An extensive installation of highway grade crossing protection was completed at Augusta last month by the Signal Department that embodied several innovations in the interests of safety.

Two of the state capital's busiest arteries, Winthrop Street and Bridge Street, were included in the project as well as a unique installation at the foot of Oak Street to govern a pedestrian crossing serving the business district.

Undertaken at considerable expense by our railroad, the project is a result of cooperative effort with the Maine Public Utilities Commission and the City of Augusta to provide the most modern signal equipment at the city's busiest crossings.

At Winthrop Street, the topography is such that our tracks intersect three-quarters of the way down an extremely steep hill that is a west-east artery into the town proper. As a result a 15-foot mast was erected to govern approach of vehicles descending the hill, the first installation of its kind on the Maine Central. Atop the mast went two standard flashing lights that become visible to motorists as they reach the brow of the hill. As they proceed downhill, a second set of lights beam mid-way, flash a warning, and on a cantilever bracket, still a third set of lights are flashed at a 45-degree angle to govern vehicles approaching on a small intersecting street.

Combined with this high mast and lights is a straight road gate. Opposite this eight-light combination at the southern end of the crossing was installed a set of straight two-way flashing lights for vehicles approaching uphill, plus a set of single direction flasher lights facing west, to govern the extension of the Augusta station platform. At the southeast corner of the crossing there is a conventional gate with back to back lights as well as a signal with a set of single direction flasher lights to warn vehicles coming off Commercial Street paralleling the rear of the shopping district, into the Winthrop Street crossing.

A second unusual installation was made at Oak Street, which is actually a pedestrian crossing as illustrated in the accompanying pictures on Page 2. A specially designed cantilever frame was erected to project beyond a stone retaining wall at...
NEW "SPORTS TRIANGLE" OFFERED BY MCTCO.

A novel idea for the sport enthusiast has just been inaugurated by the Maine Central Bus Lines in the new "Sports Triangle" package price trip to Boston. The Sports Triangle includes a ticket to a sporting event or other attractions, a hotel room and breakfast at the Manger Hotel, and transportation to and from Boston.

E. D. Westcott, MCTCo. general manager, explained that: "The new Sports Triangle is designed to simplify the ticket and hotel problems on arrival at Boston. With the new plan, we make the hotel reservations and obtain the tickets, and for a special package price, the people interested in a hockey game, an ice show, or any of the coming baseball games can determine just how much the trip will cost before they start. We feel many who would normally make the trip have hesitated when they are doubtful about tickets and reservations. With the new plan in effect, we look forward to a substantial increase in the attendance at sporting events in Boston, as many out-of-towners should want to take advantage of the low Sports Triangle rate."

REAR END of No. 11 leaving Augusta station shows road gate governing Winthrop Street in lowered position

SAFETY IS NO ACCIDENT

Maine Central Tops 1950 Safety Goal

Operating Department Leads Rate Reduction

By FRANK R. BRADFORD
Director of Safety and Fire Prevention

One year ago this month your Magazine announced that the Maine Central Railroad would embark upon a serious safety campaign to reach a 1950 goal of at least a 15 per cent reduction in the frequency of accidents and casualties.

Undertaken in cooperation with other railroads throughout the Country, it was no small task, since it sought to improve on the 1949 record—the railroads' safest year in the history of transportation.

WE MET THE CHALLENGE

It is now our pride and pleasure to report that the Maine Central met this challenge successfully, attaining its goal by a rate reduction of 18 per cent! Statistically the employe ICC casualty rate was reduced from 6.72 to 5.50 casualties per million man-hours worked in 1949 to a rate of 5.50 in 1950.

OPERATING DEPARTMENT LEADS

The Operating Department receives the lion's share of credit for the over-all 18 per cent reduction, having lowered its casualty rate an amazing 40 per cent. The rate went down from 10.15 in 1949 to 6.15 in 1950. This represents successful completion of a prediction made in the Magazine a year ago, that efforts would be concentrated on rate reduction in this department.

With its usual consistency for doing its endless maintenance work with the highest efficiency, the Engineering Department wound up the year with a rate far below the national average. While their rate was up to 3.92, a great increase from its rate of 1.94 last year, it must be considered that the 1949 figure represented the lowest rate in the history of the railroad and equaled one man working 127 years with only one lost time injury. Again, then, we may justly say to the Engineering Department—well done!

REMARKABLE RECORD BETTERED

The Maine Central Railroad certainly may be proud not only of its reduction in casualties, but also a 21 per cent improvement in its train accident goal. It added another year to its already remarkable passenger safety record—24 years in which no passenger has been fatally injured in a train accident. This is good railroad-judging and justifies all we can do to solicit more passenger business.

Record of the Portland Terminal Company faltered in 1950 with a 70 per cent increase in the employe casualty rate. Despite this increase however, pride may be taken in the record of the Engineering and Stores Department which had no lost-time accidents during the year.

APPRECIATION EXTENDED

These outstanding reductions in grief, interruptions and expense, all of which reflect on our efficiency, are gratefully acknowledged by the Safety Department and we take great pleasure in extending our heartfelt thanks to all of the officials and employees who made it possible.

SAFETY IS NO ACCIDENT

Based on a careful study of our 1950 experiences, we are justified in stating that many of the accidents and
casualties could have been prevented. Knowing that further progress is possible, we sincerely urge the cooperation of every employe to further improve our safety standing.

As railroad employes, it is our moral and obligated duty to keep in mind constantly that all-important rule—Safety is of the first importance in the discharge of duty.

Supervisors and Ladies Inspect Shops
(Pictures on Pages 12-13)

An inspection tour of our extensive Waterville Shops, conducted by Superintendent Frank Bennett, was the high spot of a second annual Ladies' Night of the Railroad Supervisors Club of Maine, Feb. 15, at Waterville.

More than 75 members and their wives opened the evening with candlelight dinner in the Jefferson Hotel where entertainment featured Eddie Reed, alumni of the Arthur Godfrey Talent Scout Program, and the ever-popular rendition of "If You Were the Only Girl in the World" by Maine Central Assistant Freight Foreman Chick Pooler.

The impeccably prepared, and brilliantly lighted Shops provided a rare opportunity for railroad wives and guests to witness the panorama of machinery and equipment necessary to the maintenance and repair of railroad operations.

Foremen of the many Shops departments were on duty to explain the respective functions of their departments moving leisurely through the vast buildings expressing keen interest in the great variety of tools and machinery.

Foremen on duty included Karl P. Lamont and Lew Ifill, assistant foreman, erecting shop; Archie Lamoine, machine shop; Raymond Snow, assistant foreman, wheel shop; William A. Chase, air brake room; Owen J. Thompson, blacksmith shop; Edgar E. Johnston, foreman; and Chick Pooler, foreman. Justin Buzell, Hubert Esterbrook, assistant foremen, freight department; Fred Farrell and William Otis, assistant foreman, passenger shop; E. C. Bickford, mill room; Emilie Hall and Lawrence Campbell, assistant foreman, paint shop; Ralph E. Patterson, electric shop; Thomas Simpson, boiler shop; Ango Oliver, heating plant; George Stinchfield, stores department.

On return to the hotel, dancing was enjoyed with music by Jimmy Farrell's Orchestra. He is the son of the late Locomotive Engineer Joe Farrell.

Supervisors Club officers presiding at the meeting were Irvin A. Furrow, president; Wilbur C. Lunt, vice president; Laurence W. Sparrow, secretary-treasurer; Charles Leard, corresponding secretary.

Lone Steam Engine All That Is Left of PTCo. Fleet

A lone "J" Class switcher, the 851, is the only steam locomotive remaining in the Portland Terminal Company's once large fleet of steam switchers.

Arrival last month of a new 1,500 hp GP-7 diesel road switcher, the 1081, equipped with steam generator, climaxed sale of four "K" class switchers to the Boston and Maine. The 830, 831, 832, and 834 will be used by the Boston Road until they reach their flue date. (The time when the locomotives must have new flues installed). At the same time the 833 was sold to a Portland firm for scrap. The other "J" class, 852, met a kinder fate when sold to the Sharon Steel Company at Farrar, Pa., for service at their plant.

The 1081's assignment is unique in that the Terminal Company will lease it for use by both the Maine-Central and the Boston and Maine.

New Filter Cleaner At Rigby
FIRST OF ITS KIND IN NEW ENGLAND
By ALBERT R. WETMORE
Rigby Engine House Reporter

A new "washing machine" that incorporates its own "spin drier," has been installed at Rigby Engine House. It greatly increases the efficiency of cleaning diesel road engine filters.

The Farr air filter reconditioner, is the first of its kind to be installed in New England, and in reality is a new device to speed up the reconditioning and cleaning of the 22 grid-like filters on a diesel engine. It has a capacity of 40 filters an hour. They are ready for installation immediately after being processed through the machine.

The filters are placed on an endless drive chain belt that conveys them to a washing compartment. Here, thermostatically controlled, water is heated to about 190 degrees, a cleaning solution added, and the filters cleaned of all road accumulated grease and dirt. The filters then pass onto a draining platform, to rid them of excess water. Next they are immersed in an oil tank with spring cradle and then placed in a centrifugal cage around the inside. This is the "spin dry" feature as the cage then is actually set in motion, revolving at high speed to throw the excess oil off and out of the filters.

The crews used in the installation of this job were very particular in their work as to leveling and other important features to be observed for efficient operation.

The men used on the job were Machinist William Reagan and his helper, Robert Wadsworth; Archie Pratt, sheetmetal worker; Albert Wetmore, welder. The electrical work under supervision of Foreman Alvin Strout, included Ray Ryder, Walter Emery, Ralph Newman, and their helpers, Larry Gorrie, Walter Magnus and Larry Cross. Plumbing and steam fitting work, Albert Huff and helper, Norman Brown. Cement work on foundation, and opening of sewer, and other jobs connected with the installation under supervision of Roscoe Woodrow and Elijah Ryder.

The operator of this new machine will be Laborer Edward Thorne.
Gold Pass For Mountain Vet

The senior conductor on the Mountain Subdivision joined the ranks of Maine Central Gold Pass veterans recently when Life Service No. 149 was issued to Montgomery R. Hurd, Portland.

More familiarly known as "Monty," Hurd entered service with the Maine Central on the Mountain Division in January, 1901. In his long tenure on trains 162-163, Hurd has been the subject of many congratulatory letters received by the management for his courteous service to passengers enjoying the scenic trip through the mountains.

NEW 41-PASSENGER BUSES ENTER SERVICE

By LUCILLE O'BRIEN
Transportation Company Reporter

Three new ACF-Brill buses were put into mainline service by the Maine Central Transportation Company last month.

Similar in design to six buses currently in service, they have a 41-passenger capacity to make them the largest on the line. Superintendent Everett K. Goddard expressed belief the larger capacity would find favor with charter groups who were previously limited to 37-passenger capacity.

While new to the MCTCo., the buses actually were purchased from the Eastern Massachusetts Street Railway Company who had employed them for a short time in deluxe express service between Boston and Fall River, Mass. Putting the new vehicles into service enabled the company to retire three older type buses of limited seating capacity.

Vanceboro Railroaders Are County Champs

By HARRY D. DAVIS
Vanceboro Reporter

In one of the biggest upsets in Maine schoolboy basketball this year, an underdog Vanceboro High School team, composed of sons of our employees, last month defeated favored Beals High for the Washington County championship for Class S teams.

The 1950-51 "Railroaders" brought home the first county championship in Vanceboro's basketball history, and probably the last for some years since the team was composed of all seniors, graduating in June.

Entering the tournament the Railroaders took their first win over the Green Hornets of Harrington, 67-39, and in the semi-finals eliminated the Danforth Tigers, 41-32. The Vanceboro quintet then went on to squeak by the previously undefeated Beals by a one-point margin, 98-97, and capture the championship.

Here's what Bangor Daily News sports writer Al Moulton had to say about the tournament:

"Vanceboro's win over tourn­ey-bound Beals was probably the biggest upset of the season in the county. Beals had rolled over 19 straight opponents during the season and had averaged better than 80 points a game in doing it.

But Saturday Beals met a Vanc­eboro club that forced the Islandmen to play their own game. Ivan Graham's lads unveiled a slow systematic attack that stopped Beals' fire-horse attack in its tracks for the first time this season.

Despite the temper of the game and the yelling of the crowd, the Vanc­eboro boys kept up their slow game in the final quarter and refused to run with Beals as the Islandmen wanted them to.

Loren Sibley and Ralph Keefe turned in smart games at guard; Don Osgood, hampered as he is by a bad leg, was scraping on every backboard and played his heart out; Ross Cor­bett, Ralph Grant and Sonny McIver all turned in great games at forward."

Herbert W. Fogg, 71, of 46 Chase Street, South Portland, long-time conductor on the mainline freight trains, retired this month after more than 50 years of railroading.

Fogg, who stood eighth on the seniority roster of combination freight and passenger conductors, entered railroad service with the Maine Central in 1900 as a brakeman. He left to work for the Bangor and Aroostook for seven years and returned to the Maine Central on the Portland Division in 1907.

At various times he had been relief yardmaster at Bangor and on North­ern Maine Junction, and was yardmaster at Rigby from 1924-1934. From that position he returned to Portland-Bangor freight service as one of the "five-ring crews" working B-12, BR-2, RB-1, RB-3, B-11 and BR-4.

Walter E. Easler, 65, of 91 Kelsey Street, South Portland, retired last month after more than 47 years of railroad service of which were spent as general chairman of the Brotherhood of Railroad Trainmen. Easler began his service as a trainman with the Maine Central in 1903, serving in that capacity until his appointment as general chairman in 1925.

Officials of the railroad, the brother­hood, and more than 70 fellow employees and friends tendered Easler a testimonial dinner in the Lafayette Hotel, Portland. He was presented a billfold and purse. Officials attending included E. Spencer Miller, first vice president; F. J. Runey, retired superintendent; H. L. Strout, super­intendent, Portland Division; W. J. Well, vice president, BRT, toasters; F. J. Rourke, vice president-Operations; M. A. Thomas, assistant general manager and J. L. Quincy, assistant superintendent.

Nathan G. Freese, 70, of 88 Lincoln Street, Bangor, locomotive engineer on a Bangor yard switcher, after 51 years' service. Holder of Gold Pass 137, Freese began his service in 1899 as a fireman on the Eastern Division and was set up to engineer in 1905. For 25 years Freese was engi­neer of the old Train 29, day service from Boston to St. John and later served on the Gull.
MAYOR OF LEWISTON

Ernest Malenfant, crossing tender at Chestnut Street, Lewiston, was elected mayor of that city March 5 in a run-off election.

Malenfant, a long time employee of the Maine Central, had a 352-vote margin over his opponent Guy Ladouceur. The pair ran one, two, in a field of six candidates in the regular election of Feb. 19. Malenfant polled 7,017 votes in the run-off which set a record for voter turn out.

Malenfant, alderman in Lewiston’s Ward Three, was an unsuccessful candidate for mayor in 1949. He had previously served as representative to the State Legislature.

The position of crossing tender in the Twin Cities appears to be the jumping off place for a successful political career, since in 1935, the late Ernest E. Estes, crossing tender at Hampshire Street, Auburn, was elected mayor of that city.

American railroads moved more freight in the average freight train and moved the trains faster in the first six months of 1950 than ever before. . . . The result was . . . that the average output of transportation for each hour of freight train operation was higher than ever before attained. . . . This new high record in freight train operating efficiency has been made possible because of improved operating methods, larger and more efficient locomotives, better freight cars, and improved signaling and other devices.

THE COVER

A youthful traveler is silhouetted by the afternoon sun on the extension of our Augusta station platform as No. 11 discharges its passengers. At upper left is a set of new flasher lights, part of the extensive signal installation made at Augusta last month.

TWO SELLING POINTS

Our railroad and our bus company currently are offering two special plans to the public in the interest of stimulating our own business while providing substantial savings and increased service to the public.

The “Five Ride” tickets now available make our railroad’s fares the lowest in years—two cents a mile. Every ticket agent and every ticket clerk, every employee concerned with promoting more business for our railroad, now has a real selling point to put across with our regular passengers and potential patrons. It certainly is to our advantage to boost these “Five Ride” tickets at every opportunity.

The “Sports Triangle” introduced by our bus company this month offers another “first” in service. It offers a ticket to a Boston sporting event or another attraction; a room and breakfast at the Hotel Manger, and transportation to and from Boston in a single price package. For the customer it means no ticket or room reservation worries, no parking problems, a chance to relax and travel in comfort.

Here are two selling points we can truthfully be proud of. It is our responsibility (1) to see to it that the public knows about them, and (2) to sell the public so that they may be maintained successfully.

Everybody Welcome

Bangor Site Of Trophy Tournament

The Maine Central Directors’ Trophy Bowling Tournament will be staged Saturday, March 31, at Bangor with Ben Whitney and John Shaughnessy as hosts and honorary tournament co-chairmen.

In the past two years teams from Rigby, Bangor, Waterville and the General Offices have competed for the beautiful trophy, donated in 1949 by the Maine Central directors.

In the opening year of tournament competition an able Waterville Shops combine won the Trophy by eliminating an aggressive runner-up Bangor team.

Last year, a determined quintet from the Portland General Offices knocked out the Elm City keglers by 13 pins in an opener and went on to defeat the second time runners-up, Bangor, in the finals.

Key merits throughout the system have been canvassed this year with the hope that additional teams will enter the Trophy competition to make the 1951 participation the largest ever.

Returns were not complete however, as the Magazine went to press. Any five-man team from the system is eligible to compete, and fellow workers are urged to attend the tournament to cheer on their representatives.

The first team to gain three legs on the Trophy may retain it permanently. Highlights from the past tournaments show that in 1949, Ted Jewett of Waterville posted both the high single of 124 and the high three-string total of 337, while in 1950, Warren of Bangor rolled the high single of 127 and high five-string total of 540.

SECOND PLACE TIE IN RIGBY LEAGUE

Team Three and Team Ten were in a tight tie for second place in the Rigby bowling league as the Magazine went to press with each claiming 47 wins against 33 losses. In the season the high-riding Team Seven with a 55-25 record. The latter combination of Steves, Dole, Flynn and Shea, has dominated the league throughout the year.

Individual honors are split throughout the league as Roy Tibbetts of Team Three holds high for three strings with 331 and currently holds a lusty 98 average. W. Dusto of Team Five has the high average for one string of 130 while Jerry Shea of the league leaders boasts the individual high average of 99.

Joe Malloy, official record keeper for the Ligonia keglers, claims more than 15 men in the league with better than 90 averages indicating a top flight group for competition at the Directors’ Trophy Tournament.

Minutemen Lead; Samosets Second, In General Office League

The dark horse Samosets eased the Down Easters out of second place in the General Offices league last month with a determined bid to hold the top spot against all comers. With an 11-game lead, the Minute Men seem assured of the top league spot. The Samosets have a 46-34 record while the third place Down Easters claim 41 wins against 39 losses.

The Harrington-Spires interchange found Harrington with a 61-37 last record with a 100 average and Spires two points off with 98. Others of the top four are Commissioner Jim Finley, 95; and Wiley with 98.

Finley also holds the current record for high single of 136 while Harrington accounted for the high individual score for three strings of 349. The Minute Men’s 434 is good for the high team single and the Down Easters hold the high team total of 1,201.
SCENES AT THE SECOND LADIES' NIGHT of the Railroad Supervisors Club at Waterville: (1) Erecting Foreman Karl Lamont getting a firm grip on his steak while Mrs. Lamont smiles prettily. (2) Lawrence Sparrow, Mrs. Sparrow, Mrs. Owen Thompson and Owen Thompson. (3) Popular Chick Pooler and wife. (4) Boilermaker Foreman Tommy Simpson, 38 years with the company, Assistant Shops Superintendent Wilbur Lunt and A. J. Rancourt of the blacksmith shop. (5) Mrs. Madeline Carey, Fred Spares, left, and Mr. and Mrs. Parker Hall, right. (6) Phil Sherrard and friend inspect a wheel borer. (7) Charlie Leard shows Mrs. Leard a wheel machine. (8) Superintendent of Shops Frank Bennett shows an interested lady how a machine operates. (9) In the freight car department Bennett explains the building process and in (10) another process in the busy shops.
used to thaw pipes outside. Little Seth to retrieve the cover. The water was being arm Into a teakettle full of boiling water ner, assistant B&B supervisor, whose little 17-months-old boy. Seth, put his hand and ing a new home on Auburn St. Ford, retired P. T. carpenter, as a visitor brightened -up the day. His snappy personality last month. John P. Scully was bedded by a severe cold to Richard Ayleward of the advertising special Ice Follies excursion with gratifying recently shepherded 385 Lewistonians on a conductivity. "Flashgun" Grant, ace photographer for his master mariner papers after a re­ cent frosty trip on the Eastport-Lubec ferry. the freight claims department, is applying for his master mariner papers after a re­ cent frosty trip on the Eastport-Lubec ferry. 

Miss Bertena Dodge waved a sad (?) goodbye and left for four weeks' visit to Florida. While she has been away, Mrs. Ruth Hollywood-substituted until she had a relapse of a virus infection. Margaret John­ son then substituted.

Mrs. Edith MacGibbon deserves a hand for the swell job as Engineering Depart­ ment reporter for the past five years, hav­ ing resigned this month.

It's good to see Alice Allison and Bill Blake have returned from being out sick.

At the exhibit of the rug braiding classes at the Lee Recreation Center at Portland in February were noted rugs made by Mrs. Ernest Brown, wife of P. T. truck driver; Mrs. Thomas Roche, wife of Fore­ man at Deering jet.; and Edna Crimmins, clerk in the Engineering Department. They were all beautiful.

By DORIS THOMAS, MARY MORSE, LILLIAN MORRIS, LILLIAN G. SMALL AND GERTRUDE HOLBROOK

Matron Grace Verrill of the building de­ partment has been visiting her daughter in Chicago. "Loi" Halliswell has returned from a month's visit with her daughter in Vicks­ burg, Miss.

Marlon Curry has been absent for two weeks on account of a bad fall. Anna Barnes has been enjoying a vaca­tion.

Nina Luke has been substituting in the General Office Building.

Sympathy is extended to Lillian G. Small, Purchasing Department, on the sudden death of her sister, Mrs. Perley C. Dresser.

"Flashgun" Grant, ace photographer for the freight claims department, is applying for his master mariner papers after a re­ cent frosty trip on the Eastport-Lubec ferry.

P. M. Murphy recently completed an ex­ tended business trip to New York and vi­ cinity.

General Passenger Agent H. J. Foster re­ cently shepherded 385 Lewistonians on a special ice follies excursion with gratifying results.

Mrs. Cathal Smith, secretary to the pub­ licity manager, is on a month's sick leave following major surgery. Her engagement to Richard Ayagis was announced in January, Mrs. Barbara Young is substituting in the department.

Indoor, Real Estate, and Tax Agent John P. Scully was bedded by a severe cold last month.

We were pleased to have William S. Hart­ ford, retired P.T. carpenter, as a visitor one day recently. His snappy personality brightened up the day.

"Smiling" Milton Furee has more reason than ever to smile these days. He is build­ ing a new home on Auburn St.

Sympathy is extended to Benjamin War­ ner, assistant B&B supervisor, whose little 47-months-old boy, Seth, put his hand and arm into a teakettle full of boiling water to retrieve the cover. The water was being used to the new pipes outside. Little Seth suffered second degree burns and was hos­ pitalized for two weeks.

NATIONAL RECOGNITION was won by Trainman Emilie J. Morin, South Portland, last month with his ap­ pointment as general chairman of Maine for Better Fishing, Inc., a national non-profit organization fur­ ther public interest in fishing, conservation, and fostering educational, recreational and scientific pro­ grams for youngsters. Morin, well-known in Maine for his activities in behalf of children, received the award in his status as aide to Governor Frederick G. Payne

Trainman Emil Beaudoin was a patient at the Mercy Hospital, Portland, with a broken collar bone.

George Kimbell, the jeep driver at Union Station, has been off duty for a long pe­ riod on account of illness.

Fireman Arthur Leonard of Carmel suff­ ered painful injury in an auto accident in Bangor.

Conductor Hurd of the Mountain Sub­ division has been off duty on account of ill­ ness, also Conductor Friend of the Portland Division and our senior Conductor J. Alton Emery.

Conductor Charlie Bentwell of the Moun­ tain Subdivision was a patient at the Maine General Hospital with a broken ankle.

Conductor Eddie Colson of the Portland Terminal was off duty on account of a fall on the ice, severe shacking up.

Charles S. Cook, an attendant at Port­ land Union Station, returned to work after a month's vacation on the West Coast visit­ ing at Albuquerque, N. M., San Diego, Los Angeles, and San Francisco.

Sympathy is extended to the family of Yard Conductor Burbank of the Portland Terminal, who died Jan. 28.

Mrs. Joseph Mechen, with twin daughters Ann and Joanne, are visiting her son, Thomas, at Hueneme, Cali., also daughter, Mrs. Freeman Brown, and daughter, Mrs. Lulion resides at San Diego.

Sympathy is extended to Foreman George Fisher on the death of his mother, Mrs. Hannah Pratt at Winn, Jan. 19.

Conductor Caswell was a patient at the Maine General Hospital for surgery.

Conductor "Patt" Shaw of the Belfast and Moosehead Lake R. R. was a patient at the Eastern Maine General Hospital at Bang­ or for surgery.

Trainman Mantor was a hospital patient, suffering a broken leg.

Yard Clerk J. G. Johnson at Rigby was a

PROUD OF shiny 519 in the background are, left to right, Engineer E. T. Jones and Fireman Smart at Livermore Falls, September, 1948
ICE FISHING was good at Highland Lake last month as testified to by Bruce Haldane, left, son of Frank Haldane, Electrician Ray Ryder and Hamilton Coach, tractor operator, all from Rigby.

Rigby Car Department

By William Hale

Coach Cleaner Harris Twombly, who has been off sick for some time, has gone to the hospital at Concord, N. H. for treatment.

Carman Jacobsen is back to work after being confined to his home by sickness.

Carman Cleary has returned to work after being off sick for a few days.

Coach Foreman Sweeney has returned to work after being off sick for some time.

Coach Cleaners Bernard Kearns and Patrick Cleary have returned to work following their vacations.

Coach Cleaner Philip Sampson has been called back into service with the Navy.

Coach Cleaner Robert Mulhern and Raymond Laburg have bumped jobs on the middle trick, displacing Carmen Perry Tomlin, Raymond Wilson and Herman Betts, who had to go to the last trick.

Three carmen have been off sick on the middle trick.

Thirteen dollars and seventy-five cents was collected at Rigby and Union Station for the "Hobo Basket" when it made the round-trip trip.

The Safety Office has moved.

Joseph Fitch has been called back to work as coach cleaner with Atlantic.

Rusty Corners, brakeman on the front lead, has returned to the old Hudson custom of having his tepee and camp fire on the level, which was his first adventure with the latter.

We hear that the opening of the lodge at Highland Lake by Carman Gordon may be postponed.

We now have a Sherlock Holmes in our midst in the person of foreman at the engine house.

At Highland Lake by Carman Gordon may be postponed.

Word has been received that Pvt. Clinton D. Kane, Jr., son of Freight Clerk Clinton D. Kane, is still in the service.

Carman Martin Conley has been off sick for some time and all his fellow workers wish him a speedy recovery.

Arthur Parkhurst, janitor in the office, is on his vacation.

UNDERNEATH the Christmas tree is Stephen King, Jr., son of PTCO. third trick worker Steve King, Tower Four.

The Rigby Car Department has a few tickets for the Kentucky Derby?
**Mountain Subdivision**

**Bartlett, N. H.**

By O. R. Burwood

We are pleased to learn that Mrs. J. R. Dorsett, wife of Trackman "Bud" Dorsett, has returned home from the hospital. Jim Chadbournes work out has returned to Bartlett for the winter. Never knew of this outfit being out so long during a winter. Arnold Kenne, summer trackman at Sawyers River, has returned to his home after being a patient in the hospital.

**Dennyville**

By T. A. McDonald

Mrs. J. L. Springer, wife of Agent J. L. Springer, Azyers Junction, is confined to her home with a broken ankle. We wish her a speedy recovery.

**Banger M. of W.**

By John Mincher

Joseph McCarthy, Banger Yard section foreman, wishes to thank all his friends and fellow employees for the fine gift of money presented him during his illness. He hopes to be able to return to work the first of March.

**Eastern Division**

**Vanceboro**

By Harriet Martin

On Feb. 2 Mrs. Jacqueline Gateomb, wife of Gerald L. Gateomb, was graduated from the University of Maine with a B. A. degree in Medical Technology and has been employed in the Air National Guard. She is stationed at Ft. Lewis, Engineers Light Equip. Co., Willimantic, Conn. as chemist with Win. Brands Co., Willimantic, Conn.

**Bangor Operating Department**

By M. E. Gibbons

C. R. Tripp, baggageman, was called into the service and is with the National Air Guard at Dow Field.

**Bangor Car Department**

By C. A. Jefferss

Assistant Car Foreman William M. (Bill) Walbridge has returned from the two weeks work he recently spent on a hunting trip. The rabbits want to watch their step.

**THE FINE LOOKING FAMILY of Stationary Fireman and Mrs. Alton Lane, Bartlett, include Ern H., ten, and Neal E., eight, front; and James A., fourteen, and Celia Lane, twelve, rear.**

**COMPLETING his basic training at Flt. Lewis, Wash., with the 34th Engineers Light Equip. Co. was Pvt. Clinton D. Kane, Jr., former Portland Freight House employ.
CELEBRATING their golden anniversary recently were Vanceboro Engine House employee Sereno and Mrs. Blanchard. They report a perfect winter this year and had a gathering in Calais and found them quite in good health. Their daughter Jane; Enginehouse Superintendent A. J. Dickinson, retired Immigration Officers D. S. and Mrs. Corbett; P. O. Officer T. H. Beers. Engine House Manager Victor A. Blythe; Postal Inspector W. H. Jones; Customs A. J. Dickinson, retired Immigration Officer; and a fireman from the town. They enjoyed a pleasant visit with the family and have many friends in the town.

The birthday of Sereno Blanchard was celebrated on February 17th, 1947. He and his wife, Mrs. Sereno Blanchard, have been married for 50 years. They have two daughters, Jane and Mary. Sereno is a retired Immigration Officer and Mrs. Blanchard is a retired Postal Inspector. They have many friends in the town and are well respected for their kindness and hospitality.

Among those attending the celebration were Miss Helen Birmingham, stenographer in this office, and Mary Plummer, head of the Superintendents Department. General Foreman's office was well represented by the various agents and engineers on hand. The celebration was a great success and everyone had a good time.

Mrs. Joseph Welsh, wife of Hostler, was recently visited by relatives in Waterville. Mrs. Welsh is a native of Waterville and has many friends in the town. She was very happy to see her relatives and had a pleasant visit with them.

A memorial service was held in Memory of Mr. and Mrs. R. F. Jenkins of Portland, Jan. 10, 1947. Mr. Jenkins was a well-known engineer and was highly respected by his colleagues. The service was conducted by Rev. Mr. Jenkins and was attended by many of his friends.

Thirty years ago at this time the girls employed in the superintendent's office gave a testimonial dinner in the upstairs of the building, the guests were two of the most prominent women in the town, Misses Mabel M. Murray, May Yerxa, Frances Hutchinson, Miss Helen Birmingham, stenographer in this office, and Mary Plummer, head of the Superintendents Department. General Foreman's office was well represented by the various agents and engineers on hand. The celebration was a great success and everyone had a good time.

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C. G. Rivera, is convalescing at home after two weeks' stay in the hospital. Operator C. T. MacCrillis and Ticket Clerk Betty Beach are both off sick.

It is with deep regret that we note the death of Mary N. Bates of Gardiner. Mr. Bates was for a great many years ticket agent at that point and will be kindly remembered by old-time employees as well as others whose privilege it was to know him. He was 90 years of age and had retired from work several years ago.

**Waterville Shops**

By Ken Stevens

**Magazine News from the Hub of the System:** Machinist Fred Gould is the candidate for the Town Council in Fairfield.

Blacksmith George Hustus is laid up with the prevailing flu. Foreman Ray Snow has a new car. Machinist John Case, 18, daughter of Foreman and Mrs. Case, is in the Business College.

**Waterville Shops**

Carman Helper Ted Jewett has recently been initiated as a Master Mason, at the Oaklawn lodge.

Former set-ups in the Passenger Room are Carmen George Colford, Irving Emery, Jimmy Lawrence, Warren Johnston, Tony Niles and Sid Brown, Jr.

Machinist Vic Willette has been ice fishing at Moosehead, reports a fair catch.

Haldor Birkford, a former apprentice here at the Shops, has been appointed chief machinist job at Lewiston.

Machinist Malcolm Smith has bid off the没事 for the Town Council in Fairfield.

Machinist Joe Gurski has been discharged from the Hospital and is now convalescing at the home of his son, Eddie.

A junior size Whing Ding was thrown for Carmen Helper Jimmy Steeves has returned to work after surgical treatment at the Sisters.

Carman Helper Paul Cunningham has returned after a bout with the measles. Clerk Joe Hall, who has been visiting in New York City.

Carman Helper Neil McAskill has recently been set up to cover the Air Job on the home of his son, Eddie.

Carman Leo Frodette has returned to the Freight Tool Room after five months' illness.

Carman Helper Joe Banks has returned to the Freight Tool Room after five months' illness.

New faces in the Trimmers gang are Helpers Florian Jacques and Shorty Bragg. New faces in the Trimmers are not only new but are also enjoying the Naval Reserve at Augusta.

Clerk Pfc. John Bragg, son of Carman and Mrs. Frank Bragg, has been home on furlough from Keasler Field, Miss. John is a radar operator and will report to Selfridge Field, Mich., at the expiration of his furlough.

Carman Helper Joe Banks has returned to the Freight Tool Room after five months' absence.

Trimmer Vede Bellows has a new half-ton truck.

Two city officials in a shiny automobile recently called on Machinist Phil Gooeh for a visit. He is in the Paint Shop.

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The Masonic Degree Team here at the Shops has been set up to cover the Air Job on the home of his son, Eddie.

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A recent nation-wide survey conducted by the MODEL RAILROADER, a monthly magazine, developed the fact that the average model railroad fan is 30 years of age; a high school or college graduate; has an annual income in excess of $4,000; is married; and spends more than $100 a year on his hobby. Professional men, skilled mechanics and executives compose a large percentage of the hobbyists.

No age group has a monopoly on this fascinating hobby. Model builders range from well under 15 years of age to over 65. More than three-fourths of them are between 20 and 50.

The American railroads represent an investment of approximately $125,000 for each mile of road.

For the last eight years the load carried by the average freight train in the United States has exceeded 1,000 tons. In 1949 the average was 1,138 tons.

Pullman laundries wash and iron every month some 1,687,000 sheets, 1,656,000 pillow slips, plus 2,280,000 towels and 522,000 other pieces.

It cost $18,553,000 a day, on the average, to keep the railway plant in operation during the first seven months of 1950. This figure does not include taxes, rentals, or interest charges.

In the four years 1946-1949 the railroads of the United States consumed 19.7 per cent of all the coal consumed in this country.

In the last war the railroads of the United States operated 113,891 special troop trains.

Although the number of railway employees is approximately the same now as in 1940, this year's railway payroll will be more than double what it was then.

The average hourly compensation of railway employees amounted to $1,464 in 1949, compared with an average hourly compensation of 75.1 cents in 1940.

At the 1949 rate of production, 37 years would be required to replace the 70 million tons of steel rails in the country's 400,000 miles of track.

"Old Ironsides," the first steam locomotive ever built by Matthias Baldwin, cost $3,500 in 1832. The cost of a modern 3-unit diesel-electric locomotive is about 143 times as much—or approximately $500,000.

Class I railroads put 2,396 new locomotives in service in 1950, the largest number installed in any of the past 27 years.

Fewer employes lost their lives as a result of railroad accidents in 1950 than in any year since the Interstate Commerce Commission began to compile these reports in 1888.

The average revenue received by the railroads for hauling a ton of freight one mile is now only 1 1/3 cents.