These two pages, 23 and 24 are of very uncertain date. They were found loose in the August 1948 copy of the Maine Central Employees Magazine but are certainly not part of that issue which is complete. There is reference to a March 1 bowling event. Therefore without any further evidence these pages are being arbitrarily assigned to April 1948 but that is very uncertain. They have been scanned because of the historic interest of the photos on page 24.
The Maine Central General Office bowling teams lost to B&M by 36 pins at Big 20 Alleys March 1 in a six string match.

Ronnie K. Jordan (left) had second high three, 319; and Cymbrid H. Fogg (second left) had high three, 342; and high single of 129. MeC bowlers Sam DiPhillipo, Aud. Disbursements Department (third left) had high three strings of 307; and Ed. E. Davis, Engr. Department (right) high single, 113.

The Maine Central teams blew a 96 pin lead on the last string when the B&M 40-man team bowled 3725 to 3591 for MeC. Over the 6 strings match, Blair Walls was high for total pinfall with 593. At Portland Ralph Gordon had high single 124; and Lennie Forest had high three of 329. Other high MeC bowlers at Portland were H. Maloy, 297; Stewart, 292; Gerry Shea, 291; P. Crawford, 291; and S. Spires, 290.

Fred E. Grant of Hancock, ticket clerk, Bangor.
Joseph M. Banks of China, carman's helper, Waterville.
Horatio L. Clark of 7 Pillsbury street, South Portland, coach cleaner, Portland.
Clarence A. Jefferds of 62 Parker street, Brewer, chief clerk, Bangor.
William Maloon of Bowdoinham, District Two trackman.
Anna M. Barnes, 88 Holm avenue, Portland, cleaner at the general offices.
Leroy R. Jellison, Amherst, a carman at Northern Maine Junction.
Horace A. Hayward, 92 Hamblet Ave., instrumentman, engineering department, Portland.
IN THE GOOD OLD DAYS—Two Locomotives—said to be the largest and the smallest in use on the Maine Central in 1901—are shown at the Augusta Yard in top photo. Aboard the largest, Engineer Charles Barton, and sitting on pilot, Conductor A. W. Crosby. The smallest locomotive was switcher No. 1, with Engineer White and an unidentified fireman. H. Adelbert Wright, head brakeman on the freight, submitted the picture. TOP PHOTO shows a train crew at Portland Union Station 15 years later. Left to right, Fireman Leon Boynton, who supplied the picture; Engineer Tim Cowan and Conductor Gene Vaughn. Others unidentified.