Can You Identify This Location?
Mystery Picture No. 14

Mystery Picture No. 13, appearing in last month's Magazine, was taken in Yard 4 of the Portland Terminal Co. with approaches (Portland end) to the so-called Million Dollar Bridge between Portland and South Portland rising in the background.

Local folks pinned the area down rather closely. Those we've heard from so far include Madeleine Goudy Harris of South Portland, Bill Graham, Union Station Telegraph Office and Engineer O. E. Lowe who added the information that during World War II, Switcher 28 worked there 3 to 5 hours overtime a day. On the second trick Harry Gordan, now retired, was engineer and Rocky O'Toole, now Asst. Yardmaster, was one of the brakemen. Switcher 28 is now abolished and other engines do the Yard 4 work.

This month's Mystery Photo we hope will be familiar to many railroaders who know their line, especially those who have traveled one of the most scenic routes in the Northeast! How about an identification?

Vol. XII—No. 6
Richard M. Aylward
Editor-in-Chief
William A. Wheeler
Associate Editor Emeritus

THE COVER
A former Maine Central coach, sold to the U. S. Government for export to Korea, is swung aboard the Norwegian freighter Christian Smith. The huge boom has a lifting capacity of 200 tons! For more pictures of this operation see page 14 of this issue.

FROM THE EDITOR
Your Editor was privileged to be one of more than one hundred persons in attendance at a meeting of Railroad Public Relations personnel held in Chicago on February 1st for the purpose of providing an up to the minute progress report on matters now before Congress and which are of special interest to our industry.

Our feature article this month, beginning on page 4, is a summary of that meeting and contains material concerning the report prepared by President Eisenhower's Cabinet Committee on Transportation and on legislation proposing a new Federal highway construction program. We hope that this information will be useful to our readers in furthering their understanding of the important legislation now pending; of even greater importance will be the expression of their views to the members of Congress who must evaluate the facts, formulate policy and vote on the issues.

Included in this article are suggested ways in which all railroaders may help in order that these bills will receive the necessary attention in Washington. The Nation's Railroads seek not only to enlist the aid of their own employees but also the understanding and support of the general public.

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THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine
Information Concerning Proposed Changes In the Federal Transportation Policy and Proposed Federal Highway Construction

By: R. M. Aylward, Editor-in-Chief

From a Meeting of Railroad Public Relations Representatives held in Chicago February 1, 1956 for the Purpose of Deciding Best Methods of Promoting the Presidential Advisory Committee Report on Transportation Policy.

A report to President Eisenhower concerning revision of Federal Transportation Policy was made public in April of 1955. It had been prepared by the Presidential Advisory Committee on Transport Policy and Organization composed of members of the President's Cabinet, Sinclair Weeks being chairman of the group.

A Working Group, whose members were experienced transportation men, was appointed by Chairman Weeks to obtain the facts and information for the study and was headed by Arthur W. Page, a Director of the American Telephone and Telegraph Company. This group did not hold hearings but obtained its information, data and proposals by inviting all interested parties to file with it statements setting forth their views and recommendations.

All forms of transportation, with the exception of the pipe lines, took the opportunity to register their views. The railroads, through the Association of American Railroads, filed a comprehensive statement.

The Cabinet Committee's report, as made public, did not include many features and recommendations which the railroads had hoped for, for example, a positive stand on subsidies afforded to railroad competitors. This does not mean that the railroads consider the report as anything but important; it does indicate that the report is, in no sense, a railroad slanted report.

Briefly, the report consists of four groups of recommendations:

1. Greater reliance on competitive forces in rate making, to be accomplished by changes in:
   a. Maximum—minimum rate control by Interstate Commerce Commission.
   b. Suspension powers of I. C. C. on proposed changes in rates.
   c. Long and short haul clause.
   d. Volume, or incentive, rate making.

2. Strengthening of the common carrier transportation system, by carrying out these provisions:
   a. Redefining a private carrier.
   b. Redefining motor and water contract carriers.
   c. Repeal of the bulk commodity exemption applicable to water carriers.
   d. Providing definite statutory standards for freight forwarder associations.
   e. Giving the I. C. C. power to override certain state requirements on unprofitable train service.
   f. Clarification of that part of Interstate Commerce Act exempting trucks carrying certain agricultural products from farm to market from economic regulation.

3. Revision of the national transportation policy to provide greater reliance on competitive forces in rate making, to reduce economic regulation to a minimum and to assure fair and impartial economic regulation.

4. Making special government rates as established by the carriers, subject to the Interstate Commerce Act provisions except suspension and long-and-short haul provisions.

These recommendations, with a few exceptions, have been endorsed by the railroads. On the other hand, motor and water carriers have condemned them from the start, in their entirety. Some of their arguments take these forms —

- Everything is fine now and everyone is doing well — Why change?
- Proposed changes would favor large shippers over the smaller.
- Railroads would drive the trucks off the highways and return to a monopoly in the field.
- The new transportation policy would change the status of railroad owned trucks, now restricted in scope of operation.

Omnibus bills, covering the Report as a whole, have been placed before both branches of Congress during the present Session. The railroads, while not rejecting any of the provisions in the bills, have decided to concentrate on the competitive rate making proposals as being the most important at the present time. This phase of the Report, which is to be emphasized, covers the following three parts:

1. A revised and rewritten National Transportation policy. Under the present policy the I. C. C., in determining what rates will be charged on various commodities,
has used what is known as the “fair-share” rule. Under it the Commission has refused to allow, in many cases, proposed lowered rates by the railroads in their efforts to attract competitive business back to the rails on the grounds that the rates would attract more than a fair share of the available traffic.

This action deprives the public of the lowest cost possible in freight rates. The railroads in such instances are forced to hold a protective rate umbrella over their competitors.

2. Continue in the I. C. C. the power to set minimum rates such as will be compensatory to the carriers. However, in determining these minimum rates, the I. C. C. shall not consider their effect upon the traffic of any other competing carrier; shall not consider their relation to the rates of any other carrier; and shall not consider whether the proposed rates are lower than necessary to meet the competition of any other carrier. Competitive pricing is the heart of the program and the three “shall nots” just stated are very important restraints proposed for I. C. C. powers.

3. Suspension power. The I. C. C. may, acting on its own initiative or upon a complaint, suspend proposed rates for a period of up to 7 months. Traffic lost for this time is often permanently lost, the shipper having settled on other means of transportation in the interim.

Under the proposed changes in the laws the I. C. C. would be able to suspend a rate only if it determined the proposed rate was probably unlawful and then only for a period of up to 3 months. Burden of proof would still be in the carrier proposing a changed rate except in cases where the protestant is also a carrier. Then the burden of proof would shift to the protestant.

In September of 1955, four days of hearings on the bills were held before a Congressional Sub-Committee in Washington, D. C. The railroads supported the entire bill, and their importance to the nation's freight bill. In view of their desires to lower rates on commodities with regard to the bills now before Congress, how can the 7% increase be justified? It is a bona fide request for an increase to cover higher operating costs the railroads have encountered, particularly labor costs. Selected competitive rates would be based on rates which would include the 7% increase. It is the opportunity to compete in rate making as they see fit to do so that the railroads seek in the proposed legislation, not a blanket cut in rates.

Backings for the bills have been forthcoming from a number of very prominent groups such as the National Grange, The American Farm Bureau Federation, the Chamber of Commerce of the U. S., the National Industrial Traffic League and the Railroad Labor Executive Association. The latter group supports the bills strongly except the provision which would give the I. C. C. power to overrule the various State authorities with regard to local train service — the so called “train off” provision.

The bulk of the press reaction has been good. Much literature, such as the Report itself, copies of speeches, pamphlets, etc., has been sent to public relations officials. Yet, according to surveys taken, the general public is only slightly aware of the existence of the bills and their importance to the nation's freight bill.

What can all railroaders do to help acquaint the public with the situation? At the present time the idea is to get everyone acquainted with the facts through talk with family members, friends, business acquaintances, etc., so that a backlog of information may be built up in the public's mind. Later on, when progress on the bills reaches the point where specific action may be taken to aid in passage through Congress, recommendations will be made as to definite action, such as writing to Congressmen.

In the meantime, it was suggested that our Congressmen could be made aware of the Transportation bills by mention of their existence and a request that since they are worth the Congressmen's time and effort, he might investigate and become familiar with them.

An A. A. R. produced film called "The Right To Compete" is nearly ready for distribution throughout the country. It is a color, sound film which runs 14 minutes and is thus suited to a 15 minute time slot on television. Prints are to be available for any railroad which will make good use of them. As a result of a sugges-
Hon, a 10 or 15 minute speech will be prepared and distributed which will be appropriate for use along with the film to fill half hour programs where needed.

Although not a part of the Presidential Advisory Report, the new U. S. Highway Bill now before the House of Representatives is important to all railroads and this is a summary of discussion on that bill.

Some discussion was made of the Highway Bill that is now before the House of Representatives in Washington and contemplates a large increase in Federal highway construction over the next 15 years.

The proposed construction program would build 40,000 miles of Federal aid highways, financed 90% by the national government and 10% by the States. Total Federal expenditures are proposed at about $25 billion.

The railroads are not questioning the increased highway funds, whether they are necessary or not, but they are interested in seeing an equitable method used for financing the program.

Appropriate user charges should be outlined to go along with the Highway bill, a fact which President Eisenhower has recognized and stated. Excise taxes on automobiles, trucks and automotive parts are sometimes called user charges, but, in reality are not.

A practical tax, one which would be a good user charge, is a tax on tires, graduated according to the size of the tire. Criticism of this, to the effect that a tire tax would cause truckers to run on worn out and unsafe tires, is only a talking point. The tax would actually be a very small addition to the cost of an individual tire, not enough to warrant putting off purchases.

The truckers want an across the board fuel tax increase, the same amount for both cars and trucks, claiming that the trucks would pay 5 times as much tax as the ordinary motorists on that basis. Due to the much greater size in all respects of the truck over the car a more reasonable amount would be a fuel tax 75 times greater for the truck than the automobile. Considered here is the greater length, height and weight of trucks, the extra wear and tear on expensive road surfaces, special truck lanes necessary on hills and similar factors making cost of highways much greater to handle trucks than to handle automobiles.

Since the 40,000 miles of highways which are called for in the bill are in addition to State financed roads throughout the country, there is some question as to whether such an enormous program is really needed at this time. However, no serious opposition along this line has developed.

The railroad's public relations job here is this: to make plain the inequity of the truck attitude for an across the board fuel tax increase and to strongly support the tire tax as a fair and just user tax to pay for this highway construction program.

Taxes upon highway users should be in proportion to use and damage and no better measure has been devised than that of ton-miles or weight-distance. A mere gas tax is not a true user tax and is grossly inequitable to the pleasure car operator.

We should remember that the Federal Government is really all of us and that the money it pays out for highways, among other things, comes directly out of our pockets as taxpayers.

Silva Named Shop Supt. As Bennett Retires

George P. Silva, Assistant Shop Superintendent at Waterville, has been appointed Superintendent at that point, effective March 18th, to succeed Frank H. Bennett who retires on the 17th of March after approximately 60 years of railroad service.

At the same time it was announced that Alden H. Finnimore would assume the duties of Assistant Shop Superintendent, also on March 18th.

Silva's wide experience in the mechanical field began in 1926 on the Boston and Maine. Following his training as special apprentice at Boston and Billerica Shops, he worked successively as a Machinist at Boston Terminal, Asst. Supervisor-Rail Motor Cars, Foreman at Boston Terminal, Foreman of Electric Tunnel Locomotives at North Adams, Asst. General Foreman at Mechanicville Diesel Shop, Asst. General Foreman and then General Foreman at Boston Diesel Terminal before becoming Asst. to Superintendent of Locomotive Maintenance.

On January 1 of this year Silva was made Assistant Shop Superintendent for the Maine Central and covered that position until his present appointment became effective.

Finnimore began his service with the Maine Central Railroad in September of 1933 as a Machinist Apprentice at the Shop. He became a Machinist in 1938 and was made Assistant Foreman in April of 1939.
1950, holding that position until his recent promotion.

Frank Henry Bennett, a native of Magalloway Plantation, Maine, started his long railroad career in 1896 as a Fireman on the Portland & Rumford Falls Railway, a line later acquired by the Maine Central. He shifted to the Grand Trunk in 1899, also as a Fireman.

Bennett's entire service with the Maine Central has been in the motive power department and began at Rumford on June 5, 1907 where he was employed as a Machinist. His record shows that he was made a Foreman at Lewiston in 1916, an erecting Foreman at Portland in 1917, General Foreman at Portland in 1923, General Foreman at Rigby in 1925 and General Foreman at Waterville in 1928. On February 1, 1929, he became Master Mechanic at Waterville in charge of the Enginehouse and Shops.

Upon the appointment of Master Mechanic Wilbur Lunt in Portland, November 1, 1939, whose jurisdiction included the Waterville Enginehouse, Bennett was made Superintendent of the Shops. He has maintained his position as active head of this most important Maine Central facility for 27 years.

General Manager R. E. Baker, in announcing Bennett's retirement, expressed the sentiments of all when he said, "... and with his well earned retirement go our very best wishes for good health and many long and happy years."

OTHER APPOINTMENTS:

The appointment, effective January 15th, of H. G. Hook as Superintendent of Locomotive Maintenance of the Maine Central Railroad has been announced by General Manager R. E. Baker. The position of Master Mechanic has been abolished.

Hook became Master Mechanic for the road in November of 1944 after 26 years of experience in the mechanical department of the Boston and Maine Railroad.

At the same time, Baker released the appointment, also effective January 15th, of J. D. Rourke as Superintendent of Car Maintenance of the Maine Central and Portland Terminal Companies. The position of Division General Car Foreman has been abolished.

Rourke's railroad service dates back to 1918 at which time he started with the Maine Central as a Clerk in the Transportation Department in Portland. Steady advancements culminated in June of 1950 with his appointment as Division General Car Foreman.

Effective February 1st, Linton D. Millett assumed the position of General Agent at Bangor, replacing J. N. Horton who voluntarily requested to be relieved of his duties, according to an announcement by Superintendent W. E. Pierce.

President E. Spencer Miller, at left, presents Gold Pass to Peter A. Currier, Day Yardmaster at Bangor.

Several veteran railroaders have received their Fifty Years Service Passes during the past few weeks indicating that they have either entered or completed their fiftieth year of service with the Maine Central Railroad.

Accompanying each pass, which is good over all lines of the Maine Central system, was a personal letter of congratulations from President E. Spencer Miller. The following received the passes as a token of the Company's appreciation for their long years of service: Peter A. Currier, Day Yardmaster at Bangor who began service as a Brakeman at Bangor on May 26, 1905 and was promoted to Yard Conductor in 1913 and to Night Yardmaster in 1918. He attained his present position on March 14, 1929. Currier received his pass from President Miller on February 14th; the next day he and Mrs. Currier celebrated their 50th Wedding Anniversary!

Golden Pass Recipients

Chester E. Downs, of 61 Otis St., Bangor, a trackman at Orono, after 10 years of service.
at Waterville, after 13 years of service.
Howard E. Goss, of 8 Blake St., Auburn, a Portland Division passenger conductor, after 50 years of service.
Henry J. Bourgea, P. O. Box 518, Riverside Ave., Mexico, Maine, a Portland Division conductor, after 49 years of service.
William J. Proctor, of 61 Market St., Bangor, a freight checker at Bangor, after 39 years of service.
Edward B. Clark, of 655 Congress St., Portland, a Portland Division trainman, after 49 years of service.
Thomas P. Coyne, of 50 Gray St., Portland, a stower at Portland Freight House, after 42 years of service.
Erastus E. Havey, of 66 Oakdale St., Waterville, a crossingtender at Waterville, after 53 years of service.
Ernest C. Herrick, P. O. Box 171, New Gloucester, a station agent, Portland Division, after 37 years of service.
Harold L. Powlesland, of 4 Willow St., South Portland, a machinist helper at Rigby Engine House, after 33 years of service.
Byron H. Twombly, of 68 Newton St., Portland, a car inspector, Portland Terminal Co., after 41 years of service.
Albert M. Waning, of Ridge Road, Fairfield, a carman's helper, at Waterville, after 33 years of service.
Oscar H. Johnson, of Ridge Road, Fairfield, a carman's helper, at Waterville, after 33 years of service.
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Furlough Fares Extended

Reduced furlough fares on the nation's railroads, including the Maine Central, for military personnel traveling in uniform at their own expense have been extended from January 31, 1956 to January 31, 1957. This will continue for another year the tax-exempt round-trip fares, good in coaches only, for military personnel on furlough at the rate of 2.025 cents a mile or less. It means a saving of up to one cent a mile and includes regular stopover and baggage privileges.

Good Work Commended

Two Maine Central employees at Rumford recently received a letter of commendation from Superintendent W. E. Pierce as a result of the fine cooperation and courtesy which they extended to a customer of our rail service. The letter follows:

Portland, Maine
February 2, 1956

Miss Lola E. Kilgore
Chief Clerk
Mr. Elroy Rideout, Jr.
Yard Clerk
Rumford
Mr. Lewis C. Ingram, General Sales Manager, Atlantic Coal Company, Boston, Mass. has written General Manager Baker commending both of you for your cooperation and assistance given Resident Manager Mr. Daniel Lothrop who was in Rumford, Maine on Wednesday, January 18, 1956 for the purpose of inspecting a shipment of bituminous coal consigned to Oxford Paper Company at Rumford.

Appointments

Auditor Disbursements J. F. Gerity has announced the following appointments which were effective December 29, 1955:
Walter J. Provencher, appointed Traveling Accountant—Joint Facility.
Clifford P. Hawkes, Jr., appointed Disbursements Statistician.
Gordon L. Wilson, appointed Traveling Accountant.
Each of the above named men have their headquarters in Portland.

New Manager of Machine Accounting

Standing beside Maine Central's "Mechanical Brain" is Ralph Gordon who was recently appointed as Manager, Machine Accounting for the Railroad.
Side coverings removed, portions of the insides of the machine are shown at right with the panels, which are wired for the type of work desired to be performed by the machine, set up to handle the Maine Central payroll. It's a complicated and intricate piece of equipment!
January 28, 29 and 30 were busy days at Portland Terminal Wharf 1 as 10 steel passenger coaches were loaded aboard the freighter Christen Smith. Preparations for the voyage were made at Waterville Shops where the cars were put into serviceable condition, the windows boarded up and the outside painted an olive gray. It was the first shipment of its kind through the Port of Portland.

Efficient handling of the cars was achieved by the cooperative efforts of local longshoremen and the ship's crew after delivery on the dock by railroad crews.

Fully loaded, temporary tracks in the ship's hold can take 12 cars while another 20 can be placed on deck, in a cross-ship position.

By KATHRYN McMULKIN

Good morning! And it is a beautiful morning as I settle down to talk with you — there is a little snow on the ground, the sun is high, it is warm and there is a lovely smell of Spring in the air. I hope the day you read this will be just as beautiful, because if it is, you will be happy just to be alive and well.

Speaking of Spring, you know it is almost here — March 20th, 10:21 A. M., official opening! I'm all ready for it, aren't you? Along with the Spring always comes that young wake up and live feeling, augmented, perhaps, by the thought of a new Spring outfit and the anticipation of just what you will choose. Will it be one of those adorable ensembles, with its pretty silk print dress and contrasting sheath coat, lined, of course, with the same dress material and topped with a nice big hat, and, of course, this year it just has to be a sizeable hat, so say the stylists, and who are we to talk back? Or will you settle for a nice short jacket suit, they are so very pretty this Spring, with all their different touches. You know what I love to do? Along about the middle of March, have a few days off, get out of town, New York if possible, but I'd settle for Boston, go to some nice shops and settle right down to business, and by that I mean trying on every variety of suit and ensemble they have to offer in my size, plus hats, plus shoes, plus everything. And when I find IT — whether it is the second or third try, or ninth or tenth, I just know — as you do also — THAT'S FOR ME! And after I buy it or them, I'm just the happiest girl in seventy-five Counties.

Hope I have not used up my allotment of words in rambling along — I hardly dare to count them—but before I do, let me add, please do not forget March brings with it the solemnity of Holy Week, such a religious and thoughtful time, shared by all Faiths, and a perfect time for a little penance, even though you did slip during the balance of the Lenten Season.

My best wishes for a glorious happy Easter Sunday to you all, and I just know, in your new bonnets and finery, you will be the cutest, prettiest Girls in the Easter Parade.

To those of you with Birthdays and Anniversaries in March — have a very happy day on that special one which is yours.

See you next month! Be good.
Mr. and Mrs. Harry E. Honey, children and seven great grandchildren. One son, E. J. Honey, is now employed in the Car Dept., Bangor, as A. A. R. Checker. We all wish this couple many years of happiness. Have received word of the safe arrival of Engineerman Benj. McCracken and his wife in St. Petersburg, they planning to stay six or more weeks.

Our old friend and stenographer Mrs. Adolph Friedman with her husband have left for Miami for the rest of the winter. Mrs. Friedman was formerly Miss Lena Golden and worked in Gen. Foreman Car Repairs Office, L. J. Hartery.

ENGINEERING DEPT.

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Bangor Operating

By R. G. WHEELER

Machinist E. P. "Ring" Crosby returned to work the second week of February after being on sick call for a month.

Engineer Albert Prescott is at the Eastern Maine General Hospital where he is recuperating from an attack of coronary thrombosis. I always knew that something would come of those "Little Black See-gars", that Al is always smoking.

Engineer Edward P. Hickson is at the Eastern Maine General Hospital for examination and x-ray following a fall at home. We are all very glad to hear that he received no broken bones and after resting for another week that he will be back home again as good as ever.

Machinist George Grant underwent eye surgery at a Waterville Hospital on February 3rd. I was talking with Mrs. Grant, and she informed me that the operation was very successful and that George was coming home Friday, February 17th.

Miss Sandra Ann Dort, daughter of Electrician and Mrs. Maxwell R. Dorr became the bride of Kenneth W. Preble, son of Mr. Errol Preble of Carmel, Maine on February 10th at the Parish House of the First Methodist Church in Brewer. Reverend Charles Dorrill performed the double ring service. The young couple are at home to friends at their new apartment at 446 No. Main Street in Brewer.

I am very sorry to report that the employee's party scheduled for February 18th was canceled due to lack of reservations. However, I am pleased to say that the popularity contest was carried on just the same with a very strong interest being shown during the last week.

The winner was Mrs. Catherine Ericson, wife of Boiler-maker Robert Ericson. In second place was Mrs. Grace Hutchinson, wife of Machinist Arthur Hutchinson. Following in a very close third was Mrs. Edna O'Donnell, wife of Machinist Paul F. "Mike" Duddy.

Mrs. Ericson was presented an expense-free, two day theatre trip to Boston for her. The presentation was made by General Foreman, Ralph O. McGregor at the Engine House, Saturday, February 5th. A/3c Bernard E. Duddy, son of Hostler and Mrs. B. H. Duddy, is stationed at Parks Air Force Base in California. Bernie enlisted in the service and was stationed in California on Aug. 18 and served his basic training at Parks where he is now stationed. He graduated from Bangor High in the class of '55.
day evening, February 18th. After the presentation, Mrs. Ericson drew the name of the winner of the portable radio that was given away. The winner of the radio was Miss or Mrs. Jean McLain, of Bangor.

On January 18th, Mrs. Charlotte Haskell's room of the Vine Street School made a field trip to visit the Railroad and on Jan. 17th Mrs. Strang's room from the same school made the trip. Those were met at the Union Station by Train-Master Crocker, who conducted them on a tour of the Station where they received instruction on the purchase of train tickets. From there they went to the Company's Offices where the dispatchment of trains was explained to them. They were then taken by the line to the Engine House where they were given a tour of the Diesel locomotives, then taken aboard a passenger Engineer where the case of the big and operating systems were explained to them by Train-Master Crocker, Electrical Engineer, M. H. Hoyt, and J. F. Bevan and Boiler-maker R. Ericson.

Mrs. Haskell was assisted by the following mothers: Mrs. Ellen Grant, Mrs. Hollis Parker, Mrs. Maurice Small, Mrs. Mildred Cohen. The children from her room were: Nancy Bangs, Gregory Barrows, Joan Brown, Daniel Christofferson, Joellyn Cohen, Kristen Cutter, Thomas Dorsky, Robert Dubie, Paulette Emerson, Seth Feniger, Paul Fergus, Sally Goodridge, Judy Graham, Benjamin Grant, Carol Larlee, Diana McAlary, Robert McGowan, Douglas Morrell, Sandra Olson, Samuel Parker, Jonathan Rambo, David Rice, Jonathan Rigby, Mrs. James Kelly, Mrs. Donald Annis, Martha Donald, Mrs. Ellen Grant, Mrs. Hollis Parker, Mrs. Donald Annis, and Mrs. Thomas Hicks. The children from her room were: Donald Annis, Bruce Arnold, Wayne Decker, Robert Foster, Timothy Grimmett, James Harrison, Ronald Hicks, Richard Higgins, Laurel Lawrence, Gregory Moorer and William Nadeau, James Nelson, Allan Reed, Eugene Hinson, Donald Smith, Harvey Sprague, Robert Violette, Jerry Wade, Robert A. Foster, Susan Goodsell, Linda Davenport, Lynne Drew, Ann Fitzpatrick, Nancy Hanson, Junita Kimball, Madeline Mann, Cynthia McCarthry, Donna Rinks, Gail Ruhlin, Constance Simpson, Dawn Small, Ardith Smiley, Janice Stewart, Charleyne Stubbs and Gloria Strout.
poor mortals in the shop will have nothing to talk about, especially a boy and Mrs. Saint Peter is getting along fine.

Laborer Este Jenkins celebrated his 57th birthday.

Clerk Jere Flaherty makes a trip to the West Coast, accompanied by his wife. They will visit their son and daughter who live in California. Assistant Foreman Richard Henry Grimmer died January 30. He had been on the railroad 30 years.

Carpenter Avelson will take his job and Car­

mamon Edward Landry will take the swing for­

maestcompact will deliver the new car soon. I need not name the make but the order date.

these cars are made only on a 6 weeks delivery or 4 other grandchildren by adoption. One of these 8 grandchildren. "Al" also has either 3 or 4 other grandchildren by adoption. One of these is a Japanese child.

I received word from a former employee, Boilermaker Leroy Barney, who was wounded during the past hunting season. Although he will never be able to work at his trade again, he is out sick.

a portion of the freight shed at Wilton is being used by Beisaws Garage of North Jay for storage of new autos received by freight. The Maine Central is reserving a section of the building for freight house facilities.

The death of Machinist Harry Watts occurred recently. Among the rooters were Mrs. Margaret M. Lynch, Stenographer, Real Estate Dept., has been home recuperating after several months of illness and will soon be able to resume work.

Condolences are extended to E. C. Paige, Assistant Comptroller, on the death of his wife recently, after a long illness.

Among those enjoying the Ice Follies in Feb­

water in Portland recently. Theresa Slattery, and Maine Central Book­

keeper Ernestine Miller and her husband.

Conductor G. V. Green and wife are on a several weeks visit with friends in California. We are happy to announce that Clerk Herman Rines, Waterville Shop, back on the job after several weeks sick.

The office girls had their annual "Secret Pal Party" January 30th at the Jefferson Hotel where they revealed their Secret Pal's name. After the banquet they all went to the Crescent Hotel to view the floor show which was exceptionally good.

There seems to be having hard luck with his new Ford. Twice lately while refereeing ball games someone has damaged his car.

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Mr. E. Robison of Wahash R. R. was recently with the General Office in Waterville. Conductor G. V. Green and wife are on a several weeks visit with friends in California. We are happy to announce that Clerk Herman Rines, Waterville Shop, back on the job after several weeks sick.

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WATERVILLE SHOPS

By "STEVE"

SAFETY FIRST!
The boss ambled along the Jack-Track And while wandering over the place Got his hand tangled up in a cable And landed "plunk" on his face. He profanely took off for our stockroom To clean off the grease from his pants. The moral of this item, Dear Foreman Is, DONT WHAIL IN A CAGE, ANR)

Machinist Helper Onie Pellerin had some toes broken and wrench a leg recently and was taken to the Thayer.

Laborers George Knight and Edgar Stanley, while working with a homemade wood sawing rig, had the belt fly off the pulley and smack Trader along side of his head causing severe bruises and cuts requiring 17 stitches to close. During the excitement George caught his hand in the saw cutting a gash between thumb and fore finger that needed 5 stitches to close. They both rate a going Blacksmith helper RePeete Gagnon, while starting to carry his little old ironing stair, missed his footing, protecting the child slip the length of the stairs on his back and elbows, and gets the split skin that he lost it have to be grafted.

Tool room helper Joe Banks has been visiting in Florida recently.

Clerk and Mrs. Dick Fecteau accompanied their daughter to Boston recently for an interview at the Carney Hospital where she plans to take nursing.

Checker and Mrs. Wallace Jewell have been in Boston shopping.

Carman Clarence Buterbaugh has returned to the Freight Room after a bout with pneumonia.

Carman Bing Crosby and Clerk Arnold Dow recently fished in the Log Pond at Belfast. They had a canny strategy to stay on the ice till they had some winners. In the three days spent on ice they caught 40 bass, 100 bluebacked as they missed the weighing in time and lost out. They had caught the biggest bass and were ineligible.

We wonder, with it still being ice fishing season, why Peanut Loubier is in so much of a hurry to license his boat trailer.

Carman Henry Mason has been a recent patient at a local hospital for observation and treatment for a damaged foot. Be calm, Little Foreman, don't you weep. Prevention is better than a cure. After all, one hundred and two months will soon go quick. For you, but maybe not for Chick.

Foreman Estabrook advising that he has had his annual.

Mrs. Bettie Estabrook, wife of Foreman Nubert, raises an interesting question after reading this column. She wonders if they are the writer of this column and his anonymous co-freeman mad at each other, or are they GOING STEADY?" We hasten to state that "we ain't mad at nobody" and we ain't going anywhere together. We are just friends. Mrs. and Mrs. Gerald Ackley are the parents of a new baby boy, William Cameron. He is the sheetmetal worker and piper, died recently in his apartment in Waterville.

Assistant Supt. George P. Silva has recently purchased a new home in Waterville, and has moved his family here from Medford, Mass. As this is written Supt. F. H. Bennett is taking his annual vacation.

Helpers Scotty Hawes and Joe Banks have been recalled to the Paint Shop after being furloughed for some time. Carman Stanley Hall has been out for a time with a pulled muscle in his shoulder. Seems like the "foreman" has had his peculiar troubles, even Paint Helper Leland McIntire who had a broken kneecap.

Draftsman Laurence Sparrow is in St. Louis, Mo. on an inspection trip to the A. C. F. Plant.

Percy Brown, Rip Track ramrod, has been discharged from The Sisters after surgery and is returning to work shortly after being fitted for new glass.

Clerk and Mrs. Leonard Boucher have been recent visitors in Portland where their daughter Marilyn received her cap at capping ceremonies at the Maine General Hospital where she is in training.

Laborers Ken Philbrick, Leonard Stevens, George and Bob Knights have been in Boston for the Sportsman's exposition.

That mild tint of blue in the air about the Office Gallery was run to all at time present of Supt. George Silva when he backed his Rambler too close to the door post and ripped the chrome from the frame.

Irony Item. Laborer G. V. Tilton, who is Fire chief at Glenburn has his West Star bad down on Feb. 17th.

Clerk Ken Smith and Tractor Driver Charlie DeRoche were recent ice fishermen at Moosehead.

The Clerks are contemplating presenting Foreman Harmon Moveau with a geiger counter so he can keep track of his most prized magnetic pencil.

Broom operator Eddie Kent has been recalled to the Freight Room after being furloughed.

Chief Clerk Herman Rines has returned to work after suffering a heart attack.

Machinist Fred Gould felt that his shoe string was and stopped to tighten it. He noticed someone standing close to him and upon looking up he discovered the man had gotten out of bed and had put on mismatched shoes. (Don Russell . . . does one have to do these things to be a machinist?)

Apprentice "Boy" Laurice Varney has taken his third and most important step.

Machinist Willetote is contemplating going out with a carnival guessing weights for prizes. At least Sid Hanscom says that such that he could make money at it.

The Electricians are planning to give Apprentice Gordon Mason an oversized gas tank. Some of his riders seem to resent having to walk for gas so often.

Machinist Ken Fletcher has returned to work after a serious illness, have some months duration.

Miss Fabiola Tardiffe is vacationing and Stenog Eilie Beeh is substituting.

MISS JUANITA FECTEAUX, daughter of Storeroom Clerk and Mrs. Fecteau and a senior at Waterville High School, has been named the Betty Crocker Homemaker of Tomorrow at the school. She received the highest score in a written examination which tested the home-making knowledge and attitudes of girls in the graduating class. As a result she is now a candidate for state and national awards.

Electrician Helper Bob Bennett has taken his first important step. Retired Foreman and Wreck Master Stuart Pugsley died recently at his home in Bay-ham. 'Pug' had more than 30 years with the Maine Central and was 83 years old at the time of his death.

Machinist Bill Goulet has been a recent patient at the Sisters with a severe case of jaundice. Former employee Ed Roberts, retired, is again recently at his home in Vassalboro. Among survivors are sons Charlie and Maurice, both employed here.

The writer is in St. Louis, Mo. at the American Car and Foundry plant on the forthcoming box cars. The coming column will be handled by Charlie 'Parson' Lawry.

GEORGE L. SANBORN

Station Agent Verne Blaisdell is doing a brisk business handling re-sale of used alarm clocks guaranteed to run at all times equipped with shortened main springs.

Operator Ralph Tracy has been thumbing through seed catalogues and consulting the Farmer's Almanac in preparation for Spring planting on his farm in West Gardiner. Operator Eben Lord has returned from his vacation. It was rumored that he made a short visit to the western part of the country.}

Life Guard On Duty

WATERVILLE, ME. - An ironclad unbreakable agreement. This spring network is going to be held Fall. The bet agreement is in arguing and general ballyhoo, but in this case the loser has a new hat, as this is an ironclad unbreakable agreement.

When a man named George sets up and says he will be at a certain place in 10 minutes and when said person appears at this place as named 20 minutes after keeping a lot of people just waiting around for him to appear, he is questioned as to his intentions and he was advised in no uncertain manner to get a better timepiece and not to try to stretch the time and for once this same person had nothing to say. No further comment necessary.

Machinist Fred Pickens has purchased a small trailer for his car. Fred plans to go fishing on a few fishing trips this weekends summer.

Section Foreman Albert Allaire and his crew have been recalled to the shops this month.

Engineer Harry Pettingill is feeling much better but is still confined to his home in West Gardiner. A card or two from Harry to his former companions on the railroad would be appreciated I am sure. Crossing Tender Eiram Walker has been acting chairman of the "Hot Rumor and Top Secret Club" getting its acts together.

He reports that a general meeting will be held next month. The meeting place and time will be announced later and several good rumors will be discussed and acted upon.

LOW CALORIE DIET

Two cannibals met in a mental institution. One was tearing out picture frames, the other was stuffing them into his mouth, and eating them.

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NATIONAL ASSOCIATION of SHIPPERS ADVISORY BOARDS

National Loss and Damage Prevention Committee
1956 Perfect Shipping Campaign

"MAKE SHIPMENTS SAFE FOR TRANSPORTATION AND TRANSPORTATION SAFE FOR SHIPMENTS. PREVENT LOSS AND DAMAGE — PREVENTION PART"

General Chairman

This is the sixteenth annual Perfect Shipping campaign – sponsored by the National Association of Shippers Advisory Boards and the Surface Regional Boards. Cooperating in the campaign are all elements of transportation.