Why I Like to Work for My Railroad

You Can Win a Possible $1050 in Cash by Writing
The Best 500-Word Essay Answering This Question

Here's a chance to win a possible $1050 by telling the world why you like to work for your railroad.

The editors of your Magazine, in conjunction with scores of other railroad magazine editors throughout the country, are announcing the immediate opening of an essay contest for all railroad employees.

The local contests will comprise the preliminary rounds of a similar national contest being sponsored by the American Railroad Magazine Editors Association.

$100 IN PRIZES

On the Maine Central, cash prizes totaling $100 are being offered for the six best essays, and the top three from this group will be entered in the national contest.

The essays, which shall not exceed 500 words in length, must be written on the subject: "Why I Like to Work for My Railroad."

The winning essay on the Maine Central will earn a $50 cash prize. The second-best composition will be awarded $25 and a $10 prize will be awarded the third place essay. In addition, three honorable mention awards of $5 each will be given for the next three best essays.

The contests in a Nutshell

Topic: Why I Like to Work for My Railroad.

Length: Less than 500 words.

Closes: June 30, 1948.

Results: Announced in August issue of the Magazine.

Prizes: First, $50; second, $25; third, $10; three honorable mention awards of $5 each.
Contest has been set for November
M. O'Connell, Jr., managing editor of
the Bangor Daily News; and Paul
Portland Press Herald-Express; John
that his essay should be awarded a
prizes will be announced shortly
Decker Retires,
Nickerson Named
Purchasing Agent

Eugene Decker retired as purchas­ing agent at the end of last month after a long career of faithful ser­vice to the railroad and was suc­ceeded by his chief clerk, Granville E. Nickerson.

On his last day at work, Decker was given a solid gold watch and chain, present in recognition of his many years of service. The presentation was made by Vice President E. S. Miller and the inscription on the watch, which was purchased with funds contributed by his associates read, "Eugene Decker — From His Maine Central Railroad Company Friends — April 30, 1948."

Decker, who would have completed 55 years' service with the Maine Central on June 26 of this year, started his railroad career at the age of 16 as a telegraph operator and switchman at Thompson's Point. In 1903 he was transferred to the Com­mercial Street freight house.

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Four Passenger Diesels Undergo Major Overhaul

The flashy Diesel-Electric engines heading up our passenger trains recently are not new but the product of a major overhaul at the Waterville Shops.

It marked the first time any one of our four Diesel-Electric passenger locomotives had been in the Shops during nearly two long years of service. 705, the first to get the overhaul and a new coat of paint, had piled up a total of 295,882 miles since being placed into service July 1, 1946.

39 HOURS

Twelve men finished the complete engine overhaul on 705 in a total of 39 hours, much faster time than had been originally expected. In order to keep the locomotive out of service as short a time as possible, two 15½-hour days and an eight-hour day were worked to complete the task.

Then the engine was whisked to the paint shop, where painters and their helpers scrambled over her exterior, sanding and painting the great hulk of her body.

The engine job was thorough and complete, with new rings, pistons, valves, connecting rods and the works. Parts removed from 705 were immediately inspected, rebuilt or repaired and made ready for use in overhauling her sister locomotives.

STRIPPED NAKED

In the paint shop, 705's sleek body was stripped naked of her original coat and a new covering built up from the start, the final color being maroon with yellow stripes. This part of the job took 59 hours.

The speed with which the entire operation was completed enabled 705 to go back into service in less than a week. Immediately, another of the Diesel passenger quartet was sent to the Shops, a procedure which will be followed until all four have been overhauled.
New Insurance Plan Goes Into Effect June 1

By E. C. PAINE
Special Assistant to Comptroller

A matter of vital importance to all employees is covered in a circular letter from the executive department May 1, in which Vice President E. S. Miller has asked for prompt and careful consideration of the new group insurance plan contract with the Continental Casualty Company of Chicago, II.

The plan provides for continuation of the same hospital, surgical, accidental death and dismemberment benefits now in effect.

3500 NOW SUBSCRIBE

The interest and action of the management in providing employees with the opportunity for group insurance benefits since 1926 has been fully justified by the fact that over 3500 regular employees of the Maine Central, the Portland Terminal and the Maine Central Transportation Company now subscribe to the present plan, which expires May 31.

Since group insurance was first introduced on the railroad 22 years ago, more than $1,000,000 in benefits has been paid to our employees. In 1947, this amounted to $120,000.

In order to provide uninterrupted protection for themselves and their dependents, employees are urged to enroll immediately for whichever class of coverage best suits their needs.

Enrollment cards should be returned without delay to the assistant auditor of disbursements through your supervisor.

Seventy-five per cent of all regular employees must be enrolled before June 1 in order to insure continuance of the group insurance plan.

Employees Salting Away $7000 Weekly For Bonds

Maine Central employees are buying U. S. Savings Bonds in ever-increasing numbers to help their country win the battle for peace.

This was indicated by the response to a circular letter from Vice President E. S. Miller to our railroad's employees urging them to give "their wholehearted support" to the current bond drive, which started April 15 and ends June 30.

By the end of April, nearly 100 new applications for purchasing savings bonds through the payroll deduction plan had been received and another 50 had authorized increases in their present deductions.

A total of more than $7,000 was deducted by the company during the week ending April 21 for the 35 per cent of the employees of the Maine Central and the Portland Terminal who are participating in the payroll savings plan.

Of the total payroll of $1,321,000 during the month of March, $30,100—or better than two per cent—was deducted from the paychecks of our employees and officials for the purchase of bonds.

Huge Ledge Blasted From Mountainside

Moving 600 tons of rock in a day sounds like a feat for Hercules.

But last month our engineering crews blasted this amount from the side of the White Mountains, cleared our roadbed and relaid the track without interrupting or delaying our regular Sunday service on the Mountain subdivision.

SPRING CLEANUP

The operation, a tribute to the efficiency and skill of our crews, was a part of the annual spring cleanup of loose material along the mountainous run between Portland and St. Johnsbury, Vt. More extensive operations were necessary this year, however, due to the discovery of a loose ledge that menaced our tracks in Franconia Notch.

The rock, blasted from the mountain on the uphill side of our tracks about a quarter mile north of Frankenstein trestle, was part of a ledge which engineering patrols found had been weakened by the winter ice.

Under the direction of Portland Division Engineer John P. Scully and Peter King, Maine Central blasting expert, the operation was started immediately after the passing of RY-2 on its regular Sunday run to St. Johnsbury.

TAKE UP TRACK

After approximately 250 feet of track had been taken up and the roadbed covered with old ties and trees, 150 pounds of dynamite were exploded, breaking up the ledge and hurrying the rock down onto the
REMOVING HEAVY ROCKS from our roadbed in Franconia Notch last month after the blasting of a ledge that had been loosened by the winter ice. In the foreground: Section Foreman Joseph Burke.

Roadbed. Two cranes, made ready at each end of the blasting area, closed in immediately after the blasts and began removing the loose rock.

Working throughout the day, crews cleared the area and relaid the tracks before YR-1 ran over the section shortly before 6 P. M.

Bingham Folks Cheer 1st Passenger Train In Nearly 15 Years

Bingham was alive with excitement. It was May Day and both young and old eagerly awaited the day's historic event—the arrival of the first passenger train to come to the town in nearly 15 years.

The train, first to run out of Bingham since passenger service on the branch line was discontinued Sept. 23, 1933, was to take a band of Odd Fellows to Lewiston, where the 129th anniversary of their organization would be observed.

The junk pile that was a molehill became a mountain last month as ton after ton of discarded equipment containing valuable scrap iron and steel arrived at the Waterville Shops in conjunction with the nationwide railroad scrap collection week drive.

A total of 219 tons was collected on the Maine Central and the Portland Terminal during the week-long campaign, which started April 5. An additional 75 tons of scrap made available as a direct result of the drive, however, will boost our total to a whopping 294 net tons.

To accumulate this huge amount, our railroad scoured its shops, engine houses, repair yards and even the bench drawers in search of scrap. A survey was conducted of "probable not-to-be-used" cars, locomotives, tenders and tanks, and our road was searched for unserviceable track.

Another large collection was made at Rigby, where most of the Portland Terminal Company's scrap was assembled.

The total scrap collected by the railroads all over the country came to 220,000 tons, which was more than 100,000 tons greater than the amount of finished steel products received by the railroads in an average week in 1947.
WANT TO SWAP?

With this issue of the Magazine, we are introducing a new column—"The Yankee Trader." Its purpose is obvious: to provide a free medium of exchange through which Maine Central workers can swap or sell their worldly goods. Many other periodicals have started the idea with great success. It has been suggested many times for our Magazine. Now we are giving it a whirl!

The success of such a column will depend upon you—the readers of the Magazine. If you have something to sell or an item to be swapped for another, the column is open to you. Send your item to The Yankee Trader at the Magazine Office.

If you don't want your name used in the item, that's all right with us. However, be sure to attach your name and address to the copy of your item so The Yankee Trader will know where to send any replies that might be coming your way.

OLDEST PENSIONER DIES

Jotham B. Harvey of South Portland, oldest retired employee of the Maine Central, died February 10 at the age of 97. Harvey, who retired in 1925, began his railroad career in 1888 and for many years was a blacksmith at the railroad's old Thompson's Paint Shops.

THE COVER

In the spring when the ice goes out of the hundreds of lakes and ponds in the Pine Tree State, fishing captures the hearts of many Maine folks. Rods and reels, dormant during the long winter months, come into play once again in the quest for trout and salmon. Wherever railroad men meet, the small talk is usually about "the one that got away." Nor does the lure of fishing confine itself to the men. In our cover picture, Staff Photograper G. H. Hill snapped Miss Betty Beach, our ticket clerk at Waterville station, intently seeking her prey in the rippling waters of 15-mile Stream at Albion.

THE COVER

James J. Shanahan, 57, of Rumford, chief clerk at the Rumford Freight office for 10 years, who recently took his Railroad Retirement pension. After starting his career as a clerk at Rumford in 1910, he served as operator and later as agent at many Portland and Eastern division stations. In the 1920's, he worked for several years for the Boston & Maine. Before going to Rumford in 1936 as chief clerk he served briefly as acting general agent at Eastport.

Fred E. Hatch, 68, of Waterville, carman at the Waterville Shops, after more than 25 years' service.

Joseph H. Witham, 68, of Dixfield, carman in the motive power department at Rumford, after nearly 26 years' service.

Orrin Nelson, 68, trackman at Lincoln, after intermittent service since 1925.

Looking Back... 80 Years Ago

Interior of Bangor freight office was remodeled and modernized. Agent Jim Gibbon's office was moved to second floor along with the paymaster's office and the main entrance was changed from Railroad street to Main street.

Asa H. Morrill was promoted to chief engineer and Clinton A. Pluney was named assistant to chief engineer.

Plans for construction of a new red-brick railroad station and a new 90-foot freight house at Ellsworth were announced.

Manager John Goud announced that a Maine Central baseball team would be right in there pitching when the Portland Twilight League opened. The tentative lineup included Cleaves, rf, Pearson, if, Öberg, cf, "Tate" Cummings, c, Embleton and Kenney, p. Kimball and Marston, lb, Smart and Levacue, 2b, Thompson and Jackson, ss, and Earl Woodbury, 3b.

The Maine Central bowling team at Bangor annexed the city championship.

THE COVER

James N. Fraser, 66, sectionman in the maintenance of way department at Etna, after 26 years' service.

Carr D. Smith, 60, section foreman at Oakland, after 36 years' service.
Train Crews

By JOHN J. KEATING and CLIFF BALL

William "Nobs" O'Connell, Boston & Maine conductor, died in Boston recently. He had been a life-long resident of Portland. Mrs. W. E. Stimpson, wife of Conductor Stimpson, broke her arm recently.

Conductors J. N. Bruns and D. H. Farmham have been off duty because of illness. Retired Conductor F. S. True came to Portland recently to visit his father, who has been seriously ill. Fred himself was only recently confined to a hospital in Rockland.

It may be that we will see Trainman Peder Bradford counting his fingers one of these days to see how many are left, if he doesn't watch his step while using the large collection of power tools he has acquired in his basement workshop.

Ann O'Connor, daughter of Trainman John H. O'Connor, Jr., was the winner of a considerable amount of money recently on the Doctor I. Q. Junior program for sending in the winning set of clues used to describe a famous personality. Ann is 11 years old and a student at Holy Cross School, South Portland.

Trailman Kenneth W. Burnell became the father of a baby boy, recently.

Trailman Gordon E. McCray's exemption on the income tax was increased recently when his wife presented him with a baby girl.

Waterville Station and Yard

By HELEN FRANCK and M. W. FLINT

Trackman Charles Green of Beaulieu's extra crew has been off duty due to illness.

Mrs. Harold Thyng, wife of our work equipment supervisor, recently enjoyed a motor trip to Nova Scotia.

Geo. Veilleux, daughter of Track Repairman Gildeen Veilleux, was in a group of seniors from Waterville High School who made a trip to Washington, D. C., during their spring vacation.

Trackman Alfred Quirion of Winslow has been off duty due to a broken ankle.

Conductor Alvin B. Worcester, Jr., and Trackman Patrick Concannon enjoyed spring vacations recently.

Assistant Track Supervisor Charlie Rivers is sporting a new automobile.

Assistant Yardmaster H. A. Wright has returned to duty after three months' leave.

Mrs. Hugh Travers, wife of our general agent, is visiting her daughter in Hollywood.

Retired Conductor B. Corrigan and Retired Switchman Fred Merrill were recent visitors here.

Conductor G. F. McCausland is confined to his home by illness.

Miss Betty Beach of the ticket office and Miss Roy, express office, recently spent a weekend with friends in Boston.

Agent Arthur Marshall of Oakland has been at Sisters' Hospital where he underwent an operation. Operator V. J. Hutchinson is acting as agent at Oakland.

FOUR AND ONE-HALF POUND TROUT caught in Great Pond by Rosalie Michaud, (left), of Waterville is shown to two of his fellow sportsmen, Plumber Hugh Gleason, (center), and Foreman Plumber Harold Martin, (right), at the Waterville plumbing shop.

Rockland

By F. L. CARLEY

Clerk J. F. Brackett and wife have been vacationing in Virginia.

Conductor Carl Pierce has bid off Trains 55 and 56 after being on the Bath switcher for some time.

The Maine Central bowling team finished in fifth place in the city bowling league.

Operator and Mrs. E. B. Buswell have returned from Miami.

Waterville Shops

By G. K. STEVENS

To Piper and Mrs. Harry Lane a daughter was born at the Thayer on March 24. The baby, weighing six pounds and one ounce, was named Renee Lillian.

Painter Charles Lawry attended the Sub-Regional Conference of the Methodist Church Planning Board in Waterville.

Clerk Helper George Buck held a "29 hand" in the noontide cribbage game on the rip track.

Machine helper Howard Larracey is giving his home the New Look.

Clerk Roy McConville has been confined to the house with the chicken pox.

Clerk Helper Eddie King, Jr. and Miss Theresa Poulin were united in marriage at St. Francis Church in Waterville April 3. Mill Man Ed King, Sr., was in charge of the transportation.

Walter Knowles is covering the sweepers' job in the mill room.

Clerk Henry Gleason and Laborer Trader Horn Stanley are in the construction business. They specialize in the installation of septic tanks.

Clerk Dan Murray expects to return to work shortly after a prolonged illness.

Tractor Driver Ernest Cayford has been in Boston as a delegate to the convention of the I. B. of Firemen and Oilers.
Retired Engineman Robert Goodreau has been appointed to the Waterville board of assessors.

Polinger and Mrs. Bill Minzou have been in Boston to visit their daughter, Jeannice, Carman Cliff Bender has bid the H. & W. car inspector's job.

Leading Carman Clarence Garfield bought a nancy gun. The next day she gave birth to triplets. Clarence went out in the goat business fast.

Carman Henry Gleason is in the market for some fireproof wire. It seems that every time he turned on his car lights the wires burned out.

Carman Roy Lank, cook on the relief train, wonders where Carman Bing Crosby can put all the beans.

Electrician Ken Reed has a new automobile.

Laborer Steven "Pete" Moran has been hospitalized.

Weber Curtis Orchard has purchased a cottage in Canaan and plans to do some heavy resting this summer.

Checker Dick Delano has resigned from the Winslow Fire Department and plans to return to his home in China Lake.

Carman Wallace Moore is recovering from an attack of pneumonia.

Assistant Foreman Justin Buzzell is on sick leave.

Carman Charles Stearns, bolt room, died recently after a short illness.

—all indications and stories point to New faces in the freight room are Carman Helper Florian Jacques says he has $40.00 invested in new fishing equipment and is raring to go.

Carman Dug Peavey, recently on vacation, has returned to the yard as inspector.

Carman Helper Ike Walker has returned to work after a bout with the mumps.

Carman Helper Alfred Richard has signed.

Electrician Foreman Ralph Patterson has been in Portland recently.

Former and Mrs. Bill Otis went to New York to meet their daughter and her husband, M. S. and Mrs. William Tobey, and their infant son, who recently returned from 20 months in Germany, where he was stationed with the Signal Corps.

Carman Walter E. Stierman has returned to work after a bout with the flu.

Carman Carroll Hamlin,蹭到 the freight shop and is back in the freight shop.

Retired Stores Department Worker and Mrs. Arthur Thompson have returned from a vacation in Florida.

Carman Helper Florian Jacques says he has $40.00 invested in new fishing equipment and is raring to go.

Carman Dug Peavey and Bing Crosby whirled up a few brooks recently but the fish were not biting.

Painter Fred Thibodeau has applied for his pension and expects to go out about the middle of June.

The Bronze Plaque commemorating the 60th anniversary of the Shops has arrived and will be mounted on a granite stone on the office lawn. The rock was the gift of Machinist John Faas and was hauled in by Foreman Sid Hamlin and driver Harry Ashby.

Machinist Apprentice Andy Miles has finished his time and has been assigned to the machine side for Foreman Archie Lamonde.

NARLY ENOUGH FOR A BASEBALL TEAM are the seven sons comprising the family of Duane Chas, his driver on the Newport-Foxcroft run. Left to right, rear, Richard O., 11, and James P., 5; center, David A., Daniel E., 5; front, Bernard E., 4, and Thomas J., 1.

Machinist Merton Brann has been rather lame of late. We hear that he stamped out a grass fire recently.

Machinist Helper Cecil Carnahan has been confined to the Sisters' with pneumonia.

Foreman Archie Lamonde has a new radio in his automobile.

Machinist Otto Crowell has returned after a bout with his appendix at the Sisters' Hospital.

Machinist Don Russell chauffeured "Fanny" Ray to Bangor recently for medical treatment.

Clerk Elisha St. Peter took in the bowling bouts in Portland recently.

Clerk Elaine Kervin has been vacationing in Washington, D. C.

Air Brake Foreman Bill Chase designed and made a fine circular glass cutter for the paint shop.

Clerk Helen Richardson has returned to work after treatment at the Sisters' Hospital.

Carman Helper Ted Jewett has returned to work after being off with a fractured foot.

Carman Helper Ike Walker has returned to work after a bout with the flu.

Paul "Hockey" Pooler, mill room laborer, was very sick with pneumonia recently.

Assistant Superintendent and Mrs. Wilbur C. Lunt have had as visitors their daughter, Mrs. W. C. Farquhar, and her children of Millinocket, and their daughter-in-law, Mrs. Fred Lunt, and their children of Bangor. In the evenings the ladies attended various social functions while Wilbur acted as baby sitter.

A move is reported underway to organize a Maine Central rifle team at the Waterville Shops. The railroad riflemen would compete with clubs representing local industries in Waterville and any other teams on the Maine Central. Carman inspectors should contact Waterville Shops workers who now are members of the Fairfield Center team.
Rigby Yard
By George Marcroft

Frank Percival has been discharged from the Army and has replaced Paul Van Wyk on the middle track messenger's job. Frank has been in Korea for the past two years and says he is tickled to be back with the boys on the railroad.

Assistant Yardmaster Barr Tracy has returned to the second trick at Union Station.

"Rocky" O'Toole has bid in the second trick yardmaster's position in Yards 1 and 2. The job was vacated by "Chuck" Miller and will be filled by George Mortell, who is now covering the middle trick yardmaster's position in Yard 8.

John Marston has bid in the swing position vacated by "Rocky" and the last trick assistant yardmaster's position in the East Yard has been taken by Harold Clark, who returned to playing with the box cars after a long stay at Union Station, where he was conductor on the middle trick handling the polished cars.

Assistant Yardmaster A. V. Condon has been off duty because of illness for the past month. He is reported to be coming along good and soon expects to return to work.

Quite a few of the boys have signified their intentions of duplicating the stunt of Jack Sharkey, former freight boxing champion of the world, who hooked a 10-pound, two-ounce salmon at the fishing champion of the world, who hooked a 10-pound, two-ounce salmon at the fishing derby at Portland. "Nick" Horton, genial clerk in the P. & O. Yard, was a patient at Mercy Hospital, His wife is now on the mend after having burned her hands with cleaning fluid recently. That is some fish and it is doubtful if anyone else will be able to duplicate the stunt.

A. McLaughlin motored to Eastport. Bosworth had a number of places: Supply Clerk Alice Newsom, Correspondence Clerk Ethel E. Armstrong and Mr. and Mrs. Jerry Shea, freight handler and waybill machine operator, respectively. Visiting at Vanceboro were Stenographer Marjorie J. Quigley and her husband, Joseph P. Quigley, while MIT Clerk Florence P. Cooper and her husband, Ernest, went to Milford, N. H., Watchman George Ashton, who has been very ill at Plains, N. Y. and New York City and Waybill Machinist Walter Proctor, who was discharged recently. Their intentions of duplicating the stunt of "Rocky" O'Toole are clear." Nick can fix you up.

Portland Freight House and Freight Office
By Alice A. McLaughlin and Marjorie J. Quigley

Our best wishes for a speedy recovery to Assistant General Agent James P. Jordan, who has been a patient at Mercy Hospital.

The Patrons Day weekend found freight house and freight office temporarily vacated by a number of places: Supply Clerk Alice A. McLaughlin, Stenographer Marjorie J. Quigley, and her husband, Joseph P. Quigley, while MIT Clerk Florence P. Cooper and her husband, Ernest, went to Milford, N. H., Watchman George Ashton, who has been very ill at Plains, N. Y. and New York City and Waybill Machinist Walter Proctor, who was discharged recently. Their intentions of duplicating the stunt of "Rocky" O'Toole are clear.

Freight Clerk Ruth Horn was visited by her brother, Earl Horn of Bath, on a recent weekend. Freight Handler George McCullum was absent a few days recently due to illness. His wife is now on the mend after having burned her hands with cleaning fluid recently.

Thomas Dillon, Jr., and Robert Hasson, students at Massachusetts Institute of Technology and St. Michael's College, respectively, have holiday recesses with their fathers, both of whom are employed as freight clerks in the freight office.

A new sprinkler system recently been installed in the freight house and freight office. The work was performed by the Rockwood Sprinkler Company. John H. Thompson, former headender and caller in the freight house, has bid off position as janitor, which has been temporarily vacated by James R. White, who is absent.

Watchman Frank Mulhearn, freight house, was a patient at Mercy Hospital for a few days recently but has now returned to work.

CONGRATULATIONS!—Congratulations to Mary Rita McDonough, daughter of Freight Checker James P. and former Army April 3 in St. Dominic's Church to Robert Young. After a wedding trip to New York and Washington, D. C., the couple will reside on Washington Avenue. Their first child, a brother, James A., was a student at Boston College, among the ushers.

Best wishes for a speedy recovery to Retired Cashier H. A. McDevitt, who was a patient in the Mercy Hospital recently. He has now returned to his home at 562 Washington avenue, and would be pleased to see and hear from his many friends.

Rigby Engine House
By Albert B. Wetmore

The Fishing Derby has created much interest among the riggie-boys. Several of our men have entered, including Steamfitter "Bill" Grace, Machinist Arthur Shaw, and Electrician Walter Emery. The main prize offered is a 20-foot boat complete with outboard motor. Approximately $700 in prizes will be awarded.

Machinist Helper "Al" McCann took a set-up on the 2nd trick on the air brake job. This is his first try as a machinist.

A fund was raised for Thomas Murphy, Rigby storekeeper, who has been very ill at a Massachusetts hospital. He is home at present and we hope on the road to recovery.

Foreman James Marcroft reports his brother, who is a master builder on the Virginia Railroad at Prince- ton, is to see and hear from his many friends.

Laborer Martin Mallia was the lucky winner of an electric refrigerator at the Better Homes Exposition. Former Boilermaker Edward Gillinus died recently after a long illness.

Machinist Walter Grant celebrated his birthday April 6, which was Army Day. On this same day your reporter became a grandpa for the second time when a son was born to his daughter, Audrey.

Foreman "Tom" Brown returned to work April 10 after a long illness. The boys are all glad to see you back Tom.

WHAT A CATCH!—And it was the first of the year for Machinist Bill Grace, Portland Terminal B & D department, who landed this good-sized specimen at Sebago Lake recently. Bill is a member of the Front City Rod & Gun Club.

A BIT OF CHEER has been added to the storekeeper's office at Rigby this past winter by the indoor garden being watered above by its owner, clerk "Gus" Tobin, who soon plans to transplant his plants to the area around the flagpole outside the engine house.

Machinist William Tatarenzuk served as a major of a group of workers participating in the recent drive for funds for the Catholic Drive. "Bill" also has gained quite a reputation as a potato buyer, even though one big deal fell through.

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Machinist Ed Tenim and Arthur Possent, and Electrician Edgar Allain were out sick during the month.

Roller handler Helper Rudolph Phillips has announced the birth of a daughter, Patricia Ann, April 10. Another new arrival was announced by Machinist Helper "Joe" Fontaine: a son, born April 10.

Laborer Steve Ketcher celebrated his birthday April 14.

Three Rigby Grandchildren—One-year-old Margaret Frances Hellen, (left), and 13-month-old Martin John Pellegrino, (center), both of whom are grandchildren of Chief Clerk and Mrs. John F. Johnson. Martin's mother, Mrs. James Pellegrino, was a former Portland freight office employee. At the right is "Bucky" Dwyer, nine-month-old grandson of Rigby's general yardmaster, "Bucky" O'Brien.
The Bowling League finished the season with the Terminal team in second place. The following averages were maintained by the five men on the team. Tataraek, 96 percent; Tillebeka, 95 percent; Rillington, 93 percent; Lancelaud, 84 percent; and Whitney, 70.5 percent.

The regular spring cleanup has been started at the engine house. Machinist Helper and Mrs. Milfred Goodwin have now adopted as their daughter the two and one-half year old girl whom they have taken care of since she was nine days old. Carmen Fred Robinson, Jack Spink and Martin Welch have all returned after long layoffs.

Storekeeper Didus Burke was involved in a three-car collision while driving his automobile. No one was hurt.

Laborer William Lesisky, our "local laundry man," is on a sick leave.

Machinist Arthur Hutchinson is busily engaged in starting his yearly enterprise of market gardening. His father is his partner and they annually raise hundreds of flats of lettuce and other garden produce. The Ice Vorges created quite a lot of interest, and was attended by several of the boys.

Machinist Helper Maurice Weeks has a new automobile.

A floral tribute was sent to Chief Engineer "Eddie" Hamlin, power plant, whose mother died recently. We also hope for Grandpa.  

Ed's quick recovery after his operation was burned about the face and hands recently fighting a fire.

Tatarczuk, son of J. F. Chadbourne, spare crew foreman, and Mrs. Doris Chadbourne, are visiting here from Florida.

Conductor Fred Dawson has returned to work after being off all winter. Fred reports he is feeling much better.

Motor Car Inspector A. F. Nealley has bid off the track inspection run from Lancaster to Beecher Falls, Vt., and return for the summer.

New Arrival: To Fireman and Mrs. Nelson are the daughters of Car Inspector and Mrs. Joseph Fountaine.

Edith Whitaker

END OF THE LINE for Fireman "Red" Hitchcock, (left), and Engineer George Aldridge after completing their run on RY-2 to St. Johnsbury, Vt.

Fryeburg

By EDITH WHITAKER

Agent Charles Stevens of Steep Falls was buried about the face and hands recently fighting a fire.

Walter Burnell has bid off the temporary agent's job at Cornish during the illness of Agent George H. Wedge.

Ted Nicholson is working on the Fryeburg section.

NEWLYWEDS — Spare Operator L. P. Rickards and Miss Shirley Adams, who were married recently, of Rickards' father is Dispatcher Cecil P. Rickards and Shirley is the daughter of Trainman Sydney A. Adams of Waterville.

Corlis Sectionman and Mrs. Nelson are receiving congratulations on the birth of a daughter.

Percy Chandler and Mr. Nealley are back on the track patrol for the summer.

D. W. Decoster has bid in 3rd trick, Tower 4 temporarily.

S. D. Chandler, 3rd trick, Tower 5, has returned from his vacation. He had no luck at salmon fishing.

Operator D. H. Hill recently returned to work after spending his vacation in Charlestown, Fla.

R. S. Webster, who resigned as general foreman of the garages, was given a party at the Marshview and presented with a gift by his co-workers.

R. E. Anderson, operator on the Harrison line, is on leave of absence because of illness.

C. E. Wellander, operator on the Lewiston-Waterville line, spent his vacation visiting relatives in North Carolina.

Operator C. H. Weistien is off duty for several weeks because of illness.

Mrs. Earline Bryant has resigned as ticket seller at Lewiston.

K. I. Marston, operator on the Lewiston-Bath line, has returned to work after being out because of illness.

The Bartlett team, which has several of our younger railroad men among its players, will join the Saco Valley baseball league this season.

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MARRIED IN GARDINER—Clerk Martin A. Holmes, comptroller's office, at his desk which was decorated prior to his marriage April 3 to the former Helen M. Small. The couple will make their home on High Street, South Portland.

Old friends were pleased to greet Charles F. Dodge, retired B & B carpenter foreman of Newcastle, who was a visitor at the General Offices recently.

Mrs. Alice Elison, chairman in the engineering department, accompanied by her son, Philip, spent the holiday weekend with friends in Wellesley, Mass. Clerk Edwina W. Farrar, purchasing department, spent the holiday weekend in Lincoln.

PHILIP HOBNES, agent at Woodland, was elected chairman for a four-year term under the new city manager form of government. Holmes, who makes his home in the Milltown section of Calais, previously served as alderman from Ward 4 for several years.

Jack Donald J. Frye of Calais station attended the opening game of big league baseball between the Boston Red Sox and the Philadelphia Athletics in Boston. Don is a ball player on the Calais team.

Conductor Tom Taylor, who had been running on the main line for a month, is back on the Calais line. After a few days prior to his marriage April 3 to the former Jane E. H. Taylor, a few days prior to his marriage April 3 to the former Jane E. H. Taylor, she became his wife.

MACHINIST IVAN Murphy is relieving George Lank at Eastport, who is on vacation.

RETIRED RAILROADER is 10-month-old Robert James Gifford, son of Steeple-Jack Robert W. Gifford, superintendent's office, and Mrs. Gifford, and grandson of Portland Division Engineer F. Dodge, retired B & B carpenter foreman on Preble street, South Portland.

Conductor B. F. O'Neil, who has been ill for two weeks, has returned to work. Truckman Jacob MacCluer of Calais station left with his wife recently for a visit to the West Coast. On their arrival back he expects to see their two sons, David and Alene, who are serving in the United States Navy. Mackay is being relieved by Operator Clyde Tracy.

Clerk Edward I. Hill, local chairman, General Office Lodge No. 73, attended the annual meeting of the Eastern Division Board of Adjustment at the Parker House in Boston, on April 11.

Bangor Motive Power

BY C. H. LEARD

Hostler Bernarr A. Kodden, who has been on vacation, left for Chicago to visit his daughter, Lucre, and will stop in New York en route to visit another daughter, Sylvia, who is a nurse at New Rochelle Hospital.

Engineer and Mrs. W. R. Stratton are being congratulated on the birth of a daughter, Edith Ann, at Eastern Maine General Hospital April 2. Appearances recently in the "20 Years Ago" column in the Bangor Daily Commercial: "The Women's Republic Club will meet with Mrs. G. B. Nickerson, 63 Dillingham street, Friday afternoon at 3 P. M.

Margaret P. F. Parren and Ralph Scott, assistant road patrolman, attended the opening game of big league baseball between the Boston Red Sox and the Philadelphia Athletics in Boston. Both were wives of two of the old time popular Eastern Division engineers.

By P. D. ADAMS

Our senior passenger conductor, R. H. Haycock, who was off duty because of illness for three weeks, has returned to work.

CARMAN W. C. Hanson is back on the job, after two and a half weeks' idleness because of curtailment of service due to the coal strike.

BY T. A. MCDONALD

Section Foreman L. E. Smith of Ayers Junction has been appointed foreman at Waukeag.

By JOHN MINSCH

Clyde Nowell has returned to his regular position on Northern Maine Junction at St. Andrews, with the Maine Division.

Mr. and Mrs. Albert Washburn of Homeport have announced the birth of a son, Lewis, at Eastern Maine General Hospital April 18. Washburn is a Bangor freight house employee. The baby is their fifth child.

BY M. W. OF.

BY H. D. DAVIS

Trackman E. T. Grass has purchased from Second Trunk Operator W. R. Gardner the Vanceboro property where Gardner formerly lived. He recently moved to his new home on High Street. Grass will occupy his new home shortly.

Clerks C. P. Charron and V. H. Sears are still on the sick list.

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A False Bargain

You stick a five-cent stamp to a letter marked "air mail." It seems a bargain.

It isn't.

From 1918, when the service began, domestic air mail operations piled up a deficit of $28,618,000. That deficit was made up from taxes, including taxes paid by the railways and railway employees.

Under a provision of the Civil Aeronautics Act of 1938, air mail rates actually can be used to make up operating deficits of the air lines. The Post Office Department pays the air lines 13 per cent more for carrying a ton of mail one mile than the air lines receive for carrying an equivalent weight of passengers and their baggage one mile. Air mail payments to the air lines are based on financial needs—not on any economic survey regarding actual cost of service.

In 1946 the railways carried almost 15 billion pieces of mail—396 million pounds—and were paid $22,106,000. In 1946 the air lines carried less than a billion pieces of mail—24 million pounds—and were paid $26,788,000. The government received a profit of 21 cents a pound on the railroad mail compared to a loss of 26.6 cents per pound on the air mail at the five-cent air mail rate effective October 1, 1946, applied to 1946 volume. And the railroads received no extra compensation for the tremendous volume of franked mail, nor for furnishing railway postal cars equipped with letter cases, bag racks, boxes and other installations for the working and distribution of mail while en route, nor for the transportation of the postal employees.

The air lines were paid 5 million dollars more for transporting less than 6 per cent of the non-local domestic mail than the railroads received for carrying the other 94 per cent, not to mention the incidental services.

It is the same old story: railways pay their own way; air lines are subsidized. Asking no favors, the railways nevertheless protest the unfair advantage given to the air lines.

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