How We Earned Our Living In 1956

WITH COMPARISONS FOR 1955

<table>
<thead>
<tr>
<th>Description</th>
<th>1956</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Revenue</td>
<td>$24,490,038</td>
<td>$22,019,279</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>1,153,442</td>
<td>1,218,419</td>
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<tr>
<td>Mail Revenue</td>
<td>832,785</td>
<td>808,594</td>
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<tr>
<td>Milk Revenue</td>
<td>217,177</td>
<td>231,461</td>
</tr>
<tr>
<td>Express Revenue</td>
<td>248,495</td>
<td>185,730</td>
</tr>
<tr>
<td>Other Revenue and Income</td>
<td>1,074,456</td>
<td>1,103,681</td>
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<tr>
<td><strong>Total Revenue and Income</strong></td>
<td><strong>$28,016,393</strong></td>
<td><strong>$25,567,164</strong></td>
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Paid Out For:

<table>
<thead>
<tr>
<th>Description</th>
<th>1956</th>
<th>1955</th>
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</thead>
<tbody>
<tr>
<td>Wages and Payroll Taxes</td>
<td>$17,054,549*</td>
<td>$15,031,443*</td>
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<tr>
<td>Materials and Supplies, including Fuel</td>
<td>3,453,000*</td>
<td>3,038,002*</td>
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<tr>
<td>Depreciation and Retirements</td>
<td>1,262,027</td>
<td>1,270,279</td>
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<tr>
<td>Taxes (Excluding Payroll Taxes)</td>
<td>2,020,199</td>
<td>1,873,928</td>
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<tr>
<td>Equipment and Joint Facility Rents</td>
<td>1,120,346</td>
<td>1,138,927</td>
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<tr>
<td>Interest and Lease Rentals</td>
<td>1,373,039</td>
<td>1,316,395</td>
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<td>Other Deductions</td>
<td>365,801</td>
<td>784,717</td>
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<tr>
<td><strong>Total Paid Out</strong></td>
<td><strong>$26,648,981</strong></td>
<td><strong>$24,453,691</strong></td>
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</tbody>
</table>

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

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

FROM THE EDITOR

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

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

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

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

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

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

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SNOW flies as a plow train, shown here approaching Rogers Crossing 1 1/2 miles east of Bartlett, clears our Mountain Sub-Division tracks. Operation of the train is by means of a signal system between the Conductor, from his post in the plow, and the locomotive Engineer, in this case on Engine No. 566. The date: March 17, 1956. Photographic credits to H. C. Williams, Photographer, Jackson, N. H.

YOUR RAILROAD IN 1956

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

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

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

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

Our Company's highway bus operations ended on November 30th with consummation of the sale of the Maine Central Transportation Company capital stock to The Greyhound Corporation for $425,000. These operations had resulted in substantial profits during the period 1930 to 1946 but the years since had seen only deficit operations and it became apparent that there is not sufficient public demand to warrant two competing bus lines in this territory. Therefore, an agreement was made in 1954 to sell the line to Greyhound.

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

85 diesel locomotives—of which 7 switchers are leased to and in the service of the Portland Terminal Company. Three diesel locomotives were acquired, including two new 1800 H.P. freight engines and one 1500 H.P. road switcher by assignment from the Terminal Co. of its interest under an Equitable Life Assurance Society lease.

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

4,300 freight cars—during the year 99 cars were retired and 250 new box cars were received. Orders have been placed for 200 new steel box cars, delivery expected in September, 1957, and for 20 covered hopper cars, delivery expected by June. The hopper cars are specialized units for bulk shipments of cement from Thompson.

92 passenger cars—10 coaches were retired and sold to the U. S. Government for shipment to Korea.

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

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

205 freight cars—50 second hand box cars, purchased from Maine Central, were upgraded for paper service and 50 new hopper cars were received for use in coal service. 15 cars were retired. The increase in freight car ownership resulted in a net per diem gain of $58,883 in 1956, compared to a net gain of $38,018 in 1955 and a net per diem loss of $21,694 in 1954.
The greatest amount of freight revenue to be received for any one year in the history of our railroad was earned during 1956. In that period our freight trains handled business worth $24,490,038, an increase of slightly more than 11% or $2,470,759 over the previous year.

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

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

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

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

<table>
<thead>
<tr>
<th>Carloads</th>
<th>Revenue $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potatoes</td>
<td>38,525</td>
</tr>
<tr>
<td>Pulpwood</td>
<td>31,684</td>
</tr>
<tr>
<td>Feed, Animal and Poultry, Mill Products</td>
<td>23,581</td>
</tr>
<tr>
<td>Gasoline, Oil &amp; Petroleum Products</td>
<td>18,069</td>
</tr>
<tr>
<td>Woodpulp</td>
<td>13,288</td>
</tr>
<tr>
<td>Bituminous Coal</td>
<td>11,252</td>
</tr>
</tbody>
</table>

Tonnage handled over pier facilities of the Portland Terminal Company showed a slight decrease. Overall total of imports and exports was 174,179 tons, which was just 153 tons under that handled in 1955.

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

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

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

Our trains hauled a total of 266, 225 carloads of freight last year.
the greatest number since 1948 and 18,304 cars more than in 1955. Of these 29,959 originated and terminated on our lines; 71,303 carloads originated on line and were delivered to connecting carriers; 88,785 carloads were received from connecting carriers and terminated on our lines; and 76,178 carloads were received from and delivered to connecting carriers, for which traffic Maine Central acted as a bridge line.

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

INDUSTRIAL, REAL ESTATE AND TAX DEPARTMENT

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

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

Also in the Portland area, space in the Portland Terminal Freight House was leased to a warehousing and freight forwarding company, a new china clay storage shed was located at Wharf No. 3, a fabricating plant for derricks, etc. was located at the South Portland shipyards, and warehouse facilities in the Yard 7 area were further expanded, all of which will result in considerable new freight business for our railroad.

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

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

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

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

Real Estate activities of the department consisted mostly of the processing of leases (of which we have several thousand), licenses, permits and agreements of various kinds and the handling of tax matters. Our Railroad's contribution in the form of taxes to the local communities is considerable. For example, the following are some of the real estate taxes we paid in 1956: Greater Portland $114,685.26, Augusta $5,988.60, Bangor $43,095.53, Waterville $34,608.14, and Lewiston-Auburn $8,061.75.

Passenger Revenues

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

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

The passenger ratio for the year was 207. Thus, for every dollar our Company received in passenger service revenue in 1956, $2.07 was spent by our railroad as the cost of operating the service. This compares with a figure of $1.87 for the year before. The actual losses incurred from passenger operations, as determined under the Interstate Commerce Commission accounting formula, were greater than our net income for the year.

Heaviest losses were found to be on branch lines. In an effort to eliminate these, the Maine, New Hampshire and Vermont Public Utilities Commissions have received applications from Maine Central requesting authority to discontinue passenger operations between Portland and St. Johnsbury, Vermont, between Portland and Farmington and between Ban-
gor and Calais. There is very little demand by the public for these trains and no economic justification for their continued operation. No decisions have been announced as yet by the Commissioners.

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

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

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

**HEAD END REVENUES:**

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

The figures are:

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

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

**OTHER TRANSPORTATION REVENUE:**

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

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

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

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

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

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

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

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

The program for consolidation and retirement of facilities no longer required was continued. Retired were 14 station buildings and 10 freight house buildings at various points on our lines. Also retired were locomotive watering facilities at Rockland and Waterville, engine house facilities, except turntable, at Salmon Falls and part.
of the Lewiston Engine House. In cases where freight revenue would be realized by so doing, retired buildings were sold to shippers.

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

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

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

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

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

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

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

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

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

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

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

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

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

It takes a lot of fuel to keep the trains rolling so we purchased for both Maine Central and the Portland Terminal Company 7,379,146 gallons of diesel fuel oil at an average cost of 10.65 cents per gallon, compared with 7,127,591 gallons in 1955 at an average cost of 9.89 cents per gallon.

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

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

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

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

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<thead>
<tr>
<th>Description</th>
<th>1956</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wages and Payroll Taxes</td>
<td>60.87c</td>
<td>58.79c</td>
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<tr>
<td>Materials and Supplies, including Fuel</td>
<td>12.33c</td>
<td>11.88c</td>
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<tr>
<td>Interest and Lease Rentals</td>
<td>4.90c</td>
<td>5.15c</td>
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<tr>
<td>Depreciation and Retirements</td>
<td>4.50c</td>
<td>4.97c</td>
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<tr>
<td>Equipment and Joint Facility Rents</td>
<td>4.00c</td>
<td>4.45c</td>
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<td>Other Deductions</td>
<td>1.31c</td>
<td>3.07c</td>
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<tr>
<td>Taxes (Excluding Pay Roll Taxes)</td>
<td>7.21c</td>
<td>7.33c</td>
</tr>
<tr>
<td>Left as Net Income before Sinking and Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve Funds, Dividends and Other Appropriations</td>
<td>4.88c</td>
<td>4.36c</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1.00</strong></td>
<td><strong>$1.00</strong></td>
</tr>
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New crushed rock ballast was put in along the main line at Carmel as part of a busy summer schedule of track and roadbed improvements by our Engineering Department.
# Active Gold Pass Veterans

(VETERANS OF 50 YEARS' SERVICE)

<table>
<thead>
<tr>
<th>Date Entered</th>
<th>Service</th>
<th>Title</th>
<th>Name</th>
<th>Location</th>
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<tbody>
<tr>
<td>8/25/97</td>
<td>Gen. Agt.</td>
<td>Charles D. Wiggin</td>
<td>Ellsworth</td>
<td></td>
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<tr>
<td>12/13/97</td>
<td>Engineer</td>
<td>Lowell A. Chapman</td>
<td>Rockland</td>
<td></td>
</tr>
<tr>
<td>5/21/00</td>
<td>Engineer</td>
<td>Lawrence P. Nelson</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>8/1/00</td>
<td>Fireman</td>
<td>George A. Bucklin</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>6/4/01</td>
<td>Engineer</td>
<td>Albert E. Pritchard</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>7/1/01</td>
<td>Vice President</td>
<td>Walter P. Reeves</td>
<td>Portland</td>
<td></td>
</tr>
<tr>
<td>8/31/01</td>
<td>Engineer</td>
<td>Rodney A. Lowell</td>
<td>Bangor</td>
<td></td>
</tr>
<tr>
<td>5/3/02</td>
<td>Frt. Foreman</td>
<td>John Robinson</td>
<td>Bangor</td>
<td></td>
</tr>
<tr>
<td>7/20/03</td>
<td>Gen. Ydistr., PTCo.</td>
<td>Fred W. Grimmer</td>
<td>Portland</td>
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<tr>
<td>12/26/03</td>
<td>Engineer</td>
<td>James W. Gallagher</td>
<td>Portland</td>
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<tr>
<td>5/17/04</td>
<td>Cashier</td>
<td>Guy J. Myrand</td>
<td>Lewiston</td>
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<tr>
<td>5/8/04</td>
<td>Engineer</td>
<td>P. E. Robinson</td>
<td>Portland</td>
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<tr>
<td>10/17/04</td>
<td>Engineer</td>
<td>Ralph W. Hooper</td>
<td>Bangor</td>
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<tr>
<td>11/19/04</td>
<td>Engineer</td>
<td>Daniel E. Cony</td>
<td>Portland</td>
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<tr>
<td>5/22/05</td>
<td>Travelling Auditor</td>
<td>Willis L. Elliott</td>
<td>Portland</td>
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<tr>
<td>11/28/05</td>
<td>Head Clerk, PTCo.</td>
<td>James J. Hasson</td>
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<tr>
<td>1/9/06</td>
<td>Telegrapher</td>
<td>P. L. Gardner</td>
<td>Yarmouth</td>
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<tr>
<td>1/9/06</td>
<td>Engineer</td>
<td>H. B. Maxcy</td>
<td>So. Portland</td>
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<tr>
<td>2/20/06</td>
<td>Fireman</td>
<td>Millard E. Southard</td>
<td>Bangor</td>
<td></td>
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<tr>
<td>3/4/06</td>
<td>Chief Clerk</td>
<td>H. D. Davis</td>
<td>Vanceboro</td>
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<tr>
<td>3/10/06</td>
<td>Conductor</td>
<td>Y. C. Neilson</td>
<td>Brunswick</td>
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<tr>
<td>4/3/06</td>
<td>Engineer</td>
<td>Edward R. Harlow</td>
<td>Falmouth</td>
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<tr>
<td>5/11/06</td>
<td>Engineer</td>
<td>John F. MacWilliam</td>
<td>Portland</td>
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</tr>
<tr>
<td>6/5/06</td>
<td>Conductor</td>
<td>J. J. Keating</td>
<td>Portland</td>
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</tr>
<tr>
<td>8/1/06</td>
<td>Telegrapher</td>
<td>R. E. Curran</td>
<td>Lewiston</td>
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<tr>
<td>8/20/06</td>
<td>Asst. Cashier</td>
<td>Mark B. Flaherty</td>
<td>Portland</td>
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<tr>
<td>8/29/06</td>
<td>Agent</td>
<td>R. M. Desmond</td>
<td>Orono</td>
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<td>James E. Fay</td>
<td>Portland</td>
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<td>Trainman</td>
<td>C. O. Dore</td>
<td>Gardiner</td>
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<td>2/11/07</td>
<td>Asst. Comptroller</td>
<td>E. C. Paine</td>
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<td>3/1/07</td>
<td>Crossingtender</td>
<td>B. H. Dyer</td>
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<td>Conductor</td>
<td>Albert J. Parent</td>
<td>Lancaster, N.H.</td>
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<td>6/1/07</td>
<td>Tax Consultant</td>
<td>Ralph B. Lunt</td>
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<td>6/10/07</td>
<td>Conductor</td>
<td>Alwin S. Atkins</td>
<td>Rockland</td>
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<tr>
<td>9/11/07</td>
<td>Yd. Clerk</td>
<td>F. W. McGrath</td>
<td>Bangor</td>
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Crane No. 179, part of the equipment on the Rigby Relief Train, was overhauled last year at Waterville Shops. The steam boiler was removed and a diesel engine installed after which the unit was painted in the green and gold color scheme.

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

Danville Junction
By PAUL N. FARRELL

Editor’s Note—We welcome Paul N. Farrell to the ranks of our Correspondents this month. He got his start with Maine Central late in 1943 as a Clerk-Telegrapher at Gardiner, worked various stations until 1956 when he took the swing job at Danville Jct. In 1955 he took over 3rd trick there and in February of this year became Relief Agent at that station.

Paul N. Farrell

Your reporter’s mother, Mrs. John Farrell, from St. Leonard, N.B., Canada, has been our guest for 2 weeks. Glad to report that our Agent, Ernest F. Redmon, who has been confined to his bed since January 28th, is up and around feeling much better. Good luck “Red.”

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

Spare Opr. Walter Oakes covering 3rd trick temporarily.

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

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

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

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

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

Mr. William Davis, our heater plant fireman, was confined to the hospital for a few days of this winter and has been out of work.

Mr. Al Mooney, Conductor at Rumford, has bought a fine race horse in Canada and has plans to race him this coming fall. So for a month he has given up horse racing tips on the horses that are sure to lose see Al. Heavy shipments of coal and wood have been arriving at Rumford the past few months. A fourth switcher has been set up to help handle the extra work. A lot of credit must be given to the yard crew for a job well done, handling this extra work under very severe and COLD conditions. Also to Mr. MacDonald’s crew at the Oxford for the rig of a lot of frozen coal and to Mr. Red Wood’s crew for piling the coal and wood.

Mr. Richard Smith’s’ Bridge and Building crew are now in Rumford building the yard Yard Office. The new Yard Office will house the Clerks and operator and will have a lobby for the Trainmen. The boiler and Trackmen for the Yardmen will be located in the Old Enginemen’s barracks.

Retired Conductor Henry Bourque visits the yard office quite frequently for a chat with all concerned. Thomas Ellis, carman at Rumford, retired in January. Upon retirement Tom was presented a piece of luggage from his fellow employees. Just before retiring Mr. Ellis took an extended vacation to California via Texas visiting friends and relatives along the way. To you, Tom, we wish many years of retirement happiness.

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

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

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

Wateville Station
By M. W. FLYNT and ELAINE KERVIN

Fred Sauter and his family moved to New Jersey for the winter recently, and has purchased a Morris, a little foreign car. It’s very cute and gets very good mileage to the gallon.

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

Winlow Section Foreman Bill Varney has trided his Plymouth for a newer Chevrolet. Mr. and Mrs. John Kinney and two little daughters visited the Ticket Office recently. We were all very glad to see them. Mrs. Kinney is the former Betty Beach and worked in the Waterville Ticket Office quite a few years.

Bill Boivin, Trackman, has returned to work after his recent accident. Engineer Charles E. E. Murphy is on sick again, we are sorry to say.

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

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

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

This cute little fellow is Robert Lee Springle 3rd, 701 Gales Avenue, Winston-Salem, N. C. He is the son of Dr. and Mrs. Robert Lee Springle 2nd and will be 2 years old April 29.

His mother, Denise, is the sister of Clerk-Typist Monique Leseque in the Engineering Dept.

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

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

McGibbion is having a very short moon today these days because he’s pitching hay for the horses.

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

Wateville Shops
By ‘STEVE’

Alden’s blues
Moeanin’ wid de miaries; CRYin’ in de dums.
Body painin’; lowdown; Boss-man got de mumps.

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

‘The last of the line’ (TV) is Machinist Ted Morey. He has been given a new TV set and antenna. Group of 400 teachers from the Clinton Schools in a conducted tour of the shops March 19. He was assisted with the children on the tour by three Rookies from the scrub Team, Don, with his engaging smile, exuberant personality, ease and grace of manner.
is superbly fitted to play the genial host to such groups; and the Rookies feel that, not only from a Public but a Personal Relations standpoint that Russell, with his amiability, fluency and camaraderie, comes first in the exact role, and should be given the 'Guest Conductors role at all opportunities.

Assistant Director Alden Finnimore has recently been bedridden with a case of childhood disease. The Supervisors sent an appropriate 'get well' card immediately, and condolences.

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

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

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

Carmen Roland Giroux has recently completed 5 weeks at the Fleet Reserve School, Naval Reserve, in Boston.

Machinist Abbott McNelly has returned from 5 weeks in Florida.

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

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

Chief Electrician Estes has returned to work after hospitalization.

Heating Engineer Ango Oliver has recently been hospitalized with pneumonia.

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

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

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

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

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

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

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

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

Carmen Jimmie Lawrence has returned to the Freight Room after, 24 days out with pneumonia. Augustus King, 74, died Mar. 14 in Waterville. 'Gus' had been in the Service for the Maine Central for more than 40 years and had been on pension for some 5 years.

Boilermaker Bernard Waining, while hovering around a common household receptacle, kicked when he should have hawked and lost his upper plate. Unfortunately the water was running and despite frantic elbow length the teeth disappeared. Dismantling the piping proved to no avail and, as Foreman Lou Hill succinctly remarked, "60 bucks gone down the drain'.

Tool room attendant Bob Fletcher is on the sick list and Machine Helper Richard Starkey in watching of the tools.

Blacksmith Orrin Oslen, president of the Brotherhood of Railroad Shopcrafts of America, has been a recent visitor in Portland. Laborer John Eames and Machinist Sid Hamlin have recently returned to work after surgery in a local hospital.

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

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

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

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

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

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

Frank Curran of the Car Department after a brief illness.

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

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

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

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

Wife of Chief Diesel Maintainer, Rienard Elason.

Last, but not the least, our Albert Cary, Clerk in the Stores Department. A floral tribute was sent to all funerals of those who belonged to our department, and who were close relatives.

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

Machinist Helper Millard Goodwin is back to work, as well as Laborer Forest Colble and has been out since last July but is feeling fine now.

Store Keeper Didace Burke has a new Mercury.

It was reported to me that Machinist Martin Stanislaw is on the road in for work April 1st.

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

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

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

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Rigby Engine House

By ALBERT B. WETMORE

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

SPRING

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

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

The flowers again will be blooming,
The grass will be a carpet of green.

By the love of our Maker, was given,
Makes the world like a wonderful dream.

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Eastport

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

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

By C. A. JEFFERDS

The many friends of D. J. Smith, Coach Cleaner, Bangor Car Dept., will sympathize with his in-laws. His wife, Mrs. Smith, and two children, are now on the retired list. Miss Smith came to work for the M.C.R.R. in 1920 and was located at that point until his retirement.

Geo. A. Kelley, C. C. Cleaner, Bangor Car Dept., died March 9th 1957. Services were held at St. Mary's Catholic Church. Bangor, March 14th. Mrs. Kelley was his wife, and nine children. Miss Kelley came to work for the M.C.R.R. Apr. 21, 1923.

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

Vanceboro

By HARRY D. DAVIS

Operator A. M. Gray has been out of service account illness since February 14th. He was in St. Stephen, N.B. Hospital for a few days.

Dr. Edmund Stiles first visited the clinics at Lahey Clinic, Boston, Mass., for X-rays, and he finally has been transferred to Deaconness Hospital there for further treatment. The whole organization at Vanceboro is wishing for his speedy return.

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

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

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

Banger Mechanical Department

By F. E. WARE

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

The record breaking train was brought in to Bangor by Engineman S. K. Forbes and Conductor J. L. Hachey and was taken East to Vanceboro by Engineman R. C. Emery and Conductor F. C. Curdett.

The Engine House was saddened on February 26th, when former Machinist Helper Alden Faulkner met with a fatal accident while working as a brakeman for the Bangor and Aroostook Railroad. Alden (more commonly known around the Engine House as "Lil Abner") was 36 years old, and as Machinist Helper before being called to serve a higher call. His funeral service is planned for April 17th at the Oronoko in Orono.

Miss Haskell was well known in Bangor and has served on several committees. She is a popular figure in the community and her passing will be deeply felt. She leaves behind her a legacy of service and dedication.
Foreman W. N. Trecarten recently made a trip to Beecher Falls in a hurry, returned to Bartlett and got the glad news that he was wanted and back up in that county once more.

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

Engineer E. E. Bean has traded cars and comes out with a nice looking Celica. He has left at this time.

It is going to be nice around that place later on.

Truck driver George Coiner walked off, and visited his son in Massachusetts to start the thing off.

George Peters, foreman of the spare crew, is spicing up his cars for the summer season. He is getting together something.

We hear that Engineer Chauncey Hutchinson is recovering after surgical attention.

Engineer Freddie Monahan is off on the sick list.

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

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

By JOHN J. KEATING

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

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

Sympathy is extended to the family of Retired Engineer Arthur Ranstead who has been at the Medical Center, Portland, with a broken leg and hip.

Mrs. Alfred Gourmont, wife of Retired Station Agent, has been visiting her daughter in Braintree, Mass., on the death of her husband, Mr. Alfred Gourmont.

Mrs. Roger Cabana, with her mother and her two children, Donna and Ralph, was a guest of Mr. and Mrs. Cabana at the death of her only child, Michael.

By DORIS THOMAS, VAUN E. DOE, AND ERNESTINE V. MILLER

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

Harrison Elliott, Clerk, Freight Claims, and his wife, Elsie Wilkins have been spending a week in Orlando, Florida, with relatives. They are now back on Ruth Street and are wintering there. Ruth formerly worked in the Freight Traffic office.

Charles Drinkwater, Chief Clerk, Freight Claims, with P. E. Maxfield and E. F. Bennett, Investigative Officers, attended the open forum meeting on Principles and Practices conducted by the Railroad Division, Association of American Railroads, at South Station.

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

The long weekend of February 22 was a fine opportunity to view the Ice Follies in Boston and several General Office employees took advantage of the holiday to do that: Maurice Allaire, Stores Department, and Mrs. Allaire; Mary Richardson, the young Miss in the Machine Accounting Division; Rosemary McDonough and her daughter, Roberta; these girls from Machine Accounting.

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

Barbara Wane, head of the Disbursement Office, spent a few days’ vacation in March in order to care for her mother, who was sick. She returned to her ankle. On March 16, Barbara attended the Hotel Greeters Association dance in Portland, spending a most enjoyable evening.

At press time Marion Adler of Machine Accounting was checking with the medical department to see “Dannay Kaye and his European Revue.” We does without saying she will have a marvelous time.

Virginia Lee’s new rumpus room is finally finished, and her husband, George, was enjoying a new baby shower March 17, receiving many useful additions for his home.

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

Ernestine V. Miller, Disbursing Clerk, and Gower Chuky went ice-fishing recently—hey, what happened to the fish?

Those perennial travelers, Ralph Gordon and Gordon Turner, are once again on the move again. This time going to Albany, New York, with Sanders & Russell Co., perhaps before returning to their company headquarters.

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

Sally Peasley of Machine Accounting is doing a lot of visiting these evenings. She is carrying on her social club of hard-working gals. Sally’s other son moved into a lovely four-room apartment on Main Street, Westbrook.

Margaret Gannon of the Auditor Revenues Department returned from her Florida vacation nicely looking. Nothing like getting a bit of sun. What start for summer is there, “Maggie”?

L. R. Johnson, advertising revenue statistician, states that, after reading last month’s magazine, he went home and counted noses of the little Turtles. There are three boys and one girl in his family, contrary to our report—sorry, Roy, that we slipped up.

A return match of the bowling teams of the Maine Central General Office and the Boston and Maine League was held Saturday, March 2, at the Big 20 Alleys, Scarborough, Maine. The Maine Central won two matches and lost four, with Team No. 2 (Sam Spires, Blair Walls, Mack McLaughlin, Al Kennedy, Jim Moody) and Team No. 6 (Tom Hayes, John Michaels, Larry Smith, Larry Harding, John J. Mayfield) winning. The best game in their usual stylish performances were Paul Crawford of Team No. 2 and Jim Powers of the main office—Bud Low’s of the Engineering Department—and Samuel J. McLeary of the Disbursements Office.

Blanche Scott, formerly of Transportation Accounting, has been assigned to the Freight Traffic Department, replacing Nell Becker, who has moved to New Jersey. Nell Becker has been with the Railway for over 20 years, former key manager of the Railroad Retirement Board, who has been transferred to New Jersey. Friends said good-by to Nell with a party and thoughtful gift of a handbag. While we will miss Nell, we are very happy to have Blanche back with us again.

Engagements must be contagious in the Freight Traffic Department, as we have two lovely Mrs. Lockes, one sparkly, the other Miss, sparking their eyes, as well as on that certain finger on the left hand. Ann McNally is engaged to Brandon Lock, of Saco, and she is all excited about plans for a June wedding. Maryann has just moved to New Jersey, and added a beautiful baby April. All happiness and luck to both couples.

“Al” Chapman of the Auditor Disbursement Office moved in March to East Deering, now living on Washington Avenue. We understand he is working a little behind his desk, which has its conveniences no doubt (as well as its headaches).

“Al” Chapman returned from his Florida vacation to find the office full of work a couple of days. He is back to work now, but has to lead a reformed life (early to bed, early to rise, etc.)

We are always amazed at the amount of food left on the plate at the machine. In that paper box he brings every day. There evidently is no bottom to that bottomless well. He eats his lunch, his 3 o’clock break, and his going-home snack—just a regular lunch cart. Jack Townshend and Gower Chuky went ice-fishing recently—hey, what happened to the fish?

Miss Olive Norris, Stenographer, Public Relations Dept., was married on March 1 to William E. Anderson, p.o. 2/c, U.S. Navy, of Gibbonsville, North Carolina; the ceremony took place at the parson house of Woodfords Congregational Church, Olive and her husband went on their wedding trip to North Carolina. Friends at the General Offices of the Maine Central have a big off as evidenced by photo of her at her desk with some of her gifts.
BIG "IF"

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

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

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