



# MAINE CENTRAL

APRIL 1957

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES



*Annual Report Issue*

# How We Earned Our Living In 1956

## WITH COMPARISONS FOR 1955

### Received From:

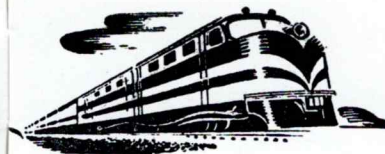
	1956	1955
Freight Revenue	\$24,490,038	\$22,019,279
Passenger Revenue	1,153,442	1,218,419
Mail Revenue	832,785	808,594
Milk Revenue	217,177	231,461
Express Revenue	248,495	185,730
Other Revenue and Income	1,074,456	1,103,681
<b>Total Revenue and Income</b>	<b>\$28,016,393</b>	<b>\$25,567,164</b>

### Paid Out For:

Wages and Payroll Taxes	\$17,054,549*	\$15,031,443*
Materials and Supplies, including Fuel	3,453,000*	3,038,002*
Depreciation and Retirements	1,262,027	1,270,279
Taxes (Excluding Payroll Taxes)	2,020,199	1,873,928
Equipment and Joint Facility Rents	1,120,346	1,138,927
Interest and Lease Rentals	1,373,059	1,316,395
Other Deductions	365,801	784,717
<b>Total Paid Out</b>	<b>\$26,648,981</b>	<b>\$24,453,691</b>

**Net Income:** the balance remaining to provide for Sinking and Other Reserve Funds, Dividend Appropriation and Improvements to Property, was \$1,367,412 \$1,113,809

\* Includes Maine Central proportion of Portland Terminal wages, salaries, payroll taxes and material and supplies.

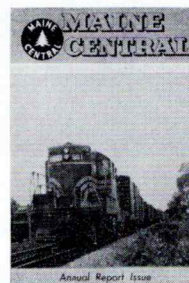


# Maine Central Railroad Magazine

Vol. XIII—No. 7

Richard M. Aylward  
Editor-in-Chief

William A. Wheeler  
Associate Editor Emeritus



### THE COVER

An interesting freight train picture doesn't necessarily have 3 or 4 diesel locomotive units and a train of over 100 cars. Here, operating on the main line last August, near Richmond, is WK-2, Waterville to Brunswick local.

### FROM THE EDITOR

Facts pointing up the tremendous job done by our nation's railroads during the past year have recently come across our desk. As you read them, think carefully of the irreplaceable value of the railroads to each of us and that, notwithstanding the huge volume of freight carried, the rails are capable of carrying a volume much larger than that which they now are handling. Then, go on to the following pages for a summary of Maine Central's busy year of 1956.

The volume of freight traffic handled by the Class I railroads in 1956, totaling 650 billion ton-miles, was the largest for any peace-time year in history except 1947, when it was 654 billion ton-miles.

During the past year the railroads performed the equivalent of moving one ton of freight 3,887 miles for every man, woman and child in the United States, comparing with 3,796 ton-miles per capita in 1955 and 3,408 ton-miles per capita in 1954.

A total of 67,080 new freight cars were placed in service last year. Coupled together they would form a train 572 miles long. The freight car fleet totaled 1,786,376 on January 1, 1957.

The average freight train in 1956 carried a cargo of 1,420 tons, the largest in railway history. In 1950 the figure was 1,224 tons and in 1940 it was 849 tons.

Estimated net income of the Class I roads after interest and rentals, amounted to \$874,000,000, compared with \$915,000,000 in 1955, and \$677,000,000 in 1954.

Published Monthly by

THE MAINE CENTRAL RAILROAD COMPANY  
222 St. John Street Portland, Maine

# YOUR RAILROAD IN 1956

**N**ET income after taxes and fixed charges of \$1,367,412 was earned by our railroad in 1956, an increase of more than a quarter of a million dollars above 1955 and the best result since 1952.

The rate of return on the amount invested in our Company was 3.93%, up somewhat from the previous year's rate of 3.55% but still considerably short of a 6% return usually considered as a reasonable average over a period of years.

Operating revenues for the year amounted to \$27,393,729, an increase of \$2,503,157 or 10.06 over 1955. At the same time, operating expenses totaled \$21,190,445, \$1,868,682 or 9.67% above the year before. We spent \$818,836 more in 1956 than we did in 1955 for the maintenance of our Company's equipment, road bed and structures.

New all-time records were set in operating efficiency: the factor of freight train wage cost was held to 58.9 cents per thousand gross ton miles (59.9 cents for 1955); gross ton miles per train hour were at a new high of 37,741 ton miles in the week ended April 18th; in the same week average gross tons per train reached 2,416, a new Maine Central record.

Our Company's highway bus operations ended on November 30th with consummation of the sale of the Maine Central Transportation Company capital stock

Snow flies as a plow train, shown here approaching Rogers Crossing 1½ miles east of Bartlett, clears our Mountain Sub-Division tracks. Operation of the train is by means of a signal system between the Conductor, from his post in the plow, and the locomotive Engineer, in this case on Engine No. 566. The date: March 17, 1956. Photographic credits to H. C. Williams, Photographer, Jackson, N. H.



to The Greyhound Corporation for \$425,000. These operations had resulted in substantial profits during the period 1930 to 1946 but the years since had seen only deficit operations and it became apparent that there is not sufficient public demand to warrant two competing bus lines in this territory. Therefore, an agreement was made in 1954 to sell the line to Greyhound.

Maine Central equipment ownership at year's end was as follows:

85 diesel locomotives—of which 7 switchers are leased to and in the service of the Portland Terminal Company. Three diesel locomotives were acquired, including two new 1800 H.P. freight en-

gines and one 1500 H.P. road switcher by assignment from the Terminal Co. of its interest under an Equitable Life Assurance Society lease.

2 steam locomotives (Nos. 501 and 519)—both units being kept for standby steam-heating purposes only.

4,380 freight cars—during the year 99 cars were retired and 250 new box cars were received. Orders have been placed for 200 new steel box cars, delivery expected in September, 1957, and for 20 covered hopper cars, delivery expected by June. The hopper cars are specialized units for bulk shipments of cement from Thomaston.

92 passenger cars—10 coaches

were retired and sold to the U. S. Government for shipment to Korea.

Portland Terminal equipment in service at year's end included:

16 diesel locomotives—as shown above, rights in one unit, seldom needed in Terminal operations, were assigned to Maine Central.

205 freight cars—50 second hand box cars, purchased from Maine Central, were upgraded for paper service and 50 new hopper cars were received for use in coal service. 15 cars were retired. The increase in freight car ownership resulted in a net per diem gain of \$58,883 in 1956, compared to a net gain of \$38,018 in 1955 and a net per diem loss of \$21,694 in 1954.

## Freight Revenue

THE greatest amount of freight revenue to be received for any one year in the history of our railroad was earned during 1956. In that period our freight trains handled business worth \$24,490,038, an increase of slightly more than 11% or \$2,470,759 over the previous year.

Contributing to the higher revenues were the increased production of paper mills in our territory, a better than average carload movement of potatoes and increases in mill products and feed, petroleum products and woodpulp.

An increase in freight rates was authorized by the Interstate Commerce Commission to offset wage increases granted late in 1955. It amounted to about 5.3% for our Company. With further wage increases in effect on November 1 of last year, another rate increase, again of about 5.3%, was put into effect on December 28, too late to affect 1956 income however.

A large crop of potatoes, grown in 1955, resulted in a heavy carload movement during the first half of last year. The 1956 crop was somewhat smaller and carloadings late in 1956 were a little under those of the previous year.

Paper and paper products, including newsprint, were again the chief carload producing commodities on our lines, accounting for 51,326 cars of freight with a gross revenue of \$5,014,175. Other leading carload producers were:

	Carloads	Revenue
Potatoes	38,525	\$2,349,984
Pulpwood	31,684	2,661,599
Feed, Animal and Poultry, Mill Products	23,581	1,588,617
Gasoline, Oil & Petroleum Products	18,069	1,216,356
Woodpulp	13,288	1,805,556
Bituminous Coal	11,252	1,117,151
Tonnage handled over pier facilities of the Portland Terminal		

One of ten passenger coaches sold by Maine Central is swung aboard ship for transfer to Korea—January 30.



A railroader's heart beats faster at a sight such as this: Bangor to Rigby through freight train, B-12, with 4 locomotive units and 156 cars. At Yarmouth on July 19.

Company showed a slight decrease. Overall total of imports and exports was 174,179 tons, which was just 153 tons under that handled in 1955.

Activity at Wharf No. 1 consisted of imports of 22,129 tons of woodpulp, down 923 tons from the previous year, and the shipment of 10 steel passenger coaches aboard the freighter Christen Smith. The coaches were sold by Maine Central to the United States Government which, in turn, transferred them to Korea for use in the rehabilitation of that nation's rail lines. It was the first shipment of its kind from the Port of Portland.

Scrap iron shipped from Wharf

No. 3 amounted to 50,222 tons, 5,728 tons over 1955. Arriving were 29,379 tons of sulphur, up 1,025 tons, and 71,906 tons of china clay, a decrease from 1955 totals of 5,520 tons.

A considerable increase in the amount of china clay arriving at Wharf No. 3 is expected during the current year due to completion, late in 1956, of new storage facilities for 10,000 tons of the clay on the pier. Four storage bins, of 2,500 tons capacity each, along with bagging machines, power equipment for handling clay and an enclosed rail siding, have been included in the structure.

Our trains hauled a total of 266,225 carloads of freight last year,

the greatest number since 1948 and 18,304 cars more than in 1955. Of these 29,959 originated and terminated on our lines; 71,303 carloads originated on line and were delivered to connecting carriers; 88,785 carloads were received from connecting carriers and terminated on our lines; and 76,178 carloads were received from and delivered to connecting carriers, for which traffic Maine Central acted as a bridge line.

Continuing an almost steady decline, less-than-carload freight produced a total of 62,124 tons and \$702,135 in revenue.

#### **INDUSTRIAL, REAL ESTATE AND TAX DEPARTMENT**

Industrial activity during the year was varied. Local industrial development representatives at Brunswick, Waterville, and Bangor, were assisted in connection with development of industrial parks in those communities.

Extensive surveys, plans, aerial photos and pertinent information were gathered as the result of inquiries made by a large industry relative to locating in the greater Portland area. In cooperation with the Portland Chamber of Commerce, Maine Department of Development of Industry and Commerce and the local Regional Planning Board compilations of information and statistics were made in preparation for future inquiries.

Also in the Portland area, space in the Portland Terminal Freight House was leased to a warehousing and freight forwarding company, a new china clay storage shed was located at Wharf No. 3, a fabricating plant for derricks,

etc. was located at the South Portland shipyards, and warehouse facilities in the Yard 7 area were further expanded, all of which will result in considerable new freight business for our railroad.

Extensive expansions were made in the paper and pulp industry by Scott Paper Division of Hollingsworth & Whitney Co., Oxford Paper Co., St. Regis Paper Co., St. Croix Paper Co. and Penobscot Chemical Fibre Co., these projects requiring additional industrial trackage.

The industrial park in Lewiston was further developed and a portion of the Lewiston engine house was sold for occupancy by a shipper.

Close cooperation was maintained during the year between the Industrial Department and other departments of the railroad, all working for the continued industrial expansion of areas along our rail lines.

Generally, the prospect for future industrial development in the State of Maine appears to be excellent.

Real Estate activities of the department consisted mostly of the processing of leases (of which we have several thousand), licenses, permits and agreements of various kinds and the handling of tax matters. Our Railroad's contribution in the form of taxes to the local communities is considerable. For example, the following are some of the real estate taxes we paid in 1956: Greater Portland \$114,665.26, Augusta \$5,988.60, Bangor \$43,095.53, Waterville \$34,608.14, and Lewiston-Auburn \$8,061.75.



A closeup of our "Flying Yankee", Train No. 15, leaving Portland Union Station on its afternoon run to Bangor via Lewiston. Photo taken July 26.

## **Passenger Revenues**

PASSENGER traffic continued to decline during 1956. Revenues from this source amounted to \$1,153,442, down \$64,977 from the previous year while the number of passengers carried on our trains totaled 338,031, a reduction of 55,294 persons.

Statistically, passengers rode our trains, on the average, a distance of nearly 102 miles per trip which was 5 miles more than during 1955. Revenue received per passenger amounted to an average of \$3.41, up 31 cents from the previous year's figures.

The passenger ratio for the year was 207. Thus, for every dollar our Company received in passenger service revenue in 1956, \$2.07

was spent by our railroad as the cost of operating the service. This compares with a figure of \$1.87 for the year before. The actual losses incurred from passenger operations, as determined under the Interstate Commerce Commission accounting formula, were greater than our net income for the year!

Heaviest losses were found to be on branch lines. In an effort to eliminate these, the Maine, New Hampshire and Vermont Public Utilities Commissions have received applications from Maine Central requesting authority to discontinue passenger operations between Portland and St. Johnsbury, Vermont, between Portland and Farmington and between Ban-

gor and Calais. There is very little demand by the public for these trains and no economic justification for their continued operation. No decisions have been announced as yet by the Commissions.

At the same time, every effort is being made by our railroad to maintain and improve service wherever it is found to be justified. Following this policy, a new through sleeping car service between Bangor and New York City was inaugurated on April 30th. A modern sleeping car with deluxe bedroom, roomette and berth accommodations leaves Bangor on the "State of Maine" at an early evening hour, daily except Sundays, and arrives in New York in time for breakfast the following morning.

Returning, the car leaves New York on the "State of Maine" at mid-evening, daily except Saturdays, and arrives at Maine Central stations the next morning.

An increase of 5% in basic passenger fares was made effective May 1, 1956.

### HEAD END REVENUES:

In addition to actual passenger fares, revenue from passenger train operations also includes the so-called "head end" items which include the United States mails, express and milk. These sources produced total revenue of \$1,298,-457, up \$72,672 from the year before.

The figures are:

Mail	\$832,785	\$24,191 increase
Express	248,495	62,765 increase
Milk	217,177	14,285 decrease

It should be noted here that the losses incurred by our Company in operating passenger service during 1956 totaled \$3,234,009, as figured under the Interstate Commerce Commission formula. Thus the revenues, as shown above for passenger and head end traffic, fall far short (over three million dollars short!) of meeting the expenses involved.

### OTHER TRANSPORTATION REVENUE:

Revenues in this category include such items as baggage and switching and total receipts amounted to \$64,920. This was an increase of \$3,410 over 1955.

A busy schedule of improvement, modernization and inspection was carried out by our Engineering Department during the year on both Maine Central and Portland Terminal Company property. A resumé for Maine Central includes the following work accomplished:

The largest improvement to our railroad's property in recent years was the installation of a 28 mile system of centralized traffic control on the main line between Pittsfield and Hermon. Operation of trains in both directions by signal indication over single track with three two-mile long passing tracks in place of double track has been provided and a substantial saving made in roadway maintenance. The installation is of the most modern type with built-in controls for foolproof operation. Gas heaters, controlled from the tower, have been placed at the passing track switches to keep those areas free from snow and ice during winter months.

Our train radio system was further expanded with completion of point-to-train radio between Portland and Bangor via both the Lewiston and Augusta main line routes. Radio equipped passenger and freight trains are now always within radio range of one of the base stations located at Portland, Brunswick, Augusta, Lewiston, Waterville, Hermon and Bangor. Train crews can talk direct to the nearest local station, to the dispatcher's office in Portland via integration with the telephone dispatching line or with another train. Head-end to rear-end radio keeps the engineer and conductor in contact and greatly aids and

facilitates switching of heavy freight trains.

New 115-lb. rail was laid in the westbound main track between Fullers and East Augusta, a distance of 2.6 miles. Relay 100-lb. rail was laid in 0.42 miles of main track on the Rumford Branch at Leeds Jct. and 85-lb. rail was laid in 2.0 miles of main track on the Eastport Branch. Many thousands of rail anchors, tie plates, etc., were installed in main track.

Supplementing constant inspection and patrol by railroad crews, the Sperry Rail Service tested 557 miles of main track for rail imperfections.

Washed crushed stone ballast was applied to 16.24 miles of single main track, of which 13.8 miles were within the C. T. C. limits between Pittsfield and Hermon. In addition, 13,750 cubic yards of bank-run gravel were used to ballast and restore shoulders on both main line and side tracks. About 725 tons of stone rip rap were installed to protect embankments.

The bridge at Mattawamkeag was repaired and strengthened by welding; bridge ties were renewed on 12 other bridges while another 24 were sprayed with oil; 18 culverts were replaced while 57 others were repaired.

The program for consolidation and retirement of facilities no longer required was continued. Retired were 14 station buildings and 10 freight house buildings at various points on our lines. Also retired were locomotive watering facilities at Rockland and Waterville, engine house facilities, except turntable, at Salmon Falls and part

One of two 1,800 H.P. diesel road switching locomotives acquired by our Railroad last year.





New crushed rock ballast was put in along the main line at Carmel as part of a busy summer schedule of track and roadbed improvements by our Engineering Department.

of the Lewiston Engine House. In cases where freight revenue would be realized by so doing, retired buildings were sold to shippers.

Automatic flashing light type highway crossing signals were installed at five locations.

Similarly, various projects completed in the Terminal Company area included:

A major improvement was construction of a new china clay storage building at the Company's Wharf No. 3 in Portland for the handling and storage of 10,000 tons of the commodity. This is in addition to the 4,500 ton facility completed in 1950. It is expected that a much greater movement of English china clay through the Port of Portland will result. Handling of the clay from ship side via conveyor to the bins through roof openings provides a low cost, efficient operation.

The four cranes on Wharf No. 3 are being overhauled and redesigned to improve performance and the Gantry Track on the wharf was extended 60 feet to permit more flexibility in use of the cranes.

A new steel building was erected near Union Station for use by Terminal signal maintainers and as a Maine Central signal repair shop.

Crushed stone ballast was applied to 600 feet of double track at Rigby and 500 feet of double track at Deering Jct.

The Sperry Rail Service tested more than 23 miles of main track for imperfections.

Propane gas switch heaters were installed on 7 switches at Tower 1, Rigby.

The old sanding, locomotive coaling and coal storage facilities at Rigby were retired.

## Expenses

THE continued heavy burden of taxes which our Company must pay each year was emphasized by the fact that taxes levied against Maine Central in 1956 were more than twice net income for the year.

Total taxes amounted to \$2,908,136, an increase of \$279,127 over 1955, and were made up of the following: State and Municipal \$892,957, Federal (including Income, Railroad Retirement and Unemployment Insurance) \$2,008,660, and other taxes \$6,519.

The weighted average price for all materials purchased for our railroad, exclusive of fuel, increased 5.11% over the previous year. The average price of steel products increased 10.76%.

Sale of scrap metal, second-hand materials and 10 passenger coaches, all retired from service, was actively pushed and sales amounted to \$596,401, plus the revenue haul.

It takes a lot of fuel to keep the trains rolling so we purchased for both Maine Central and the Portland Terminal Company 7,379,146 gallons of diesel fuel oil at an aver-

age cost of 10.65 cents per gallon, compared with 7,127,591 gallons in 1955 at an average cost of 9.89 cents per gallon.

For both companies, we purchased materials and supplies, including fuel, cross ties and lumber, but excluding new equipment, at a total cost of \$5,041,510. This compares with \$3,596,998 in 1955. Purchases for this past year included large amounts for new rail and track projects such as the Centralized Traffic Control installation between Pittsfield and Hermon and the new china clay storage facility at Wharf No. 3 in Portland.

Of extreme personal interest to each of us is the amount paid out by Maine Central for our Wages, Salaries and Pay Roll Taxes, a sum amounting to \$17,054,549, including Maine Central's proportion of this expense for the Portland Terminal Company.

There were, on the average, 3,835 of us working for the two companies. The average yearly pay per employee was \$4,786, up \$408 from the previous year.

Distribution of the Income and Revenue Dollar in 1956 together with comparative figures for 1955 may be shown as follows:

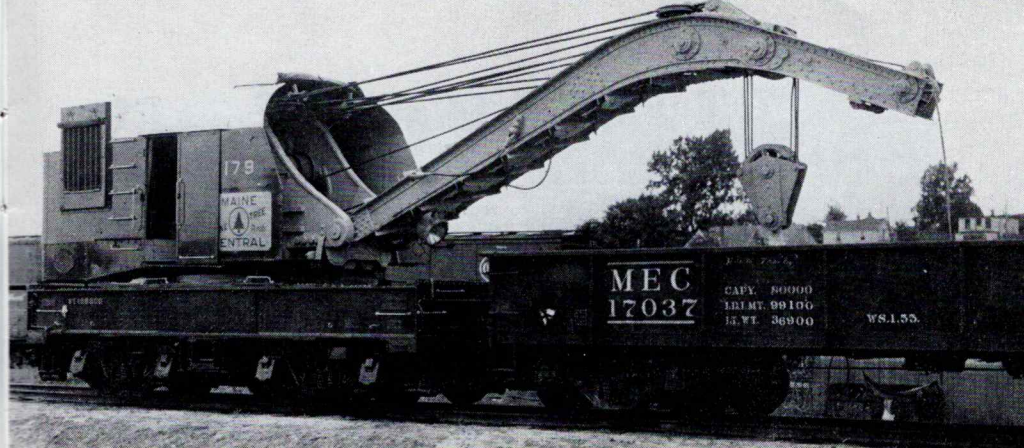
	1956	1955
Wages and Payroll Taxes	60.87c	58.79c
Materials and Supplies, including Fuel	12.33c	11.88c
Interest and Lease Rentals	4.90c	5.15c
Depreciation and Retirements	4.50c	4.97c
Equipment and Joint Facility Rents	4.00c	4.45c
Other Deductions	1.31c	3.07c
Taxes (Excluding Payroll Taxes)	7.21c	7.33c
Left as Net Income before Sinking and Other Reserve Funds, Dividends and Other Appropriations	4.88c	4.36c
<b>Total</b>	<b>\$1.00</b>	<b>\$1.00</b>



## Active Gold Pass Veterans

(VETERANS OF 50 YEARS' SERVICE)

Date Entered Service	Name	Position	Location
8/25/97	Charles D Wiggin	Gen. Agt.	Ellsworth
12/ /97	Lowell A. Chapman	Engineer	Rockland
5/21/00	Lawrence P. Nielson	Engineer	Portland
8/ 1/00	George A. Bucklin	Fireman	Portland
6/ 4/01	Albert E. Pritchard	Engineer	Portland
7/ 1/01	Walter P. Reeves	Vice President	Portland
8/31/01	Rodney A. Lowell	Engineer	Bangor
5/ 3/02	John Robinson	Frnt. Foreman	Bangor
7/20/03	Fred W. Grimmer	Gen. Ydmstr., PTCO.	Portland
12/26/03	James W. Gallagher	Engineer	Portland
5/17/04	Guy J. Myrand	Cashier	Lewiston
5/ /04	P. E. Robinson	Engineer	Portland
10/17/04	Ralph W. Hooper	Engineer	Bangor
11/19/04	Daniel E. Cony	Engineer	Portland
5/22/05	Willis L. Elliott	Travelling Auditor	Portland
11/28/05	James J. Hasson	Head Clerk, PTCO.	Portland
1/ /06	P. L. Gardner	Telegrapher	Yarmouth
1/ /06	H. B. Maxcy	Engineer	So. Portland
2/20/06	Millard E. Southard	Fireman	Bangor
3/ 4/06	H. D. Davis	Chief Clerk	Vanceboro
3/10/06	Y. C. Neilson	Conductor	Brunswick
4/ 3/06	Edward R. Harlow	Engineer	Falmouth
5/11/06	John F. MacWilliam	Engineer	Portland
6/ 5/06	J. J. Keating	Conductor	Portland
8/ 1/06	R. E. Curran	Telegrapher	Lewiston
8/20/06	Mark B. Flaherty	Asst. Cashier	Portland
8/29/06	R. M. Desmond	Agent	Orono
10/14/06	James E. Fay	Engineer	Portland
1/27/07	C. O. Dore	Trainman	Gardiner
2/11/07	E. C. Paine	Asst. Comptroller	Portland
3/ 1/07	B. H. Dyer	Crossingtender	Mattawamkeag
5/ /07	Albert J. Parent	Conductor	Lancaster, N.H.
6/ 1/07	Ralph B. Lunt	Tax Consultant	Portland
6/10/07	Alwin S. Atkins	Conductor	Rockland
9/11/07	F. W. McGrath	Yd. Clerk	Bangor



Crane No. 179, part of the equipment on the Rigby Relief Train, was overhauled last year at Waterville Shops. The steam boiler was removed and a diesel engine installed after which the unit was painted in the green and gold color scheme.



Passenger Train No. 1 completes the first train run between Pittsfield and Hermon after installation of Centralized Traffic Control. An operator in Tower MD, at left of train, controls train operations along the 28 mile stretch of track.



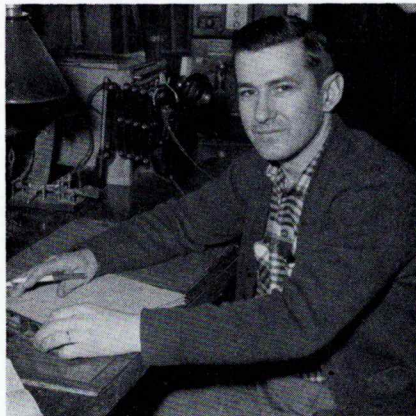
# THE FAMILY GRAPEVINE



## Danville Junction

By PAUL N. FARRELL

**Editor's Note**—We welcome Paul N. Farrell to the ranks of our Correspondents this month. He got his start with Maine Central late in 1945 as Clerk-Telegrapher at Gardiner, worked various stations until 1950 when he took the swing job at Danville Jct. In 1955 he took over 3rd trick there and in February of this year became Relief Agent at that station.



Paul N. Farrell

Your reporter's mother, Mrs. John Farrell, from St. Leonard, N.B., Canada, has been our guest for 2 weeks.

Glad to report that our Agent, Ernest F. Redmun, who has been confined to his bed since January 28th, is up and around feeling much better. Good luck "Red".

2nd Trick Opr. John Csoros had some bad luck yesterday; a blow-out on his way to work. Good thing John is a careful driver.

Spare Opr. Walter Oakes covering 3rd trick temporary.

Spare Opr. James Malia has bid off Relief No. 16 Temporary.

Opr. William Dudley, Relief No. 17, had his uppers taken out this month and is losing weight trying to live on soup. Has anyone a spare upper plate??

## Rumford

By ROY RIDEOUT

Mrs. Thelma Thomas, Cashier at Rumford, is still on the road to recovery at her home. Mrs.

Thomas suffered injuries to both legs in an accident late last fall. We all wish for a speedy recovery and will be glad to see her back at the office soon.

Mr. Leon Thomas, machinist at Rumford, husband of Mrs. Thomas our cashier is also on the road to recovery. Mr. Thomas suffered a heart attack just before Mrs. Thomas had her accident last fall. We hope to see Leon back at his job real soon.

Reginald Breton, machinist from Waterville, has been covering the machinist job at Rumford.

Mr. William Davis, our heater plant fireman, was confined to the hospital for a week or so this winter and has now reported back to work.

Al Mooney, Conductor at Rumford, has bought a fine race horse in Canada and has plans to race him this coming fall. So for any hot tips on the horses that are sure to lose see Al.

Heavy shipments of coal and wood have been arriving at Rumford the past few months. A fourth switcher had been set up to help handle the extra work. A lot of credit must be given to the yard crews for a job well done in handling this extra work under very severe and COLD conditions. Also to Mr. MacDonald's crew at the Oxford for getting rid of a lot of frozen coal and to Mr. Red Wood's crews for piling this pulpwood.

Mr. Richard Smiths' Bridge and Building crew are now in Rumford building over the Yard Office. The new Yard Office will house the Clerks and operator and will have a lobby for the Trainmen. The locker room for the Yardmen will be located in the Old Enginemans bunk room.

Retired Conductor Henry Bourgea visits the yard office quite frequently for a chat with all concerned.

Thomas Ellis, carman at Rumford, retired in January. Upon retirement Tom was presented a piece of luggage from his fellow employees. Just before retiring Mr. and Mrs. Ellis took an extended vacation to California via Texas visiting friends and relatives along the way. To you, Tom, we wish many years of retired happiness.

Let us pause at this time and give much praise to the girls in the Rumford Freight Office for their loyalty and devotion to the sick at the Rumford Community Hospital; especially those from the Railroad Family.

Cedric Russell, Conductor at Rumford Yard, is now at home recovering from surgery at the Rumford Hospital. We wish you a speedy recovery.

Our girl Betty Ellis at the Freight House wants the waybill before the trains get in and the Location Reports before I check the yard so she can spend the rest of the day trying to find something else for us to do.

## Waterville Station

By M. W. FLYNT and ELAINE KERVIN

Fred Sautter and his family traveled to New Jersey for the weekend recently. Fred has purchased a Morris, a little foreign car. It's very cute and gets very good mileage to the gallon.

Bill Monroe has had a telephone installed in his apartment so the girls may now call him!

Winslow Section Foreman Bill Varney has traded his Plymouth for a newer Chevrolet.

Mr. and Mrs. John Kinney and two little daughters visited the Ticket Office recently. We were all very glad to see them. Mrs. Kinney is the former Betty Beach and worked in the Waterville Ticket Office quite a while. Betty has substituted in the Rockland Ticket Office summers.

Bill Boivin, Trackman, has returned to work after his recent accident.

Machine Operator E. E. Murphy is out sick again, we are sorry to say.

We extend our sympathy to Ernest Toulouse, Yard Laborer, who lost his mother, Mrs. Harrietta Toulouse.

Ticket Clerk Ruthie Brochu's mother-in-law, Mrs. Alice Brochu, passed away recently after a long illness. We offer our condolences to the Brochus.

Trainmaster A. N. Tupper and family spent the weekend with Mrs. Tupper's folks in Jaffrey, New Hampshire.

## Farmington Branch

By ANN NEWCOMB

Mr. and Mrs. Joe Benedetto, sectionman in the W. J. Weeks crew, are to be congratulated on the birth of a son on February 15th. and named after daddy, Joseph John, Jr.

Bennie Black, sectionman of the Farmington crew, was layed off recently and is at present unemployed.

V. I. Robinson, sectionman of the Jay crew, has returned to work after several weeks off due to an eye operation.

M. A. Tuttle, sectionman in the Jay crew, was seen headed for his garden with a hoe on a warm Monday the beginning of March. ("Was he draining off water or planting Peas?")

Abner Stickney, mail messenger, was off sick a few days, his job being covered by his son-in-law Lewis Gordon and Expressman Erlon Knowles.

## Lewiston

By LILLIAN G. WHITE

Pierre Demers, son of Machinist and Mrs. Rosario Demers of Trapp Road, Auburn, is one of four top honor students at St. Francis College High School, Biddeford. He takes part in several school organizations including the Third Order of St. Francis, the Camera Club, band and Sea Scouts. He also served as Manager of the baseball team for two years. He plans to enter college this fall.

Crossingtender Wesley Lancaster's father died March 17. Sympathy is extended to all members of the family.

Crossingtender Lawrence Towle is on the Traverse Jury at this term of Court.

Spring is in the air and a young man's fancy turns to—of all things—Automobiles. Typist Stan Libby has tried them all and at present is deliberating whether to buy a 1957 Plymouth or a Cadillac. Now really, Stan, be reasonable—not a Cadillac.

Crossingtender Joseph A. Gardner resigned Jan. 28 to receive pension. Mr. Gardner had worked for the Maine Central R.R. since Dec. 22, 1927.

Bernard Riley, age given 39 plus, had a birthday party at the Railway Express Office on



This cute little fellow is Robert Lee Springle 3rd, 701 Gales Avenue, Winston-Salem, N. C. He is the son of Dr. and Mrs. Robert Lee Springle 2nd and will be 2 years old April 29. His mother, Denise, is the sister of Clerk-Typist Monique Levesque in the Engineering Dept.

March 19. The party was well attended, master of ceremonies being Douglas Pettengill. Wish Bernard would be more prompt in paying his bad bills and not wait for his birthday to pay them.

Frank Mank is busy hauling shoes from Auburn to Lewiston. He says he would be in favor of a 3rd bridge between the two cities as it would relieve traffic conditions.

McGibbon is having a very short noon hour these days because he's pitching hay for the horses.

Roger Bowden is one of the top contenders for the championship in the Twin City Bowling League.

## Waterville Shops

By "STEVE"

aldefin' blues

Moanin' wid de miseries;

Cryin' in de dumps.

Body painin'; lowdown;

Boss-man got de mumps.

Painter Charles Lawry has recently been given a renewed license, by the governing board of the Methodist Church, as a lay preacher.

The last of the long holdouts 'agin' TV is Machinist Ted Morey. He has been given a new TV set and antenna.

Foreman 'Senator' Don Russell, with all his usual charm and finesse played host to some lovely teachers and a group of 40 youngsters from the Clinton Schools in a conducted tour of the Shops March 19. He was assisted with the children on the tour by three Rookies from the Scrub Team. Don, with his engaging smile, exuberant personality, ease and grace of manner

is superbly fitted to play the genial host to such groups; and the Rookies feel that, not only from a Public but a Personal Relations standpoint that Russell, with his amiability, fluency and camaraderie was cast in the exact role, and should be given the 'Guest Conductors' role at all opportunities.

Assistant Supt. Alden Finnimore has recently been bedridden with a couple of childhood diseases. The Supervisors sent an appropriate 'git well' card in sympathy, and condolence.

Retired Superintendent Frank Bennett's birthday, March 17th was remembered by the boys at the Shops with an appropriate remembrance of cigars and spring tonic.

Boys from the Electric Shop taking advantage of the Vocational Courses in the local High School's Basic Electricity Course have been Doug Bitcon, Carl Lindvall, John Beeh, George Lemoine, Frank Grover, Joe Banks and Albert Adams. Albert Nelson completed the course in Electronics.

The Relief Train Crew is thinking seriously of presenting a compass to Carman Bing Crosby. Seems that on a derailment Bing can't tell which way is up.

Carman Roland Giroux has recently completed 2 weeks at the Fleet Reserve School, Naval Reserve, in Boston.

Machinist Abbott McKenney has returned from 5 weeks in Florida.

Carman Florian Jacques has been a recent patient at the Maine Medical Center in Portland for observation and treatment.

Archie Smith, business agent and a director in the Credit Union, was a recent attendant at the business meeting of the Credit Union at the General Office Building in Portland. Smith reports that some favorable changes were made and that others are contemplated as to capitalization, loans, credit, etc.

Chief Clerk Herman Rines has returned to work after hospitalization.

Heating Plant Engineer Ango Oliver has recently been hospitalized with pneumonia.

Apprentice Gordon Mason has recently spent his vacation in Florida. He made the trip by car.

Laborer Dana Hinkley has recently traded and has a new V-8 Ranch Wagon.

New Cub Scout in the Car Store Den is Richard Luce.

Carman Bill Otis, Jr. is a patient at the Thayer for observation and check-up.

Clerk Connie Begin has recently been in Augusta as legislative representative for the Brotherhood of Railroad Clerks.

Clarence Garfield has returned to the Hill after a sojourn in Florida.

Carman Leon Day has returned after being laid up with a dropped stitch.

The weekly fight pool has been won so many times by Carman Vernon Walker that it has now been renamed 'The Jimmy Fund'.

Carman Jimmy Lawrence has returned to the Freight Room after 24 days out with pneumonia.

Augustus King, 74, died Mar. 14 in Waterville. 'Gus' had worked for the Maine Central for more than 40 years and had been on pension for some 5 years.

Boilermaker Bernard Wainig, while hovering around a common household receptacle, hicked when he should have hawked and lost his upper plate. Unfortunately the water was running and despite frantic fumbling to elbow length the teeth disappeared. Dismantling the piping proved to no avail and, as Foreman Lou Ifill

succinctly remarked, "60 bucks gone down the drain".

Tool room attendant Bob Fletcher is on the sick list and Machine Helper Richard Starkey is watch-dog of the tools.

Blacksmith Lorrie Oleson, president of the Brotherhood of Railroad Shopcrafts of America, has been a recent business visitor in Portland.

Laborer John Eames and Machinist Sid Hamlin have recently swapped cars.

Clerk Rollie Armstrong has returned to work after surgery in a local hospital.



Yard Lead Man and Mrs. William Leaman who have been spending a few months in St. Petersburg, Florida. They have a house trailer there with all the comforts of home but expect to return to Waterville in the near future. The picture was snapped at the Fountain of Youth which augurs well for 'Bill'.



### Rigby Engine House

By ALBERT B. WETMORE

With Spring in the air, I thought it a good time to submit the following poem to our readers. This offering as usual is composed by Laborer Arthur Thompson.

#### SPRING

When the snow birds cross the valley  
At the breaking of dawn.  
The echo of the winds like a message  
Of some spirit in the great beyond.

The buds will soon be swelling,  
The brooks will again flow.  
We will know that Spring has awakened,  
The time we all cherish so.

The flowers again will be blooming,  
The earth will be a carpet of green.  
By the love of our Maker, was given,  
Makes the world like a wonderful dream.



Machinist Joseph DeRoche, Mrs. DeRoche, Mrs. Laurence Lanciault, and Machinist Lanciault at the Governor's Inaugural Ball recently. Governor Muskie is in the background. Lanciault is President of Local 525 and Executive Board member of District Lodge 42. DeRoche is Recording Secretary of Local 525.

The marriage of Bernadette Tatarczuk, daughter of former Machinist William Tatarczuk, to Doctor Michael Murphy was solemnized at the Saint Louis Church on March 2. Bernadette was a registered nurse, having received her training at the Mercy Hospital. Doctor Murphy received his training in Dublin, Ireland, and practised in London, England for some time. The Reverend Vincent Tatarczuk, brother of the bride officiated at the ceremony. The brother of Doctor Murphy was best man. He also is a physician, practising in Dublin, Ireland. They will reside at least for the present in the new home just completed in the Rosemont area, by the bride's father.

I am told that former Sheetmetal Worker Archibald T. Pratt, retired, has purchased a new Ford.

The Safety Board reading at this date, March 20th, is 269 days. We had two minor injuries reported but not severe enough to affect the board reading. They were taken care of by first aid treatment and did not incur any lost time.

The deaths for this month were numerous involving either relatives of our employees, or the workers themselves. I will list them in this one item in order to save space:

Former Machinist Arthur Garvin, at the home of his son in Gorham. Arthur was the first man to retire under the Pension Act. He did return to work during the war years, then finally retired for the second time after the war.

Frank Curran of the Car Department after a brief illness.

Mrs. Clair Libby, wife of Former Boilermaker Clair Libby, died suddenly.

The fathers of three of our Stationary Engineers, viz:—John Sullivan, Benjamin Andrews, and Verne Packard.

The second death in the family of Chief Clerk Leo, and Alphonis Belfontaine within a month. This time an aunt.

Engineer Herbert Campbell after a lengthy illness. He had 51 years of service up to the time of his retirement.

Wife of Chief Diesel Maintainer, Rienard Eliason.

Last, but not the least, our Albert Cary, Clerk in the Stores Department.

A floral tribute was sent to all funerals of those who belonged to our department, and who were close relatives.

Patrick Nally, father of Machinist Helper John Nally at Wharf No. 3, was confined to the hospital for a short illness, is O.K. now.

Machinist Helper Milfred Goodwin is back to work, as well as Laborer Fred Cole. Fred has been out since last July but is feeling fine now. Store Keeper Didace Burke has a new Mercury.

It was reported to me that Machinist Martin Stratton is reporting in for work April 1st.

Machinist Walter Bass is recovering from an operation and will be out some time longer.

The Fels Company, local steamfitters, are just completing the installation of a new hot-water system. It will supply hot water for the wash rooms and all pits in the shop for washing down purposes.

Hope you didn't forget to file your income tax reports. They should be in the hands of the bureau by the time this item reaches you.



### Eastport

By K. O. CLINE and M. S. BOWDEN

We're through with the winter  
We welcome the spring  
'Twas goodbye to Barney  
And Beaver came in.  
'Twas goodbye to Townsend  
And hello to Harry  
We're just waiting now  
For Gene Hampton to marry.  
John Craig and Vic Blackwood  
And Jack Robinson too,  
Have enjoyed their vacations

And how about you?

The carpenter crew  
Gave our freight house new doors  
Then took off to Bangor  
To fix up their floors.  
They'll be back in a while  
Bold knights of the hammer  
To change the profile  
Of our crude panorama.

Speaking of the proposed renovation to our warehouses, visions of running water, heat, lockers and other conveniences that the freight department at Sea St. have long hoped for, may at long last come true.

The advent of spring finds Rate Clerk Bert Culligan a man of polish, very stuck up about it in fact, (varnish we mean).

Mrs. Frances Bowden, wife of our correspondent, took a trip to Boston to see the flower show.

While maintenanceman George Lank was on vacation his duties caring for the Diesel and mechanical units at Eastport were cared for by supply hostler John Gaddis from Calais.

Bart Scott, popular contract trucker affiliated with the MCRR, has taken over a new duty at Sea St.—that of heating and delivering tank car units of soybean oil to local and Maritime sardine packers.

## Bangor Car Department

By C. A. JEFFERDS

The many friends of D. J. Smith, Coach Cleaner, Bangor Car Dept., will sympathize with him in the death of his wife. Funeral services were held in St. Mary's Catholic Church March 19, 1957.

Carman George R. Wilson, Northern Maine Jct., has taken his pension and is now on the retired list. Mr. Wilson came to work at Northern Maine Jct. in 1922 and was located at that point until his retirement.

Geo. A. Kelley, Coach Cleaner, Bangor Car Dept., died Mar. 9, 1957 and services were held at St. Mary's Catholic Church, Bangor, Mar. 13th. Mr. Kelley leaves besides his wife, nine children. Mr. Kelley came to work for the M. C. R. R. Apr. 21, 1923.

Your correspondent has just received an interesting letter from former Gen'l Car Foreman, A. H. Bonney who is now in Tucson, Ariz. He informs us that he is stopping with his youngest daughter, likes the place very much and may stay there sometime.

Also a letter from Vergie Nowell from St. Petersburg, Fla., who states he has had a

nice winter and both he and his wife are feeling fine.

W. E. Kingston, former Asst. Supt., Eastern Division, is now confined at the Penobscot Valley Hospital in Brewer. We all wish him an early recovery.

The March monthly meeting of the Bangor Chapter of the Trowel Club was held with Louis R. Bligh, Brewer, Gilbert Karnes, President, presided. Brother Sullivan of the Portland Chapter was present. The next meeting is planned for April 17th at the Oronoko in Orono.

## Vanceboro

By HARRY D. DAVIS

Operator A. M. Gray has been out of service account illness since February 14th. He was in St. Stephen, N.B. Hospital for a few days. Dr. Edmond Stiles finally sent him to Lahey Clinic, Boston, Mass. for X-rays, and he finally has been transferred to Deaconess Hospital there for further treatment. The whole organization at Vanceboro are wishing for his speedy return.

Yardman Arlington R. Tracy has been off since last fall account lameness, but we hope to see him back at work very soon.

Horace E. Beers, son of Horace, Sr., deceased, and Dora Beers, has recently joined the Air Force and at present is stationed in San Antonio, Texas.

On account of Cunard Line SS "Queen Elizabeth" docking at Halifax, N.S. during February and March there were six special passenger trains moved Halifax to New York via C.P.R. and Maine Central consisting of a total of 92 cars passengers and 7 cars mail; also moving New York to Halifax during that period 21 cars passengers, which all meant quite a stepup in business.

## Bangor

### Mechanical Department

By F. E. WARE

History was made on the Eastern Division on February 26th., when the longest passenger car train on record, on this division, came through here on its way to Halifax to meet the Queen Elizabeth. This train consisted of 32 Pullman cars. It was broken up into three trains for the return trip to New York with Dining and Baggage cars added.

The record breaking train was brought in to Bangor by Engineman S. R. Forbus and Conductor J. L. Hachey and was taken East to

Vanceboro by Engineman R. C. Emery and Conductor F. C. Corbett.

The Engine House was saddened on February 26th. when former Machinist Helper Alden Faulkner met with a fatal accident while working as a brakeman for the Bangor and Aroostook Railroad. Alden (more commonly known around the Engine House as "Lil Abner") worked here as a Laborer and as Machinist Helper before being called to serve a hitch with the Armed Forces. Upon his return from the service, he worked as a Machinist Helper until about two years ago when he left to work as a Fireman and Brakeman for the Bangor and Aroostook. His passing is greatly felt by all of his friends here.

Mrs. June Clement, wife of Machinist Reginald Clement, underwent surgery at the Eastern Maine General Hospital recently.

Stationary Fireman and Mrs. Earl Tumith spent their vacation at Tampa, Florida, this year.

Sympathy is extended to Machinist and Mrs. Donald Booker on the death of Mrs. Booker's father, Mr. Harry Nason, at his home in Hampden on February 27th.

Chief Clerk Lawrence, "Larry", Severance dropped his wife off at church the other day on his way to work and told her that if he couldn't make it, he would get one of the boys at the Engine house to pick her up. Being unable to find anyone available at the time he decided to pick the Mrs. up himself. When Mrs. Severance came out of church, she looked up the road and down the road and finally, spying a car that looked like theirs, she walked up and asked the driver if he was the man that was supposed to pick her up. Upon receiving an affirmative answer, she opened the rear door and sat on the rear seat and informed the driver where she wanted to go. Now Mr. and Mrs. Severance have been married quite a number of years. My—My—how long it does take some "PEOPLES" to get acquainted?

General Foreman Ralph O. McGarry is at the Saint Joseph Hospital for observation and treatment for blood condition.

Mrs. Judy McDonald, wife of Machinist James McDonald, underwent a Tonsilectomy operation recently at the Eastern Maine General Hospital.

Mrs. Mae Hatch, wife of Engine House Foreman Eugene O. Hatch, spent a spell at the Eastern Maine General Hospital recently for medical treatment.

Clerk Harold, "Hawk", Mayo flew to Florida with his son, Everett F. Mayo, in his Piper Pacer plane. Hawk told me that they were grounded in Georgia for three days on account of rain. He says the "Sunny South" wasn't quite so sunny that particular week.

Sympathy is extended to Electrician Everett Stubbs on the death of his father, Everett Stubbs Sr. at his residence in Hampden on March 10th.

Perhaps the "S.P.C.A." should be called for this one. It is going some when a man feeds his little dog steak that is so tough that the dog has to borrow his master's false teeth to chew it. The night before Clerk Mayo left for Florida, he removed his Dentures for cleaning purposes. After brushing them he laid them on the sideboard and, becoming engrossed in a TV. program, he forgot to replace them. Later missing them, he proceeded to look for them but "Alas" they were not to be found. After some hustle and flurry the son found the dog very busy chomping in a corner. At last the



Miss Barbara Jean Haskell, daughter of Engineer and Mrs. Lewis A. Haskell, was elected President of the Theta-Rho Girls Club No. 4, of the Youth Branch of the Eastern Star Rebecca Lodge of Hermon on March 18th. Miss Haskell, a Junior at Hermon High School, has been a member of the Theta-Rho for five Years. Four of the last five years she has held office in several of the preceding chairs.

teeth had been found in five, (5) pieces. Whether the dog had chewed them up or had broken them on that tender steak, we'll never know, but "Hawk" had to find an early morning Dentist before leaving for Florida.

About 250 names have been signed to the request for group administration of Polio shots by men from several departments of the Bangor Area. This group administration is being carried out by the co-operation of the officials of the Bangor Offices and Dr. Michael A. Longo, Ost. Phys. of Bangor, who is giving his time in the great fight of this dread disease.



Bartlett, N. H.

By O. R. BURDWOOD

Pleased to hear that Mrs. C. I. Burke, wife of trainman Clint Burke has returned home from the hospital and is getting along very well.

Retired enginehouse man Raymond Glenden-ning has undergone an operation recently.



A group of fifth grade students from Mrs. Charlotte Haskell's room at the Vine Street School, on a field trip to the Railroad to supplement their study of Transportation Progress in this Country.

Foreman W. N. Trecarten recently made a trip to Beecher Falls in a hurry, returned to Bartlett and got the glad news that he was wanted right back up in that country once more.

Robert Jones and Percy Chandler are up on the P & O, working out of Gilman, testing rails and switches.

Engineer E. E. Bean has traded cars and comes out with a nice looking Chevy.

McKeil lake is about free of ice at this time. It is going to be nice around that place later on.

Trackman Fred Cote took a week off and visited his son in Massachusetts to start the thing off.

George Peters, foreman of the spare crew, is sprucing up his cars for the summer season. He is getting together a nice looking outfit.

We hear that Engineer Chauncy Hutchinson is recovering nicely after surgical attention.

Engineer Freddie Monahan is off on the sick list.

Enginehouse man Frank 'Shady' Fields has not been working lately.

Operator R. C. Burdwood in W R office has been set-up as a spare dispatcher.



By JOHN J. KEATING

Happy to announce the return to work of Trainman Percy Brackett. He has been out of service for a long period on account of illness.

Conductor Seekins has returned from California; has been out on the West Coast all winter.

Sympathy is extended to Daniel Smith, of Bangor Union Station, on the death of his wife, March 16.

Retired Conductor "Del" Callahan told me his wife is confined at home with a broken hip. Also, Retired Conductor Arthur Ranstead has been at the Medical Center, Portland, with a broken leg and hip.

Mrs. Alfred Guimont, wife of Retired Station Agent, has been visiting their daughter in Braintree, Mass, Mrs. Bernarche.

Mrs. Roger Cabana, with her mother and her two children, Donna and Ralph, was a guest of her sister, Mrs. George Crafts, New London, Conn.

Sunday, February 24 at Edna's Restaurant, Thompson's Point, Portland, the Maine Association of Railroad Veterans, held their Monthly meeting. Sixty-two attended. Fire Chief Jose of the So. Portland Fire department gave a nice talk and showed pictures of our greatest fires in Portland and So. Portland.

Sympathy is extended to the family of Retired Engineman Herbert Campbell, who died March 14.

A group of the Maine Association of Railroad Veterans members, attended a meeting at the Hotel Manger, Boston, Sunday, March 17, for the Boston members.

Sympathy is extended to the family of Retired Conductor Harry Rines who died March 14.

Chief Dispatcher Thomas Earles was a patient at the Maine Medical Center for observation.

Retired Conductor Durrell of Waterville, has

been confined to his home on account of illness.

Conductor Sickels of Bangor was a patient at the Thayer Hospital in Waterville for observation.

Fireman and Mrs. Dominick Maietta are receiving congratulations on the birth of a son, Frank Stephen, born March 4th. This is their third child.

James Allen, son of P. T. Conductor and Mrs. Walter Allen, home on furlough from Stewart Air Force Base, Nashville, Tenn., returned Monday, March 18. They also have another son John, a twin to James, stationed at Enid Air Force Base, Oklahoma.



By DORIS THOMAS, VAUN E. DOLE,  
and ERNESTINE V. MILLER

Mrs. Alice Jenkins substituted in the Freight Claim office recently while Doris Thomas, Stenographer, spent the whole of her vacation and then some driving all over Florida visiting all the places of interest, visiting principally in Ft. Lauderdale.

Harrison Elliott, Clerk, Freight Claims and his wife Wilna have just returned after spending a week in Orlando, Florida, with relatives. They called on Ruth and Cliff Hollywood who are wintering there. Ruth formerly worked in the Freight Traffic office.

Harold Drinkwater, Chief Clerk, Freight Claims with P. E. Maxfield and E. F. Bennett, Investigators went to Boston, March 14 and attended the open forum meeting on Principles and Practices conducted by the Freight Claim Division, Association of American Railroads, South Station.

Richard T. Foley has joined the Freight Traffic Dept. forces as Rate Clerk.

The long weekend of February 22 was a fine opportunity to view the Ice Follies in Boston and several General Office employees took advantage of the holiday to do that; Maurice Allaire, Stores Department, and Mrs. Allaire; Mary Nugent, Marion Perkins and her sister, Louise Adams; Rosemary McDonough and her daughter, Roberta,—these gals from Machine Accounting.

Marie O'Connell, Machine Accounting, was honored at a baby shower March 17, receiving many useful additions for her nursery.

Barbara Wagner of Machine Accounting took a few days' vacation in March in order to care for her mother who fell and severely sprained her ankle. On March 16, Barbara attended the Hotel Greeters Association dance in Portland, spending a most enjoyable evening.

At press time Marion Adler of Machine Accounting was making plans to go to Boston to see "Danny Kaye and his European Revue." It goes without saying she will have a marvelous time.

Virginia Lee's new rumpus room is finally going to be christened with a 'bang-up' party.

Lillian Grenier attended the Hairdressers Convention in Boston for two days, staying at the Hotel Statler and having a glorious holiday.

Eugene Trueworthy and Grover Clukey went ice-fishing recently—hey, what happened to the fish?

Those perennial travelers, Ralph Gordon and Gordon 'Tug' Wilson are on the move again, this time going to Albany, New York, with Sam Ruth of Car Accounting accompanying them.

Our deep sympathy is with Winifred Nixon of Machine Accounting in the loss of her mother February 21. Flowers and cards were sent by many of her co-workers.

Sally Peasley of Machine Accounting is doing a lot of cooking these evenings. She is entertaining her social club of hard-working gals. Sally and her husband recently moved into a lovely four-room apartment on Main Street, Westbrook.

Margaret Gagnon of the Auditor Revenues Department returned from her Florida vacation nicely suntanned. Nothing like getting a head start for summer, is there, 'Maggie'?

LeRoy A. Taylor Jr., revenue statistician, states that, after reading last month's magazine, he went home and counted noses of the little Taylors. There are three boys and one girl in his family, contrary to our report—sorry, Roy, that we slipped!

A return match of the bowling teams of the Maine Central General Office and the Boston and Maine League was held Saturday, March 2, at the Big 20 Alleys, Scarborough, Maine. The Maine Central won two matches and lost four, with Team No. 2 (Sam Spires, Blair Walls, 'Mac' McLaughlin, Al Kennedy, Jim Finley) and Team No. 6 (Tom Hayes, John Michaels, Larry Smyth, Larry Harding, Fred Bither) winning the two matches. Turning in their usual sterling performances were Paul Crawford, assistant to the general accountant—'Bud' Bowlin of the Engineering Department—and Sam Spires of the Disbursements Office.

Blanche Szott, formerly of Transportation Accounting, has been assigned to the Freight Traffic Department as stenographer, replacing Nell Becker, who has moved to New Jersey. Nell is joining her husband, Oliver, former local manager of the Railroad Retirement Board, who has been transferred to New Jersey. Friends said good-bye to Nell with a party and thoughtful gift of a handbag. While we will miss Nell, we are very happy to have Blanche back with us again.

Engagements must be contagious in the Freight Traffic Department, as we have two lovely gals who have that certain sparkle in their eyes, as well as on that certain finger on the left hand. Anne McNally is engaged to Bradford Seabury of Yarmouth, and she is all excited about plans for a June wedding. Margaret Minott is marrying Eugene Minott in April. All happiness and luck to both couples. "Bob" Clarke of the Auditor Disbursements Office moved in March to East Deering, now living on Washington Avenue. We understand he has installed a telephone at his bedside, which has its conveniences no doubt (as well as the opposite).

"Al" Chapman returned from his Florida vacation only to land in the hospital for a couple of days. He is back to work now, but has to lead a reformed life (early to bed, early to rise, etc.).

We are always amazed at the amount of food Len Sanborn carries in that paper bag he brings every day. There evidently is no bottom to that bag—in it he brings his 10 o'clock break, his noon lunch, his 3 o'clock break, and his going-home snack—just a regular lunch cart.

Jack Coyne is now out of the hospital and recuperating at home. We understand he really



Miss Olive Norris, Stenographer, Public Relations Dept., was married on March 1 to William E. Anderson, p.o. 2/c, U.S. Navy, of Gibsonsville, North Carolina; the ceremony took place at the parish house of Woodfords Congregational Church. Olive and her husband went on a wedding trip to North Carolina. Friends at the General Office Bldg. gave Olive a happy send-off as evidenced by photo of her at her desk with some of her gifts.

enjoyed his hospital stay, after "Chick" almost had to knock him out to get in there. We're glad to hear he's better and hope we will soon be seeing him around the office. (Probably by press time he'll be back with us).

Louis Davis and Fred Jordan journeyed to Boston in March to attend the Railroad Veterans Meeting at the Hotel Manger. Both expressed satisfaction as to attendance and the meeting itself.

New faces:—Sam DiPhilipppo, Clerk-Messenger, Auditor Disbursements. Welcome to our railroad family, Sam.

Robert Grant, Traveling Freight Claim Representative is proudly displaying a photograph with personal signature of Robert Briscoe, Lord Mayor of Dublin. Bob secured this while attending the Shippers Advisory Board meeting at the Hotel Somerset in Boston recently. The Lord Mayor and his party stayed there while in Boston.

We have proof that trains, as well as time and tide wait for no man. Martin Holmes of the Comptroller's Office and Paul Crawford, assistant to the General Accountant, were leaving on the Buddiner one A.M. to take some reports to Boston. At 8:22 Paul decided he needed cigarettes and sauntered across Portland Union Station Concourse to get them. When he returned, looking for the train, all he could see was a rear view of the train speeding merrily on its way to Boston without him! The train left at 8:25, instead of 8:30!!

Eleanor M. Doherty, Car Accounting and Statistics Office, has taken a leave of absence.

## BIG "IF"

The City of Portland (Maine) estimates that it will, at the end of 1956, have invested \$580,329.90 of taxpayers' money in the Portland Airport. State and Federal Governments will have invested enough more to raise the total to \$1,827,888.19. In 1955, total revenues from the port were \$23,502; total expenses were \$68,316, or a loss to be paid by the taxpayers, of which Maine Central Railroad is the largest, of \$44,814 . . . Airline rent was only \$2,679 and airline landing fees only \$7,071, so that the airlines and the operation of airplanes using the facility contributed directly less than \$10,000 to a yearly operation costing more than \$60,000, a ratio of under 1 to 6. *IF* the City of Boston were willing to own the North Station, the passenger yards and a fair allocation of other local facilities dedicated to passenger service, waive tax revenue from them, maintain them, remove snow, etc., and receive from the Boston and Maine Railroad one-sixth of maintenance and operating cost, the situations would be comparable.

E. S. MILLER, President, Maine Central Railroad, in a recent address to the New England Railroad Club, Boston, Mass.

(Reprinted From The National "Railway Digest"  
Publication, February, 1957.)