribbon and Carbon Company of New York. He has just returned from two years service in China and is now stationed at Sheppard Field, Texas, awaiting reassignment. No date has been announced for the wedding.

Bangor Operating

By Ria H. Ferry

The Christmas Spirit was maintained for the passengers waiting in Bangor Union Station over the holiday by Christmas music over the loud-speaker system. We had several suggestions that the seats in the waiting-room should be moved so the soldiers and sailors with their lady friends could dance. Unfortunately, these seats are stationary.

Road Foreman of Engines, A. W. Crocker, is still receiving criticism for not allowing us to take his picture with his deer over his shoulder, which he carried off train No. 92 recently. We know it was a good deer and the reward of us received nice pieces of venison.

The employees in and around Bangor took up a subscription before Christmas and on Christmas Day presented a purse to Dispatcher "Little Jimmy" Cosgrove in Bangor. We know that the seats in the waiting-room should be moved so the soldiers and sailors with their lady friends could dance, but unfortunately, these seats are stationary.

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A few of our General Agents. Top, left to right—C. A. Small, Eastport; B. C. Kirkpatrick, Lewiston; W. A. Rudman, Rumford. Bottom—O. L. Worthen, St. Johnsbury; H. Travers, Waterville; M. V. Farren, Brunswick; P. E. Fuller, Augusta.