Freight House Gets Face Lifting

Truly a "Before and After" comparison are these pictures of our Bangor freight house. The upper picture taken last Fall, the lower picture just a month or so ago. In between times the street level was depressed so that trucks could easily load or unload, whereas formerly the floor level was so low that loading was accomplished with great difficulty. At the same time the exterior of the sheds underwent a complete renovation, as the results testify.

Record Year for Signal Improvements

Pictured here is the only automatic crossing gate with flashing lights and ringing bells on the Maine Central system, located on the Lunt Road at West Falmouth. An approaching train automatically lowers the gate-arms, sets a warning bell to ringing, and starts red lights flashing on both the gate arms and the signal post.

By CLIFF SOMERVILLE

Despite wartime shortages of essential materials and manpower the Maine Central Railroad in 1944 made remarkable progress in the improvement of its signal system by installing more automatic color light signals than in the two previous years combined.

Three years ago, when the Maine Central launched a five year program to completely modernize its signal system, less than 15 miles of track were protected by color light signals, as compared with 469 miles of semaphore signals. At the end of 1944 the mileage protected by color light signals had increased to 254 and the semaphore protected mileage had dwindled to 230.

In the first step of the five year program the double track section from West of Portland Tower 5, near Brighton Avenue crossing to Freeport, was changed to color signalling. In 1943 the new signalling was extended from Freeport to Gardiner, also from Augusta to Waterville. Last year the entire upper road, from Royal Junction to the west side of Waterville, was completed; the gap from Gardiner to Augusta was filled; and the far end of the Portland Division, Pittsfield to Bangor, was added.

Definitely scheduled for this year is the installation of light signals from the East side of Waterville yards to Pittsfield. Where
this year's program will lead from that point is uncertain because of growing stringencies in equipment and manpower, but every effort will be made to carry the five year program through to completion by the end of next year as originally scheduled. The number of signal units thus far installed totals 382, consisting of one to three light units, the number of lights varying according to the volume of traffic and the function of the signal. The mere total of lights installed, however, does not tell the vast amount of work necessary to their installation, the countless miles of wiring that have to be done, the scores of relay boxes and controls that have to be set up and connected, and the interconnecting of switches interlocking with the signals.

Along with this program of improving the train signal system the Maine Central has been improving steadily its protecting signals at highway crossings. There are now 170 crossings protected and of these all but three are controlled automatically. The most advanced type of crossing protection, a combination of two alternately flashing red lights, mounted back to back on posts at each side of the highway, is being installed to replace overhead wigs with flashing lights and ringing bells, and the simple crossing bell units.

On this type of crossing signal each post, in addition to alternately flashing lights, carries the standard "Railroad Crossing" crossbuck sign, and an enameled sign with the words, "Stop on Red Signal", displayed by reflector buttons. At locations where more than one track crosses the highway another enameled reflector button sign tells the number of tracks to be crossed. If side roads intersect the main highway at the crossing additional light units are mounted on the posts. In its modernization program the Maine Central has this unusual types of signals. On the Lunt Road crossing in West Falmouth is an automatic crossing gate, the only one on the Maine Central system. When a train enters the block covered by this signal two gate-arms automatically lower themselves across the highway on either side of the tracks, three red lights spaced along the arms flash a warning to traffic, and a bell atop the signal post rings constantly, while two more flashing lights on the same post give warning. The other unusual signal is at Bath where the old semaphore type of train order signal has been replaced by a color light train order signal.

A popular lunch hour retreat for girls of the General Offices at Portland is a spacious and comfortable lounge, with kitchen attached, on the second floor of the St. John Street building.

An average of 35 to 40 girls use the lounging room in each of the two hourly lunch periods, some of them using a hot plate in the kitchen to cook or warm their lunches, while others drop in to rest and chat, read magazines or play cards. The room is open for general use between 12 and 2:30 P. M. daily, and at other times during working hours only for illness.

Formerly a part of the old Auditor of Disbursements' department, the room is about 24 feet by 30 feet in size, has a fine linoleum flooring, and is tastefully and comfortably furnished with maple furniture, the chairs and lounges dressed with slip covers made by the girls themselves. A long reading table is kept well supplied with current magazines, and half a dozen card tables and 24 folding chairs provide extra seating accommodations during lunch periods.

The room was constructed and furnished through the co-operation of the management and the girls, employees, and two large framed photographs of President Edward S. French, and Executive Vice President Dana C. Douglass were hung on one wall at the request of the girls themselves. The girls have no formal committee or association to supervise the room but co-operate wholeheartedly in keeping it clean and orderly.
Humanity Comes First

On-time operation is important on a railroad, and all railroad men regard schedules as something almost sacred; yet there may come times when schedules are sacrificed to humanity. Such was the case on train 59 on March 9, when an unusual delay report was made by Conductor A. S. Atkins.

Shortly before the departure of that train from Brunswick, the Railway Express agent observed a scantily clad woman, carrying a child, equally insufficiently dressed, whose actions seemed peculiar. He called the local police department, but before the officers arrived, she had wandered down the track toward Bath. Express Agent Lodge then told Engineman J. B. Trundy on 59 about the case, and asked him to watch for her.

About a mile east of Brunswick, Trundy saw the woman walking beside the track. Stopping the train, he and his fireman, I. B. Hooper, found the woman in a dazed condition, and both she and the baby shivering with cold. With the help of Conductor Atkins, the pair were placed in baggage car and the train backed to Brunswick where the local authorities took over. Later the woman was found to be insane and was committed.

The action of the crew in this case brought to Superintendent M. A. Thomas a strong letter of commendation from the Town Clerk of Brunswick. "If this incident was half as dramatic and outstanding as related to the Municipal Officers by our Chief of Police," he wrote, "it certainly would appear that your men did a fine job."

"Hottest" Single Track in America?

Our single track line between Mattawamkeag and Vanceboro may well be the "hottest" single track line in the country, with an average of one train an hour pounding over the 56 miles' stretch between those points.

This exceptionally heavy schedule is due to joint usage of our tracks by the Canadian Pacific and Maine Central lines. Mattawamkeag is the point at which the Easterly end of the CPR, entering Maine at Megantic, P. Q., merges with the Maine Central line running from Bangor to Vanceboro. From that point to Vanceboro the CPR shares operational and maintenance costs on a basis of a flat sum per mile per year, plus a fee for every wheel turned on our tracks.

While the jointly operated track averages a train an hour, there are days, especially since war came, when more than 24 trains a day are operated. On March 15 for instance 32 trains were run, including eight passenger trains and 24 freight trains.

The CPR runs its heaviest freight Eastward, usually wheat trains averaging 40 cars. To handle these heavy trains over steep grades East of Mattawamkeag it uses double header engines of the 400 type, Class O. The Maine Central freighters are heaviest running West from Vanceboro, averaging up to 69 cars, hauled by single engines of the 600 type, Class S.

Sympathy

Lady (in restaurant) "Why don't you shoo your flies?"

Waiter: "Wal, it's so hot today I thought I'd let 'em run around barefoot."

This view, looking Eastward from our Mattawamkeag station, marks the point at which Maine Central and Canadian Pacific trains converge into a single track, shown in center, on a schedule averaging 24 trains a day.
Caboose Chats

Talk about your country store—there's no place in the world where the affairs of the nation are discussed more vigorously than around the caboose stove, or in the engineers' bunk-house, after the run's over and the tea is steeping on top of the stove. What Eisenhower or MacArthur ought to have done; Mrs. Roosevelt's periphrasings; the high cost of living; rationing; the respective merits of political candidates; the cute sayings of the kids—there isn't a subject that isn't thrashed out, and argued to a showdown.

I know a railroad man who's a patriot of the first water. Every morning, before he goes to work, he raises the Stars and Stripes to the peak of his flag-staff, and exactly at sunset every night he carefully lowers it; he's particular not to let the flag touch the ground—it must be folded squarely, in accordance with regulations, and carefully put away. He's mighty proud of the achievements of our boys in military and naval service; he hurrahs and brags of every advance they make. No one can beat Uncle Sam, he's sure. He hates Hitler and all his works, and he declares it vigorously. BUT—he drives as much as he ever did; he gets his gas in the black market, and says everybody else does, so why shouldn't he? He does everything he can to circumvent rationing—if he can work a pull to get something that no one else can obtain, what of it? He's lucky, that's all. He had a couple good tires when the government called in all spares. He has them still. What about him we're saving for Uncle Sam? Asked him the other day how much of his pay he's putting into War Bonds. "Not a cent," he said. "Costs me so much to live these days that I can't afford it."

Sure, he's a patriot!

Railroad Chats

If there ever was any doubt that Vanceboro is a railroad town, the question was settled at the Town Meeting in March, when four Maine Central employees were elected to public office.

Cashier W. E. Beers and Clerk Bruce C. Nason were the choice of the voters for first and second selectmen; Mrs. Villa T. Wescott, clerk, was elected town clerk and treasurer, and Trainman C. J. Crandlemire tax collector.

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The German liner Kronprincessin Cecilie, unloading her cargo of gold, mail and baggage at Bar Harbor, Aug. 5, 1914, when the World War I broke out.

Bus Drivers Rewarded

Nineteen bus drivers for the Maine Central Transportation Company, who collectively, have driven 2,377,332 miles without a responsible accident were recently presented with gold and silver safety badges by E. D. Westcott, general manager of the bus company.

Clarence W. Edwards of Turner was honored for the longest record of miles driven perfectly, 289,803, in five years' time. Three drivers had a perfect safety record for six consecutive years, George F. Burns of South Brewer; Clarence C. Kenney of Hallowell; and James M. Rollins of Augusta.

Six drivers who had two year perfect records are: Lawrence F. Warren of Bangor; Raymond C. Shea of Orrington; Arthur L. French, Thomas E. Elwell and Arnold W. Brume of Portland; and Raymond L. Briggs of Yarmouth.

Drivers honored for perfect one year records are: Walter W. Crane of Brewer; Morton K. Call, Bangor; Lester E. Bassett, Lewiston; George W. Sargent and Leon M. LeClair of Hallowell; Harold Watts, Eastport; and Raymond H. Gilman, Auburn.

“My Public”

The success or failure of a motion picture actor depends upon the somewhat fickle support of the public. Constantly he is on guard, that he may do nothing which will alienate from him “my public”.

We who operate a railroad are equally dependent upon the good will and support of what we may well term “our public”. The agent in the smallest town on the road has his “public”, to whom he alone is the railroad. Every trainload of passengers is the conductor’s “public” whom he must satisfy if they are to stick with us when this emergency is over.

Let’s take a leaf from the book of the movie star and try to keep the good-will of “my public”.

Overtime

Mae: “Just had a card from Rosie, the riveter.”
Fay: “What’d she say?”
Mae: “Having a wonderful time and a half.”

Our Roll of Honor

Our total of Honored Dead increased to 16 the past month with news of the death in action of:

Sgt. James W. Russell, March 15
Rodman, Engineering Dept.

T/5 Harold G. Works, April 12
Carman Helper, Waterville Shop

Through typographical error in last month’s issue the name of Pvt. Paul C. Nason of Vanceboro, killed in military service, appeared as Paul Mason. We regret this error.
CAMERAMAN VISITS WATerville SHOP. 1. Maurice Bisson re-bores cylinder. 2. Frank H. Bennett, Superintendent.
5. Llewellyn Hall (left) and Roger Small work on Diesel engine. 6. James V. Jones calipers driving axle.
7. Stripped locomotive moving to transfer table. 8. Blacksmith George Hustis (left) with helpers Silva Jenelle and Albert Bourque, forge engine drawbar pin.
Former Superintendent Had Wild Ride

By Frank J. Runey

Reminiscing about old times one day, I told the story of a wild ride I had down the Rocky Branch. Now the editor asks me to write the story for the Magazine. Perhaps I could talk it better than I can write it, but anyway, here it is:

The Rocky Branch, as the old-timers know, was a logging road up into the mountains, connecting with the Mountain Division main line just west of Glen. I had to plow it out before taking the track was badly drifted, and we had to cover the log job, so I started in December of that year, I wanted the story for the Portland, so I couldn't wait; and our train. I had to catch 163 to our station, carrying my bag.

After walking about half a mile, I saw a section crew's push-car beside the track. I looked it over, saw it had a brake, and as it was all down hill, I put the thing on the track, gave it a push and jumped on. I grabed for the knees and took hold of the brake lever, and when the speed got up to about 20 miles an hour, I put the brake on, but it wouldn't hold. Then I found that the brake-head was missing. I was going so fast that then I couldn't get off.

I noticed one of the floor boards was broken, so by pounding with my heel, I managed to split off a small piece which I put between the brake lever and the wheel. That slowed me down a little bit, but then I lost the piece of board and the speed commenced to pick up. I stood up on my feet and took to the air, and landed in a snow drift, end over end. After digging myself out, I remembered that my bag was still on the car.

I walked along to the main line, and saw a couple men there. I asked them if a push car had gone by. "Yes," they said, "it's down there in the gravel pit, upside down and all stove to pieces." I went down in the pit and found my bag, not damaged much.

About that time the agent at Glen came up the track, all excited, and said the section men had reported a push car with a man on it, going 60 miles an hour, and that when they found the car they would find a dead man with it.

Well, I wasn't dead; and I went along to Portland on 163. Just the same, I wouldn't want to take that ride over again!

EMPLOYEES MAGAZINE

This month we present Rebecca L., 5 yrs., Allen Jr., 3 yrs., and David McG., 1 yr., daughter and sons of Mr. and Mrs. Allen Hazen. Hazen is an inspector in the Engineering Dept.

By Eleanore Conboy, Alice Jesson, Vivian Elliott, Lillian Small, Gertrude Holbrook, Mary Bartlett, Mary Morse.

Marine Corporal Vincent F. Morse, stationed at Cherry Point, N. C., husband of Mary E. Morse, employed in Employment Office; son of the late Robert Bruce Morse, engineer, Mountain Div.; step-son of Monte Hardy, conductor, Mountain Div., and nephew of George Aldridge, fireman.

The Engineering Dept. has received the good news that Raymond Jackson, who is with Hodge's army, has been promoted to Major and also that in February he was awarded the bronze star for his "calm, timely action and brilliant leadership".

It was with deep regret that we learned that James W. Russell was killed in Germany, March 15. Sgt. Russell, who had been employed as a chiefman during the summer of 1942, returned as a rodman after graduating from the University of Maine, magna cum laude, and entered military service in June 1943. Sgt. Russell was wounded in France in February and had also served in Belgium and Holland.

A letter received April 13 from Lt. L. B. Starbird tells us that he is in Belgium and has started his work as Track Supvr. He states they are assisting the civilian personnel in the repairs and operation of the Railroad.

Sympathy is extended to Eleanor G. Conboy, of the Engineering Department, whose father died April 19th.
at South Windham. No date for the wedding has been set.

Philip R. Merriman was appointed acting stenographer on Feb. 21 in place of W. S. Freeman who resigned.

David Mills, brother of J. E. Mills, travelling storekeeper, has accepted position as clerk in the stores department. He is replacing Ralph Sylvester, who left to return to his home at Sebago Lake.

Mrs. Georgia Randall has been engaged as stenographer in the general manager's office.

F. J. Burance, former superintendent, Portland division, was in town a few days recently and called on friends in the building.

Ira C. Thombs has been assigned to first trick in the dispatchers office. Miss Katherine Cobb, stenographer in the superintendent's office, recently visited New York.

Trainmaster Hugh J. Connors was confined to his home a week on account of illness.

Forrest E. Fowles, train dispatcher, Portland division, retired April 27, and will make his home on his farm in Cornish. Coming to the Maine Central from the Somerset Railway, he had more than 40 years' service as telegrapher and dispatcher.

Cheif Warrant Officer Everett H. Burke, nephew of Storekeeper D. J. Burke of Rigby was killed in action on Luzon while serving with the 163rd Infantry. He had been overseas more than two years and had participated in several major battles. He has two brothers in service, Pvt. Arnold J., who is with the 9th Army in Germany, and Quartermaster Henry J., Jr., 3/c, in Naval service in Florida.

James P. Feeley, formerly employed by Portland Terminal Co. is now serving as armorer with a B-25 bomber squadron, fighting over the Italian Alps. He has also served in Morocco, Algeria and Tunisia.

Portland Division

By LILLIAN WHITE

LEWISTON

Mr. and Mrs. John H. McDonough, held open house April 19 to celebrate their 25th wedding anniversary. McDonough, known to all as "Rud" is head baggage man in this station.

Mrs. Joseph D. Meehan has returned home after eight weeks in West Palm Beach, Fla.

Mrs. Clayton DuPlessis, wife of baggage and mail handler, recently spent a few days in Boston.

Mr. and Mrs. Hubert B. Sawyer, of the office of the Portland Co., have returned from a fishing trip in the Moosehead region. He says the ODT returned with us again.

George R. Russell and his stone crew are at Belgrade after laying off for some time account sickness.

Fryeburg

By EDITH WHITAKER

Miss Gabrielle Paradis, daughter of Wilfred J. Paradis, foreman of Section 123, Center Conway, N. H., was married to Hector J. McDonald, MM 3/c, USN, in St. Mary's Church at Norfolk, Va., recently. Mrs. McDonald remained in Norfolk where her husband is stationed. Her sister, Claire Paradis of Dover, N. H., attended the bride and later visited at Center Conway with Foreman and Mrs. Paradis.

Bath

By L. M. PRICE

Clerk Curtis Plant of freight office force has resigned on account of ill health.

Alfred B. Springer has accepted position of freight handler.

Chief Clerk Valley reports trout fishing good in vicinity of Newcrafter.

Opr. Preble has returned from Lahey Clinic, Boston.

Lancaster

By F. B. LEHR

Mrs. Pearl Bond, wife of former Engineer R. G. Bond, died in April. She is survived by a daughter, Lillian, a son, Coram, and her mother, Mrs. Coram. We greatly sympathize in Reuben's bereavement.

Gilman extra has been taken off with the work being handled on 377's Extra.

Express Messenger Ernest Wilkie returned on May 1st and takes his pension.

Best of health and luck for Ernie. He has worked with us on 377 and 378 a long time.

Waterville Shop

By R. D. WOODS

Joseph Rodriguez, paint shop laborer, who has been on the job 13 years, has applied for retirement. "Joe" has been with Maine Central for over 20 years and is 71 years old.
their daughter Hilda, to Pfc. Basil F. Thompson, who was formerly employed by the Maine Central, as a carman in freight shop. He has recently been home after three years overseas and expects to be reassigned. Clerks F. J. Wilson and E. J. St. Peter recently attended the System Board Meeting at Boston. Clayton J. Moreau is home with an injured foot.

Mrs. Annie Bisson, wife of machinist Maurice Bisson died April 26. Clerk C. J. Clukey has recently bid off the time checker job in machine shop. Clerk Francis J. Wilson has recently been elected honorary member of the System Board of Adjustment B. of R. Clerks, Boston & Maine and Maine Central R. R., the first member to be awarded this honor in the history of this board, according to General Chairman H. D. Ulrich.

Mrs. Annie Bisson, wife of machinist Maurice Bisson died April 26. Clerk C. J. Clukey has recently bid off the time checker job in machine shop. Clerk Francis J. Wilson has recently been elected honorary member of the System Board of Adjustment B. of R. Clerks, Boston & Maine and Maine Central R. R., the first member to be awarded this honor in the history of this board, according to General Chairman H. D. Ulrich.

Walter McCaslin, 8 1/2, has been home on through and has returned to Virginia for training at gunnery school. Sgt. Harvey McCaslin, (recently promoted from Corporal) has been in Hawaii, but has now been transferred elsewhere in the Pacific.

Pvt. Ralph M. Barton, clerk in stores department, Waterville shops, is now serving in the Army. He is with an Airborne "Eagle Division" now in France, and his outfit has received a Presidential citation.

Thos. W. Simons and Horace Baldwin have resigned as carmen helpers.

Word has been received by Mrs. Wallace Gullifer of Fairfield, that her son Private Lloyd R. has arrived in Italy. He was a former employee.

Walter

Harvey

Gibbs

Waterville

By M. W. PLANT

With sincere regret we report the death of Telegrapher Joseph Albright on April 12. Mr. Albright was born May 28, 1892, at Ste. Phillippe, P. Q. He entered Maine Central service as a telegrapher at several points in New Hampshire and Maine since that time. His most recent service was at Burnham Junction and Tower "P" Waterville. He is survived by his wife, Marie Alice, three daughters, Mrs. Beatrice Tully, Miss H. Mc units and Jacquelin; three sons, Pvt. Real, a veteran of 30 months' service in Pacific area, Seaman 1/c Patrick also in Pacific area, and Joseph Albert, Jr., who is in school; also three grandchildren.

Friends of Frank E. Nelson, retired agent, tendered him a birthday party recently at his home in Winslow where he was Agent for 52 years. Now 83 years of age he is still keenly interested in Maine Central happenings.

Chester L. Haskell, trackman section foreman, and L. Haskell & Co. have been bid in by G. B. Saunders of Rockland for track work westward from Waterville to the upper road. Ditching and shoulder shaping are already progressing by a work train and crew consisting of Conductor B. Corrigan, Trainmen A. L. Robar and G. V. Green, Engineer J. R. Greer, Fireman Elmer Tyler. Locomotive ditcher in charge of C. N. Pratt while Jordan spreader is operated by Frank P. Brown, Track Supervisor W. A. Prescott in general charge.

Pittsfield-Clinton

By L. L. SIMOIS

As to the item "Can You Beat This R. R. Record?" in the April Magazine: We are happy to report that we have received word that their son, Sgt. Eugene Doyon, has recently been awarded this honor in the history of the company. He is with an Airborne division in the Southwest Pacific.

Operator and Mrs. Oliver E. Buckby have been notified that their son Pfc. Willie who was wounded in action in Germany in March, has now returned to duty.

Augusta

By OLIVE COMEAU

Stanley Gallo has been working on the Augusta switcher for a few days in place of Galen Wheeler who has a sprained ankle. Miss Barbara Gallo, daughter of Section Foreman J. J. Gallo was judged best speaker for the negative side in an interscholastic debate held recently at Augusta. Miss Gallo was a member of the junior class, Hallowell High. B. R. Bishop of Winthrop covered first trick in the ticket office in place of D. C. Reynolds who was away a few days.

Archie Robar has left Augusta switcher and is now on the first Waterer turn. Sterling Fisher has bid the job in.

Ellis Walker, clerk, Burleigh Foster, freight checker and Herman Patterson, freight handler, attended the "Perfect Shipping Meeting" at Portland.

George Dowling, baggage and freight handler at Gardiner has been away a few days visiting in Boston and Worcester.

Arthur Doyon, Augusta crossing tender, has two sons in military service. At top is shown with his son, Sgt. Vincent Doyon, with the Army in the Pacific area; in the southwest Pacific area.

Rockland

By F. L. CARSLEY

Chief Clerk and Mrs. S. W. Delano have gone to Mexico and Texas where they will visit their son, Sgt. S. F. Delano and family, Operator E. B. Buswell is having his vacation and his job is covered by A. W. Brown.

Condr. A. S. Akins of train No. 54-59 was off duty a few days account of an eye operation.

S. R. Walsh, yard conductor, is having his vacation, M. E. Lodge is covering the conductor's job and W. J. Pepper from Waterville on yard brakeman's job.

Farmington Branch

By G. A. ELLIS

Flagman Conley on Nos. 7 and 24, has received word that their son, Sgt. Eu-
gene A. Ellis has arrived at his destination in the Philippines. His address is c/o Postmaster. San Francisco, Cal. Conductor Charlie Lovajoy is enjoying a vacation. "Hi" Morrill is acting conductor during his absence.

S. Sgt. Robert Millett, Jr. is in the Air Corps and now located at Camp Greenwood, Maine.

The other railroad man in the family, Corp. Linton D. Millett, recently promoted to that rank at his station in New Guinea. He has served 26 months overseas, and has not yet had the pleasure of holding his little son Kenney as his brother Major Edward is doing in the picture above. He was brakeman on the yard switcher when he entered the service.

The fourth is Pvt. Ralph Millett, taken shortly before he entered the service.

Linton Millett writes that he has received our Magazine.

Trackman Raymond Wyman of Wilton has purchased the Otto Ranger house in Dryden and expects to move in the first of May.

The marriage of Bob Simpson and Katherine Ledoux took place March 17.

We have received a letter from Bob Elliot which was written April 8th. He is now with the 40th Seabees Battalion stationed on the Island of Samar in the Philippines. He was previously stationed on Leyte for a long time. Bob transferred from the Navy to the Seabees about six months ago and states that he likes the Seabees better as most of the men in his outfit are from New England.

Received a letter from E. E. Robinson who is with the 4th Marine Division on Iwo Jima. He has been honorably discharged. He is now in England.

Ray Bell has resigned as foreman at Portland garage and accepted a position as superintendent of the Biddeford-Saco Street Railway. Ray was honored at a party given by his associates at the home of Maynard Preston in Yarmouth.

Here we have "Grandpa" Kelly giving his grandson, Thomas Lyle, a guiding hand. "Bill" Kelly is our veteran yard conductor and well known all over the system. Bill Jr., father of the little boy, is now in Belgium in the Medical Unit.

Electrician E. M. Wade was here recently installing new lights in the freight office and General Agent's office.

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Ellsworth

By RIA H. FERRY

Walter Randall, section foreman, Columbia Falls, has been transferred to the Ellsworth section as foreman in place of F. P. Goodwin appointed inspector between Washington Jct. and Machias.

L. E. McCoo, freight checker, off sick for a week has returned to work.

William Pouroy, crossing tender was on vacation for two weeks and was relieved by his brother Calvin.

Washington Jct. is fast coming to life again. The Crobb Box Co. is building a second box mill on the Wooster field, leasing part of the "buck" track for spotting of cars.

Bangor Operating

By RIA H. FERRY

April 1 to April 26 inclusive the C. P. operated 288 freight trains, 16 extra passenger trains and 96 regular passenger making a grand total of 500 trains operated over joint track. Add 202 Maine Central trains making a total of 704 trains, or an average of 27 trains per day, a little better than one train per hour for every hour day and night, Sundays and holidays during this period.

Presume it can be blamed on the war. But no salmon have been caught in the famous Bangor Pool this year, but every kid that could get a net has been catching smelts, mostly on the Brewer side. It's a long way down from salmon to smelts.

A fine spirit of cooperation was shown by the New England Telephone & Telegraph Company during derailment at Olamen April 4. A test man was testing his line on a pole near point of derailment. He asked Conductor Gillis if he would like to use telephone and made connection with Superintendent's office at Bangor. Derailment occurred at 10:27 AM and Conductor was talking with Superintendent's office at 10:35 AM. Portable telephone was attached to pole and left until wreck cleared, along with two boys, and the MP brought him to this office for identification, as the telegram was here with the serial number. The dog was part German police and part husky and was a beautiful dog.

Bangor M. of W.

By C. T. DAVIS

Cpl. Norman and Sgt. Donald Morris, sons of Adam Morris of Kingman, have been in the armed forces nearly three years. Each has a baby daughter they have never seen, Lorna May, daughter of Norman is nine months old and Charlene, daughter of Donald is 2 years, 6 months old. Both brothers were employed in Earl Hamilton's Extra Crew before entering military service.

Old Town

By H. A. PROUTY

Dave Duplisea, 2nd Mate in Merchant Marine, son of Harold Duplisea, freight handler Eastern Warehouse, was aboard the merchant ship which collided with a Canadian oil tanker at Buzzard's Bay, Mass., recent. Dave escaped injury, we are glad to say.

An Unofficial Railroader

John L. Parker, of Lucerne-in-Maine, never signed his name to a railroad pay-roll in his life, yet there are few people more interested in railroads and railroad men than he. While his hobby is railroad men in general, the Maine Central is his special concern, and he thinks Maine Central men are the salt of the earth. They reciprocate, too.

There isn't any agent at Lucerne-in-Maine, but if there were, he would be superfluous, as John Parker voluntarily serves, unofficially and without pay, in that capacity. Unless it's in the middle of the night, not a train passes his station unattended; he's there to wave a cheery O. K. to the crew.