# How We Earned Our Living In 1955

**WITH COMPARISONS FOR 1954**

<table>
<thead>
<tr>
<th>Received From:</th>
<th>1955</th>
<th>1954</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Revenue</td>
<td>$22,019,279</td>
<td>$21,177,700</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>$1,218,419</td>
<td>$1,269,422</td>
</tr>
<tr>
<td>Mail Revenue</td>
<td>$808,594</td>
<td>$893,499</td>
</tr>
<tr>
<td>Milk Revenue</td>
<td>$231,461</td>
<td>$253,127</td>
</tr>
<tr>
<td>Express Revenue</td>
<td>$185,730</td>
<td>$267,158</td>
</tr>
<tr>
<td>Other Revenue and Income</td>
<td>$1,103,681</td>
<td>$1,064,669</td>
</tr>
</tbody>
</table>

**Total Revenue and Income** | **$25,567,164** | **$24,925,575**

**Paid Out For:**

<table>
<thead>
<tr>
<th>Item</th>
<th>1955</th>
<th>1954</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages and Payroll Taxes</td>
<td>$15,031,443</td>
<td>$15,026,844</td>
</tr>
<tr>
<td>Materials and Supplies, including Fuel</td>
<td>$3,038,002</td>
<td>$3,355,951</td>
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<tr>
<td>Depreciation and Retirements</td>
<td>$1,274,382</td>
<td>$1,274,540</td>
</tr>
<tr>
<td>Taxes (Excluding Payroll Taxes)</td>
<td>$1,873,928</td>
<td>$996,752</td>
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<tr>
<td>Equipment and Joint Facility Rents</td>
<td>$1,014,338</td>
<td>$1,219,651</td>
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<tr>
<td>Interest and Lease Rentals</td>
<td>$1,316,395</td>
<td>$1,332,173</td>
</tr>
<tr>
<td>Other Deductions</td>
<td>$904,867</td>
<td>$1,037,549</td>
</tr>
</tbody>
</table>

**Total Paid Out** | **$24,453,355** | **$24,243,460**

**Net Income:** the balance remaining to provide for Sinking Funds, Dividend Appropriations & Improvements to Property, was $1,113,809 $682,115
Your Railroad In 1955

A major objective in our Company's history was achieved during 1955—that of the purchase of the last of the railroad lines under lease to Maine Central.

On April 12, that portion of our Mountain Sub-Division line extending 22.1 miles from the Connecticut River near Lunenburg, Vt. to St. Johnsbury, Vt. was purchased for $450,000. It had been operated for many years by Maine Central; its owners, the St. Johnsbury and Lake Champlain Railroad having leased it to the Canadian Pacific Railway who, in turn, sub-let the property to our Company.

The 163 miles of track, including several miles of branch lines, sidings and yard tracks, leased in 1882 from the European & North American Railway for 999 years was acquired on November 17, at a purchase price of $3,114,500. The line runs from Bangor through Mattawamkeag to Vanceboro where Maine Central interchanges with the Canadian Pacific. Bangor Union Station was part of the property included in the purchase.

Our rail operations for 1955 produced a net income of $1,113,809, an amount that compares favorably with that of 1954 which was adversely affected by hurricane damage and other factors.

Our railroad's operating revenues for the year were $24,890,572, an increase of $643,121 or 2.65% over 1954 while operating expenses amounted to $19,321,763, a decrease of $590,979 or 2.97% from the 1954 level.

Despite the improvement over 1954 our Company earned a return of only 3.55% on the money invested in it which is cause for little satisfaction. An average return of 6% over the years would be no more than reasonable.

In 1933 Maine Central entered an agreement with the Boston and Maine Railroad providing for joint employment of certain officers and personnel. Since 1952 there has been a gradual separation of the various departments involved, the process being completed on December 29th with establishment in Portland of Maine Central's Accounting Department. The cooperative arrangement was instituted during the great national depression for the purpose of effecting worthwhile savings for the benefit of both companies.

Our Maine Central people have welcomed the return to the property of all work and personnel.

Equipment ownership at year's end was as follows:

82 diesel locomotives—of which 7 switching engines are leased to and in the service of the Portland Terminal Company. No new diesels were acquired during 1955.

4,229 freight cars—during the year 154 cars were retired and an order was placed for 250 new 50-foot box cars, delivery of which is scheduled for the first quarter of 1956.

4,229 freight cars included were 38 coaches, 8 combination coach and baggage cars and 56 mail, express and baggage cars.
Symbol freight train RD-1 is ready to leave Rigby Yard on its run to Rumford. Consist: Engines 561 - 681 and 51 cars on this particular day.

Freight Revenue

A general increase in the volume of freight tonnage was noted across the nation during 1955 and this encouraging upturn in business was reflected on our railroad by an increase of $841,579 in freight revenue. Substantial increases occurred in pulpwood, cement and paper while a reduction took place in the movement of potatoes. Total revenues from freight were $22,019,279.

It is expected that business will continue on a generally high level through 1956. Also, the Interstate Commerce Commission authorized the nation's railroads to put into effect a general increase of 6% in freight rates, with some exceptions, to become effective March 7 of this year to apply as an offset against recent wage increases.

The 1954 potato crop was comparatively small, thus accounting for light movements of this commodity until the last quarter of 1955. At that time the effect of excellent growing conditions last year in Maine, which produced a crop of 65,875,000 bushels (35% larger than in 1954 and 7% more than the 10 year average) made itself felt in increased car loadings.

Loadings of potatoes increased by 1,238 cars, or 35%, for the last quarter of 1955 and show promise of a substantial increase for the first half of 1956.

Top carload producing commodity for last year was again paper and paper products including newsprint, accounting for 44,840 cars of freight moving over our lines with a gross revenue of $4,-

<table>
<thead>
<tr>
<th>Carload Products</th>
<th>Carloads</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potatoes</td>
<td>33,193</td>
<td>$1,938,472</td>
</tr>
<tr>
<td>Pulpwood</td>
<td>32,698</td>
<td>2,456,356</td>
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<tr>
<td>Feed, Animal and Poultry, Mill Products</td>
<td>20,192</td>
<td>1,327,637</td>
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<tr>
<td>Woodpulp</td>
<td>11,038</td>
<td>1,423,935</td>
</tr>
<tr>
<td>Gasoline, Oil &amp; Petroleum Products</td>
<td>17,595</td>
<td>1,155,564</td>
</tr>
<tr>
<td>Cement</td>
<td>7,303</td>
<td>1,165,043</td>
</tr>
</tbody>
</table>

An overall increase of 21,276 net tons was realized from exports and imports over the wharf facilities of the Portland Terminal Company for 1955. Outstanding at Wharf No. 1 was the importation of 23,052 net tons of woodpulp, a gain of 1,592 tons over the previous year.

Cargoes handled at Wharf No. 3 included 77,426 net tons of imported china clay, up 5,464 tons from 1954; the arrival of 28,354

This was the scene one day last summer at Portland Union Station as Rockland bound train No. 57, at left, and train No. 15, the "Flying Yankee" for Bangor, awaited their departure times.

Scene at the pulpwood loading yard of the International Paper Company located in Mattawankeag.
net tons of sulphur, up 1,791 tons; and the export of 44,494 net tons of scrap iron, up 21,179 tons from last year.

Our railroad handled a total of 247,921 carloads of freight during 1955. Of these 30,821 carloads originated and terminated on our lines; 67,516 carloads originated on line and were delivered to connecting carriers; 82,872 carloads were received from connecting carriers and terminated on our lines; and 66,712 carloads were received from and delivered to connecting carriers with Maine Central acting as a bridge line for the traffic.

Less-than-carload freight produced a total of 65,762 tons which amounted to $748,354 in revenue.

INDUSTRIAL, REAL ESTATE AND TAX DEPARTMENT

During the past year this Department, working in close cooperation with the Traffic, Engineering and Operating Departments, has been instrumental in having many new industrial side tracks located along Maine Central and Portland Terminal Company lines. Industrial locations, including buildings, have been made available in several instances.

In putting forth every effort to provide rail service to shippers and receivers, our industrial men have come up with unique installations such as:

- oil pipe lines run from railroad sidings to plants located some distance from the tracks, and—

- an endless conveyor belt system which operates through a tunnel from our tracks to the warehouse of the Maine State Liquor Commission at Hallowell.

Our Company has assisted several major industries in developing plans for, and in the re-arranging and expanding of their existing facilities.

Newly located on our lines in January of 1955 is this grain mill of Samuel Lipman & Son at Kennebec Siding, Augusta.

Only a few minutes out of Portland—Maine Central’s “Flying Yankee” flashes through the countryside on its eastbound run to Lewiston and Bangor.

Passenger Revenue

The decline in passenger revenue and in the number of passengers carried by our railroad continued in 1955 although the decreases were considerably less than those incurred for the previous year. Passenger revenue for the year was $1,218,419 which was $51,003 under 1954, while the number of passengers carried was 393,325, or 22,431 less than in 1954.

The passenger ratio for the year was 187.28, meaning that for every dollar our company received in passenger service revenue in 1955, $1.87 was spent by the railroad in operating expenses.

Continuing studies of passenger train traffic indicated that economies might be effected in various ways. As a result, one round-trip passenger train between Portland and Rumford was eliminated in January of 1955, with the approval of the Maine Public Utilities Commission. Also, operation of our Bar Harbor Express between New York City and Ellsworth during the summer season was placed on a basis of 2 days a week instead of 3
days a week. The amount of revenue lost was more than offset by the substantial operating savings which resulted.

It is apparent that more passenger carrying facilities exist in our territory than it can support and further curtailments would seem inevitable.

Special parties, moving either in extra coaches on regular trains or by means of special trains, again formed an important part of our passenger traffic. The annual influx of campers into the State of Maine for the vacation season provided several very busy days for Maine Central train crews on both the arrival and departure days of the youthful campers. In addition special trains were provided for the movement of the Maine National Guard to and from summer training camp and an “extra” carried passengers from Waterville to the Skowhegan Fair.

On August 14th “State of Maine Day” was celebrated at the home of Boston’s Red Sox—Fenway Park—and many fans from this State made the trip to the Hub City by train. The success of the venture has prompted officials to plan for a similar celebration during the summer of 1956.

Many Maine school children enjoyed their first train ride on our trains during the past year as our Passenger Department broadened the scope of its passenger solicitation program to include the “small fry”. Various Scout groups also enjoyed the advantages of these educational rail excursions.

Effective February 1st, a Service Charge on checked baggage was inaugurated by Maine Central in connection with other Eastern Railroads.

Sales of the 5-ride ticket were cancelled in December after it was found that sales volume of this form of ticket failed to justify its continuance.


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**Other Revenues**

**HEAD END REVENUES**

Important additional revenue producing items carried on our passenger trains include the United States mails, express and milk, each of which showed a decline in revenue in 1955 from the levels of the previous year. The 1955 figures for these types of traffic are shown below with the amounts of the decreases in brackets:

- Mail $808,594 \[84,905\]
- Express 185,730 \[81,428\]
- Milk 231,461 \[21,667\]

Last year’s decrease in milk revenue is expected to be offset during 1956 by better car loadings and an increase in dairy business.

**OTHER TRANSPORTATION REVENUE:**

Revenues in this category totaled $61,510. The largest item was switching revenue which was up $6,656 over last year to a figure of $46,484.

Heavy increases were noted in less-than-carload shipments throughout the Maine Central system during the 1955 truck strike. Portland Freight Station was one of the busy terminals during that period, as shown here.

Heavy freights are made up in Rigby Yard for Maine Central points carrying the essentials for our farms and industry and for our everyday living.
Betterments

Good weather during the warm seasons of the year favored our Engineering Department in 1955 with the result that many track and roadbed projects were completed. Important among these were the following:

Nearly 5 miles of second main track between Gardiner and Hallowell were removed. This step improved track alignment on what had been sharp curves in the area and reduced future maintenance costs on the line.

New 115-lb. rail was laid in 2 miles of main line track at Northern Maine Jct., relay 100-lb. rail was laid in 4.5 miles of main track between Concord and St. Johnsbury, Vermont, while 85-lb. relay rail was installed in 2 miles of main track at Perry.

Many thousands of new and relay tie plates, rail anchors and bar joints were installed in various sections of track.

Six Hundred Eighty-Three miles of track were tested for imperfections by the Sperry Rail Service, a procedure undertaken each year by Maine Central as an important step in safely maintaining track in heavy traffic territory.

Washed crushed stone ballast was applied to 9.25 miles and bank run gravel to 6 miles of single main track. Roadbed shoulders were restored or widened by the addition of 5,500 cubic yards of gravel. Approximately 390 tons of stone rip rap were installed to protect embankments.

Semaphore signals in the 13-mile territory between Tomah and Vanceboro were replaced with automatic color light signals. This completes a modernization program of signaling between Mattawamkeag and Vanceboro started in 1949.

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

To provide a more reliable and trouble-free communication facility a new type train-dispatching telephone system was placed in service between Portland and Bangor via Brunswick and Augusta.

Bridge ties were renewed on four bridges and 25 bridges were sprayed with oil. One new culvert was installed, seven replaced and 43 repaired.

Due to continual changes in the conditions of service and consolidation of facilities many structures were retired in 1955, including several station buildings, freight-house buildings, the coaling plant at Waterville, the enginehouse at Dover-Foxcroft and all block signaling between Bartlett and Quebec Junction. A new Diesel enginehouse was placed in service at Calais and quarters for engine and mechanical personnel provided in the passenger station building. This replaces engine-house facilities at Salmon Falls which, with the exception of the turntable, are scheduled for retirement in 1956.

Worn-out power tools and machines were replaced and additional units purchased including a new 25-ton Diesel-electric crane and a new Diesel engine for an existing crane.

Similar road work was accomplished on Portland Terminal Company lines, as follows:

At Deering Junction east and westbound main tracks totaling 1 single track mile were laid with new 115-lb. rail while both main tracks at the west end of Rolling Mill Curve in South Portland, totaling 1.45 miles of single track, were also laid with new 115-lb. rail. Sixteen frogs were repaired by the electric welding process and 23.3 miles of single main track was tested for imperfections by the Sperry Rail Service.

Crushed stone ballast was applied to east and westbound main lines at Deering Junction, a total of 1.38 single track miles.

At Rigby a new sand-drying, storage and Diesel locomotive sanding facility was installed. Except for a few manually operated valves, this facility functions automatically requiring the services of only one attendant to operate. An 8,000 gallon storage tank for Diesel lubricating oil was installed in the enginehouse to permit purchase of oil in quantity at lower prices.

Automatic flashing-light type highway crossing signals were installed at one location replacing a wigwag signal.
Expenses

The weighted average of prices for all materials, exclusive of fuel, increased 10.1% from the previous year. The average price of steel products increased 11.3%. Despite these factors, careful planning has produced a substantial reduction of investment in inventory.

Hardwood cross-tie requirements are now being purchased in the New England area at a substantial saving. These factors, together with the substantial reduction, make an important item of expense to us and to our Company is the item of investment in inventory.

The average price of steel produced a substantial reduction of the overall increase in taxes. The cost to us of materials and supplies for both the Maine Central and Portland Terminal Company was $3,596,998 as compared with $3,917,168 in 1954. This amount included fuel, cross ties and lumber but excluded new equipment.

We purchased 7,127,591 gallons of diesel fuel oil, including requirements of the Portland Terminal Company which was a somewhat greater amount than we used the previous year. The average cost per gallon, however, was slightly less.

The sale of scrap, secondhand and miscellaneous materials, an important credit used in the reduction of operating expenses, gave us $444,115 for the year.

Our railroad continued to be a very large tax payer in the State of Maine. Total taxes assessed amounted to $2,629,009, an increase of $906,701 over 1954. State and Municipal taxes accounted for $879,764 of this amount, Federal taxes $1,739,133 and other taxes $10,112. An increase in the Federal income tax, due to more favorable earnings for the year, was a large factor in the overall increase in taxes.

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Distribution of the Income and Revenue Dollar in 1955 together with comparative figures for 1954 may be shown as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>1955</th>
<th>1954</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages and Payroll Taxes</td>
<td>58.79c</td>
<td>60.29c</td>
</tr>
<tr>
<td>Materials and Supplies, including Fuel</td>
<td>11.88c</td>
<td>13.46c</td>
</tr>
<tr>
<td>Interest and Lease Rentals</td>
<td>5.15c</td>
<td>5.35c</td>
</tr>
<tr>
<td>Depreciation and Retirements</td>
<td>4.98c</td>
<td>5.11c</td>
</tr>
<tr>
<td>Equipment and Joint Facility Rents</td>
<td>3.97c</td>
<td>4.89c</td>
</tr>
<tr>
<td>Other Deductions</td>
<td>3.54c</td>
<td>4.16c</td>
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<tr>
<td>Taxes (Including Payroll Taxes)</td>
<td>7.33c</td>
<td>4.00c</td>
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<tr>
<td>Left as Net Income before Sinking Funds, Dividends and Other Appropriations</td>
<td>4.36c</td>
<td>2.74c</td>
</tr>
<tr>
<td>Total</td>
<td>$1.00</td>
<td>$1.00</td>
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</tbody>
</table>
It was almost 24 years ago that the first Life Service Passes were issued on the Maine Central. On December 23, 1932, thirteen veterans were issued their passes and posed for a group picture in the Director's Room, General Office Building. With them were President Edward S. French and Vice President and General Manager Dana C. Douglass.

<table>
<thead>
<tr>
<th>Date Entered</th>
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<th>Location</th>
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<tbody>
<tr>
<td>1/5/06</td>
<td>H. B. Maxcy</td>
<td>Engineer</td>
</tr>
<tr>
<td>2/19/06</td>
<td>Frank J. Platt</td>
<td>Yard Conductor</td>
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<tr>
<td>3/4/06</td>
<td>H. D. Davis</td>
<td>Chief Clerk</td>
</tr>
<tr>
<td>3/10/06</td>
<td>Y. C. Neilson</td>
<td>Conductor</td>
</tr>
<tr>
<td>5/12/06</td>
<td>Walter P. Stanton</td>
<td>Engineer</td>
</tr>
<tr>
<td>6/5/06</td>
<td>J. J. Keating</td>
<td>Conductor</td>
</tr>
<tr>
<td>8/1/06</td>
<td>R. E. Curran</td>
<td>Telegrapher</td>
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<tr>
<td>8/20/06</td>
<td>Mark B. Flaherty</td>
<td>Asst. Cashier</td>
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<tr>
<td>8/29/06</td>
<td>R. M. Desmond</td>
<td>Agent</td>
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<tr>
<td>10/14/06</td>
<td>James E. Fay</td>
<td>Engineer</td>
</tr>
<tr>
<td>10/24/06</td>
<td>Miss Grace P. Haycock</td>
<td>Clerk</td>
</tr>
<tr>
<td>1/27/07</td>
<td>C. O. Dore</td>
<td>Trainman</td>
</tr>
<tr>
<td>2/11/07</td>
<td>Peter A. Currier</td>
<td>Yardmaster</td>
</tr>
<tr>
<td>3/29/07</td>
<td>H. F. Jewell</td>
<td>Conductor</td>
</tr>
</tbody>
</table>

Bartlett, N. H.

By O. R. BURDWOOD

Lots of snow as we write this; it seems a bit rough on us to have so much snow arrive so late in the season.

Beecher Falls, Vt.

By ROGER DROLET

Just one government employee this year, Slim Rowell being the only one signing up for unemployment. Frank Bordeaux was the other one the previous years was kept on the Beecher Falls section this Winter. He looks tired, not used, we suppose, to Winter work. Congratulations to the Merle Michauds, Agent at Colebrook, N. H., on the birth of a second son, Danny Wade born on March 4th. Earl Hutchinson, one of our two Flangermen, asked this writer and ‘Hub’ Hall’s crew to help him handle a washout on track 1 a few days ago. Special switching list had to be made up and special instructions given to the crew. Touchy work but Earl got everything under control alone.

Phil Ronco, Agent West Stewartstown, N. H., had his vacation recently. We understand part of it was spent in New Jersey with some of his relations.

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Mrs. Catherine Erickson, wife of Boiler-maker Robert Erickson, who was the winner of the popularity contest held at the Bangor Engine house in February. This picture shows her at the University of Maine Engine No. 711, accompanied by her husband.

I was talking with Engineer Frank Lobley the other day who recently returned from the hospital where he had spent a short sojourn for a broken ulcer. He said that he was feeling pretty good again now and had dropped a little weight and was now down to a mere 190 lbs.

Engineer Albert Prescott has returned home from the Eastern Maine General Hospital where he is in treatment for a heart condition. He has been home about two weeks and is able to get about the house and eat down stairs once a day. By-the-way, Mrs. Prescott informed us that she has been working on her D.V.D. all together.

An article in the magazine last month that the heading for this column read "By F. E. Ware" the "Lone Sailor": I assure you that the Lone Sailor part referred to former Yard Master John Hanson and not to me. I would like to take this opportunity to thank everyone in the Mechanic department for the help that you have given me in obtaining news items for this column.

By IRNE E. ELWELL
We welcome to our main office Barbara Pelosi, stenographer, who replaced Cornelia Becker, who was transferred to the Freight Traffic Dept.

Sally, your reporter is glad to be back on the job after being out sick.

Your reporter is glad to be back on the job after being out sick.

The F.O.M. have organized a new club. "The F.O.M. of M." —a very exclusive group—and that Steve Conley is still trying for honorary membership!

By ERNESTINE V. MILLER, VAUN E. DOLE
Your Editor and Mrs. Richard M. Ayward are the proud parents of a daughter, Deborah Ann, born at the Eastern Maine General Hospital. Their son, Stephen Richard, is now 2 years and 4 months of age. Call me so that I can get it in, Sometimes it is a bit difficult to get enough items together. Thank you.

By MARJORIE J. MULKERN
We extend our best wishes to Stover Thomas E. Covne and Loader and Caller Timothy J. Crowley who have retired to accept annuity now. They were employed at Portland Freight House Feb. 3, 1913, and respectively.

During the prolonged storm Mr. and Mrs. Emmons Lancaster took off for Montreal by auto to visit their daughter, Virginia, who is employed with the S. D. Warren Company of Westbrook. And talk about a coincidence. Sally Garland is employed with the S. D. Warren Company and has become engaged to Richard O. Peasley. He is employed with the Portland Freight House.

We extend our deep sympathy to the family of Thomas F. Foley, Ticket Clerk, Portland Union Station, has a new baby daughter, Kimberly Ann, born March 19. Kimberly Ann has a brother Kevin, age 2.

We wish to extend our deep sympathy to the family of Thomas F. Foley, Ticket Clerk, Portland Union Station, whose mother passed away March 21.

Is it because it's Leap Year or just the warm spring atmosphere that's keeping the little fellows with the flying arrows so busy these days? There are two brand-new engagements in the Machine Accounting Department, and who knows—maybe there'll be more some of these days. Marie Caccarelli, engaged to Robert O'Connell, will be married June 2 at St. Joseph's Church, Portland, at 9 A.M. They plan to spend their honeymoon in Niagara Falls (where else?) and then tour Canada. Mr. O'Connell is a bricklayer's apprentice.

It is expected we will hear some superb "drama" soon from Barbara's subjects.

Now that Barbara Piatt of the Accounting Department has a new movie camera, we may all end up movie stars. She is having a marvelous time filming everything in the camera range. With the use of a tape-recorder, it is very difficult to distinguish the superb "drab-mah" soon from Barbara's subjects.

A little bird told us that a few of the gals have organized a new club. "The F.O.M. of M." —a very exclusive group—and that Steve Conley is still trying for honorary membership!
A carbon dioxide hand gun seems to be the safety factor is being discussed as to a hand fire extinguisher containing an element not injurious to a person coming in contact with the flames. A carbon dioxide hand gun seems to be the answer.

Acts of vandalism, such as destroying railroad property and other nuisance around the plant committed by boys, cannot be ignored. Elmer Lord, a former employee at the Engine House and also an engineman, died after a long illness.

We had visitors in the form of a group of students from the Maine Vocational Technical Institute, Automotive Department, located at the site of Old Fort Preble. These young men, all former service men of which there were 13 men, were accompanied by one of their instructors, Vernon Smith.

Stores Department Laborer Charles Guitrell has had all his teeth removed in preparation for a new set of dentures.

Edward Gibby, Laborer at the Engine House, is in the process of getting used to his new plates acquired some time ago.

Machinist Helper Vernon Saunders is back to work after an extended period of lay-off due to a heart condition.

The Union Station Electrical Department will be supplemented by an additional man. The shift up jobs by the bidding process has already started to make room for the new employee.

Kim Kow left the railroad temporarily, whom I recently met for the first time, although he has been here at the shop before, was accompanied by Diesel Supervisor Richard Elia- son. Mr. Kow tells me he is in this country for a year and upon his return will take up the position of supervisor on the Korean Railroad.

A report on the men out of the shop in John P. Theriault who has been out for some time is getting along pretty well. Machinist Snow is not so well according to reports I hear. Sheetmetal Worker Archie Pratt, retired, has been sitting up with Ralph nights. Laborer Charles Ready is back on the job again after an operation. Machinist William Tatczuk who has been ailing for some time is improving I understand.

We hope to have pictures of the wedding of Stover and Mrs. James M. Coyne, which took place Saturday, Jan. 28, but may have them for next month. Congratulations to you both, Mary and Jimmie. The happy couple will soon move into their new home on Aspen Ave., Thornton Heights, which they recently purchased. They spent an enjoyable honeymoon at Jacksonville and Miami.

Rigby Engine House
By ALBERT B. WETMORE
Stores Department Clerk Mathew "Frank" Kane and other friends of Laborer and Spare Blacksmith Broniek Tatarzuen helped him clean up the lower part of his home after the fire of last month. "Broniek" tells me they are progressing along nicely and it won't be too long before it'll be ready for occupancy. Broniek, at present, is at the Car Shop subbing for Blacksmith Roland MacPherson who is on sick leave. Electrician Foreman Alvin Strout purchased a new "Chevy".

Machinist Helper Walter Anderson has sold his home at Westbrook, which by the way was a Tourist Home, and now plans to take up residence at Old Orchard Beach, where he owns a house on Grand Avenue. He further plans to build a small annex with at least two cottages for letting during the summer season. Walter and Mrs. Anderson are in Florida at present.

General Foreman Malcolm Billington and Mrs. Billington entertained a group at their home on Westbrook Street on February 20th. Electrician Foreman Alvin Strout and his crew of men accomplished quite a bit of extensive repair work after the fire in the mail room at the station. An entirely new electrical installation was put in to take care of any emergencies which might occur in the future.

Stores Department Laborer John MacVane has started on his annual trip to Ormond Beach, Florida. Clerk Jeri Flaherty returned from California. While there she found her family all well.

Machinist Fred Johnson has taken up a new hobby. He is now keeping rabbits for a pastime. By the way, Freddie now owns the Wharf No. 3 job, having bid it off after the death of Harry Watts.

Machinist Joseph DeRoche tells me his daughter Ann has been the hospital for two weeks. The Safety Board at the Shop now reads 238 days without a lost time accident. A further safety factor is being discussed as to a hand fire extinguisher containing an element not injurious to a person coming in contact with the flames. A carbon dioxide hand gun seems to be the answer.

Leslie Ethel Henry, daughter of Mr. and Mrs. Ernest Henry, who was born Nov. 26, 1955, Henry is with E. B. Sweet's Carpenter Crew at Waterville.

Several from the station area attended the retirement party for Frank H. Bennett held at the American Legion Home March 17th. Among those were Ralph Snow, Ray Coulomber, Bill Monroe, Basil Higgins, Elaine Kervin, Bill and Marilyn Bird, Maurice and Mrs. Thorne, Anise and Mrs. Tupper.

Elaine Kervin went to Boston one weekend to see the Ice Follies. Reports they were the best ever.

Janie Eileen Kinney, daughter of Mr. and Mrs. John M. Kinney of Thomaston, Mrs. Kinney is the former Elizabeth Beach, Ticket Clerk.
enjoyed surf fishing while the wife spent her Aug 7.
Laborer Darrold Clair has purchased a new car, formerly known as the "Hector "Michael Wreck". Darrold has given the car a face lift and is happy over the improvement.
Albert "Bing" Crosby has been discharged from the Osteopathic Hospital and is convalescing at his home.
Foreman Percy Brown is the proud grandparent of a daughter, Mary Elizabeth, born to Mr. and Mrs. Arthur Doucette.
Clyde Dow, Jr., has returned to the Rip Track after a 6 months tour of duty as a Car Inspector in Waterville.
A certain Foreman has been noted as late as humming to himself an old familiar tune. "There is a Rest for the Weary." It could be that he is enjoying a respite, while a familiar figure in Waterville Shop is now the proud owner of a new car.
Carmen Frankie Gravel and Roland Giroux have been stepped up to Carman A.
Due to an influx of work equipment in the Paint Shop, it has been deemed necessary to augment the working force by borrowing 7 helpers from the Freight Shop.
Lovers Ken Phillips, Irving Knights, Robert Knights, George Knights, attended the New England Homecoming in Boston. A cousin of Ken Phillips was one of the contestants.
A meeting of interest to all Railroad Veterans will be held in the Winslow Grange Hall Sunday, Aug 20. All former servicemen will be served by the Ladies of the Grange.
A program of interest to everyone has been arranged by the Committee. Arrangements have been made for a showing of movies and colored slides depicting the Atomic Bomb Test held at Las Vegas. These pictures were taken by Carlton Brown, Manager of the W.T.V.L. Radio Station and will be shown by him at that time. A conducted tour of the Scott Paper Co. H&W Div. in Winslow, which will be of interest to everyone. Bus service from the Railroad Station will take those coming from the station.
Connie Begin, delegating for the Maine Federation of Women's Organizations, said in a conversation of the A.F. of L. in Washington, D.C. Meanwhile, Melvin Begin, son of Mr. and Mrs. Albert Begin here in Gardiner, said he was "Joe". M. Banks is on a vacation in Florida and "Bill" Witham is covering his job.
Car Inspector in the Scott Shop LeRoy Brack has been on a vacation from his job at the H. & W. Co. Yard. Fred Price has returned to work.
Gerald Folsom is on the sick list.
Stanley, son of Roy Brackett, suffered an injury incurred while operating a tractor.
Blacksmith John L. Buckingham has returned to work after a three month illness.
Machinist William Cote, who returned to work after a three months illness, is still on the job in the Factory.
Machinist "Rick" Chamberlain has returned to the Air Brake Shop following a stretch with Bury Blanchard on motor cars.
News by the grapevine has it that Cecil Gray has returned to work after a three months illness. Sympathy is extended to the family of Trainman Aug Bates, who passed away quite suddenly on Feb. 16, 1956. They say Ralph and Helen are that-a-way. The best of luck to you both.
Gardiner By M. L. SANBORN
Station Agent Verne Blaisdell has run into some difficulty in his used alarm clock business. The agent who was repairing the alarm clocks with shortened mainspring, etc., has been threatened with law suits because the clocks aren't as representative of a Caucasian man has been extremely difficult to trace down the original owner or to prove ownership after the sales have been made. Operator Eben Lord has resigned from the railroad to enter employ of the H. P. Hood Co. We are all sorry to see Eben go as he was well liked around the station and was a good faithful employee and will be greatly missed.
Operator Wayne C. Grass of Waterville has returned to work after being hospitalized for a spell. He is running on RL-1 and LR-2.
Mrs. Howard Carr of Greensboro, North Carolina has returned home and broken 3 ribs then shortly after he returned to work he was taken sick with the flu and up to the present writing hasn't returned to work.
Retired Yard Conductor William Wright died recently at his home in Winslow. He had worked for the Maine Central R.R. from 1901 until January 1954 when he retired. Sympathy is extended to all members of his family.
Lewiston By LILLIAN G. WHITE
Retired Ticket Seller, George Parker was a welcome sight following a 2 months sick leave. He's looking fine and says he feels great.
Sympathy is extended to the family of Trainman Clyde predicted that this year's Red Sox will be way out in front by the Fourth of July making a slamming of the American League pennant race.
Baggage man Olin Gordon may trade cars soon. Olin has his eye on one now and most any day we expect to see him drive up in another model.
Signal Maintainer George Curtis has got all his primary nomination papers signed and passed in to the proper authorities and from now on to the time the primaries take place this Fall we can expect some hot old fashioned windy campaigning for George's favorite candidates.
Section Foreman Albert Allaire and his section crew have been cleaning switches and tracks in their section due to the recent heavy snow fall in this area.
Crossing Tender Hiram Walker, temporary chairman of the Hot Rumor and Top Secret Club says that in the future all rumors in order to be discussed at the club's monthly meetings must have traveled at least once between Bangor and Portland as these types seem to have the most information and action and they also require a good lively discussion before being disposed of.

The seven children and Mrs. Kelley—Children of Mr. and Mrs. Richard Kelley and grand-children of Mr. and Mrs. Richard Kelley, Sr. retired Portland Terminal Conductor.