IN 1950 suppose the Maine Central Railroad’s income and outgo was divided up among its 3,100 employees.

The Maine Central operates 981 miles of road. Each employee then, was responsible for his proportionate share. He would “own” and operate approximately one-third of a mile of the Maine Central.

Your “Third-of-a-Mile Railroad” received its share of the equipment and the revenue. You received your share of the freight hauled on the Third-of-a-Mile and your share of passenger revenue. But you also had to pay your share of the wages, the taxes, fuel, materials and supplies and other items necessary to railroad operation.

All the responsibility of running the Third-of-a-Mile Railroad during 1950 was yours, including whatever income was left.

Let’s see how the Third-of-a-Mile Railroad did in 1950.

Freight revenues were under 1949. The Third-of-a-Mile has been a big potato carrier, but shipment of the 1949 crop of potatoes was low during the early months and the 1950 movement was even less. The Maine Central hauled 31,631 carloads and your share was ten.

The pulp and paper industry, which provides the major portion of the Third-of-a-Mile’s tonnage, worked at top speed during 1950 and the number of cars loaded on your line increased 16 per cent over 1949. Your little railroad hauled about 14 carloads of paper—newsprint, printing paper, and other paper products—out of the Maine Central’s 42,373.

The Third-of-a-Mile Railroad’s third largest tonnage came from hauling pulpwood. You carried about nine cars of pulpwood and a less than carload lot of half a car.

Passenger revenue for your railroad continued to decline in 1950.

But your income from these revenue sources, plus mail, milk, express and incidental sources, was $7,882. That’s the Third-of-a-Mile’s proportionate share of the Maine Central’s total income of $24,435,001.

Now let’s break it down and see where the Third-of-a-Mile received most of its income and how much you had to spend to run it in 1950.
Freight revenue on your railroad was $6,526. Passenger revenue brought in $518. Handling mail for Uncle Sam paid you $444—but only on paper. You haven’t received $184 of it yet. Back in 1947 the Third-of-a-Mile joined with other railroads in a petition to the Interstate Commerce Commission for an increase in pay for handling the mail. They gave you a 25 per cent increase to tide you over, and after three years, you’re getting the difference between that and the final settlement. They haven’t actually paid it yet however.

Carrying express brought in $55 and transporting milk another $76. This total of $7,619 plus $263 that you received from all other sources such as demurrage, rent of buildings and other property, rent from equipment, station and train concessions and miscellaneous—made your total income $7,882.

But you had to pay something out to run the Third-of-a-Mile Railroad. Wages were your biggest expense. You had to pay $3,536 to your employees—nearly half your income. It cost your bigger counterpart, the Maine Central, $10,963,074 for wages and salaries in 1950, not including its share of the Portland Terminal Company payroll.

Materials and Supplies—new rails, ties, ballast, and all the thousand other items necessary to running a railroad,—cost you $1,063.

Taxes, your third most costly expenditure, took $888 from your income, or 11.4 cents out of each dollar of operating revenue. This went to the state, cities and towns, the federal government, and for employees’ pensions and unemployment insurance. The Maine Central had to pay $2,751,901 in taxes.

Fuel for the Third-of-a-Mile’s locomotive, cost you $356. It cost the Maine Central $1,102,513 for fuel in 1950.
As owner of the Third-of-a-Mile Railroad you have certain annual obligations. Depreciation is one. Method of figuring depreciation is one of the standards set up by the Interstate Commerce Commission along with other railroad accounting practices. Depreciation is money set aside each year so that you have it available to replace a piece of property, a bridge or building, or a piece of equipment—a locomotive or a freight car—when it wears out. This is a charge of $336 against your income.

When your freight cars were on some other railroad you received $1.75 a day from it for their use which is included in your income shown. But you have to pay for use of the other road’s cars when on your line. You also have to pay for joint use of terminals where the Third-of-a-Mile connects with other railroads. The items described, per diem, and joint use of terminals, cost you $194 in 1950.

Chances are, you had to buy new locomotives and freight cars last year. And chances are, too, that you didn’t have enough cash in reserve to make such large expenditures. So you bought them on a conditional sales plan (so much down and so much a month) just as you bought your automobile a year ago.

Such arrangements call for regular payments on the principal and interest to the bank that loaned you the money to buy the equipment. These interest payments, plus fixed interest charges on your mortgage, and the rental costs for small railroad lines leased by your railroad—all come under the heading of “interest and lease rentals” in railroad accounting. They totaled $394.

You had to pay off part of the principal on those diesel-electric locomotives you bought, and you’re required to put aside an amount each year, based on your income, to retire your mortgage bonds. (Oh! you weren’t just given this portion of railroad you know, as we’ll explain later). This money — $130 for your railroad — goes into the “sinking fund” or “debt reduction” account.

All other operating expenses for 1950—and these include such important items as claims for loss and damage to freight, and personal injury claims—cost your Third-of-a-Mile Railroad $701.

To analyze the Third-of-a-Mile Railroad’s operation for 1950, it brought you in $7,882 and your expenses were $7,604. The difference between these two amounts —$278—was your Net Income for 1950.
But of course as we just stated, you weren't given the Third-of-a-Mile Railroad, you had to make an investment if you wanted to own it. You had a little money of your own and you sold stock ownership in the company to some friends who had faith in your ability to pay them a fair return on their money.

The Maine Central's physical property represents an investment of $63,093,315. Investment in you and your share of the railroad on a proportionate basis then is $20,353. Still this isn't enough because it takes considerable working cash and a big stock of materials and supplies to run a railroad. So add $1,119 to it for your share of cash and materials and supplies. It makes your total investment $21,472—part of your own money and part invested by friends. On that $21,472 investment after paying interest, you earned $278. Most of that $278 must be spent for improvements to keep the Third-of-a-Mile Railroad up to date and running in 1951 because you'll find it difficult to keep borrowing more money for improvements. After you get through making improvements, what is left is yours . . . Not much of a return on $21,000 is it?

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<th>Took in From:</th>
<th>Maine Central Railroad</th>
<th>Employee Third-of-a-Mile Per Cent</th>
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<td>Freight Revenue</td>
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<td>Passenger Revenue</td>
<td>1,605,684</td>
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<td>Mail</td>
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<td>Milk</td>
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<td>All Other Income</td>
<td>813,206</td>
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<td><strong>Total Income</strong></td>
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<th>Paid Out For:</th>
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<td>Materials and Supplies</td>
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<td>Taxes</td>
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<td>Fuel</td>
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<td>Equipment and Joint Facility Rents</td>
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<td>Sinking Funds</td>
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<td>All Other Operating Expenses</td>
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<td><strong>Total</strong></td>
<td><strong>$23,573,828</strong></td>
<td><strong>$7,604</strong></td>
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Net Income, the balance remaining for improvements to the property and payment of dividends was $861,173 for the Maine Central and $278 for the employees' proportionate share of the Third-of-a-Mile Railroad.
YOUR RAILROAD

The financial report issue this month features the "Third-of-a-Mile Railroad." Actually what you, as one employee, would own, operate, receive the income from and pay the expenses for one year—1950. By reducing the multiple digit figures, accurately and according to the regular accounting practices set up by the Interstate Commerce Commission, to the terms of what one employee would profit or lose from operating his railroad, the Magazine hopes to bring into sharper focus, this complex, serious business of running a railroad.

You did pay yourself a salary in 1950. Your income was better than 1949. But for an investment of $21,472 in you, you earned $278 and would you consider that a profitable investment?—most certainly.

"It's a fact that those who handle freight, work right up close to where the great bulk of the revenue comes from. Freight pays the bills, the wages, the taxes."

He urges men who are responsible for this work to consider themselves not just railroad men, but key men in the vital business of shipping. The whole Nation—industry, the armed forces, individuals—depend on such men to handle this freight with care, with skill—to protect America's production.

PROTECT OUR PRODUCTION

April again is Perfect Shipping Month for 1951. It has particular significance this year because of its relationship and importance to the larger picture of our Nation engaged in a military struggle.

Johnny Careful, the symbolic character concerned with improving shipping and promoting careful handling has this to say about it: "We are undertaking a great rearmament program calling for production on a big scale and at a terrific pace. Production calls for transportation—first, last and all the time and this means railroad transportation."

"If we can manage to get goods through safely, without loss or damage—doing it right the first time—everything will go just that much farther. It's really awful to think how many articles have to be produced twice in order to get them used once.

"It's a fact that those who handle freight, work right up close to where the great bulk of the revenue comes from. Freight pays the bills, the wages, the taxes."

Our Active

Gold Pass Veterans

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THE COVER

An aerial view of the Maine Central Railroad's western terminus at Portland, Me., forms our cover this month. In the foreground is Union Station, French chateau style built in 1888 from Redstone granite. At left the eastern wing of the general office building is visible. At upper right is the bus garage of the Maine Central Transportation Company built in 1948. At extreme top right the railroad's old Thompson Point plant is visible, now occupied by several small industries. The track of our Mountain Subdivision follows the shore line of the Fore River basin at top.
PROGRESS AND IMPROVEMENTS on the Maine Central Railroad during 1950 are portrayed in these photographs. (1) Aerial view of ships loading and discharging cargo at Portland Terminal Wharf One in Portland harbor. (2) Ballasting at Gray, Me., with a newly purchased multiple tamper. (3) Steam still handles our Train 52 from Rockland, shown westbound at Falmouth. (4) New 1,000 hp diesel switching locomotive, one of a fleet of 13 new diesels of various types acquired in 1950. (5) Track crews lay new 115-pound rail east of Mattawamkeag. (6) Adzers work on the Mattawamkeag rail laying project. (7) New china clay storage shed constructed at Portland Terminal Wharf Three calculated to increase the importation of clay through the port and afford additional rail revenues to the Maine Central. (8) Newsprint loaded at the Oxford Paper Company, Rumford, in new type damage free boxcar put into service in 1950. (9) Another new type 1,500 hp diesel acquired last year. (10) Heat treating rail ends on the Eastern Division rail laying project. (11) An interior view of the air brake room in our modern Waterville Shops, main repair and maintenance point on the system.
Bartlett, N. H.

By BUD BURWOOD

New arrivals among the railroad family here: A baby boy, Timothy John, to Mr. and Mrs. George Mareux. George works on the night shift at the Engine House. The flu bug has hit around here to quite an extent. Conductor A. F. Bergeron is off sick. Clerk Everett Tebbetts likewise. Conductor A. F. Bergeron is bothering him somewhat.

Sawyer's River is off with a knee that is still from an injury. A few boys have been off a few days because of it. John McCann of Sawyer's River is off work at the Central, bothering him somewhat.

D. A. Dudley, conductor, is having his second trick at Bartlett. He recently had a room put in his room at Bartlett. He is being covered by Kellof Operator E. A. Wakefield. Another local boy takes a try at railroad driving. C. J. Burko, son of Section Foreman Joe Burko, of Willey House, has passed his striking for a trainman. W. J. Smoother of the engine house will soon open up his nice camp on the shores of Lake McKell.

By JOHN J. KELATING

Fireman Blish of Trains 11 and 8 left his beach wagon parked at Union Station when he left for Portland on his run. Returning, before leaving the station he called up a lady and invited her to lunch. She declined on account of illness, but, she wanted to know how his beach wagon was parked in front of her house. She discovered it there when she went to church. He could not explain how it got there, but this is the story: Someone borrowed it for a ride, rode around until they ran out of gas and left it right in front of the lady's house.

Bernard Larsen, son of George and Mrs. Larsen, has entered the Army and is stationed at Fort Jackson, S. C.

Trainman Norman Everett, stationed at Augusta, was elected first term mayor, and Mrs. Lander was elected tax collector. Mrs. Lander is the sister of "Gramp" Gorden, crossing tender. She is having her second term in this capacity.

Sympathy is extended to Conductor Fred Eaton on the death of his wife. Not too long before the boys and the girls would have been getting their fishing tackle ready, now they have to leave the lakes and rivers. We hope Egnacian "Bob" Lewis will not have to climb trees to find the location of his camp.
Calais

By P. D. Adams

Sectionman and Mrs. James M. Parley are the proud parents of a daughter born March 28. Conductor Thomas Taylor spent a recent vacation with his daughter at Raleigh, N. C.

William F. Healey, son of Conductor and Mrs. W. N. Healey, has been inducted into the U. S. Army and is present is at Camp Campbell in Kentucky.

Trainman Paul Johnson, who has been working out of Calais, has moved his family to Bangor and is now working out of there.

Calais is Bangor's largest taxpayer.

Calais and admitted to the Maine Bar by James Glenn Frost of Eastport.

Carmen Charles Inyson, a large greenhouse proprietor, held a Visitors' Day, Sunday, March 25. There was a large variety of Easter plants and flowers on display.

George R. Stevens age 70, section foreman at Dennysville for 34 years, died at the Eastport Memorial Hospital Feb. 27, after a long illness.

He was born at Greenwich, England, Nov. 25, 1880, the son of the late George J. and Amy Stevens.

He came to this country in 1895 and married Eva Hewitt of Rolling Dam, N. B., June 1, 1904.

He is survived by his wife, Eva of Dennysville, three daughters, Mrs. Roland Sadler of Dennysville, Mrs. Errett Brown of East Hampton, Long Island, N. Y.; and Mrs. Milton Lyons of Dennysville; two sons, Donald of Walton, Mass., and Glenn of Dennysville; 12 grandchildren; a sister, Amy Stevens Cambowel, England; three brothers, Henry Stevens of Eastport, Me.; Edward of Bangor, Me., and Joseph of Cambowell, Eng.

After his retirement in 1942, he devoted his life to raising beautiful flowers and working in his vegetable garden.

A LITTLE HORSEPLAY is engaged in by Patricia McDonald, girl friend, Sara, right at present on account of sickness, being replaced by Russell Carter of Pembroke.

C. R. Bowker, relief agent, Calais to Machias, has been confined to the hospital with an operation. He will return to duty April 2, 1951.

Bangor Operating

By M. E. Gibbons

The Saturday Evening Post had a write-up on Bangor and Bangor celebrated with a Recognition Day, but now the reaction is coming to the write-up. In the write-up they mentioned the poor drinking water in Bangor and referred to similar conditions in Philadelphia. Recently the Bangor News had an editorial copied from an editorial in a Philadelphia newspaper, pro-motion that the Philadelphia water does not test like sawdust and moose tracks that they claim Bangor water old. (Ed. Note.—Let's take a vote!) We feel that the railroad people here in Bangor have a legitimate grudge, for the story never mentioned the Maine Central Railroad, that was almost as much responsible for the growth as the Penobscot River. Today the Penobscot River is hardly more than a beauty spot, as the river boats, with the exception of tankers, are completely extinct. The Railroad is still dying business and not only contributes to the success and prosperity of Bangor, but also is Bangor's largest taxpayer.

Bangor Car Department

By C. A. Jeffiers

Coach Cleaner W. R. "Gus" Moore was appointed by the executive committee of the Basketball Conference for the coming year.

Among those who have enjoyed their annual vacations since the last publication are: Carmen H. T. McLain, B. W. Cald­

The local chapter of the Trowel Club held a supper meeting at the Pilots Grill in Bangor on March 19. Over 200 invitations were sent out by Vice President E. H. Stevens.

Congratulations to Fireman and Mrs. Frank J. Breau on a seven-pound baby girl, Sally Ann, born at Eastern Maine General Hospital, Jan. 25.
John E. Moran, son of Machinist and Mrs. Richard E. Moran, was married to Miss Maryanna Fernand of Winterport at St. John’s Episcopal Church, Bangor, Feb. 23. The altar was decorated with calla lilies and music furnished by the church organist. The ceremony was held, mixed sweet peas were used for decoration. They are to make their home in Winterport.

Portland Division Engineer and Mrs. D. V. McCracken, Portland Division Engineer Charles E. Pettie were called to Wellworth, N. E., California for hospital treatment then flew to Marine General Hospital in Chelsea and were granted a 30-day leave. Mrs. McCracken is in a serious condition and is in a hospital there.

Engine House Foreman E. O. Hatch has sold his home in Kenduskeag and has purchased one containing 157 acres in East Millinocket. The property recently purchased has a valuable gravel bank as well as an extensive wood and pulp lot.

John, 20, son of Engineer A. Roach, Brewer, and Mrs. Dorothy Hackett, had a few days off. He has had a hard time during the past year. Years ago he was employed by the State of Maine to work at the Roxbury Dam and later in the Roxbury Dam powerhouse. Following his graduation from practical electrical engineering, he worked for a few years in the sulpheric acid area. After leaving there he worked in many towns in the area.

Among the returns received this week was from Thomas Scudder, who has been employed by the Portland Terminal Company for about 10 years. He has worked in several capacities, including Yard Foreman, Maintenance Foreman, and now is working as Electrician E. J. McCann and wife. Assistant Engineer Joseph G. Paradis has passed through a series of accidents during the past year. On March 4 he was called to Caribou on account of the death of his aged father, Basil Paradis. A few days later, on March 6, his wife was operated on for acute appendicitis at the Eastern Maine General Hospital. Their two children spent three weeks with their grandparents in Canada. They are planning to return to their home in Winterport.

Tourists noted:
Fireman T. W. Lawrence and wife, Mrs. A. MacDonald, Engineer R. D. Emery, Engineer R. D. Dorr, wife of electrician, all to Boston. Mrs. R. H. O’Brien, seen by Fireman to Troy, N. Y. Crew Dispatcher J. R. McCaffrey and the Mrs. to Hartford, Conn. L. P. Merrill, wife of retired engineer, to visit her son at Camp Lejeune, N. C.

Sickness is prevalent here as elsewhere. Among the returns of note were those of John F. Carter, who was employed by the Maine Central Engineering Department for about 20 years. He retired from the company four years ago. He has been working as a railroad helper and was recently admitted to the hospital here for treatment.

The altar was decorated with calla lilies and the entire church was beautifully decorated with flowers. The church was filled to capacity with many of the church members and guests. Among the guests were local69, John D. Wilson and Mrs. W. M. Cummings.

Leo Campana, swing man at Tower Two, took his vacation a little early this year in order to get away from the Maine cold. He spent a few days with his sister last month, made a visit to see friends in the west, and returned to Bangor to live at the Marine General Hospital. His condition has improved greatly and he is expected to return to work soon.

Engineer McCracken has arranged to have the new look at Tower One and really liked the new look there.

Benny Benson is back on his old position as second trick towerman Tower One. He understands that Benson is an employee of the company since 1951. He is working as the assistant carman at a duty B.O. Box.

Ed Gallant has been working as the first trick, Superintendent’s office, Portland. Joe Weingaertner has bid in the swing position at Tower One. Joe has just recently purchased a new home of which he is very proud.

Pictured at seven months is Nancy Shuman, Portland. Second Trick Operator and Mrs. Arnold Shuman, Portland.

Frank Stuart, agent at Cumberland Mills, returned March 15 from his trip to Florida where he spent a month at a some of our coldest weather. Spare agent W. H. Burnell covered the position while Frank was away.

Retired Towerman Clarence Lombard was recently elected alderman on the Republican ticket. Ward Six in Saco. We understand that he is a solid Democrat. Wonder how come?

At the time of the death of Mrs. Benson, wife of Second Trick Towerman Benny Benson, her son Perry was in the Navy. He wrote the following letter:

Dear Dad:

I am writing to tell you that I am doing fine and that I am recovering rapidly from my operation. I am now in the Navy Hospital and am expected to be discharged in a few weeks. I am optimistic about my recovery and am looking forward to returning to my work as soon as possible.

Love, Perry
Furloughed Machinist Arthur Shaw has taken a civil service examination and passed with flying colors and he now works at the Portsmouth Navy Yard. He tells me that Machinist Cyril Elsworth is working there too.

Sympathies are extended to Machinist Helper Maurice Weeks whose cousin was electrocuted at Bath, Maine while working on the Carlson Bridge. Laborer Leroy Saint Peter who is in the Army, sent the boys a folder containing photos of the scenic beauty around Columbia, S. C. where he is stationed.

Boilermaker John Geary and Frank Tatranzuk, son of former Boilermaker Frank Tatranzuk, also a nephew of Machinist William Tatranzuk, and cousins of "Brom" Tatranzuk, blacksmith's helper, have been appointed on the committee for the 12th Annual Catholic Charities drive.

Electrician Chester Freeman fell into Caseo Bay, Portland Harbor, while working at Wharf No. 1. He, however, was none the worse for his experience, being an excellent swimmer. He was rushed to the hospital for exposure treatment.

Furloughed Machinist Sylvio Demers has gained employment at the Charleston Engine House, on the Boston and Maine Railroad.

Store's Department Laborer Eddie Whalen's son, Edward, Jr., has been named King of Red Bank Village Carnival. Big Ed also had quite an experience with a hot dog stove or steamer which he used in his former business. He loaned it and finally recovered it at the city dump after considerable running around.

Laborer John and Mrs. MacVane are enjoying a winter at Ormond Beach, Fla. Russell Preston is taking his once running the lift truck. Charles Libby took Russell's place at the window in the Stores Department.

Blood donors were requested to give blood for Electrician Fred Wade who has had his serious operation last week. Fred is doing nicely at this writing and will no doubt be up and around soon. Edward Welch was a donor.

GRANDCHILDREN of Rigby Car Inspector and Mrs. John A. Small, Sr., are Carol Ann, four, and Jackie, eight. They are the daughter and son of Mr. and Mrs. John A. Small, Jr., of South Portland.

Carman Neil Axelson is confined to the Maine General Hospital for observation and treatment.

George Cotton, Eugene Murphy, Donald Tracy, Lyle Dorr, William Harrigan and Frank Ham are working on the Hip Track at Rigby. Tom Carmody has been called back to work as coach cleaner.

We have been told that we have a full fledged hansom roster at the Union Station, in the person of Coach Cleaner Richard Butts, who flapped his wings in Biddeford Feb. 21, and knocked out his opponent in the first round.

The citizens of Windham Center elected our foreman on the last trick, Harry Brosnan, in the first round.

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Furloughed Machinist Helper Edwin Prater is now working with the Television and Radio Corp. located at Nutting, N. J. He resides in nearly Arlington, N. J. "Ed's" dad, Machinist John Prater, also furloughed, is now working for Foreman Guy Thompson of the section crew on track maintenance.

Reports come in to me that Machinist James Mudd, now on sick leave, is having quite a battle with the flu. Sheetmetal Worker Archibald Pratt recently visited "Bill" Cline's home.

Furloughed Machinist Charles Tetreault has been appointed as a foreman to succeed Guy Duemler who has gone back as a helper.
for blood transfusion. Some of the boys in Lewiston Yard donated their blood and went in after them. A banquet was given at the Jefferson. Machinist Helper Don Priest has the high average of 108 and high string of 107. He has won the maple.

All the "big shots" including Truman and McKenney have been vacationing in Key West; the local newspapers and the Mrs. are in Washington and attended sessions of the House and Senate. "Good deal in cement meeting" says Mac.

Mrs. Carrilee Colon has been substituting for Lillian Pollin, who has been on the sick list.

Mrs. Hal Richardson, mother of former Stenog Helen Thynge, died recently at her home in Waterville.

Mrs. Hall wife of Electrician Parker Hall, has returned home from the hospital. The pencil pushers have been hard hit by the recent flu epidemic causing clerks Charlie Mitchell, Chamberlain and Storekeeper George Stinchfield to be in the sick bay.

Painters Harry and Fred have been moved from Kelly Street to a new rent on Silver Street in Fairfield.

Pencil Driver Tiny Gibbs went on a recent week end smelting trip to Dresden. He couldn't wait for the fish to bite. He went in after them.

Painter Warren Underwood has moved from Banton to the second floor in Fairfield.

Thanks to a conveniently developing hull in his gut, Chief Scraper Clarence Garfield was beaten to the ticket window of the Sportman's Club by George Hine. George says it probably just happened that way.

Painter Clopath has had his brush and has returned to work after a period of illness.

Paint Foreman Frank Carroll has been called to Portland, N. H., for the serious illness of his niece.

Mrs. Adella Baker, mother of Upholsterers Leo and Louis, is confined to a local hospital for surgery and is much improved at this writing.

General Chairman Frank Davis of the Machinists Union has been a recent visitor at the shops.

The third trick in the Wheel Room has been abolished.

Mrs. Arthur Morse, mother of Machinist Perry and Mrs. (Weber) Harold Varney is seriously ill at her home.

Mrs. Carrolle Doherty, mother of Machinist Carroll, has entered a Portland hospital for surgery.

H'ister Driver Tiny Gibbs went on a fishing trip. He couldn't wait for the fish to bite. He went in after them!

Mr. and Mrs. Maurice Thorne (assistant F. T. track supervisor) accompanied two sons, Donald and Robert, took the Special to the tournament between Westbrook-St. John basketball teams in Boston.

We asked Miss Bertha Bodge to bring back proof of her vacation in Miami, Fla. She returned with picture of palm tree—-and Bertha. LUCKY GAL!

We are pleased to clear up an item in last month's edition of "Pete" Connary's newspaper column. "Pete" has not retired from being a reporter, not from the railroad.

Carman Roy McCombie has been in a local hospital for an appendectomy. Coming along nicely.

Carman Herb Rose has been a recent visitor at the shops. Herb has been visiting in the freight room.

Carman Bing Crosby, Paul Halle, Jimmy Steeves, Junior Dow and Helpers Albert Pelletier, Brackett and Bill Otis, have been in Lewiston helping care for the freight rush.

Car Helper Ted Jewett paid $14 for the round trip fare by purchasing Elm Street, Waterville, in nothing, flat.

Welder Black-Out Knights and Carmen Paul Halle have been in White, Dot Lord, is laid up.

Machinist Ralph Barton has bid off the machinist's job.

Things have come to a pretty pass in this fit situation when even our Angel White, Dot Lord, is laid up.

Machinist Ralph Barton has bid off the A & B Brake vac, J. Don Elkine is on pumps and injectors, etc.

Machinist Leo Fredette is substituting as inspector at the station for Wallace Rouse, who is on vacation.

Retired Machinist Helper Herb Rose has been a recent visitor at the shops. Herb has held forth in the Tool Room for many years.

Supt. F. H. Bennett and St. Patrick observed his birthday with a special visit recently, to argue the outcome of basketball games, etc., with "Pete" Connary and Jimmy Dunn. Henry was former assistant supervisor B&B.

CARMENTINING EXCURSIONS Entertainment propels is Typist Roger Brengle to the Boston Garden with Richard Dwyer, 15-year-old skating star of Barbark, Calif. Present and his friend, Roger Brengle, have sponsored successful train excursions to the popular event the past three years.

Patrick St. Pierre, yardman, recently injured, is convalessing in the Central Maine General Hospital. Patrick underwent an operation and it was necessary for blood transfusion. Some of the boys in Lewiston Yard donated their blood and we are now hoping that he will fully recover and be back with us soon.

Our Streamline Train No. 18 at Lewiston Station was featured as the "PICTURE OF THE WEEK" in magazine section of the Lewiston Journal, Saturday, March 3. Further detail of the picture in this magazine section was: "OH TIME—The sleek streamliner had just pulled in at Lewiston Station when the photographer took this picture."

Dennis E. Minnehaha of Newbury St., Auburn, recently died at the Marquette Home, Lewiston. Mrs. Minnehaha's service with the Maine Central at Lewiston covered a period of more than 30 years and during these years worked at Lewiston Lower Freight House when it was a flouring depot handling most of the less carload shipments of cotton piece goods and woolens from the Lewiston mills. Dennis, as he was known, was very popular and his pleasant disposition made him outstanding with the host of mill employees who brought his company's freight to that very busy freight house.

WATERVILLE SHOPS

By Ken Stevens and Charlie Lawey

Assistant Superintendent Wilbur C. Lunt has been confined to a local hospital with a severe condition.

Paint Shop Assistant Foreman Laurence Campbell has been voted the "Men of the Month" in Waterville Shops for "5.1" by the office girls.

Blacksmith Foreman Owen J. Thompson has been confined to the house with the flu.

Painter and Mrs. Bill Fletcher rang the bell for the eighth time March 11 when Waterville Shops