Maine Central Railroad Magazine

Financial Report Issue

April 1949
Analysis of 1948 Financial Report

We Took in From:

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling freight</td>
<td>$22,867,055</td>
</tr>
<tr>
<td>Carrying passengers</td>
<td>2,186,610</td>
</tr>
<tr>
<td>Carrying mail</td>
<td>766,973</td>
</tr>
<tr>
<td>Carrying express</td>
<td>261,556</td>
</tr>
<tr>
<td>Rentals for use of our equipment and property</td>
<td>417,342</td>
</tr>
<tr>
<td>Transporting milk</td>
<td>197,097</td>
</tr>
<tr>
<td>Miscellaneous sources</td>
<td>526,137</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$27,222,770</strong></td>
</tr>
</tbody>
</table>

We Paid Out For:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages (including our share of Portland Terminal payroll)</td>
<td>$12,720,093</td>
</tr>
<tr>
<td>Taxes</td>
<td>2,669,954</td>
</tr>
<tr>
<td>Fuel</td>
<td>2,038,840</td>
</tr>
<tr>
<td>Rentals for use of equipment and property of other railroads</td>
<td>1,018,163</td>
</tr>
<tr>
<td>Interest on borrowed money</td>
<td>1,069,801</td>
</tr>
<tr>
<td>Depreciation</td>
<td>966,519</td>
</tr>
<tr>
<td>Rails, ties and track</td>
<td>855,982</td>
</tr>
<tr>
<td>Loss and damage freight claims</td>
<td>160,815</td>
</tr>
<tr>
<td>Personal injury claims</td>
<td>67,355</td>
</tr>
<tr>
<td>Other materials and supplies and miscellaneous expenses</td>
<td>4,277,048</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$25,844,570</strong></td>
</tr>
</tbody>
</table>

Net income, the amount remaining for application to sinking and other reserve funds, improvements to the property and for payment of dividends was $1,378,200 or $323,318 higher than in 1947.

Motive Power

MODERNIZATION of Maine Central motive power made progressive strides during 1948. Represented here are the complete types of diesel-electric motive power:

1. The 700 series passenger diesel.
2. New 1,000 hp yard switcher.
3. The 550 series of new 1,500 hp road switchers.
4. 1,000 hp yard switcher acquired by the Portland Terminal Company.
5. One of six, 1,500 hp freight locomotives that entered service in November.
The Maine Central Story for 1948

Financially our Company attained a new high record of income in 1948. This was due, however, to increased freight rates and passenger fares.

Freight traffic, chief revenue source, declined 1.8 per cent from 1947 in revenue ton miles, and passenger traffic was down 18.7 per cent, in passenger miles. Revenue from freight was up 17.4 per cent, however, due to the higher rates charged, and passenger revenue declined only 9.2 per cent, again due to higher rates.

The improved income was largely offset by increases in our costs of living, in taxes, in wages, and in higher prices for materials and equipment.

Our rate of return on property investment increased to 4.23 per cent still far short of the 6 per cent held to be a reasonable return for public utility companies to enable them constantly to improve their services and pay a fair return to their stockholders.

In plant and facilities we made many improvements, considering our limited means. We made a long step forward in dieselizing our motive power, acquiring three new 2,000 H. P. passenger locomotives and six 1,500 H. P. freight locomotives. Their cost, $1,669,806, is to be paid over a period of seven years.

In addition to providing fueling stations and servicing facilities for our growing diesel-electric power we made extensive improvements to track and roadbed, to signals and highway crossing protection, and to stations and car repair yards and shops.

In brief, 1948 saw our Company improve its financial standing slightly, paying its current bills and retiring $237,000 of its long term indebtedness, while on the other hand it improved its plant and facilities to considerable extent.

Operating and Maintenance Costs Increase

Last year saw no let up in the high cost of doing business. Prices continued to increase on the items that railroads need to maintain and operate their property. The price of steel, ties, and fuel in particular continued on the upward curve. The cost of rails, ties, other track material and ballast used in maintenance of the track structure, including increased quantity as well as increased price, was $167,945 more than in 1947.

The cost of fuel, in spite of savings from Diesel locomotives, was $87,186 more than last year; the cost of maintaining signal equipment increased $43,356.

You might have thought it on open winter, but remember that the first few months of 1948 were far from open so that we paid during the year $31,239 more for snow removal than in 1947.

Just about every one of the vast variety of items a railroad has to have to do business and to improve its services was high, too. We did make many substantial improvements to our plant and facilities last year but not nearly to the extent we would have liked.
Freight revenue soared 17.4 percent above 1947 to hit an all-time high. The total number of carloads, however, was 286,758—some 11,109 below last year, revealing that higher freight rates accounted for the revenue boost.

The “Three P’s”—potatoes, paper and pulpwood—again were our biggest producers, accounting for 49.1 percent of the total carloads hauled and bringing in $9,722,903 of revenue.

Passenger revenue was $2,186,610, a decline of 9.2 percent, a decline made less serious by an increase in coach fares. Mail, express and milk, important sources of transportation revenue, increased in importance in 1948, again due chiefly to increased rates.

Mail was up 9.3 per cent, producing $766,973 in revenue; express was up 15.9 per cent, with revenue of $261,556; and milk made the largest increase, 31.2 per cent, for revenue totaling $197,097.
A Bill That Hurts

Taxes put a big squeeze on our Company's income for 1948. We paid a $2,669,954 tax bill, or practically 10 cents out of each operating revenue dollar.

Federal income taxes increased; our Maine excise tax was up $98,129 over 1947, due to the increase in transportation revenue; and we paid $180,286 to towns, municipalities and others.

That last item is a point for serious consideration.

While our competitors, trucks and airlines, pay comparatively small fees for the use of publicly built and publicly maintained airports and highways, the Maine Central's tax dollar goes into a general fund.

It means, in reality, that part of our money is going to make up the cost of maintaining those facilities for our competitors.

We—the Company and you and I—are in the same predicament on this tax situation. Your dollars go to maintain the highways for the truckers and the airport for the airlines; so does the Company's; thus they are competing with that advantage in the same field of transportation.

THE DISTAFF SIDE finds these girls along our lines. Reading from top to bottom: Eileen McGee, clerk-typist in the Engineering Department, Lewiston; Mrs. Alfretta Sullivan, clerk at the Bangor Freight Office; Mrs. Margaret Decelle, clerk-typist at the Deering Junction Stores Department; and Mrs. Vyelta Merry, clerk at the Portland Union Station ticket office.
Our No. 1 Expenditure

Wages again took by far the biggest share of our expenditures last year, a total of $12,720,093. This amounted to 47 cents out of every dollar of gross income and represented almost exactly half of our Company's expenditures for all purposes.

As the accompanying chart shows, wages paid to employees have mounted steadily and sharply since 1939, far outstripping the increases in earnings of Company executives and their staff assistants.

As a careful analysis of the 1948 financial report will show the owners of our railroad, the stockholders, have invested an average of $15,415 in each and every one of us to provide the tools and equipment necessary for us to do our jobs.

Do Still Better

We did a better job last year in handling our customers' property.

Loss and damage from freight claims was reduced $52,760 from last year's total of $213,575 which included losses due to the Bangor freight house fire.

While our record improved and should prove encouraging to our shippers, the remaining high level of damage is enough to provoke those who have suffered from careless handling to shift their business to other forms of transportation.

We can't afford to have that happen. An important measure of our continued success and ability to show a profit is a reduction in freight claim losses to recapture old customers and gain new ones.
MILLION DOLLAR PLANT of the Kieckhefer Container Company for the manufacture of corrugated paper boxes is going up on our lines at Westbrook, Me. Containing 90,000 square feet of floor space, a 15-car capacity spur track was built through the building as shown above.

NEW INDUSTRIES
Life Blood of Our Railroad

THE HUGE $2,700,000 modern bakery and warehouse of First National Stores, Inc., below, constructed on our lines at Deering Junction soon will go into operation. 1,900 feet of track was laid along one side of the long building and is completely enclosed.
Annual Report

The magazine this month marks publication of the second Annual Financial Report number.

Again this year the editors have attempted to portray pictorially and simply, the actual dollar and cents record of our Railroad for 1948.

Every effort has been made to present the figures and percentages in terms that are easily understood. It is important that each of us should read and understand this report because it is the story of our company's financial status, our jobs, and ultimately the welfare of all of us.

The graphs and statistics shown here are made from official figures as reported to the Interstate Commerce Commission.

It should be emphasized that "Net income" as shown, is not a true reflection of the amount of money left over as "profit." From it must be spent amounts that are not deductible in arriving at "net income."

Clear appreciation of this report and the realization that we have returned to a competitive economy, will enable us better to sell our service and our railroad to the public.

Freight Record

American railroads carried more tons of freight per train in the year 1948 than ever before and with an increase in average speed, according to the Association of American Railroads.

At the same time, a new high record was established in freight train performance per hour.

The average load of freight per train in 1948 was 1,176 tons, an increase of 30 tons above the previous high record established in the year 1947.

Tons of freight moved one mile for each hour of freight train operation averaged 18,779 in the year 1948, compared with the previous high of 18,126 ton-miles in the year 1947.

Cost of Carelessness

Carelessness cost us plenty last year. While it is possible to see in dollar and cents what it cost for personal injuries to ourselves and our customers, there is the additional incalculable loss of the time and services of experienced and valued employees.

The bill for personal injuries last year was $67,355—an awful price to pay for carelessness.

We must be alert, cautious, in our daily performance on the job. We must be solicitous, careful, aware of a passenger's welfare.

In being more careful, in observing safety rules, the security and well-being of yourself and your family is protected. In being considerate of our passengers and their safety, you will not only insure their continued patronage but enable our Company to reduce injury claims.

This is an important job for all of us this year.
THE FAMILY GRAPEVINE

Train Crews

By JOHN J. KEATING

MRS. W. L. NICKERSON, South St., Brunswick, gave birth to an eight and three-quarters pound boy, Feb. 29. Mrs. Nickerson is the daughter of our Retired Conductor Alex Desechesne, who can boast of being the father of 10 children.

Mrs. George Heffernan, clerk at the Dixfield Station, is planning a trip to Florida.

Locomotive Engineer and Mrs. Frank Hollis of South Portland recently took a week off to see the Follies—one day for Follies, six days to rest up. Frank’s fireman, Guy Sawtelle and Mrs. also attended.

Locomotive Engineer T. M. Saunders of trains 52-57 was off duty for a few days last month.

Ticket Agent Johnsen, of Rumford, took a few days’ vacation recently—a combination of business and pleasure.

Hiram Appleby a 55-year membership but still works on Trains VB2 and BV Ex. He was off the baggage car on Trains 93 and 94 last month.

Conductor W. E. Brown has been off duty recently due to a severe cold. He has been doing spare running out of Bangor.

Baggagemaster W. E. Stimpson of all the upstairs offices in Bangor Union Station were painted thoroughly in February.

Time, tide and clocks wait for no man.

THE FAMILY GRAPEVINE

Eastern Division

Calais

By CARL ROSS for P. D. ADAMS

We are very sorry to have to report our retiring Engineman Jack Taylor, who is confined to his home with the prevailing cold. At the present time he is coming along nicely and we expect him back to work soon.

Donald Frye is filling in at Calais Station while Jack is away.

L. C. Maxwell caught a large salmon at Nash Lake recently. He says he uses a bank of cheese. Believe it or not.

R. H. Haycock, conductor, has been off sick for a couple of weeks and R. A. Constanine has been covering.

Bangor M. of W.

By JOHN MISCHER

All the upstairs offices in Bangor Union Station were painted thoroughly in February, according to the budget and paint crew.

Paul Wallace has returned to work on the Mattawamkeag Section, following several months’ illness.

Ed Patner, foreman of the Whitewater Section, has returned to work following a leave of absence.

Ellie’s Signal Crew has been working at Lincoln where new automatic flasher signals are being installed.

Conductor Bridge Crew has completed installation of new bin type retaining wall on the street level for Hampden Road Bridge, Bangor.

Diesel oil facilities at Bangor and Calais have been completed to the extent that oil can be pumped into the fuel tanks and facilities are in service. Diesel facilities for Vancleave are expected to be in service shortly.

Smith’s Bridge Crew, with assistance of some men from Hamilton’s Track Crew, are renewing ties on Bangor—Brewster Bridge.

Bangor Motive Power

By C. H. LINDA

Another one for Bipley—Brewer, across the river, claims the distinction of being the only city in the United States that has no railroad station or theater of any kind.

He’s right.

A most enjoyable dinner was held by the Railroad Supervisors’ Club in Pittsfield, March 10. The guest speaker was Herb C. Libby, former Professor of Public Speaking at Colby College. His talk on “How to stop getting older and, when you stop getting older, you’re dead.”

The picture of W. L. Nickerson and the pet deer published in our October number recently received nation-wide prominence when it was reproduced in the February edition of “Swift News,” the monthly magazine of the New England Swift & Co.

I notice Charles J. Wilson, II, has taken the High Head switchman’s job Wednesday through Friday while Bill Runnels is off duty to see his daughter, June. He also plans to visit New Orleans.

Fellow asked me the other day how I was feeling. Told him “getting old.” He said: “Stop worrying about getting older; when you stop getting older, you’re dead.”

BANGOR OPERATING

By MARY E. GIBBONS

Our best wishes to Charles S. Souterland, spare operator in the superintendent’s office at Bangor Union Station, who recently accepted a position with State Department’s air radio operator in Palestine. He is a retired U. S. Navy radio man.

Emmond Bouchard, dispatcher, superintendent’s office, accompanied by two of his brothers and a sister, left recently for St. Louis to attend the funeral services of his brother, Captain Wallace Bouchard, A. O. S., who died in an auto accident near Corsica, in August 1944. Capt. Bouchard was born in Old Town.
Bangor Car Department

By C. A. JEFFERDS

An annual event and one which is well-enjoyed by all is the ice breaking on the river. The Coast Guard Shomish broke up the ice and the river was clear March 15.

To Foreman Plumber Chester L. Shepard goes a word of commendation in the rescuing of a young dog March 16. The dog had been on the ice 48 hours and Chester, seeing the animal in its predicament walked out, brought it ashore, and turned it over to a game warden.

Carmen H. L. Burnham was a recent visitor to the shop after being off duty several weeks due to illness.

Climber W. H. Powers has returned after vacationing. It is rumored that Carmen B. W. "Benny" Caldwell, well known radio ham, is off the beam, being stated he is making extensive repairs to his outfit. Benny has one of the best ham outfits in this vicinity.

Engine House Foreman and Mrs. A. M. Smith visited friends in Waterville the second week of March.

Work by Contractors Ober and O'Neill in the installation of two diesel oil tanks and equipment is nearing completion.

Those attending the Ice Follies included Mr. and Mrs. James P. Jordan, assistant general agent and wife; and Edna J. Flynn, O. S. & D. clerk, inward department; Eleanor F. Norton, clerk, cashier's office; and Mr. and Mrs. John R. Stanton, clerk, freight claim department.

We extend our best wishes for a speedy recovery to Charles D. MacCallum, in Engine House Foreman and Mrs. A. M. Smith, chief, marine department, who, after a stay of two weeks, is now at home, under the care of his family.

Carmen J. L. Dion and W. R. Moore spent a weekend in Boston attending the basketball games.

Leading Carmen J. M. Burke, Northern Maine Junction, was a recent visitor to New Haven.

Carmen and Mrs. George R. Wilson were recent visitors to Portland and Boston.

Assistant Carmen W. T. Walker and P. F. Boudreau were among those who attended the supervisors' banquet last held in Pittsfield.

Vanceboro

By Harry D. Davis

Vira, H. Sears, freight clerk, died at her home here March 14, after being an invalid since December, 1947. She had been employed in the general agent's office here with rating since Nov. 22, 1917. Funeral services were held March 17 at the Angel Guard Chapel, Vanceboro, with burial at Danforth.

Cashier W. E. Beers has been ill with grippe, returning to work March 21st.

Clerk Stenographer C. A. Robertson has been on the ice 48 hours and Chester, seeing the animal in its predicament walked out, brought it ashore, and turned it over to a game warden.

Those on sick list from car department are Carmen H. E. Beers, piece filled by O. R. Hanson; and H. W. Getchell, filled by C. O. Meyers.

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Former Operator Mrs. Edith M. Whitaker, Fryeburg, has recently returned from the New England Deaconness Hospital, Boston, where she underwent surgical treatment with the loss of the right leg.

Concord, N. H.
By C. R. Bowker

Trackman Harry Beck and Karl Swett were among those who have been off sick for a few days. Relief Trackman Edward Haley helped fill in for them, on Section 167, North Concord.

The haying situation has eased a bit, in St. Johnsbury, and Foreman and Mrs. C. J. Griffin, as well as recently married Trackmen and Mrs. William McLaughlin, have been able to move into more suitable apartments.

Happy to report that Mrs. Winnie Beck, wife of Trackman Harry Beck, is feeling much better after being ill at home for a couple of weeks.

Trackman Earl Hutchinson made the usual number of ice fishing excursions, this winter, returning with the usual number of tall tales and excuses, to explain away his usual catch. Better stick to your hunting, Hutch.

Barlett, N. H.
By O. R. Birdwood

Retired Engineer Fred Perkins was the first person off under the new telephone dial system.

W. J. Swearson, once foreman fire-tender, expects to leave soon for California, where he is to visit relatives he has not seen for many years. Wish you a fine trip, Bill.

James Chadbourne, Jr., son of Spare Crew Roomman, is visiting home at present. With him is wife Doris, daughter of Car Inspector Leon Sanborn. He is reentering the Army soon, as a second “loco.”

Some of our young men are forming a flying club. Railroad men included in the charter members are: Sammy Brown, fireman; H. A. Burdwood, fireman; David Dudley, trainman. They plan to purchase a Cub light plane soon.

We are all glad to see Mr. Dodge, track supervisor back in circulation again. He was “laid up” more or less during the past three weeks.

We now learn that Trackman Eddie Ainsworth of Barlett is loosening up his voice; he plans to sing in the Church Choir.

And “Sonny” is happy and now can relax. He’s got a new exemption in his income tax.

A shiny new ear, a thing of real Beanty, has Hickford, mill foreman and sheriff’s deputys.

Underwood is our sports fan, he sings Waterville’s fame,

At the same time in Boston was Painter Bill Fletcher,

With those two together, ‘twas a big time, you betcha.

Sweeper Hugh Cowan, who was long on the shelf, is back avertising and dusting and is quite his old self.

Harvey Dusty, one morning, was nearly berserk.

As a crow tried to pick him on his way to work.

Harry Pat, erstwhile carman and strong union cynic, is ailing quite muchly and has gone to the clinic.

Tinknocker Ray Simpson a new house has planned.

If he can get the material, he’s got the land.

And now Laurence Sparrow can catch for sty.

He says those new pulp cars almost had him jinxed.

Helper Ralph Allen is so mad he could weep.

‘Cause they charge such a high price for a “second hand jeep.

The first half, in bowling, the GOOD Painters won.

At the end of the second half, the Machinists had fun.

We should’ve won the roll-off, the Painters did matter,

But the pin boys don’t set the pins up in the gutter.

Don Priest’s bowling arm has a well-balanced swing.

For fifty-four times averaged a hundred per string.

In a shiny new auto, F. H. Bennett is sittin’.

Says it rides like a feather bed, purrs like a kitten.

John Paas is at the State House, new laws he is writin’.

Laurence Campbell’s quit fishing’, he says they ain’t bitin’.

Guy Wentworth’s son, Kenneth, a student and top notch musician, At an Adirondack Boys’ Camp will take a summer position.

A new baby boy caused Desveaux’s head to whirl.

Rick Chamberlain is happy with a new baby girl.

Manley Wentworth is buying lots of catnip for Sonny.

For a new baby boy named for Grammy, Fred Pennell.

The clerks in the office gave Hersem a cake.

And on McDonald’s birthday, a party did help.

C. Garfield is laid up with a back that is lame.

And Phil Harlow is working on tank trucks and frame.

Roy Lank has been in Boston for business and pleasure.

Johnny Abbott’s new ear brings him joy beyond measure.

Sullivan, Lindwall, Frank Grover and Hall.

Blair, Dickey and Adams, electricians all.

Drove down to Boston for the basketball game.

George Lemoine, E. St. Peter and Walter Pearl did the same.

A bad case of lumbago had Carmean Joe Prout.

And with four broken ribs Henry Biddle’s been out.

Charlie Emery at Freepost for an Odd Fellows’ party.

Clarence Buterbaugh is back. He looks well and hearty.

George Blanch tells of seeing a large flock of geese.

While Ray Snow can’t talk well, he’s lost all his teeth.

Grant, Beer and Dickey o’er the highway attend.

While Ed Monroe is back working, he’s well on the mend.

Hibbard was in the Wheel Room, but not long did he stop.

He’s finally settled in Johnston’s Freight Shop.

Fred Spares has decided that EDUCATION is swell.

Lou Illis is busy at digging a well.

Sherm Coombs is repairing old gasoline pumps.

Moosehead Lake fishing has Sibley in the lead.

Irv Emery and George Colford had a burning altercation.

And when the score was added up George knew the situation.

Wallace Rousseau, car inspector, has bid the first track.

Shirley Barton is in the office, Miss Tardiff is swell.

Henry Gleason has a fine saddle hoss he would trade.

Floyd Case has gone to Togus to have his tonsils clipped.

Peanut Robinson is back to work. He’s had his adenoids snipped.

Virgil Harding has been sick and Albert Rogers is out.

One day when the weather was not so cold, the other the flu.

Henry Soule has moved to the country; he was going to raise hogs.

Reg McKenny is still in business breeding and selling dogs.

Gosselin’s been at the Thayer, under the surgical knife.

He’s at home convalescing, “neath the eye of his wife.

Howard Low has some pigs; he’ll buy, swap, sell or dicker.

Charlie Baran won nine fifties of red rearing likker.

Joe Casgrove’s in Boston with Big Eddie King.

If you all like good music, you should hear Gariki sing.

Phil Gooch was in Portland a short time ago.

Bill Otis is lame; he scooped Ray Dillon’s snow.

With the “Swede” on the rails, Tabor’s bid’ing a sign.

John Belanger is home, he ain’t feeling so well.

Don Russell’s budget will never be the same.

He took THREE WHOLE HOURS off for basketball game.

Beck, Beech and Hall, each with his spouse.

Had dinner quite lately at the new Laney House.

Grant, Reed and Dickey o’er the highway attend.

To the basketball game at the Orono Gym.

And in checking this over with no ifs, ands or buts, It conclusively proves that this writer is NUTS.

Oakland

By M. L. Sanborn

Arthur Marshall, station agent, was appointed general chairman of the Lions Club Jambooree, to be held in July of this year, at a meeting of the local council. He was also appointed a delegate to the National Lions Club Convention.

CARMEN REPRESENTATIVES at the Waterville Shores are, left to right, Floyd Case, chairman; Arnold Giles, C. J. Griffin, as well as recently married Trackmen and Mrs. William McLaughlin, have been able to move into more suitable apartments.

Bill Otis is sporting a big toothless grin. The reason is plain, he’s a grandpappy again.

Portland Division

Waterville Shops

By C. D. Stevens

(Magazine Poet Laureate)

Bill Otis is sporting a big toothless grin. The reason is plain, he’s a grandpappy again.
Marion O'Brien, daughter of Machinist Herbert O'Brien, who had her leg amputated at the knee, will soon be fitted for an artificial limb.

Machinist John Nally has proved his integrity beyond doubt. He picked up an envelope containing $100 and money at a basketball game recently. He turned the money over to the policeman on duty who restored it to the owner.

Machinist Lucien Carignan has sold his home in Berkeley, Calif., and is being done to remedy the defects.

Machinist Albert Wetmore has moved to Oakland from Monmouth, Maine, to work.

Machinist Rosario Demers reports his little daughter broke her leg while sliding.

Machinist Rosario Demers has bought a 1941 car. He expects to go places this summer in comfort and with time to spare.

The Maine Central Bowling Team finished third in the half mile of the American Bowling League and now holds second place in the second section. Members of this team are Car Inspector F. A. Anderson, Clerk E. Brackett, Yard Brakeman J. N. Vigue, Expressman F. Washburn, and your correspondent.

Engineer V. F. Atwood, who has been covering the general agent's job for several weeks, has gone to Gardiner to cover the agent's job.

General Agent and Mrs. Carsey have been vacationing in Florida for several weeks.

Engineer Tim Donlan is a patient at the Knox County General Hospital.

Reported birthdays for the month were:

- March 2: Machinist Phil Bonang, Machinist Helper Theodore Mallett and Laborer Patrick Murphy.
- March 3: Laborer Raymond Maxwell, who has always been the pride and joy of Rigby because of his height and his ability to lift heavy objects. He received an injury while skimming at Pleasant Mountain.
- March 4: Gifted surgeon Dr. Francis Murphy.
- March 5: Laborer Raymond Thompson and Lee Endomski, who were married March 14. The ceremony was held at Lewiston. They are both happy and healthy.
- March 6: Laborer Benjamin Barnum, who received the Moonbeam Award for his exceptional work.
- March 8: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 10: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 11: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 14: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 15: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 16: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 17: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 18: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 26: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 27: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 29: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 30: Laborer Raymond Thompson and Laborer Helper Charles Mills.
- March 31: Laborer Raymond Thompson and Laborer Helper Charles Mills.

By M. J. JOHNSON

The news only along the Branch this past month seems to be vacations, everything else is as usual.

By LUCILLE BRIDGE

By M. J. JOHNSON

The only news along the Branch this past month seems to be vacations, everything else is as usual.

By LUCILLE BRIDGE
UNLOADING the first post-war cargo of sulphur at Portland Terminal Company Wharf Three late in 1948.