Snapshot Contest Announced

Prizes! . . . Prizes! . . . Prizes! . . .

Camera enthusiasts! Shutterbugs! Box Camera Fans! and you too Mom and Dad! Want to win $120 in cash prizes?

It's the Maine Central Railroad Magazine's Snapshot Contest to be conducted throughout the Summer for employees of our Railroad, the Portland Terminal Company and Maine Central Transportation Company!

Yes, $120 in cash awards for the best pictures.

Competition will be divided into three classes: (1) Candid camera shots; (2) Scenic pictures; (3) Railroad pictures.

To the best picture entered in each class will go a $25 grand prize; $10 goes to the second best picture in each class and $5 to the third best picture. And . . . 15 Honorable Mention awards!

Class I — Candid pictures — should show individuals or groups, wherever found, or perhaps Junior with his brightest smile. Class II — Scenic — might include beauty spots throughout the state or places you may have visited, exceptional views, etc. Class III — Railroad pictures — may cover a wide variety of subjects, but must include some part of our railroad, its trains, tracks, shops, yards or other facilities.

CONTEST RULES—Only employees of the three companies mentioned above may participate.

Pictures must be 2½ by 3¼ inches in size (ordinary snapshot) but may be of any size above that minimum. Only unmounted black and white prints may be submitted but the negative must be available in the event it is requested by the contest judges later.

Prints cannot be returned unless return postage is included with a request for their return. All pictures chosen for prizes or honorable mention awards become the property of the Maine Central Railroad.

Pictures may be submitted at any time after June 1, but all entries must be received by midnight, Sept. 15, 1949 in order to be eligible for consideration.

All entries should be sent to: Contest Editor, Maine Central Railroad Magazine, Portland.

Judges shall consist of three professional photographers of wide experience whose names will be announced in the Magazine later.

Directors' Trophy Awarded

Waterville Bowlers

(Tournament Summary and Pictures on Pages 11, 12, 13)

The Maine Central Directors' Trophy was presented to the championship Waterville Shops bowling team April 20 by Timothy G. Sughrue, executive vice president, at a steak dinner honoring the members and their wives in the Elmwood Hotel, Waterville.

Captain Donald Priest, machinist helper, accepted the trophy for the team in the presence of Wilbur C. Lunt, assistant superintendent of Waterville Shops.

Sughrue also presented each member of the five-man team, and Abbott McKenney, tournament chairman, a gold tie clasp, embossed with a bowling insignia.

The executive vice president, acknowledging presentation of the trophy for the first time, praised the tournament not only as a sporting event but also as a means for the free exchange of ideas among railroad men from all parts of the system.

Speaking for the Maine Central directors, Sughrue expressed their pleasure in being able to contribute the trophy to share in the tournament.

R. M. Edgar, assistant to the president, expressed hope that the tournament next year would include more teams with expanded plans for rolloff festivities.

Team members and their wives attending were Mr. and Mrs. Armand Metivier, Mr. and Mrs. Elwood Gillcash, Mr. and Mrs. Theodore Jewett, Mr. and Mrs. Abbott McKenney and Charles Whitney.
Costs Us Money Just To Keep Cool

It won't be long until Summer with its hot dry days, days at the beach, lake, and days of vacationing arrives. Your railroad doesn't like to intrude on such pleasant thoughts only to ask your assistance once again on a serious thought for Summer—conservation of ice.

Ice, tons of it, must be used by the Maine Central every Summer. It's a big item of expense to us. Our bill for this cooling commodity last year was $32,630.

Of course it is necessary in many phases of our operations, in "refer" cars and in air conditioning our passenger cars. The men who handle these important icing operations can help by seeing to it that there is a minimum loss of weight from exposure to the sun or in chipping and packing.

But all of us can help too, because ice is used all over the system, in cabooses, shops, yards and offices to cool drinking water. It affords a real chance for everyone to conserve. This far from humble item of expense cost us an average of $6 a ton last year. While that may not seem an exorbitant amount, actual costs per ton ranged from $3 to $14 dependent upon the location and its accessibility to delivery trucks and wagons.

And you could ice a lot of tea or fill plenty of "morning after" ice bags with the 5,267 tons of ice consumed by the Maine Central last year.

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And you could ice a lot of tea or fill plenty of "morning after" ice bags with the 5,267 tons of ice consumed by the Maine Central last year.

Actually, if all of us are more careful this Summer in using ice, from the small daily amounts in water coolers to the tons heaped in refrigerator cars and passenger coaches, we could make a considerable saving for our Company.

There's a possibility, too, that the mild Winter just past which reduced ice cutting operations and created a below-normal supply, may result in higher prices and cost our company more.

Saving on ice this Summer and the many hundreds of other items year 'round is a personal and practical approach to helping our Company and helping each other to preserve our jobs.

VANCEBORO SELECTMEN
ALL MeC EMPLOYEES

Vanceboro is well in hand according to reports from Reporter Harry D. Davis.

At the recent annual town meeting three Maine Central men were elected as the entire Board of Selectmen.

They are: Shop Foreman A. M. Scott, chairman of the board; Clerk P. G. Susee, second selectman, and Yardman A. R. Tracy, third selectman.

NEW DIESEL DOUBLES CALAIS BRANCH

What nearly complete dieselization of the Eastern Division can mean in terms of performance was illustrated last month when the Calais branch was doubled in 24 hours.

Eastern Division Superintendent James L. Moriarty reported that in one day, BC-1 arrived in Calais hauled by one of the new 1,500 hp road switchers and returned to Bangor with a spare crew. It went out again on CB-2 with a spare crew to Calais and returned with the regular crew to completely double the road.

Moriarty expressed belief that it was the first time such a performance had ever been recorded.

Waterville Shops Build New Pulp Cars

By G. K. STEVENS
Waterville Shops Reporter

Two radically new, experimental side-rack dump cars, each of an individual special design, have been built at the Waterville Shops for pulp service.

The cars are similar in appearance to our 7000 series of open-top pulp cars now in service, but engender several innovations to expedite unloading of pulpwood.

Literally built "from the bottom up" from two flat cars, the designing and production of the experimental cars resulted from careful planning and considerable effort in an attempt to provide pulpwood shippers and receivers the utmost in efficient service.

One of the cars has four doors to each side. The doors are hinged mid-way to provide a lower section that swings out from the bottom. When the door catches are released the pulpwood rolls out through the hinged section.

The other car features two doors on each side that slide open, thus doubling the unloading space.

While the cars are now termed "experimental" acceptance of their new features by shippers will see more built.

Among the many Shops employees working to complete the project were Draftsman Laurence Sparrow, Freight Shop Foreman Edward Johnston and Assistant Foreman Horace Nadeau.
Passenger Coach
Gets New Decor

DEMONSTRATING application of a new stencil of pine cones and pine needles in a redecorated passenger car at Waterville is Painter Earl A. McCaslin and Foreman E. B. Hall.

A departure in interior decorating of a passenger coach was completed at Waterville recently on air conditioned car 265.

At the suggestion of Shop Superintendent Frank Bennett that "something different" yet harmonious and pleasing to the eye be tried for a color scheme, the Paint Shop and Upholstering Shop employees went to work.

Side walls were painted a rich cream with a contrasting buff wainscoting set off by a pale green headline. Soft brown upholstery was applied to coach seats.

Topping off the blended colors, a stencil was designed of the traditional Maine pine cone and spray of pine needles and reproduced in correct colors of brown and green. The stenciled line adds a decorative touch between the headline and side wall, around the entire coach.

Soothed and satisfied passengers will be the climax to this piece of work.

Days of European and North American Recalled

The ancient locomotive shown on this page is just an interesting reminder of old time railroading to most, but to James Malone, 91, of Bangor, retired Maine Central Conductor, it seems like just yesterday.

Although claiming that he "can't get around much anymore," nonagenarian Malone is alert and reads the daily newspaper faithfully with assistance from glasses. He recalls with phenomenal accuracy the day in 1873 when as a boy of 15 he left his home in St. John, N. B., for Vanceboro and went to work for the European and North American Railway for $1.25 a day.

"I just had to see a show," he recalled with twinkling eye, "so I put on my old jumper jacket and with $2.50 in my pocket, set out for Vanceboro."

Recalling his days as a brakeman for the E&NA, the hardy oldster said 20-25 cars were the most the best engine could haul over Mattawamkeag grade. In the Winter running down from Vanceboro, he remembered starting two and one-half miles out of Mattawamkeag, sliding from one hand brake to the other, setting them so that "it was all we could do to stop for the semaphore there."

A work order then was "something," he asserted. Starting out on a work train, between Bangor and Mattawamkeag on a Monday morning, the order was good from 6 a.m. to 9 p.m. every day for the week.

Ma'one pegged Oct. 1, 1883 from his amazing memory as the day the Maine Central took over from the European and North American. Entering freight train service in 1886, Malone was on the Bucksport
run for ten years and when construc-
tion of the St. Regis Paper Company
mill was underway, termed it the
"hottest job I ever handled."

That Jim knew how to handle it is
testified to by Magazine Editor
Emeritus Bill Wheeler, who was re-
minded of the day Malone had to run
his work train onto a short spur at
Orrington to clear a passenger train.

Malone couldn't get all of his train
on the spur but since it backed up
right to the highway, he hauled the
timber off the end of the rail and ran
the cars right out onto the road,
blocking highway traffic but getting
his train clear!

Retired since 1933, Conductor Ma-
alone is proud of his life service pass,
even though he hasn't been able to
use it recently. And he and Mrs. Ma-
alone, 89, also are proud of their 59
years of marriage.

AUGUSTA BRIDGE GIRDER

A SHIPMENT OF TEN, 118-foot steel girders each weighing 42 tons that arrived at Waterville last month
attracted much attention in Central Maine
newspapers. Destined for use in the new bridge to span the Ken-
nebec River at Augusta, two of the girders occupied five flat cars in transit. Unloaded with the use of a rail-
road crane the girders then were moved overland to Augusta where a special crane had been shipped for the
final unloading and placement.

Annual Lodge Banquet
By C. H. Leard

The International Brotherhood of
Firemen and Oilers, Lodge 471, held
its annual banquet at the Belmont
Hotel, Bangor, March 17 with about
25 members and guests attending.

Guests of honor at the banquet were
R. O. McGarry, general foreman, Ban-
gor Engine House; Charles E. Quimby,
foreman; Charles H. Leard, chief
clerk; and William M. Rice, vice gen-
eral chairman of the Brotherhood for
the Maine Central and Boston and
Maine Railroads.

Others attending were L. E. Smith,
president and treasurer of the local
lodge; James E. Blake, vice-president;
A. MacDonald, M. J. Roach, R. E. Jor-
dan, M. L. Grant, Oliver Cormier, W.
B. Hanson, A. J. Ryan, G. C. New-
bury, R. H. Hanson, H. E. Rankin,
E. H. Rankin, John T. McTigue, local
chairman, and H. J. Taylor.

Shop Keglers Win Tourney
(Pictures on next two pages)

Waterville Shops pin pickers elimi-
nated an aggressive, runner-up Ban-
gor team by 35 pins to emerge as
winners of the Maine Central Directors'
Trophy in the system-wide bowling
tournament March 19 at Waterville.

It was Carman Helper Ted Jewett
of Waterville that broke the steady
and smooth bowling Bangor aggrega-
tion led by Capt. Ben Whitney, Main-
tenance of Way, with a tournament
high 337 three-string total in the
finals and a high individual string of
124 in the last box.

The four team tourney opened with
the Waterville bowlers setting down
an able Portland Terminal Company
team while Bangor eliminated hard-
working but breakless General Offices
keglers.

It was Jewett again in the opener
for Waterville with a three-string
total of 324 and high single string of
122. Jerry Flaherty led the Terminal
team with 302 for three strings and
a high single of 112, followed closely
by teammates G. M. Shay and Tom
Curran, each with high singles of 111.

Larry Warren led the Bangor as-
sault in the opener against the Gen-
eral Offices with a three-string total
of 318, aided closely by Hostler Frank
Caruso's 304 and a high single string
of 115 rolled by teammate John
Shaughnessy, freight office.

For the General Offices Warren
Spires was the standout, rolling 315
for three strings and a high single of
117. Also pacing the attack were
Ronnie Jordan and Jim Finley, each
with 105 for single strings.

A recap of the openers showed
Waterville taking Portland Terminal
by 30 pins the first string; the Termi-
inals winners by nine pins in the
second string; and Waterville coming
back to take the final string by 20
pins.

Bangor took the General Offices by
26 pins in the opener; the GO bowlers
came back to win by six pins in the
second string; and Bangor rolled up a
winning 11-pin margin in the final string.

Highlights of the tournament in-
cluded a roaring bloc of Waterville
rooters; a consolation game between
the Portland Terminal Company and
the General Offices; an attempt to
"rattle" Brom Tatarsezuk, PTCo.
bowler, by Waterville partisan Ma-
cinhist Hank McCauley; and over-all,
the beamng countenance of Water-
ville Shops Superintendent Frank
Bennett, who punched his ever-present
cigar emphatically into space and
asserted: 'I've got good boys working
for me.'

Team members participating were:
Waterville — Capt. Don Priest, ma-
cinhist helper; Armand Metiver,
clerk; Charlie Whitney, machinist;
Woody Gilleash, machinist appren-
tice; Ted Jewett, carman helper.

Bangor — Capt. Ben Whitney, main-
tenance of way; Jim McPherson and
Larry Warren, bus operators;
Frank Caruso, hostler; and John
Shaughnessy, freight office.

Portland Terminal Co. — Capt. Roy
Tibbetts, Brom Tatarsezuk, Jerry
Flaherty, Tom Curran and G. M.
Shay.

General Offices — Capt. Jim Finley,
Steve Conley, Dick Harrington,
Ronnie Jordan and Warren Spires.

RIGHT ANSWER

It was a bright day, and Eddie
was looking out of the classroom
window longingly. The geography
teacher wanted to get his attention.
"Eddie, where's Cleveland?" she
asked.

"Cleveland's in New York to-
day," came the prompt answer,
"and Bob Feller's pitching."
in 1911. A stenographer in the Car Department from 1912-1920, he has returned to his studies in New York being ill.

A. J. Ryan, in addition to his duties as leading man at the coal pocket, has been put in charge of the new 500,000 gallon diesel oil tank and its pumping station at the engine house.

RETURNING FROM FLORIDA last month in this snappy car and trailer were Bangor Machinist and Mrs. L. W. Snyder after spending the Winter at the Tampa Trailer Park

The announcement of Miss Cecelia Pezynski to Robert H. Dudly, son of Hosteag and wife was recently announced. "Bob" served three years with the Navy in the Pacific Theatre and is a spare brakeman on the Maine Central.

Demure Hostess at a party of young friends celebrating her seventeenth birthday was Betty McTigue, daughter of MaChinist Mother Paul and Mrs. McTigue

L. A. Duplisso, yard brakeman, is back on the job. He returned to work March 25, having been out since his accident Aug. 27, 1947.

Mrs. L. E. Gordon and daughter Judith left recently for a visit with relatives at Hartford, Conn. Mrs. Gordon is the wife of Eastern Division Engineer Gordon. Edward W. Butterfield, who came from a Maine Central family, recently presented a public concert in Boston. Young Butterfield, a baritone of note, studied music at William and Mary, Yale University, and with Mrs. Donovan of New Haven and for three years was a member of the Yale Dramatics Singers. He is the son of Andrew M. Butterfield, a former Maine Central employee and at present chief engineer of the Hyde Windlass Co.; a grandson of the late H. L. Butterfield, one-time general air brake inspector of the MoC and a nephew of Miss Butterfield, stenographer in R. O. McFarlin's office.

Safety Bulletin Board at Bangor Shop shows that 17 days as of April 16 without a reportable accident.

B. L. Stearns recently graduated from the Navy's electricians' school at the Naval Training Center, Great Lakes, Ill. He is the son of Retired Engineer and Mrs. L. A. Stearns.

Sympathy is extended to Engineer J. B. Trundy on the death of his brother, R. A. Trundy, March 30. Also to Engine House Man Romeo Rancourt upon the death of his mother. Another employe in need of sympathy is Engineer F. J. Petterson who some time ago sustained severe injuries while working on his auto. Mrs. Petterson is also confined to the hospital on account of an eye affliction.

Another one from the "75 years ago" column of a local paper: "A bookkeeper in this city yesterday got his trial balance the first time trying. He is considered a curiosity." Say, if a fellow could balance new Diesel Labor and Material Accounts the first attempt not only be a curiosity but a world's wonder.

The March magazine carried an accountant of the marriage of J. R. Cormier and Miss Conners but failed to state that Mrs. Cormier is the daughter of Switchman and Mrs. Stanley Conners of Brewer.

George N. MacCausland was promoted to diesel foreman at Bangor March 26. He began his railroad career with the Maine Central Waterhouse Shops in December, 1933, being transferred to Bangor as electrician, Oct. 28, 1941. MacCausland served
about two years in the last war with the 764 Railroad Shop Battalion and was overseas for one and one-half years in France, Germany and England and is well qualified to take over diesel supervision here.

C. W. Shaw is again covering his Bangor-Portland run following a serious operation and protracted illness.

They tell me that A. M. Scott, foreman of Vanceboro Engine House, was unanimously elected “Mayor” of Vanceboro at a recent Town meeting. “Scottie” ought to make a heavy and successful executive.

(Guess who? says Charlie Leard as he forwards these two photos of well known figures around the Bangor area. No hints now! (See Charlie’s column for identity))

Vanceboro

By Harry D. Davis

Congratulations are being extended to Clerk and Mrs. M. O. Pine on the birth of a son, Stephen James, April 3 at Calais Hospital. Also to Car Inspector and Mrs. O. B. Hanson on birth of a daughter, Gail Lee, April 2 at the same hospital.

Retired Clerk H. S. Holbrook, 83, died April 20 at Milltown, Maine, where he had been living of late. Mr. Holbrook retired in 1944 after many years’ service as clerk at Vanceboro.

Retired Yard Clerk and Mrs. A. S. Coram arrived April 21st, accompanied by members of Mr. Coram’s mother, Mrs. S. W. Coram, widow of the former yard conductor, for burial here. Mrs. Coram died April 16 at Lancaster, N. H., where she resided.

Those remaining on sick list include Clerk C. A. Robertson at Calais Hospital and Clerk H. D. Burr at his home in Cos- ligan.

Retired Telegrapher Fay Cramdell has returned home from the Osteopathic Hospital recently. He is in Florida and reports having enjoyed a fine winter.

Special congratulations to Retired Hostler David M. Nason on his birthday, April 7, aged 79.

Safety Inspector C. L. Quigley paid us a visit April 16th.

Congratulations are extended to Cashier and Mrs. W. E. Beers on their 50th wedding anniversary celebrated April 22, 1949.

General Offices

By Edith W. MacGibbon, Lilian G. Small, Gertrude C. Holbrook and Peggy Tuttle

Miss Eleanor G. Conroy, employed on temporary work in the engineering department since January, concluded her duties Saturday, April 16.

Crossing Tender Walter Farren is looking forward to the Summer season when he expects to be the recipient of some very good lobsters sent down via Railway Express by relatives up Cherryfield way.

GOING WAY BACK these oldtimers on the section crew were posed in the lower yard at Oakland in 1894. Identifiable on the extreme right is Eliza Hallet and wearing the vest is Sylvester Skillins. Note the hand-operated car.

The North Belgrade office lost the office safe this month, reports Section Foreman Basil Trask, but he added with a smile, “Don’t be alarmed” as he had orders for his crew to remove the safe and send it to another office.

Operator Verne Hutchinson, chairman of “The Dopesters Club,” reports to this column that Signalman Dave King will act as temporary chairman. Dave says keep the fan mail coming and he will endeavor to answer it as fast as he can. He further adds please sign the fan letters personally, as due to the great amount of mail coming in, he has only time to deal with signed letters, not carbon. John Dustin who has agreed to handle the publicity for “The Dopesters Club” expects to let out

Portland Division

Oakland

By M. L. Sanborn

Station Agent Arthur Marshall, who is working hard on the plans and general setup of the Lions Club July Jamboree, announces that present plans call for this jamboree to be the biggest and best ever held.

Operator Verne Hutchinson is working the first trick in the Waterville yard office. Baggage agent Merlin O’Neal plans to build a summer camp this Spring as soon as the roads improve down to the lake.

Crossing Tender Harold Higgins, a daily reader of the Express, reports that the Red Sox look to be the team to beat this year in the American League.

ALL THIS and a Gold Pass too. That’s the full life of Locomotive Engineer Archie C. Tewle, Oakland, who completed 50 years’ service here this month. Left to right, Cynthia, nine; Marjorie, eight; Marilyn, five; Tucky, four and a half; John, three; Nippy, two and a half. Stealing the limelight in center, front is Deborah, age seven months.
WATERVILLE STATION AND YARD

By M. W. FLINT

Miss Marilyn Phelps has returned to duty after a brief illness. Operator R. Drolet has taken Waterville Yard-Clinton swing.

Operator L. P. Rickards is taking his annual vacation from Tower "A".

Retired Sectionman Charles Walton is looking for a housekeeper.

Retired Sectionman Charles Lord is putting up a new fence on one side of his property on Pleasant Street.

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Barrett, N. H.
By O. R. Burwood

Engineer and Mrs. George Aldridge have returned from Washington, D. C. It was only a vacation trip and was not to assist Mr. Truman with his duties.

By JACK JOYCE

Rigby Yard

The first day of the fishing season Seth Patridge, last trick clerk, went wading-dunking with his pet, Henry Gavit, of the car shop. Soon after casting off, Seth got a bite and hauled in a hornpout. Turning to Henry, he yelled, "Foul ball!"

Fred Grimmer, "Mr. Baseball," officially known as day G.YM., tells of the time he had to walk to Portland from Saco, while drumming a job one night. "Think nothin' of it, Fred. Pity the poor lister who legs it down over these 150-car trains." Don't tell that to a yard clerk, particularly when he's casting off, Fred, says, "Now that Easter is over, if women didn't wear hats, men wouldn't have a sense of humor."

Machinist Helper Howard Shaw made a trip to Canada, and had returned to his work but a short time when he was called to Miami, Fla., on account of sickness of his son.

Woodruff, holding Bonnie Ann, age one year, daughter of our Bartlett correspondent, O. R. Burwood, is Mrs. Irene McLeod and her children, Martha Jane, 41, and Wayne, 21.

By ALBERT B. WETMORE

Rigby Engine House

It's hard to believe, but I've noticed the skilfulness of all switching crews are very hard at their work. Leve must be so, because for seven hours and twenty minutes they keep waving at each other. They say in order to become a success one must "climb the ladder." Don't tell that to a yard clerk, particularly when he's casting off, Howard Shaw said. He goes nowhere fast until he earns his V. C. P. 1. pin. Vents Closed, Plugs In.

By JULIUS MCCLURE

ALUMNI LETTER

Patrolman Ovila Beaudrey and Conductor Dolf Bergeron, are together with Conductor Fred Munn and O. E. Henson, known as Patrolman Ovila Beaudrey and Conductor Dolf Bergeron, are together with Conductor Fred Munn and O. E. Henson, known as "ole-timers" now retired. Michael "Bungy" McCann off duty because of sickness.

Riggs Club's plane. The three of them are most of the Winter months.

Engineer Joseph T. Aldridge has applied for acceptance. A group of Cub Scouts and their leader visited the engine house. Machinist William Reagan was the official escort.

Machinist Helper Howard Shaw made a trip to Canada, and had returned to his work but a short time when he was called to Miami, Fla., on account of sickness of his son.

Stores Department Laborer Jack Phee tells us his son is spending Easter with his grand- son Milton Brake, was home on a short leave of absence from his base at Norfolk, Va.

The diesel crews, Machinist Lucien Carlisle, Helper William Breene, Electrician Fred Wade, and Foreman Malcolm Billing ton did a test job on one of the shipyard diesel switchers. It has made a very tedious job much lighter as well as a time saver.

We are all glad to see Bollermaker's Helper James Coleman back on the job after a long illness. A group of Cub Scouts and their leader visited the engine house. Machinist William Reagan was the official escort.

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celebration at New Orleans, La., as well as the Capitol at Baton Rouge. It is a beautiful state, they say.

Blacksmith Paris Maxwell invented a special clamp for replacing the rods which hang down from the guards to bridge approaches.

The safety program has reached the greatest figure since its inauguration of no lost time accidents. To date the board stands 232 days. Our previous record was 212 days. Keep up the good work boys.

Former Family T. W. Treverani of Barlett, Max. H., was a visitor at the shop on business. Miclinist Hebert Smith of Barlett was also here on an earlier date.

Our bowling team ended the season in second place with 57 wins and 45 losses. Final averages were as follows: Tataraezuk, Tibbetts, Billing, Whitney, Capezo, C. Ferrault 51, and Landshill 59. The terminal team will meet the Bines Brothers team in the finals of the tournament.

Your correspondent was a recent visitor to Peaks Island, Sunday, April 17, to celebrate his engagement last month was Arnold L. Shuman, relief operator, Portland Terminal Towers, Eastport, Me.

Shuman has been employed by the PTCo for the summer season. Peoria E. Fickett, loaders and callers, at Portland recently to visit his wife who is a student at Boston Collegen, spent their Easter vacations at their homes here.

North End of the Freight House, both in excellent condition. Forrest E. Norton, loaders, and callers, visited his sister and brother-in-law, Mr. and Mrs. James J. Hasson, student, at St. Michael's College, Winsdor, Vt., and George Mellis, son of James McDonald, loader and caller, who is a student at Boston College, spent their Easter vacations at their homes here. Eddie Noyes, supply clerk, opened his cottage at Peaks Island, Sunday April 17, for the summer season.

Charles D. (“Fish”) McCullum was on a week-end's vacation recently. It was a very good weather so he didn’t enjoy it as much as he would have otherwise. We hear his wife has been ill with the flu, and we extend our very best wishes to her for a speedy recovery.

Betty Doris Frost, daughter of Horace E. Frost, loader and caller, expects to join her class on a trip to Washington, D. C., sometime soon.

Congratulations to Julia Halloran, daughter of Jimmie Halloran, loader and caller, on her recent engagement. The wedding will be soon, we hear.

Herbert H. Ross, rate and waybill clerk, and wife, have gone to Fort Wayne, Ind. We understand there is a new granddaughter waiting for them welcome when they reach there. Congratulations.

“J. Ery” Sewa, local catcher, is proving Herbie’s job during his absence.

Eddie Noyes is working, covering for Mary E. Norton, waybill machine operator, who is enjoying a few days’ vacation.

Engineman Maurice Pope of Waterville, head brakeman on W 4, and W 11, has been ill.

Trainman “Eddie” Foss, student at Maine Eye and Ear Infirmary, is making a trip to Waterville recently visiting friends and renewing old acquaintances.

“BKLAKING CAMP” in the true sense is Locomotive Fireman “Tim” Donlan of Rockland Bridge, employed from the Knox Hospital and is convalescing at home.

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Engineman W. L. Emery of the Bingham district is among the many visiting friends and renewing old acquaintances.

If any of you boys or gals have any old books you want to give away, or lend, we have a member of our craft, who has exchanged all the books in the Boston Public Library and the Bangor Library. He is running on Bangor & Aroostook trains, Van Buren.
JOHNNY CAREFUL SAYS:

"Care Stops Loss and Damage"

Do your part - Deliver the goods - in Good Condition!