Train Crews Battle Smoking

An intensive effort to stop annoyance to passengers on our trains by those who insist on smoking in non-smoking coaches is in progress by our train crews.

The campaign, backed by an extensive advertising program in both daily and weekly newspapers throughout the State, was started as the result of mounting complaints from passengers. Even those who are inveterate smokers were numbered among those who complained and asked: "Why is it that you can't stop smoking in non-smoking coaches". One gentleman wrote: "I am an inveterate smoker, but I don't like to be choked with smoke while I travel. Isn't there some way in which you can confine smoking to smoking cars?"

Bulletins from our superintendents were posted to all concerned and directed that all train crews secure a supply of cards, a reproduction of which appears on the opposite page.

The cards are an abbreviated reproduction of our newspaper advertisement and train crews have been directed to quietly hand one of them to anyone who lights a cigarette, pipe or cigar, except in the cars on trains which are designated as smoking cars.

Immediate praise of our efforts to stop this annoyance to passengers by passengers came from the public and from the press all over the system.

Many newspapers, in editorial comment, commended our train crews for their efforts and also praised the management for starting the campaign. Several of the newspaper articles called specific attention to the fact that it is a strict rule of the Public Utilities Commission that smoking shall not be permitted in any railroad coach in the State of Maine except those specifically designated as smoking cars and that there shall be no smoking at any time on any bus within the limits of the State.

The drive is also being conducted on the Boston and Maine Railroad system so that passengers on all through trains are being urged to help stamp out the annoying practice.
Solution of “Sawing By” Problem

Here we present the solution of the “sawing by” problem published last month, the trick of passing two opposing trains, each hauling 48 cars, on a single track line at a point where the siding will accommodate only 17 cars.

The first step, illustrated above, shows that Train A, proceeding from right to left in the diagram, has been split. Leaving 33 cars far to the rear, the engine, hauling 15 cars, first proceeds to a point between the switches of the siding. Then Train B, with its 48 cars, hauls through the siding against 33 rear cars of Train A.

The second step, illustrated above, shows that after Train B proceeded into the siding, the head end of Train A moved along the main line a considerable distance. Train B picks up 17 of Train A’s rear end, pulls into the siding. There it leaves the 17 cars, backs through to the main line and goes after the last 16 cars of Train A.

The next illustration shows that Train A then backs into the siding, picks up its 17 cars and again pulls out onto the main line. Train B then backs into the siding with the last 16 cars of Train A.

The final step is illustrated above. Train B leaves the rear 16 cars of Train A on the siding, backs out to the main line, and proceeds on its way. Train A backs into the siding, picks up its last 16 cars and goes on its way.

We Dye at Waterville Shop

By ROBERT WOODS

Since the practice of finishing on interior of passenger, dining and parlor cars with the stained and varnished method has been discontinued, and the present color schemes are being used, it was evident that in order to maintain the beauty of interior decoration, some change in colors of the plush seats would be necessary. For example, certain shades of red plush in a green car or vice versa would be a clashing combination.

This job was no easy task. It required some experimenting, together with the services of a chemist from the plush mills of Sanford.

Previous to dyeing, plush is naturally full of grit, dirt, grease, hair tonic and most anything imaginable which must be removed. It is first beaten (like a carpet) and grease removed. A deturger is used to wash it, operated by two men, after which it is
MAINE CENTRAL RAILROAD

cleansed, steamed and ready for dyeing.

This is accomplished with use of a spray gun and is done in open shop. This dye, being of an acid nature, caused some comment with the force in this particular department and it was ruled that this work should be done in a special built room. This “spray booth” was built in the paint shop sash room and was of our own making, equipped with motor and fan to carry away all fumes and pigments. The room is also equipped with indirect lighting, air and steam.

The steam is used to set the dye after spraying. Dyeing and steaming is done in one operation according to desired shade or order.

This spray booth is also used in the painting of various articles including Maintenance of Way signs, passenger car luggage racks, sash, etc., and many other small articles.

Does Safety Pay?
By D. W. SANBORN

On June 26, 1944, the job of relaying the eastbound main line east of East Newport was started. The work was being done with two spare crews and the section crews from Newport to Herman Pond under General Foreman Horace Ames.

One of the jobs on relaying rails is the adzing of ties which, in the past, has caused several bad injuries, particularly to the eyes.

The safety equipment provided to the men who operate these machines consists of goggles and shin guards, and it is the foreman’s job to see that this equipment is in good condition and being worn by the men while they work.

About the third day of the job, everything was going along in fine shape when the blade of the head adze machine, operated by E. E. Murphy, picked up a rock. This rock struck one lens of Murphy’s safety glasses with such an impact that he was forced to take two or three steps backward to avoid falling.

As the picture shows, the lens was shattered, but not one piece of glass went into the employe’s eye and no injury resulted.

If this employe had not been wearing his eye protection, the result would have been one eye lost.

When you do work that eye protection is called for, wear your goggles. Protect those eyes—they are the only ones that you will ever have.

Enjoys Magazine
By V-mail from somewhere in the European front comes a letter from a former Waterville shopman, Sydney Brown, who writes:

“I want to tell you how much I have enjoyed the Magazine. One thing I like about it, it tells where a lot of the fellows are that are in the service.”

Our Roll of Honor
The roster of Maine Central employees killed in military service increased to 13 with the death, Feb. 2, of:

John L. Welch, machinist helper, Rigby Terminal.

More than a score of Gardiner High School boys have been rendering yeomanlike service this Winter, shovelling snow in and out of school hours to enable the Maine Central Railroad to keep vital wartime traffic moving over our main line and sidings at Gardiner.

When severe storms caused No School whistles to blow for most Gardiner pupils they merely served to summon these boys to battle with shovels and scoops against traffic-delaying snows. In lesser storms, when schools were able to remain open as usual, the boys left their classrooms to shovel snow, with the knowledge that lost school work had to be made up after their shovelling was finished.

Their aid was enlisted by Principal Frank G. Stone after Agent D. L. Cameron and Wesley M. Martin, assistant track supervisor appealed for manpower to aid the depleted regular track crews. Stone placed it squarely up to the boys, to volunteer if they wished, as long as they made up time lost from studies and kept grades up to satisfactory standards. The boys responded enthusiastically and one time, following a heavy storm, as many as 26 boys worked steadily for several days to get the railroad tracks cleared.

They worked alongside the regular section crews and won the unanimous praise of the crews for their willingness to work. In the

Gardiner Boys Shovel Us Out


EMPLOYEES MAGAZINE
words of Winslow Hetherington, veteran section crew foreman, “They’ve really been a great help.”

Most of the boys said they “had fun” even while they worked; some of them said they “got a kick” out of the fact they were helping to keep fuel and other wartime and civilian supplies moving to their destinations. Boy-like, all of them agreed they liked Sunday storms the best “because we get double time”.

Echo of Last War
By Ria Ferry

Right now, while our boys overseas are preparing for “last ditch” action against the enemy, I am reminded of an occurrence in World War I which came pretty close to us of the Eastern Division.

It was just 30 years ago—on Feb. 2, 1916, to be exact—that Werner Van Horn, a German spy, made an unsuccessful attempt to destroy the international railroad bridge at Vanceboro. Van Horn, reputed to be a son of an Austrian count, placed dynamite on the bridge, slightly damaging the east span, but failing in his intent to destroy it. The explosion occurred at 1:38 A.M., and the spy took refuge in Vanceboro.

There, the following day, he was arrested by a local constable, George W. Ross, and our Special Agent, the late Harry Russell.

Best Wishes To...
Moses Butler, crossing tender, Waterville, retired Dec. 23 after 26 years service... Joseph F. Pelchat, interchange inspector at North Stratford, retired Dec. 3... Howard H. Boar, trackman, Woodland, employed 1915, retired Dec. 1... Allen M. Phillips, conductor Eastern Div., retired Jan. 4 after 42 years service... Harry M. Treat, chief dispatcher, who retired Jan. 13 with service record of 48 years... William Petitpas, boiler-maker, Rigby, retired Dec. 9... E. M. Kelley, yard brakeman, Lewiston, retired Feb. 6 with 38½ years service... Wm. P. Josey, crossing tender, Lewiston, retired Jan. 29 after 34 years... Frank D. Hamlin, engineman, Portland Division, retired Jan. 10... Machinist, A. J. McNaughton, Bangor, retired March 1... Lawriss V. Norton, trackman at Waterville, retired Feb. 10.

Maurice J. Allaire, clerk in stores department, Portland, was a circus man long before he took up railroading, and he’s never been able to get the circus out of his blood. Consequently, although his job is supplying the necessary materials for the operation of the railroad, his hobby is making tiny models of circus wagons.

He ought to know what circus wagons look like, too. He started his career in the sawdust ring outfit in 1934 as a rider in the Hagenbeck-Wallace Shows, following a two-year hitch in the Army. Later he went with Ringling Brothers.

He was inducted in 1940, but was given a disability discharge,
and entered Maine Central service in 1943.

Altogether, he has constructed, with painstaking care, 54 models of circus equipment. The largest is a 10 inch model of the air conditioned cage in which the famous Gargantua is exhibited. The smallest is of a so-called utility wagon, and is only 2 inches long. He is now building a model steam caliope, and has already devoted 174 hours to its construction.

Allaire is a national director of the Circus Historical Society, which organization, in conjunction with the circus and “fans” generally, has raised more than two million dollars for the payment of damage claims in connection with the Hartford circus fire last year.

A Family Monopoly

The Taylor brothers, John and Thomas, have a monopoly on the passenger conductor jobs between Bangor and Vanceboro.

Of course that isn’t as serious as it sounds because we have only four trains daily, two each way, running between those two points. Sundays excepted. John handles No. 23 out of Bangor in early morning, arriving in Vanceboro at 7:30, and leaves with No. 92 at 8:30. Thomas runs out of Bangor on No. 93 in the afternoon and returns with No. 8 the same night, leaving Vanceboro at 11.

Their monopoly was brought about by the retirement of Conductor Francis J. Cronin several months ago. At that time Cronin handled Trains 93 and 8 and the Taylor brothers were on Nos. 23 and 92. John as conductor and Thomas as baggagemaster.

John, with 41 years of Maine Central service, has about a year’s seniority on Thomas, but he’s a year younger. A few months ago John’s son, Marine Lt. Charles Taylor, was killed at Guam.

Our Stenog. Says

NO, MATILDA; when we speak of the “crosshead” on a locomotive it doesn’t mean that the engineer is a sour-puss . . . . THERE ARE BUGS in the train dispatchers’ office, but nobody has called in the vermin exterminator. Y’see they are used on the wires . . . . IF YOU WANT to see some “puffed up” folks, girls, drop in at the wash-room just before lunch, when they’re powdering up . . . . MY BOSS WAS PEEVED when I came in 10 minutes late the other day. “Today’s Monday,” he said, “tomorrow’s Tuesday and the next day’s Wednesday. Half the week gone and nothing done!” . . . . THE TROUBLE with the man who always “takes his time” is that he takes your time, too . . . . WE ALWAYS BELIEVE the person who tells us we are right, but we argue with him if he says we’re wrong . . . . IF YOU EAT A LOT to keep “fit,” maybe your clothes won’t . . . . IN THIS COUNTRY a man can say what he thinks—unless he’s married . . . . AN ENGINE is behind the times; she wears a “petticoat”.

Alertness Wins Bond

F. H. McGee, ticket agent, Union Station, and his capable staff of ticket sellers, whose helpfulness brought the following letter from the traffic manager of the New England Shipbuilding Corporation:

“Now that the calendar year of 1944 is past history, we wish to express our grateful appreciation for the many courtesies granted us in obtaining travel accommodations for the needs of our officials, those of the U. S. Maritime Commission and those of our numerous launching parties.

“In these emergency times and the attendant travel difficulties we realize the problems faced by you and your helpful associates and yet the calmness and determination of those of your office force most certainly merits our expression of thanks. We are hopeful that the present year will lessen your burdens in these regards.”

Too True

A little thought
A bit of care
Injured men are Very Rare

Executive Vice President Douglass presents bond to Lessard

On the morning of January 25, young Eugene Lessard of Augusta rose from his bed at an early hour, to report at 6 A. M. for his job at the Edwards mill. Glancing out of the window, he discovered flames on the Maine Central bridge spanning the Kennebec river. Racing from the house he notified a police officer, who sent in an alarm. Through his prompt action, possible serious damage to the bridge was prevented.

By invitation of the management, young Lessard was called to Portland—his first visit to Maine’s metropolis—and was presented a $50 War Bond by Executive Vice President Dana C. Douglass in recognition of his service.

ON THE FRONT COVER

is a striking photograph of the westbound Gilman extra crossing the famous Frankenstein Trestle in Crawford Notch. This unusual picture was made by George H. Hill, staff photographer.
Arthur Bouti reported very sick last month is very much better and able to be about his own home.

Sgt. Paul Finnegan, reported missing in action last month, has been found alive by his brother, Howard, in a hospital in France, suffering with shrapnel wounds. Howard is in the Army Medical Unit.

Mrs. Reuben Bond, wife of our police officer, is very sick and is staying with her daughter, Lillian, in St. Johnsbury.

Lt. Bradeen is the son of Wilmer and Mrs. Vernon Bradeen of Lewiston. He became the proud parent of a daughter, Karen Rachel. Lt. Bradeen has completed 6 years after 37 years' service.

Yard Brakeman Edward M. Kelley of Lewiston retired Feb. 6 after 37 years' service. He has been in the Lewiston-Auburn yard since 1910.

Mr. and Mrs. Frederick G. Benson have announced the engagement of their daughter, Jacqueline Ruth, to Pvt. Neil Campbell, Jr. Miss Benson graduated from Westbrook High School and is attending the Auburn Maine School of Commerce. Benson is a freight handler at Lewiston Freight House.

Sgt. Wilbur Forbes, son in law of Section Foreman Therrien of Beecher Falls, was killed in action in France. Jim Reserve, Section Foreman at North Stratford, reports this boy was wounded in France is back in fighting service again.

By L. A. PRICE

Costello P. Hall, 79, retired yard conductor, died at his home in Woolwich, Feb. 21 after five days' illness. He commenced his railroad career as a messenger for the Knox & Lincoln Railroad. He was 24 years in Woolwich Yard until work was discontinued. He worked in bridge crew for Bert Coombs and in Fence Crew for Henry Stetson at the Waterville Yard for a few months, then was called to Bath yard where he remained until 1927 when he was transferred to Rockland Yard. He was 10 years there, retiring May 18, 1937.

He is survived by his widow, Mary N. Hall, one daughter, Mrs. Edward V. Reed, two grandchildren, Millicent S. and Joseph H. Hecht, and one brother, Adelbert W. Hall.

Mr. and Mrs. Archer Packard

Lt. Bradeen is the son of Wilmer Bradeen, section foreman, while Mrs. Bradeen is the daughter of the late Harley E. Hicks, former employee of Section 206. On Jan. 28 they became the proud parents of a daughter, Karen Rachel. Lt. Bradeen has completed 50 missions over enemy territory.

Word has been received from S/Sgt. Roger P. Pruneau, former typist, Pfc. John G. Myrand, former clerk, and Sgt. John H. Mackinnon, former baggage master, that they received their Christmas boxes from the Maine Central and greatly appreciate being remembered.

Howard H. Ham, claim clerk, Constance LeBlanc, clerk-stenographer, and Barbara D. Snowe, waybill machine operator, recently attended the Ice Folies in Boston.

Pfc. Wallace Austin, son of Clyde Austin, recently spent another week end with his family in Rumford. He is still undergoing treatment at the Cushing Hospital, Framingham, Mass., for wounds received in France.

Norman Champagne, now on the head end of the Rumford-Waterville extra, has moved his family from Portland and resides on York Street.

Cheif Clerk J. J. Shannon, recently moved into his newly purchased home on Penobscot Street, Rumford.

Word has been received from retired...
Waterville Station and Yard

Assistant Track Supervisor and Mrs. Charles G. Rivers are proud parents of a baby daughter, Carol Elizabeth, born Feb. 5.

Sgt. Ralph H. Snow, Jr., son of General Foreman R. H. Snow is with the 91st C. S. Army Air Force. He has been overseas since 1943.

Freight Office Stenographer M. Jenkins with Mr. Jenkins were recently in Boston to see the Ice Follies.

A room on the second floor of passenger station, previously used by Paymaster's Office, is being completely renovated for use of trainmen. Sleeping and toilet facilities will be available when completed.

Lawvis V. Norton, a trackman for 15 years, recently employed on Sec. 44 at Waterville, resigned Feb. 10 to apply for retirement.

Maurice J. Mattheiu, veteran of South Pacific campaigns, has been released from the Veterans Facility at Togus and has resumed work on Sec. 44, Waterville.

Cashier R. J. Reny attended the Waterville High-Hportland High basketball game at Portland recently.

Cpl.-Tech. Harland L. Durrell, son of Conductor L. G. Durrell, has returned to duty on Pacific coast after spending furlough in Waterville. Well known here, Durrell was for several years a sports writer for Waterville Sentinel, previous to entering military service.

Pensioned Agent R. R. Chapman is seriously ill at his home at Hermon Pond.

Anna M. Lailbette, wife of Yard Conductor J. A. Lailbette has entered Thayer Hospital for surgical treatment.

Mrs. Lailbette, wife of Yard Conductor N. McCausland, son of Conductor G. F. McCausland and Edith Stagg, has entered Ludlow Hospital for heart treatment.

Durface


Fabyan, N. H.

By J. F. Crepeau

"L. G. Stullings, our agent at Whitefield, has four sons in military service. "Walter has four boys but they have all them," he says.

Son Hugh is an MM 2/C in the Navy, stationed in the Philippine Islands; in the Navy is a Warrant Officer with the Army in Italy; 1st Lt. Robert is on special Corps duty at Fort Preble (South Portland, Me.), after six months' service in the Pacific; and PFC. Richard is with the 395th Infantry Division in Germany.

Skowhegan

By H. J. Ellis

Pfc. O. C. Hewey, son of Gateam Harald Hewey, was badly wounded in action with Gen. Patton's army, air borne division.

Agent P. A. Woodard at Bingham announces the birth of his 13th grandchild, Neil Augustus, son of Mr. and Mrs. Kenneth Woodard.

Peter Dellama, trackman under Norridgewock section foreman Lyons, has been in the Waterville hospital. His friends hope he will soon be back on the job.

Mrs. Mande Kirkwood, wife of Agent Kirkwood, Norridgewock, who has been seriously ill at Waterville hospital, has returned home.

Mrs. Robert E. Robinson of Farmington has returned home but does not expect to return to work for several weeks more. He is gaining and is able to walk out.

The following employees who have been off sick have returned to work: Pfc. Lawrence A. Gehrke with the 11th Airborne Division at Manila; and Sgt. Robert L. Gehrke is with Gen. Patton's 3rd Army in Germany. The father is foreman at Bingham.

Lawrence—Robert—Kenneth

Above are shown the three sons of Section Foreman Albert Gehrke now in the service: Pfc. Lawrence A. Gehrke is with the 11th Airborne Division at Manila; and Sgt. Robert L. Gehrke is with Gen. Patton's 3rd Army in Germany. The father is foreman at Bingham.

Fryeburg

By Edith Whitaker

Guy R. Whitaker, express and freight deliveryman at Fryeburg, and Mrs. Whitaker have a fine family of six sons. Mrs. Whitaker is shown holding Robert Earl, age six months. The other boys are: Guy, Jr., 15 years; George H., 11 years; William E., 13 years; Fred A., 8; Edward L., 10.

Farmington Branch

By Y. A. Ellis

Flight officer Geo. Morrill, son of Mr. and Mrs. Hiram Morrill of West Farmington, recently spent a week's leave with his parents. Morrill received his commission on his birthday, Feb. 2, graduating to that rating in Oklahoma. Arthur R. Allen, SS, for 18 years conductor on the Portland and Rumford Falls Ry., died at his home in Livermore Falls, Jan. 27. He came to Livermore Falls about 40 years ago and was proprietor of a laundry. He was a member of the L. O. O. F. Lodge at Canton and the P. & R. F. Club.
Harry Bond, hostler, who has been off duty for several weeks expects to return to work soon.

Conductor A. F. Bergeron was off a few days when his son, Sgt. Robert, now in the Paratroopers, was home on furlough recently.

We regret to announce the death of Mrs. Lillian Knight, wife of George Knight, retired car inspector, who had been ill several years.

Train 162 was delayed at Willey House, Feb. 22, about two hours on account of sleet which slid down the side of the mountains and covered the track in places to a depth of several feet several rail lengths long. Engine 613 with the big wing plow went up the mountain ahead of train 162 but part of the sleet rolled back onto the track and it was not believed the passenger train could get through so train 162 was held at Willey House until the plow came back. Then with another engine with a small wedge plow coupled on ahead of the passenger train, it got through allright. The sleet ran like dry sand or sugar.

Waterville Shops
By Robert Woods

Dry sand or sugar.

Sgt. Walter Gosselin, former boilermaker assistant, and son of carman and Mrs. Gerad Gosselin, entered the service in May, 1942. Gosselin was sent to the island of Oahu, Hawaii, where he is now stationed.

Cpl. Wm. Brown, son of Inspector Percy, who has received his Christmas package sent to him from the Maine Central and that he certainly appreciated it. William is in the Philippines.

Thomas O. Hasson, who used to work at Waterville Shops, with his wife, is now serving in France. He went overseas a year ago.

T/5 Harold C. Belanger, of Fairfield, boilermaker helper in Waterville Shops, has been in India for more than a year. His father is John Belanger, ICC inspector at the shop; and a brother, Fred, is in the South Pacific with the Navy. Leo McConrane, employed in the Freight Repair Shop, has been inducted in the armed forces.

Carmichael

Second Lt. Walter S. Sawyer, Jr., pilot, is a member of a B-25 Mitchell Bombardment Group in Italy which has been cited for the second time for the sinking of the Italian Cruiser, Laranto, in La Spiggia Harbor, Sept. 25, 1943. The attack frustrated German attempts to move the Laranto into position to block the entrance to this vital harbor. Walter is the son of Mr. and Mrs. Walter S. Sawyer of 36 Mackworth St. and was formerly employed as a mechanic at the Portland Garage.

S/Sgt. Ralph M. Gosselin, stationed in Brazil, writes that he hopes to see us this spring. Ralph has not been home since entering the service in Sept., 1942.

Gil Powers, driver on the Portland-Bangor run, is doing relief dispatching at Union Station.

George Sargent, formerly a driver on the Portland-North Conway run, has bid off the Waterville-Portland Jouney.

EMPLOYEES MAGAZINE

Word has been received that Pat Winston Reynolds, formerly of the Passenger Shop force, who was slightly wounded, is gaining.

The marriage of Miss Barbara Sawyer and William S. Carmichael, S 2/c, formerly employed as a bus operator by this Company, was held in Minneapls, Minn. They are residing at 50 Forest Avenue, Portland.

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Bangor, M. P.

By C. H. LEARD

Superannuated Engineman Harry W. Warren of the Portland Division has been at Ajo, Ariz., for his health since last fall. We learn that he has enjoyed the winter and he would be pleased to hear from any of his old associates at the above address.

Locomotive Fireman Leonard J. Grant who has worked for the Maine Central since 1916 was appointed fuel supervisor for the Eastern Division Feb. 9. His hobby is trying good doughnuts. Our stenographer, who lives next door to him, says, "they are good, too."

Ryan

Machinest. A. J. McNaughton, after many years of service, has tendered his resignation effective March 1st. Previous to coming with the Maine Central he was a machinist on the B. & A. at Milo. Recently McNaughton has been used as relief for the engine house. On his departure he was presented a substantial gift by his associates.

Superannuated Engineman H. E. Colby, formerly of Bangor, is located at No. 1404 Dexter Ave., Warrington, Fl. He writes that he hasn't been bitten by an alligator yet.

Howard Furrow, son of Engine House Foreman Irvin A. Furrow, is with the 301st Bomber group which was awarded the Presidential unit citation for "conspicuous gallantry" displayed last December during air battles over Germany.

Old Town

By H. A. PROUTY

Opr. Prouty was out with a cold four days, his job being covered by Agent A. L. Dennis and crew. A child was born to the James R. Merrill Bowden, freight handler, of Bath.

Mrs. Charles E. Dubay, one of the younger employees on the Eastern Division, Feb. 9. Her hobby is trying good doughnuts. Our stenographer, who lives next door to him, says, "they are good, too."

S/Sgt. James E. Ryan, son of Mr. and Mrs. Arthur Ryan of Bangor is an artilleryman in the 45th Infantry Division on Luzon, P. I., but he does other things than fire the "big guns." He has just been reported that he and 8 companions went out on a patrol and killed 9 Japs.

Eastport

By C. A. SMALL

David Johnson, freight handler, who retired July 31, 1944, died Feb. 20. Johnson's picture was taken at time of retirement appeared in the first issue of the Employee Magazine. Merrill Bowden, freight handler, served on the jury during February term of court at Machias.

A child was born to the James R. Craigs (he is a freight handler at Sea Street) and Meriel Bowden. Then the service of the Company in 1918. His hobby is playing golf and he has many trophies to show for it.

James E. Dubay, one of the younger engineers on the Eastern Division, Feb. 9. His hobby is trying good doughnuts. Our stenographer, who lives next door to him, says, "they are good, too."

By C. T. DAVIS

This is the crew of Trains 33 and 92 between Bangor and Vanceboro, pictured a few weeks ago at Lincoln. Left to right are: Fireman James W. Kelley, Engineman Hugh H. Hammond, Conductor John L. Taylor, Brakeman Vernon F. Hammond, and Engineer Charles L. Jones, subbing for Thomas J. Taylor, regular baggagemaster.

Former baggageagent C. G. Messer and Mrs. Messer were calling on friends in town over the weekend. They have been spending the winter with their daughter in Bath.

Former Cashier V. A. Cunningham and Mrs. Cunningham have returned from Atlantic City where they have been visiting their son, Murray, in a hospital receiving treatment for wounds suffered in the Mediterranean theater.

Ellsworth

By C. D. WIGGEN

When the Maine Central Railroad discontinued steamboat service between Mt. Desert ferry and Bar Harbor in 1930, the transportation of passengers, freight, mail and express was taken over by the Samson Stable railroad subsidiary, now the Maine Central Transportation Company.

The first piece of heavy freight handled over the highway was a 9-ton rock crusher. It was loaded on a 3-ton Reo truck, driven by George Dubey, now Inspector of the State Police in Bangor, under supervision of Melvin Sparrow, shown standing beside the truck. The truck body was removed, and by using track ties and blocking the springs, the heavy shipment was handled safely and expeditiously.

Bangor M. of W.

By C. T. DAVIS

Private Arthur Stimpson, son of trackman Thaddeus Stimpson of Bangor, was killed in action Jan. 18 in Belgium. Arthur trained at Camp Wheeler, Ga., and at Camp Pickett, Va., before going overseas.

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Bangor Union Station certainly looks dressed up since the new neon electric sign reading "Maine Central Railroad" has been erected over the porte cochere, at the Washington St. entrance.

Sgt. Fremont W. Prescott, son of Signal Maintainer O. F. Prescott, Bangor, was with the 4th Marine Div. on invasions of Bell, New Guinea, Tinian, and was awarded the Purple Heart for wounds received in action. Prior to enlistment, he was a signalman.

By FREMONT W. PRESCOTT

"Join the Navy and see the world," says Frederick W. Gross, son of B & B hardware, 90 Grinnell St., Bangor. Frederick, G. M. 3/c, recently returned home after overseas service in the North Atlantic, South Pacific, Indian Ocean and Persian Gulf. This picture was taken at Sydney, Australia. He enlisted in April 1943 and sailed thru the Panama Canal on his 18th birthday.

George Lowell, Portland Terminal Company bookkeeper, suffered a broken arm as the result of a fall and has been a patient at the Maine Eye and Ear Infirmary. We hope his recovery will be speedy and complete.

Mrs. Annette Rolf of the cashier's office is on leave of absence. Her place is being filled by Mrs. Christine Parker, Executive Department, is now assigned as Zone Manager of the First Transportation Zone, with headquarters at 80 Boylston street, Boston. His assignment makes it possible for him to spend frequent week-ends in Portland, where he and Mrs. Billington have an apartment on Woodfords street.

Robert — Duncan

Stuart Robinson, welder in M. of W. forces at Bangor, has two sons in the service. Duncan, enlisted in the army March 1st, 1943 and went overseas July 1st, 1944, and has recently been in combat duty against the Japs in the Pacific. Robert joined the Navy Nov. 1st, 1944.

By ALICE JESSEN, AMY WESCOTT, LILLIAN SMALL, ELEANOR CONBOY, VIVIAN ELLIOTT

George Lowell, Portland Terminal Company bookkeeper, suffered a broken arm as the result of a fall and has been a patient at the Maine Eye and Ear Infirmary. We hope his recovery will be speedy and complete.

Mrs. Annette Rolf of the cashier's office is on leave of absence. Her place is being filled by Mrs. Christine Parker Mayo, who was formerly employed in the Auditor of Freight Accounts office.

An interesting letter has been received from Pat Slattery, now in China with the 14th Air Force. Pat expressed his appreciation of our Christmas box, received around the first of February, and would like to hear from all his friends.


Major Malcolm D. Billington, formerly supervisor engine dispatchments and crews, who recently returned to this country after 20 months service in Iran, has been assigned as Zone Manager of the First Transportation Zone, with headquarters at 80 Boylston street, Boston. His assignment makes it possible for him to spend frequent week-ends in Portland, where he and Mrs. Billington have an apartment on Woodfords street.

Early K. Russell, furloughed chief clerk, Executive Department, is now stationed at Camp Bradford, Norfolk, Va., his father being employed as fireman at Rigby.

Machine helper John L. (Jackie) Welch, employed as machinist helper at Rigby, was killed in action in France on February 2, 1945. Jackie was the son of General Foreman Coleman F. Welch and I know everyone extends to Coley their sympathy in his time of trouble.

In a letter from the Philippines, Charles H. Mahar, shopman at Rigby, now B. M. 2/c in the Navy, thanks the editors for sending him "a breath from home", which is the way he describes our Magazine. "You really don't appreciate home," he says, "until you have left it." One thing he comments upon is our "home front". "What we think of strikes isn't fit to print," he declares.

Union Station

By JOE. D. MEEHAN

Mr. and Mrs. John McNally and Mr. and Mrs. Geo. Haley attended the Ice Follies at the Boston Garden, Feb. 25.

Mary Noyes, information clerk at ticket office, recently enjoyed two weeks vacation.

Stanley — Charles

Meet Charles E., 14 years old, and Stanley G., 9 years old, very active sons of Chief Clerk and Mrs. Granville F. E. Fowles, Dispatcher Portland office, has been away from his duties for two months' absence on account illness.

Charles II. Mahar, shopman at Rigby, was killed in action in France the 1st, 1944. Jackie was the son of General Foreman Coleman F. Welch and I know everyone extends to Coley their sympathy in his time of trouble.

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Rigby Engine House

By LEO J. BELLEFONTAINE

Donald J. Wilson, messenger at Rigby Round House has entered the service as seaman in the Navy. He hired in as laborer June 15, 1944, and has been working as call boy while attending South Portland High School. Donald is the son of Mr. and Mrs. J. J. Wilson, and would like to hear from all his friends.


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Congratulations are in order to S/Sgt. James Kearns who was married recently.

Magazine Reaches Germany

Writing from Germany, Capt. Raymond A. Jackson, instrument-man in the engineering department, addresses a V-mail letter to his fellow-employees. The letter follows:

"Since I have been in Europe, I have received the first two Employees Magazines. One caught up with me in Bournemouth, England, and the November issue I received two days ago here in the front lines in Germany. Jerry at this time is no more than 500 yards to my front. Even though he is that close, I am quite comfortable in the cellar at a house which gets pounded every once in a while, but which, thank God, is well constructed.

"I’ve read every word in the Magazine and my thoughts go back to Bill Prescott, Horne Ames, Wes Martin, Mr. Plumly, Mr. Stetson, Mr. Homans and all the gang in the engineering department. I dream of the day when I can jump out of the way of the way of No. 12 instead of dodging these 88’s and mortars.

"I’m in a crack outfit and I hope to ride into Berlin on the first jeep. Good luck to all—and keep 'em rolling!"