Nineteen forty-nine was a year of levelling off after the flush of pleasing post-war revenues. It saw our operating revenues fall off more than $2,600,000.

As employees it is significant that we realize that 60 per cent of our net income for the entire year was earned in the first quarter, from January through May.

Our chief source of revenue, freight traffic, was off 18.1 per cent from 1948 in revenue ton miles. This combined with a 9.28 per cent drop in revenue from freight. Passenger traffic continued its decline; 23.2 per cent in passenger miles and 15.5 per cent below 1948 in revenue received.

One fact is outstanding. Through judicious use of diesel locomotives we were able to reduce operating expenses more than $2,000,000. Compare this with the reduced revenues above. It shows that if it were not for the savings and a favorable first four months in 1949 we might not have earned any net income at all.

Our rate of return on property investment, (6 per cent is considered fair for public utilities under government regulation), slipped back to 3.66 per cent as compared to 4.23 per cent in 1948. Not enough to improve our services to the extent we would like, and pay a fair return to our stockholders.

With the money we had to work with we were able to make some improvements in operating and plant facilities. We purchased four new 660 hp. Alco switchers at a cost of $305,000 and still had time payments due on our other diesels bought within the past two years of $1,089,766. In addition, we accomplished some important signaling projects, improved diesel facilities at four important terminal and repair points, relaid mainline rail, added thousands of new tie plates and rail anchors, strengthened bridges, and installed an increased number of highway grade crossing protection.

In summary, your railroad, faced with declining revenues effected savings for our mutual benefit which enabled us to meet our obligations, pay off $416,000 of our long term debt, and make some improvements in our plant and facilities.
How We Earned
Our Living

We Took in From:

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hauling freight</td>
<td>$20,744,124</td>
</tr>
<tr>
<td>Carrying passengers</td>
<td>1,848,401</td>
</tr>
<tr>
<td>&quot; mail</td>
<td>832,228</td>
</tr>
<tr>
<td>&quot; express</td>
<td>141,482</td>
</tr>
<tr>
<td>Rentals received for use of our</td>
<td>423,504</td>
</tr>
<tr>
<td>equipment and property</td>
<td></td>
</tr>
<tr>
<td>Transporting milk</td>
<td>228,269</td>
</tr>
<tr>
<td>Miscellaneous sources</td>
<td>413,919</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$24,631,927</strong></td>
</tr>
</tbody>
</table>

We Paid Out For:

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages (including our share of Portland</td>
<td>$11,906,058</td>
</tr>
<tr>
<td>Terminal payroll)</td>
<td></td>
</tr>
<tr>
<td>Taxes</td>
<td>2,572,624</td>
</tr>
<tr>
<td>Fuel</td>
<td>1,292,592</td>
</tr>
<tr>
<td>Rentals paid for use of equipment</td>
<td>955,677</td>
</tr>
<tr>
<td>and property of other railroads</td>
<td></td>
</tr>
<tr>
<td>Interest on borrowed money</td>
<td>1,097,152</td>
</tr>
<tr>
<td>Depreciation</td>
<td>1,029,888</td>
</tr>
<tr>
<td>Rails, ties and track</td>
<td>835,175</td>
</tr>
<tr>
<td>Loss and Damage freight claims</td>
<td>153,511</td>
</tr>
<tr>
<td>Personal injury claims</td>
<td>106,062</td>
</tr>
<tr>
<td>Other materials and supplies, and</td>
<td>3,645,953</td>
</tr>
<tr>
<td>miscellaneous expenses</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$23,594,687</strong></td>
</tr>
</tbody>
</table>

Net Income was $1,037,240 or $340,961 under last year.

FREIGHT REVENUE for the year was $20,744,124 a reduction of 9.28 per cent, or some $2,000,000. In 1949 unlike 1948, an average rate per ton mile increase of 10.7 per cent was not enough to offset an 18.1 per cent decline in the revenue ton miles carried.

THE CAUSE was reduced industrial activity not only in the area served by our railroad, but throughout the nation. Too, in the Winter of 1948 and 1949, a sizeable proportion of the Aroostook potato crop was shipped to Philadelphia for the production of alcohol. None was shipped in the last quarter of 1949, a definite loss. Pulpwood, our third largest revenue producer, was stored in large quantities in the yards of the manufacturers, so we moved less pulpwood during the year. The conversion to oil from coal by industrial power plants on our lines has reduced shipments of the latter commodity.

PASSENGER REVENUE, continuing its downward trend, was $1,848,401, or 15.5 per cent below 1948. We hauled 23.2 per cent fewer passengers. Your company is making every effort to bolster this revenue source by refusing to increase all coach fares and offering special round trip reductions.
Here on this page is the main difference between operating at a profit, however slight, and a loss in 1949. Because of the increased use of diesels, coal purchases were greatly reduced—87,791 tons at $9.34 a ton—as compared to 1948 when 215,942 tons were burned at $9.13 a ton.

We bought 4,942,708 gallons of diesel fuel at almost 9 cents a gallon in 1949 as compared to 3,365,182 gallons in 1948 at over 10 cents a gallon.

Significant is a compilation of ten years (1940-1949) of operating progress in freight service. In 1940, steam power hauled everything. In 1949 however, only 34.45 per cent was hauled by steam and 65.55 per cent by diesel.

Our company shows that as a result of this, if the work done by diesels last year had been by steam at current coal prices, and at the rate they consumed coal when hauling all the freight, our fuel costs would have been about $670,000 MORE than actually paid for diesel oil in 1949.

MAIL, MILK AND EXPRESS, in that order, are among the top revenue producing items on our railroad. Mail revenue in 1949 was $832,228, an increase of 8.5 per cent. The increase was due to greater volume, in part accounted for by a shift from express to parcel post.

EXPRESS revenues suffered a serious drop, 46 per cent less than in 1948 or $141,481. It can be readily seen that the increase in mail was not sufficient to meet this decline. A major cause was the competition from parcel post.

MILK revenues rose an encouraging 15.8 per cent over the previous year to bring in $228,269. It represented a 52 per cent increase over 1947 from successful efforts by your railroad's representatives to obtain a greater share of the business in this highly competitive traffic.
IMPROVEMENTS

CONSIDERING our limited means, we were able to make some substantial improvements. An electric inter-locking signal system with color light signals was installed between Mattawamkeag and Wytopitlock and new color light signals at Wiscasset.

OUR MODERN MOTIVE power is exemplified by this lineup of diesels in service on our Eastern Division. Above, 686, a 1,500 hp. freight locomotive; 711, a 2,000 hp. passenger locomotive; 552, a 1,500 hp. road switcher. Below, 301, a 1,000 hp. switcher; 957, a 660 hp. switcher; 13, a 380 hp. switcher. Switcher 957 represents four of its type purchased by our railroad in 1949 in its effort to increase efficiency and reduce operating costs. The 1,000 hp. switcher 301 is representative of two similar types put into service by the Portland Terminal Company in 1949.

There were several grade crossing protection installations. Most important of these was the project undertaken in the Fall of 1949 at Congress Street, Portland. Photos left, and above.

A new stores department at Waterville was created in the enginehouse and diesel facilities at Bangor, Vancelboro, and Calais expanded.

NEW 115-pound rail was laid between East Augusta and Waterville, while ten miles of single main track between Augusta and Vassalboro was resurfaced with washed gravel ballast. Some 37,000 new heavy duty tie plates and 14,000 new rail anchors were applied to main line track.
WE PROVIDED safer handling of our customer's freight in 1949, but we still had to pay $153,511 in claims for loss and damage. If this cost were divided up between our employes and the officials each one of us would have had to pay $51 out of his own pocket.

We may pride ourselves on prompt payment of claims. We may note that we may have made some progress. None of this, however, matters to a shipper who receives damaged freight or has it lost en route. With declining freight revenues, it must seem obvious that we cannot afford to lose a single customer.

As the pictures here show, everyone is not doing his best, and the best is the only answer if we do not want to see more of our business lost to the big trucks.

MAINE CENTRAL employes have a right to be proud of their excellent 1949 safety record. Below, the equivalent of the Engineering Department's record. We had 230 less claims than in 1948, but still had to pay out $106,062 for personal injury claims. That is equal to $36.78 from each one of us. Safety must be first this year.

AMONG the new industries moving onto our lines in 1949 was the wood flour plant of the Bakelite Corporation (above) at Sanborn's Siding, West Bath. They receive their wood shavings via the air duct shown stretching across our line from another of our shippers, the Bath Box Company. Approximately 5,000 feet of side track was constructed for private industry in 1949.

WATERFRONT activity at Portland, served by the Portland Terminal Company was on the upswing in 1949. The SS Absirto, below, was the first ship of Italian registry to dock since World War II. She took on 24 cars of printing paper from Eastern Corporation loaded at South Brewer and Lincoln, destined for Israel.
Our Active Gold Pass Veterans

PASS NO.
LS 64 Roscoe H. Haycock, Conductor, Calais
LS 92 William E. Kingston, Asst. Superintendent, Bangor
LS 96 Thomas Simpson, Foreman Boilermaker, Waterville
LS 100 P. E. Fuller, General Agent, Augusta
LS 107 Arthur L. Dennis, Agent, Old Town
LS 110 Alfred F. Allen, Towerman, PTCo, So. Portland
LS 116 Irvin E. Currier, Engineer, Portland
LS 117 William E. Bond, Engineer, Portland
LS 119 George H. Stetson, Agent, Monmouth
LS 121 Charles D. Wizgin, General Agent, Ellsworth
LS 122 Lowell A. Chapman, Engineer, Rockland
LS 123 Theo M. Saunders, Engineer, Rockland
LS 124 Walter W. Leavitt, Engineer, Bangor
LS 125 Archie C. Towie, Engineer, Oakland
LS 126 Edwin J. Palmer, Section Foreman, Whitneyville
LS 130 Edmund F. Traynor, Yard Brakeman, Waterville
LS 133 J. Alton Emery, Conductor, Portland
LS 134 Cyrus W. Shaw, Engineer, Pembroke
LS 135 Edward M. Coyne, Engineer, Waterville
LS 136 Frank H. Gray, Agent, Wiscasset
LS 137 Nathan G. Freese, Engineer, Bangor
LS 138 Fred Gray, Engineer, Milltown
LS 140 Joseph L. Quincy, Asst. Superintendent, PTCo, Portland

W. E. KINGSTON,
Left, and
P. E. FULLER
Right

YOUR RAILROAD is one of the largest taxpayers in most of the communities it serves. It is also a large contributor to our National and State governments. Last year we paid a $2,572,624 tax bill. These are true taxes, taxes that go toward support of schools but also are used to build highways and airports for our competitors.

In 1949 we paid more than 10½ cents out of every operating revenue dollar for taxes.
HIT OR FLOP?

This month marks the third financial report issue published by the Magazine. It is your story, the report of your company's progress and activity during 1949. The charts and figures shown are official ICC-required statistics.

We urge you to give some thought to the report, to study it with the realization that in 1950 you continue as an important character in the cast of the business drama the Maine Central Railroad is presenting to the public. The success of our drama, its popularity with the public, the length of its "run," depends upon you, and every character in the cast.

PERFECT SHIPPING

April inaugurates the 1950 Perfect Shipping Campaign. Twenty-five thousand shippers comprising the membership of the regional Shippers Advisory Boards are conducting a nationwide campaign to promote better shipping. Their efforts will be directed to searching out the causes of loss and damage and how these causes can be overcome by improved packaging, marking, and loading of freight. They expect railroad employees to support this campaign. They have a right to our wholehearted cooperation in keeping business on the railroad. By our own efforts we gain new customers, thus insuring our jobs and the jobs of our fellow employees. Here are seven tried and true rules of perfect shipping, let's stay on the ball:

1—Receiving — Be sure you get what you sign for, know the rules.
2—Marks — Check for legibility and double marking. "One Consignee — One Destination."
3—Caution Signs — "Handle With Care," "This Side Up," "Fragile," mean just that. To carry safely, the package must be handled as directed.
4—Improper Packages — Call attention to improperly prepared packages. You can recognize a weak container.
5—Loading — Load to avoid damage. Build a load that is sure to carry well.
6—Switching — Damage to car and contents can result when cars come together too fast. Keep coupling speed down to four mph.
7—Working Together — Every job dovetails into every other job. Every operation must click without a slip to do the perfect transportation job the shipper pays for and of which you are capable.

RIGHT NUMBERS

Locomotive Engineer Walter Leavitt has a significant number for his 1950 license plates — 92093, since Leavitt "drives" Trains 92 and 93.

—J. J. Keating

THE COVER

Noon Rush might well be the title of our cover, as our passenger trains 57, 11 and 213 for Rockland, Bangor and Lewiston, prepare to leave Portland Union Station at noon on a Summer's Day.

Three Traffic Department Promotions

The appointment of Patrick J. Mullaney, Cambridge, Mass., as general traffic manager of the Maine Central and Boston and Maine Railroad with supervision over the freight and passenger traffic departments of both roads, has been announced by J. W. Rimmer, vice president, Traffic.

Simultaneously Carlton F. Heard, Winchester, Mass., and James R. MacAnanny, Melrose, Mass., were promoted to assistant general traffic manager and freight traffic manager respectively, for both roads.

Mullaney became freight traffic manager of the Maine Central in 1934. He started his railroad service with the B&M in 1910 as office boy in the traffic department. He was made chief clerk to the vice president in charge of traffic in 1924 and assistant general freight and passenger agent at Portland in the same year. He returned to Boston as assistant general freight agent in charge of off-line agencies in 1926, and later that year became general freight agent. Appointed freight traffic manager of the B&M in 1933, his jurisdiction was extended to the Maine Central in 1934.

Heard entered service with the B&M in 1923 and first came to the Maine Central in 1944 as assistant to the vice president-traffic of both roads. MacAnanny has more than 40 years' service with the B&M and had been assistant freight traffic manager since 1929. He was appointed as assistant freight traffic manager of the Maine Central in 1935.

Party Honors Bennett

By G. K. STEVENS

Superintendent of Shops Frank H. Bennett reached another milestone of service March 17 when he celebrated another birthday in the service of the Maine Central for a total of 43 years with the Company.

Bennett first entered service as a sweeper at the Rumford Falls engine house and shortly after became an engine inspector.

He became engine house foreman.
at Lewiston in 1916, went from there to Thompson's Point as erecting foreman, and in 1917 he became general foreman at the Point.

The big man came to Waterville in 1928 as general foreman of locomotive repairs, became master mechanic on the death of Fred H. Ramsdell, and shortly thereafter shops superintendent.

Bennett's regime has been outstanding in its promotion of the welfare, jobs, efficiency and progress of the Waterville installation. It has seen a fleet of 17 tractors and chore boys replace hand loading of material.

A. K. Phillips, or "the Boss," is established in the repair and overhaul records set over the years.

The patron saint of Eire received no more tribute on March 17 than did "F. H." from the boys, with enough cigars so that they are thinking of building a special chimney to take off the smoke, and a big birthday cake and sharp tie from the office girls.

Bennett's regime has been outstanding in its promotion of the welfare, jobs, efficiency and progress of the Waterville installation. It has seen a fleet of 17 tractors and chore boys replace hand loading of material.

Painting of all maintenance of way equipment has been consolidated there, as has the maintenance of all track tools and sheetmetal work resulting in reduced maintenance costs.

Evidence of the employees' loyalty to "the Boss," is established in the repair and overhaul records set over the years.

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Maurice A. Calahan, son of Pres Dispatch and Mrs. S. A. Calahan, is at present stationed at Lackland Air Base, San Antonio, Texas, where he is receiving his basic training in the U.S. Air Force. Mrs. Calahan recently attended the area conference of the Bahai National Spiritual Assembly at Hamilton Center, Mass. She is a member of the Bangor and Aroostook Committee for Maine and New Hampshire.

Frieda of Mrs. Mary Harrington, 87, widow of the late John W. Harrington, who for a great many years was head boilermaker at Bangor, was sorry to learn of her death, Feb. 25, after a prolonged illness.

Little Jane Wilson, daughter of Machinist Helper and Mrs. Charles J. Wilson, sprained her ankle the latter part of February and was confined to her home for some time.

Out of respect for Wilbur C. Lunt and family the Supervisors' Club meeting, which was to be held in Derby on March 10th and designated as Bangor & Aroostook Night, was indefinitely postponed owing to the lamentable death of Mrs. Lunt.

A goodly representation of employees from Bangor attended the funeral in Waterville. Announcement as to the next meeting of the Club will appear at a later date.

When James L. Blethen erected that new building on his lot last summer we understand he was to keep goats, but it is learned that yesterday he purchased a new car so the Blethen family will still have to get along on canned milk.

Retired Machinist Alva J. McNaughton was elected president of the newly formed Townsend Club of Old Town, March 8, Eastern Division Engineer W. W. Fenuison, deputy organizer of the Third District, gave a most interesting talk on living conditions and the inability of the present Social Security Act to properly provide for the old and disabled.

All Eastern Division Engineers and others were mighty sorry when they learned of the death of former Engineer W. L. Wheeler in Montpelier, Feb. 21. Bill was one of the most popular employees on this Division and came from the old Washington County Railroad when it was taken over by the Maine Central. In 1919 he and his family returned to his home state and purchased a farm in East Montpelier where he resided up until his recent death. A year or so ago he came in the office to say "Hello, Charlie" and reminisce on the good old days.

Bangor Operating

By M. E. Gibbons

W. J. Cobb has returned to work after being off duty account of illness. We are glad to see him around again.

Gloria Spaulding, sister of B. O. Spaulding, yard conductor, and Raymond L., PATRICIA MATTHEWS, daughter of Chief Clerk and Mrs. LaRoy Matthews, Bangor, was named as Good Citizenship candidate by Frances Dighton Williams Chapter of the Daughters of the American Revolution. She is a senior at Brewer High School and was chosen on the basis of outstanding qualities of dependability, service, leadership and patriotism. She participated in the Junior Exhibit and Senior Speaking contest at Brewer High School and the Senior play. She is treasurer of Sacred Heart Beowulf, a member of the executive Trident Board and treasurer of the French club.

Spaulding, clerk, has been chosen in National Honor Society, Bangor High School.

C. T. Clark, switchman, has returned to work after being off duty account of sickness.

Walter C. Michaud, former sectionman, has bid off crossing tender's job at Old Town.

Charlie Messer, retired conductor, was in the office to call. Charlie recently celebrated his 80th birthday and is still in good health.

The combination of Hamilton, Walker and Johnston have been on another fishing trip. No report as to how many fish.

Carman Owen Spaulding and Machinist Richard (Dick) Hudson have returned after a pleasant fishing trip. They report a good catch.

Carman A. B. Miller, Northern Maine Junction, is laid up account of a broken leg. C. F. Lambert, Bangor, is substituting there temporarily.

Carman H. L. Burnham, who has been off sick, was a recent visitor to the Shop, Harry looks quite well and is planning to return to work in the near future.

The first sign of spring is the opening up of the Tarvia Plant by Arthur M. Kelsey. The material is used by the city of Bangor.

The Bangor M. of W. was held at the Bangor Masonic Temple, March 26. It was a most interesting and enjoyable meeting.

Walter Michaud, former trackman on the Old Town Section, has been transferred to the car department as a crossing tender.

Trainman Paul Wallace of the Mattawamkeag crew has been off duty for some time due to an operation, and Woodrow Micou has been employed in his place.

Guy Carter has returned to work in the Ayers Job Crew since Carlton Ayers bid off foreman's job at Eastport.

Ernest Stover of the Lambert Lake Crew and Leroy Stoddard, Sr. of the Eaton Crew, have been off duty due to illness.

PROUD OF their daughter and granddaughter, Mrs. Alex Gouvi and Brenda Lee, pictured here, are Assistant Foreman and Mrs. P. Frank Boudreau, Bangor Car Department.

By John J. Kratting

Happy to report Trainman Cobb of the Eastern Division returned to duty March 20 after five months' illness.

James Burns, baggage and mail handler.
at Union Station, has been off duty a month
on account of illness.
Retired Conductor and Mrs. Harvey Hil-
ton were visitors at Gardiner March 16. He has
three nieces who reside there.
Fireman "Runny" Ueetch has been a pa-
tient at the Brunswick Hospital, for a long
period.
The Maine Central Family was well rep-
resented at the Newport town meeting
March 6. Agent Paul Witham was elected
first seelsman and Mrs. Landers was elected
tax collector. Mrs. Landers is the sister of
three of our retired members, Carpenter
Foreman Alfred Smith, Engineeren Seth and
Gramp Smith.
Retired Rules Examiner John Knowlton
of the Maine Central RR was presented

By Edith W. MacGibbon
and Doris Thomas

Those attending the Ice Follies this year,
from the engineering department, included
Engineer "Dope" Connary, S. Sullivan
and Mary Morse.
The many friends of retired Scale Inspec-
tor Marshall Powell, who has been hospital-
ized for the past few weeks, will be glad
to know that he much improved at this
writing.
Assistant B & B Supervisor Henry J. Al-
berti, who has accepted position of City
Engineer at Lewiston, Me., was presented
with a purse as approval of his fellow work-
ers, upon the termination of his services
with the Railroad Company.

GRANDCHILDREN of Diesel Inspector and Mrs. R. J.
Elison, Portland, are James, too, and David O'Brion,
three

FOREMAN Danforth at Fabyan is having
trouble with switch handles. "But you
see," says he, "there is a flaw in the handle,
of course it would break."

BY LUCILLE BRIDGE

New employees welcomed to our organiza-
tion this month were Alvah Alexander of
South Gardiner, who was employed as a
garageman at Augusta, and Beissie Schwarz,
stenographer in the Portland offices.

MEDICAL STUDENT at the
University of Geneva, Switczer-
land, is John P. Monahan,
son of Conductor and Mrs.
James E. Monahan. A visi-
tor here this month, he has a
year remaining before graduation

with a television set recently by the em-
ployees of both roads. Many happy moments
with your set, John.

General Yard Master Fred Grimmer of
the Portland Terminal, had a very painful
fall breaking his jaw.
The Union Station mail and baggage han-
dlers' baseball team had a very good sea-
son, splitting fifty-fifty. Members of the
team are Pat Carroll, Sam Napolis, Archie
McWilliams, Denke Hamilton, John Bennett,
One of the greatest men in the world to
know that he much improved at this
writing.

At the Portland Terminal, has been off duty a month

By Albert B. Wetmore

We hear Machinist Helper Joe Ashley is a
Grandpa. He announces the birth of a girl to
his daughter, Feb. 26. It will be christened Toni Lee REa.

Engine Equiper, Hassel Beatty has been
electric sick with arthritis. Laborer Charles Ready
has been substituting on the job.

Boilermaker John Geary conceived the
idea of making a right and left hand grate
shaker lever for certain types of engines of
the 600 class. He presented it to Gen-
eral Foreman Welch who gave his approval
and then made up the necessary amount, to
do the job. It's too bad the MCRR has no
fund for ideas of this sort.

One of our new laborers, Charles Libby
from Waterville, dropped a stitch in his
back one morning recently. He was taken

to a doctor for first aid, and returned to
work after being strapped up securely.

Machinist John Finn, last trip, took
a trip to New Orleans, La., where he took in
the Mardi Gras festivities. He stated they

were worth seeing.

Machinist James Mudd is the owner of
a new car of popular make, and Carpenter
Edgar Duham has a very good used car.

Leroy "Coke" Kane, Rigby,

MAYOR OF LIBBYTOWN is

Leroy "Coke" Kane, Rigby,
resipendent in a new cap

work after a lengthy lay-off. He will work
on the swing job vacated by George Rank-
ins.

Boilermaker Charles Jackson's daughter,
Virginia, who resides in California, is re-
covering after a sickness.

The boys of the Stores' Department took
up a collection to buy a large basket of
fruit and other nice things for Truck Driver
Demurrage Clerk Patrick J. Flynn recently spent the week end in Boston. Waybill Machine Operator Ludwig Starnberg, who was absent due to an infected finger, has resumed his duties at the Freight Office.

The Welfare Fund is holding its own meeting formerly held by Jenkins.

We are pleased to welcome back the following employees who have been absent action of illness: General Agent William P. Kelley, Freight Checker Clifford H. Ross, Loaders and Callers Charles D. MacCallum and William J. Farrell; Freight Clerk Francis J. McFarland.

Among those attending the Flower Show in Boston recently were Receiving and Delivery Clerk Michael G. Norton and his family. Mr. and Mrs. Howard Sullivan have returned from an extended trip through the south. Mrs. Sullivan was the former Catherine C. King, waybill machine operator, in the Freight Office.

Margaret A. Fishbery, spare clerk and machine operator, recently made a retreat out of town.

The safety board is still going strong with a total of 566 chucked up on the right side of the fence, a large number of fellow engineers were in attendance.

Some Grandchildren are, left to right, Julie L. Jehl, age six months and Stephen A. Jehl, four, of Fort Wayne, Ind., the grandchildren of Rate and Waybill Clerk and Mrs. Herbert L. Ross, Portland; Russell, nine, Gall, three, and Jeffrey Hammond, six, also are the Ross' grandchildren and of Retired B&M Conductor Harry Hammond. They reside in South Portland.

Lester Walker who is slowly recovering from a long illness.

The boys at the engine house wish to convey their sympathies to Wilbur Lunt on the death of his wife, and to Mrs. Charles Tetreault, wife of the machinist, on the death of her mother.

Our Foreman, Malcolm Billington, had an attack of appendicitis one morning early, but it proved to be a pleurisy, which Malcolm says is almost as bad as far as feelings go.

Mrs. John MacVane, who is the wife and mother respectively of Laborer John MacVane and Machinist Helper Ernest MacVane, has gone to Almond Beach, Fla., to spend a few weeks with friends.

The mother and father of Mrs. Albert McCann, wife of Machinist Helper Albert McCann, have come to see their son from England. They plan to take up permanent residence here.

Carman and Mrs. Talis Michaud have recently returned from a trip to Louisiana where they took in the Mardi Gras performances as they did last year.

Mrs. Almon Dunham and Carman Almon Dunham are spending several weeks at St. Petersburg, Fla.

Former Machinist Helper and Mrs. Howard Shaw observed their 47th wedding anniversary, March 11, at a party given by their daughter at Gorham. This party served as a double celebration for the date, as their son, Vincent Shaw, a former employee, and his wife were married on that date also.

The safety board is still going strong with a total of 566 chucked up on the right side of the fence, a large number of fellow engineers were in attendance.

We are happy to see Retired Engineer H. N. "Grandpa" Smith about town again after being ill for several weeks.

Portland Terminal Towers

By W. M. Cummings

A L. Shuman has had an attack of pleurisy, which Malcolm says is almost as bad as far as feelings go.

Our sympathy is extended to the family of C. F. Ogilvie who died March 1. Ogilvie covered third trick, Tower Two. M. Murphy, third trick, Tower Three, is still on the sick list and L. A. Campagna is covering his shift.

Your correspondent was called to New York recently on the death of his sister.

Portland Union Station

By Simmie M. Butts

Phil Samson, coach cleaner on the last trick, is moving into his new home in South Portland.

Frank G. Ham and Richard W. Skeritt, attended the Portland-Stearns basketball game and said that Stearns were the best sportsmen they had ever seen.

Richard Butts, first trick coach cleaner, is the wonted father of eight pound boy, was presented to him by his wife, Carla. His name is amongst the list of sick.

Harry Davis, car inspector, who had been off ill with pneumonia has returned to work.


Chester Porter, carman helper, is waiting for his dividend check. His last three numbers are 625. He was a marine during the war.

Jim Burns, baggage and mailhandler, is off sick and all his friends hope he will soon get well.

Mr. Ralph Johnson, coach cleaner, will not pick blueberries in Maine this summer. He will spend his summer vacation in Denmark, George Davis, carman helper at the station, has been off sick for some time. We wish him a speedy recovery.

Portland Freight Office and Freight House

By Marjorie J. Quigley and Alice A. McLoughlin

W. M. FLINT

Operator and Agent Paul Overfield are receiving congratulations on the birth of their first child, a daughter.

R. F. Jenkins, Railway Express route agent here, has been transferred to Portland, Maine. L. R. Ladd has taken the position formerly held by Jenkins.

Operators R. Drolet and E. J. White are on vacation. Ralph Gooding of Lynn, Mass., for amusing Agent in Milton, is in Portland, Maine. L. R. Ladd has taken the position formerly held by Jenkins.

Looking pout perch on a gatepost is Florence Follin, two, daughter of Baggage Porter J. F. Prater, of Farmington. Mrs. Eileen French, clerk-stenographer in the Engineering Department, attended the Flower Show in Boston.

Assistant Track Supervisor Allen Haasen has recently moved into his newly purchased home on Jocelyn St., Auburn. Mrs. Eileen French, clerk-stenographer in the Engineering Department, attended the Flower Show in Boston.

Sympathy is extended to the family of former Section Foreman E. R. Rice, son of West Minot who died March 3.

Sympathy is extended to the relatives of Retired Section Foreman Morgan Sweeney of Danville Junction who died March 10.

MCLAUGHLIN

By Lillian G. White

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Waterville Shops
By G. K. STEVENS
Magazine News From the Hub of the System

Engine House Laborer Reginald King has been at the Veterans Hospital in Togus for surgery.

Machinist John McKell has been recalled to the machine shop to take the place of Machinist Hank McCully who is on sick leave.

Mason Arthur Smith suffered a heart attack recently and is reported as recovering slowly.

Painter Helper Pop Danforth says "Since entering the meat business I have made one profitable swap, a sousebop for some meat." The Bowling Banquet, held at the Belvedere, proved to be a teasing success and was well attended by the bowlers and friends.

Among proud new car owners are Clerk Leonard Boucher, Carman Arnold Greux, Sweeper Bob Danton, Laborer Roland Knight, Carman Tom Niles, Apprentice Carleton Buzelli and Millman A. L. Johnson.

Machinist Sid Hamlin is organizing a fishing party to go to Moosehead and catch pollock. (Maybe he better wait for the right tide.)

Electrician Helper Doug Biton has been visiting relatives in New York recently.

Amos Lake has been conductor of the Shifter while Neil Trainor has been sick with pneumonia.

Link Olson has been recalled to the Freight Room as Welder, replacing Ira Belmain, who died recently.

Laborer Stephen "Pete" Moran, who has been confined to the Thayer Hospital for some time, has had blood transfusions donated by Carman Bernard Peabody, Sweeper Cong Witham, and Carman Leo Fredette, Freddie Palow and Jimmy Steeves.

Chief Clerk Herman Rines has been at the Thayer for a checkup. His job is being covered by Roy Comminick.

Machinist Diamon Sherrard has bid off the Tool Room to include held by Ed Balsom who has been off sick for some time.

Painter Helper Ariel Lord recently won two new auto tires in a raffle.

HAPPY BIRTHDAY on his 80th year found this party for Retired Master Mechanic Henry Southworth at St. Petersburg, Fla. Henry and Mrs. Southworth are fourth and fifth from the right in the second row. Retired Engineer Charles Waterman is the second from the right in the second row for the party of Master Mechanic Harry O'Neill; Carman Helpers Elmer Stark, W. C. Labrecque, Albert Boucher, Sebastian Boshe, Harmon Pettine, Bill Wilkinson, Florian Jacques, Morris Young; Laborer Leland Garland and Fireman Fred Palow.

The Fairfield Center Rifle Team won the Class B Rifle Championship of New England. Members of the team include Painter Chester Craig, Blacksmith Harold Boucher and our Milkman, Stan Holmes.

MALE CALL

By MILTON CANIFF

WANT SOMETHING TO LOOK FORWARD TO?

SAVINGS BONDS HERE