To Maine Central Railroaders:

Freight revenue for the nation's rail carriers was less in 1954 than in 1953 by 12.1 per cent, while Maine Central's decrease was 3.18 per cent, illustrating the stability of our traffic and the success which we have had in pleasing our shippers through service, rates and attention to their needs.

Our operating expenses increased, whereas operating expenses of the nation's railroads were reduced 9 per cent. This increase was due to our program to improve the condition of freight cars some of which returned to line, after long absence, in poor condition. For paper loading we require a class A car and building up deferred maintenance seemed unwise. The Engineering Department slightly reduced maintenance costs despite the impact of hurricane damage.

The Maine Central is a financially sound railroad with demonstrated earning power even in bad times, but all of us must remain vigilant to keep it that way.

More and more the railroad people of this country feel the need of closer political organization to fight government policies fostering subsidized and unregulated competition which would have killed us long ago except for the amazing efficiency inherent in track and trains.

The next time that someone attempts to convince you that highway trucks pay their way and constitute fair competition, just inquire how many there would be if their operators had to build their own rights of way, maintain them and pay taxes on them.

President

Richard M. Aylward
Editor-in-Chief
William A. Wheeler
Associate Editor Emeritus

Vol. XI—No. 6

FROM THE EDITOR

As we were about to go to press with this issue, the following information was made available which will be of interest to all non-operating union employees:

GROUP HOSPITAL, SURGICAL AND MEDICAL INSURANCE

The Maine Central Railroad Company and Portland Terminal Company have applied for admission as a Participating Member of the National Plan of Group Hospital, Surgical and Medical Insurance, underwritten by the Travelers Insurance Company, and the Benefits outlined in this Plan will become operative on these Properties, for all participating employees of Non-Operating Labor Organizations, upon notice of acceptance of the application by the Travelers Insurance Company.

As all premiums must be paid in advance, the employee's share of the cost, $3.40 per month, will be deducted from the pay of the participating non-operating employees for the third weekly payroll period in the month preceding the effective date of the Plan, and each succeeding month thereafter.

The adoption of the National Plan does not affect the continued benefits for employee and dependents, covered by the Continental Casualty Company in its agreement with the Maine Central Railroad Company and Portland Terminal Company for all enrolled employees. The Continental Casualty Plan does not expire until May 31, 1956.

Presented this month for Maine Central employees is the annual report issue. It is, of necessity, a factual summary containing many percentages and amounts. It should, however, give you a picture of the important sources of revenue for our Company and also the major expenditures together with the highlights of our operations during the past year.

Published Monthly by

THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street
Portland, Maine
OUTSTANDING events on the Maine Central Railroad during the year 1954 included the year's largest local passenger move of 700 persons which took place on the last steam-powered train run in June, heralding complete dieselization of the railroad; a lashing from Hurricane "Edna"; operation of the longest Pullman train ever to run over the Eastern Division; and a 43% increase in net tons of commodities handled over Portland Terminal Wharves. From a financial standpoint the year ended with a net income, or profit, of $682,115, a decrease of $493,793 or 41.99%, from 1953.

The profit, as shown above, can be considered encouraging as it shows that our Company, despite buffeting from various sources, is able to "weather the storm" if necessary. We found that 1954 was a difficult year for the railroad industry as a whole due to a lessening in business activity and the reduction in revenues which resulted.

In the area covered by our services, paper and pulp production continued at high levels but good showings in these lines of traffic were offset by developments which were mostly local in nature and of a type we do not anticipate happening again in the foreseeable future. They were: a work stoppage with consequent lack of shipments at the Thomaston cement plant for a month at the height of the shipping season; a subnormal movement of pulpwood due, for the most part, to weather conditions which seriously hampered woods operations; and the impact of Hurricane "Edna" with its attendant expenses, serious diversion and loss of traffic.

Operating revenues for the year were $24,247,451, a decrease of $1,160,915, or 4.57%, from 1953 while operating expenses amounted to $19,912,742, an increase of $295,623 or 1.51%, over 1953.

As part of our dieselization program, now 100% complete, four 1,000 hp. road switchers and one 1,200 hp. road switcher were purchased. For our important pulpwood business, forty new 50-ton woodrack cars were added to our freight car fleet as were fifteen 70-ton all steel, covered hopper cars.

Equipment ownership at year's end stood as follows:

75 diesel locomotives — This is sufficient power to cover all engine assignments even during the heavy winter season.

4,383 freight cars — During the year 122 cars were retired and 55 new ones added, as noted above.

107 passenger cars—Included are 41 coaches, 9 combination coach and baggage cars and 57 mail, express and baggage cars.
Freight Revenue

Total revenues received from our freight traffic during 1954 amounted to $21,177,700, off 3.11% or $696,225 from 1953. The volume of freight tonnage was generally less throughout the country reflecting a lower level of business activity and the sharp competition that has developed between the various types of transportation companies. Our Company’s decline in volume, as shown in revenue ton miles (which were 2.74% lower than in 1953) and also in revenue received was much less pronounced than that of most of the railroads of the country as a whole.

Leading the list for another year with the largest number of carloads were paper and paper products. They accounted for 40,836 cars; in money received this was a sum of $4,013,357. Other top carload producers were:

<table>
<thead>
<tr>
<th>Carloads</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potatoes</td>
<td>$2,215,227</td>
</tr>
<tr>
<td>Pulpwood</td>
<td>$1,989,751</td>
</tr>
</tbody>
</table>

The 1953 potato crop was late in moving and, as a result, the heaviest months came in March and April 1954, with the volume continuing into the late spring. The 1954 crop is even slower in moving. Total movement for the calendar year was about 5% less than for 1953.

An extremely wet summer which prevented the hauling of pulpwood from the cutting areas, prevented a much larger potential movement and carloads for the year were approximately the same as in 1953.

Shipment of animal, poultry feed and mill products, the majority being poultry feed, has been a fast growing commodity for the Maine Central for the past several years. It is credited to the successful operation of the broiler business, particularly in Eastern Maine, where growing conditions for the chicks produce a superior product. Carloads in 1947 amounted to 10,000; this had jumped to 14,400 in 1949, to 19,400 in 1953 and to 20,859 in 1954.

Shipments from the cement mill at Thomaston were less in 1954 than 1953, even though production facilities were considerably enlarged. This was due to a strike which halted production for about 30 days and held shipments for the year under the previous peak year of 1953. With good demand and production at a capacity level expected in 1955, the peak shipments of 1953 should be exceeded.

Continued increase over previous years in the importation of china clay through the facilities of Portland Terminal Wharf No. 3 meant a total of 64,475 gross tons handled in 1954 which was 40% more than was handled in 1953. Continued full capacity use and new long haul and local business for our railroad from this class of traffic are foreseen for the current year.

In 1954, for the first time, scrap iron was exported over Wharf No. 3 and amounted to 23,315 net tons. Also, at this wharf, a substantial quantity of imported sulphur was handled, totaling 26,563 net tons, a
decrease from the previous year of only 3%.

The important cargo at Terminal Wharf No. 1 was woodpulp, of which 21,091 net tons were imported and 369 net tons exported. This represents a very slight decrease from the 1953 figures.

Heavy world-wide demand for newsprint resulted not only in increased manufacture of this product in Maine Central territory, but also in export to foreign countries, principally those situated in South America, there being 5,272 net tons of this commodity shipped out over Wharf No. 1.

Our railroad and the Terminal Company look forward to a busy year this year in the handling of cargoes over our wharf facilities.

The total number of cars of carload freight handled by our freight trains during the past year was 235,970. Broken down this shows: 29,262 carloads of local freight, originated and terminated on our lines; 64,122 carloads originated on our lines and delivered to connections; 75,433 carloads received from connections and delivered to connections; and 67,153 carloads originated on our lines and delivered to connections, in which the Maine Central acts as a bridge line for the traffic.

In addition to the above stated carload movements, a total of 63,219 tons of less-than-carload freight was handled, both as incoming and outgoing tonnage.

Mill of St. Croix Paper Company located at Woodland, Maine, farthest eastern point on the Maine Central affording it a maximum haul on the outbound product.

Passenger Revenue

Our railroad carried a total of 415,756 passengers during 1954, accounting for $1,269,422 in revenue. This was a decrease of 71,331 passengers from 1953 and a decrease of $173,653 in revenue.

Campers, moving largely from the Boston and New York City areas, formed an important part of our service during the summer months while traveling to and from the many children's camps in the area served by our passenger trains. Many other groups, some using special trains and others special cars attached to regular trains, enjoyed the advantages of train travel to attend shows and sporting events or for an excursion over Maine Central's scenic routes.

The largest Pullman train ever to run on the Eastern Division and one of the biggest special parties of the year, was the 19 car train used to transport Anah Temple, Mystic Order of the Shrine, Bangor to Halifax, N. S., and return, June 18th to 20th. More than 365 Shriners from Northern Maine made the trip, their train consisting of sleepers, a baggage car and 2 horse cars carrying 35 horses for the Temple's Mounted Patrol. Two 1,500-horsepower diesel units were on the headend between Bangor and Vanceboro.

In order that improvements may be made wherever possible and economies effected whenever they are found necessary, our passenger services are under constant study. As a result of these studies, one round trip train between Bangor and Vanceboro was eliminated in March 1954 with the approval of the Maine Public Utilities Commission. This resulted in operating savings which more than offset the small amount of revenue lost.

Heading out of Bangor is the record breaking 19 car Pullman train carrying Anah Temple, Mystic Order of the Shrine, to Halifax, N. S., June 18, 1954.
Other Revenues

A serious problem to our railroad, and many other railroads, has been the loss of mail contracts to air lines and trucking companies. In order to keep Maine Central mail revenue our Company has negotiated constructively and directly with the United States Post Office Department. Contracts were signed as a result, effective July 1, 1954, for transportation of mail in Railway Post Office cars and storage mail at rates which were in effect previous to an increase awarded by the Interstate Commerce Commission which became effective in October, 1953.

Express revenue for the year was $267,158 as compared with $411,404 in 1953.

Further transportation revenue amounted to $308,106, an increase of $6,840, chiefly in switching revenue. A slight increase in milk revenue was included in this figure, the total being $253,127, up $383 as compared with 1953.

An important addition to the Portland Union Station railroad mail handling facilities has been this all metal, insulated building. It was completed to the point of occupancy in time to handle the 1954 Christmas mail rush.

Expenses

The largest, and most important, item of expense on our railroad is that of salaries and wages. Combining Maine Central and Portland Terminal Co. payrolls, we find that there were 3,752 of us, on the average, working with these companies last year and that our average wages, per individual, were $4,352. The total 1954 wages paid by the Maine Central, and including our share of Portland Terminal Co., amounted to $14,183,980.

Taxes assessed against the Maine Central in 1954 were $1,722,308, a decrease of $1,017,817 from those of 1953 and consisted of: State and municipal $923,993, Federal $786,578 and other taxes $11,737. The decrease was due primarily to a reduction in the income tax on account of lower earnings for the year.

Fuel purchases reflect the type of motive power now in operation in that, during the year, our use of coal for steam locomotives virtually ceased with the completion of the dieselization program. Locomotive coal bought amounted to only 218 net tons, while, on the other hand, diesel fuel oil purchased, including that for use by the Portland Terminal Co., amounted to 6,994,165 gallons.

The total cost of materials and supplies purchased in the past year for both Maine Central and Portland Terminal Co., including fuel, crossties and lumber, but excluding new equipment, was $3,917,168. In 1953 this amount was $4,711,414 which included a substantial amount for the Fore River Bridge project.

Important credits, used in the reduction of operating expenses, were from the sale of scrap and second-hand materials retired from service. Sales for the year amounted to $325,701.

Another substantial saving is found in the fact that, as a result of our efforts to interest local sources, all hardwood crossties are now being produced in or near the New England area.

Distribution of the Income and Revenue Dollar in 1954 may be shown as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages and Payroll Taxes</td>
<td>60.29c</td>
</tr>
<tr>
<td>Materials and supplies, including fuel</td>
<td>13.46c</td>
</tr>
<tr>
<td>Interest and Lease Rentals</td>
<td>5.35c</td>
</tr>
<tr>
<td>Depreciation and Retirements</td>
<td>5.11c</td>
</tr>
<tr>
<td>Equipment and Joint Facility Rents</td>
<td>4.89c</td>
</tr>
<tr>
<td>Other Deductions</td>
<td>4.16c</td>
</tr>
<tr>
<td>Taxes (Excluding Payroll Taxes)</td>
<td>4.00c</td>
</tr>
<tr>
<td>Left as Net Income before Sinking Funds, Dividends and Other Appropriations</td>
<td>2.74c</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1.00</strong></td>
</tr>
</tbody>
</table>
How We Earned Our Living
In 1954

Received From:
Freight Revenue $21,177,700
Passenger Revenue 1,269,422
Mail Revenue 893,499
Milk Revenue 253,127
Express Revenue 267,158
Other Revenue and Income 1,064,669

Total Revenue and Income $24,925,575

Paid Out For:
Wages and Payroll Taxes $15,026,844
Materials and Supplies, including Fuel 3,355,951
Depreciation and Retirements 1,274,540
Taxes (Excluding Payroll Taxes) 996,752
Equipment and Joint Facility Rents 1,219,651
Interest and Lease Rentals 1,332,173
Other Deductions 1,037,549

Total Paid Out 24,243,460

Net Income: the balance remaining to provide for Sinking Funds, Dividend Appropriations and Improvements to Property, was $682,115
Mounted at Waterville, as a memorial to 92 years of steam power on the Maine Central, is Locomotive No. 470, the “leading lady” of the now historic last steam run on June 13, 1954.

Hauling 12 coaches and 700 rail fans, No. 470 made a round trip from Portland to Bangor, via Lewiston on the Eastbound run and through Augusta and Brunswick on the return to Portland. Stops were made at numerous stations along the way and thousands of people turned out to pay a final tribute to old 470. Grade crossings, back yards of homes along the right of way and many other vantage points were lined also with rail fans, children and grown-ups all eager for a last look at a mighty and proud locomotive.

President E. Spencer Miller dressed in engineer’s garb rode the cab on the entire trip and aboard the train were magazine editors, newspaper reporters and photographers, television and newsreel cameramen. Rail fans and radio technicians made sound recordings, from a combine on the headend, of No. 470 in operation; in short, the occasion was chronicled completely and enthusiastically by every means available.

No. 470 was a Maine Central “Big C” class, 4-6-2 Pacific type engine and was used in through passenger service. She hauled such trains as the Kennebec, the Gull and No. 1, the Portland to Bangor local. For her last run she was completely overhauled, painted and put in top operating condition by the men of Waterville Shop under the direction of Superintendent F. H. Bennett.

Engineman Archie Towle and Fireman Pitt Moores manned the locomotive for the historic day’s journey.

Continuing our policy of maintaining track and roadbed in excellent condition, the past year saw new 115-lb. rail laid in 5.1 miles of main line track between Yarmouth Junction and Freeport and 3.7 miles between Brunswick and Cathance, replacing 100-lb. rail. Relay rail of 85-lb. was laid in one mile of track at Norridgewock. Considerable improvements were made by the installation of new and relay tie plates, rail anchors, etc.

New ballast was applied, roadbed shoulders were restored and widened in several instances and more than 900 tons of rip rap were installed to protect embankments around bridge abutments and culverts. This did not include hurricane repairs, covered in another section of this report.

The Sperry Rail Service tested for imperfections 618 miles of main track.

Radio communication between front and rear end of freight trains was extended during the year to cover all principal freights operating over our lines.

At Bangor a 10,000-gallon storage tank for diesel lubricating oil was installed which will permit purchase of oil in quantity at lower price. Changes were made in yard tracks and new interlocking and automatic block signals were installed, making possible operation in either direction on the double track main line in Bangor.

Highway crossing protection was improved during 1954 by the installation of automatic flashing light warnings at four locations and automatic half gates with flashing light signals at two other crossings.
A hurricane is an unusual visitor to Maine Central territory: thus the two which struck the area in 1954 were a most unusual occurrence.

The first, "Carol," arrived on August 31 and caused some wind damage and disruption of communication lines, but only minor expense.

Second arrival was "Edna," on September 11, and then the trouble really started! An unprecedented rainfall of 7 to 8 inches poured down on southern and central Maine causing extensive damage to roadway and track. Flash floods caused culverts to give way and washed out track along main and branch lines.

Around the clock work by Engineering and Operating Department forces restored train service in a minimum of time. Used in the work were more than 75,000 cubic yards of material and 1,500 tons of stone rip rap.

Forty culverts have been replaced with new construction of greater capacity. Fourteen more are to be replaced and extensive repairs made to many others. By the end of the year 80% of the repair work occasioned by "Edna" had been completed. Cost of these repairs in 1954 was $432,000, while work remaining to be done in 1955 is estimated at approximately $100,000.
By MARY E. MORSE, VAUN DOLE

ernstine v. grimes, doris thomas, julia roper

harrison elliot, clerk, freight claims, has added a brand new pontiac star chief to the rainbow of colors on the highways this spring. on a recent saturday he enjoyed a trip to north conway, n. h. and reported that the christmas lights are still on in the town's homes and hotels and up the side of cranmore mountain on the skimobile, presenting a beautiful sight at night.

mrs. winnie strout, telephone operator at the general offices recently left for a motor trip to maine to visit her son.

mrs. ruth hollywood is back with us again. she is now stenographer in the freight traffic department.

clarence b. jones, commercial agent, made his tv debut in new york recently when he appeared outside the big show window of the david garson morning show called "today."

when we saw frank a. murphy's new black mercury and now have a 1949 hudson black (again in the parking lot. with its bright red paint crew.

if you've ever heard a bull moose on a frosty morning—there's just no need to elaborate! the office of chief statistician, eric p. smith, has a fine-looking office when the spring renovating is through. we have seen enough for this winter season.

mrs. alice jenkins has been doing part-time typing work in the office of e. c. paine. chief clerk libby was an early bird on vacations this year. he reports that he spent his first week at home baby-sitting, while his wife went to new york on business.

mr. and mrs. spurgeon have returned this month from california, where they spent a few months during the winter.

mrs. edith macgibbon has blossomed forth with a brand new black and tuxedo black montery mercury. she and "mac" fastened it on her birthday trip to boston.

several of the folks have received cards from ward child who has been vacationing in australia, new zealand, and is stopping for a visit in california with relatives. on his homeward journey in april, ward has seen so much of the world on his trips, where will he go next? he could start a travelogue of his own.

mrs. lillian bailey motored to newburyport, mass., to visit her brother fred and wife.

mrs. thomas stevens has been doing part-time office work in the enginehouse department—it should have been private.

the accounting department has been completely confused this month—between getting plastered (the ceilings, that is!), and having to move all the crews into various other offices shortly after returning to normal, we had to move out again to have the walls move all the crew into various other offices—then shortly after returning to a normal routine, we are sorry to report that cashier leo jackman is ill. we are back to work at this writing.

engineer bobby lewis and conductor wallace gleason are visiting their children in the sunny south. glad to see you back, boys.

conductor ike stowell has returned from the mountains and is busy taking care of his new dwelling and hopes to move into it during april.

conductor a. j. parent is about to return from a vacation trip to florida and you can be sure albert had a fine time down that way. the passenger business has left somewhat up north and the crews are back to the usual runs. with trainmen h. s. charles and f. l. graves with conductor bergeron on the giglia extra.

if only the last of the snow would disappear; we have seen enough for this winter season.

operator paul white has been relieving agent michaud at colebrook.

by john j. keating, jr.

congratulations are in order for fireman roger lowe and his bride who were married feb. 4. conductor m. e. johnson and wife were attending in concord and wish them the best of luck.

v. normally, the temperature has been about forty (noves with conductor bergeron on the gilman extra)

the office of chief statistician, eric p. smith, has a fine-looking office when the spring renovating is through. we have seen enough for this winter season.

mrs. t. b. sweeney, wife of the section foreman, has been ill in the whitefield hospital. mrs. homer greenwood, wife of conductor greenwood, is in the memorial hospital at northport. mrs. t. b. sweeney, wife of the section foreman at mt. willard is in the whitefield hospital. mrs. thomas stevens has been doing part-time office work in the enginehouse department—it should have been private.

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operator paul white has been relieving agent michaud at colebrook.
As you may have guessed by now, your regular correspondent is away on vacation. Mr. and Mrs. J. J. Keating and Mr. and Mrs. Howard Burnham have been on a month's motor trip to Sarasota, Florida. On their return trip, they visited Mrs. and Mr. Billings before going to New York, West Palm Beach, Florida, and Greensboro, North Carolina. Be glad you have me back again for next month's column, Dad.

Portland Division

By LILLIAN G. WHITE

We hope that Waybill Machine Operator Rita Caslin, who has been on sick leave for somewhat over a month, will be able to return to work soon.

Second Trick Clerk-Telegrapher, Eugene Soy­ chak and wife, are on vacation at Ft. Myers, Fla.

Crossingtender Thomas Foley has been off sick for about three months and is confined to the hospital at Togus.

Summer Thompson joined the Maine Central family March 7 as Clerk-Typist in Engineer­ing Dept.

Cranston, who has been off sick for a couple of months and is confined to the hospital at Togus.

Welder Curtis Orchard has been confined to the hospital at Togus for about three months and is confined to the hospital at Togus.

By E. E. WALKER

By STEVE

Vandalst recently broke into the hunting camp of Painter Bill Mingo, located in Amherst, stole several small articles and smashed the front door.

Panor and Frank Eames, who have been on limited vacation for some time, continue to improve in health and is able to return to work soon.

We are pleased to see that Frank Eames has returned to work on Tuesday.

Crossingtender Thomas Foley has been off sick for about three months and is confined to the hospital at Togus.

By STEVE

Rugby Engine House

By ALBERT B. WETMORE

Arrangements were made for the annual bowling tournament which was held in Bangor on Saturday afternoon. The tournament is looked for by all those interested in the art of bowling as well as the participants. It was considered a great success by all.

Laborer Raymond Thompson has purchased a home out in the North Deering section of the City of Portland. Although it is not a house of recent construction, being in the neighborhood of at least 100 years old, its years of endurance speak for themselves as to soundness in materials used. No doubt the timbers are hand-hewn and pegged together. The house has been thoroughly modernized by its former owners.

Machinist Thruston, of the machine shop, is presently commuting. Machinist Helper Walter Anderson and Machinist Eugene Annett and their wives returned from a Florida vacation.

We have one birth this month in our group. Thomas Foley, in the General Foreman's office, announces the birth of a daughter, Katherine Ann.

Early vacations have been taken by Joe Geof­frey and his family, who have moved to Indianapolis, Indiana. Her husband has been appointed as a foreman of the branch of the Kraft Cheese Company located in that city. "Gene" can now plan to see the 300-mile automobile classic when he visits them.

For the "Johnny come lately's" you can take a peek at the calendar and find that you have about five more days in which to file the return. Hope someone puts enough in the bank so I can get out my 96 cents. Thanks Sport.

The indoor sport, at least for a time, seems to be the making out of income taxes for the past year.

We have just finished the annual Red Cross drive at the shop. The result was much better than shown on paper because most of the boys gave at home and here as well.

Mr. and Mrs. William Bradley just purchased 2 tons of baled hay for their Herefords. He re­marks that these critters sure do eat even if they don't do any work, and the money I pay for feed ain't.

Terminal Car Department

By HUGH F. FLYNN

Carmen and Mrs. Gilmore Rounds entertained a visit of Coach Cleaner Bill Rourke who is doing likewise. Carmen Joe Gilkinson who is anticipating a visit and is a former Carmen Friend Curtis Coggswell.

Carmen Frank Landry, whose sister died on March 17, 1955, has been thoroughly modernized by its former owners.

Machinist Helper Walter Anderson and Machinist Eugene Annett and their wives returned from a Florida vacation.

"Gene" tells me his daughter Helen, and family have moved to Indianapolis, Indiana. Her husband has been appointed as a foreman of the Kraft Cheese Company located in that city. "Gene" can now plan to see the 300-mile automobile classic when he visits them.

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Mr. and Mrs. William Bradley just purchased 2 tons of baled hay for their Herefords. He re­marks that these critters sure do eat even if they don't do any work, and the money I pay for feed ain't.

"Father," asked a small boy, "which can go faster, horses or trains?"

"Trains, of course," the father an­swered impatiently.

"Then why," inquired the boy, "don't you bet on trains?"

—C&O Tracks
When steam locomotive #470 completed her last run on June 13th, she ended the 92-year era of steam power on the Maine Central Railroad.

Today, completely dieselized and with newly developed freight and passenger equipment, we are proud of our railroad and the prosperous industrial and recreational areas it serves.

**A SYMBOL OF PROGRESSIVE RAILROADING**

MAINE CENTRAL RAILROAD

Locomotive No. 470 not only won honors for herself and her railroad during 1954, by hauling Maine Central’s last steam-powered train, but was featured in an award winning advertisement, as reprinted above.

The ad appeared in the August “Transportation” issue of “Town and Country” magazine and received the Socrates Award for the nation’s best transportation ad of the month from “Transportation Ad-Views”, a trade paper of transportation advertising. It was selected on a nation-wide basis from among advertisements of all types of transportation companies.

“Socrates awards Maine Central Railroad best ad of the month:

“BECAUSE the end of the era of steam power on the Maine Central is symbolized in the ad . . . it points to the completely modern power now employed.

“BECAUSE the main idea — replacing the old with the new—is real proof of the company’s slogan: ‘A symbol of progressive railroading’.

“BECAUSE the ad contains an interesting news element. Its publication, shortly after this last locomotive had been taken off the line, served as a source of fresh, desired information.

“BECAUSE the artwork is excellent. A strong impression of dignity is conveyed for the locomotive, ‘honored for meritorious service’.”