

# BOSTON AND MAINE RAILROAD MAGAZINE

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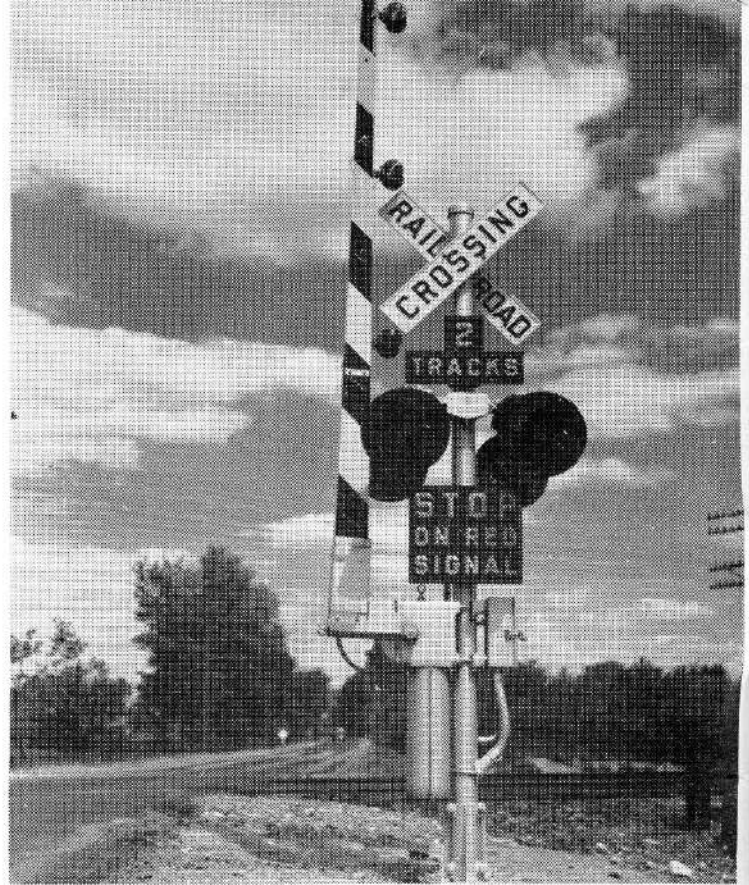




## SIGNS OF LIFE FOR THOSE WHO PAY HEED

One hundred and ninety-eight automatic electric safety devices are now in service on Boston and Maine highway grade crossings, reflecting our Company's consistent effort to better safeguard the public against accidents on such crossings. Automatic gates and flashing lights of the type pictured on this page have rolled up nearly 135 years of crossing service thus far without failing to give timely warning of approaching trains

Efforts to install modern automatic safety devices on railroad crossings sometimes are opposed by people who believe that children will not heed such warnings unless a crossing tender is on hand to make them. Such opposition vanishes rapidly soon after such installations are put in service because experience shows that children observe such warnings oftentimes more carefully than adults





# Crossing Safety—Everybody's Job

1950 Campaign to Reduce Railroad Casualties Among Employees and the Public  
Needs Public Acceptance of Its Responsibility at Railroad Grade Crossings

OUR railroad and its employes are co-operating earnestly with other railroads in a determined effort to improve on 1949's safety record by at least 15 per cent, but the general public has a big responsibility to meet if the job is going to be done.

Reducing employe accidents is one part of the job; lessening casualties among the traveling public is the other part — but no matter how much our railroad and our employes try they can't THINK for the public.

Highway grade crossings are by all odds the major source of railroad accidents causing casualties among the traveling public. In the last nine years, ending last December 31, there were 87 persons killed and 317 injured in grade crossing accidents on the B. and M. system.

To prevent such accidents the B. and M. and its employes have consistently co-operated with public regulatory agencies in providing every possible safeguard but in spite of these combined efforts, too many pedestrians and motor vehicle operators fail or refuse to heed warning signs and very often they pay with their lives, as the records show.

In its effort to curb grade crossing accidents the B. and M. embarked on an extensive program immediately after the close of World War II, to replace many of our manually protected crossings by the latest automatic, electric safety devices science has been able to produce.

In the past few years approximately 190 of these modern devices, including 55 automatic gates and flashing light combinations, and 135 modern back-to-back type flashing lights, have been installed. This program is expanding steadily, as rapidly as state regulatory bodies authorize installations.

Already the performance of these safety mechanisms has shown a consistently im-

proved record of protecting both pedestrians and motorists. At mid-1950 the automatic crossing devices on our system had a combined experience of more than 135 years of crossing service and not a single breakdown had occurred to mar their record of giving timely warning to guard travelers against approaching trains.

They completely eliminate the element of human error or failure that now and then mars safety records at manually protected crossings. They give sure and ample warning of approaching trains, day and night, in good weather and in bad. They do everything but *think* for the people traveling over the crossings.

Records of crossing accidents on our railroad show clearly that the fault in the overwhelming majority of cases lies with the traveling public. But lest our records might be regarded as prejudiced let's see what the Highway Railroad Crossing Committee of the National Safety Council says on the subject.

Reporting for 1949 the committee listed as the *principal* causes of such accidents, the following:

1. The motorist fails to observe and obey crossing warning signs and signals.
2. The motorist sees the train approaching but misjudges the speed.
3. The motorist waits for one train to clear then starts across, but is struck by another train approaching from the opposite direction.
4. The motorist is so familiar with the crossing, having passed over it hundreds of times, that he uses no caution.
5. The motorist has defective eyesight, defective hearing, or both, or is otherwise physically or mentally deficient.
6. The motorist has too much alcohol in his system.
7. The motorist, driving at night over familiar territory, drives at a speed too great for conditions existing. Consequently, he cannot stop in time.
8. The motorist drives a faulty car and is unable to stop or start at the proper time, or stalls his car on the crossing.



The Boston and Maine, like other railroads, lives up to the responsibility placed upon it by traditions handed down from horse and buggy days to protect its grade crossings. It does so by installing, under the order or approval of the state utilities commissions, whatever means of protection seems best for each specific location. Every crossing presents its own individual problems. Each crossing has to be studied carefully by trained engineers and from their studies a specific type of crossing protection has to be applied. This type of study and investigation goes on constantly all over our railroad system.

But whatever type of protection is decided upon there is one thing our railroad can't do and that is to direct the thinking of every human being who walks or drives up to the crossing.

The National Safety Council is keenly aware of this human failure and is working closely with railroad safety agencies in trying to educate the public to the dangers ever present at railroad crossings.

Through various types of publicity the National Safety Council is doing its best to urge people to:

1. Observe crossing signs, signals and markings.
2. Approach all highway-rail intersections with his vehicle under control, prepared to stop, if necessary.
3. Look and listen. If the view is not clear, he should use extra caution.
4. Obey the traffic rules.
5. Support police agencies in enforcing safe driving at highway-railroad crossings.

"Experience," says the National Safety Council, "has demonstrated that crossing safety is everybody's job.

The B. and M. knows the truth of this from an analysis of grade crossing accidents in our territory over a period of years. Oddly, perhaps, our records show that people who live near railroad crossings and therefore should be most familiar with them, are very often the victims of crossing accidents.

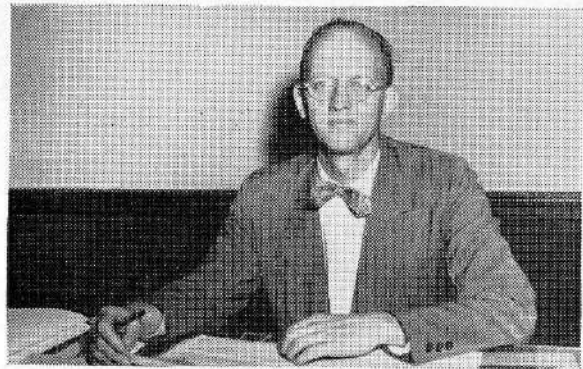
This means friends or neighbors of ours — people in our own communities. And this is where our B. and M. employes can help to solve these crossing accidents. We can set a good public example, on duty or off duty, by practicing safety ourselves whenever we have occasion to cross railroad crossings, and by helping spread the word among friends, and in groups or organizations to which we be-

long, about the need of public responsibility for safety.

Our railroad is anxious to do all it can to promote safety, but the task is a big one and unending. It means constant efforts to educate people to a greater regard for safety and it will take whole-hearted co-operation on the part of all of us — railroad management, railroad employes and the general public — to make real progress.

We must remember, and we must remind others to remember: "The Best Safety Device Is a Careful Person."

## Named to New Post



Herbert E. Bixler

Appointment of Herbert E. Bixler as general superintendent of transportation for the Boston and Maine and Maine Central Railroads, effective July 1, was announced by F. W. Rourke, vice president — Operations. On the same day Samuel E. Miller, assistant general manager, retired from active duty and the position he held was abolished.

Bixler comes to his new post from the New Haven Railroad, where he served 14 years, starting as car service inspector and advancing as transportation inspector, merchandise supervisor, superintendent of freight transportation and transportation assistant, which latter post he resigned to associate with the Boston and Maine and Maine Central.

He is a graduate of Phillips Exeter Academy and Amherst College and holds an M.S. degree from Yale.

### Family Mystery

Neighbor: "Son, your father comes home every evening and bathes and shaves and eats supper and then leaves home, what does he do?"

Little Boy: "That's what mamma wants to know."



## *B. and M. Tests "Damage-Free" Freight Cars*



*View of the new 50-ton all-steel experimental freight car, 10 of which have been leased by the B. and M. in the hope of safeguarding and expediting valuable freight*

INTRODUCING to New England a new type of "damage-free" steel freight cars, the Boston and Maine management has leased on an experimental basis 10 new 50-ton box cars.

The new cars were designed by the General American-Evans Company for the purpose of helping railroads reduce claims for freight damaged in shipment. The cars are 50 feet long, which means 25 per cent more lading space than the conventional 40-foot box car, and they are equipped with special loading devices which make possible a larger load. The loading device and the greater space combined are expected to add about 50 per cent to the capacity compared with standard cars.

The new cars were put into service immediately on our lines in handling less-than-carload merchandise and newsprint between points on our system and points in Maine. Shippers using the cars for the first time are given careful instructions in how to load them and each shipment is studied closely to determine how the cars measure up to the expectations of their builders.

The Evans damage-free loading device on the cars consists of eight rails on either side of the car interior. As the car is loaded the rails are slipped into place from door post to corner post, holding the load in place and forming

shelves to support the weight of the shipment so that it does not bear heavily upon freight beneath. The wall rails have locking devices on each end which are easily operated by hand.

The cars are equipped with trucks intended to absorb shocks and provide a "Pullman-like" ride for fragile merchandise. The underframe is specially designed to eliminate shocks resulting from handling in freight yards.

The car exteriors are finished in a conspicuous green with a yellow stripe on either side extending diagonally downward from one end to the bottom of the eight-foot sliding door. The letters "DF" for damage-free, are painted on the striping. On the other end of the cars is painted the letters GAEX and the car numbers, their capacity (100,000 pounds), the load limit (159,240 pounds), and the car weight when light (59,240 pounds).

The General American-Evans Company, builders of the cars, plan to lease these cars on a 10-year basis rather than sell them, and propose to build up a pool of such cars and follow their individual movements closely so that cars can be diverted from one railroad to another as shortages or surpluses may arise, after the manner of privately owned pools of tank cars and refrigerator cars.



NEW TYPES OF SMALL COLONIAL STYLE STATIONS



(1) Open front station at Lochmere, N. H. (2) Larger type, closed station, with stove heat, at Farm Hill, Mass. (3) Small, closed type station, with stove heat, at Ward Hill, Mass. (4) Station at Newfields, N. H., similar to that at Ward Hill



## *Streamlining Stations to Modern Needs*

A forward-looking program to replace oversized and sometimes antiquated passenger stations with streamlined stations designed to meet the needs of modern communities is under way on the Boston and Maine system.

Thus far the program has been limited to small stations in order to provide experimental bases for future planning and from these early models two standard types of small and medium-sized stations have been developed by our Engineering Department.

The modernizing program is a recognition of the changed relationship which exists today between railroad stations and the communities they serve as compared with conditions several decades ago. In former years, when railroads were the principal means of fast transportation between communities, the railroad stations were practically community centers. Consequently they were made spacious and magnificent in their proportions and architecture. Today other forms of transportation help to meet community needs and the railroad finds itself with many huge stations on its hands along with maintenance costs out of all proportion to the patronage the stations handle.

The new station program is being engineered primarily to provide stations that fit the needs of the community served and at the

same time make them attractive enough to be an improvement on the community landscape. To this end the new stations, small and large, will be in Colonial style architecture, a typically New England motif.

The first such station to be constructed, a small, single room affair, nine feet by 12 feet in dimensions and with its track side open, was at Lochmere, N. H., between Tilton and Laconia. A similar style structure has been built at Stony Brook, Mass., on the Fitchburg Division. Other structures of similar dimensions but with closed fronts have been installed at Salisbury, Mass., on the eastern route of the Portland Division, and at Ward Hill, Mass., and Newfields, N. H., on the western route of that division.

These stations represent the smallest type of station, where no agents are located and where patronage is extremely light. A somewhat larger type, 12 feet by 18 feet in size, entirely inclosed and with stove heat, has been erected at Farm Hill, Mass., on the Stoneham Branch, and other locations are under consideration. A similar station has been approved for installation at North Street, Salem.

Plans have been completed for construction of stations 16 feet by 34 feet in dimension, with office space for an agent, to be located in

*Our remodeled station at Portsmouth, N. H., pictured here, does not follow a standardized pattern but its styling does carry out the Colonial motif adopted for future station construction and reconstruction projects*







Here is pictured our century-old passenger station at Ballardvale, Mass. (right) which has been replaced by the smaller waiting station at left. The new station building is not one of the standard Colonial designs adopted for future construction but was adapted from a baggage room annex formerly located on that site and connected by a breezeway with the larger frame structure which recently was razed

several small communities already selected, but actual work on these is awaiting final approval.

Last Fall when our old station at Portsmouth, N. H., was modernized the Colonial motif was carried out but the engineering represented a remodelling of the existing structure and not as a standard of design for stations of that size.

More recently a small annex of our huge century-old station at Ballardvale, Mass., was made over to serve as a waiting room, with office space for the agent, and the large station

structure to which it was formerly attached by a breezeway, was torn down. No standard design was used for this new station because the work represented a reconstruction of an existing building.

While the Passenger Traffic Department and the Engineering Department are collaborating closely in the new station program the program has been largely pioneered by H. C. Archibald, assistant to the chief engineer, and the Colonial designs have been worked out by J. L. Brackett, architect in the Engineering Department at Boston.

## *New Hospital Plan For Employees*

Expanded surgical benefits and protection against expenses incurred through disability due to infantile paralysis are provided for our employes in a new two-year contract between the Boston and Maine Railroad and the Continental Casualty Company, effective July 1.

The new contract, which requires a slightly higher premium, was recommended by the Association of General Chairmen of the standard labor organizations on our railroad, and was agreed to by the Company in the interests of protecting employes and their dependents against the burden of hospital and surgical expense.

Payroll deductions for all employes insured under the new plan are as follows: Class 1, which includes only the employe, 75 cents weekly or \$3.25 monthly; Class 2, covering

the employe and one dependent, \$1.40 weekly or \$6.07 monthly; Class 3, for the employe and his family, \$1.75 weekly or \$7.58 monthly.

The new plan raises the maximum allowable for a surgical operation to \$200 instead of \$150 as in the past year, and provides a maximum of \$5,000 to cover expense incurred over a period of two years by an employe or his dependents if disabled by infantile paralysis.

In a report to officers and employes of the Company on the operation of the plan for the past 32 months, President E. S. French pointed out that a total of \$1,268,082.47 has been paid out by the insurance company for employes or their dependents for hospital and surgical expense and accidental death, or about 90 cents of each dollar of premiums paid in by employes during the same period.

# *The Newspapers Give You Work*

## {A STUDY IN FREIGHT CLAIMS}

By Larry S. Vaines, *Supt. Loss & Damage Prevention*  
Canadian Pacific Railways

You buy the newspaper because you're a normal, intelligent person interested in world affairs. You wish to read the latest on Russia; the atomic or hydrogen bomb, on how your favorite baseball team fared last night, but did you ever stop to think that nearly every newspaper sold helps pay your salary?

Did you know that three of every five pages of newspapers printed throughout the world come from Canadian wood such as spruce and balsam in the East and Western hemlock in the West. A mixture of about 85% ground woodpulp and 15% sulphite pulp is required to make a sheet strong enough to withstand the printing presses.

Groundwood pulp is comparatively cheap and simple to make. First the logs are cut up into 4' 0" lengths; the bark is removed by friction in revolving steel drums, then the wood is ground into pulp. This process is accomplished by forcing the wood under a pressure of from 25 to 35 lbs. per sq. inch against cylindrical grindstones, which are sprayed with water to both cool the stones and carry off the fibres, to which more water is added to make a thin pulp. This is then refined by passing it through both coarse and fine screens.

Sulphite pulp, which gives newsprint its strength, consists of practically pure cellulose. It is obtained by a cooking process which eliminates the other components of wood including lignin, carbohydrates, proteins, resins and fats common to groundwood pulp. The logs are first cut up in a chipper by revolving knives and fed to a digester which is lined with a special brick to resist the acid action of the calcium bisulphite liquor forced in from the bottom. Steam is issued to increase pressure and temperature and after several hours of cooking the wood becomes a pulp which is forced into blowpits and thoroughly washed to remove all traces of acid. After passing through a screening process this pulp is mixed in the required portions with the groundwood pulp; then it is ready to be made into newsprint.

The mixture is again screened and moved onto the fourdrinier wire, an endless belt of wire cloth through which the water drains, leaving a damp sheet of pulp which is passed onto woolen felts and further squeezed in suction presses to reduce the water content. The sheet is then carried on endless cotton dryer felts around numerous iron cylinders containing steam until its moisture content is reduced to about 8%. In drying, the small wood fibres become firmly attached to one another, really a felting process which produces a continuous sheet that is smoothed and polished by being passed through heavy iron rollers. The finished paper is finally cut to the required widths and wound around steel tipped paper cores.

The rolls, after wrapping, are carried by modern lift trucks to high class freight cars which have been carefully cleaned, searched for nails and padded by several sheets of heavy paper at the doorposts. Loading methods vary; usually rolls are placed on end, three across or staggered. Some cars are loaded solid, others by the "key roll" method, i.e., with two to five rolls steel strapped in the doorway; or in floating loads with one unit steel strapped each end of car with space at each end and in doorway to allow movement in transit.

Canada's 1949 newsprint output amounted to 5.2 million tons, of which 4.4 million tons moved into the United States, resulting in much work for railroaders and approximately \$385 millions of badly needed U. S. dollars for Canada. Hundreds of box cars are loaded and move over Canadian Pacific lines every day. You can pick them out on almost any freight train by the placards simply stating "Newsprint" or placards also begging for "Careful Handling."

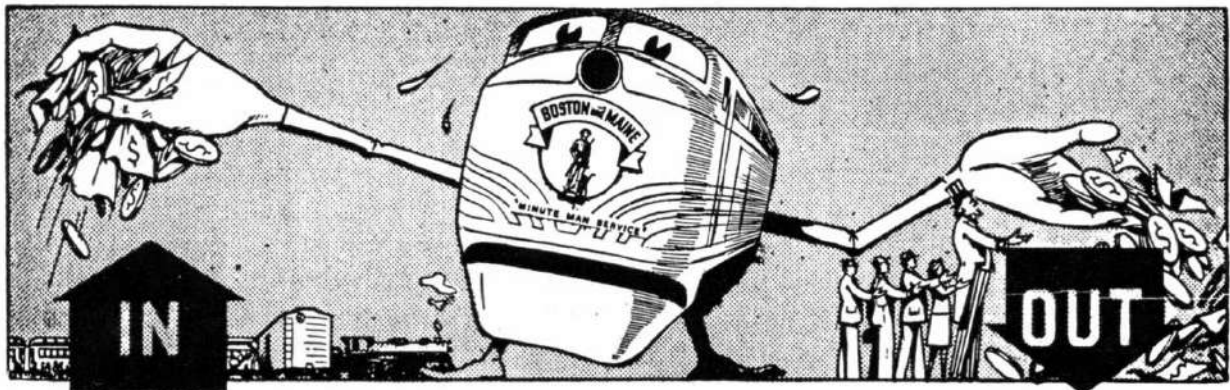
MR. ENGINEER, MR. CONDUCTOR, MR. TRAINMAN, MR. YARDMAN:— Have you ever handled any of these cars? Of course you have, but do you know each car contains from three to four thousand dollars worth of newsprint? Do you know



that newsprint is a very fragile commodity; that rolls always rotate in transit; that ROUGH HANDLING will cause these rolls to cut and chafe one another and flatten? Yes, flatten so much that even the steel tipped cores are crushed! Do you know out-of-round rolls can cause paper breaks in a modern highspeed press and that it takes up to fifty minutes to clear and rethread the paper? During this time many thousands of copies could have been printed. Can you blame the pressroom superintendent for getting mad and refusing to use any but perfect rolls?

Our Company is paying out hundreds of thousands of dollars for damage which is resulting in shippers routing by truck and steamship. What does this loss mean to the men on the spare board? Remember, from the pulp and paper industry there is a potential traffic of many millions of tons requiring movement of hundreds of thousands of car-loads annually, which can do much towards full railroad employment. This traffic helps you two ways; directly it gives you a job, and indirectly it is responsible for movement of other traffic made possible by the foreign exchange earned.

## HOW WE'RE DOING



### IN MAY, 1950

		<i>Cents of Each Dollar of Income</i>		<i>Cents of Each Dollar of Income</i>
<i>We Took In:</i>			<i>We Paid or Provided For:</i>	
From hauling freight	\$5,614,467	78.75	Wages.....	\$3,887,129 54.53
From carrying passengers.....	836,036	11.73	Material and fuel.....	1,217,260 17.07
From transportation of mail, express, milk and incidental revenues and income....	678,454	9.52	Other operating and maintenance costs..	516,853 7.25
			Taxes.....	562,073 7.88
			Interest on money owed, rental of property, etc.....	702,899 9.86
			<i>Total Outgo.....</i>	<i>\$6,886,214 96.59</i>
			Balance between Income and Outgo (See Note Below).....	242,743 3.41
<i>Total Income.....</i>	<i>\$7,128,957</i>	<i>100.00</i>		<i>100.00</i>

The balance remaining after payment of bills, which must be used for reducing the Mortgage, making Improvements to Road Property and Equipment and for providing a return to stockholders on money invested \* is \$242,743 or three and forty-one hundredths cents of each dollar taken in. \* No return to stockholders since 1932

# Among Those *RETIRING*



Samuel E. Miller

One of the best known officials on the Boston and Maine and Maine Central Railroads terminated 51 years of active service when Samuel E. Miller of Melrose, assistant general manager, retired on July 1.

Miller entered B. and M. service on March 4, 1899, as a telegraph operator and ticket seller. He advanced through a succession of positions, including operator in dispatcher's office; transportation inspector; acting superintendent of transportation; superintendent of the Southern Division (in 1922); then was made general superintendent of transportation in 1925, and was appointed assistant general manager in 1928, five years later this authority being extended to include the Maine Central Railroad and Portland Terminal Company. Vice President F. W. Rourke-Operations, announced that Miller will continue to serve in an advisory capacity, on special assignments.

Orilla Morris of Portland, clerk in the Auditor Passenger Receipts Office, retired

June 30 after 32 years of service, starting with the Maine Central Railroad and transferring to the Boston and Maine in 1933.

Rachel Moses, of Salem, janitress at the Salem station, retired June 15 after more than seven years' service.

Walter S. Hart, 69, of Lawrence, locomotive engineer on the Portland Division, retired May 25 after nearly 49 years' service.

Leroy W. Smith, 72, of Bradford, Mass., yard clerk at Haverhill, retired July 15 after 49 years and four months' service.

## *Railroad Y News*

By Ray Maddocks

Summer activities of the "Y" take on a different trend. We're all going outdoors more. Already a large group of B. and M. folks are making their plans for two big baseball games left on our schedule. Friday night, Aug. 11, will find some 500 taking in the Braves-Dodgers game and Wednesday night, Sept. 6, some 700 cheering fans will occupy a large section of seats for the Red Sox — Yankees game. The deadline for getting these tickets is one week ahead of the game for the Braves and at least two weeks ahead for the Red Sox. So plan to get tickets while they are available. These are reserved seats.

For the many who enjoy themselves on a boat trip we've scheduled Saturday, Aug. 19, for an all day trip to Provincetown. This picturesque cruise will get underway at 10 a.m. on the Wilson Line Luxury Liner Boston Belle. After a short stopover at Plymouth the ship will dock at Provincetown for almost three hours of fun. Reduced fares have been made possible to our group so don't miss it.

### Quick Thinking

The man's wife caught up with him in a bar, sampled the highball he was drinking, and demanded:

"How can you drink such horrible stuff?"

"See," said the husband, "and all the time you thought I was out having fun."



## Seven Receive Gold Passes

Seven more veteran employes have achieved the distinction of serving the Boston and Maine for a half century, including five Operating Department employes, one from the Mechanical Department, and one from the Purchasing and Stores Department.

Frank McGrath, 65, of Salem, Mass., traveling storekeeper for the Purchasing and Stores Department and widely known around the system, completed his 50 years of service on July 12.



*Frank McGrath, traveling storekeeper (center), receives his Gold Pass from A. W. Munster, vice president-Purchasing and Stores, at right, while General Storekeeper O. A. Donagan looks on. McGrath's fellow employes presented him with a fine table radio*

Henry Dunlap, 70, of Somerville, a hostler for the Mechanical Department, completed a half century of service on July 1.

Operating Department employes who received Gold Passes are: Herbert E. Hall, 71, of Keene, agent-operator there; Edwin E. Weldon, 72, of Malden, directing leverman on the Terminal Division; Arthur G. Smith, 69, of Newburyport, a passenger conductor on the Portland Division; Howard L. Fish, 73, of Wilmington, a Portland Division locomotive engineer; and Arthur H. Parsons, 73, of Waltham, agent at Edgeworth.

Each man received a personal letter of congratulations from President E. S. French.

### Has Rare Silver Spike

A silver spike once used by the Central Railroad of New Jersey to mark a not widely known incident which followed the assassination of President Garfield in 1881, is a treas-

ured possession of Loren L. Davis of Bellows Falls, Vt., track supervisor in District 5.

According to information furnished Davis by the Central Railroad of New Jersey the spike was made especially to commemorate the overnight building of a special section of track at Elberon, N. J., to enable the mortally wounded Garfield to be moved by train to a cottage on the ocean front at Elberon.

Garfield was shot in a station of the Pennsylvania Railroad in Washington by Charles J. Guiteau, a disappointed office seeker. Garfield and his family had been staying at Elberon just before he was shot and he expressed a wish to be taken there. In order to meet his request a spur track was constructed overnight (Sept. 6) by a crew of 2,000 men, working in 110 degree heat, from Elberon station of the New York and Long Branch Railroad, to the cottage. There being no hospital cars in those days the seats were removed from a passenger car and a cot was slung on ropes and springs attached to opposite sides of the car, to accommodate the wounded president. Garfield remained at the cottage until he died, Sept. 19. His slayer was executed nine months later.

The silver spike owned by Davis came into the possession of his wife, now deceased, through a relative who was a president of the Central Railroad. Its four sides are inscribed with the significant data of the incident, "James A. Garfield, September 6, 1881, Francklyn Cottage, Elberon, Central Railroad of N. J."

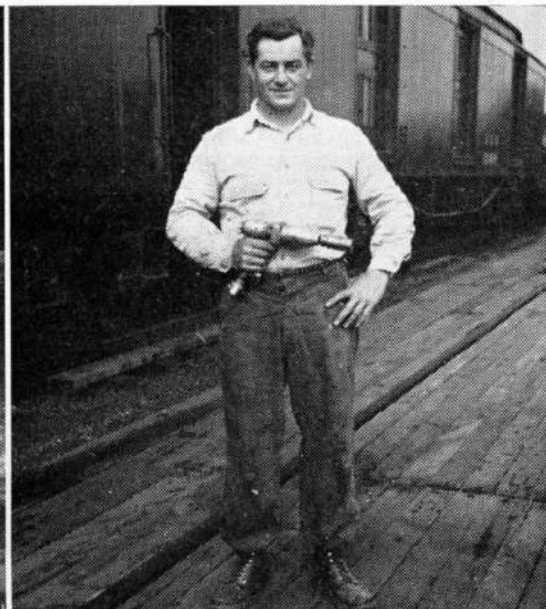
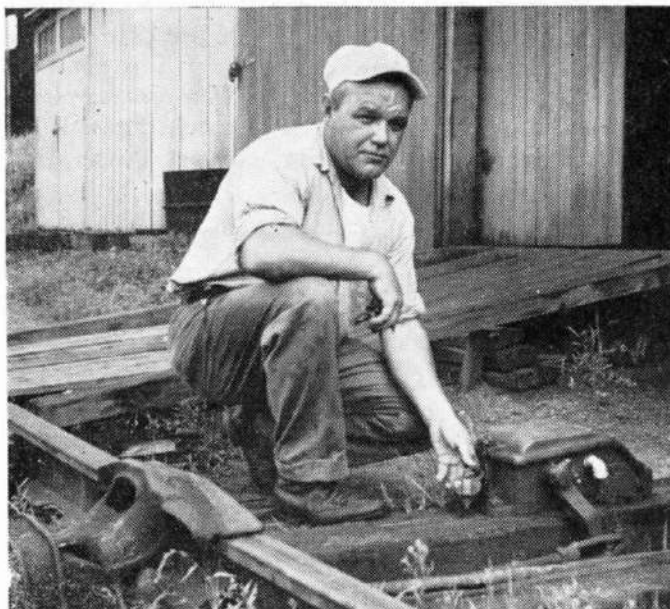
An odd coincidence of the fact that the rare spike is owned by a Boston and Maine employe is that President Garfield's grandson, James Garfield of Cambridge, Mass., is a member of the Board of Directors of the Boston and Maine.

#### THIS SPEEDY AGE

It happened during the late war, they say. In the hustling mob which thronged a Chicago railroad station, an attractive young woman in a bridal veil was waving good-bye to a corporal on the rear platform of a departing train. Suddenly her face registered panic and dismay. "Darling, darling!" she yelled, running after the moving train. "I forgot to ask you . . . What is our last name???"



# The Suggestion System



Two Fitchburg Division employes crashed through with sizable Suggestion System awards recently. Signal Helper Anthony Kirejczyk of Greenfield (left), received \$125 as an increase on the original award of \$5 paid to him for a more efficient, time saving method of refilling oil switchheaters in winter, while R. W. Ethier (right), carman at East Deerfield, got \$42 for his time-saving idea of using the reversible impact wrench he holds when repairing and cleaning air brake triple valves

A total of \$1,048 was distributed in May and June among employes just in time for their vacation trips—and simply because they used their heads to offer valuable suggestions through our Labor-Management Suggestion System.

Among the high-liners in recent weeks, according to Suggestion System Manager Charles J. Griffin, were Signal Helper Anthony Kirejczyk of Greenfield, who got an increase award bringing his total to \$130 for an idea simplifying the filling of oil switch heaters in winter months; Machinist R. F. Otis of East Cambridge Shop who received \$100 as his 13th Suggestion award; and Carman R. W. Ethier of East Deerfield, who received \$42 for his first award.

Other award winners identified recently are:

#### CONCORD CAR SHOPS

R. B. Perkins.....Machinist helper

#### TERMINAL SHOPS

Alfred Coates.....Machinist (5)

J. Concannon.....Machinist

E. P. Goodwin.....Wiper  
 W. Harris.....Machinist  
 F. J. Irwin.....Car Repairs  
 G. J. Knowles.....Sheet Metal Worker  
 G. A. Oakes.....Machinist  
 R. F. Otis.....Machinist  
 N. W. Rice.....Electrician  
 R. Salter.....Electrician  
 Abram Stanford.....Relief Operator  
 D. M. Philbrook, Jr.....Machinist

#### FITCHBURG DIVISION

W. J. Haggins.....Engineer  
 P. W. Johnson.....Yard Clerk  
 Fred Kenney.....Scale Repairman  
 Frank Putala.....Asst. Baggage-master

#### PORTLAND DIVISION

R. E. Chandler.....Telegraph Operator

#### TERMINAL DIVISION

A. H. P. Nelson.....Switchtender

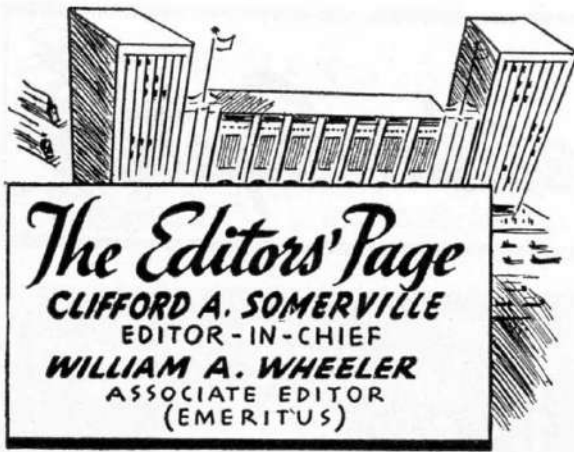
#### Or Wolves, Maybe

An old storekeeper was sitting in front of his little store in a small village when two city slickers drove up:

"Hey, Grandpa," said one of them, "how long has this town been dead?"

"Well," said the old man, peering over his glasses, "not so long, I reckon. You're the first buzzards I've seen."





### *The BRC Urges Courtesy*

"Courtesy makes friends for the railroad — jobs for you."

This is the theme of a highly effective series of three-color posters recently distributed on our system and over other railroads by the Brotherhood of Railway Clerks.

The posters are designed in a series of different pictures, each one picturing the daily activity of one or more of the several classes of railroad employes covered by the Clerks organization, messengers, telephone operators, freight handlers, baggage and parcel room clerks, information clerks, ticket sellers, station gatemen, etc. The same brief and impressive message is printed on each, "Courtesy makes friends for the railroad, jobs for you."

The program sponsored by the Clerks is intended to dramatize to members of the Clerks union the agreement reached by railroad management and labor in a meeting in Washington several months ago, in which the need of courteous and efficient service by railroad employes was declared essential to aid the railroads to succeed and to provide jobs.

### *Agent Wins Praise*

The kind of service that wins lasting friendships for our railroad is exemplified by Agent Charles D. Bonner of Deerfield, judging from an editorial which recently appeared in the Deerfield Alumni Journal of Deerfield Academy. The item was as follows:

"We are happy to have this opportunity to pay tribute to Mr. Charles D. Bonner, the very capable Deerfield station-agent for the Boston and Maine Railroad. It is no exaggeration to say that there is no more welcome sight to the boys than Mr. Bonner. Certainly there is no more popular announcement

than the periodic one which begins, "Mr. Bonner will be down at three o'clock to sell tickets for . . ." It is a tremendous job to move several hundred boys in so many different directions at once, and the school is deeply grateful to Mr. Bonner for the ease and skill with which he has accomplished this arduous task over so many years. Even during the most difficult period of the war Mr. Bonner managed to see that every boy got home in some fashion. No last-minute change of plans seems to bother him and no reservation ever seems impossible. The always pleasant fact of vacation is made more pleasant for all of us through our contacts with Mr. Bonner."



Mrs. Beatrice P. Heflin, telegraph operator on the second trick at Halcyon, N. H., while driving home to Concord about 1 a.m., on completion of her night trick, saw fire around the wheel of Train 351 as she passed. Unable to attract the attention of the train crew in the caboose she returned to Halcyon and stopped the train, and won a commendation from Division Superintendent A. W. Malloy — Conductor A. J. MacDonald of the Cheshire, whose courtesies and assistance to Mrs. W. F. Taylor of Keene, N. H., when the latter became ill while traveling to Boston en route to Florida last February, were remembered by Mrs. Taylor with grateful words of appreciation when she returned north in Spring — Thomas "Al" Maher, gateman in North Station, for his courtesy and aid to two Sante Fe Railroad employes who missed their train to New Brunswick. Maher arranged hotel accommodations for them in Boston and got them train reservations for the following night. His conduct brought a long letter of praise from Mr. and Mrs. Louis J. Clemens of Los Angeles, Cal.

### *This Month's Cover*

*Completing its night run from New York City, the State of Maine meets the first glint of sunrise at 5.45 a.m. (EST) as it passes Portland Terminal Tower 3 on the trestle just east of Union Station, Portland. In the locomotive cab are Engineer Roscoe Horne of Portland and Fireman Clayton W. Kennedy of Lawrence, Mass.*

## *Mileage Pay May Bar Security Claims*

Railroad employes whose wages are paid on a "mileage basis" are subject to possible disqualification for unemployment and sickness benefits, under certain conditions, the Railroad Retirement Board warned recently.

Those affected by this provision of the law include employes who are engaged in train-and-engine, yard, dining-car, sleeping-car, parlor-car, and Pullman-car service or in express service on trains. A claimant who works in any of these occupations is required to advise the Board of the amount of his earnings during any 14-day registration period, and also during the two weeks immediately preceding. If his earnings in the registration period amount to 20 times his daily benefit rate, no benefits can be paid to him for that period. Likewise, if he earns 40 times that rate in the 14-day registration period and the two-weeks preceding, no benefits are payable.

The following example illustrates how the disqualification works. Suppose an engineer whose daily benefit rate is \$5 registers for 8 days of unemployment in a 14-day period, but works on the other 6 days and earns \$100. His claim would be denied because his earnings during the registration period are 20 times his daily benefit rate. If he earns only \$80 during the registration period, but \$140 in the 2 weeks preceding, no benefits could be paid since his earnings for the 28 days would be more than 40 times his daily benefit rate.

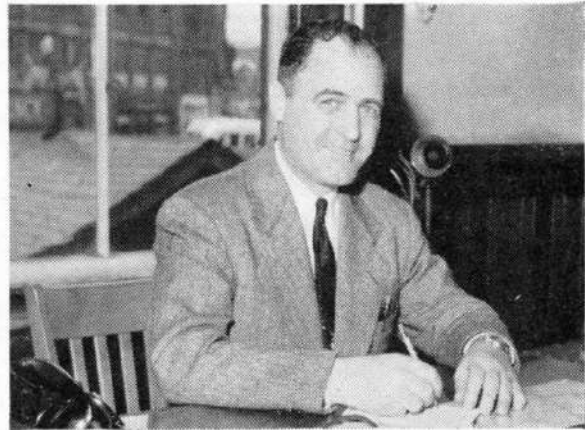
Failure to provide correct social security numbers when filing claims or when corresponding with the Railroad Retirement Board frequently results, the Board says, in delaying benefit payments or in giving an employe information the employe desires.

Unemployment claims, in particular, often are filed with an incorrect social security account number or with none at all. An employe can prevent much unnecessary delay by making sure that his unemployment claims agent has the correct number and that it is entered correctly on the application and claim for unemployment benefits.

This word of caution also applies to applicants for sickness benefits. However, in this case, it is the applicant's own responsibility since sickness applications are filed by mail.

When filing applications for retirement of survivor benefits, the correct employe social security account number should be shown. But, when writing to the Board about retirement or survivor benefits after a claim number has been assigned, the claim number instead of the social security number should be given.

## **Meet Your Reporters**



*William E. Mahan*

Oddly enough the usual nickname, "Bill", for a man whose name is William never seemed to attach to William E. Mahan, trainmaster's clerk at Fitchburg, and both railroad associates and friends invariably called him by his middle name, Elmer.

Elmer has been in B. and M. service a little over 17 years. He started as a clerk in the Fitchburg freight office in 1926 but left a year later and worked for a time in a wood-working plant. He returned to the freight office in 1934, in 1937 transferred to the Greenfield freight office, then served in similar capacity at Gardner from 1941 to 1943. Since that time he has been in the trainmaster's office at Fitchburg, with the exception of serving as acting general agent on several occasions at Bellows Falls, Vt., and Fitchburg. He has been reporting personnel activities of our Fitchburg employes for Magazine readers for a little over two years.

Elmer has two outside hobbies, golf and woodworking, and he scores low in the former and high in the latter. He is married and has a daughter, 18, who is studying commercial art.



# WITH THE *Boston and Maine Family*



## EAST DEERFIELD By A. Thomas Lebert

Over 3500 persons witnessed the Fourth of July Regatta on the Connecticut River above Turners Falls Dam. Robert Egan, brother of John E. Egan, East End brakeman, was racing handicapper, and credit for a fine show and an afternoon of pleasant surprises goes to Robert Knox, chairman of the regatta, who is an East brakeman and spare conductor.



*No House of David ball player is this man. It's a wartime picture of Yard Clerk Mitchell Behilo, taken in Italy in 1944 during the invasion. Behilo is on spare duty at East Deerfield*

A daughter, Louise Ann, was born June 25 to Mr. and Mrs. Donald Vetterling. William Vetterling of East Deerfield repair shop, and Thomas Lebert, crew dispatcher, are the grandfathers. Harold Vetterling, clerk in Division Engineer's office at Greenfield is an uncle.

A son, Ricky Steven, was born July 6 to Mr. and Mrs. Alfred Dassatti of Shelburne Falls. Rudolph Dassatti, section foreman at Greenfield, is the grandfather and the father is a west end brakeman.

When Engine House Crew Dispatcher Joseph Panek returned recently he passed out cigars and informed his co-workers he became the father of a third son, named Henry Walter, born June 8.

John Egan, East End brakeman, had the misfortune to damage his motor boat when he rammed the dock at Turners Falls Sunday, July 2. John repaired the boat in time to enter the regatta July Fourth.

Elizabeth Claire Cahill, daughter of Crew Dispatcher Fred J. Cahill, was married June 17 at Holy Trinity Church, Greenfield to George Kelly of St. Paul, Minn. Helen Kelly, sister of the groom, was maid of honor, and Richard McGahan, B. and M. brakeman, was best man. A reception was held at the Gables in South Deerfield immediately following the ceremony. They will reside in St. Paul.

Sympathy is extended to the family of John Ratchford who died at his home on June 19. Jack transferred to road service on Dec. 22, 1938 after serving many years in East Deerfield yard. He was a flagman on LM-1 and had a host of friends between Mechanicville and Greenfield.



*It was a big day in the life of this youngster, Herbert Fiske, when he caught this 22-inch, four-pound brown trout. He won't divulge his secret fishing spot to anyone, including his father, Yard Foreman Granville Fiske, east side*

## NORTH ADAMS By Neil Harrington

Train Director Richard Cotton of Greenfield is doing relief work at the North Adams and Johnsonville towers.

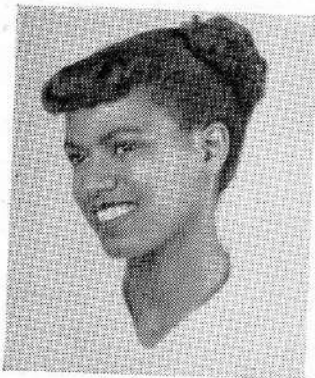
The following employes have been enjoying vacations: Track Department employes, Leon Zanella, John Mangano, Leroy Wheeler, Vito Cille, Frank Kaszyk, Gillis Roberts, Vitale DiGregorie, John Creps, Harold Pierce, George Mitchell, Arthur Travis, Fred Surdan, John Schneider, Henry Benedette, John McHaffie, John Albee, Francis Monette, George MacDonald, John Sebastine, John Canale, Ralph Burke and Raffaele Bedini. Baggage Room employes, Frank and William Jirkovsky, George Sullivan.



*Claire M. Rhodes, daughter of Train Director and Mrs. George Rhodes. Claire was graduated at St. Joseph's High School last June*

Local employes here have been inquiring as to who owns the beautiful new car that is parked daily at the West Portal tower. Can it be yours, Eddie? If so, how about giving it a tryout?

A tragedy recently occurred at the West Portal of the Hoosac Tunnel that saddened the hearts of our sturdy and courageous track employes. A couple of starlings had built a nest on the facing of the entrance to the portal and each noon hour the tunnel employe would leave food for the starlings to feed three little offspring which we christened the Three Feathers. There was much speculation as to when they would make their first flight. The day arrived and the Three Feathers took off and flew inside the tunnel. A short time later a passing motor car hit them and one of the tunnel employes found the three huddled together with no sign of life in their little bodies. The Three Feathers were given proper burial beneath their little home where they were born and from where they made their fatal flight. High up on their memorial can be seen this inscription. HOOSAC, 1874.



*In our July issue we pictured Mary Creps and now we have her sister, Catherine, who has been appearing on television shows in Schenectady, N. Y., and as a singer on the Teen Age Bran Program. She is a student at Drury High and the daughter of Trackman John Creps*

Donald O. Belleau has taken position as cashier at the Freight House here. Don formerly worked in East Deerfield.

Signal Helpers Carl Lasher and Lawrence Russett have been vacationing at Ballantine's camp at Readsboro, Vt.

### MECHANICVILLE

By Leo F. Watt, Rita Brownell and Anne Mae O'Neill

Relief Diesel Shop Foreman Edward Welch has been assigned to the engine house at White River Junction. He will be there all summer and while there will live at his camp on Lake Winnepesaukee.

Fireman and Mrs. Harold Loman are the proud parents of an 8½ pound boy born on June 12.

Our sympathy is extended to Furloughed Helper Wilfred Jolly, whose wife died on June 13.

The Mechanicville High School Baseball Team won the Eastern New York Conference championship for the second year in succession. The team is coached by Carl Hickey, who was a Boston and Maine policeman during the war.

Electrician and Mrs. Henry Foster celebrated their 25th wedding anniversary on June 18. Guests were present from New York, Newburgh, Peekskill, Granville and Cambridge.

Machinist Louis DeCrescente underwent an operation on June 7 and returned to work July 5.

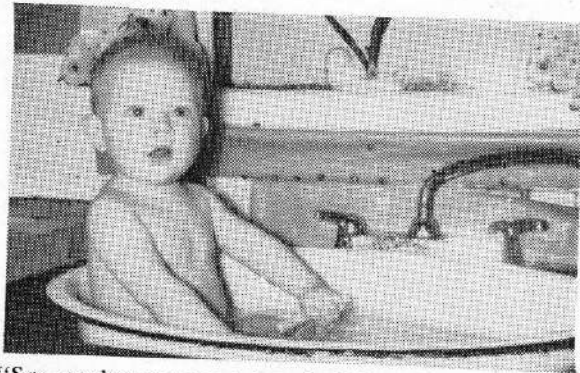
Our condolences are offered to Electrician John T. McConnell whose brother died at the Veterans Hospital in Roxbury, Mass., on June 23.

Foreman Ed LaBarge underwent an operation at

St. Mary's Hospital on June 16 and was back working in a week.

Robert M. Brannigan, son of Mrs. Winifred Brannigan and the late Trainmaster Edward Brannigan, graduated from Siena College with a degree of science in chemistry, cum laude.

George Galonian also graduated from Siena with a degree of science in chemistry. George is the son of Machinist Hugh Galonian and worked at the Diesel Shop for the past two summers.



*"Say, can't a guy even take a bath in private?" could be the feelings of Ronald Kokinda, eight-months-old son of Mr. and Mrs. Steve Kokinda. Ronald's mother is yard clerk and his father is a former yard helper*

Eugene Bucci, son of Blacksmith Assuta Bucci, was married to Miss Carmella Gagliardi at the Church of the Assumption on June 25. A reception was held at the K of C Hall after which the couple left for Lake Placid on their honeymoon.

Machinist and Mrs. George Andrews celebrated their 25th wedding anniversary on June 30 at their home in Round Lake. Guests were present from Adams and North Adams, Mass., Washington, D. C., and Saratoga Springs.

Our sympathy is extended to the family of Joseph McLucas who died suddenly at his home in Mechanicville on July 3. "Joe" had been ill recently but his death came as a shock as he seemed to be his old self and had gone back to work. Burial was in the family plot in Hoosick Falls. The bearers were Engineers Martin H. Welch, John J. Whalen, Fireman Clinton Woods, John Vaicunis, Harold Coons and Basil Flanagan.



*Snapped on the jump was "Bill" Bugli, mail messenger at Mechanicville when this picture was taken outside the yard office. "Bill" recently injured one hand while working on his farm at Quaker Springs and was forced to lay off for a time*



Electrician John J. Ryan and Miss Veronica Mansfield were married on July 3 at St. Pauls Church. After the ceremony the couple left for a trip through the New England States.

Wilfred Bissonette, son of Engineer Wilfred Bissonette, was married to Mrs. Alyce Albergine of South Cambridge at Pleasantdale on July 1.

Mrs. Harry Tice, wife of Machinist Harry Tice, was operated upon at the Albany City Hospital, July 3.

Hostler Emil Selb and Mrs. Elizabeth Phelps of North Adams were married in that city on July 6. They left for a trip in the Adirondacks.

In the Railroad Soft Ball League the Diesel Shop team is having a runaway, winning 11 while losing only 1. The B. & M. Transfer team is in second spot with 6 wins and 5 lost and the D & H Round House have 5 wins with 7 lost. The D & H Trainmen are in last place with 1 win and 10 lost. "Butch" Aldrich, "Joe" Federico, "Jeff" Lupo and "Babe" Sgambati, the pitchers for the Diesel Shop Team, are hard to beat and no doubt this is a big reason that their team is so far out in front.

### FITCHBURG DIVISION TRAIN NEWS

By Marium E. Foster

"Tommie" Smithers of Malden, who for many years ran the Minute Man and is now retired, left in June for Stockton Springs, Me., where he will spend the summer with his daughter and family.

E. E. Hobart, passenger conductor has returned from two weeks vacation, spent on Cape Cod.

"Eddie" Brooks, baggage master on trains #5504 and 5507, spent an enjoyable vacation with his daughter and family in Nova Scotia.

Irving Fuller, flagman on trains #5504 and 5507, enjoyed a vacation on a trip to Montreal.

N. D. Staples, retired passenger conductor, is spending the summer in Elliot, Me.

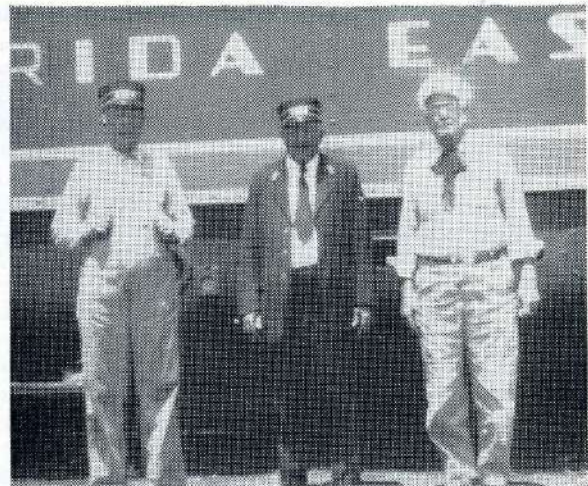
Elmer Nye, retired passenger conductor, and Mrs. Nye, have returned from a trip to Elliot, where they visited the Staples.

Arthur Bussiere, passenger trainman, is pleased over the birth of a granddaughter, born in Fitchburg, June 24, to Mr. and Mrs. Richard Bussiere. Richard is a trainman on the New Hampshire Division.

Hugh MacPhee, locomotive engineer, and his two sons, have returned from a trip to Westville, N. S.

Clarence Beard, former trainman and now in the dispatchers office in Boston, has recovered from surgical treatment in the Ayer hospital, and has returned to work.

A. L. Fuller, locomotive engineer on trains 5508



Three former B. and M. employes are now working on the Florida East Coast Railroad, handling the crack New York-Miami "Miamian". Left to right, here they are: J. S. Rhodes, former Fitchburg Division conductor and chairman of Local 426; G. D. Carpenter, former White Mountains Division trainman; and E. G. "Boston" West, former Fitchburg Division engineer

and 5507, is enjoying the summer months on his farm in Plainfield, N. H.

George Spicer, trainman on 508 and 61, entertained his nephew, Lt. Rupert Angier of Kearney, N. J. for two weeks in July.

"Dick" Kirby and H. A. Loomis, passenger conductors, enjoyed their annual vacations with motor trips in July.

"Jimmie" Cone, passenger conductor on the New Hampshire Division, is spending the month of July at his cottage on Granite Lake in Munsonville, N. H.

### GREENFIELD

Contributed

Congratulations to Mr. and Mrs. Harry R. Jeffries on the recent birth of their second child, a boy, at the Farren Memorial Hospital, Montague.

Mrs. Laura Pirog, timekeeper, Operating Department, spent the week-end and July 4th holiday at the Hawthorne Inn, Gloucester.

Oscar Osgood, timekeeper in the Mechanical Department, left on Saturday, July 8, on a trip to Detroit, touring Ottawa, Montreal, and Quebec, Canada.

Miss Sadie Smith, head clerk, Operating Department, returned recently from two weeks vacation in Canada.



Thomas O'Horo, second from left, receives a 60-year pin for being a member of the BRT since 1890. O'Horo, father of Stephen O'Horo, assistant yard master at Fitchburg, is one of only 14 men in the country to have achieved a 60-year membership. In the picture, left to right, are: Bernard Reynolds, O'Horo, John Morrissey and Donald Sennott





Although technically on the payroll of the Central Vermont Railway at the joint Boston and Maine-Central Vermont station in Brattleboro, Vt., these folks spend most of their working time on B. and M. business. Above, left to right, are: J. E. Martell, billing clerk; Madeline L. Contois, clerk; Agent W. M. Moore; Gladys I. Brown, clerk and G. M. Hamel, chief clerk and cashier

John Pocious, clerk in the Engineering Department, vacationed recently in South Carolina, visiting friends and relatives.

Margaret L. Toomey, our regular reporter, at the time of this writing is attending the Business and Professional Women's Club national convention in San Francisco. She plans to do considerable sight-seeing before she returns.

### FITCHBURG

By W. Elmer Mahan

George H. Little, retired crossing tender of Ayer, died June 18. Our sympathy to his family.

Sympathy is extended to John Virtue, assistant foreman at Ayer, over the recent death of his wife.

Signal Maintainer James Killilea now responds only to the salutation, "Champ" since attaining the individual cribbage championship of the Leominster Aerie of Eagles. The "Champ" now proposes to go after the state title among the Aeries.

"Joe" Slattery of the Engineering Department spent his annual vacation with his family at Nantasket Beach.

Alfred Pandiscio, son of Michael Pandiscio of the Engineering Department, has returned to the home of his parents in Fitchburg for the summer vacation after completing his junior year at Tufts College. Alfred is majoring in electrical engineering.

Cards received from Urho Nelson of the Engineering Department, who is visiting relatives in Belgium, indicate that he is enjoying the trip immensely. Urho is accompanied by his wife on the trip.

PFC Herbert Bouvier, son of Signal Maintainer and Mrs. George Bouvier, who is stationed with the

United States Air Corps in Alabama, recently spent 15 days furlough with his parents in Fitchburg.

Betty Ann Mahoney, daughter of Eddie Mahoney of the Engineering Department, held her fourth annual dance recital in Leominster City Hall Auditorium on June 9.

Yard Foreman and Mrs. Philip Dateo of Fitchburg were recently commended in the *Fitchburg Sentinel* for their generosity in donating a tract of land to St. Anthony's Church in Fitchburg in connection with development of a Youth Community Center by the church.

Mrs. Dominico Autino, wife of Yard Foreman Autino of Ayer, is visiting relatives in Italy. Mrs. Autino made the trip to Italy by air.

We are glad to hear that Engineer Archie Drake who has been incapacitated by illness over an extended period, is getting around again and hopes to return to work soon.

We are glad to learn that our good friend "Dan" McMahon, retired telegraph operator, is showing as much interest as ever in the American and National League baseball teams although he does not get around to see the boys very frequently.

"Tommy" Dateo, son of Yard Foreman Philip Dateo, is serving as an umpire in the Local City League.

It recently came to the attention of your reporter that the combined service of crew on our first trick Middle Yard Switcher totals 166 years. The crew is composed of Conductor "Bennie" Thibault, Brakeman A. A. Francoeur, Brakeman "Bob" Sidebottom, Engineman "Rube" Akers, and Fireman "Tex" Hartford. Can any of our other crews top it?





*Crew of the Hill Switcher pictured at Wachusett. Left to right: R. J. Douglass, engineer; R. C. Burrill, flagman; A. J. Gallant, trainman; A. J. Laboie, conductor; E. E. Erickson, fireman; and E. E. Blanchard, trainman*

A stag party was held in the Lion D'Or Club in Fitchburg on Friday evening June 23 in honor of Edmond Babineau of the Engineering Department, who was married on July 1.

Extra Crew Foreman "Jim" McGrath and his family spent their annual vacation at Magnolia on the North Shore where they enjoyed yachting and fishing, "Jim's" favorite form of recreation.

Edward A. Bowes, retired conductor, now residing in Springfield, Mass., recently visited with old friends here. "Ed" looks to be in the best of health.

District Freight Agent "Joe" Murley and his wife spent their vacation the last two weeks in July at Wells Inn, Wells Beach, Maine.

Your reporter and his family spent their vacation the first two weeks of July at Hyannis.

Yard Foreman John Morrissey is very proud of the fact that he had a new daughter, Mary Jane, on June 7. This makes five for John.

Car Foreman "Bill" Truland and his family spent the last two weeks in June in the White Mountains visiting relatives at Lancaster, N. H.

Trainmaster Ralph Fritch and his family are spending their vacation, the middle two weeks of August, at Rockport and Melrose.

Track Supervisor Mason's clerk, Deane Ainsworth, and Ticket Agent John Fontaine recently spent a few days at West Barnstable on the Cape visiting friends.

A large group of local employees attended the Red Sox-Cleveland night baseball game in Boston, July 17. The party was organized by Patrol Foreman Paul Walsh.

Henry Guertin of the Engineering Department attended the State Convention of the AMVETS in Springfield July 1 and 2.

Yard Brakeman and Mrs. A. A. Francoeur celebrated their 43rd wedding anniversary July 4. They have five children.

Your reporter and the Mrs. celebrated their 23rd wedding anniversary June 27.

## KEENE

By Marium E. Foster

Herbert E. Hall, ticket agent in Keene, who completed 50 years of service on July 1, was presented with gifts and flowers by his fellow employees in recognition of the occasion. Hall was stationed in Westmoreland for 32 years before he came to Keene in 1937.

Alfred H. Leh, agent in Keene, and Mrs. Leh, attended their class reunion on July 1 in honor of the 40th anniversary of their graduation from high school in Adams, Mass. Leh, as class president, welcomed 13 members of the class to their first reunion.

Clinton Rice, assistant ticket agent, and Mrs. Rice have returned from a trip to Montreal, which included a cruise down the Saguenay River.

Mrs. Nora Sarsfield, wife of the late James Sarsfield, retired section foreman who died May 29, died in Keene June 25.

Walter A. Rogers, former clerk for Terminal Division Superintendent W. E. Barrett, was graduated from Marlboro, Vt., College, June 10, where he studied for the Episcopal priesthood.

Donald W. Dodge of Worcester, grandson of William F. Hatton, retired machinist in the old Keene Railroad Shops, graduated with honors from Worcester Polytechnic Institute, with a science degree in chemical engineering on June 18.

Fred L. Maxwell, 68, retired demurrage clerk, died suddenly in his home in Fitchburg, July 4. He was chairman of the Wachusett Lodge of Clerks for many years, and later served as a special representative for the Brotherhood. Our sympathy is extended to his two sisters, who survive him.

Sally O'Connor, and John P. McCue, son of Henry McCue, assistant yard master in Fitchburg, were married in St. Bernard's church in Fitchburg, July 1.

Mrs. Malcolm J. Fohy, wife of "Mal" Fohy of the Fitchburg freight office, is recovering from illness in the Burbank hospital in Fitchburg.

Miss Frances Posco, sister of "Tony" Posco, of the



B. & M. T. in Fitchburg, graduated from the College of Our Lady of the Elms in Chicopee, with a degree of B. A. on June 19.

J. P. Murley, D. F. A. in Fitchburg, served on the committee for the Amvet Memorial Services held at the Cathedral of the Pines, July 4.

Mrs. H. E. Butterfield, wife of Harry Butterfield, cashier in the Fitchburg freight office, served on the entertainment committee at a reception held in honor of C. H. Overhiser, of the Eastern Star, in Fitchburg, June 13.

Mrs. Susie Heywood, wife of E. B. Heywood, ticket agent in Fitchburg, attended the 54th annual reunion of her high school class of 1896, held at Toy Town Tavern in Winchendon, June 24.



*Michael Cassidy, locomotive engineer on Trains 5504 and 5511, pictured in Keene on a recent morning*

Philip H. Faulkner, Boston and Maine attorney, is pleased over the birth of a grandson, Thomas Faulkner Jones, on June 29 in Northfield, Mass., to Mr. and Mrs. Douglas A. Jones.

Mrs. Grace Barron, wife of the late John P. Barron, who for many years was yard conductor in Keene, is working in the Keene High School guidance department for the summer months.

C. Elliott Witham, retired carpenter in the old Keene Railroad Shops, entertained his daughter and her husband, Mr. and Mrs. Roy Sullivan for their vacation the week of July 1.

Robert Peltier, grandson of Louis Peltier, retired assistant ticket agent, is recovering from surgical treatment in the Elliot Community hospital.

Gordon Phillips, billing clerk in the freight office, has been enjoying his annual vacation, and Herbert Wickberg of Gardner has been taking his place.

Virginia and Willard Holt, grandchildren of the late DeForrest Taft of Winchester, who for many years was a clerk in the old Keene Railroad Shops office, graduated cum laude from the University of New Hampshire, June 16.

Our sympathy is extended to Ralph I. Davis, cashier in the Keene freight office, whose brother-in-law, Roy W. Frink, died in Keene, June 6.

Rev. Hubert Mann, son of Mrs. Josephine Mann, who for many years operated the Armstrong newsstand, has been transferred to St. John's Evangelistic Church in Concord, N. H.

Mrs. Grace Putney of Troy, N. H., sister of the late W. B. Brown, for many years agent in Troy, celebrated her 90th birthday at a party given in her honor on June 6.

William Fleming, assistant signal maintainer in Troy, and Mrs. Fleming, celebrated their 35th wedding anniversary at a party given in their honor at Breezewood cottage, Swanzey, June 21.

Fred Brooks, formerly of the Maintenance Department in Troy, and now retired, and Mrs. Brooks, were entertained at a dinner held at East Hill farm, July 2, in honor of their 40th wedding anniversary.

D. J. Ayers, retired master mechanic, is entertaining his grandson, Jimmie Ayers of Winthrop, for the summer months.

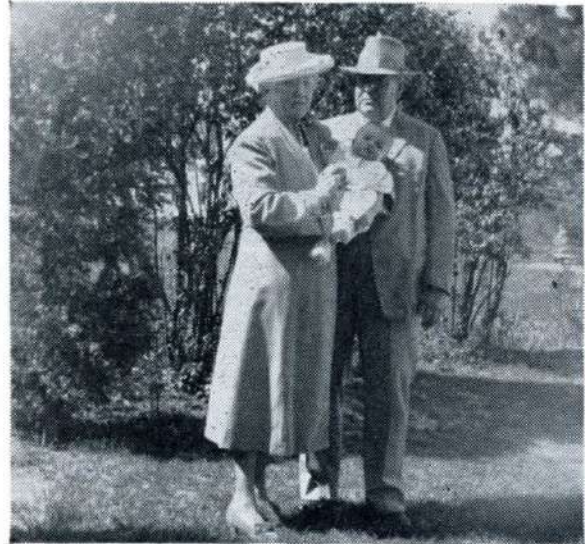
Mrs. D. C. Reid, wife of D. C. Reid, formerly of the Mechanical Department in Boston and now retired, was the hostess for the Fitzwilliam Garden Club at their first meeting June 15.

Roland Sibley, grandson of the late Patrick Farrell, who for many years was the freight house foreman in Winchendon, is a linotype operator for "The Railroader" published in Milwaukee. Roland visited in Winchendon to attend the 10th reunion of Murdock High School.

E. F. Porter, agent in South Ashburnham, has returned from a trip to San Francisco. During his absence Lawrence Glover of Baldwinville took his place.

A. H. Harris, agent in Pepperell, returned June 1 after enjoying a fishing trip to the Rangeley Lakes in Maine.

Carl D. Roche, 71, of Keene, postmaster here and one time supervisor in the Billerica Repair Shops, died July 8. He lived in Keene all his life except for the 12 years he was at Billerica.



*Walter D. Bancroft, retired passenger conductor, and Mrs. Bancroft, with their grandson, Russell Silva, born last January 12 to Mr. and Mrs. Warren Silva of West Acton*

**TROY, N. Y.**  
By Arthur T. Dee

This month's orchids go to Al Shepard, traffic representative, whose wife presented him with a new son.

During this past month Marvin Ball, retired telegrapher, visited the freight office at Troy. Ball was the station telegrapher back in 1895. He is 81 and is enjoying the best of health.





*Charles Vandervoort, engineer on the Troy switcher, who has 62 years of B. and M. service to his credit and, with only 38 years more to go, hopes to get his second Gold Pass before he retires. He started as a call boy, became a helping hostler, then a fireman, and finally, an engineer*

Another retired visitor during the month was George Cartwright, former yard foreman.

Tom Connor, agent, has been vacationing in Canada. In his absence Chief Clerk Fred Ellison was in charge. Tom Dee, car inspector, spent his vacation close to home in order to take in the State Convention of the Ancient Order of Hibernians. William Lee, switch-tender, enjoyed himself in New York City.

During this month Division Freight Agent Raymond Young will vacation on the seashore in the state of Maine.

Vacationing at undisclosed resorts are Yard Helper Dave LaFond and Passenger Conductor Frank Porter.



#### CAMBRIDGE GARAGE

By Grayce D. Nealon

We were all glad to see Harry McGrath, head stock clerk, when he paid us a short visit while home from the hospital.



*A bit bewildered at having her picture taken is Elizabeth Anne Tenney, daughter of Operator Donald Tenney of the Portsmouth Division. Don sure has a right to be a proud father*

Welcome back to Richard Bailey, mechanic's helper, who had been on the sick list for quite some time.

#### TRUCKING DEPARTMENT

By Mary R. Furey

Jack Redden, Dover driver, after spending the past two years in the Glenclyff Sanatorium, has returned to his home and is making a remarkable recovery. Keep up the good work, Jack. We are all cheering for you.

Congratulations to the following upon graduating at high school: Barbara Green, daughter of Dover Driver Joe Green; Sybil England, daughter of Dover Driver Joe England, and Phillip Baxter, son of Dover Driver Al Baxter.



*Walter Cantwell, stock clerk, is proud of his three sons. Two are shown with him here, David in his father's arms and Walter, Jr., standing. Richard was away on a fishing trip when this was snapped*

Al Borges, tracing clerk at Boston, on June 1 celebrated his 25th anniversary with the B.&M.T.

Marie Borges, daughter of Al Borges, was awarded fourth prize in a recent **Boston Globe** High School Editors contest for writing one of the best cover stories on a party at which Elizabeth Woodward of the *Globe* was guest of honor. Each year the *Globe* sponsors four parties at the Copley Plaza grand ballroom and prizes are given to those boys and girls who show good reportorial judgment in writing about the parties for their school magazines. Marie is a member of the National Honor Society and was graduated this month at Roslindale High School.



#### PORTLAND

By Margaret K. Coyne and Blanche Lowe

Phyllis Haley, comptometer operator, has returned from a motor trip to Yellowstone Park, Pike's Peak, Los Angeles, Hollywood and Tia Juana, Mexico, having made the trip in six weeks.



Clerk Dick Jones, A.A.D. office, and Mrs. Jones have returned from a visit to Portland, Ore., and Vancouver, B. C. While in Portland they visited with their daughter who is in business in that city.

Mr. and Mrs. Alfred P. Chapman, spent their vacation in Virginia as guests of Mrs. Chapman's parents.

Elta Benner, typist, spent her vacation at Shediac Cape, N. B.

We are glad to welcome Paul Chadbourne to the A.A.D. office after a leave of absence to attend Boston University.

Gordon L. Carter has returned to his duties in the same office after three months' leave at Quartermaster School, Camp Lee, Va., with the First Army.

Our best wishes and congratulations to Carl Baldwin who has been appointed examiner in the Maine Central offices, to replace John Osgood, deceased.

Ward Child of the Personnel Bureau recently returned from a visit to the Canadian Rockies and Lake Louise at Banff.

Grace P. Haycock, clerk, and her mother, spent their vacation with friends in Calais and in St. Stephen, N. B.

Our best wishes for a speedy recovery to our fellow worker, Leander T. Decormier, who has been away from his duties because of illness.

July 8 was the scene of a very attractive wedding at the Sacred Heart Church when Rita Lucier, operator A.A.D. office, and John Rigney wed at a nuptial mass. Miss Lucier was attended by Virginia Malia as maid of honor and Vera McAllan and Wini Smith, as bridesmaids, all of the A.A.D. office. The couple left on a motor trip to Canada and upon their return will reside in Portland. Rigney is Maine and New Hampshire representative for Cluett, Peabody and Company, Inc. of New York City.

We regret to announce the death of John Webster, retired A.P.R. office employe, at his home in Reading, Mass., in June.

Congratulations are being extended to Grace Cummings on her marriage at Portsmouth, N. H., to John Wilson on July 4. Best wishes for a long happy life.

Word was received today of the wedding of Louise Libby, former machine operator, to Gail Grimsley at Omaha, Neb., on July 6. Best of everything for you both.

Mary Murphy is wearing a beautiful diamond and we all extend best wishes on her engagement to Wallace Campbell, Jr., of Portland.

Minnie Shine has returned from a vacation of entertaining her brother from California.

Margaret Hollywood is back from a vacation at the seashore.

Margaret Kelley has been spending a vacation on Cape Cod with friends.

#### "150 CAUSEWAY STREET"

8th Floor — By Jack White

We extend our sincere sympathy to John Ryan on the death of his father, and to John Lloyd on the death of his brother.

Catherine A. Dwyer was a delegate at the convention of the Catholic Daughters of America held at Asheville, N. C.

Good luck to Katherine Morrison who resigned on July 13.

We wish a speedy recovery to both Blanche Fletcher and John Mahoney who have been on our sick list.



Children of Edward B. Teague, Jr., of the Auditor Agencies Office. They are Edward B. III, six months and Mary Margaret, two years

Earl Landry and his wife spent their vacation at Yellowstone Park.

Jim McGee left for his summer home in St. Petersburg, Fla., on July 15.

Our sincere sympathy goes to Irene O'Rourke on the death of her mother.

Leo W. Roache, of the A.F.R. office, graduated from Boston College Law School on June 19. We wish you the best of luck, Leo.

#### 9th Floor — By Kathleen Conway and Dora Jagling

Best wishes to Dorothy Wasserboehr of the Payroll Machines Bureau whose engagement has been announced to David Price of Saugus.

Steadman Howard of the Bureau Roadway Accounts has resigned and accepted a position with the Esso Standard Oil Co.

Our sympathy is extended to Joseph Kersanske of the Bureau Roadway Accounts whose father died.

The engagement of Arlene Kearney of the Stores Bureau and John Murphy of the Voucher Bureau has been announced. Best wishes to both.

The Marriage of (Miss) Anna Knudsen, formerly of the Bureau of Statistics has been announced by her mother. She was wed on July 6 to Mr. Bernard Stanley Hobdell in San Diego, Cal.



Miss Marilyn A. Russell of the Treasurer's office, who was married on June 17 to William J. Donohoe in St. Margaret's Church, Lowell. She is shown here with the desk decorated in her honor by her fellow employes



Sincere sympathy is extended to Mrs. Joseph F. Martin (Cecilia McAdam), of the Asst. to Vice-President's office, whose husband died July 9. They were married just a year ago this June.

Dot McBride of the Car Accountant's office is welcomed back again after being on the sick list for four months.

Marguerite Brown of the Car Accountant's office had a most enjoyable vacation trip through the Canadian Rockies.



Miss Helene M. Sullivan of the Car Accountant's office who was married on May 21 to Stanley Schecowicz of Winchester in the Immaculate Conception Church, Winchester

**10th Floor — By Althea E. Parker and Barbara Steed**

Miss Eda Kimball and Miss Hazel Godfrey recently returned from an enjoyable trip to the West Coast, visiting national parks and points of interest on the West Coast.

Miss Helen Fletcher recently returned from a trip to Alaska.

Miss Betty Phelan is on a trip to Banff, Lake Louise and points of interest in the far North.

Sympathy is extended to Tracy Buswell on the death of his mother.

Miss Marie Phelan recently returned to her home in St. Louis for a vacation visit.



Miss Carolyn R. Davis of the Suggestion System office, who was married on June 24 to Robert G. Bresnahan in St. Mary's Church, Beverly

Francis A. Gray, traffic representative, recently spent a week of his vacation at his cottage near East Jaffrey, N. H.

Miss Mary J. McNally spends every week-end at her cottage at Hampton Beach, N. H.

Miss Thirza Nicholson recently entertained many

of the girls of the Traffic Department at a dinner at her cottage in Gloucester. Everyone had a fine time!

Congratulations to Mr. and Mrs. Ed Meekins (he's of the Freight Traffic Department's Tariff Distribution Bureau) on the birth of their second son, Kenneth, on July 1.

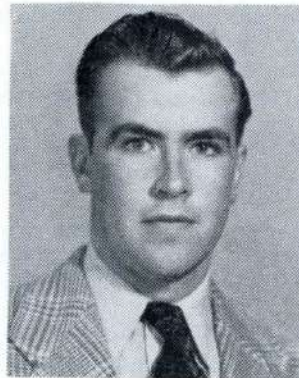
Sympathy is extended to Frank O'Brien of the Operating Department on the recent death of his mother.



**WOODSVILLE**

By Herman S. Smith

Congratulations to Robert L. Belyea, signal helper for Walter Roberts, Woodsville, who was married on July 1 to Miss Thelma Edwards, employed by Walker Motor Sales. They enjoyed a wedding trip to Montreal.



Here is David Z. Breck of Wentworth, N. H., son of Section Foreman G. C. Breck of Warren. Young Breck was graduated, cum laude, at University of New Hampshire last June, majoring in electrical engineering and he is now an engineer with the Bethlehem Steel Company. He served in World War II and has worked summers on the railroad

Congratulations are also in order for Miss Priscilla Cushing, youngest daughter of Trainmaster Earl I. Cushing who was married on July 1 to Paul T. Giles, at the Methodist Church, Woodsville. They enjoyed a wedding trip through Maine.

Second Trick Operator Theodore G. Wilson, accompanied by Train Dispatcher John Harrington, spent their vacation at Laurentide Park in Quebec and had their usual good luck fishing.

Sympathy is extended to the family of Robert Patten, retired switchtender, second trick at Woodsville, who recently died. He retired about 10 years ago after 40 years service.

Miss Dorothy Leonard, daughter of Locomotive Engineer J. F. Leonard, was recently married to Llewellyn Gould of Glencliff.

Sympathy is extended to the family of our popular car cleaner, John F. Dalton who recently died. "Jack" as he was familiarly known, was a friend of all, a veteran of World War I, and had been employed by the railroad for about 25 years in various capacities at Woodsville.

Retired Passenger Conductors Willard J. Goss, Penn Page, and Daniel J. Hickey, have recently returned from Florida after spending the winter months and all were in excellent health.

Foreman Painter Hamilton and crew have been at Woodsville for a few weeks giving the underpass at Wells River on Route 302 a much needed coat of paint.

Yard Foreman Eben Greenlaw has again taken





Fourteen "youngsters of 80 years and better", who were special guests at the 10th annual Old Timers Night observed in June at the Concord Railroad Y. Pictured are: Charles F. Little, Anthony K. Hanson, Charles E. Pike, Clinton Heselt on, George E. Brockway, John J. Bancroft, John W. Currier, Homer King, William A. Sikes, Lewis E. Davidson, F. C. Maynard, DeForest Davidson, Benjamin Page and John W. Davis. A dinner and entertainment were enjoyed. A. W. Maloy, New Hampshire Division superintendent, welcomed the Old Timers; W. J. Snyder, general Y secretary, gave the invocation; and George L. Hurd presented membership tickets

temporary transfer to this board and is covering the Berlin switcher.

We are glad to welcome home from the hospital John L. Farnham, Jr., who was injured at Lancaster. He is getting along fine.

With the summer increase of business, vacations, etc., and the Wilder Dam project, we are glad to see the necessity of calling many of our furloughed firemen back to duty.

John J. Prendergast; Shirley J. Wright, daughter of Laborer Andrew C. Wright; Donald G. Jelley, son of Machinist D. F. Jelley, and Phyllis A. Carroll, daughter of Passenger Car Repairman G. C. Carroll.

Richard J. Forest, son of Machinist Peter Forest, has graduated from Holy Cross College in the N.R.O.-T.C. and is now an ensign in the Navy.

Harvey O. Connelly, son of Asst. Foreman Harvey O. Connelly, and Joseph Edes, son of Painter Ernest W. Edes, have been given an award of special recognition from St. Paul's church.



Stephen E. Nichols, Jr., of Tilton, ticket agent-operator on the swing trick at Concord, Franklin and Tilton (left), and Edward E. Newcomb of East Andover, former agent at Andover, now serving as agent at Tilton

### CONCORD

By Hollis F. Moore and John A. Robinson

Congratulations to Roland A. Boisvert, son of Painter Helper Leo Boisvert, who was married recently to Miss Veronica M. Bolduc.

Congratulations to Norma Jean Chase, daughter of Edward A. Chase, Superintendent of the Boston & Maine Transportation Company in Concord, who was married on June 17 to John A. Robinson. They are both employed at the consolidated office.

Among the graduates of St. John's High School were Mary Prendergast, daughter of Electrician Helper



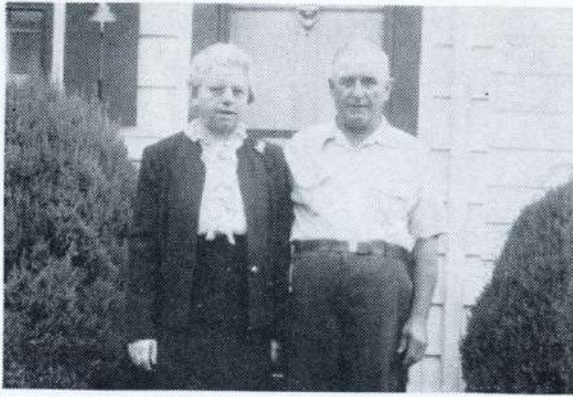
William Carroll, now of St. Petersburg, Fla., former car foreman at Lowell, pictured here (center) with J. C. Marsh (left), superintendent of car maintenance, and George Monbleu, steward of the Carmen's organization, on the occasion of his retirement last February. Carroll's associates presented him with a traveling bag and a purse of \$75

Our sympathy is extended to the family of Joseph E. Veilleux, 82, of Concord, retired B. and M. employe who had over 50 years of service, who died June 23.

Jane Hayes, daughter of Storekeeper Joseph S. Hayes, was married recently at St. Peter's Church, Concord, to Nelson F. Erickson of Cambridge.

Sympathy is extended to Laborer Henry Messier on the death of his wife.





*Mr. and Mrs. William Riedel of Manchester. Riedel retired June 20 as a switch tender at Concord after 30 years' service*

Congratulations to Barbara Kirby, daughter of James Kirby, passenger car repairman, who was recently married to Ralph Houghton, Jr.

"Don" Jelley, son of Machinist D. F. Jelley, and Oscar Boisvert, son of Upholsterer Oscar I. Boisvert, were members of St. John's High School Baseball Team that won the New Hampshire Class "B" High School Championship.

Congratulations to Blanche L. Lefebvre, daughter of Freight Car Repairman Achille Lefebvre, who was recently married to Marcel Proulx.

Among the graduates at Concord High School were John M. Anderson, son of Machinist Henry G. Anderson; Wilma M. Brown, daughter of Coach Carpenter William F. Brown; Pauline E. Bryant, daughter of Clerk Herald L. Bryant; Harvey O. Connelly, son of Asst. Foreman H. O. Connelly; Virginia S. Creighton, daughter of Freight Car Repairman John L. Creighton; Dorothy Dane, daughter of electrician Alfred Dane;

Constance Drewry, daughter of Blacksmith Helper John Drewry; Elizabeth A. Duffett, daughter of Freight Car Repairman Thomas Duffett; Paul A. Dupont, son of electrician Geo. C. Dupont; Joseph J. Edes, son of Painter Ernest W. Edes, Sr.; Constance F. Farnum, daughter of Millman Frank Farnum; Paul W. Hanson, son of Painter Ernest W. Hanson; Edward Kachadoorian, son of Laborer Benjamin Kachadoorian; Lloyd A. Kendall, son of Elect. Helper Raymond W. Kendall; Barbara J. Leavitt, daughter of Stores Order Supervisor Leon Faxon Leavitt; Margaret E. MacKenzie, daughter of Asst. Foreman R. A. MacKenzie; Mary Lou Perkins, daughter of Clerk Robert C. Perkins; Betty Raye Richards, daughter of Asst. Storekeeper Raymond D. Richards; Patricia Rae Towne, daughter of Chief Clerk Raymond Towne; Perley B. Chevrette, son of Laborer Fred J. Chevrette; Kemis L. Clay, daughter of Boilermaker Ansel R. Clay, and Robert H. Drescher, son of Machinist Harold Drescher.

Francis Doherty, 84, who retired from B. and M. service about 15 years ago, died in Lowell on June 23.

Carl A. Black, 69, retired locomotive engineer, of Milton, died July 8 at Rochester.



**DOVER HEADQUARTERS**  
By Vincent M. Sheridan

We regret to advise that Mrs. Gertrude J. Clarke, wife of deceased Passenger Conductor David S. Clarke, died June 27 in Portland, Me.

We also regret to report that Harry E. Miles, engineman, who retired April 10, died at Alton Bay,



*About 16 years ago Passenger Conductor Ralph A. Fletcher of Stoneham made this picture of our P-4 class No. 3711, ahead of Train 302 on the New Hampshire Division. The picture was taken in Nashua Station and shows Engineer Bill Reed on the ground*



N. H. on June 27. Our sympathy is extended to those he left behind.

Harry L. Hammond, retired freight conductor and former local chairman of the trainmen's organization, was a welcome visitor to Dover headquarters on June 22. Hammond looked fine.



*Fred E. Drew of Saco, retired Portland Division locomotive engineer, pictured with his bride of a few months, Mrs. Emma Hutchings Drew, whom he married last April in St. Petersburg, Fla. They are summering at the Drew cottage at Camp Ellis, Old Orchard Beach*

Chief Train Dispatcher George B. Morrill had his vacation in July in the wilds of Ontario with his only neighbors the bear and the moose. Mrs. Morrill accompanied him.

Carl A. Flagg, pensioned New Hampshire Division and former W. N. & P. engineer died recently at the age of 69, at Milton, N. H. Our deepest sympathy is extended to his family.

Train Dispatcher George Leavitt spent his vacation in his favorite place, Vermont. George is a frequent visitor to his native State and his compass usually brings him back to his old homestead in Swanton. He was away the first part of July.

The Wing boys, all dispatchers, Francis and two

sons, Alton and Elmer, now have a speed boat on Lake Winnepesaukee. Francis, father, acts as captain, Alton as navigator while Elmer brings up the tail-end on the surfboard, and believe me they are turning over a lot of water as well as other things.

Francis Wing is also sporting a brand new car which he used in July to make a vacation trip to Canada.

Elmer Wing recently spent his vacation riding the old surfboard behind "Connie", and this activity, coupled with a rigid diet, is gradually making him look like one of those sylph type men, all curves.

Train Dispatcher Joe Gallant's sailboat, the "Glory B", was sighted recently off Boar's Head by nearby residents who mistook it for a submarine. After many frantic calls the Coast Guard was dispatched to the scene only to find the "Glory B" had broken her mooring. How this craft passed under Hampton River Bridge with a 50-foot mast and only 20 feet clearance remains a mystery. Our friend Joe was very much upset about the incident and took off hurriedly for Bow Lake to help Operator George Miller land one of those big salmon.

Freight Trainman George S. Wilbur, who is on the Dover board, returned from a fishing trip he spent at Black River, near Dover, where he landed six nice trout.

Third Trick Operator Wesley Hall at Dover is getting a few pointers on the proper operation of a motorcycle from W. O. Avery, our genial third trick man at Newton Junction.

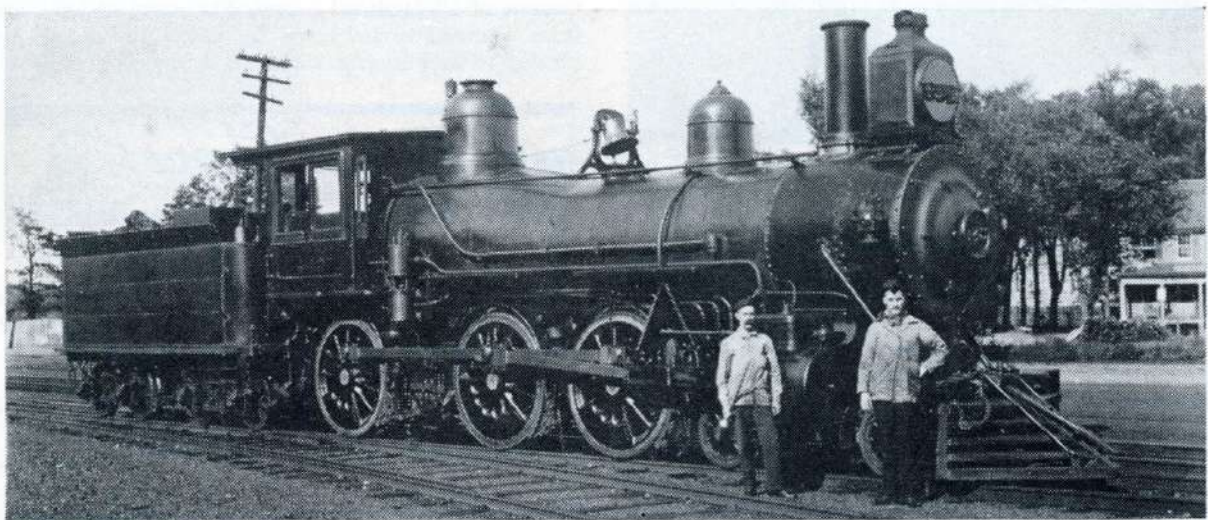
Train Dispatcher R. P. Frechette recently enjoyed his vacation touring Canada by car and no doubt saw some fine scenery.

Train Dispatcher Ralph Hamor and family recently enjoyed their vacation touring our beautiful seashore resorts and understand they found the water rather chilly.

We are all glad to learn that "Tom" McDermott, towerman at Lawrence, who laid off June 17 because of serious illness, is once more on his feet. He has the best wishes of all of his friends to continue to improve.

"Jerry" Thayer, our agent and operator at Fremont, N. H., enjoyed his vacation in June.

"Sammy" Fuller, second trick operator at Ipswich, on sick leave since May 24, 1945, returned to work on June 23. We all wish him good breaks from here on.



*Old B. and M. Engine 443 (later renumbered as 1956), pictured at Oakdale, Mass., Sept. 2, 1899. At left is William Holland, then the engineer, and Ezra Chaplin, recently retired engineer, who was then fireman*





**Norman Gallagher**, pictured here, son of Section Foreman and Mrs. Frank A. Gallagher of Oakdale, graduated recently at Major Edwards High School. He received a scholarship at Clark University, ranked first in his class, was president of the school's chapter of the National Honor Society, managed the baseball and basket-

ball teams, and was editor of the senior class yearbook

Spare Operator H. W. Bean, Jr., who was married on June 24, has been heard to say that the only complaint he has is that he had too short a honeymoon.

Train Dispatcher Arthur F. McComb, of North Berwick, took his annual trip to Canada, returning July 8. No doubt Arthur enjoyed himself.

We are very pleased to report that Miles J. West, our efficient agent and operator at Andover, Mass., has returned to work after his recent illness.

Francis Lavertu, second trick operator at Clinton, has returned to work from his vacation which we assume he spent in Pennsylvania. Hope you had a good time, Francis.

With the rest of the eligibles all "taken in", we are just wondering how long it will be before Operator Robert G. Paradis joins that ever increasing number in the long trail to the altar.



Agent **Joseph Comber** of Ballardvale station (left), and **Emile L'Hereux**, crossing tender on the swing job at Ballardvale, Lawrence and Andover. Comber entered service 32 years ago as a switchman, served as operator-agent at many points on the Portland Division, including the past seven years at Ballardvale

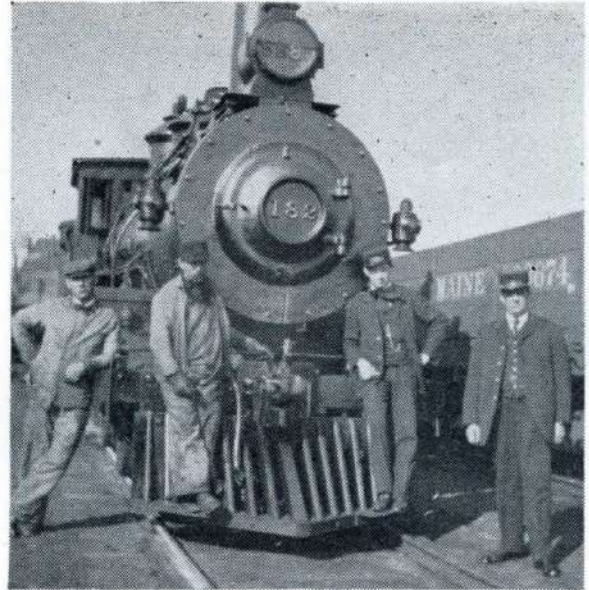
Relief Operator Joe Butler has chosen to take a relief job at Kennebunk and Wells Beach for the summer.

Don Blanchette, first trick at Portsmouth, N. H., is doing the relief work at Dover.

A. M. Roberts, agent at Somersworth, enjoyed a much needed vacation the first part of July, also Harry Lane, second trick at Rockingham, one of the remaining few eligible bachelors.

Miriam D. Gilbert has returned to second trick at Exeter after several months' illness.

C. E. Appleby, agent at Gonic, N. H., was away beginning July 10 and we hope the Colonel had a pleasant vacation.



Forty-three years ago this picture was taken on the Dover Branch, between Portsmouth and Dover. At the head end of old No. 182 are shown, left to right: Engineer **Jim Corey**, deceased; Fireman **L. L. Gould**, retired; Brakeman **Ernest H. Moody**, present Portland Division passenger conductor; and Conductor **Frank Moore**, deceased

J. B. Dupras, agent at Plaistow, enjoyed his vacation the first portion of July and we understand he enjoyed himself touring Canada.

Luther P. Leith, agent and operator at Rockingham, had his vacation in July.

Miss Jeannette L. Lambert, efficient clerk in Superintendent C. A. Came's office, enjoyed her vacation in July. Understand she went touring in her nifty car, visiting at Rangeley Lakes and some of our popular beaches. She showed the results of her fresh air trip by the beautiful sun tan she displayed when she returned.

George H. Goss, retired Portland Division conductor, of 90 Portland Street, Rochester, N. H., has been confined to his home by illness and would be pleased to hear from any of his old friends.



By Harold Leavitt

Shop Supt. Walter H. Ohnesorge observed his 65th birthday on July 12 at a party at his home in West Acton. Ohnesorge has just completed 49 years of railroading, having started his long career back in 1901.

Leonard "Spike" Nolan, 14-year-old son of Al Nolan, Stores clerk, together with a chum, acted quickly in an emergency and helped rescue 9-year-old Marilyn Quinlan, who had fallen into a local reservoir. The two succeeded in pulling the youngster to safety at a considerable risk to themselves, although unable to save a second youngster.



That loud rumble you hear issuing from the Accounting Department these days is just the "Sarge" fuming about the cut he took in handicap at Mt. Pleasant. Don't feel bad, "Sarge" according to handicaps you're now a classier golfer than Uncle Joe (alias "Lost Ball's Hill").

Rudy is getting prepared to leave for the annual National Guard Encampment at Cape Cod. Hope to see you back with us, Rudy.

Ralph Spinney is working with us as an armature winder.

Bill Scomis has been recalled as a laborer.

Frank Doherty, pensioned machinist, died recently. Frank was well known and liked by all who knew him.

Russ Peterson, son of Norman Peterson, assistant shop superintendent, is now with us as an electrician regular apprentice.

Charles J. Faria has begun work as a stationary fireman at the power plant.

Chief Elmer Tilton was a delegate to the National Safety & Fire Protection Convention held at Atlantic City, N. J.

Our bowling team from Billerica finished third in the annual Bowling Tournament held by the Y.M.C.A.

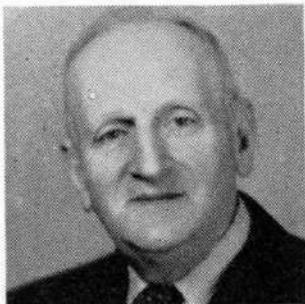


#### SALEM

By A. C. Whitehead

We are glad to see Car Repairman Leo Pelletier of Yard 8 Shops back to work after being off sick five months.

Crossing Watchman Richard Croly spent his vacation at Saratoga Springs, N. Y., and Crossing Watchman William Pero went on a motor tour of the White Mountains.



*Harry G. Motley, pictured here, is now enjoying retirement after more than 46 years' B. and M. service. A resident of Rockport, Motley was agent at Rockport station when he retired last Sept. 30. He is 71*

Retired Chief Baggage-master Henry Howe was a recent visitor and is enjoying good health.

Conductor J. H. Benvie enjoyed his vacation doing a bit of tuna fishing in Ipswich Bay.

Mrs. Marion Gunderway, matron at the local station, went vacationing at her daughter's ranch in Norwell, Mass.

Bernard J. Casey, track supervisor, spent his vacation touring to New York and Washington in his new auto.

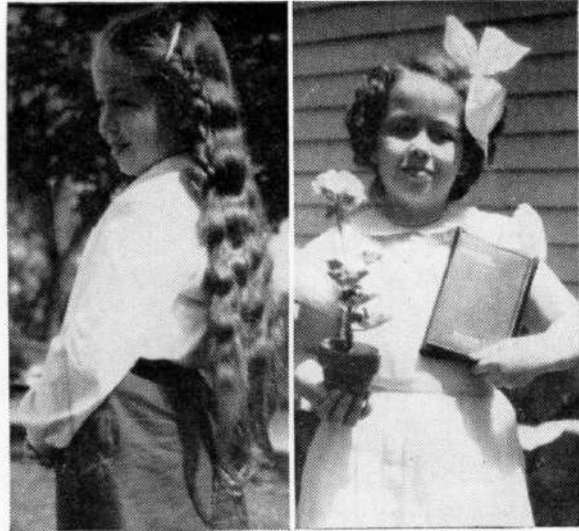
#### CHARLESTOWN TERMINALS

By W. F. Cody

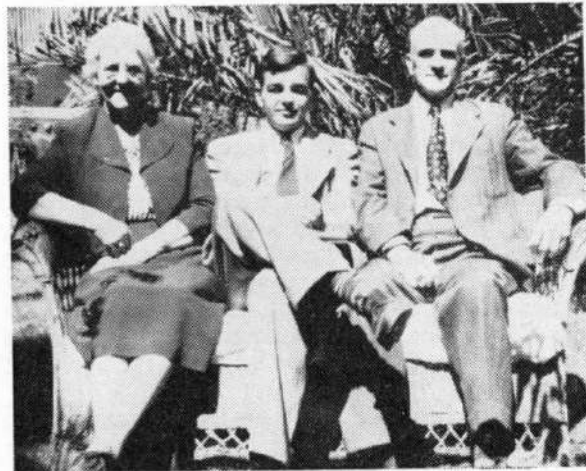
Condolences to the family of Fitchburg Division Engineer R. P. Goff, who recently died; and to Travelling Inspector Arthur Shell on the death of his

mother; and to the family of Crew Dispatcher Joseph Barry, who recently died.

Abe Wolfson, machinist helper, has been made Co-Chairman of the Chelsea "Jimmy" Fund Committee.



*These pictures mark two big events in the life of Jessie Lois Gill, eight-year-old daughter of Piper's Helper Joseph W. Gill of New Boston Terminal. At left is Jessie just before she had her long hair shortened for summer comfort. At right, after the haircut, and proudly holding a Bible and plant presented her at church on Children's Day along with an attendance pin to denote 100 per cent attendance*



*Pictured at San Luis Potosi, Mexico, last Spring was this trio, Locomotive Engineer Harry Jones of Train No. 3310, with Mrs. Jones and their grandson, Philip H. Jones, Jr.*

Portland Division Engineer Rufus O. Carter has been in Cleveland attending the B. of L. E. Convention, and enjoying himself he says.

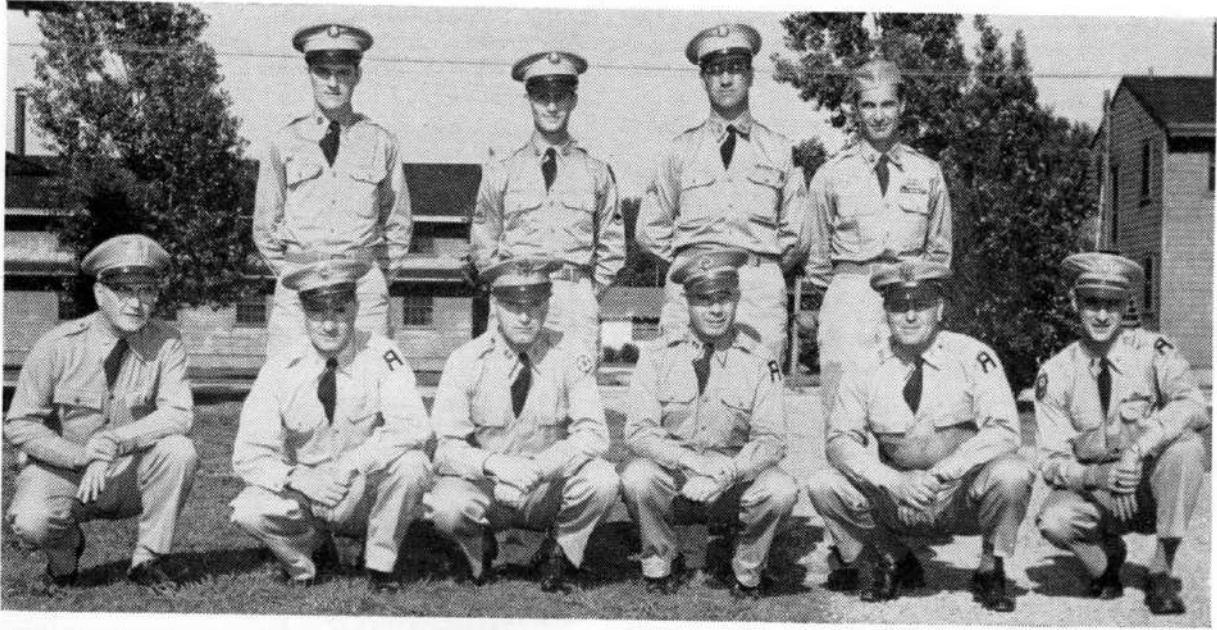
The G. Fraziers (he is a Sheet Metal Helper) are the proud parents of a baby boy.

#### DIVISION OFFICES AND NORTH STATION

By Joe Bussichella and Betty Bailey

Mary A. (McDonough) Howe, wife of North Station Baggage Master Samuel P. Howe, died at the Whidden Memorial Hospital in Everett on July 5 after an illness of one week. In addition to her husband, she leaves three sons, John R., employed at North Station as a





*After spending two weeks in active training at Fort Eustis, Va., in June, about 20 officers and men of the 752nd Railway Operating Battalion made an official inspection of tower and yard facilities around North Station on the evening of June 29. They were guided by their commanding officer, Major George R. Foley, night station master in North Station. In the picture above Major Foley is shown with his staff members at Fort Eustis. Front row, left to right: Major Foley, Major R. Cole, New Haven Railroad; Capt. Roger Rand, B. and M.; Capt. J. Crohan, New Haven RR; Capt. C. B. Harris, B. and M.; Lt. D. Stevens, Sante Fe Railroad. Back row: Sgt. J. Price and Sgt. J. Deveau, B. and M.; Cpl. R. Boyd, New England Coke Co.; and Cpl. R. Gould, New Haven RR.*

mail shipper, George S. of Malden, and Arthur W. of Syracuse, N. Y.

Maurice A. Brown of the North Station Baggage Department, took a two-week training course for military service with the Service Battery of the 211th Field Artillery Battalion of the Massachusetts National Guard in July.

Little Charlie Maher, the dynamic mail and baggage dispatcher at our Boston Passenger Terminal, is busily engaged in a study of the watermelon situation to ascertain why there was such a shortage at that summer evening party of Transfer Clerk Harry Lewis held at Nahant in July. Charlie, otherwise known as Orphan Annie, claims that the one and only melon produced at the North Shore social function, was distributed in equal parts to 25 guests and he, being the 26th, had none.

After an absence of two years Baggage man Charles H. Hadley of Medford returned to his job on Foreman John Brough's 6 P.M. shift at the North Station Baggage Room. Hadley enlisted in the army in March, 1948, and received his honorable discharge early this summer.

A raging grass fire that swept over several acres of his property in Newburyport destroyed 10 of Baggage man Gordon F. Adams' 14 bee hives before firefighters could bring the blaze under control. Gordon has been raising bees for both profit and as a hobby for several years and hopes to soon replace the burned hives.

North Station Tractor Operator Daniel E. Camarot of East Boston and his charming bride are driving around in a shiny new car.

Struck on the foot by a heavy board that flew up just as he gave it a hard pull, Robert W. Gosby sustained painful injuries while at work in yard 4. He was removing an arm rest board from a locomotive at the time.

Congratulations are in order for one of the young old



*Crew members on Fitchburg Division Train 522, pictured recently in South Acton station. Left to right: Conductor Amos Leet; Fireman J. F. Roans, Flagman William White and Baggage master Al Fredericks*

timers attached to Chief Baggage Master Leonard F. Hay's staff at the Boston Passenger Terminal. Daniel Walsh of 58 Pine Street, Malden, father of Passenger Conductor Tom Walsh, celebrated his 72nd birthday on July 8. Dan has worked in the same department since August 4, 1911 and he seldom misses a day's work.

Matthew J. Forrest is back on the job as one of North Station Foreman Michael J. Regan's all-night mail handlers following his recovery from an operation performed at the Carney Hospital. "Tex" is a resident of Boston's Bunker Hill district.

Senior Checker John F. Kirwan has a new assistant at the North Station Baggage and Parcel Room in the



person of John F. Kelleher who served for 15 years as cashier at the main parcel room before its closing. "John F.", who has been with the railroad 22 years, displaced Gordon E. Doliber. Doliber in turn displaced William S. Higgins, first shift boardman.



*Janice Anne Beckwith, three-year-old daughter of North Station Baggage man George L. Beckwith, who won a prize award in the annual Better Baby Health contest sponsored by the Boston Junior Chamber of Commerce for the benefit of their Youth Activity and Welfare Fund*

All that sunshine radiating from the Train Mail Room these days comes from the genuine happiness of Chief Clerk John A. MacLean! Mrs. MacLean responded so well to treatment at the Melrose Hospital that doctors decided an operation, which had been previously planned, was not necessary and so the little lady is back home and very well.



*Passenger Conductor Walter C. White of Littleton, Mass., who handles Trains 5202 and 517, finds time at South Acton station to make out his reports. White entered service 48 years ago last March as a call boy, worked as a yard clerk for a time, and entered train service in 1903*

A non-revenue passenger hopped on train 118 just as it was pulling out of the Wyoming station and members of the train crew promptly escorted him to the baggage car where he was held until the train reached North Station. Then Ed Donegan of Chief Moxham's Police Department took him into custody! A few hours later, through the cooperation of officials of the Melrose City Hall and local police, a friendly young beagle hound was restored to its happy owner!

From Malden comes the goods news that Pensioned Mail Handler Michael J. Moynihan is well along the road to recovery at his home at 11 Tufts Street where he suffered a severe heart attack early in June. Michael retired Dec. 1, 1946, after being with the railroad for 37 years.

The many railroad friends of Pensioned Baggage

Checker Michael J. Gaffey of 66 Locust Street, Reading, will be sorry to learn that he is seriously ill at his home. Gaffey had 43 years of continuous employment with the Boston and Maine when he retired at the age of 70 in 1939.

Wendell L. Bowen is back on the job as baggage master at Gloucester station following an extended honeymoon at Franklin, N. H.

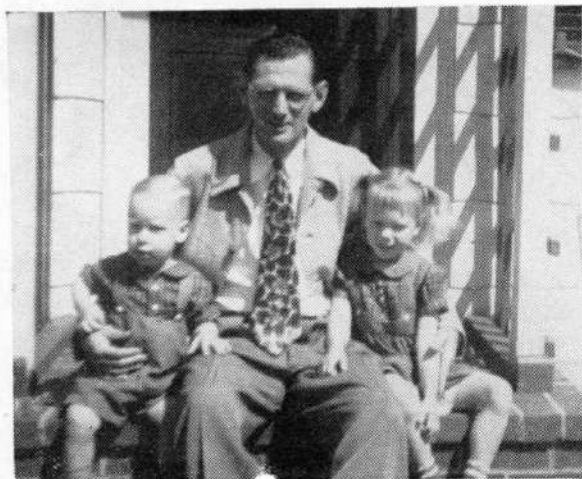
Albert N. LeBlanc of Salem, employed as Station Baggage man at the North Station, enlisted in the army in June. He is the son-in-law of one of our North Shore Crossing Tenders, Frank Morin and also the brother-in-law of Freight Brakeman Francis J. Morin.

New homes have been purchased by two of our Boston Passenger Terminal associates. Mail Shipper Philip P. Lessard acquired a new residence in the same city where he has always resided, Lowell, while Tractor Operator Alfred J. Morin bought a home in Nashua, N. H. Morin previously was a life-long resident of the South Shore.

Arthur R. Jackman of Saugus, former switchman in Yard 1 before the Charles River bridges were reconstructed, observed, with Mrs. Jackman, his 65th wedding anniversary a few weeks ago. He retired in 1937 after over 46 years' service.

#### "A" HOUSE

By Frances MacDonald and Herbie Magown



*Messenger George French of A House, pictured at home in Saugus with his two children, Richard Barry French, and Karen Elaine*

Mr. and Mrs. Giles C. Kelliher recently became the proud parents of their second son, Ralph Andrew. Congratulations.

Joseph B. Murphy, assistant agent, has returned to work following an illness of several weeks.

Doris Howland, who has been a clerk at our Lynn Freight office for the past few years, has returned to work at "A" House. Welcome back, Doris.

Mary Regan spent her vacation at Ogunquit, Me.

Granville Tate, rate clerk and also our local chairman, has been out of work for several weeks due to illness. We're all hoping Granville returns soon.

Mr. and Mrs. Ellis B. Bradshaw are the proud parents of a new baby son. Congratulations.

Pop Coult, head clerk of the Outward Department, has returned to work following an illness of a few weeks.

Charley Sargent enjoyed his vacation at Old Orchard Beach, Me., with his family.



—AND HE'LL COME BACK FOR MORE

