The date of this issue is unknown; it is missing its covers and therefore pages 1, 2, 23 and 24. The only place where the date is given is on the front cover.

It is assumed to be 1947 because there is an article about oil shipments in 1946 so therefore issue is later than December 1946.

Also there is an article about a bridge fire on March 28 near Kingman, no year given. It is also noted that the Mount Washington Cog Railway will open on May 30.

It may be fair to assume that this issue is either April or May, 1947.

In 1948 the magazine was increased in size.
Oil is Important Maine Central Business

We Carried 15,628 Tank Cars of It for Fourth Largest Revenue Item in 1946

By NILS LENNARTSON, Associate Editor

The transport of oil—increasingly more important to the homes and industries of northern New England—makes up the fourth largest revenue item of freight hauled by the Maine Central Railroad.

In 1946 we carried some 15,628 tank cars of gasoline, oil and petroleum products. This represented revenue of $1,107,213 or 6.5% of our total freight revenue for the year.

The bulk of this oil, or 11,129 cars to be specific, originated on our line at Portland after coming there aboard sea-going tankers. The big tankers pump out their cargoes through hoses run over the side which carry the oil into the storage tanks of the various oil companies along the “tank farm” of Yard Six section of Portland’s waterfront. From these storage tanks our railroad tank cars are filled to their either 8,000 or 10,000 gallon capacities by overhead valves.

Twice a day, a Portland Terminal switcher goes down into the Yard Six area to bring out strings of loaded tank cars. These are set into trains and eventually arrive at various points in Maine as well as in northern New Hampshire and Vermont.

Last year 3,153 cars of oil originated at Bangor after being brought there by small coast-wise tankers. A small number of cars originated at Hallowell which also has coastwise tanker service. The remainder of the Maine Central oil traffic was received by rail from the Boston and Maine.

The Maine Central hauls three general types of oil products. The first is the heavy fuel oil known as Bunker C oil. This is a residual type oil which is used for fuel by the many paper, woolen and other industrial mills in Maine which have converted to oil power. The second is range or burning oil which we haul to supply the needs of the thousands of homes which use oil for heating and cooking. The third type is gasoline for autos and aviation gasoline for the major Maine airports.

The railroad realizes the extreme importance of getting oil products to users during cold weather. This is the basis for standing orders during the winter which require that tank cars, loaded or empty, be handled with the same dispatch as perishable freight.
These are the men who work in Portland's Yard Six. From left to right they are: Angus M. Peterson, car inspector; William D. Lamb, fireman; E. W. Grant, locomotive engineer; Bernard H. Quinn, conductor; J. A. McCloskey, middle man; and Joseph A. Roy, head brakeman.

The Maine Central is regaining its share of the oil transport business which was lost during the war years through ODT orders limiting use of tank cars to hauls of more than 200 miles. With the lifting of ODT restrictions in late '45, the railroad's oil business picked up and went to the revenue total of $1,107,213 in the past year, highest oil revenue in Maine Central history. The previous high was 1935 when 12,915 cars brought $1,068,035 to the road.

**BOWLING CHALLENGE**

A Maine Central bowling team which won a league title at Bangor this season is interested in arranging to meet a Maine Central team from Waterville or Portland some weekend.

Managers of interested Maine Central bowling outfits should contact John Shaughnessey, clerk in our freight office at Bangor. The Bangor team had a pinfall of 38,812 in winning 81 out of 112 matches. It is slated to compete in a city-wide roll-off for the municipal title.

**COG RAILWAY**

Agent J. E. Crepeau at Fabyan, N. H., reports that the Mt. Washington cog railway will open up on Memorial Day, May 30. Agents who wish schedules can get them from Crepeau. He also will be glad to send over the wire information as to visibility and weather on top of Mt. Washington.

**STILL GOING STRONG**

The 93rd birthday of Charles McNabb, retired B & B man, as well as St. Patrick's Day, was observed at Bartlett, N. H., on March 17.

**Burned Bridge Rebuilding Sets Record**

Bridge crews of the Maine Central as well as the Canadian Pacific can well be proud of their feat of rebuilding the 142-foot bridge across the Crossuntic River near Kingman in less than 24 hours after it was practically destroyed by fire.

The fire broke out on the structure, which carries the Maine Central's tracks across the Crossuntic River, on the afternoon of March 27. Efforts of the crew of a Canadian Pacific freight train failed to halt the flames from destroying all but the ends of the bridge which also is used by the Canadian Pacific under arrangement with the Maine Central.

Word of the incident was relayed to Bangor and to our engineering department's headquarters at Portland. Plans for restoration were drawn swiftly and 60 experienced bridge crew men were dispatched from Portland, Gardiner, Winthrop and Waterville. A special train carrying bridge building materials was started at Gardiner. It picked up cranes and power tools at Waterville and then rushed to Bangor where the entire relief project was assembled. At the same time a Canadian Pacific relief train was being organized.

Arriving at the scene, the relief men worked in open water and on ice which covered some of the water to saw off what was left of bridge piles burned in the fire. New spans, stringers and a whole new deck was constructed by the bridge men. Rail men followed behind laying new rail.

Despite cold and ice conditions—and several men did fall into the frigid waters during the work—the men carried on without interruption. That resulted in the first train passing over the new trestle at 10 P. M. March 28, less than 24 hours after the fire had burned out at 11 P. M., the night before.

Foremen of the B and B crews which helped set the record were: D. Smith, P. D. Gross and A. B. Stewart, who worked under the direction of B and B Supervisor W. Lampson and E. E. Manter and H. J. Albright, assistant B and B supervisors. Section foremen were: Floyd E. Gordon, Mattawamkeag; James G. Kinney, Bancroft; Ernest L. Stoddard, Kingman; and Earle Hamilton, extra crew all under J. P. Seully, division engineer and Harry Homans, assistant division engineer. Signal work was under supervision of Frank W. Burke, Mattawamkeag, signal maintainer and Arthur Bailey was work equipment supervisor.

T. G. Sughrue, chief engineer, sent a congratulatory message to the crews of both railroads.

**HAIL THE CHAMPS!**

The trophy shown here was won by the basketball team known as the Maine Central Railroaders as well as the Boylan A. C. for winning the title of the Bangor Senior League the past season. The trophy is being received by General Foreman R. O. McGarry of the Bangor Motive Power Department from Donald J. Dwyer, a Bangor M. P. employee, who captained the title-winning team. The trophy will adorn McGarry's office.
Something New from Something Old

Many Freight Cars Are Rebuilt

By GEORGE K. STEVENS, Waterville Shops

The Maine Central is doing its bit to help relieve the box-car shortage by its car-rebuilding program now well underway at Waterville Shops.

Since October, more than 150 freight cars, previously designated for scrap, have been torn down at the Waterville Shops and rebuilt from the trucks up. These rebuilt cars are good for at least 10 years' service according to Shops Superintendent Frank H. Bennett. The rebuilding cost is only about $1300 a car compared with the $4,000 or more that new box cars cost today.

Reinforcement with scrap rail of the wooden ends of the 35,000 series of box cars has been a particular feature of the 50 of the cars of that series which have come under the rebuilding program. Many of these 35,000 series cars bulged badly in their ends after they had been in hard freight service for years. Installation of the section of 135-pound rail as an up-and-down brace in the center of each end is expected to prove an effective remedy.

About two weeks are used in the rebuilding of each car. After stripping down to the trucks, the process includes installation of new side sills, top plates, diaphragms, side posts and braces, metal roofs, sidings and floors. Then freshly painted and stenciled, they are ready to go back into freight service.

Cars which had been rebuilt as of March 15 were 4,000 class, 22; 5,000 class, 47; 7,000 class, eight; 35,000 class, 50; 36,000 class 20; 1,500 class, two; and cabooses, six.

NEW MeC CARS

It is expected that the first of the Maine Central's new super-deluxe coaches will be on public display at our major stations sometime the first of June. Unless there are additional unforeseen delays, it appears that the first train will be placed in service sometime later in June.

Because of strikes, materials shortages and other difficulties, the first new coaches will operate with the present dining car equipment for several weeks as the first of the new restaurant-lounge cars probably will not be ready for service until later in the summer.

BE GOOD TO HIM!

Ray Dillon, an electro-plater at Waterville Shops, recently was elected to the Police Commission of the city of Waterville.
New Steam Hammer at Waterville Shops

Being moved on rollers at the left is the new 44-ton steam hammer recently installed in the blacksmith shop at Waterville Shops. In the picture are Machinist L. McLaughlin, Machinist Helper Frank Johnson, Carman Helper James Bickford, Carman Leroy McCommic and Roy Lank and Foreman E. E. Johnston. At the controls of the hammer all installed at the right is Operator John W. Frappier. The dropping weight—without power—of the driving ram (down in the picture) is 3,500 pounds.

The biggest hammer in the history of the Maine Central Railroad—a steam hammer weighing 44 tons—has been installed in our shops at Waterville. The new hammer replaced a true veteran—a hammer which this year completed 61 years of service. This older hammer was installed in the shops at the time of its construction in 1886. It has been repaired, re bored and restored many times but in this her 61st year she just quit.

Workmen of the Engineering Department power-drilled into ledge to get a base hole some 12 feet deep for the hammer base to set into. The hammer itself rests on a concrete base while the anvil or portion bearing the striking jar of the driving ram is cushioned on six feet of oak timbers laid crosswise over the concrete below.

The huge gray-painted hammer arrived in our yards at Waterville on a flat car. Shop Superintendent Frank Bennett moved it into the blacksmith shop by removing some 20 feet of the brick wall at the north end of the blacksmith shop wall. Two girders also were moved to make way for the incoming hammer. Settled into its foundation of concrete and timber it is now used in forging new parts from heavy scrap iron heated in the furnaces.

Champ Angler is Out Again

By C. A. Jeffers, Bangor Car Department

Hot after prize fish again this spring is Earle J. Honey, AAR checker in our car department at Bangor, the only known Maine Central member of the select "The One That Didn't Get Away" Club.

All indications the first of May were that this will be "a fine fishing season," Honey told sportsmen friends at Bangor. A railroad man since 1922, Honey devotes most of his spare time in the season to seeking prize fish with the aid of his several boats and first class fishing gear. He owns a cottage on Branch Lake where he caught his prize trout last year. Married, he has two sons, Earle, Jr., who was three years in the Navy, and Kenneth F., a star in the Bangor church basketball league.

HOW TO WIN FRIENDS

Trainman Cato S. Meader, Portland Division, has been commended by General Manager Rourke for helping a lady passenger locate a misplaced briefcase recently.

Mrs. Donald H. Hathorn of Bangor wrote Rourke that she found on boarding No. 19 at Augusta recently that she had left a valuable briefcase in an Augusta restaurant. Trainman Meader told the lady that he would send a wire concerning the briefcase upon reaching Waterville. On arrival in Bangor, Mrs. Hathorn wrote, the trainman reported that the dispatcher's office had received a wire saying the case would be on the next train to Bangor.

"This sort of service is a credit to the railroad. x x x The traveling public can't help but appreciate such favors," the lady wrote. Rourke commented that the trainman's actions "made a real friend for the railroad."
THE 101ST BLOW

Some of you may wonder why we keep pounding our heads against the almost-stone wall of indifference to the fate of railroads. Perhaps the answer was given by the man who wrote:

"When nothing seems to help, I go out and look at a stonemason hammering away at his rock perhaps as much as 100 times without so much as a crack showing in it. Yet at the 101st blow it will split in two. I know that it was not that last blow that did it, but all that had gone before."

That should have a moral for all of us who get our livelihood from the railroads. It should have a moral for all whose daily lives depend in so many ways upon an efficient railroad system in the nation.

We all must keep telling the public at every opportunity the facts about railroad earnings. These facts are simple:

1. Adequate rail transportation costs money.
2. The railroads will have the money to provide this adequate—and better—transportation only if they are allowed to make an adequate return on their investment.
3. This return must not be less than 6% on the railroads' property investment.
4. In 1946, with railroads hauling the heaviest peace-time traffic in history, the return on investments of U. S. railroads was only 2.75%.

We must emphasize that government agencies which regulate the railroads' rates should be informed as to the absolute need for getting this 6% return.

We must emphasize that government aid in the form of subsidies, which competing transportation agencies receive, constitutes another of the "leaks" which makes the railroads' situation difficult.

People generally want private enterprise to continue. Americans have indicated positively that they do not want public ownership as a standard thing. If the railroads are to continue as private enterprises they must be allowed a fair return.

That's our message.

By telling it enough times, to enough people, we may someday strike that "101st blow."

MEC HISTORIES

Persons interested in obtaining a free copy of the history of the Maine Central, recently written by General Representative W. A. Wheeler, retired, may do so by writing the Maine Central Magazine, General Offices, Portland.

SERVICE RECORD

An Eastern Division conductor is the last of six members of a family who together have totaled more than 170 years of railroading on our Vanceboro-Bangor line.

He is George F. Glaster of Bangor, who, because of disability, is currently holding the baggagemaster's job on trains No. 23 and 92 on the Vanceboro trains. George joined the road in 1904 and is the last of the railroad members of his family, which included his father and four uncles, to remain in service.

His father, Lewis Glaster, deceased, was section foreman at Winn for 20 years. One of his four uncles who were with the railroad is Ansel Libby, who, although 86 years old, now is running a parking lot in Bangor. He was a Vanceboro line conductor for 25 years.

The other three uncles, all deceased, were Arthur Libby, agent at Olamon for 30 years; Frank Glaster, locomotive engineer on the Vanceboro line for 30 years; and Henry Glaster, a conductor on the same line for 25 years.
By DORIS M. THOMAS, PEGGY TUTTLE, 
FRED HARRIS, VIVIAN R. ELLIOT, JUlia ROPER
E. I. Hill of the freight claim department attended a railway clerks' meeting in Boston April 13 as local chairman of the clerks. The meeting was preceded by a dinner honoring General Chairman H. D. Ulrich on his 25th year in the position. 

The Boston and Maine-Maine Central Men's Bowling League had its season's end dinner at the Roma Cafe April 22. The Minute Men captained by W. Spies and Kenebecs captained by Les Mills tied for first place in the final standing. Dick Harrington had the high average of 99 while Spies had the high single string of 152. Paul Crawford had high three strings with 334.

Paul incidentally rolled up an average of 93 on the team that won the Boston and Maine-Maine Central bowling league title.

Steve Conley, clerk in the accounting office who had a 94 average in the bowling league, tried his luck in a golf tournament at Brunswick recently. His 18-hole total was 94—the same as his bowling average.

Peggy Tuttle, clerk in the accounting office, has returned to Peak's Island for the summer season. She also has been named as magazine correspondent for the accounting department.

Theresa Slattery, clerk in the accounting office, had the high average of 88 in the Boston and Maine-Maine Central girls' bowling league which marked the end of its season with a party April 29.

Carl Barrett, veteran clerk of the passenger department, braved the cold and snow flurries of a recent weekend to catch a three-pound salmon. Gertrude Holbrook, clerk of the ticket office accounting bureau, attended the wedding of a niece at Waterville recently during a few days' vacation. Mrs. Arthur Hutchinson, Jr., daughter of Chief Locomotive Dispatcher Clyde Gary, sang in the Portland Women's Chorus which gave a concert in City Hall April 12.

Mrs. Madeline Deering, stenographer in the master mechanic's office, recently visited with her parents at Mt. Vernon, Me.

Former Superintendent F. J. Runey and Mrs. Runey observed their 50th wedding anniversary when they were guests at the home of their daughter, Mrs. Vivian R. Elliot, stenographer in the superintendent's office, during the week of April 20.

Congratulations to Mr. and Mrs. Herbert F. Strout on the birth of a son, Herbert F., Jr. Herbert is the son of Mrs. Winnie Strout, telephone operator.

Allee Gallant, telephone operator, was called to New York recently by illness of a relative.

Marie Flaherty, telephone operator, visited in Quincy, Mass., over Patriot's Day weekend.

Sympathy is extended to Thurlow Vannah of section 20, whose father died April 19.

Baggage agent Harvey Wilder, Cashier Ray Burns and your correspondent were in Appleton recently attending a lodge meeting.

 водоробне зголовне.
Electrician Albert Nelson has purchased a new outboard and is overhauling his boat for fishing.

Carman Henry Gleason's pony died recently.

Retired Carman Helpful John Simpson was a recent visitor.

Mrs. Cleophas Frappier is confined to the Sisters' Hospital. She is the wife of Painter Cleo H.

Upholsterer's Helper Peanut Robinson has been out sick.

Foreman Pennell Farwell and family were recent guests at Mr. and Mrs. Leon Cox, his daughter, in Bangor.

Sheetsmetal Worker Bob Harding was in New Jersey recently.

Corporal Brynn Campbell has been discharged from the Army and expects to return to the machine shop where he was an apprentice.

Carman Frank Nadue, who was ill, is recovering slowly at his home in Fairfield.

Supt. H. B. Bennett, Electrician Foreman Ralph Patterson, Assistant Car Foreman Bill Otis and Upholsterer Ray Dillon were recent visitors at the Pullman plant in Worcester, Mass., inspecting the new passenger cars.

Upholsterer Leo Baker has been smelt fishing at Damariscotta.

Painters Henry Pooler and Larry Folsom, Foreman Pean Farwell and Carman Harry were in Augusta recently to receive the 16th degree in Scottish Rite Masonry.

Carman Jimmy Hall has been in Boston attending the 35th Anniversary of the New York Foremen.

Painter Charles Lawry attended the Laymen's Conference of the Methodist Church in Portland attending the 35th Anniversary of the Laymen's Conference of the Methodist Church in Portland.

Legislative hearings on labor bills in Augusta.

Carman Thomas Underwood attended the N. E. Basketball Tournament in Boston.

Millman Chris Carstensen has been enjoying his vacation by having his teeth extracted.

Upholsterer Walter Lee has sold his home in East Winslow and is in the market for another one.

Mechanical Helper Ward Weir spent part of his vacation visiting in Massachusetts.

Foreman F. P. Farwell and Mrs. Elizabeth Farwell were in Augusta recently.

Carman Ernest Taylor and Blacksmith Helper John Simpson are vacationing in Massachusetts.

Trimmer Eddie Maillert is proudly welcoming back to the fold after three months' illness.

Carman Lars Anderson has had considerable luck as a rabbit hunter.

Machinist Phil Severson has been delegate to the IAM convention in the Hotel Manger in EMS.

Retired Foreman Hollis Hodgkins has been at the Osteopathic Hospital for surgical treatment.

Mechanist Larry Folsom was a business visitor in Portland.

John D. C. Reid, superintendent of MP, has attended a special inspection party visiting Togus.

Painter Ralph Givoux has bid in the paint shop room job vacated by Lawrence Campbell.

The small bone arms meet at Greene were attended by Painter Chet Craig, Carman Ernest Taylor and Blacksmith Harold Boucher.

Painter C. F. Grady and Mrs. C. F. Grady have been in Boston where Mrs. Mitchell visited the Lahey Clinic.

The smiling sailor is Donald T. Johnson, son of Carman Robert and Mrs. Percy John­ston of 23, Gilmor St., Princeton. He recently was home on furlough.

Carman Jimmy Hall has been in Boston attending the 35th Anniversary of the New York Foremen.

Machinist Abbott McKenney, accompanied by Engineers Dave Staples, Arthur Ladd and Ross Baker, attended legislative hearings on labor bills in Augusta.

The Bureau of Vital Statistics presents for the month the following: A daughter to Machinist and Mrs. Don

Rines March 19th at the Thayer Hospital, named Patricia Anne; a son to Painter Helper and Mrs. Donald Stewart, March 19 at the Sisters' Hospital named Alfred Donald, 6 lbs., 5 ozs.; and a son to Painter Helper Richard White and Mrs. White at the Besse Maternity Home in Albion, March 11, weighing 11 lbs., and 14 oz., named Roy Donald.

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Train Service

By CLIFF BALL

Several trainmen went to Boston April 19 to attend a dinner for President Whitney of the Brotherhood of Railroad Trainmen.

Conductor George E. MacLean is on a trip to Chicago and California where he will visit relatives he has not seen for many years.

Conductor James E. Monahan, who was injured February 20, has returned to work and is vacationing in Miami, Fla.

Conductor Harold M. Card has returned after visiting his son in Erie, Pa.

Trainman and Mrs. Frank G. Grimes celebrated their 38th wedding anniversary April 28.

Waterville Station and Yard

By HELEN KERVIN and M. W. FLYNT

Telegrapher W. B. Lewis was off on account of illness.

Veteran Locomotive Engineer R. B. Goodreau is gaining after serious illness. We shall be happy to welcome him back.

Telegramer John Begin is on third trick yard office, having been transferred from Bangor.

Telegramer J. G. Kirkpatrick was off several days ill.

Conductor Frank E. Trainer, who has been ill, is now back on the Swampscott job as usual.

Yard Checker Thomas Traylor is convalescing after an operation.

We extend sympathy to Track Repairman Gideon E. Veilleux and Trackman Fred Vigue on the recent death of their fathers. Their mothers, Mrs. Gloria Laliberty, Miss Connie Binette and Miss Elaine Kervin.

Plumber Harold Lane has returned to work after leave of absence.

Trackman Patrick Con cannon of Ames' extra crew has been on vacation.

Trainman Chester Giroud has been off duty due to illness.

By O. R. BURWOOD

Former Agent James Winslow is on the other coast by now. Several cards have been received from him. From other sources we learn that he forgot his pajamas at some junction point.

Mrs. Helen Mead, daughter of Foreman W. N. Trecarten, has been ill at Rantoul, Ill.

Grover Hayes, engineer, employee, lost a small camp by fire recently.

James L. Meserve, long a resident of Bartlett, has taken a position of crossing tender at North Conway. Jim has been section foreman at North Stratford for several years. He's glad to be nearer home at last.

Mrs. Harriet Macomber, wife of Doug Macomber, section foreman at Mt. Willard, suffered a broken hip but is now able to get out to some extent.
Everett Toebbe, clerk in the track supervisor's office, is much better and expects to return to work soon. He has been off duty for about nine weeks.

George Lyons, section foreman in Norridgewock, now is able to come to the table with the rest of the family as he has a new set of molars.

A bridge crew under Foreman E. D. Smith has been re-tieing the Showhegan bridge.

Madison
By C. S. PIERPOINT
Frank Nason, section foreman of Madison section, was out ill for two weeks. Chester Shephard handled the job.

Elliott Vintinner and Patrolman Merle Gehrke of Bingham were in Portland doing a job. Mr. Vintinner has been off duty for about nine weeks. He expects to return to work soon. He has a new set of molars.

Pictured here are Patrolman's Helper Section Foreman Warren Bessey at Madison and Mrs. Albert Kelley, former section foreman of Lincoln and Woodland, and Mrs. Washburn he visited his brother in Connecticut.

Vanceboro
By H. D. DAVIS
Our three operators, C. D. Kelley, W. R. Gardner and C. Crandlemire, Sr., have been doing seven-day assignment for some time due to Relief Operator C. Crandlemire, Jr., being temporarily assigned to duty elsewhere. Operator Kelley also made a much dreaded trip to dentist at Bangor.

Retired Operator Charles E. Cutler, who makes regular calls at the station, recently had the opportunity of meeting Superintendent J. L. Morlary of the Eastern Division for the first time.

Lincoln
By H. D. HASKEL
Trackman Fay Washburn took one week of his vacation in April. With Mrs. Washburn he visited his brother in Connecticut.

Second Track Clerk Operator Lyman G. Kelley was on sick leave for seven days in April.

Third Track Clerk Operator Matthew J. Willette, who had been on sick leave for some months, was successful bidder for the temporary vacancy as second track clerk operator at Kingman.

Trackman Elwood Pete returned to work on the Lincoln section in April. Mr. and Mrs. Pete are the parents of a daughter born recently.

Trackman Harold Campbell has landed lumber on a lot and is preparing to construct a home.

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Bangor Motive Power
By C. H. LEARD
Machinist Helper Charles F. McInnis left the office in Bangor April 11 after six months with the company. His extra crew has been making a few changes in the tracks around Bangor. The crew expects to be out on the road by the end of April.

Conductor R. A. Constantine is laying off Ill.

Business on the Washington County branch was good in April with an average of three extra trains a week, hauling coal from Searsport to Woodland.

Raymond Beers, son of Cashier W. E. Beers, and Christiana C. Clarence Beers, daughter of retired Yard Conductor William Clendening, were married April 9. They left for parts unknown on their honeymoon.

Retired Yard Conductor William Clendening has been confined to his home for some time with pneumonia.

Traffic Representative Ralph Graham of Bangor paid us a visit recently.

Miss Barbara H. Augherton, daughter of Eastern Division Engineer and the late Mrs. W. J. Crocker, married James D. Power, Jr., April 3. The ceremony took place in St. Mary's Church and was largely attended by friends of the young couple.

Miss Kathleen Farwell, daughter of Eastern Division Engineer F. S. Peavy on the railroad in Bangor for some months, was successful bidder for a leave of absence, to attend the Hempwood Hospital, Bangor

This smiling lady is Betty Anna Leard, daughter of your correspondent, C. H. Leard. She plans to enter the University of Maine this fall to major in physics and education. She is captain of cheerleaders, class secretary and president of the Xi-Y Club to mention a few of her many activities in high school.

A new 1½-ton Elwell-Parker Electrical Crane truck has just been received and is running around the shop and engine house like a kiddie-car. Electricalian M. G. Hathaway, Helper J. M. Blakney, Engine House Foreman C. E. Quimby, Store Clerk J. L. Blethen and Machinist W. W. Rideout, all from the engine house: Conductor "G" Ricker, Karl Lewis, superintendent of engineering department, clerk, attended the Hoopa Temple Ceremonial in Maine April 11. They had the pleasure of watching Train Rules Examiner Eugene Winslow travel over the "hot sand".

Road Foreman of Engines A. W. Crecker was out ill for a few days. General Foreman R. O. McInnis took his daughter, Priscilla, to Boston in April 14 where she entered hospital for surgical treatment.

The other day while our Associate Editor and I were chatting, Lewis W. Ricker dropped into the office to say hello. Rick, who was for many years a car inspector in Bangor yard, took the pension about three years ago and since then has devoted his time running his extensive farm on the outskirts of Bangor.

About six weeks ago he had the
misfortune to break his wrist in three places.

Miss Alice Maney, sister of former Engineer William H. and Thomas E. Maney, left May 8 in company with another brother, Rev. Timothy C. Maney of Bath, for a three months' trip to Europe. They will sail on the S. S. America and return on the Queen Elizabeth. Previous to her departure her friends tendered her a dinner party at the Pendocot Hotel.

The Brotherhood of Locomotive Firemen and Enginemen of Bangor enjoyed a supper April 13 at the Macaebus Hall in Bangor. The Ladies' Auxiliary was lavishly at a special guest and a social evening was enjoyed following the supper. The supper committee for the occasion was Mr. and Mrs. J. C. Cayford, Mr. and Mrs. E. L. McKay and Mr. and Mrs. E. E. Hathaway. Hathaway is local chairman of the brotherhood. The members of this brotherhood and their wives have been invited by Engineer L. L. Fernand and wife to Beech Hill Pond, some time in June. The date will be announced.

Bangor Opening

By T. A. MCDONALD

Dennysville

By HELEN SENSEQUIA and JACK HAYES

Foreman A. O. Jones of Dennysville and L. Smith of Abingdon function at the senior class of Lewiston High School made their first trip April 17 to start their positions for the summer months. We are all glad to see them back for another season in the service of their school. C. E. Manter, assistant supervising Engineer of the Portland Terminal Co. has moved into his recently purchased home at Cape Elizabeth.

One hundred and fifteen members of the senior class of Cony High School of Augusta chartered three of our 37 passenger diesels to take them from Augusta to New York on the first leg of their annual Washington tour. This party was handled by Operators L. H. Gruntz, P. W. Wheeler, and G. C. Wardwell. The party used rail service from New York to Washington and back to Portland where they again will board chartered bus service for their return trip to Augusta.

Scott Leighton, spare operator in Portland, has been off several days ill.

R. W. Libby, clerk in the general office of the Portland Terminal Co. has moved into his recently purchased home at Cape Elizabeth.

We extend wishes for a speedy recovery to Mrs. Jordan, wife of our assistant agent, who is in the office with a disability by the death of Elsie B. Monroe, who had been ill for more than two years. She was employed in the cashier's office previous to her illness and had been an employee of the Portland Terminal Co. for more than 25 years.

Toni Tatarozuk, clerk, spent a few days at Dorchester, Mass., recently.

Arthur H. Fogg, clerk in the freight house, has been out for retirement annuity under disability.

Daniel J. Vessey has returned to work in the freight house after being out with a fractured wrist. Clifford H. Ross, Patrick Mulhern, William Preston, J. Conley and Ernest Leavitt are still out ill.

George Coffin, watchman, was out ill. Michael F. Carroll, superannuated freight handler, was a recent visitor.

Harry L. Pummer, head clerk and James E. Mollin, chief and correspondence clerk, recently spent a weekend in Boston.

Francis L. McFarland and wife and daughter are planning to take a trip to South Bend, Ind., where their son will graduate from the Catholic Seminary.

John Holmes, for many years an employee of the freight house, died recently.

Rigby Engine House

By ALBERT B. WETMORE

Among our employees with recent birthdays were Hazel Beattie, engine driver, on March 22, and Archie Pratt, sheet metal worker, on April 18. On April 22, 1947, Foreman of the bridge-building crew, and Mrs. Woodrow had been wed 39 years.

Walter Emery, electrician, pictured here, came to the front as our all around sportsman, to get his quota of trout on the first day of the open season.

The wife of Harry Horton, a former welder, died after a long illness.
William Brume, machinist helper, bought five acres of land on Lambert Street near his home, and is now clearing it.

A meeting of Local No. 525 was featured by the largest attendance for some time. The officers appreciate your efforts very much. The election of the officers for District No. 42 took place on the 17th-18th of the month. A heavy vote was cast but the result is not known at this date.

Edgar Dunham, carpenter, and Mrs. Dunham recently made their first visit to New York City.

The long anticipated event has happened — Machinist Helper Albert McCann's bride-to-be arrived on the Queen Elizabeth from England. Al had been in contact with immigration officials for over six months, and at last she arrived, and she and Al were married. They now are on their honeymoon. The young lady's name is Dorrine Green, and by all reports is a comely lass.

Foreman James Marcroft has taken his turn on the microphone to broadcast the safety program on Tuesdays.

John Prater, machinist helper, second trick, kept bachelor's hall while his parents were away.

Al Miller, time clerk, took a much-needed rest. James Quincannon, machinist helper and spare clerk relieved him.

Leo Bellfountain, chief clerk for General Foreman Welch, is the recipient of a new auto after a long wait. John Welch, clerk, also has a new auto.

The usual Spring housecleaning has started at the engine house. Raymond Maxwell is doing a fine job whitewashing the walls.

Anthony Grzyb, machinist helper, and Ralph McKelvey, machinist, were injured during the month.

Sylvio Demers, machinist, bunted the freight house chore boy job formerly held by Robert McKinney, machinist, a recently returned veteran who now is on the third trick.

The end of the bowling season was featured by a banquet at the North Deering Grange Hall, at which there was an attendance of 203 bowlers. Cash prizes and the trophies were awarded to the various winners after a fine turkey supper and was followed by a dance. The Portland Terminal team again took the Industrial League title with 75 won and 25 lost.

Thurlow Poland, machinist, had tough luck when his home was partially destroyed by fire.

Visitors for the month were "Win" Sparrow and Arthur Garvin, retired machinists.

William Fagan, machinist, had an operation but is now getting along fine. The daughter of James Marcroft, foreman, recently visited friends in Ohio.

Miss E. Louise Wade, daughter of Fred Wade, electrician, was recently married to Harold Knight, Jr.

Laurence Lanciault, machinist, has announced the opening night of the dancing pavilion Wild-wood was May 3. He is going in for safety in a big way, having had all fabric material used for decoration fireproofed.

Eugene and Mrs. Clancey celebrated their 19th wedding anniversary. He is a hostler's helper.

Walter Foss, foreman electrician, has returned after a trip to St. Petersburg, Florida for the winter. His health is generally improved.