Date of this issue unknown; it is missing pages 1-4 which include the cover which would have had the date; there is no other reference.

The issue is pencil marked 1945 with a question mark [?]

But it is not January, March, May, June, August, or September 1945 otherwise accounted for and properly identified.
Loyal Wife Aids Husband at Work

Some time in the future when Harry Lowell, second trick clerk-telegrapher at Augusta and veteran of 36 years' service, retires from active duty it will really mark the retirement of what may be the most devoted husband and wife combination in our Maine Central family.

Mrs. Lowell has not been on the Maine Central payroll since the first World War but unofficially she has been an employee for about 30 years. Six nights a week—with but few exceptions in that long span of years—she has spent from two to four hours every evening at the Augusta ticket office, making out her husband's daily interline ticket reports and assisting with other office details.

She began the practice around 1915, about two years after Harry was transferred to Augusta from Oakland. Simply to aid her husband and to be with him part of his evenings she would go down to the station around 5 or 6 o'clock and remain until 8 or 9, sometimes staying all evening to accompany him home.

In 1918, to help in the wartime
emergency, she worked as a clerk in the freight office, but gave that up 16 months later to resume her duties as housewife. On several occasions afterward she was offered employment by the railroad but she always declined, although continuing steadfastly as her husband's unofficial assistant.

Mrs. Lowell is regarded by ticket office workers as "a wizard at figures" and they point with pride to her long record in computing the rather complicated interline reports without an error being reported against her by the Auditor of Passenger Receipts Office. In addition to that, her faithful assistance to her husband has given him opportunity to draft several typed charts to hang near ticket windows, providing quick and easy reference to train and bus fares and schedules between Augusta and various points on and off the Maine Central system.

Thus Mrs. Lowell's loyalty to her husband has been an appreciable help to all of Lowell's associates and her eventual "retirement" will be as keenly felt by them as though she were one of their full-fledged fellow workers.

During their long residence in Augusta Mr. and Mrs. Lowell have always lived in the same house, situated near the State House. Having no children they have led a rather retiring life so far as social activities are concerned, and General Agent Pearl Fuller and his staff members speak of the Lowells as "the most devoted couple" they have ever known.

HE GOES AFTER IT

In the five years Charles St. Hilaire has been agent of our Auburn station his monthly ticket sales have increased six times, or from about $600 to $3,600, and he takes pride in the fact that his own salesmanship has contributed to the increase. Not disturbed at the fact that his is a one-man agency and that more business meant more work for himself, St. Hilaire went among the French speaking people of New Auburn and in the shoe shops and convinced them it was more convenient for them to buy rail tickets in Auburn than to board a train at Lewiston station, a mile or so across the river.

Besides being ticket agent, operator and baggagemaster, St. Hilaire handles a substantial freight business, but he still finds time to keep his station extremely neat and tidy. And while he doesn't mind a little work, as his record would indicate, he is hoping there'll be a lot less snow this winter because keeping his platform clean in last year's heavy storms all but got him down.

St. Hilaire has been in Maine Central service 26 years, serving in stations pretty well over the Portland Division and Mountain Road. He is married and has three daughters, two in high school and one studying nursing.

Interior view of the big storage shed on Wharf 1 and a recently arrived cargo of baled wood pulp. The chisel truck operator is moving a load of pulp from the shed to a box car.

Terminal Facilities Proved by War

By F. A. Murphy

An excellent record established by the Portland Terminal Company in handling sea-going freight movements through the Port of Portland in the busy war years may be expected to reward the Terminal Company and the Maine Central Railroad with substantial business in any postwar development of this port.

That is a fair conclusion to be drawn from the favorable comments that have come to us from American importers and exporters, a substantial part of whose war time shipping was routed through Maine's chief seaport.

The extent of this port's war time business, now revealed for the first time since Pearl Harbor clamped down a lid of military secrecy, shows that Portland—chiefly through our terminal company wharves and facilities—handled an amazing volume and an amazing variety of exports and imports, coming from or destined to, ports almost all over the world.

Before the United States entered the war, a new kind of port business began flowing through Portland Harbor. Norwegian, Greek, Polish and British ships picked up cargoes of steel and...
lumber at our Wharf Three and took them to the British Isles. Other ships gathered cargoes of wood pulp, paper and potatoes at Wharf One and headed for South America. Incoming vessels brought in to Wharf Four large shipments of bauxite ore from British Guiana, destined to make aluminum for bombers and fighter planes in Canada and our own country. After unloading, many of these ships moved to Wharf One and took on cargoes of food, clothing and manufactured goods for Trinidad, Barbadoes and the Bahamas.

Early in 1942 the newly constructed shipyards in South Portland were turning out staunch Liberty ships, most of which were moved to our wharves and loaded with cargoes of war materials, going outside to join the huge convoys of ships that brought Allied forces to invasion landings outside France.

Packaged goods and live cargoes from Africa. Wharf One, where cargoes of potash and pulpwood went on their way to India, along with representative experiments in this country—came from India, along with reptile skins, jute, rubber, sisal, expensive angora pelts and tin. Russia sent absinthe; China sent hog bristles, flax and sausage casings; South Africa, wool, hides, meat, tanning extracts, horsehair and hog bristles; and South and West Africa sent heavy consignments of sisal—on which rope is made—kanite ores, essential oils, pyrethrum flowers and more hides and reptile skins.

Many of these cargoes were being handled for the first time in Portland and they presented new problems for stevedores and terminal operators, but the completed record shows that the Port of Portland ranked close to the top in efficiency among ports handling similar cargoes under war time pressures. To a very large extent, this fine record was made possible by the efficient work of our contract stevedores, the Jarka Corporation.

To the foresight of our terminal and railroad officials in developing our two million dollar terminal facilities some 15 years ago should go due credit; for without these facilities Portland would not have been able to move these cargoes and our whole war effort would have been handicapped to that extent.

Since VJ Day our terminals have returned largely to their normal "bread and butter" business, handling imports of wood pulp from Scandinavian countries, clay from England and pulpwood from Russia, and it is expected that we will soon be handling domestic clay from Georgia and sulphur from Texas.

The urgent pressure of war is over, but importers and exporters in New York, Philadelphia and other cities, who used our terminal in war, are loud in their praise of our effective service and with the anticipated improvement in the port facilities the good will thus engendered may be expected to "pay off" in the near future.

**Engineering Department Tackles Big Jobs**

**By ELEANOR CONWAY**

Two important bridges and a large arch culvert have recently received the attention of the Bridge and Building people in the Engineering Department. Perhaps the most difficult—and the most interesting—of these projects was the renewal of the heavy steel cables which operate the draw-span in the famous Carlton Bridge over the Kennebec at Bath.

There are 64 of these cables, 2½ inches in diameter, each with 6 strands containing 19 wires of improved plow steel. Each cable is approximately 215 feet long, and weighs nearly three-quarters of a ton. To remove these cables from the foot- and towers, and replace them with new ones, was a major operation.

Expert steel workers, under the direct supervision of William Lampson, supervisor bridges and buildings, and Inspector Chester Brown, first blocked up the two concrete counter-weights, one at each end of the span, using heavy girders, wood blocking and steel jacks. This left the span in normal position for use both on the railroad and the highway levels.

The counter-weights, weighing approximately 690 tons each, are used to balance the weight of the draw while being raised.

The cables were then disconnected, drawn over the huge sheaves at the top of the towers, and laid lengthwise on the highway deck of the bridge. There the sockets were removed from the cable ends, cleaned, and made ready for installation on new cables.

To prepare the new cables for the sockets, a steel ferrule was placed around the ends, then the wires separated and flared out, fan-shape. The sockets were put in place, the wire ends cleaned with acid, and molten babbitt poured around the wires, making a solid fastening.

Then came the expert job of replacing the cables, which had to be drawn up over the sheaves and attached to the counter-weights and to the draw.

It was necessary, of course, to close the bridge to navigation while this work was being done, and by permission of the War Department, the draw was kept closed from August 5 to September 18.

At Richmond, the wings of an arch culvert under a high fill had been undermined by water and required replacement. The old wings, build of rock—and probably as old as the railroad itself—were removed, and wings of modern construction built.

The long bridge over the Kennebec at Augusta is being completely repainted.

**Do You Remember . . .**

When regular trains carried the number in the engine headlight and in the caboose monitor?

When, after painting a station, sand was blasted into the wet paint to prevent it from peeling like old women do?

When Maine Central passenger coaches were painted a bright yellow?

When cars not equipped with air brakes were called "bald heads"?

When a foot-operated gong was used on the rear of trains backing up at Bangor?
Boost Your Industry!

(Editor's Note: This is the second of a proposed series of editorials by "guest" writers. It was written by Eugene H. Winslow, rules examiner.)

From time to time I hear complaints about the lack of courtesy shown by some of our employees who come in contact with the traveling and shipping public. I want to write that one should stop and ponder before showing discourtesy to our patrons. They are our benefactors. They pay our wages and salaries. 'Tis true at times some may be exasperating and trying to one's nerves but remember you are the servant of the public and not the master.

You may be a ticket agent or freight clerk, in which position you have a good chance to impress your traveling or shipping public. Be courteous and pleasant. A pleasant word or a helping hand during your trip may make a friend for your employer and for you. If you are an engineman or fireman be friendly. Everybody likes a friendly guy.

If you are a shop man or trackman you are as much a part of this railroad machine as the others. You are the ones who keep our equipment and track in shape so that our wheels can be kept going. If you don't receive the honors just remember that you are an important part and are doing a lot in making our railroads what they are.

Now that the war is over we face a bitter battle to hold the business we have been doing, as our competitors will be after this business with blood in their eyes. We must all put our shoulders to the wheel and shove. Courtesy and an encouraging word will help a lot to hold what we have if we cannot gain more.

A pleasant word and a smile may retain or gain a customer. Boost your industry and it will pay dividends!

Two of our principal passenger stations, those at Portland and at Bangor now are marked so that prospective travelers, especially the many strangers who visit our State, no longer have difficulty in finding our "store".

Modern neon-electric signs have been erected at the two stations and both day and night the railroad stations are, for the first time, plainly marked for all who want to purchase transportation.

The sign at Portland Union Station is a double-faced affair, visible for a long distance on both Congress and St. John streets and it not only informs prospective travelers that the building is the railroad station but also informs them it is the location of the Portland Bus Terminal, where both the lines of the Maine Central Bus Lines and the Boston & Maine Bus Lines terminate.

The Bangor sign, visible for several blocks, carries the single line Maine Central Railroad. The sign has been so constructed, however, that additional advertising matter can be added in the future.

Ours Was One!

At the time the United States entered the war in 1941, railroads had 172 streamlined passenger trains in scheduled service.
joyed a vacation and visited relatives in Canada. Clerk Stanley Pike of Wilton is working in the Farmington station.

Beecher Falls, Vt.

By E. W. Bartlett

Lient. Gordon E. Baker, U.S.N.R., Communications Officer on U.S.S. Destroyer Escort, Doyle C. Barnes, has been on active duty in the Pacific for the past year. He is the son-in-law of Retired Conductor Ernest W. Bartlett of Beecher Falls and stepson of the late Ralph L. Barnes. James Meserve, Section Foreman, North Stratford, is now home from hospital feeling much better but not able to work.

Ernest Bartlett, pensioned conductor, is recovering from a recent illness.

Farmington Branch

By G. A. Ellis

Lt. Francis Conway, Jr., stationed at Hastings, Neb., has been spending a furlough with his parents in Farmington.

Valmore Girardin, who has been working for Express Agent Erland Knowles, finished work there Wednesday, and Phil Meade, who worked for Mr. Knowles before entering the service, is now working for him. Both Girardin and McAllister have recently received honorable discharges from the Army.

James Walsh, former Station Agent in Farmington, has arrived in Farmington for the winter after spending the summer in Ellisville, La.

Ernest Butler, West Farmington, was relieved by Spare Agent Horton, during vacation.

Trackman Oliver Dora recently en-

Army, has returned as freight handler, discharging Willis P. Jackson.

W. P. Kelly is working as Checker in place of Ralph Knight, who is hunting. He has already shot a black fox, but no deer.

Rumford

By J. J. Shahan

During vacation called on many old friends and former fellow workers. The old turnaround paper job from Rumford to Rumford Falls Railway was named after John Barker, who was Conductor on the run for years. He has always lived in the Virginia district of Rumford, and entered the service of the Portland and Rumford Falls Railway as night watchman and was promoted to foreman and engineer. Later he was assigned to work in the roundhouse, and remained there until his retirement. The night of his retirement, he was surprised to find his fellow workers gathered at his son's camp, Worthley Pond for a farewell party. After a chicken pie supper was served, he received a wrist watch with the best wishes of all present. He is shown with Mrs. MacDonald.

Bartlett, N. H.

By J. E. Winslow

Some of our boys from the armed services have been home on furlough among them Major Henry Mead, son of Engineer C. F. Mead, Leighton Washburn, son of Engineman F. H. Washburn, Cpl. Allen Birdwood, son of Ofr. Birdwood, and Cpl. Merle Burke, former Trackman and son of Joe Burke, Sec. Foreman.

Due to shortage of food in the woods bears around here have been coming out into the open and about ten or a dozen have been killed in Bartlett this fall.

Opr. Bishop of Winthrop called on us recently.

Former Roadmaster Clifford Higgins spent part of his vacation here and while playing golf at Jackson saw a big moose walk across the golf course.

The section dwellings at Sawyers River rely. House and Mt. Willard have been undergoing extensive repairs.

The old plank platforms at Intervale and Glen have been taken out and new bituminous concrete ones are being put in. Crawford Notch is to have one, too.

Waterville Shops

By Robert D. Woods

Word of the death of Chas. Feebione, F 2/c, killed in action overseas Pacific Area in May, has been received. He was formerly employed as Conductor at Waterville Engine House.


Robert Emery, recently discharged from service, has returned to work in Freight Shop as Carman.

The Engine House Office is receiving a new coat of paint.

Asst. Eng. House Foreman Hazen Fowler is enjoying a hunting trip.

A new road has been recently built extending from the Mill room to the Main Office, also in progress is one from Main Office to College Ave. via river bank.

Elec. Helper Frank Grover is on a hunting trip at Moosehead Lake.

Pass. Shopmen and Mrs. Harry McCaslin are enjoying a vacation in New York.

Mr. and Mrs. Basil F. Thompson

Miss Hilda L. Taylor, daughter of Otis E. Taylor, Waterville Shops sheet metal worker, and Mrs. Taylor, became the bride of Basil Thompson, carving in freight repair shop, on Sept. 12 in the First Baptist Church at Fairfield. Thompson recently returned from three years' service overseas.

Stkr. Geo. Stickinich, Fgt. Shop

[12]

[13]
Foreman E. J. Johnston, Carmen Abra­ham Johnson, Carmen Roy Lam, Welder Richard Sturtevant, Crane Operator Freeman, Phillips Sheet Metal Worker Dana Sturtevant, together with Bert Bleckford of N. Belgrade are preparing for a big game hunt starting Nov. 5.

T/S Willis Childs, Jr., who has served 3 years with the 58th Enginers has been discharged and has accepted the Gang Leaders position in Stores Dept.

Cecil C. Cayford, former machinist ap­prentice at Water­ville Shops, is now in Germany with the Third Army. The son of H. C. Cayford, shops laborer, and Miss A. Cayford, he en­tered the Army in March, 1943, went to England in Feb., 1944, and took part in the invasions of France and Germany. He was active in Boy Scout work before the war and has re­ceived the Eagle Badge.

Doug Fish has been discharged from the Thayer Hospital. Laborer Carrol Tibbets is back on his job after a short illness.

Announcement is made of the mar­riage of N. Taber, son of Mr. and Mrs. Newman Taber of 40 Osborne St., Fairfield to Miss Erma Haselux of Fres­no, Calif., which took place on May 21st in Clovis, Calif. Pfc. Taber was in ser­vice three years. Previous to his in­duction he was employed as Car Helper, freight repair shop.

Pvt. Basil B. Young formerly 1st Class Painter was home for a few days recently and expects to be shipped overseas shortly.

1st Class Ptr. Henry Pooner and Helper Aprr. Eddie Gurski are at this writing on a hunting trip.

Elec. and Mrs. Frederick H. Rines of South操作系统, is now in England. Sgt. Walker is stationed in Tientsin, China, and returned to Boston Oct. 10th.

Richardson spent a short vacation in Maine. Sgt. Walker is the son of Clerk and Mrs. Ellis Walker, Jr., D. S. Marine Corp., son of Clerk and Mrs. Ellis Walker is stationed in Tientsin, China, with Marine Headquarters, squadron one. Sgt. Walker, who was stationed at Zamboanga in the Philippine Islands, before going to Tientsin, wrote his par­ents that the weather there was much the same as it is in Maine. Sgt. Walker enlisted in the Marine Corps in Novem­ber, 1943.

Dana Sturtevant has been discharged and returned to work recently.

Clerk Eugene Jewell has been dis­charged and is re­turned to work after a short illness.

Emile Carrier has recently been dis­charged from military service and re­turned to work as Trackman on Section 35.

John L. Cote was discharged from the Armed Forces Oct. 2nd and returned to work as Trackman on Sec. 56 Oct. 22nd.

L. F. Brean, Track Supervisor, to­gether with Mrs. Brean, recently en­joyed a week-end in Derry, N. H.

Truck Driver Alfred Lamarche and Mrs. Lamarche are on a 2 weeks' hunt­ing trip at Tientsin.

G. Ansel Libby, Crossingtender, is on vacation.

Several tracks have been removed from within Lewiston Upper Engine

Meet The Lewiston Office Force

(Front row) left to right: Patricia Therrien, Carmen Landry, Lillian White and Rita Cronin. (Back row): Joseph O'Connor, Howard Ham, Russell Briggs, John Bottius and George Brily.

George Russell's crew is here making repairs on the wall.

Corporal John Chase, Station Porter, who has been overseas in the Middle East and Italy for thirty-eight months has received his discharge and is re­ceiving new acquaintances around the Sta­tion. His future plans are uncertain.

By LILLIAN G. WHITE

Emile P. Dumont has bid off 2nd Trick Telegrapher's job in place of John L. McGee, retired Sept. 24th.

[14]
House and the north portion of the building will serve as a garage for the Engineering and Signal Departments and also a large storage space for the Engineering Department.

Pittsfield
By I. L. Sirois

Operator O. E. Buckley showed up Oct. 30 with a nice “buck” on his auto bumper with his tag on it. With him was his son Cpl. Wilton Buckley and Spare Operator A. W. Brown. We gladly took his word for it and didn’t insist on knowing just WHO shot it.

Hotel, Port Halifax Division No. 814, his parents.

after spending a short furlough with his parents.

turned to his post in Childress, Texas.

and Savoy. Greene was the conductor.

Operator Damon and Helpers Gerrish Sampson, X. Y., after spending a week’s vacation periods at Skowhegan and Portland.

We had with us last week the mow-"Tody" says he sure missed Joe “Mac” Northey in Massachusetts. His
turned to work.

Here we have our Section Crew at East Newport. Left to right: Joseph Burke, James Holt, Perry Bryant, Harvey Smith and Foreman Leon Lawrence.

Robert R. Sirois, A/S, son of your correspondent has just returned to Sampson, N. Y., after spending a week’s furlough home on completion of his boot training, where he is now waiting for future assignment.

We had with us last week the moving crew for our late weed cutting with Operator Damon and Helpers Gerrish Sampson, X. Y., after spending a week’s vacation periods at Skowhegan and Portland.

Mr. [Last Name] walked on campus in Boston and observed the Notre Dame-Ohio State game with Mrs. Riley and Mr. [Last Name].

Here ice have our Section Crew at East Newport. Left to right: Joseph Burke, James Holt, Perry Bryant, Harvey Smith and Foreman Leon Lawrence.

monial banquet and presentation of gold emblems signifying forty years of continuous membership. The honored men were Archie C. Towle, of Oakland, Geo. L. Manter of Brunswick, David H. Staples and Edward M. Coyne of Waterville. A large group of brother engineers and invited guests were present. Retired Engineer H. M. Rodick acted as toastmaster and presented the badges. Mayor Geo. Doyle of Waterville addressed the group.

General Agent and Mrs. Travers have been enjoying two weeks’ vacation making a trip to Quebec.

Track Supervisor W. A. Prescott and Track Foreman James A. Riley and Yard Conductor James A. Riley and Mrs. Riley enjoyed a trip out west and vacationing in Houston, Texas.

Lecturer Kenneth Murphy, George Hoffman, David Varney and Harold Huxton.

We are very glad to see that Section Foreman Wilfred Bonner, who was seriously injured several months ago, has returned to work.

Arthur L. Bailey, Motor Car Inspector, of Brunswick is now located in Waterville.

Leo J. St. Pierre, formerly Assistant Track Foreman, is now Work Equipment Maintainer working out of Waterville.

Ralph H. Snow, Jr., son of R. H. Snow, Geo, Foreman P. & H., has returned to his regular job and is entitled of No. 29 P. & O. Job and is entitled “MacMacle’s Slaves.” From left to right: Kearns, Cannon, Thompson, Berry and Sprague.

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Most readers will remember Harry W. Warren, retired engineer, who is now living in Arizona. His home was formerly in Waterville.

Telegrapher A. W. Brown of Pittsfield is substituting in Ticket Office for a few weeks.

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“Eddie” Libby has returned to the middle track messenger job after receiving discharge from the Navy.

Mrs. Foster, First Trick Messenger, has returned to her duties after a visit with her son at the Marine Base at Columbia, S. C. He was formerly employed by the Terminal.

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Bollmaker N. W. Nichols and Stationary Fireman L. J. Rogerson are also on a hunting trip.

Miss Anna Croumey, daughter of Engine House Foreman Carl Croumey was married to Frank in the Holden Congregational Church on October 6. Smaller than three years before, she was in the Pacific Area with the Army now on Civilian Police Duty at Dow Field.

About 38 years ago Hugh Robinson, known by many of his friends as "PT" first started working for the Maine Central Railroad as a section hand on the Bar Harbor Branch under John Small. "PT" continued at the Engine House until the time of his retirement a few years ago. The snapshot shows him as he looks today at 83. He is as full of jokes and stories as ever.

Marian Grant, daughter of Locomotive Engineer J. L. Grant, who recently was honored at a surprise party attended by her, was named president of the Ruth Harris World Wide Guild. She has been attending Northwestern Theological Seminary and Bible Training School at Minneapolos. Miss Grant was graduated from Rigby High School in the class of '44 and had been employed as an attorney's office.

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Downes of Brewer were married on Oct. 15 at a noon ceremony at the home of Dr. and Mrs. E. R. Downes. They are now on an extended wedding trip.

Miss Priscilla J. McGarry, 17, daughter of Gen. Foreman K. O. McGarry, seriously ill for over a year, is now in the Robert P. Trumansburg Hospital, Par­ker Hill Ave., Boston. Any friends of McGarry who wish to send the young lady a card I am sure would be very much appreciated by the young lady.

Superintendent's Office

By MARY E. GIBBONS

Road Foreman Crocker and Engine House Foreman Libby of Calais re­cently took a trip out into the country. Libby informed Crocker that he always saw a deer near a pond. Crocker being a very experienced hunter told Libby that they would not see any deer in the middle of the day. When they ap­proached this spot, Libby pointed out the deer, the deer came over to the car and was very friendly. Crocker did not have anything for the deer except some tobacco, he offered some to the deer and he liked it very much and tried to get his nose in Crocker's pocket to get at his pouch. Crocker told them that this deer came to his place with a broken leg last spring, lie put the leg in his pouch. A farmer told them that his nose in Crocker's pocket to get at this deer came to his place with a broken leg last spring, lie put the leg in his pouch. A farmer told them that their noses in Crocker's pocket to get at this deer came to his place with a broken leg last spring, he put the leg in his pouch. A farmer told them that their noses in Crocker's pocket to get at this deer came to his place with a broken leg last spring, he put the leg in his pouch. A farmer told them that their noses in Crocker's pocket to get at this deer came to his place with a broken leg last spring, he put the leg in his pouch.
charged and is expected to resume work shortly.

Bob Simpson, formerly driver on the Yarmouth run, has bid off the Portland-Bangor run.

Harry Hubbard and Arthur Leeman have bid off runs out of Bangor for the winter.

Clyde Mason of the Portland garage and Russell Jordan of the Bangor garage, have been attending General Motors Diesel School at Flint, Mich.

Clayton Sturtevant of Lewiston has returned from a hunting trip in Quebec.

Bob Anderson, driver on the Portland-Coblanc line, is still confined in the Maine General Hospital as result of injuries received in accident on October 6th. Bob's condition is improving.

Lawrence Warren, George Burns, T. E. Feltwell and Arthur Bennett are among operators who enjoyed vacations during October.

Gloria Hooper, whose husband has recently returned to the States after three and one-half years in the South Pacific, has resigned from her position as clerk.

John J. Lyden, First Trick Chief Dispatcher, and Mrs. Lyden are on vacation in New York.

P. J. McDonough, Night Crew Clerk, is at Mercy Hospital, Portland, recovering from an operation.

Sympathy is extended to A. B. Menneally, dispatcher, Portland, and Mrs. Menneally upon receipt of news from the War Dept. of the death of their son Raymond, reported missing since last Thanksgiving.

Three more Motive Power Dept. employees are going to Chicago to attend the Diesel School in November—namely W. A. Harrington, Trac. Inspector; H. S. Crosby and C. L. Sherman, Fuel Supervisors.

John H. Osgood an Examiner, with Mrs. Osgood have returned from vacation at South Casco, Maine.

James E. Mills, Traveling Storekeeper, has returned after attending Diesel School at LaGrange, Ill.

William J. Henry, Chief Clerk, has returned from vacation a part of which was spent in Elmhurst, Mass., at the home of his son, Richard, who recently returned from overseas in the European Theater of war, and the remainder at his old home in Claremont, N. H.

Mrs. Paul M. Ellington (formerly Elinor Henry) has received her discharge after serving as an Army nurse for 4 years and 5 months, and has moved to her new home in Tulsa, Okla.

Kenneth F. Avery, son of Frank E. Avery, Signal Super., whose picture appeared in the Jan. magazine, has recently returned from overseas where he served as a Scout. Within the past few months he has received two promotions, that of Staff Sgt., and Tech. Sgt. He has also received the Bronze Medal, four battle stars, good conduct medal and two Purple Hearts.

Major Raymond A. Jackson is being welcomed back to the Engineering Dept.

Mrs. Osgood has resigned. Flinn, a native of Oakland, Maine, started his railroad career on Sept. 29.

Mr. Russell then working on the double track through Etna and had been working in the same crew ever since, resigning on Sept. 29.

Miss Cora Hoy, Elfe Clerk, spent a few days at her former home in Groveport, N. H.

John Wheeler Tyack, S 1/c, grandson of General Representative William A. Wheeler, now located on Guam as a Navy signalman.

Lawrence ("Pete") B. Connary, Head Clerk, with Mrs. Connary has returned from a short vacation stay at Lancaster.

We welcome back Robert True, ticket clerk at Union Station recently discharged from the Army.

Miss Rhetta Shaw of the Chief Examiner's Office has recently returned from vacation.

Alice Gallant has received word that her son has arrived in Okinawa.

Mrs. Winnie Strout recently received a telephone call from her nephew who had arrived at Tacoma, Washington after serving 4½ years. He expects to arrive around Nov. 20 at Camp Devens.

Two telephone operators from the B & M visited our operators here recently. They were very sorry time didn't permit them to see all their friends here.

Chiver Lydon, son of Mrs. Ellen Lydon is now in California, expecting to sail for Japan soon.

Our sincere apology to Retired Conductor and Mrs. Ernest M. Dauphinee. In last month's issue we printed a snapshot of the gentleman and, through an error on the part of the Employees' Magazine staff, under a female picture included in the snapshot, we ran a cutline stating it was a picture of Mrs. Dauphinee. This was incorrect and so,

in this issue, we print a photo of both Mr. and Mrs. Dauphinee. We feel sure they will forgive us for last month's error and assure them that editors, being only human, sometimes err.

Robert True

Snapped at Our Lewiston Bus Terminal

(Left to right) Charles D. Earley, Supervisor; Elizabeth Stevens, clerk; Blanche Piondray, clerk; and Harry O. Prince, Inspector.

On the Cover

An employee who meets thousands of our patrons each week (and is heard by thousands more) is Clifford H. Buchelder, announcer at Portland Union Station. "Bach" has been employed at the Union Station since Sept. 21, 1910.
Solving Some Bridge Problems

1. Arch culvert near Richmond, where washed-out wings were replaced by new wings of poured concrete. 2. Kennebec River bridge at Augusta, which is being completely re-painted. 3. Renewing 1500-pound cables on Carlton Bridge at Bath. The new cables, with sockets attached, ready for installation. 4. Flaring ends of new cables, preparatory to fitting sockets.

(Story on page 9)