Modern Ticket Office Opened in Portland

Heralded by radio and by the newspapers, Thursday evening May 24 was the occasion of formal opening in Portland Union Station of the finest modern ticket office in the East. At 9 o'clock, the temporary ticket offices in the waiting room were closed, and the work of transferring to the new quarters was commenced.

For weeks, the ticket sellers have worked in cramped, inconvenient cubby-holes, while on the opposite side of the waiting room, canvas hangings concealed an army of workmen busily engaged in constructing the new offices. When those utilitarian, if undecorative, curtains were removed, there was displayed to public view the very latest type of ticket office. Gone are the familiar little cubicles, with their heavily barred windows and a hodge-podge of ticket cases, racks, and piles of time-tables. In their place is a graceful curving counter of beautifully grained walnut, surmounted by a low wall of plate glass, with eight positions for ticket clerks. To the passenger, the entire front portion of the office is in view—he can see at a glance at which window he may best be served.

Each ticket seller has his individual rack of local tickets, in a walnut cabinet mounted on wheels, which he places under the counter when beginning his period of duty. When he is relieved, he locks the cabinet, rolls it out, and his successor places his own rack in its place. Each clerk, too, has his individual ash drawer which, when he goes off duty, he places in the big safe and locks with his own private key.

Interline tickets are placed in full view and of easy access in the center of the office, available to all of the clerks on duty.

Behind the counter is a partition which separates the front office from the working quarters in the rear. In the center of this partition is the diagram rack, open on both ends, so that diagrams may be taken out either by the clerks on duty or by the reservation clerks in the rear. Here, too, are the telephone operators—three of them during peak periods—and in a private office in the big bay window is the cashier. At the extreme east end is the office of the ticket agent, Fred J. McGee.

The walls of the waiting room have been freshly painted a soft blue, with cream trim; and on a panel over the ticket counter is a large electric clock. Huge fluorescent lamps, extending the entire length of the waiting room, give practically daylight illumination to the whole room.

The new ticket office is another major step in extensive improvements being made in Union Station. The first step, the construction of a luxurious women's lounge, was completed two months ago, giving Portland probably the outstanding railroad station accommodations for women in the country. Shortly after the ticket office had been opened extensive renovations were completed in the Armstrong Restaurant, located at the west end of the station. The kitchen was modernized and brought up to Grade A standards in restaurant classification of public health requirements by the installation of tiled flooring, tiled walls, additional sinks and new hot water facilities, with white painted walls above the tiling and new illumination making the kitchen spotless.
The dining room, recently painted, was further improved by the installation of fluorescent lights.

New quarters are being constructed in the main lobby for the Travelers Aid Society, to match the attractive modern office previously built for the Western Union Telegraph Company.

At 5:15 on the afternoon of the opening of New England's finest ticket office, a radio program was broadcast over WGAN, with Dick Bates, production manager of the station, presiding at the microphone placed within the new office. In the course of the program, he interviewed Harold J. Foster, assistant general passenger agent, Miss Mary Geary, telephone clerk, Fred J. McGee, ticket agent, Harold C. Maloy, ticket seller, Miss Eleanor Conboy of the engineering department, and several passengers who had just arrived on No. 12.

The design and general plan of the new office was worked out by the engineering department, with Architect Charles H. Thompson making the detailed plans.

Wins Railroads' Radio Competition

Governor Horace A. Hildreth of Maine (left) and Laurence F. Whitemore, assistant to the president of the Maine Central Railroad, look on while Miss Glenda Ambrose of Waterville sings over chain of Maine radio stations. More than 500 Maine amateurs competed for the title of "Maine's Most Talented Amateur" in a six-weeks contest aired over three of Maine's radio stations under joint sponsorship of the Maine Central Railroad and the Boston and Maine Railroad. Miss Ambrose was presented with a $500 War Bond, given by the two roads as the top prize in the competition. The contest was a part of our railroad's advertising efforts.

When Brunswick Was "Headquarters"

By W. E. Durgin, Jr.

Brunswick has always been an important railroad center, with not only its local traffic, but its connections with the Rockland and Lewiston branches; but did you know that this town was once the headquarters of the Company?

When the road was first built—it was the Portland and Kennebec then—it ran only from Brunswick to Yarmouth Jct., where it connected with the Grand Trunk. Passengers to and from Portland transferred at Yarmouth, and there were no through cars. The agent at Brunswick, while he didn't have the title, was actually the superintendent of the little road, taking full charge of operations, making rates, and generally bossing the job. To do this he had just one assistant—a switchman! The "depot"—and the general office—was an old residence which happened to stand on the property when the railroad bought it.

Many old timers remember, of course, the old station at Brunswick, which burned in 1897; but probably no one living today can recall when its great trainshed was closed in at night by huge "barn doors." After the departure of No. 25 at night, the night watchman...
lowered the doors to rail-level by means of a creaking windlass; and in the morning, the switchman reporting for duty opened them again ready for the day's business.

There were two tracks running through the shed—the main line, and the Bath track. On the south side of the shed was a crude addition in the form of an awning, through which ran another track, and this was known as the "goose-pen". Even today, although the structure which gave it its name has long since disappeared, railroad men know this track as the "goose-pen" track.

The early locomotives, of course, were wood-burners; so a big wood-yard was maintained in the west end of the yard, about opposite where the roundhouse now stands. For water, dependence was placed on a big windmill which stood on high ground near the south end of the present overhead bridge in the upper yard.

The carpenter shop, in charge of Thomas Melcher, was built originally on Union Street. Later it was moved into the area bounded by the Lewiston branch wye.

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In a personal letter from "Rick" Rides Alligators

In a personal letter from "Rick-ey Ike" Colby, now sojourning in the South, he has this to say about alligators:

"They are very tame and we all use them to catch flies; and on account of the scarcity of gas they are often used for transportation especially if you want to get somewhere in a hurry."

Voice from Cape Cod

"Jake" Horne, former supervisor locomotive and crew dispatching, now a selectman in the town of Wellfleet, Mass., writes the editorial staff as follows:

"I sure am looking forward to the next and next and next issue of the Maine Central Magazine. Wonderful to anyone marooned on the end of Cape Cod."

Willis Stoneham Dies

Willis P. Stoneham, for more than 58 years in railroad service, died May 23. He was first employed by the Maine Central as yard clerk in 1896, and in the same year was transferred to the passenger traffic office, where he was made chief clerk in 1900. He remained in this office until 1933, when he was transferred to the joint office of the auditor passenger accounts. In September, 1943, he returned to work in November of the same year because of the manpower shortage, and continued his services until September 20, 1944, when ill health forced his retirement.

Holden in the Olden Days

Back in the early 1890's, the Bangor Daily News had this interesting story about one of our Eastern Division stations:

"Holden is a land of promise for young men who are looking for pretty country girls for wives. It is said that every station agent who ever went to Holden in the employ of the Maine Central has been married in the course of a few months to a rural Venus with bright eyes, pearly teeth and a complexion like peaches and cream. A farmer of that town was in Bangor Wednesday, and said to a group of young men, 'If you fellers want to git married just get a job as station agent at Holden.'"

Too bad that the Maine Central went out of the matrimonial agency business by closing Holden station! Possibly the supply of "rural Venuses" ran out!

Maine's Pioneer Railroad

The first steam railroad built in Maine was the Bangor & Piscataquis Canal and Railroad Company’s line from Bangor to Oldtown, completed in 1836.

In Black and White

In the days when George F. Black was superintendent of the Mountain Division, Elton A. Hall of the Portland Division, and Alfred A. White of the Eastern Division, it used to be said that the Maine Central was "Black on one end, White on the other, with a long Hall between."

Ain't It the Truth

A fellow, who had over indulged in spirits asked the conductor of the Rumford train how far it was from Dixfield to Rumford. The conductor told him it was five miles.

Upon returning the same fellow asked how far it was from Rumford to Dixfield. The conductor, a trifle annoyed, said, "if it is five miles from Dixfield to Rumford, it must be five miles from Rumford to Dixfield.

The drunk said, "Tain't so. It's only one week from Christmas to New Year's, but it's a helluva long time from New Year's to Christmas."

'Twas Different Then

H. A. Prouty, clerk-telegrapher at Old Town, has an interesting souvenir of the olden days in the form of a local time-table showing the times of trains between Bangor and Old Town.

Dated 1902, it shows a total of 13 week-day trains in each direction, with two each way on Sundays. Today, trains 92-93 are the only ones making regular stop at Old Town, with a character stop for 28-9.

So frequent were the "scoot" trains 40 years ago that the time of starting a freight train out of Bangor had to be carefully planned.
Train Dispatchers in New Office

Those who are familiar with the Portland Division train dispatchers' office as it has been for years will recall that it consisted of one large room, with the "WR" message operator's table near the door, a large desk for the chief dispatcher in the corner, and to the left the 4-position dispatchers' table. These men sit today in the same relative positions, but in private offices.

Passing through the main door—a new door of beautiful walnut—one enters the "WR" telegraph office, with its two-position table and the teletype equipment; and this is as far as most visitors get. Beyond the telegraph office is a well-arranged private office for the chief dispatcher, with a wide window between for the transaction of business. Opening from the chief's office is the dispatchers' office; and only those having legitimate business there are permitted to pass through. The dispatchers now work in absolute privacy, without interruption or distraction.

The new partitions dividing the room into the three private offices are of walnut, with pebbled glass in the upper portion. Fluorescent lamps over each desk and telegraph position provide ample light.

Even a Post Will Do

1st Dog: "Have you got a family tree?"
2nd Dog: "No, we're not particular."

For a Pension

At school the first time, the small boy started to cry bitterly.

"What's the matter, Willie?" asked the teacher.

"Aw—I don't like school. And Mother says I've got to stay here till I'm fourteen."

"Don't let that worry you," said the teacher. "I've got to stay here till I'm sixty-five!"

Old-timers will be interested in this photo of Eng. 11, which for many years hauled the frequent "scoot" trains between Bangor and Old Town. The picture, taken in 1900, shows Fred E. Willey, fireman, now a retired engineman. The engineman, who does not appear in the photo, was the late "Dan" West of Old Town. Just a few days after the picture was taken, this locomotive was involved in a serious collision at Webster, and was badly damaged.
"Most Effective Medium"

In "The Pine Cone", a publication of the Maine Publicity Bureau, Governor Horace A. Hildreth has the following to say about courtesy:

"I understand that the Maine Publicity Bureau is planning a 'courtesy campaign' stressing how important it is to the continued success of our recreation business that we build up our reputation as a 'friendly state'. I strongly urge wholehearted cooperation of our people in supporting this campaign. Friendliness and courtesy are two of the least expensive, yet at the same time the most effective mediums of advertising known to man."

That last sentence has a lot of meat in it. We can advertise in the newspapers, on the radio, and by other mediums, yet when all is said and done, courtesy and friendliness count for more than all the rest put together in building up our business.

Not only do we want Maine known as a "friendly state", but we want the Maine Central to be known as the Nation's friendliest railroad. Once that reputation is gained, we'll have all the business we can handle!

Best Wishes To...

Forrest E. Fowles, train dispatcher, retired April 26 after 41 years service... Elwin H. Clemons, machinist, Bartlett, who was presented a 50-year service pass in April... Linden P. Brown, clerk, Portland freight, retired May 16 with 42 years service... Edward M. Kelly, yard brakeman, Lewiston, retired April 1... "Gus" Horeysech, engineman, who has rounded out half a century of service... Norbert T. Cyr, hostler, retired April 1... James F. Cassidy, watchman, Rockland, retired May 1... Alex Deschenes, baggagemaster, Portland, retired April 28 after 40 years service.

Our Roll of Honor

Our total of Honored Dead has increased to 17 with the news of the death in action of:

Julius W. Thibeau,
April 17,
Clerk, Waterville Stores

Conductor Rutherford is enjoying his annual vacation, Cub Kyle is relieving him on the switcher.

Ira Taylor, Assistant Agent, who was recuperating from an operation, returned to work May 17.

They call him "Sandy" down in Eastport and they might well call him "Handy" too for he's been section man, freight handler, spare fireman on the road switcher, engine house worker, engine house janitor, and crossing tender, in his 10 years of Maine Central service.

Oh, yes, his full name is Alexander O. Sherman.

Kathleen Cline, Clerk, enjoyed a week's vacation.

Congratulations are extended to Victor Blackwood, freight handler, who while on vacation May 12, 1945 was married to Beatrice Carlisle.

They are strong for nicknames in this crew, the train crew of our Eastport road switcher. There's 'Ralph' Donovan, brakeman, at the left; 'Cub' Roy G. Kyle, baggage, in the middle; and 'Barney' Byron M. Rutherford, conductor.

Bangor Operating

Yard Master Peter Currier of Bangor attended a meeting at the Statler in Boston recently. It is said "Pete" wore the sportiest tie of any member present.

Our Vanceboro trio, Blanchard, Scott and Davis claim to be the most successful fishermen in that vicinity. Scott, salmon; Blanchard, trout; and Davis, whatever you order.

V. B. Nowell, conductor, passenger switcher, started a hobby that has run into quite a business, and that is raising tulips. Although he has a very large bed he was unable to supply the demand for Memorial Day. His tulips were beautiful, being all Holland bulbs. This year he had 153¾ doz. which was less than last year due to weather conditions.

The boys in the Yard are all anticipating an invitation for a boat ride on...
Our loyal Dennysville section crew was so busy this Spring that none of them was able to do much real fishing, and that's discouraging to any Washington County man. Here they are, left to right: A. C. Phinney, Foreman Arnold Jones, Richard Gardner, G. U. Leighton, and Payson Currah.

Sgt. Farnsworth wears the air medal with 4 oak leaf clusters and has been awarded a Presidential Citation.

Arthur Palmer, formerly on the section at Machias, has returned to his Naval base after spending a furlough at his home in Whitneyville. He is the son of Section Foreman Palmer.

Four sons of the late Warren S. Coombs of Mattawamkeag, who was an employee of the Maine Central for 48 years previous to his death about a year ago, are in the armed forces.

Pfc. Warren S. Coombs, serving with the Military Police in Belgium and was a trackman at Mattawamkeag at the time he entered the service. Lt. Woodrow W. Coombs is with the 103d Infantry in the Philippines. T/S Fred S. Coombs is in the coast artillery, located with the Boston Harbor defense. Pfc. George Ronald Coombs is with the 4th Division of the Marines which fought in Iwo Jima.

Another son of the Coombs is Bernard H., who is a boilermaker helper at Bangor Engine House. Fred S. and G. Ronald were, previous to entering the service, employed as machinist helpers at Rigby. One daughter is married to Locomotive Fireman E. E. Hathaway and another to Fireman S. C. Boynton.

Mr. and Mrs. Franklin St. John, now of Bangor, formerly of Portland, have announced the engagement of their daughter Patricia to Cpl. Paul S. Blethen, son of Storekeeper James L. Blethen of Bangor. Miss St. John is a member of the Class of 1948 at the University of Maine and Cpl. Blethen is now stationed at Camp Skokie Valley, Glenview, Ill.

Morris R. Robinson, who was named for our late President Morris McDonald, is a successful minister of the Episcopal Church in Gloucester, Mass. He is the son of pensioned Locomotive Engineer Frank Robinson, who is in business at Bangor and a grandson of Frank Robinson, for a great many years general foreman of the Motive Power Department of the Marine base.

The elder Robinson after he resigned from the Maine Central served as Mayor of Bangor for a number of years. He also made many inventions pertaining to transportation equipment which were patented.

Pfc. Chas. E. Williams, an employee of the Maine Central Engine House at Bangor, has recently been home on a 14 day furlough. He is now serving with the Quarter Master Division of the Marine base in El Centro, California.
Engineman C. E. Drew, wife and son Robert have returned from a trip to Rochester, N. Y. and Boston.

George D. Moran, son of Machinist and Mrs. Richard Moran, is with an anti-aircraft unit now in Germany. Another son, Carl, has returned from overseas and is in a Naval hospital on Long Island.

L. D. Smith's crew have been in town for a few days putting in new ties on the Milford bridge.

By ALICE W. MCLAUGHLIN

Paul V. Bourque, son of Mr. and Mrs. George E. Bourque, of Augusta, and former freight clerk at Portland freight house, is now a 5/Sgt. with the B-25 Mitchell Bomb Group, serving as a Radio Operator Gunner. Paul entered the service in the Fall of 1942, and is now in Italy.

Bourque

Dennis J. Shen, freight checker, and Mrs. Shen, have returned from a two weeks vacation in Miami.

We are pleased to welcome back Roland F. Chiasson who has been on duty since September account of illness.

B. & M. is now Water Tender E/3 on a supply ship. Before entering the service, he also worked a Portland freight house and car shop at Rigby. John is son of John F. Norton, yard brakeman. His son, Eugene is employed at Portland Freight Office.

John S. Norton, former brakeman, B. & M., is now Freedom Tower 14.

B. & M. EMPLOYEES MAGAZINE

The Portland-Ellsworth run will be extended through to Bar Harbor commencing June 2. Harry Hubbard and A. J. Leeman have bid the run.

Duane Chase has been advised that his must book off because of serious illness. Clem Munce has also booked off because of illness.

H. J. Given of Lewiston came into Lewiston Garage recently with two nice trout, one of which was a square-tail ten inches long and weighing about two pounds. He said he caught these fish within a half an hour on his way to work.

Joe Knowles, foreman at the Augusta garage, recently enjoyed a fishing trip at Moosehead Lake.

Ray Briggs has bid off the Portland-Belfast run, vacating the Ellsworth run.

Bob Leighton was recently home on a short furlough after spending some time in Germany and France.

Willard Cooney (left) makes presentation to Linden Brown while Mrs. Brown looks on.

A testimonial supper was given in honor of Linden F. Brown, rate and waybill clerk who retired May 16, Brown has served as financial secretary of Local No. 152, BRC since 1910. A purse was presented to the guest of honor, and we all wish him the best of luck.

Portland Freight

By ALICE A. MCLAUGHLIN

Cyrus G. Messer, retired baggage man, and family have returned to Old Town after spending the winter with their daughter in Bath.

To Mr. and Mrs. Alden H. Davis, section foreman, an eight pound boy born May 17.
he and “Stubby” Grant reduced the meat situation while he was in that territory. Yardman A. J. Wade, has returned to work after vacation. It is rumored that “Ed” is about to join the beneficents. Good luck, “Ed”.

Union Station
By J. D. MERRIAM
John A. (Bud) McDonough, head baggage man, has just completed 35 years service, all of which has been on the same job.

Norman Fuller has returned from Moosehead Lake after two weeks sea. He returned empty handed, because, as he tells it, there is no fish in that part of the lake.

Frank Forest, baggage and mail handler, has returned from vacation. John E. Burke, baggage checker, is starting his vacation.

Phil Larrabee, ticket seller, has returned from his vacation with a nice coat of tan. Where did you get it, Larry?

Oscar Rodrigue, ticket seller, is enjoying his vacation at his camp at East Sebago.

Second Lieut. Audrey M. Young, daughter of Ralph E. Young, ear inspector, entered service last February, and is now stationed at Camp Edwards. Her sister, Pvt. Jacqueline A. Young, WAAC, is at Fort Mason, Cal.

Young

Melvin Frost has had vacation, his duties as station porter taken over by Ralph O. Robbins.

Earl Jones has accepted position as fireman on the switcher replacing John Pearl. Harry Douglass, crossing tender, has returned. After a few weeks lay off on account of sickness. Stanley O. Chandler has bid in second trick operator’s job temporarily in the ticket office at Gardiner.

Bartlett
By J. E. WINSLOW
A. F. Bergeron, conductor, is laying off a few days. His son Sgt. Robert has gone over seas. Private Dennis Kennedy, formerly a trackman in Chadbourn, was killed in action on Okinawa Island April 18. Sympathy is extended to his sisters and brother.

We welcome back W. N. Trecarten, foreman motive power, who was in Rigby for few months. A. M. Scott, who took his place, has returned to his former position as foreman at Vanceboro.

On May 11 we had a heavy snowfall of 11 inches here and up to 18 inches at Crawford Notch and Fabyan with lots of slides in the mountains and it was necessary to use engines 611 and 458 to haul train 162 with a plow on ahead from here to Crawford Notch. There were many broken telegraph poles east of here and we had no wire service with Portland for a week. On May 15 we got ‘phone service with Portland and this office relayed train orders for trains west of here.

George Sullivan who is in the navy, son of Conductor A. Sullivan, is on leave visiting his family.

Elwin H. Clemens, machinist, whose portrait appeared on the cover of the November 1944 Magazine, retired May 1. He entered the service in 1934, and later for 17 years was foreman of the engine house. He and Mrs. Clemens have six sons in the armed forces. One son, Sgt. John Clemens, who was formerly a trackman, was seriously wounded in Germany.

Bath
By L. M. PRICE
Baggage Master George E. Risteen is on sick leave, position being filled by Jesse W. Allen. Viola M. Brooks has accepted position of stenographer at freight office. Charles Furber has been employed as spare crossing tender.

Operator Preble is relieving Operator Price, who is on vacation.

Augusta
By Oliver COBEAU
Roy Ackerman of Waterville spare board relieved Sterling Fisher and Galen Wheeler, brakemen, while they were on vacation.

O. R. Hibbard has returned to work as engineman of the switcher after illness.

This photo of the second trick Bath switcher was taken in 1943, and comes from yard Conductor S. R. Walsh, Rockland. Left to right: Ray Harmon, conductor (deceased); Walter Rogers, brakeman; Ray Haskell, engineer (deceased); William Knox, fireman; C. W. Newell, brakeman.

Belgrade
By H. J. THING
Section Foreman Basil E. Trask and trackman Viitmer are working with the rock ballast crew out of Waterville as foreman and assistant foreman. Sectionman E. Young is acting as foreman on Section 41 during Foreman Trask’s absence.

Mrs. Brewer, wife of Sectionman Llewelyn Brewer, was recently taken to the Sisters Hospital at Waterville for an operation. She is doing well and expects to be home soon.

R. Russell’s stone crew are at Oakland doing repair work on culverts. W. J. Weeks’ track crew are at Oakland on rock ballast job.

Trackman Walter J. Bunker, Belgrade, is with rock ballast crew as assistant foreman. Trackman Reginald T. Hammond of Belgrade is with the police department on rock ballast crew.

George R. Russell and crew are at Belgrade building over culverts. Your reporter returned to work on May 17 after two weeks’ vacation, being relieved by spare Operator Leslie E. Barnett of Richmond.

Water is very high in the Belgrade Lakes but fishing is reported to be excellent. This is for any of you interested anglers.

Brunswick
By W. E. DUGGAN, JR.
William G. Mitchell, engineman on switcher, has been on vacation.

Lenwood Hunter, fireman on Nos. 55 and 24, has had a week’s vacation. Dean Farnum, flagman on Nos. 55 and 24, has enjoyed a week’s vacation.

Samuel A. Lavallee, third trick operator has returned from vacation. His position was covered by spare operator Willis H. Smith.

The day our cameraman caught up with the Brunswick section crew it boasted only two members, as you see them here. Left to right: Joseph M. Boncher and Fred J. Costumbe, foreman. One crew member was ill and the other was taking the day off.

Farmington Branch
By G. A. ELLIS
Del Callahan, baggageman on 7 and 24 for several months, has gone on 15 and 16 and Arthur Randsted is on 7 and 24.

Mr. and Mrs. G. A. Ellis of Wilton have been enjoying a vacation and visiting their son Oliver Ellis and family in Auburn and relatives in Canton. Walter Burnell of Conway served as Agent during Ellis’ absence.

Florence Wyman, daughter of Trackman Raymond Wyman of Wilton is ill.

Fryeburg
By Edith M. WHITAKER
A birthday party was given recently in honor of Mr. George Walker with all of her children present, except Pfc. Lawrence Walker, who is in the
European theater of war. Attending the dinner besides Mr. and Mrs. Walker were Mr. and Mrs. Clifford Blake and two children of Bridgton, Mr. and Mrs. Lester Walker, and daughter: Mrs. Lawrence Walker, and son; and Mr. and Mrs. Raymond Walker and son, all of Fryeburg, and Mrs. Frank Hawthorne of Portland.

George Wedge, agent at Cornish, has returned to work after several weeks' illness. Walter Burnell substituted during his absence.

B. Lapointe of Brownfield is working on the Fryeburg section for George Walker.

Mrs. Jack Sloan of Mattocks has been visiting relatives and friends in Bartlett.

William Demers, who died at his home in Brownfield after a long illness. He worked on the section for George Walker for many years.

Gordon Burke, U. S. Navy, who is stationed in Boston, has been spending a few days at his home in North Conway.

Lewiston

By L. G. White

Leo P. Bouffard, Jr., son of Leo P. Bouffard, yardman, entered the service in February, 1944. His service is now stationed at Carlstrom Field, Aracdia, Fla., taking Pre-Flight Pilot Training. Where was the Portland Terminal bowling team on May 23rd?

G. H. Parker, ticket seller, has returned from a week's vacation, a few days of which was spent in Boston.

Louis J. Bisson, the yard conductor, also had a week's vacation. During his absence Charles A. Laglamme drummed the job while Charles Delalle relieved Laffamme. The outdoor pit at Lewiston Upper Engine House has been repaired, top brick having been reset.

The tanks and pumps have been installed at Lewiston Upper and Lewiston Lower Engine Houses for the new Diesels, expected soon.

Charles St. Hilaire, clerk-telegrapher at Auburndale, Operator Bonney relieving him.

"Ansel Libby had a day off for the spring run of alewives at Damariscotta Mills—don't holler "Fish" at Libby unless you mean it.

Frank E. Anderson of Auburn, who in 1943 was noisy agent on the Mountain Division. Photo taken at Pabian in that year.

Rate Clerk John E. Rollins is on a month's vacation. He had planned to plant his garden and go up country to do a little fishing but says if it is going to snow or rain all summer he can have a good time sleeping and reading.

By the time the magazine goes to press General Agent B. C. Kirkpatrick, accompanied by that genial conductor known as Joe Cote, will be up Moosehead way on a fishing trip.

We are sorry to hear that W. P. Josey, superannuated crossingtender, is ill.

Our deepest sympathy is extended to John L. Pulman, yard brakeman, whose son Gerald, aged 9, died last May 24th.

Employees locally are congratulating the Railway Express for being presented safety awards at special ceremonies held at Agency Room May 25th, F. A. Mank, who has driven 10 years without a single accident, was presented a bronze safety award pin by Mayor Alton A. Lessard, Mr. Mank has been with the REA 28 years. Safety Cards were presented 11 other REA men.

A possible crash was averted recently when our nimblefooted Ticket Seller, George Parker, leaped on the running board of an automowr automobile, safely maneuvered the car through the noonday traffic and brought it to a stop. quite an interesting story happened to two of our boys. They are Pte. John G. Myrand with the 77th Division and 1st Lt. Daniel Myrand in the Air Corps brothers who recently spent three not-to-be-forgotten days together.

Both have been in the service over three years and not once in all that time had they seen each other. One day while Lt. Myrand was flying over one of the remote islands of the South Pacific he had a strange feeling that his brother must be near. On a hunch he landed on the first island that he came to and one of the first persons he met was his brother. These boys are sons of Guy J. Myrand, freight cashier at Lewiston.

Newport Jct.

By Paul V. Witham

Norman Soule, gatemaster, has returned to work after illness.

Relief Agent A. W. Brown, recently relieved Operator Burns at Foxcroft account death of his father and also two days relief work for Agent Witham.

Newport Jct., absent account eye injury.

Conductor Ralph Clukey is back on the Foxcroft branch run.

Trainman Braley has returned to his run on WX 1 and WX 2 after a vacation.

Bus driver Lobley is relieving Driver Duane Chase.

Pittsfield

By I. L. Sirois

Earl Cpl. Earl E. Brill, Jr., USMC, and David W. Brill S 1/C, sons of signal maintainer and Mrs. Earl Brill, are at home after a long stretch of active front line service. Earl "Pa" and "Ma" were much relieved a short time ago, when after having learned that the ship was sunk on which their son David was assigned, got a letter from him stating that he was OK. Their happiness was complete the same day a "phone call announced the good news that their son Earl, Jr., was safe and well and on his way home. Cpl. Earl E. Jr., USMC 20, has been in the Marines for 5 years. He is now enjoying a 30 day furlough. David W., S 1/C, joined the Navy in 1943 at 17. He was in the Normandy, Cherbourg and Southern France invasions. He is now home on a 35 day furlough.

Another member of the Brill family, Mariette N., R. L. N., lately graduated from the Augusta General Hospital is expected to join the Navy Nursing Corps in the near future.

Morielle

By F. L. Carsley

Joseph F. Cassidy, watchman at the engine house for the last 22 years retired May 1. He formerly worked about 10 years on the Maine Central Steamer, "Frank Jones" which ran between Portland and Machiasport, also on some of the steamers out of Rockland.

We wish him the best of health and good luck in his retirement. He was presented with a gift of money.

P. D. Bradford, brakeman on trains No. 54-59 has had his vacation.

First Track Operator G. B. Saunders has had his first trick at Tower E, Waterville.
Second Trick Operator E. B. Bussell has bid off the first trick at Rockland Ticket Office, taking the job May 14. Spare Operator A. W. Brown is covering the second trick until job is bid off.

Yard-brakeman W. W. Hill has moved his family from Waterville to Rockland.

Dii May 11. returning with 100 Mexicans to work on ballast job between Waterville and Winthrop. Among those inducted in the armed services the past month are Basil Young, painter 1st class; Albert Wells, carman helper and George Codman, carman. Eugene L. Jewell, previously yard laborer, has been added to the list of clerks in the Stores Dept.

Mr. and Mrs. Jackson of 3 Sturtevant St., Waterville, recently celebrated their 50th wedding anniversary. Jackson started work in the Shops in 1918, as machinist, and operated the wrecking crane. He retired in 1948 but was recalled in 1942 and worked until Nov. 1943. They have one son, Leroy, who is employed as a painter 1st class in Waterville Shops.

Four generations of Jordans, Linwood Jordan, leading carman, standing with his son Pvt. Robert C. Jordan. Seated are Mr. and Mrs. E. O. Jordan, with great granddaughter, Susan Jordan.

By J. J. SHANAHAN

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By R. D. WOODS


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Telegrapher C. T. MacCrillis has returned to work after being ill also.

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Pvt. Louis Baker, upholsterer, has been slightly wounded in action at Okinawa, and is now in a fleet hospital in that sector. He is in the Marine Corps.

Emile Frappier, son of Mr. and Mrs. Cheo-phas Frappier, is at home, after medical discharge from the U. S. Infantry. He was a member of the 46th division. He also has a brother, Alfred, U. S. M. 5/c in the Navy.

T/5 Harold G. Works, former carman helper in paint shop, has been reported killed in action in Germany. He was a son of cabinet-maker Isaac Works, who retired a few years ago.

Sgt. Linwood P. Rickards, son of Dispatcher C. P. Rickards, is with the Marines in the South Pacific area.

Pvt. John E. Watson, son of Chief Train Dispatcher Clyde Watson, entered service in June, 1944, and is serving in the Pacific.

This serious looking little chap is the grandson of E. C. Ryder, track supervisor, R. T. Co. His name is Bruce Haines, and the picture was taken at the age of 10 months.

It was good news when Traveling Storekeeper and Mrs. James E. Mills received a letter from their son Sgt. Arthur P. Mills saying he was liberated as a German prisoner on April 26th. Since that time several other letters have been received and he is in good health.

Lt. Frances A. Murphy, A. N. C., daughter of F. A. Murphy, assistant general freight agent, who has been stationed overseas for 3 years, recently enjoyed a 10 day leave in Belfast, Ireland. Lt. Murphy writes that all wounded and nurses are to be evacuated and returned to the States within a period of 90 days.

Pfc. Raymond H. Menneally, son of Arthur B. Menneally, dispatcher, was with Patton’s Third Army in France. He was reported missing in action last November.

Seaman 1/c Donald N. Burdwood, son of Dispatcher A. K. Burdwood, entered the Navy in August, 1944, and is now in the Pacific area.
A few more of our officers. 1. E. Spencer Miller, assistant general counsel. 2. Herbert M. Harris, chief examiner. 3. James L. Moriarty, superintendent Eastern Division. 4. Robert M. Edgar, assistant to executive vice president. 5. Everett K. Goddard, superintendent Maine Central Transportation Co.