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A STUDY OF MAINE CENTRAL RAILROAD PASSENGER  
SERVICE SINCE 1900

By  
HENRY G. STENBERG, JR.

A THESIS  
Submitted in Partial Fulfillment of the  
Requirements for the Degree of  
Master of Arts  
(in History)

Division of Graduate Study

University of Maine

Orono

June, 1965

A STUDY OF MAINE CENTRAL RAILROAD PASSENGER  
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An Abstract of the Thesis Presented in Partial  
Fulfillment of the Requirements for the  
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A general study was made of the Maine Central railroad's passenger service from 1900 to its elimination in 1960. Because of the difficulties encountered in obtaining information regarding the Maine Central, the author has relied upon records of the Maine Public Utilities Commission and other sources.

The Maine Central Railroad once operated an extensive network of passenger trains. Additional services also included airlines, buslines, ferries, and hotels. As the popularity of the automobile increased, the railroad was forced to curtail its passenger service and end all operations of ferries, buses, and hotels. The number of passengers steadily declined, and passenger deficits endangered the financial position of the railroad.

Maine Central introduced articulated streamliners, reduced fares, and operated special trains to offset its losses. However, by 1954 officials began a major campaign to end all service. Several prominent Maine industries supported the railroad's action in the

hope of obtaining reduced freight rates. The last regularly scheduled passenger trains over Maine Central rails were operated on September 6, 1960.

While the railroad was correct in arguing that the automobile and subsidized competition were responsible for passenger losses, Maine Central management was also to blame. Railroad buses directly competed with scheduled trains. After 1950 the quality of service rapidly declined, and little was done to promote passenger train travel.

The passenger train problem is national, and the Maine Central presented a special problem because of its geographical location and lack of many industries along its routes to provide adequate freight revenues. Future students of Maine railroad history must take this into consideration in order to understand the railroad's problem.

While many questions regarding Maine Central's passenger service remain unanswered, it is hoped this study may provide a foundation for further research.

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## INTRODUCTION

The original Maine Central Railroad Company was formed on October 28, 1862 with the consolidation of the Androscoggin & Kennebec and the Penobscot & Kennebec Railroads. Less than a hundred years later, on September 6, 1960, the last scheduled passenger train of a much larger Maine Central Railroad made its final run. The private automobile and a network of public roads, fast airline schedules, and frequent bus service all played their part in forcing the Maine Central out of the railroad passenger business.

After the Civil War the railroad became the undisputed king of transportation in the United States. The canal and stagecoach companies had given way to the Iron Horse, and competition now arose primarily from within the industry as other railroads became the giants of American transportation. Passengers, freight, and mail now moved swiftly across the nation. All America was growing, and the states needed dependable transportation.

Maine also witnessed the development of a railroad network to serve her needs. Before the turn of the century the Bangor & Aroostook, the Knox & Lincoln, the Maine Central, and the Portland & Ogdensburg became the vital arteries of transportation within the state. By

1912 the Maine Central had incorporated many of these lines into its system, including two narrow gauge railroads, the Bridgton & Saco River and the Sandy River & Rangeley Lakes.

Passenger trains were operated on all these lines and the passenger departments made efforts to encourage the public to ride Maine Central trains. Special booklets and schedules, ferry and steamer service, express trains, and the resort hotels at Rockland, Poland Springs, and Mount Kineo lured thousands of vacationers to Maine resorts each year. Local traffic was also extensive: many branch lines had several trains each day to connect with trains to Bangor, Portland, or Boston. Through train service was available from Washington and New York, Vermont, New Hampshire, and Canada. In short, the Maine Central operated an extensive and profitable passenger service. Until 1930 the road continued to handle a considerable number of passengers despite increased use of the automobile. Some thirty years later the railroad was no longer able to compete with the automobile, the airplane, and the bus for passengers.

The causes of the end of passenger service were not peculiar to the Maine Central. Every railroad in America curtailed service and many eliminated it entirely. Passenger trains no longer operate on several Class I railroads today--the Western Maryland, the St. Louis-



Southwestern, and the former Virginian. The Maine Central merely joined the ranks of a larger number of railroads that decided it was not feasible to continue service under the impact of fewer passengers, higher deficits, and rising operational costs. With the exception of Hawaii, Maine became the only state in the union with no rail passenger service to its major cities and towns.

This thesis is a study of the Maine Central's passenger service from 1900 to 1960. While the Bangor & Aroostook, Canadian Pacific, and Grand Trunk Railroads operated passenger trains during this period, the Maine Central was chosen because this railroad was and is essential to the economy of Maine, and presents a clear picture of the decline of passenger service in the state.

Not every detail of the service has been examined. Rather, a general approach has been used to analyze scheduling, traffic, the efforts of rail officials to attract passengers and reduce deficits, and the reaction of the public to Maine Central policies. Relevant developments on the national scene have also been examined.

It has been difficult to obtain certain information. Correspondence and interviews with Joseph H. Cobb of the Maine Central Railroad revealed that many records pertaining to passenger service were ordered destroyed by the Interstate Commerce Commission. The limited

information available in libraries contained data on the romance of railroading and the Library of the Bureau of Railway Economics was unable to provide material relevant to the topic of the thesis.

Because of such difficulties, records on file with the Maine Public Utilities Commission have been heavily relied upon. Supplementary data has been derived from Annual Reports, newspapers, public relations material and other sources.

Even though the thesis is in no sense a complete history of the Maine Central's passenger service, it does serve as an introduction, and perhaps will be of some value as a foundation for further research on railroading in the state of Maine.

## CHAPTER I

## THE FIRST TWENTY YEARS

There were two affluent eras of passenger service in the twentieth century for the Maine Central Railroad, 1900-1920, before the real impact of the automobile, and 1940-1946, the busy years of World War II. The years before 1920 were a period of bustling activity. Maine Central officials had good reason to believe their coaches would be filled for many years to come. The number of passengers virtually doubled in twenty years, despite cutbacks preceding and during the Great War. The passenger was welcomed aboard Maine Central trains, and management made continued efforts to encourage the traveler to buy railroad tickets.

At the turn of the century the number of cities and towns where one could board a Maine Central train were numerous. Beecher Falls, New Hampshire, St. Johnsbury, Vermont, Calais, Rockland and Skowhegan, Maine were only a few of the many communities served by the railroad. Few name trains were listed except for summer specials such as the "Bar Harbor Express," overnight all-Pullman train from New York. But the mere designation of a train by number did not detract from its safety and luxury to carry its patrons to all parts of Northern New

England. To carry the 2,387,846 passengers it hauled in 1900, the railroad used sixty-two passenger engines and 169 passenger cars.<sup>1</sup> The fare per mile between 1893 and 1900 averaged 2.28 cents and 2.24 cents on all Maine railroads.<sup>2</sup> In 1880, an average of 4.055 cents per mile on the Maine Central had been charged.<sup>3</sup>

Dozens of trains operated into the city of Bangor, according to a contemporary writer. He noted some fifty-six regular passenger trains during the summer season.<sup>4</sup> The total number of passengers for the year ending June 30, 1899 increased in that year by 32,460 to a total of 187,566.<sup>5</sup> The city of Bangor was indeed a busy rail center.

Praise for the railroad came from the Railroad Commission and a Bangor newspaper in 1900. The Report of the Commissioners found passenger equipment "...first

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<sup>1</sup> Forty-Second Annual Report of the Railroad Commissioners of the State of Maine (Augusta: Kennebec Journal, 1900), pp. 11, 20.

<sup>2</sup> Ibid. and Edward E. Chase, Maine Railroads (Portland: The Southworth Press, 1926), p. 96.

<sup>3</sup> Chase, Maine Railroads, p. 96.

<sup>4</sup> Edward M. Blanding, The City of Bangor (Bangor: Industrial Press Journal, 1899), p. 81.

<sup>5</sup> Ibid., p. 83.

class in all respects...No pains or expense seemed to be spared in keeping it to the highest, modern standards."<sup>6</sup> Stations were in excellent condition. The Bangor Daily News of February 19, 1900 approved recent fare reductions. It said the Maine Central was "...abreast of the times and determined to do everything in its ability to afford to the public as low passenger rates as can be made." The company had, for example, reduced the fare from Bangor to Augusta from \$2.45 to \$2.25, one way, and also reduced the one way fare from Portland to Rockland by twenty cents.

The railroad's efforts to attract passengers also included promotional advertising, new cars, and improved station facilities and schedules. The road issued descriptive folders extolling the beauty of Bar Harbor, the White Mountains, and the Rangeley and Moosehead Lakes areas. Pictures were included to provide additional appeal. One such folder, issued in 1903, listed a special round trip summer excursion fare from Portland to Bar Harbor for \$11.00. And the ride on the appropriate Maine Central train was the ultimate in comfort. These booklets were printed for many years and had titles such as "I Go A Fishing" and "Mt. Desert, Isle

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6

Railroad Commissioners Report, 1900, p. 51.

of Enchantment." Parlor car and coach fares were low. Round trip summer excursion tickets from Portland to Halifax, Nova Scotia cost \$19.50, to Fabyan's, New Hampshire, \$5.00, and to Ellsworth, \$8.50. Parlor car rates from Portland to Augusta were \$.40, Bangor, \$.75, Farmington, \$.50, and Mt. Desert, \$1.25.<sup>7</sup>

A new Union Station was completed in Bangor in 1906. Rumford was also honored with a new depot in 1914.<sup>8</sup> The same year eight new passenger cars, costing \$92,528 were placed in service.<sup>9</sup> In 1914, the "Bar Harbor Express" featured "Through Electric Lighted Pullmans."<sup>10</sup>

Schedules from 1900 to 1920 accommodated many passengers with frequent service. In 1903 one could

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7

Maine Central Railroad Passenger Folder, 1903. All railroad timetables and passenger folders mentioned in the thesis are available at the offices of the Railway & Locomotive Historical Society, Baker Memorial Library, Harvard University, Cambridge, Massachusetts.

8

Forty-Sixth Annual Report of the Railroad Commissioners of the State of Maine (Augusta: Kennebec Journal, 1906), p. 51 and Maine Central Railroad, Annual Report, 1914, p. 12.

9

Maine Central Railroad, Annual Report, 1914, p. 9.

10

Maine Central Railroad Timetable, June 25, 1914.

travel from Boston to Southwest Harbor, Mt. Desert, or Bar Harbor on such trains as the "Provincial Express," "Day Express," or "Mt. Desert Special," in eleven hours or more. A trip to Halifax, Nova Scotia from Boston took approximately twenty-four hours, and twenty-one hours from Portland.<sup>11</sup>

Excellent service was available from New York on the summertime "Bar Harbor Express" or the year round "State of Maine." The "Bar Harbor" left Grand Central Terminal at 7:30 P.M., and arrived in Bangor at 10:05 A.M. and then proceeded to Ellsworth for connections with the Mt. Desert ferry. Westbound the traveler left Bar Harbor at 3:40 P.M. and arrived in New York at 7:52 A.M. In both directions the "Bar Harbor Express" included Pullman sleeping cars, a dining car, and a buffet-smoking car.<sup>12</sup> Overnight service from Portland to New York was available on the "State of Maine Express" with through sleeping cars, a smoking car, diner and coach. The trip took eleven to eleven and a half hours each way.<sup>13</sup>

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11  
Maine Central Railroad Passenger Folder, 1903.

12  
Maine Central Railroad Timetable , June 25, 1914.

13  
Ibid.

Service between Bangor and Portland grew from three round trips per day in 1905 to five in 1914 and nine in 1919. Running times averaged approximately five hours but several trains averaged four hours and twenty minutes to four and three-quarter hours through the years.

The American railroads were in financial trouble during the first twenty years of the new century. Prices in America rose thirty per cent, railroad wages increased fifty per cent, and taxes tripled but rail earnings merely doubled.<sup>14</sup> The roads petitioned the Interstate Commerce Commission in 1913 for higher freight rates, but were granted only a moderate five per cent increase. "By the early fall of 1915, a sixth of the rail network of the nation...was under control or awaiting receivership."<sup>15</sup> The Maine Central lost \$143,716 in 1914, \$3,328,803 in 1918, and \$4,050,233 in 1919.<sup>16</sup> As the

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14

John F. Stover, American Railroads (Chicago: The University of Chicago Press, 1961), p. 182.

15

Ibid., p. 183.

16

Moody's Manual of Railroad Investments, 1920 (New York: Press of the Publisher's Printing Company), p. 185. Hereafter cited as Moody's.



company suffered such losses it was faced with the problem of trimming schedules to reduce operating costs while still providing adequate service.

The Maine Central discontinued local trains 155 and 158 between Bartlett and Lancaster, New Hampshire on December 28, 1914. Charles A. Morey and others petitioned the New Hampshire Public Service Commission to have the trains reinstated because of limited service in the area, especially during the winter months.<sup>17</sup> The railroad presented evidence to show that the trains did not meet expenses because of declining patronage and the high costs of operating plow trains through Crawford Notch. The trains had been eliminated from the schedule because "...of a large loss of revenues resulting from recent abnormal business conditions."<sup>18</sup> All of the railroad's operations in New Hampshire had sustained a loss of \$250,841.83 in 1914.<sup>19</sup> The petitioners suggested that the railroad voluntarily restore the trains in April.

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17

Charles A. Morey et. al. v. Maine Central Railroad in Public Utilities Reports, Vol. XXXII (Rochester: Lawyers Cooperative Publishing Company, 1915), p. 819.

18

Ibid.

19

Ibid.

On February 27, 1915 the New Hampshire Commission decided that it would not order the trains to operate during the winter months despite its belief that the remaining service was "scant." Concurring opinions pointed out that if the train was not restored by April first, the Commission would again consider a formal complaint.<sup>20</sup>

Another complaint regarding the scheduling of trains came from W. L. Packard and others in a petition of March 22, 1916.<sup>21</sup> The petitioners wanted the station at Carmel open in the evening for trains two and twenty-five arriving at 8:38 P. M. and 9:09 P. M. They protested being forced to wait outdoors in inclement weather for their trains. The railroad claimed that the traffic at Carmel was light, and it would cost \$14.00 a week for each additional man employed.<sup>22</sup> Under the Hours of Service Act of 1907, no employee could be on duty more than thirteen hours for places open only in the daytime,

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<sup>20</sup>  
Ibid., p. 820.

<sup>21</sup>  
W. L. Packard et. al. v. Maine Central Railroad,  
Formal Complaint 60, p. 2.

<sup>22</sup>  
Ibid.

or nine hours in all towers, stations, and offices that operated day and night.<sup>23</sup> The Carmel agent went on duty at 6:15 A. M. and, under the law, could not work after 7:15 P. M. The railroad contended that it could not pay the wages of two men when one would work less than an hour each evening.

The Commission decided the passengers at Carmel had a legitimate complaint and ordered the waiting room to be kept open, heated, and lighted from October to April. Any employee involved with the care of the station to meet the two trains would not be connected with train movements and, therefore, not subject to the Hours of Service Act. A caretaker was required for the public convenience to see that the station was open for train arrivals.<sup>24</sup>

Two cases came before the Commission regarding the adjustment of train schedules. In 1915, patrons of the Bucksport branch complained of the early morning train

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23

Ibid., pp. 2-3.

24

Ibid., p. 8.

from Bangor to Bucksport frequently arriving late, thereby causing them to miss their Penobscot Bay & River Steamboat Company connection.<sup>25</sup> The matter was settled in 1916 when the Maine Central agreed to have the train leave Bangor one-half hour earlier.<sup>26</sup>

On January 18, 1917 a formal complaint was filed with the Commission by the Dexter Chamber of Commerce, protesting that the schedule was "...grossly inadequate, unreasonable, and insufficient...That no western mail, express nor passenger service can be had on any day after the 1:35 P. M. afternoon train!"<sup>27</sup> Petitioners claimed that the mail arrived at ten or ten-thirty in the morning. This left but a few hours for the transaction of business and the sending of replies on the 1:35 P. M. train. Companies such as Dumbarton Woolen Mills believed they

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25

Benjamin F. Cleaves, Chairman, Maine Public Utilities Commission, to Dana Douglass, General Manager, Maine Central Railroad, Augusta, September 14, 1915, in Public Utilities Commission v. Maine Central Railroad, I. C. 58.

26

Dana Douglass to Benjamin F. Cleaves, Portland, September 16, 1915, in Public Utilities Commission v. Maine Central Railroad, I. C. 58.

27

Dexter Chamber of Commerce et. al. v. Maine Central Railroad, Formal Complaint 103, p. 2.

were seriously inconvenienced. Citizens expressed a desire to have the train leave at a later hour or require the railroad to operate an additional train.

General Manager Douglass wrote the Maine Commission explaining his company's position. Increased expenditures would be necessary for train and engine crews, fuel, and station personnel. The company believed existing service was adequate. Ticket sales and receipts for Corinna, Dexter, Silver's Mills, and Dover-Foxcroft were as follows:<sup>28</sup>

TABLE I  
Dover-Foxcroft Branch  
Ticket Sales and Receipts  
Selected Years, 1912-1916

<u>YEAR</u>	<u>RECEIPTS</u>	<u>PASSENGERS</u>
1912	\$61,630.65	24,995
1914	53,845.63	26,430
1915	57,290.71	29,649
1916	62,998.86	33,258

While the number of passengers had increased substantially during the five year period, revenues had not remained stable. Freight revenues on the branch had declined from \$276,931.41 in 1914 to \$265,775.93 in 1916.<sup>29</sup>

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28

Douglass, to the Public Utilities Commission, Portland, January 25, 1917.

29

Ibid.

The Commission believed that the cause of complaint would be removed if the time of the train's departure was delayed. The train was ordered to leave no earlier than 2:55 P. M. from Dover-Foxcroft, effective May 15, 1917.<sup>30</sup> This would insure connections at Newport Junction for Bangor and Portland.

The schedule remained in effect less than a year. John L. Morrisson and others requested the Commission to have the schedule changed so the train would leave Dover-Foxcroft at 1:05 P. M.<sup>31</sup> There was no opposition and the railroad claimed "...it wished to do that which would best accommodate patrons along the line."<sup>32</sup> The Commission ordered the change to become effective on February 25, 1918, and the railroad cooperated.

The Maine Central reacted to rising costs in 1917 by ordering passenger fare increases, but an order issued by the Public Utilities Commission on July 25, 1917 suspended the proposed changes for three months and prohibited further increases. The Commission believed "...

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<sup>30</sup> Dexter Chamber of Commerce v. Maine Central Railroad, Formal Complaint 103, p. 9.

<sup>31</sup> John L. Morrisson et. al. v. Maine Central Railroad, Formal Complaint 149, p. 2.

<sup>32</sup> Ibid.

the respondents were not prepared to present their case in a full and concise manner."<sup>33</sup>

Railroad officials presented their case again during the next three months and argued that emergency financial conditions existed and asked for the following increases: 500 mile book fares to rise from two and a quarter cents per mile to two and a half, local fares to change to two and three-quarter cents per mile from two and a half cents per mile. An estimated \$300,000 annual increase in revenue would result.<sup>34</sup>

The railroad pleaded that its operations for the years 1915 and 1916 had not provided adequate revenue for improvements. Costs of labor and materials had increased considerably. For example, the price of a ton of coal rose from \$3.54 in 1915 to \$5.19 a ton in 1917.<sup>35</sup> Seven major wage increases were put into effect in 1917. The effects of the railroad's increased costs of operation are shown in the following tables.<sup>36</sup>

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33

Investigation by the Commission of the Advance in Passenger Rates of the Maine Central Railroad Company and the Portland Terminal Company, Formal Complaint 125, p. 2.

34

Ibid., p. 1 .

35

Ibid., p. 9.

36

Ibid., Railroad Exhibits, Tables II and V.

TABLE II  
Operating Expenses, 1917 in Comparison  
to 1916

Actual operating expenses year ended June 30, 1917		\$ 9,721,941
Deduct \$1.65 per ton 381,342 tons of coal	\$630,039	
Deduct proportion labor increase June 16, 1916	136,304	
Deduct proportion Adamson Labor Law increase	114,000	
Deduct proportion labor increase April-June, 1917	35,346	
Deduct increased cost of material	<u>100,000</u>	<u>          </u>
1917 business conditions adjusted to 1916 unit prices would have cost		8,706,252
Actual operating expenses year ended June 30, 1916		8,192,577
Excess cost of 1917 over 1916, at unit prices prevailing in 1916		513,675



TABLE III

Wage Increases Year Ended December 31, 1917

<u>CLASS</u>	<u>TOTAL</u>	<u>PERCENT INCREASE</u>	<u>AMT. CHARGED</u>	
			<u>MAINE</u>	<u>CENTRAL</u>
M. of Way Signal Men	\$ 5,708	07.95	\$	5,708
M. of Way	115,593	10.13		109,970
Motive Power Dept. Shops	99,282	10.62		85,848
Floating Equipment	3,806	10.27		3,806
Station Service; Motive Power & Trans. Dept.	85,666	11.25		65,828
Coal Plant	2,355	03.72		561
Adamson Law	<u>259,393</u>	<u>16.01</u>		<u>228,066</u>
	\$571,803	12.33		\$499,787

NOTE: Figures in column two include those of the Portland Terminal Company, a subsidiary of the Maine Central which provided switching facilities at Portland, Maine. The Adamson Law was the eight hour a day law signed into effect for the railroad workers of America after much opposition from the American Railroad system. President Wilson had supported it, and the bill was finally passed by Congress in September, 1916.

Railroad officials contended that operating costs for the coming year would be \$10,794,483.80 if current business conditions prevailed. Net would be \$1,168,305.50 less than the preceding year.<sup>37</sup> In order to avoid this situation the railroad believed an increase was necessary.

The Commission noted that no protests were filed or opposition registered to the proposed fare increases, and agreed that emergency conditions existed. On November 1, 1917 it issued a favorable decree.

Passengers were not only carried on standard gauge track, but also on two foot narrow gauge lines. In 1911 the railroad acquired control of the Sandy River & Rangeley Lakes Railroad, which had earlier consolidated into a hundred and twenty mile system from five roads-- the Sandy River, Franklin & Megantic, Kingfield & Dead River, Phillips & Rangeley, and Madrid & Eustis Railroads.<sup>38</sup> The short Bridgton & Saco River were also taken under Maine Central control in 1912.<sup>39</sup> General policies were made at Portland for both roads, and new engines,

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37

Ibid., p. 9.

38

Linwood W. Moody, The Maine Two Footers (Berkeley: Howell-North, 1959), p. 89.

39

Ibid., p. 133.

stations, and roadbed were acquired. The narrow gauge lines were called upon to haul large movements of freight and passengers. In 1916 alone, the Bridgton & Saco River carried some 34,000 passengers.<sup>40</sup>

During World War I the Federal Government operated the American Railroad system from January 1, 1918 to March 1, 1920. William McAdoo was National Director and Dana Douglass was Federal Manager of the Maine Central. The usual service in general remained for Maine Central patrons despite federal control.<sup>41</sup> For example, nine trains operated in both directions between Portland and Bangor, while five years earlier, four were operated. Schedules still allowed Maine residents to travel to their destinations with minor inconvenience, even though only one trip operated each day between Portland and Bartlett, New Hampshire, and Portland and St. Johnsbury, Vermont. The timetables were now made of a cheaper grade of paper and were less appealing.

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40

Ibid., p. 134.

41

Maine Central Railroad Timetables, June 15, 1914, September 27, 1914, November 11, 1918, and June 30, 1919.

During the first two decades, Maine Central officials attempted to provide and improve service in spite of increased operating expenses. But an argument heard frequently in later years had already begun to be accepted as a valid reason for service adjustments: unstable financial conditions required the elimination of unnecessary passenger train service.

## CHAPTER II

## THE TWENTIES

In the years of prohibition, "Normalcy," and "Coolidge Prosperity" many United States industries experienced unprecedented financial success, but the period was hardly beneficial to all segments of industry or classes of people. The railroad industry certainly did not boom and the Maine Central was no exception. Like most other American railroads, the company began to feel the impact of the automobile and truck. New trains and faster schedules were introduced to maintain the existing passenger business, but glamour and finer service failed to reverse the trend of the traveling public toward less frequent use of the trains.

The twenties began with a depression. Unemployment rose to 5,010,000 in 1921 from 1,670,000 in 1920.<sup>1</sup> National income fell from 79.1 billion dollars in 1920 to sixty-four billion in 1921.<sup>2</sup> In 1921 the gross national

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<sup>1</sup> U. S. Bureau of the Census, Historical Statistics of the United States, Colonial Times to 1957 (Washington, D. C., 1960), p. 73.

<sup>2</sup> Ibid., p. 141.

product fell to 37.6 billion dollars from 40.1 billion dollars in 1920, based on 1914 prices.<sup>3</sup> The depression caused more than 100,000 bankruptcies, and 453,000 farmers lost their farms.<sup>4</sup> The national railroad system was greatly affected as its operating revenues were reduced ten per cent between 1920 and 1921.<sup>5</sup>

The downward trend was reversed for most industries in the following years. By 1924 the unemployment rate had decreased to 5.5 per cent from 11.9 per cent in 1921.<sup>6</sup> National income rose from 63.1 billion dollars in 1922 to a high of 87.8 billion dollars in 1929.<sup>7</sup> Despite the general prosperity of the nation, the railroads lost much traffic in the latter part of the

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<sup>3</sup> George Soule, Prosperity Decade: From War to Depression, 1917-1929, Volume VIII of The Economic History of the United States (New York: Rinehart & Company, 1947), p. 96.

<sup>4</sup> Ibid.

<sup>5</sup> John F. Stover, American Railroads, p. 197.

<sup>6</sup> Historical Statistics of the United States, p. 73.

<sup>7</sup> Ibid., p. 141.

decade. Their share of freight traffic declined from 76.56 per cent in 1926 to 74.31 per cent in 1930.<sup>8</sup> Rail passenger miles declined from 39.5 billion in 1926 to 29.3 in 1930.<sup>9</sup>

Figures for the Maine Central also varied. Revenue freight tonnage reached 8,753,065 tons in 1920.<sup>10</sup> For the next eight years an average of seven million tons was recorded. Freight revenues remained at an average of fourteen million dollars yearly, but the net income was low. In 1920, \$303,433 was earned, while a deficit of \$2,165,362 in 1921 hurt the company's financial position.<sup>11</sup> Million dollar figures were recorded in 1925 and 1926, but 1927 and 1928 saw net income decrease to \$551,000 and \$788,000 respectively; 1929 was the best year for the railroad when the net rose to \$1,746,256.<sup>12</sup>

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<sup>8</sup> James C. Nelson, Railroad Transportation and Public Policy (Washington, D. C.: The Brookings Institution, 1959), p. 10.

<sup>9</sup> Ibid., p. 18.

<sup>10</sup> Moody's, 1923, p. 413.

<sup>11</sup> Ibid., p. 412.

<sup>12</sup> Ibid., 1930, p. 630.

Passenger figures dwindled considerably. Revenues in 1920 amounted to \$5,360,708.<sup>13</sup> By 1929 they had decreased some two million dollars to \$3,095,621.<sup>14</sup> This was partially a result of the elimination of several branch line trains.

After 1923 the Maine Central no longer operated the Sandy River & Rangeley Lakes Railroad. One year earlier, directors of the Maine Central Railroad had announced they would cease paying interest on the Sandy River line's bonds. Objections were raised by several savings banks which owned both Sandy River bonds and Maine Central stock. When no satisfactory solution was found by the two groups, the interest on the bonds was not paid and the line went into receivership.<sup>15</sup>

The growth in popularity of the private automobile was partly responsible for the decreasing number of rail passengers. Factory sales of passenger cars in America rose from 1,905,560 in 1920 to 3,735,171 in 1925, and declined mildly to 2,787,456 in 1930.<sup>16</sup> Motor vehicle

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<sup>13</sup> Ibid., 1924, p. 639.      <sup>14</sup> Ibid., 1933, p. 1481.

<sup>15</sup> Edward E. Chase, Maine Railroads, pp. 115-116.

<sup>16</sup> Historical Statistics of the United States, p. 462.



registrations throughout the nation rose from 20,068,543 in 1920 to 26,749,853 in 1930.<sup>17</sup> In the state of Maine, the number of registered vehicles amounted to 63,000 in 1920, 141,000 in 1925, and 188,000 in 1930.<sup>18</sup>

To counteract the passenger deficits and the increased use of the automobile for travel, many railroads inaugurated name trains during the twenties. Names now long forgotten, such as Jersey Central's "Blue Comet," no longer grace the railroad timetable. The "Crescent Limited" and "Broadway Limited" were created at this time and are still running today. The Maine Central also had its share of limiteds, notably the "Pine Tree," "Bangor," and "Portland" limiteds.

A year before the great stock market crash, the "Pine Tree" left Waterville at the early hour of 5:35 A. M. and arrived at Boston's North Station at 10:30 A. M. After a day of shopping or business, the traveler left the Hub at 4:30 P. M. and arrived in Waterville at 9:20 P. M. The evening "Pine Tree" continued to

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17

Ibid.

18

U. S. Bureau of the Census, Statistical Abstract of the United States, 1963 (Washington, D. C.), p. 568.

Bangor, arriving at 10:50 P.M. Parlor cars, coaches, and a dining car offered, according to rail officials, the finest accommodations.<sup>19</sup>

The "Portland Limited" and "Bangor Limited" were early morning express trains from both cities. The "Portland Limited" left Bangor at 7:35 A.M. and arrived at Portland's Union Station at 11:15 A.M. Eastbound, the "Bangor Limited" left Portland at 7:50 A.M. and arrived at Bangor at 11:30 A.M. with a sleeper from New York to Mt. Desert, parlor car, and coaches.<sup>20</sup>

Additional express trains included the "Bar Harbor Express," "Flying Yankee," and "Gull." Palm Beach, Florida was the haven for the wealthy in the winter, but Bar Harbor was the summer attraction. The "Bar Harbor Express" was the favorite summer special, and its passengers were some of the most prominent in America. The all-Pullman train had sleeping cars with names such as "Lake Woodford," and "Glenford" to add to its distinction.<sup>21</sup>

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<sup>19</sup> Maine Central Railroad, Timetable, December 17, 1928.

<sup>20</sup> Maine Central Railroad, Timetable, April 24, 1927.

<sup>21</sup> William A. Kratville, Steam, Steel, & Limiteds (Omaha: Barnhart Press, 1962), p. 53.

The trip from Washington to Bar Harbor, including the steamer trip from Mt. Desert to Bar Harbor, took twenty-two and three-quarter hours eastbound and twenty-three hours westbound.<sup>22</sup> Travelers between Boston and Bangor rode the "Flying Yankee" with its diner, observation-parlor car, parlor cars, and coaches. In 1928 the "Maritime Flyer" between Boston and Halifax, Nova Scotia was replaced with the "Gull." Coaches operated between Boston and St. John, New Brunswick, while through Pullmans, a diner, and a Compartment-Buffer club car operated between Boston and Mattawamkeag, Moncton or Halifax.<sup>23</sup> These were the major "name" trains of the Maine Central during the twenties, in addition to the "Portland," "Bangor," and "Pine Tree" Limiteds.

While railroad officials added new trains and decreased running times of others, the Maine Public Utilities Commission received complaints alleging that existing train service to many communities was

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22  
Maine Central Railroad, Timetable,  
April 28, 1929.

23  
Maine Central Railroad, Passenger Folder, 1928.

inadequate. When the Maine Central eliminated station stops on certain trains to Rockland and Vanceboro in order to provide express train service, the towns of Thomaston, Wytovitlock, Bancroft and Danforth asked for train service to be reinstated.

Ronello S. Austin and others of Wytovitlock claimed they were seriously inconvenienced when the schedule of train eight from St. John to Boston had been adjusted to eliminate a stop at their town.<sup>24</sup> They noted that there was only one westbound train left that served Wytovitlock. This was train ninety-two which left for Bangor early in the morning. With the new schedule, an overnight journey to Danforth, their shopping center, was necessary, since they could not return on train eight. The complainants noted that Kingman and Bancroft still received service by train eight and argued that Wytovitlock was a more important stop.

General Manager Douglass explained that train eight had been delayed several times during the winter on its journey from the Maritimes. With the elimination

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24

Citizens of Wytovitlock, Maine, to the Commission, September 27, 1926, in Ronello S. Austin et. al. v. Maine Central Railroad, Formal Complaint 686.

of Wytovitlock from the schedule, the running time for the train on the Maine Central had been decreased five minutes. Traffic at the station was limited except for local passengers traveling to Danforth. The railroad offered to make a flag stop at Wytovitlock for a sixty day test period and keep careful records of the number of passengers on and off.<sup>25</sup>

On May 16, 1927 the Commission informed the selectmen of Wytovitlock of the railroad's decision, and stated that unless the town protested at the end of thirty days, the complaint would be dismissed. No further complaints were received.<sup>26</sup>

At the same time lawyer Thomas Bridges of Bancroft and other citizens were also dissatisfied with train service to Danforth. Under the new schedule, effective April 25, 1927, the Maine Central discontinued the station stop of train eight from the Maritimes at Bancroft. Residents of Bancroft had been accustomed to taking the afternoon train, ninety-three, to Danforth

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25

Douglass to the Commission, Portland, October 19, 1926, in Ronello S. Austin et. al. v. Maine Central Railroad, Formal Complaint 686.

26

Maine Public Utilities Commission to the Board of Selectmen of Wytovitlock, Augusta, May 16, 1927.

for their shopping. They returned on train eight in the evening. Now an overnight journey was necessary, and the complainants asked that the train stop regularly or when flagged.<sup>27</sup>

Douglass informed the Commission that train eight had been late almost every day from Vanceboro because of customs and immigration procedures. The stop at Bancroft had been discontinued to insure on time performance.<sup>28</sup>

Lawyer Bridges expressed his views further in a letter to the Commission on May 17, 1927. He believed no corporation should expect to make a profit on every part of its service. Indignantly, he asked, "Is the arrival of Canadians and foreigners in Boston nineteen minutes earlier of more importance than service to natives in Bancroft and Danforth?"<sup>29</sup> The residents of these towns were not to blame if the train was late for customs checks.

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27

T. S. Bridges et. al. v. Maine Central Railroad, Formal Complaint 717, p. 2.

28

Douglass to George Giddings, Clerk, Maine Public Utilities Commission, Portland, May 9, 1927.

29

T. S. Bridges to the Commission, Bancroft, May 17, 1927.

Evidence presented by the Maine Central Railroad revealed that the number of passengers using the Bancroft station had declined. In 1914, 1,478 tickets were sold with revenues amounting to \$502.79, while ticket sales for 1926 amounted to 799 with revenues of \$312.12. Sales from Bancroft to Danforth in May and June of 1926 amounted to sixty-two with receipts of \$21.08, while not a single ticket was sold in May and June of 1927. Total number of passengers using train eight to Bancroft from May to September, 1926 amounted to fifty-three with a revenue of \$21.14. Forty-eight of these passengers had used the train from Danforth to Bancroft.<sup>30</sup>

The Commission decreed on July 19, 1927 that service to the communities involved was adequate. Both the Maine Central and Canadian Pacific Railroads provided local train service. It believed that the ticket sales and receipts were ample proof that the community of three hundred did not require extra train service. Bridges' complaint was dismissed.<sup>31</sup>

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30

Auditor of Passenger Accounts, Maine Central Railroad, Statement July 6, 1927, "Local Ticket Sales at Bancroft," T. S. Bridges v. Maine Central Railroad, Formal Complaint 717.

31

T. S. Bridges v. Maine Central Railroad, Formal Complaint 717, pp. 2-3.

Citizens of Thomaston were more successful than Thomas Bridges. George A. Buker and others wanted express train fifty-seven, leaving Portland at 11:55 A. M. and arriving in Rockland at 2:25 P. M. to stop at Thomaston. They argued that mail was delayed for several hours, since the next mail arrival by train was not until 6:40 P. M. Passengers for Thomaston were also inconvenienced by being forced to ride to Rockland and then return by trolley to Thomaston.<sup>32</sup>

The railroad explained that since the elimination of stops at Thomaston and other stations, the running time of train fifty-seven had been shortened by thirty-five minutes. The new service had been well received by the public. During a test period in 1928-1929, revenues for the train between Bath and Rockland had risen from seventy-one to ninety-seven cents a mile.<sup>33</sup> The number of passengers detraining at Rockland for the months of October and November had increased from 691 in 1928 to 886 in 1929.<sup>34</sup>

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32

George A. Buker et. al. v. Maine Central Railroad, Formal Complaint 815, pp. 1-3.

33

Ibid., p. 1.

34

Maine Central Railroad, Exhibit, November 26, 1929, "All Passengers Arriving Rockland on Train 57," in G. A. Buker v. Maine Central Railroad, Formal Complaint 815.



Under the existing schedule, trains fifty-seven eastbound and seventy-eight westbound, met at Thomaston. Train seventy-eight remained on a siding from 2:24 P. M. until train fifty-seven passed at 2:26 P. M. Testimony proved that the westbound train was seldom able to get into the clear of the Thomaston siding without being delayed by the eastbound express. The Commission believed "The time thus consumed by train number fifty-seven...would in most instances be more than required to make a station stop."<sup>35</sup> The schedule of the train would not be radically changed if number fifty-seven stopped at Thomaston. The public requested the service and the railroad could provide it with little expense. On December 21, 1929 the Commission decreed that train fifty-seven make a regular stop at Thomaston, effective January 1, 1930.<sup>36</sup>

When the Maine Central discontinued trains twelve and fifteen east of Lewiston, Charles A. Hill of the Belgrade Lakes resort area protested. He asked the Commission to reinstate train fifteen between Lewiston

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<sup>35</sup>  
G. A. Buker v. Maine Central Railroad,  
Formal Complaint 815, p. 2.

<sup>36</sup>  
Ibid., p. 4.

and Skowhegan, and also requested that parlor car service on train fourteen from Lewiston be restored. Hill believed that vacationers to the Belgrade region were receiving discriminatory treatment by the railroad in favor of those traveling to Poland Springs and Mount Kineo.<sup>37</sup>

A conference was held at the offices of the Commission. The railroad explained its financial position to Hill and commented on the declining patronage of the trains. Hill withdrew his complaint, but he was not satisfied for long. Two years later he drew up another petition and asked for the reinstatement of train fifteen between Lewiston and Waterville, claiming that service was inadequate.<sup>38</sup>

Rail officials argued that renewal of service would result in a loss for the company. General Manager Douglass explained that it would cost the railroad \$3,316.18 for each twenty-eight day period, and increase train mileage 132 miles per day.<sup>39</sup> The expenses listed

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37  
Charles A. Hill et. al. v. Maine Central Railroad, Formal Complaint 379, p. 1.

38  
Charles A. Hill et. al. v. Maine Central Railroad, Formal Complaint 475, p. 1.

39  
Ibid., p. 3.

were those for "out of pocket costs" only, that is, those resulting from the operation of the trains, such as fuel, labor, and other expenses. Douglass also stressed that the line's passenger service had suffered a loss for the months of January and February. In its decision of April 6, 1922, the Commission dismissed the complaint.<sup>40</sup>

Two trains a day operated in each direction on the Rockland branch in 1922. Citizens and merchants of Rockland and Camden believed the passenger and mail service was inadequate, and filed a complaint with the Commission, asking for a train leaving Rockland in the afternoon and for one arriving early in the evening.<sup>41</sup> Service at the time of the complaint was as follows:<sup>42</sup>

TABLE IV  
Rockland Branch Trains  
Spring, 1922

<u>Eastbound</u>		<u>Westbound</u>	
Lv. Brunswick	8:02 A. M. 1:50 P. M.	Lv. Rockland	7:30 A. M. 1:45 P. M.
Arr. Rockland	11:05 A. M. 5:00 P. M.	Arr. Brunswick	11:45 A. M. 4:55 P. M.

40

Ibid.

41

Charles E. Wood et. al. v. Maine Central Railroad, Formal Complaint 404, p. 1.

42

Ibid., p. 2.

Townspeople claimed that mail from the morning train did not arrive in Rockland until after eleven A. M., and by the time it was delivered, there was not sufficient time for replies to go on the afternoon train.

On January 11, 1922 a hearing was held at Rockland. Maine Central officials claimed the line could not afford to add extra trains. They pointed out that Rockland was not the only community with two trains per day. The same amount of service was found on the Bar Harbor, Bucksport, Farmington, Kineo and Rangeley branches.<sup>43</sup>

According to the road, operating results for the eleven months ended November 30, 1921 showed a deficit, after fixed charges and tax accruals, of \$1,913,000.00.<sup>44</sup> Rockland branch operating results for the twelve months ended October 31, 1921 compared with the previous twelve month period revealed a sharp decline in freight tonnage and ticket sales. Revenue

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43

"Record of Hearing Held at Rockland, Maine, January 11, 1922," p. 37, in Charles E. Wood et. al. v. Maine Central Railroad, Formal Complaint 404.

44

"Reply for Maine Central Railroad Company," p. 3, in Charles E. Wood et. al. v. Maine Central Railroad, Formal Complaint 404.

from ticket sales decreased \$104,000.00, and freight tonnage had decreased 26,776 tons in one year.<sup>45</sup> For a twenty-eight day period, the railroad would have to increase its expenditures by \$3,137.75 to operate the two extra trains.<sup>46</sup> Railroad officials emphasized the the company could not bear this added expense.

In its decision, the Commission noted that all railroads were recovering from the recent war. But the financial condition of the Maine Central could not prohibit it from ordering extra trains if such service was necessary. "We do feel...that an important section of our state is in danger of economic starvation by too restricted transportation facilities."<sup>47</sup> The railroad was ordered to provide at least three passenger trains on weekdays between Brunswick and Rockland, Sunday schedules to remain the same. The company was allowed to carry passengers, mail, and express in a motor-car or motor-bus if it wished to, in order to incur minimum expenses of operation. The decree was issued April 7, 1922.<sup>48</sup>

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45

Ibid., p. 4.

46

Charles E. Wood v. Maine Central Railroad,  
Formal Complaint 404, p. 3.

47

Ibid., p. 7.

48

Ibid., p. 13.

On May 9, 1925, the town of Freeport complained of inadequate train service. Passengers on the 9:00 A. M. train from Boston to Bangor had to change trains at Portland for Freeport "...to come out on train twenty-five arriving at the end of the business day, or in other words, losing a whole day."<sup>49</sup> The Sawyer Boot & Shoe Company was unable to ship express conveniently to Bangor as the through train carried no mail car.

General Manager Douglass informed the Commission of the service to Freeport. Four trains per day served the town on eastbound schedules, and ticket sales for Freeport, Bath, and other stations on the Rockland branch amounted to an average of less than one a day. With such light patronage the railroad felt the towns were adequately served with trains one and twenty-five.<sup>50</sup>

Mr. Douglass' solution to the problem was simple. Effective June 29, 1925 the railroad would stop the train at Freeport on advance notice to the station agent

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49

H. E. Davis et. al. v. Maine Central Railroad,  
Formal Complaint 605, p. 1.

50

Dana Douglass to George Giddings, Clerk, Maine  
Public Utilities Commission, Portland, May 28, 1925.

or conductor to discharge passengers with tickets for points west of Portland.<sup>51</sup> The H. E. Davis Company, representing the complainants, withdrew the complaint and the matter was settled.<sup>52</sup>

Despite the introduction of the "Gull" and victories of some communities over the railroad in an effort to secure additional train service, the number of trains had decreased by 1928. Only one round trip a day operated between Pittsfield and Harmony and Bangor and Bucksport. Two trains a day continued to run on the Dover branch, while only three trains connected Lewiston with Brunswick. Kineo station and Oquossuc warranted one round trip for the winter.

In general, the railroad encouraged passenger traffic during the twenties, and improved existing service with new and faster trains. Officials were willing, albeit not wholeheartedly, to accommodate small communities along its lines with local service,

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51  
Ibid.

52  
H. E. Davis v. Maine Central Railroad,  
Formal Complaint 605, p. 2.

even though the necessity and future of such service was sharply questioned. In some cases the road even abandoned local trains. But the depression years of the next decade called for greater measures to preserve Maine Central passenger trains than were needed in the twenties.



## CHAPTER III

## THE DEPRESSION AND WAR YEARS

If the twenties were bad for the Maine Central, the next decade was no improvement. When the great depression arrived, American industry suffered and did everything within its power to recuperate. The most notable example of Maine Central's efforts to trim expenses for passenger service was the elimination of branch line trains. All were subjected to a detailed analysis and the conclusion drawn that motor coaches would provide service and make sound business sense at the same time. Experimentation with articulated trains and airline transportation highlighted the road's attempt to regain passenger traffic.

As the depression became severe throughout the nation, the financial position of the railroad industry remained in a critical condition. Railroad freight traffic declined from 389.6 billions of revenue ton miles in 1930 to 237.6 in 1932.<sup>1</sup> By 1937 the figures climbed

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1

James C. Nelson, Railroad Transportation and Public Policy, p. 10.

to 366.5, but declined to 338.9 billions of revenue ton miles in 1939.<sup>2</sup> Billions of railway passenger miles declined from 29.3 in 1930 to a low of 17.3 in 1933 and climbed to 23.7 in 1939.<sup>3</sup>

The financial condition of the Maine Central from 1930-1939, for selected years, was as follows:-<sup>4</sup>

TABLE V

Operating Results  
Selected Years  
1930-1939

	<u>1930</u>	<u>1932</u>
Freight Revenues	\$14,770,990	\$9,049,442
Freight Tonnage	7,484,900	4,233,395
Freight Revenues	2,682,668	1,216,388
Passengers Carried	1,188,329	508,194
Net Income	1,112,099	416,125
	<u>1936</u>	<u>1939</u>
Freight Revenues	\$10,049,520	\$9,872,594
Freight Tonnage	5,427,340	5,249,686
Freight Revenues	1,020,845	985,594
Passengers Carried	507,699	533,260
Net Income	82,615*	573,444

\*Deficit

By 1939 business conditions improved, but the rail- was far from prosperous. The volume of traffic the road had carried in 1930 was not regained.

<sup>2</sup>  
Ibid.

<sup>3</sup>  
Ibid., p. 8.

<sup>4</sup>  
Moody's, 1933, pp. 1477-1481; 1939, pp. 590-594; 1940, pp. 504-508.

In their efforts to encourage travel by rail, Maine Central officials introduced special excursion trains for skiers and a new diesel-powered, articulated, stainless-steel streamliner to replace the standard equipment of the "Flying Yankee."<sup>5</sup> The train ran on a limited stop, five hour schedule between Boston and Bangor. Meals were served passengers in their seats. Passenger revenues increased in 1935, the first year of the new streamliner's service, and rail officials noted that "The attractiveness of the streamlined unit...played a permanent part in recapturing traffic."<sup>6</sup>

Passenger traffic was also encouraged in other ways. A joint venture with the Boston & Maine Railroad began on July 20, 1931 as Boston & Maine Airways inaugurated regularly scheduled service between Boston, Portland, Rockland, and Bangor.<sup>7</sup> Each railroad owned fifty per cent of the capital stock. Service was later extended to other northern New England cities. In 1933

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<sup>5</sup> Maine Central Railroad, Annual Report, 1934, p. 5.

<sup>6</sup> Maine Central Railroad, Annual Report, 1935, p. 5.

<sup>7</sup> Moody's, 1933, p. 1477.

the airline carried 1,904 passengers and by 1939 the number had risen to 18,383.<sup>8</sup> Statistics showing what percentage of the figures quoted above represent passengers using Maine points are not available, but the majority of the airline's traffic was derived from passengers flying to and from Maine cities.<sup>9</sup>

Bus operations were expanded by the railroad with the formation of the Maine Central Transportation Company. During the twenties the Maine Central had operated jitney service on certain routes as part of its hotel subsidiary, the Samoset Company. Now, with the effects of the depression and increased use of the highways, the railroad tried to bolster sagging passenger revenues by operating its own buses on a larger scale. Motor vehicle registrations in Maine had risen from 63,000 in 1920 to 188,000 in 1930.<sup>10</sup> The Maine Public Utilities Commission in 1931 also noted the effect of the automobile on railroad passenger service when it decided in favor of a Maine Central petition to eliminate certain

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8

D. A. Tuohy, Executive Assistant, Northeast Airlines, to the author, Boston, July 24, 1964.

9

Ibid.

10

Statistical Abstracts of the United States, 1963, p. 568.

station stops on one route in order to decrease running times and attract more business.<sup>11</sup>

The Maine Central believed that buses could be very useful on branch lines because they cost less to operate than trains. On December 11, 1931 the Maine Central filed a petition requesting the discontinuance of passenger trains between Lewiston and Brunswick and offering bus service as a substitute.<sup>12</sup> All trips were to connect with main line trains at Brunswick and charge existing railroad fares. Stops would continue to be made at Maine Central depots in order to lessen the harmful effects of competition with the already financially ill Androscoggin & Kennebec Electric Railway.

General Counsel Edward Wheeler testified at a hearing in Augusta that "...we cannot place upon the industries of Maine the cost of maintaining a passenger service which is wholly unsupported."<sup>13</sup> Railroad figures

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11

W. H. Eastman et. al. v. Maine Central Railroad, Formal Complaint 879.

12

Maine Central Transportation Company Re: Jitney Service Lewiston to Brunswick and Return in Maine Public Utilities Commission Docket J 580.

13

Ibid., "Record of Hearing Held at Augusta, Maine, December 22, 1931," p. 7.

showed that in 1926 total passenger revenues for the Lewiston branch were \$29,260.33 for seventeen trains, while in 1930 ten trains brought revenues of \$7,593.95.<sup>14</sup> The Maine Central Transportation Company's proposed service would satisfy all demands for local traffic between the two cities and decrease operating costs. The Commission issued a certificate for the operation of bus service between Lewiston and Brunswick on January 7, 1932.<sup>15</sup>

By 1932, two round trips per day on the Dover branch were considered a financial drain for the railroad and it asked the Commission for relief.<sup>16</sup> Bus service would replace train service on the seventeen mile line. Fewer ticket sales on all the railroad's lines, and increased costs of operation constituted the basis of the company's petition asking for discontinuance.

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14

Ibid., Petitioner's Exhibits Nos. 1 and 2, "Lewiston Branch Passenger Train Service," Years Ending July, 1926 and July, 1931.

15

Ibid., "Certificate for the Operation of Jitney Bus Service Lewiston to Brunswick and Return," January 7, 1932.

16

Maine Central Transportation Company Re: Jitney Service Dover-Foxcroft to Newport and Return in Maine Public Utilities Commission Docket J 629.

Railroad exhibits revealed that passenger revenue for the system had decreased \$247,475.53 or 36.62 per cent for the first four months of 1932 in comparison to the corresponding period in 1931.<sup>17</sup> The number of passengers carried declined 45.61 per cent, or 172,843 for the same period. Revenues per train mile on the whole railroad had fallen from \$2.49 in 1926 to \$1.77 in 1931.<sup>18</sup> Ticket sales at Dexter and Foxcroft, the two major stations on the Dover branch, had declined from 25,185 in 1926 to 6,996 in 1931. Revenues declined from \$49,205 to \$18,913 for the same period.<sup>19</sup> Railroad officials maintained elimination of Dover branch passenger trains was necessary if the company was to remain in a healthy financial position. The Commission agreed that the trains were no longer needed. A certifi-

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17

Ibid., Petitioner's Exhibit No. 5, "Passenger Statistics, January-April, inclusive, 1931-1932."

18

Ibid., Petitioner's Exhibit No. 2, "Statement Showing Detail of Passenger Train Service Revenue Per Train Mile."

19

Ibid., Petitioner's Exhibit No. 9, "Local and Interline Ticket Sales."

cate authorizing permission to operate two round trips per day by bus was granted on June 23, 1932.<sup>20</sup> Additional bus permits were issued on June 23, 1932 when the railroad received permission to operate motor coaches from Ellsworth to Bar Harbor and Waukeag, Bangor to Bucksport, and Bangor to Portland.<sup>21</sup>

Branch line service between Oakland and Bingham was discontinued when the Commission issued a permit to the railroad to substitute bus service between Waterville, Oakland, and Bingham.<sup>22</sup> Colonel George E. Fogg testified for the Maine Central Transportation Company at a hearing held in Augusta on August 14, 1933. He explained that an average of six to eight passengers a day were riding the one train in operation between Oakland and Bingham.<sup>23</sup>

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20

Ibid., "Certificate for the Operation of Jitney Bus Service Dover-Foxcroft to Newport and Return," June 23, 1932.

21

Maine Central Transportation Company Re: Jitney Service Ellsworth to Bar Harbor and Return, Ellsworth to Waukeag and Return, Bangor to Bucksport and Return, Bangor to Portland and Return, in Maine Public Utilities Commission Docket J 593.

22

Maine Central Transportation Company for Certificate to Operate Motor Vehicles for Carrying of Passengers from Bingham to Waterville and Return in Maine Public Utilities Commission Docket J 698.

23

Ibid., "Record of Hearing Held at Augusta, Maine, August 14, 1933," p. 3.



The railroad had also witnessed a decline of 37.7 per cent in passenger revenue for the first five months of 1933 in comparison to the corresponding period in 1932.<sup>24</sup> Passenger revenue per train mile had fallen from eighty-five cents per mile in 1932 to sixty cents per mile in 1933 for the first five months. On August 16, 1933, a permit was issued for the railroad to substitute bus service on the route involved.<sup>25</sup>

While the railroad attempted to convince the public that traveling on a Maine Central train or bus was superior to travel by automobile, it created a confusing situation because railroad buses competed with certain scheduled trains. For example, bus service to Rockland in the summer of 1933, and comparable train service, was as follows.<sup>26</sup>

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<sup>24</sup> Ibid., Petitioner's Exhibit No. 1, "Statement of Passenger Revenue, 1933 vs. 1932."

<sup>25</sup> Ibid., "Certificate for Operation of Motor Vehicles, Bingham to Waterville and Return," August 16, 1933.

<sup>26</sup> Maine Central Railroad, Timetable, July 24, 1933.

TABLE VI

Selected Schedules of Buses and Trains  
From Portland to Rockland, 1933

Eastbound

<u>Lv. Portland</u>	<u>Arr. Rockland</u>	<u>Via</u>
11:05 A. M.	1:48 P. M.	Train
11:15 A. M.	2:00 P. M.	Bus
6:00 P. M.	8:45 P. M.	Train
5:15 P. M.	8:15 P. M.	Bus

Westbound

<u>Lv. Rockland</u>	<u>Arr. Portland</u>	<u>Via</u>
6:30 A. M.	9:30 A. M.	Bus
7:00 A. M.	10:10 A. M.	Train
1:30 P. M.	4:30 P. M.	Train
2:00 P. M.	4:55 P. M.	Bus

Thus, the time required to travel by bus from Rockland to Portland was approximately the same as that by train. On the line between Portland and Bangor, running times of buses averaged five hours, while trains covered the distance in four hours or less. Trains were faster and more comfortable, but buses departed to either city at more convenient hours.<sup>27</sup> Consequently, while the railroad complained of the effects of autos and buses on its passenger train service, it conducted direct competition that may have been a major cause of the

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<sup>27</sup>  
Ibid.

decline in the use of its passenger trains. However, the idea of a railroad operating its own bus service was not uncommon in America during the thirties. Maine Central officials may have felt it was better to operate buses that could make money for the railroad instead of having a private bus line, not associated with the railroad, reap the profits.

As passenger train revenues faltered, Maine Central Transportation Company revenues steadily increased. They rose from \$72,218.92 in 1934 to \$441,037.45 in 1939. Rail traffic declined in 1939 as a result of reduced summer travel to Maine because of highway competition and the World's Fair.<sup>28</sup>

After 1933, vacationers to the Moosehead & Rangeley Lakes region were unable to travel on their usual Maine Central train. The Interstate Commerce Commission allowed the railroad to abandon three branch lines--Woodland Junction to Princeton, Austin Junction to Kineo Station, and Oquossuc to Kennebago.<sup>29</sup> The

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28

Maine Central Railroad, Annual Reports, 1934, p. 8; 1939, pp. 7-8.

29

Maine Central Railroad Abandonment Proceedings Before the Interstate Commerce Commission: Woodland Junction-Princeton, Oquossuc-Kennebago, Austin Junction-Kineo Station, Interstate Commerce Commission Finance Docket J 693.

railroad submitted evidence showing the losses incurred and the necessity for ending all operations on the lines. A \$63,000 deficit was posted in 1932 for the entire railroad, and losses on the three branches alone in 1930 amounted to \$110,172.<sup>30</sup> People traveling to the Mount Kineo House were making increased use of the highways, especially a new one between Kineo and Jackman. On the Kineo line, owners of timber lands raised no objections to the railroad's plan because of the decline in the lumber business. Ticket sales on the Kennebago and Kineo branches amounted to \$36,285 in 1927, while in 1931 they had fallen to \$17,365.<sup>31</sup> Interstate Commerce Commission officials agreed to the railroad's petition, and on July 24, 1933 all freight and passenger operations on the three branches were discontinued.

A fare increase was sought by the railroad in 1938 after seven years of passenger deficits and

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Ibid., "Report of the Maine Public Utilities Commission to the Interstate Commerce Commission," pp. 5, 6, 8.

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Maine Central Railroad Abandonment Proceedings, Interstate Commerce Commission Finance Docket 9693, pp. 4-5.

higher operating costs.<sup>32</sup> Wage increases had been put into effect. Non-train service employees received a five cent an hour raise, and train employees had been awarded a five and a half cent an hour increase. The Railroad Retirement Act and Carrier Taxing Act had been enacted in 1937, and the railroad had to meet its obligations for the two. Officials argued that the financial condition of the line necessitated additional revenue because a loss of \$326,538.03 was incurred for the first seven months of 1938.<sup>33</sup> The proposed increase in coach fares would not eliminate the passenger deficit but would produce an estimated \$50,000 of badly needed revenue.<sup>34</sup>

Under the proposed rate structure, bus fares would remain lower than the new train fares. For example, a one way bus ticket between Portland and Bangor would cost \$2.75, while the new railroad fare would be \$3.40.<sup>35</sup> A hearing was held in Augusta on

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Public Utilities Commission v. Maine Central Railroad, Boston & Maine Railroad, Belfast & Moosehead Lake Railroad, Bridgton & Harrison Railway, Canadian National Railways, Canadian Pacific Railway, Grand Trunk Railway System, Formal Complaint 1110, pp. 3-4, 8.

33

Ibid., p. 4.

34

Ibid.

35

Ibid., p. 9.

September 9, 1938. General Counsel Edward Wheeler testified it cost the Maine Central \$1.32 in 1937 to provide passenger service for every dollar received. Fifty-one per cent of the road's mileage came from passenger trains, but produced only eight per cent of the revenue for the company. Another reason the proposed increase was necessary was many passengers used interstate tickets costing two and a half cents per mile between Boston and Portland, and then purchased Maine Central's two cent a mile intrastate tickets at Portland for points on the Maine Central system. By raising the intrastate fare one-half cent a mile, an interstate fare would be standard for the Boston & Maine and Maine Central railroads. The Maine Central, as a result, would not lose revenue unnecessarily.<sup>36</sup> Passenger deficits for the years 1930-1937 were shown to be as follows:<sup>37</sup>

TABLE VII  
Passenger Deficits  
1930-1937

1930	\$299,861	1934	\$662,885
1931	643,771	1935	690,393
1932	770,356	1936	702,065
1933	549,288	1937	648,023

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<sup>36</sup>  
Ibid., "Record of Hearing Held at Augusta, Maine, September 8, 1938," p. 10.

<sup>37</sup>  
Ibid., p. 7.

The number of passengers had declined from 1,188,329 in 1930 to 604,776 in 1937.<sup>38</sup> The railroad believed the evidence clearly indicated that an increase in passenger coach fares was urgent and necessary.

The Commission decided that "It seems to us that the proposed fare increase will be very harmful to rail passenger revenues."<sup>39</sup> The increased fares would tend to divert more passengers to the railroad's buses with lower rates. The fact that passengers were detraining at Portland and availing themselves of a lower rate was the railroad's responsibility, since, in at least one instance and perhaps many others, train personnel had instructed patrons to purchase their reduced rate tickets at Portland. There was no evidence submitted to show the company's financial position would improve as a result of the rate increase. For these reasons, the Commission believed it was not justified in granting the Maine Central's request on November 21, 1938.<sup>40</sup>

Any judgment of Maine Central Passenger operations during the thirties must take into consideration the effects of the great depression on both

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38

Ibid., p. 5.

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Ibid., p. 11.

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Ibid., pp. 9-14.

freight and passenger traffic. The decline in revenue, tons of freight, and passengers carried was severe. In the light of this condition, railroad officials not only attempted to eliminate unprofitable aspects of their service, but also showed vision and foresight by introducing the first streamlined train east of the Mississippi to New England travelers. However, criticism must be made of the railroad's steps to increase competition with its own trains by operating air and bus service. While there may have been some justification for such service, the foundation was laid for action taken some twenty-five years later: the elimination of all passenger trains. The date for this goal was postponed as the United States engaged in global warfare during the next decade.

The demands of World War II increased the need for rail transportation and good times reappeared for the main line of Maine. Freight revenues rose steadily. They never went below the \$12,438,972 earned in 1940.<sup>41</sup> Thirteen and fifteen million dollar figures were

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The figures contained in the following paragraphs regarding passenger and freight revenues, tonnage, passengers carried and net income are taken from the following issues of Moody's: 1942, pp. 51-52, 55-57; 1944, pp. 1146-1151; 1946, pp. 332-339; 1949, pp. 188-195; 1955, pp. 300-305.



recorded between 1942 and 1945. The end of hostilities did not end prosperity; freight shipments brought in a total of \$22,867,055 in 1948. Revenues slipped slightly in 1949 to \$20,744,124.

Freight tonnage varied markedly for the ten year period, ranging from approximately two million tons in 1944, 1945, and 1949 to seven million tons in 1942 and nine million tons in 1947.

The war years provided a much needed shot in the arm to passenger revenues as the average citizen found his gasoline rationed. Passengers carried by the Maine Central rose from 528,045 in 1940 to 3,973,240 in 1944. From 1945-1947, over a million passengers used the Maine Central, but by 1949 the number had decreased to 671,597. Revenues reflected the changes. In 1942, 1944-1945, passenger revenues rose to three million dollars, declined to two million dollars from 1946-1948, and one million dollars in 1949.

Net income, like traffic, for the line was strong at varying times during the forties. From \$439,167 being earned in 1940, the line boosted its net the following year to \$1,249,092. Figures for 1942 and 1943 were again substantial, but the years from 1944-1946 saw the net dip from \$715,233 in 1944 to \$497,710 in 1946.

Figures for the years 1947 through 1949 reflected better earnings as the net climbed to a million dollars or more for each year.

The introduction of new trains and equipment highlighted the railroad's efforts to improve its passenger service during the forties. In 1940, a new streamliner was introduced for summer travel between Bangor, New York, and Washington. Named the "East Wind," it provided a fast daylight schedule for the summer traveler. Newspaper advertising claimed the express was "More Popular Than Ever" and bragged about the deluxe coaches and tasty meals served in the Buffet-Lounge Car.<sup>42</sup> All seats were reserved and uniformed attendants gave assistance to all. Magazines were available for leisurely reading, and radio music added to the enjoyment of the trip.

New passenger equipment was ordered in 1945 to replace older coaches still in service. Officials realized they could not retain the thousands of wartime passengers, but expected to capture some share of the

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Bangor Daily News, August 1, 1941.

post war travel market with the deluxe equipment.<sup>43</sup> Eight stainless steel coaches, two restaurant lounge cars, and four diesel locomotives were ordered for delivery in 1946.

On June 9, 1947 the Maine Central and Boston & Maine announced "New England's Most Blessed Event" with schedules of the new "Flying Yankee," "Kennebec," and "Pine Tree."<sup>44</sup> The equipment ordered in 1945 had finally arrived. Labor disputes at the carbuilders plant had caused the delay. Said the railroad advertisement, "Regardless of what critics say...We have been modernizing for years. The idea that we must improve passenger service is with us always."<sup>45</sup> Running times of the three trains between Boston and Bangor averaged five and a half hours in each direction.

Other measures to improve passenger service included the introduction of two parlor cars in 1940 for travel between Boston and Bangor, participation in the

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Statement by Harold J. Foster, Passenger Traffic Manager, Maine Central Railroad, personal interview, April 24, 1963.

44

Bangor Daily News, June 9, 1947.

45

Ibid.

Chicago Railroad Fair of 1948, where one of the new deluxe coaches was on display, and the operation of a sleeper during the summer in the consist of the "Gull" on Friday nights to Digby, Nova Scotia. It proved successful with Maine Central passengers as it connected with the steamer from Digby to Halifax and reduced travel time between Boston and Halifax.<sup>46</sup>

Auxiliary operations of the Maine Central changed during the forties. Air service ended after twelve years, when 50,000 shares of Northeast Airlines stock were sold. Northeast was the successor to the original Boston & Maine Central Airways.<sup>47</sup> The railroad's highway subsidiary, Maine Central Transportation Company, benefited substantially from the war. Operating revenues in 1940 were \$466,826.38, but in 1944 they rose to \$1,295,674. Million dollar figures were recorded from 1942-1946, but by 1949 revenues declined to \$922,854. To handle the increased traffic, approximately fifty new buses were purchased between 1940 and 1949.<sup>48</sup>

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46  
Maine Central Railroad, Annual Reports,  
1940, p. 6; 1947, p. 11; 1948, p. 10.

47  
Maine Central Railroad, Annual Report, 1943,  
p. 10.

48  
Maine Central Railroad, Annual Reports,  
1940-1949.

While the railroad enjoyed increased passenger and freight traffic during the war, the years following were not as successful. Competition between the competing modes of transportation increased, and the Maine Central was disturbed about Federal and state expenditures for highways and airports. It stated its case in 1947 in a newspaper advertisement titled, "You've Been Working on the Runway."

The Maine Central...welcomes FAIR competition. But we are tired of airline operators boasting of reducing their fares and providing free meals and other frills for their passengers but not bothering to explain to the public why they can do this...your tax money, and ours--lowers their costs of operation.<sup>49</sup>

There was some truth to the railroad's argument for government expenditures for airways increased from \$809,618 in 1925 to \$27,465,450 in 1945, and to \$70,852,586 in 1950.<sup>50</sup> The airlines share of total passenger miles of intercity passenger traffic rose from 2.68 per cent in 1940 to 14.39 per cent in 1950.<sup>51</sup>

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Bangor Daily News, January 7, 1947.

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James C. Nelson, Railroad Transportation and Public Policy, p. 97.

51

Ibid., p. 444.

The number of air passengers in Maine rose from 85,818 in 1948 to 101,748 in 1950.<sup>52</sup>

Maine's highway system improved as a result of government funds. Fourteen million dollars was appropriated by the state legislature in 1948, while in 1950 the state spent twenty-one million dollars.<sup>53</sup>

Motor vehicle registrations in the state rose from 209,000 vehicles in 1940 to 276,000 in 1950.<sup>54</sup> In 1947, the first section of the Maine Turnpike, from Kittery to Portland, was completed. Buses and autos were now able to reduce their travel time to Maine points and compete more effectively with the Maine Central.

In 1949 the trend began to turn against the passenger train. While the forties were prosperous for the line in comparison to the depression years, the fifties marked the beginning of the end. The war years had provided a ray of hope for the future of the

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New England Governor's Committee on Public Transportation, Public Transportation for New England, Report No. 6, (n. p.: 1957), p. 26.

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Statistical Abstracts, 1963, p. 562.

54

Ibid., p. 568.

passenger business and the railroad had responded. But the next ten years were critical, as the problem of operating both freight and passenger trains profitably became acute. In the opinion of railroad executives, the very existence of the Pine Tree Route was threatened.

## CHAPTER IV

## THE END OF ALL SERVICE

During the years 1950-1959, passenger service on all American railroads was curtailed or eliminated in a full scale effort to reverse the trend of higher deficits and empty Pullmans and coaches. The battle was waged not only in the ticket offices, but also in the freight traffic departments of every railroad as they felt the increasing effects of truck and barge competition.

Freight traffic and revenues were seriously affected. The national railroad system saw its share of freight traffic decline from 56.17 per cent in 1950 to 48.22 per cent in 1956.<sup>1</sup> Rates of return on net investments averaged 3.92 per cent from 1951-1955. Intercity travel by auto increased by 240 billion passenger miles between 1949 and 1956 as the railroad passenger deficit climbed from \$508,508,000 in 1950 to \$723,670,000 in 1957, with forty per cent of the 1957 freight profits being used to make up passenger losses.

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The information contained in the following paragraphs regarding freight and passenger traffic, net return on investments, and automobile, bus, and air traffic is taken from James C. Nelson, Railroad Transportation and Public Policy, pp. 10, 21, 76, 97, 161, 292, 439, 443-444.



As airplanes became larger and faster, the airlines share of passenger traffic grew from 14.39 per cent in 1950 to 31.40 per cent in 1956. Federal expenditures for airways rose from \$70,852,586 in 1950 to \$152,441,202 in 1957. Appropriations for highways by the Federal government climbed from \$2,087,000,000 in 1949 to \$5,662,000,000 in 1957. Bus traffic declined somewhat from 16.4 billions of passenger miles in 1950 to 15.2 per cent in 1956. The automobile's share of passenger miles rose from 85.16 per cent in 1950 to 88.38 per cent in 1956.

New England suffered more, perhaps, than any other section of the nation in the loss of passenger train service. The New Haven reduced service between New York, Springfield, and Boston. The Boston & Maine gave the "Ambassador" and "Red Wing" their last rites. Self-propelled coaches, commonly called Buddliners, were substituted for conventional equipment on the Boston & Albany.

When the Maine Central petitioned the Public Utilities Commission to discontinue passenger trains, officials presented much evidence to show that the line was in a critical financial position. The argument had been heard several times during the preceding fifty years, but was never utilized so much as in 1959.

Freight revenues averaged some twenty million dollars a year, but net income fell because of passenger deficits.<sup>2</sup> While passenger losses declined, they were large enough to cause concern, since they ranged from one to three million dollars yearly. When freight revenues dropped approximately two million dollars in 1958, railroad officials were convinced that if the trend continued, the line would suffer serious consequences.

The years 1950-1953 were successful for the Maine Central as net income amounted to one million dollars or more. Hurricane expenses lowered the road's net in 1954 to \$682,000. Good times reappeared in 1955 and 1956 as the net climbed beyond a million dollars. From 1957-1959 net income dropped to \$920,000, \$753,000, and \$807,000 respectively.

Passenger statistics declined. In 1950 the Maine Central transported 543,894 passengers and only 139,103 in 1959. The passenger deficit fluctuated from \$2,356,703 in 1950 to \$3,234,009 in 1956, and \$2,480,329 in 1959.

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Figures contained in the following paragraphs regarding net income, passengers carried, freight and passenger revenues, and other data are taken from the following issues of Moody's: 1955: pp. 300-305; 1958: p. 236; 1962: pp. 215-219. Figures for the railroad's passenger deficits are taken from Maine Public Utilities Commission, Investigation of Railroad Passenger Service, Railroad 3460.

What was proudly hailed as "New England's Most Blessed Event" in 1947 was no longer blessed by 1956. As Pullman and dining car facilities came to an inglorious end, name trains of the Maine Central lost much of their appeal and the number of "last runs" steadily increased.

The campaign to win public approval of company solutions to the passenger problem now worked in reverse. Whereas efforts had been made to woo travelers off the highways after the war, the railroad now asked the public to understand its predicament and let it economize. From 1954 to 1960 the Maine Central carried out a tireless campaign to end all passenger train service. Attention was focused first on branch lines between Portland and St. Johnsbury, Vermont, Rockland, Farmington, Rumford, and trains from Bangor to Calais.

The town of Rumford lost its passenger service in 1954 when trains 213 and 214 were discontinued. On February 24, 1955 the complaint of Miss Lucia Cormier and others was received by the Commission, alleging that since the end of train service into Rumford, mail and express service was inadequate. She asked that the trains be reinstated.<sup>3</sup>

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<sup>3</sup>  
Lucia Cormier et. al. v. Maine Central Railroad,  
Formal Complaint 1464.

At a hearing held in the Rumford Town Hall on March 21, 1955, Miss Cormier testified train service had been so poor the townspeople had refused to use it. She believed that if the trains were operated on a faster schedule the railroad would realize a profit.<sup>4</sup> Phillip Marks, a real estate dealer, stated the running time to Portland was the same as it was in 1905--three hours.<sup>5</sup> F. A. Nicholson of the Brotherhood of Railroad Trainmen, testified he was ordered several times to let his freight train proceed ahead of the Rumford passenger trains, thereby causing delays.<sup>6</sup>

Railroad exhibit seven showed revenues for the trains in 1954 amounted to \$43,292.31, and total expenses were \$93,375.28, leaving a deficit of \$50,092.97.<sup>7</sup> Some 9,655 passengers were carried on the trains, with an average of four passengers a month using the Rumford station. Harold J. Foster, Passenger Traffic Manager, testified that sixty per cent of the patronage of the trains originated in Lewiston.<sup>8</sup>

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<sup>4</sup> Ibid., p. 2.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid., p. 3.

<sup>7</sup> Ibid., Railroad Exhibit Seven, "Revenues, Selected Expenses and Statistics of Trains 214-213 between Rumford and Portland."

<sup>8</sup> Ibid., "Record of Hearing Held at Rumford, Maine, March 21, 1955," p. 22.

When questioned about the quality of service provided, Foster replied that in 1947 an air-conditioned coach had been placed in service. In spite of new equipment, advertising, and two cents a mile fares, patronage declined. He believed the private automobile was the major reason for the lack of support for the trains.<sup>9</sup>

The suggestions by complainants that Rail Diesel self-propelled passenger coaches be placed in service was shown to be impractical. Estimates of the costs of operating such units, commonly called Buddliners, ranged from 78.26 cents per mile to 89.53 cents per mile. This would reduce but not eliminate the deficit.<sup>10</sup> The railroad expressed no desire to purchase cars that would not bring a return on its investment.

On April 8, 1955 the Commission decreed that "...there is a definite limit to the burden which may be placed on a railroad by requiring it to provide passenger train service at a serious loss each year of operation."<sup>11</sup> It believed there was no need for the trains and the complaint was therefore dismissed.

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<sup>9</sup>  
Ibid., "Record of Hearing," p. 25.

<sup>10</sup>  
Ibid., Railroad Exhibit Eleven, "Cost of Budd Car Operation in Cents per Mile."

<sup>11</sup>  
Ibid., p. 8.

On October 22, 1956 the railroad filed a petition to discontinue one weekday round trip and one Sunday round trip between Portland and Farmington.<sup>12</sup>

A hearing was held on November 2, 1956 at the Farmington Court House. Sumner Clark, Assistant to the President of the Maine Central, testified the railroad's passenger deficit in 1955 was \$2,700,000, according to the Interstate Commerce Commission formula. The railroad had also earned a low net return of 3.54 per cent on its investment the same year.<sup>13</sup>

The railroad produced figures showing the national average of Class I railroads freight profits used to subsidize passenger deficits was 36.1 cents out of every dollar versus 54.2 cents for the Maine Central.<sup>14</sup> It was claimed this high figure could no longer be tolerated by the company in the light of its financial condition.

George Ellis, Auditor of Passenger Revenues, testified that eighty-eight per cent of the weekday train miles had ten or less passengers. Sunday trains had six

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<sup>12</sup> Public Utilities Commission v. Maine Central Railroad, Formal Complaint 1507.

<sup>13</sup> Ibid., p. 2 .

<sup>14</sup> Ibid., p. 3.

passengers or less for seventy-eight per cent of the Sunday train mileage.<sup>15</sup>

The company also argued that increased use of the private automobile was responsible for the decline in patronage of the whole railroad system. It cited the fact that as of 1955 there was one automobile for every 3.8 persons in the state of Maine.<sup>16</sup>

Railroad exhibit fourteen revealed that in 1955 train revenues amounted to \$104,417.91, and total expenses to \$121,147.16. A net loss of \$16,729.95 was incurred.<sup>17</sup>

The Commission's decision of April 11, 1957 declared the railroad had done all it could to encourage traffic and reduce operating costs for the trains in question. "It appears from the record that this lack of need or necessity...stems in a large measure from the well recognized trend of the increasing preference for

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<sup>15</sup> Ibid., p. 5.

<sup>16</sup> Ibid., p. 3.

<sup>17</sup> Ibid., Railroad Exhibit Fourteen, "Revenues and Selected Out of Pocket Expenses for Operation of Passenger Trains between Portland and Farmington, Maine, Year 1955."

motor vehicle transportation over the public highways."<sup>18</sup> Permission to discontinue the trains was therefore granted.

Washington County was next. The remaining service consisted of one round trip between Bangor and Calais, trains 116 and 123. When Henry A. Gillespie and others learned of the Maine Central's intention to end service, they petitioned the Public Utilities Commission on September 25, 1956 claiming that, with the end of train service, no adequate facilities for mail or express would be available.<sup>19</sup> Petitioners also alleged the public had failed to support the two trains because of their slow running times and poor equipment. The railroad based its case on burdensome deficits and empty coaches.

A hearing was held in Machias by order of the Commission. The railroad presented twenty-nine exhibits to support its position. President E. Spencer Miller testified that the Maine Central had not paid a dividend on its common stock since 1931. There were

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Ibid., p. 7.

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Henry A. Gillespie et. al. v. Maine Central Railroad, Formal Complaint 1504, p. 1.



also 30,000 shares of preferred stock with a dividend arrearage of \$73.75 per share, equal to \$2,212,500. The line's first mortgage bonds had recently been refunded and the line now had to pay five and one-eighth per cent interest on the debt. "This was accomplished in order to save the Maine Central...as a solvent railroad for the state of Maine."<sup>20</sup> The President believed the economic solvency of the line was threatened by the existence of unprofitable branch line service.

The substitution of Budd cars would not eliminate the deficit but merely reduce it. It would cost from \$1.21 per mile to \$1.74 per mile to operate such units to and from Calais. Initial cost of each unit would be approximately \$175,000 and signal changes for the 133 mile run would cost approximately \$147,000.<sup>21</sup>

Both freight and passenger service on the Calais branch was unprofitable. In 1955 the railroad lost eighty-six cents per mile from the operation of its Calais passenger trains, and all operations of the branch produced a deficit in 1955 of \$80,482 on a direct expense basis.<sup>22</sup>

Patronage on trains 116 and 123 was so light buses could absorb the traffic. In February of 1955 the

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<sup>20</sup>Ibid., p. 5.<sup>21</sup>Ibid., p. 7.<sup>22</sup>Ibid., p. 6.

trains averaged seven passengers per day and nine per day in August of the same year.<sup>23</sup> Greyhound lines could easily handle any patronage diverted from the railroad to the highway.

Opposition to the petition came from the Vice-President of the Washington County Chamber of Commerce, Roscoe Emery. He believed the loss of passenger service would be detrimental to the industrial development of the area.<sup>24</sup> Joseph Jacobsen of Eastport, a large shipper of express by rail, expressed his concern over higher shipping costs by truck if the railroad was granted permission to end service.<sup>25</sup>

In its decision of May 27, 1957 the Commission noted that train abandonments were usually permanent and seldom reinstated. Therefore, they ordered the trains to continue operating for a three month test period during the months of June, July, and August. Efforts were to be made by the Maine Central to stimulate traffic, and the public was urged to support the trains. If the results of the test period were unsatisfactory, the Commission would reconsider the railroad's plea.<sup>26</sup>

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<sup>23</sup>  
Ibid.

<sup>24</sup>  
Ibid., p. 7.

<sup>25</sup>  
Ibid., p. 8.

<sup>26</sup>  
Ibid., p. 9.

The test period failed to increase passenger loadings on the two trains and the Maine Central was permitted to remove them from the timetable. On November 28, 1957 trains 116 and 123 made their last runs.

The railroad again pleaded that its financial condition could not support unused passenger service when it asked the Commission to have weekday trains 162 and 163, between Portland and St. Johnsbury, Vermont, discontinued. Citizens threatened by the loss of such service complained to the Maine Commission on October 9, 1956.<sup>27</sup>

At hearings held in Fryeburg, Maine on November eighth and ninth, President Miller stressed that the railroad's credit standing with the bankers had to be improved if the line was to purchase new equipment.<sup>28</sup> This would be assured if the Maine Central was allowed to end all unprofitable branch line passenger trains.

Horace N. Foster, Comptroller and Treasurer, testified that for the year 1955 the railroad had a

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<sup>27</sup> Ralph L. Harrington et. al. v. Maine Central Railroad, Formal Complaint 1506, p. 1.

<sup>28</sup> Ibid., p. 2.

net income of only \$1,113,000 before deductions were made for sinking funds and mortgage appropriations. Increased labor costs were forthcoming because of a twelve and a half per cent boost to non-operating workers, costing the railroad \$750,000 per year. This same group would again receive another increase of seven cents an hour, amounting to \$418,000 yearly. In order to meet these obligations and other expenses, the railroad did not want its net income endangered by high passenger deficits.<sup>29</sup>

Railroad exhibit five listed losses of \$55,684 for the trains on an out of pocket basis, and \$165,919 under the Interstate Commerce Commission formula. Additional savings of \$68,000 would also result from decreased station operating costs and lower taxes.<sup>30</sup>

Budd cars could not be used as they lacked refrigeration equipment for milk. Since milk was an important revenue item for the two trains, amounting

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Ibid., p. 4.

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Ibid.

to \$43,514.09 in 1955 alone, the railroad could not operate passenger trains without carrying milk containers.<sup>31</sup> Crossing signal changes amounting to \$84,245 would also be required.<sup>32</sup>

Opposition to the discontinuance came from the citizens of Hiram, Brownfield, and Fryeburg, Maine. They believed many people still depended upon the trains, and felt mail and express service would not be adequate if they were discontinued.<sup>33</sup>

On May 29, 1957 the Commission decreed that "...the public convenience and necessity at this time requires continuation of existing service."<sup>34</sup> It warned the public to support the trains if service was going to remain on a permanent basis. A three month test period was ordered for June, July, and August. Railroad officials could petition for reconsideration after September 1, 1957 if they desired.

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<sup>31</sup> Ibid., Railroad Exhibit Seventeen, "Revenues and Selected Out of Pocket Expenses Resulting from Operation of Passenger Trains between Portland and St. Johnsbury, Vermont."

<sup>32</sup> Ibid., p. 6.

<sup>33</sup> Ibid.

<sup>34</sup> Ibid., p. 8.

The case was reopened when the Maine Central petitioned the Maine Commission on February 12, 1958 for relief.<sup>35</sup> A joint hearing was ordered to be held at North Conway, New Hampshire on March third and fourth.

Robert True, Passenger Traffic Agent of the Maine Central, testified that an air-conditioned coach was placed in service on June 13, 1957. From June to September the railroad spent over \$1,200 for advertising in Maine and New Hampshire newspapers. This failed to stimulate increased traffic for the two trains. Results for the test period showed that losses amounted to \$18,360.83, with revenue per train mile amounting to \$1.33 per mile and expenses to \$2.23 per train mile.<sup>36</sup>

Railroad officials reported that bus service was available by Vermont Transit Lines from Portland to St. Johnsbury, Vermont, on a route paralleling the railroad. Mail and express could easily be handled by truck. Milk would move in the consists of regular freight trains.<sup>37</sup>

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<sup>35</sup> Ralph L. Harrington et. al. v. Maine Central Railroad, Formal Complaint 1506, Reopened, p. 2.

<sup>36</sup> Ibid., p. 3.

<sup>37</sup> Ibid., p. 4.

On April 4, 1958 the Commission upheld the railroad's plea with the following comments:<sup>38</sup>

...it is abundantly clear...that the faltering position of this branch line operation passenger service is no manufactured tale of woe.

This commission is of the opinion that the railroad has faced up to the vexing problem in good faith, attempting wherever possible, to assist in and alleviate the conditions that now result in the proposed discontinuance.

The order of May 29, 1957 was set aside, and the Maine Central was given the green light to discontinue the trains, effective April 27, 1958.

Rail officials proceeded to concentrate their efforts on branch line service between Portland and Rockland. Two weekday round trips and one Sunday round trip remained.<sup>39</sup>

A hearing was held in Rockland on October 13 and 14, 1958. President Miller testified "...that our gravest problem has been on our branch lines."<sup>40</sup> He

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38  
Ibid., pp. 9-10.

39  
Maine Central Railroad Petition to Discontinue All Trains on Rockland Branch, Railroad 3433.

40  
Ibid., "Record of Hearing Held at Rockland, Maine, October 13 and 14, 1958," p. 8.

explained that the Rockland branch was even lean for freight traffic as only two major industries, Bath Iron Works and Dragon Cement Company, were located on it.

Railroad exhibit four revealed that 20,974 passengers were carried between January and August of 1957, and only 15,480 for the same period in 1958, a decline of twenty-six per cent in one year. Passenger revenues declined over twenty-three per cent, from \$35,426.06 to \$27,428.63 in 1958.<sup>41</sup>

The shaky financial position of the railroad was explained in detail as rail officials noted that net income had not been sufficient in recent years. The road was also concerned over the payment due July 1, 1961 of \$9,350,000 worth of first mortgage bonds. Maine Central's passenger deficit in 1957 amounted to \$3,227,017, with sixty per cent of the freight profits being used to make up the loss. All Rockland passenger trains in 1957 had revenues of \$165,648.03, out of pocket expenses of \$279,881.59, and an out of pocket loss of \$114,233.56. With service by bus or plane

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<sup>41</sup>  
Ibid., Railroad Exhibit Four, "All Trains to Rockland."



available to Rockland, the railroad contended the city would continue to have adequate transportation facilities.<sup>42</sup>

Budd cars were shown to be unfeasible for the Rockland branch. Revenues would amount to approximately \$165,648.03 and expenses would total \$438,520.92, leaving an estimated yearly loss of \$272,872.89.<sup>43</sup>

General Passenger Agent Robert True testified the railroad spent a total of \$3,144.79 in 1957 and 1958 to advertise the trains on local radio stations and in newspapers. This had failed to produce any satisfactory increase in the number of passengers.<sup>44</sup>

Opposition to the railroad came from the representative of the Community Achievement Program of Rockland, Mrs. Joyce Champlin. Her testimony emphasized that Rockland would not have a favorable community attitude if the trains were discontinued.<sup>45</sup>

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42

Ibid., pp. 5-7.

43

Ibid., Railroad Exhibit Thirteen, "Estimated Revenues and Expenses of Budd Car Operation, Rockland Branch Trains, Year 1957."

44

Ibid., "Record of Hearing Held at Rockland," p. 16.

45

Ibid., "Record of Hearing Held at Rockland," p. 26.

On December 30, 1958 the Commission issued its decree. In its opinion the railroad had done everything possible to reduce losses and attract additional passengers. Therefore, the trains were no longer needed as the communities involved had failed to support them. All Sunday service, plus the morning train from Rockland and the afternoon train from Portland were allowed to be discontinued January 5, 1959. The morning train from Portland and afternoon train from Rockland were ordered to operate until April 4, 1959 in order to provide suitable arrangements for the transfer of mail and express to other forms of transportation.<sup>46</sup>

In five years some sixteen trains were eliminated from the passenger timetable of the Maine Central Railroad. The railroad's buses also disappeared as losses increased. From 1950-1954 the Maine Central Transportation Company lost over \$138,000. Officials finally decided there was not enough traffic for two competing bus lines in the area served by the Maine Central Transportation Company. In 1954 the railroad agreed to sell its lines and equipment to the Greyhound

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46

Ibid., pp. 11-12.

Corporation for \$425,000. The Interstate Commerce Commission approved the move in 1956, and thirty years of Maine Central bus service came to an end.<sup>47</sup>

Final discontinuance proceedings occurred in 1959-1960 as the road decided to rid itself of all passenger deficits. The Maine Public Utilities Commission, aware of the Maine Central's concern with its passenger problem, ordered an investigation of all rail passenger service on June 26, 1959 "...with a view to determining whether such service is inadequate or cannot be obtained...and of making such findings and order or orders, of taking such action as may be warranted."<sup>48</sup> On July eighth the Commission received a

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47  
Maine Central Railroad, Annual Reports, 1950-1956.

48  
Maine Public Utilities Commission, Investigation of Railroad Passenger Service, Railroad 3460, p. 2. The information contained in the following pages regarding passenger schedules, deficits, freight traffic, air travelers, automobile registrations, and state and Federal appropriations for highways and airports is taken from Railroad 3460 and New England Governor's Committee on Public Transportation, Public Transportation for New England, Report No. 6 (n. p.: 1956), p. 6.

petition from the Maine Central seeking to end all passenger service on October 25, 1959.<sup>49</sup>

Results of the Commission's investigation, issued January 14, 1960, revealed that passenger train service in the state was limited. Trains such as the "Bar Harbor," "Atlantic Limited," and "Potatoland Special" still carried Pullman sleeping cars. Six trains, three each way between Portland and Bangor, provided service via Lewiston or Brunswick. The Bangor & Aroostook operated one round trip between Bangor and Van Buren, and the Canadian National operated one round trip between Portland and Montreal. The Boston & Maine operated all trains the Maine Central needed to connect Portland and Boston, plus a few locals between the two cities. This was all that remained of the passenger business.

The Commission examined schedules of the various roads and found that only the Canadian Pacific had made any improvements in reducing running times. The actual

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49

Maine Central Railroad v. Maine Public Utilities re: Discontinuance of Passenger Train Service, Railroad 3481. Public hearings for both Railroad 3460 and 3481 were conducted at the same time, and the decisions for both cases were issued on January 14, 1960.

travel time was longer from Northern and Central Maine points. For example, in 1959 the round trip from Van Buren to Boston took fifteen to eighteen and one-half hours each way, while in 1954 the trip took no more than twelve hours.

One schedule the Commission noted as being detrimental to the promotion of passenger traffic was that of through trains to Aroostook County. Southbound passengers arrived in Bangor at 10:00 P. M. and waited until 3:30 A. M. before their train began to finish its run to Boston. The northbound schedule required a forty-five minute wait in Bangor. Running times between Bangor and Boston also increased. In the late forties and early fifties the average time required for the trip was five and one-half hours, while in 1959 it took six hours or more.

On time performance was found to be relatively poor. In 1958 only sixty-two per cent of Maine Central trains operated on time, and the percentage dropped to forty per cent for the first seven months of 1959. The Bangor & Aroostook dropped from eighty-six to eighty per cent. Canadian National dropped from eighty-eight per cent in 1958 to seventy-nine per cent for the first half of 1959. The Canadian Pacific showed a modest drop from eighty-one to seventy-nine per cent.

From 1949 to 1959 the Maine Central discontinued thirty trains, the Boston & Maine twelve, and the Bangor & Aroostook and Canadian Pacific had each discontinued two. Total passengers carried by all roads, with the exception of the Boston & Maine, declined 61.3 per cent from 1949 to 1958, with the Maine Central experiencing a decline of 65.5 per cent. Total passenger and allied service revenue for the Maine Central, Bangor & Aroostook, and Canadian Pacific dropped twenty-five per cent during the ten year period, down to \$3,552,989 from \$4,733,332. The passenger deficits for the three railroads declined from \$4,388,332 in 1949 to \$3,921,556 in 1958, a change of 10.6 per cent.

Alternative public transportation services were available by Northeast Airlines and Greyhound Buslines. Maine State Highway Commission figures revealed that state, local, and Federal expenditures for highway construction and maintenance amounted to approximately \$1,392,410,000 from 1952-1961, an increase of 173 per cent for the period. Revenues from fuel taxes, motor vehicle registrations and other charges amounted to an estimated \$276,312,000 for the ten year period.

Automobile registrations rose steadily. In 1940 Maine had 162,948 registered cars, 206,241 in 1950, and 283,352 in 1958, an increase of 73.3 per cent for

the eighteen year period. As of 1958 there was an automobile in Maine for every 3.4 persons, a decrease of 15 per cent from 1940 when there was an automobile for every 5.2 persons. Maine's population rose from 847,000 in 1940 to 952,000 in 1958.

Government expenditures benefited commercial aviation in Maine. State, Federal, and municipal funds for eight major airports from 1947 to June 30, 1959 amounted to \$3,607,000, including snow removal costs. The largest amount of money, \$2,234,460 was spent for Portland Municipal Airport.

The number of air passengers on scheduled airlines flying to and from Maine rose from 85,818 in 1940 to 173,862 in 1955. Passengers using Northeast Airlines at all scheduled airports from June, 1958 to June, 1959 amounted to 118,722. Eighty per cent of all scheduled departures were operated, with the lowest percentage being registered in January, 1959 when only sixty-nine per cent of all flights operated.

The railroads claimed their tax bills were substantial. In 1949 the total state excise, municipal property, and Federal taxes paid by all Maine railroads amounted to \$8,927,940, while in 1958 they amounted to \$6,285,184. The figure was smaller, naturally as certain passenger and freight facilities had been

retired. Selected expenses for taxes at various Maine Central locations in 1958 amounted to \$4,225.20 in Augusta, \$3,288.90 in Lewiston, \$12,809.27 in Portland, and \$17,337.06 in Bangor.

Passenger equipment in service varied. Maine Central listed all equipment, including diesel locomotives, as having a depreciated value of \$3,112,170.17. Baggage and mail cars were built as early as 1908, with several having been built from 1910-1930. Coaches still in service were built as early as 1917 and as late as 1947.

Revenue freight carried declined during the years 1951-1958 for the Maine Central, Bangor & Aroostook, and Canadian Pacific Railroad. The changes were as follows:

TABLE VIII

Revenue Freight Carried for 1951 & 1958

	<u>1951</u>	<u>1958</u>
Cars	428,363	394,440
Tons	12,851,676	12,196,169
Revenue	\$37,006,974	\$41,244,374

Per Cent Change

<u>Cars</u>	<u>Tons</u>	<u>Revenue</u>
-7.92	-5.10	11.45



The figures for the Maine Central were as follows:

	<u>1951</u>	<u>1958</u>
Cars	264,656	223,252
Tons	8,007,668	6,816,690
Revenue	\$22,164,528	\$22,337,947

<u>Per Cent Change</u>		
<u>Cars</u>	<u>Tons</u>	<u>Revenue</u>
-15.65	-14.87	.78

One striking fact was the decline of traffic in forest products and wood pulp, vital sources of revenue to the Maine Central.

TABLE IX

Products of Forests and Wood Pulp  
1951 and 1958

	<u>1951</u>		<u>1958</u>	
	<u>Carloads</u>	<u>Revenues</u>	<u>Carloads</u>	<u>Revenues</u>
Products of Forests	66,461	\$4,947,244	24,637	\$2,258,921
Wood Pulp	13,913	1,640,927	9,649	1,442,003

<u>Per Cent Change</u>			
	<u>Cars</u>		<u>Revenues</u>
Products of Forests	-63.34		-54.34
Wood Pulp	-30.65		-12.12

The question of public need for railroad passenger train service arose during the proceedings. The Executive Director of the Military Traffic Manage-

ment Agency believed his agency could not justify opposition to the railroad's petition since the physical plant of the line would remain.<sup>50</sup>

Four major colleges in the state were asked if students depended upon trains for transportation. Students at Bates College and the University of Maine used the trains very little, while many students at Bowdoin and Colby Colleges continued to use trains at the Brunswick and Waterville stations.<sup>51</sup>

Much of the state's position on the matter of maintaining passenger service was brought out in the public hearings held in Portland, Augusta, and Bangor. The state argued that Maine's geographical location, climate, and faltering transportation system demanded the continuation of railroad passenger service.

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L. Sewall Morriss, Major-General, United States Army, Executive Director of the Military Traffic Management Agency, to Richard J. MacMahon of the Maine Public Utilities Commission, Washington, September 21, 1959.

51

Charles F. Phillips, President, Bates College, to Frederick N. Allen, Chairman, Maine Public Utilities Commission, Lewiston, September 30, 1959; Lloyd Elliot, President, University of Maine, to Frederick N. Allen, Orono, October 15, 1959; J. S. Bixler, President, Colby College, to Frederick N. Allen, Waterville, October 1, 1959; Glen McIntire, Assistant Treasurer, Bowdoin College, to Frederick N. Allen, Brunswick, October 3, 1959.

Among the witnesses testifying against the railroad's petition were Dr. Frederick Whittaker, President of the Bangor Theological Seminary, and Mrs. Florence Philbrick. She noted the difference in rail travel in the western states in comparison to the east, and believed at least one round trip between Bangor and Portland was necessary.<sup>52</sup> Mr. Walter F. Driscoll, a Maine Central passenger conductor, testified that many times his train was delayed because freight trains proceeded ahead of his passenger train between Waterville and Bangor.<sup>53</sup>

Richard B. Sanborn, lawyer for the state, questioned President E. Spencer Miller about the railroad's failure to inform the Legislature about its plans to end passenger service. Before the Legislature adjourned, it was considering a bill to revise the excise tax on railroads whereby their taxes would be

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Maine Central Railroad Company re: Discontinuance of All Passenger Trains, Railroad 3481, "Record of Hearings Held at Bangor, Maine," Vol. II, pp. 398-401.

53

Ibid., "Record of Hearings Held at Augusta, Maine," Vol. IV, pp. 819-823. Hereafter referred to as "Augusta Hearings."

assessed in proportion to their earnings. Miller stated that the decision to end all passenger service "...wasn't made until it was too late to inform them."<sup>54</sup>

Lawyer Sanborn believed the state had a right to expect passenger train service as there was a need for it. In 1958 nearly a quarter of the state's population, some 230,000 people, rode Maine Central trains, and this was evidence enough that not everyone was driving his car. When asked about this, Miller's reply was that "It indicated just the opposite, that there isn't any."<sup>55</sup>

The state maintained the use of Budd cars would reduce passenger expenses and attract patronage. Sanborn questioned Miller about the possibility of leasing Buddliners from the Boston & Maine for thirty cents per mile. He replied that the Maine Central had no desire to use such units when the Boston & Maine could change its mind about leasing arrangements whenever it desired.<sup>56</sup>

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54  
"Augusta Hearings," p. 548.

55  
"Augusta Hearings," p. 636.

56  
"Augusta Hearings," pp. 688-689.

Mr. Sanborn remarked about the methods used by bus lines selling tickets. Many were sold in drug stores or gasoline stations. He believed the Maine Central could do the same thing and reduce operating expenses. President Miller noted the idea was practical except for the objections that railroad unions would have, and he believed the procedure would not solve anything.<sup>57</sup>

Harold J. Foster, Passenger Traffic Manager of the Maine Central, was also examined by Sanborn. Of particular interest to the lawyer were the railroad's timetables issued in 1959 on cards nine inches long and four inches wide. The spring timetable listed Boston and New York connections, while the fall schedule did not. Neither schedule card denoted the trains as having names. This gave the image of cheapness to Sanborn, and he believed timetables such as these did little to promote passenger traffic. Foster replied that all trains had lost their former character and could not be name trains when a regular number was more suitable.<sup>58</sup>

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57

"Augusta Hearings," pp. 688-689.

58

"Augusta Hearings," pp. 762-765.

When Sanborn questioned the need for more attractive looking timetables, Foster commented on the line's limited success with such schedules. He stated that for years the railroad issued from thirty to sixty thousand timetables. Many were distributed to hotels and resorts. Periodic inspections revealed that few were ever taken from the display racks. Therefore, in order to reduce expenses, art work was reduced, and enough copies issued only to fulfill the needs of rail personnel and travel agents. With such high passenger deficits, the railroad believed such a move was necessary.<sup>59</sup>

Sanborn also questioned Foster about the selling of tickets on board the trains by conductors. Foster replied that it would be difficult to do so, as many of the tickets were sold for interline points. Tickets for the Maine Central area could be sold easily enough, but there was too much interline traffic which tended to complicate matters.<sup>60</sup>

Statements supporting the railroad's petition were presented at the hearings by representatives of prominent Maine industries. These included Olaf N. Rye,

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59  
"Augusta Hearings," p. 893.

60  
"Augusta Hearings," p. 927.

General Traffic Manager of International Paper Company, Sam Flint, General Traffic Manager of the Quaker Oats Company, and Robert L. Travis, Traffic Manager of the S. D. Warren Company. Plants of these companies were located in Livermore Falls, Lubec, and Westbrook. All companies believed that lower rail freight rates were necessary for the continued operation of their plants in Maine, and felt that freight profits should not be used to subsidize passenger losses.<sup>61</sup>

While the proceedings were being conducted, the railroad actively campaigned through the press and other media to familiarize the public with its position. On July 24, 1959 President Miller addressed a joint meeting of the Portland Rotary, Kiwanis, and Lions Clubs. He told his audience that the passenger deficit was not a phantom but a reality. What was desired was immediate and total abandonment of trains to make way for new express, mail, and piggyback trains to open a new phase of railroad operations. If the Commission granted the railroad's request, Miller asserted that "...we shall

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"Augusta Hearings," pp. 67-72, 116-123, 127-144, 168-169.

demonstrate that the golden age of railroading and the golden age of Maine were not fifty years ago but extend for a hundred years ahead."<sup>62</sup>

Miller quoted from a report of the Interstate Commerce Commission, issued in 1959, on the passenger train problem. It appeared that the railroad had accepted the conclusions of Interstate Commerce Commissioner Howard Hosmer, for whom the report was named.

The basic conclusions of the Hosmer report were that, if railroad passenger miles continued to decline at the rate they had from 1947-1958, the Parlor and Sleeping car service would end by 1965 and the coach service by 1970. Labor unions, railroad management, and the Federal Government's role in providing air and highway funds were cited as being responsible for the end of passenger train service.<sup>63</sup>

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62

"Maine Would Be Better Off...If," Address delivered by E. Spencer Miller, President, Maine Central Railroad, July 8, 1959, to Portland, Maine Service clubs, 22 pp.

63

David P. Morgan, "No Passenger Trains By 1970?" "Trains," XIX (December, 1958), p. 42.



When President Miller's speeches were printed in booklet form and available for public distribution, caricatures by railroad artists were included to convey the image that all railroad passenger trains were museum pieces and of no value in today's world. To do so implied that all railroads agreed with this point of view.<sup>64</sup>

On January 14, 1960 the Commission issued its decrees concerning all rail passenger service in the state and the petition of the Maine Central. The Commission noted that many people still preferred to travel by train, but they were in the minority. The railroads had not discontinued profitable trains but "...the record nonetheless shows that many improvements in the attractiveness have been overlooked or ignored."<sup>65</sup> The railroads could certainly improve

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See addresses of Daniel P. Loomis, President of the Association of American Railroads, "Needed-A Green Light for Passenger Service," delivered October 23, 1958 before the New York City Rotary Club, and "Clearing the Track for Passenger Trains," delivered October 6, 1959 before the American Association of Passenger Traffic Managers at Washington, D. C. Loomis reasserted his belief in the future of the passenger train and stated that governmental regulation and taxation had been a major cause of passenger train discontinuance. Both speeches available on request from the Association of American Railroads, Washington, D. C.

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Railroad 3460, p. 30.

schedules and provide cleaner cars. The responsibility of the problem lay not only with the railroads, but also with their employees and the public. The Commission suggested the following steps to improve the passenger train problem.

It called for the repeal of the Federal tax of ten per cent on all passenger tickets. Municipal and state tax assessors were urged to consider the railroad's plea for tax relief. Railroad managements were urged to dispose of unneeded equipment and maintain realistic schedules. Management and labor were told they should revise work rules in an effort to solve a problem that needed an immediate solution. In brief, a cooperative effort should be made by the public, state, labor, and management if passenger trains were to continue operating in the state of Maine.<sup>66</sup>

"It will be noted that while the decline in passenger patronage is substantial and undoubtedly warrants some remedial action, we are not convinced it is of sufficient magnitude to warrant the complete discontinuance of the service."<sup>67</sup> With these words the

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<sup>66</sup>  
Ibid., pp. 30-31.

<sup>67</sup>  
Railroad 3481, p. 6.

Commission denied the Maine Central permission to abandon all of its passenger trains.

The regulatory body discussed briefly the decline in patronage of the railroad for the period from 1949 to 1959, listed the passenger deficits, and the ratio of freight profits required to subsidize passenger losses. It noted the decline in the "margin of safety," or amount the gross revenues could decline before the coverage of fixed charges was lost, to be nine per cent in 1956, 5.2 per cent in 1957, and 5.4 per cent in 1958.<sup>68</sup>

Schedules of trains could be changed to satisfy both the Post Office Department and the needs of passengers, as the trains presently in operation did not provide schedules that were convenient to the Post Office Department's Metro concept of mail delivery. But the operation of merchandise trains would not necessarily result in reduced costs. Employees on these trains would receive the wages of freight rather than passenger crews. These would be higher than those paid to passenger train employees.<sup>69</sup>

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<sup>68</sup>  
Ibid., p. 9.

<sup>69</sup>  
Ibid., p. 11.

The Commission believed many of the estimated savings of the railroad could be realized by having the trains run via Augusta. The line from Royal Junction to Waterville could thus end all passenger service. Stations and other properties could be sold with general economy measures being taken to reduce expenses.<sup>70</sup>

The railroad also had surplus passenger equipment which could be disposed of. Tickets could be sold at downtown drug stores and travel agencies. Scheduled stops no longer needed for postal service could be changed to flag stops and provide a speedup in schedules. "In short, it would appear that Petitioner could realize much of its estimated savings under a plan of modified passenger service."<sup>71</sup> With the elimination of certain trains, those remaining would have their revenue and patronage increased. Therefore, the Commission ordered trains five, nine, four, and eight to operate for a trial period via Augusta, with schedules consistent with the demands of the Post Office Department and the traveling public.<sup>72</sup>

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<sup>70</sup>  
Ibid., pp. 15-16.

<sup>71</sup>  
Ibid., p. 16.

<sup>72</sup>  
Ibid., pp. 20-22.

All trains were to operate daily between Portland and Bangor, and trains nine and four were to operate to Vanceboro six days a week. The railroad was to develop its passenger service with better on time performance, clean coaches, and general measures contributing to the improvement of service. The Commission was to be advised of all settlements between the Post Office Department and the railroad. The Maine Central had won half of its battle, but did not give up hope.<sup>73</sup>

The line then appealed to the Supreme Judicial Court of the State of Maine. It claimed the Public Utilities Commission violated the railroad's constitutional rights to earn a fair return on its investment, and "...erroneously applied the applicable law to the facts established in the proceedings."<sup>74</sup>

In their brief for the company, railroad lawyers again stated the relevant facts concerning the financial condition of the railroad. Mr. Walter Hansen, Railroad Consultant and Certified Public Accountant of Peal,

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73  
Ibid.

74  
Maine Central Railroad v. Public Utilities Commission, Railroad 3481 On Exceptions, State of Maine Supreme Judicial Court, Law Court, June Term, 1960, Brief on Behalf of the Maine Central Railroad, p. 1.

Marwick, Mitchell & Company, claimed that the estimated savings of \$744,000 from the end of passenger service was a minimum figure, and that hidden savings would eventually be realized.<sup>75</sup> Mr. Robert G. Davidson, Transportation Engineer for the Seminar Research Bureau of Boston College, also noted that less than one-half of one per cent of the communities served by passenger trains used such service in August, 1959.<sup>76</sup>

The railroad argued that a revolution had occurred in transportation. The public no longer relied upon major public transportation but the private automobile. It cited Mr. Davidson's exhibit of auto, bus, and rail traffic in Maine on the Maine Turnpike and the other highways in the state. Exhibits twenty and twenty-four explained the amount of traffic by these agencies and are presented on the following page.<sup>77</sup>

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<sup>75</sup>  
Ibid., p. 69

<sup>76</sup>  
Ibid., p. 39.

<sup>77</sup>  
Railroad 3481 On Exceptions, Exhibit Twenty "Annual Passenger Car Volumes, Maine Turnpike 1948-1958," p. 121, and Exhibit Twenty-Four, "Comparison of Turnpike and Bus Traffic with Rail Traffic between Maine Central Service Areas and Portland Area, 1959," p. 125.

TABLE X  
Annual Passenger Car Volumes  
Maine Turnpike  
1948-1958

<u>Year</u>	<u>Total Passenger Cars</u>	<u>Annual Per Cent Change</u>	<u>Total Motor Vehicles</u>
1948	1,379,000		1,516,171
1949	1,515,834	+10%	1,683,703
1950	1,727,463	+14%	1,936,446
1952	2,058,187	+ 6.3%	2,295,127
1955	2,434,244	+10%	2,701,519
1958	3,449,696	- 5%	3,825,259

150% Total Increase 1948-1958  
Source: Maine Turnpike Authority

TABLE XI  
Comparison of Turnpike and Bus Traffic With  
Rail Traffic Volume Between Maine Central  
Service Area and Portland Area, 1959

	<u>February Passengers</u>	<u>Per Cent</u>	<u>August Passengers</u>	<u>Per Cent</u>
Rail	7,657	(5.25)	11,366	(1.85)
Bus	7,000	(4.85)	12,400	(2.02)
Passenger Car on Turnpike Only (Excluding Brunswick)	130,110	(90)	591,100	(97)
Totals:	144,767		641,866	

In his brief Lawyer Sanborn pointed out that the Maine Central had not received permission from its stockholders to end passenger service, and claimed that not every part of a railroad system should be expected to produce a profit.<sup>78</sup>

Sanborn also cited remarks made by Maine Central officials in the Calais and St. Johnsbury discontinuance proceedings, where they stated that main line trains made money. The losses that the railroad had on its existing trains he thought to be small.

First of all, it can be seen that the loss on some of these trains-- even if the road's accounting is given full creditability and with no allowance for tax savings--is of small relative magnitude. The losses are only \$89,000, \$96,000, \$51,000, \$92,000, \$147,000, \$3,200, and \$85,000.<sup>79</sup>

While Sanborn may have felt he had just reason to conclude the losses were not large, they amounted to \$583,200. Over half a million dollars was no small loss for a railroad the size of the Maine Central.

In conclusion, Mr. Sanborn claimed that "...poor management alone is sufficient ground for dismissal of these proceedings."<sup>80</sup> The state believed that passenger

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78

Railroad 3481 On Exceptions, Brief for the State of Maine, p. 7.

79

Ibid., pp. 15-16.

80

Ibid., p. 25.



service was essential because a public need for it existed. It wanted trains with sensible schedules, clean equipment, and on time performance. "...the State of Maine may be willing to have fewer trains overall, but expects them to be economically and competitively run."<sup>81</sup>

On October 3, 1960 Mr. Justice Webber of the State Supreme Judicial Court handed down the Court's decision. It noted that people of today should not be surprised that railroads have a financial burden when passengers are carried in their trains. "In short, times have changed and the railroads no longer have any practical monopoly of transportation."<sup>82</sup> The Court believed the issue at hand was that of public interest. While many people had opposed the petition of the railroad, evidence presented in the proceedings convinced the court "...that the actual need for this service is so small as to be almost non-existent."<sup>83</sup>

The exception was sustained, and the Public Utilities Commission was ordered to issue a decree

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81  
Ibid., p. 38.

82  
Maine Reports, 156, p. 285.

83  
Ibid., p. 288.

authorizing the railroad to discontinue all passenger trains. On August 15, 1960 the railroad formally announced that service would be discontinued on September 6, 1960.

In January of 1960, novelist E. B. White wrote about the remark of a Bangor citizen who said he could see Brewer from Exchange Street after the Bangor depot had been razed. The famous author commented that

In the old days, when the railroads were in their prime, you couldn't see Brewer from Exchange Street, but you could close your eyes and see the continent of America stretched out in front of you, with the rails running on endlessly into the purple sunset, ...I loved it when I couldn't see Brewer from Exchange Street, the rest of the view was so good.<sup>84</sup>

The fateful day came as promised on September 6, 1960 when two trains made their last runs between Vanceboro and Portland. Mr. White's depot was now 135 miles away in Portland. He was sorry, like many others, to see the trains end. But others foresaw a bright new future for the Pine Tree State.

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84

E. B. White, The Points of My Compass (New York: Harper & Row, 1962), p. 174.

## CONCLUSION

At the beginning of the twentieth century the names "Empire State Express," "Phoebe Snow," and "Bar Harbor" symbolized the finest in passenger train service. Now only the "Phoebe Snow" and "Empire State Express" remain, and much of their glory has disappeared as they have been combined with other less appealing trains.

The end of Maine Central service meant several things to the average citizen, rail enthusiast or official, and historian. At least two were of significance.

The first and most important factor to bring about the discontinuance of train service was the change in travel habits and desires of the American people. Communities no longer depended totally upon the railroads to provide them with transportation. The automobile made John Doe more mobile, and gave him the convenience of traveling when he desired.

America lost much of her rural character as a result of increased population and the growing popularity of the automobile. Trains were needed less and less. No longer were the natives of Maine and her sister states content to board a fast express and spend several hours

in luxurious surroundings. Speed became even more important in the traveler's requirements. He could be in Boston in less than two hours by plane compared to a six hour journey by train. With the development of the interstate highway system, he could even drive to Portland or Boston faster than if he rode the Maine Central.

Second, the decline in the national share of freight traffic by all railroads caused alarm in railroad circles. As Federal and state funds aided the development of new highway, river, and air facilities, the competition's share of freight traffic increased and railroad profits decreased. As passenger losses soared, rail officials believed the elimination of passenger trains would provide funds to purchase new freight equipment and regain traffic lost to trucks, barges, and planes.

There was no doubt the Maine Central was plagued with burdensome passenger deficits. Such a small Class I railroad felt the effects of passenger deficits far more than a prosperous road like the Burlington. The deficits simply could not last forever. The company's decision to end all passenger service was certainly no surprise to many Americans. It was a plan reported often enough in the nation's newspapers. Other American

railroads were proud of the fact that freight trains were the only ones listed in their timetables.

Several questions remain unanswered. Was the Maine Central correct in assuming that the passenger business was hopefully lost to the automobile? Did the state of Maine really have a sound proposal in its plea for two Buddliner trips per day between Bangor and Boston? New equipment and faster schedules had failed before, and railroad officials had a strong argument in their favor when they claimed it would not work again. But almost a quarter of a million people had relied upon the Maine Central in 1958 when service was limited, poor, and only a small travel market existed. As the plan was never put into effect, we will never know the answer to such proposals.

In all fairness to the Maine Central, there can be no doubt that, in general, the railroad did all that was possible to increase and improve its passenger service when one considers its financial condition since 1900. Interline service, reasonably fast schedules, deluxe equipment, bargain fares, and special advertising were used in varying degrees to entice travelers into Pullmans and coaches.

However, the railroad itself was responsible for much of the decline in passenger train service. Its own planes and buses operated on schedules that competed

directly with many trains. After 1950, slower schedules, dirty cars, and poor connections became common.

Passengers were far from being welcomed aboard branch or main line trains as the Maine Central's management began a campaign to end all passenger train service. These factors combined to make travel by train an endurance test, and railroad officials let it be known that freight service was more vital to the state than the "Pine Tree" or "Flying Yankee."

The trains are gone and the stations no longer stand. Brewer can be seen from Exchange Street in Bangor and the Portland Union Station clock has ceased to give the traveler the correct time. Profits, dividends, and industrial growth have been deemed far more important than silver streamliners gliding up the banks of the Kennebec.

President Miller's promise of a golden age of railroading suffered a setback when the Maine Central's much publicized merchandise trains were discontinued in 1963. Even they lost money. But the search for new freight traffic goes on, and the stockholders are satisfied. The freight trains make money and the rails of the Maine Central still shine. Executives of the "Pine Tree Route" have decreed that this is more important than the memories of E. B. White and countless others.

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## L. PERSONAL CORRESPONDENCE

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## M. RAILROAD PASSENGER TIMETABLES

Various passenger train timetables of the Maine Central and Boston & Maine Railroads from 1900 to 1960 were examined. Pertinent information from these schedules has been included in the thesis. Schedules have not been listed individually as they are too numerous to mention.

## BIOGRAPHY OF THE WRITER

Henry George Stenberg, Jr. was born in Worcester, Massachusetts on June 21, 1940. He received his early education in public schools in Hopedale, Massachusetts, and was graduated from Hopedale High School in 1958. He then attended Bates College and was graduated from that institution in 1962 with a Bachelor of Arts degree in History.

In September, 1962 he was enrolled for graduate study at the University of Maine. Upon completion of his course requirements, he entered Lehigh University in September, 1963 to begin studying for the degree of Doctor of Philosophy in History.

He is a candidate for the Master of Arts degree in History from the University of Maine in June, 1965.

APPENDIX



# PASSENGER TRAIN SCHEDULES...

AND THRU CONNECTIONS

GENERAL OFFICES: 222-242 ST. JOHN ST.  
PORTLAND 4, MAINE • PHONE SPruce 3-4711

HAROLD J. FOSTER, Passenger Traffic Manager

## EASTBOUND TRAINS

(For Westbound Service see other side)

Train No.	85	81	83
(New Haven RR)	PM	PM	PM
Lv New York (GCT)..... <sup>a</sup>	7 30	9 15	10 15
	AM	AM	AM
Ar Portland.....	4 15	6 30	8 10

All Times Shown Are Eastern Daylight  
Saving Time unless otherwise noted.

### WEEK DAYS

Train No.	11	17	7	21	3
(Boston & Maine RR)	AM	PM	PM	PM	PM
Lv Boston (No. Sta.)...	10 00	56 10	66 30	9 30	11 40
Ar Portland.....	12 15	s8 45	k8 45	11 45	1 59

### SUNDAYS

Train No.	11	13	9	5	21
	AM	PM	PM	PM	PM
Lv Boston (No. Sta.)...	10 00	1 00	5 30	7 30	9 30
Ar Portland.....	12 15	3 30	7 40	9 45	11 45

Train No.	85	1	11	7	21	21	711	9	
(Maine Central RR)	AM	PM	PM	PM	AM	AM	PM	PM	
VIA AUGUSTA									
Lv Portland.....	7 10	12 35	.....	12 15	.....	12 15	12 30	.....	
..Yarmouth Junction.....	7 31	f12 52	.....	.....	.....	12 41	f12 54	.....	
..Freeport.....	7 42	f 1 00	.....	12 41	.....	1 12	f 1 08	.....	
..Brunswick.....	8 00	1 15	.....	1 12	.....	.....	f 1 18	.....	
..Bowdoinham.....	8 10	.....	.....	.....	.....	1 34	f 1 27	.....	
..Richmond.....	f 8 21	f 1 34	.....	1 34	.....	1 50	f 1 41	.....	
..Gardiner.....	8 39	1 50	.....	1 50	.....	.....	f 1 46	.....	
..Hallowell.....	8 45	.....	.....	.....	.....	2 20	f 1 55	.....	
..Augusta.....	8 59	2 05	.....	2 20	.....	.....	f 2 10	.....	
..Vassalboro.....	f 9 15	e 2 20	.....	2 46	.....	2 46	2 21	.....	
Ar Waterville.....	9 26	2 31	.....	.....	.....	.....	.....	.....	
VIA LEWISTON									
Lv Portland.....	AM	.....	.....	PM	.....	.....	.....	PM	
..Danville Junction	c 4 35	.....	.....	k 9 10	.....	.....	.....	7 55	
..Poland Spring.....	.....	.....	.....	.....	.....	.....	.....	8 32	
..Lewiston.....	.....	.....	.....	k10 07	.....	.....	.....	8 54	
..Winthrop.....	5 54	.....	.....	.....	.....	.....	.....	9 20	
..Readfield.....	5 02	.....	.....	.....	.....	.....	.....	.....	
..Belgrade.....	f 6 14	.....	.....	.....	.....	.....	.....	.....	
Ar Waterville.....	6 33	.....	.....	k11 08	.....	.....	.....	9 55	
Lv Waterville.....	AM	AM	PM	PM	AM	AM	PM	PM	
..Clinton.....	6 36	9 56	2 40	k11 12	3 03	3 03	2 28	10 00	
..Burnham Junction.....	.....	.....	3 02	.....	.....	.....	f 2 39	.....	
..Pittsfield.....	.....	.....	3 13	k11 40	3 40	3 40	2 58	10 26	
..Detroit.....	.....	.....	10 13	.....	.....	.....	.....	.....	
..Newport Junction.....	.....	.....	10 22	3 26	.....	3 50	3 14	10 39	
..Carmel.....	.....	.....	10 41	.....	.....	.....	f 3 30	.....	
Ar Bangor.....	7 45	11 05	4 05	k12 25	4 30	4 30	3 55	11 15	

Lv Bangor.....	.....	.....	.....	AM	.....	12 55
..Old Town.....	.....	.....	.....	.....	.....	1 16
..Enfield.....	.....	.....	.....	.....	.....	1 52
..Lincoln.....	.....	.....	.....	.....	.....	2 10
..Mattawamkeag.....	.....	.....	.....	.....	.....	2 34
..Kingman.....	.....	.....	.....	.....	.....	2 48
..Bangor.....	.....	.....	.....	.....	.....	3 06
..Danforth.....	.....	.....	.....	.....	.....	3 23
..Forest.....	.....	.....	.....	.....	.....	3 39
..Teman.....	.....	.....	.....	.....	.....	f 3 46
..Lambert Lake.....	.....	.....	.....	.....	.....	3 57
Ar Vanceboro.....	.....	.....	.....	.....	.....	4 05
(Can. Pacific Rwy.)	.....	.....	.....	AM	.....	.....
Lv Vanceboro.....	.....	.....	.....	.....	.....	4 15
Ar St. John, N. B.....	.....	.....	.....	.....	.....	g 8 15
(Can. Nat. Rwy.)	.....	.....	.....	PM	.....	.....
Ar Moncton, N. B.....	.....	.....	.....	.....	.....	g 1 50
Ar Halifax, N. S.....	.....	.....	.....	.....	.....	g 6 45

### REFERENCES

- a — Runs ONLY on Fridays, June 26, July 3, 10, 17, 24, 31; Aug. 7, 14, 21, 28, Sept. 4
- b — Does NOT run on Saturday
- c — Runs Saturday ONLY
- e — Stops on Friday ONLY
- f — Stops on signal to take or leave passengers
- g — Atlantic Daylight Time

### EQUIPMENT

All trains between Bangor and Boston in both directions carry thru coaches  
Train 7 carries thru sleeping cars and coaches between Boston-Portland-St. John. (Train 8 in reverse direction).  
Train 81 carries thru sleeping cars and coaches New York to Bangor (Train 82 in reverse direction).  
Any Maine Central Agent will be glad to make sleeping car reservations.  
Trains 8 and 21 carry sleeping car (both directions) between Boston-Portland-Van Buren and other points on Bangor & Aroostook Railroad



### WESTBOUND TRAINS

(For Eastbound Service see other side)

(City Not Away)	PM	WEEK DAYS					SUNDAYS				
Train No.	8 AM	14 AM	12 PM	18 PM	82 PM	8 AM	14 AM	44 PM	46 PM	84 PM	
Lv Bangor	h 3 30	8 30	k 1 30	s 4 15	k 5 15	3 30	8 30	1 55	5 30	v 5 45	
...Etna	8 57	9 11	k 2 23	s 5 15	k 5 56	8 57	9 11	2 47	6 04		
...Newport Junction	f 4 28	9 25	k 2 33	f 5 25	k 6 06	f 4 28	9 25	2 56	6 13		
...Pittsfield	f 4 41	9 39	f 2 42	s 5 45		4 41	9 39	3 15			
...Burnham Junction	9 48	9 46				9 46					
...Clinton	9 48	10 02	k 3 00	s 6 03	k 6 31	9 48	10 02	3 33	6 33	v 6 54	
Lv Bangor	h 3 00					3 00					
Lv Waterville	10 02				k 6 39	10 02			6 50		
...Vershire	10 12					10 12			7 00		
...Augusta	10 34				k 7 09	10 34			7 18		
...Barnesville	10 47					10 38					
...Gardiner	10 47					10 47			7 31		
...South Gardiner	10 52					10 52			7 36		
...Richmond	11 03					11 03			7 47		
...Bowdoinham	11 14					11 14			7 57		
...Brunswick	11 27				k 7 59	11 27			8 10		
...Freeport	11 39					11 39			8 21		
...Yarmouth Junction	11 46					11 46			8 28		
Lv Portland	12 05 PM				k 8 40	12 05			8 50		
VIA LEWISTON	AM	PM	PM	PM		PM	PM		PM		
Lv Waterville	h 5 13		k 3 10	s 6 15		5 13		3 37		v 6 58	
...Oakland			k 3 20	s 6 25							
...Belgrade										7 21	
...Readfield										7 30	
...Winthrop	f 5 52		k 3 52	s 6 57		f 5 52		4 19		7 41	
...Lewiston	h 6 23		k 4 30	s 7 35		6 23		4 46			
...Canville Junction	f 6 35		f 4 41	f 7 45		f 6 35		f 4 58			
(Portland Spring)											
Lv Portland	7 15		k 5 20	s 8 25		7 15		5 40		v 8 55	

### WEEK DAYS

### SUNDAYS

(Boston & Maine RR)	AM	PM	PM	PM	PM	AM	PM	PM	PM	PM	PM
Train No.	8	14	12	18	82	8	14	44	46	84	82
Lv Portland	7 45	12 30	5 35	8 50	9 15	7 45	12 30	3 45	6 00	9 10	v 9 15
Lv Boston	10 00	2 45	7 45	10 59	...	10 00	2 45	6 15	8 15	11 25	...
(New Haven RR)											
Lv New York (GCT)				7 30						*7 30	7 30
				AM						AM	AM

References: h — Does not run on Monday.  
 k — Does not run on Saturday.  
 s — Runs Saturday ONLY  
 v — Runs ONLY Sunday June 28, July 5, 12, 19, 26  
 Aug. 2, 9, 16, 23, 30 and Sept. 7  
 \*Arrives (or departs) Penn. Sta. in New York City.





# PASSENGER TRAIN SCHEDULES...

GENERAL OFFICES: 222-242 ST. JOHN ST.  
 PORTLAND, MAINE • PHONE Spruce 3-1711  
 HAROLD J. FOSTER, Passenger Traffic Manager

## EASTBOUND TRAINS

(For Westbound Service see other side)

(New Haven RR)	Ex Sat	Sat Only	All Times shown are Eastern Standard
Lv N. Y. (GCT)	PM	PM	
Ar Portland.....	9:00	10:15	
	7:05	8:10	
	AM	AM	

FOR BOSTON SCHEDULES CONSULT  
 TICKET AGENT OR B&M TIMETABLE

Train No.	1 Ex Sun AM (See Note)	5 Every Day AM	9 Ex Sat PM	13 Every Day AM
Lv Portland.....	7:45	11:35	9:00	12:05
...Yarmouth Jct. ...	8:06	11:52		
...Freeport.....	8:17	12:00		12:31
...Brunswick.....	8:35	12:15		1:02
...Bowdoinham.....	8:45			
...Richmond.....	8:56	12:34		1:24
...Gardiner.....	9:14	12:50		1:40
...Hallowell.....	9:20			
...Augusta.....	9:34	1:06		2:10
...Vassalboro.....	9:50	1:21		
...Danville Jct.....			9:37	
...Lewiston.....			9:58	
...Winthrop.....			10:23	
...Oakland.....				
Ar Waterville.....	10:02	1:32	11:00	2:36
Lv Waterville.....	10:17	1:42	11:05	2:53
...Clinton.....				
...Burnham Jct.....		2:04		
...Pittsfield.....	10:48	2:15	11:35	3:30
...Detroit.....	10:53			
...Newport Jct.....	11:02	2:29	11:47	3:40
...Carmel.....	11:21			
Ar Bangor.....	11:45 AM	3:10 PM	12:25 AM	4:20 AM
Lv Bangor.....			Ex Sun 12:55	All Trains Operate Every Day unless otherwise noted.
...Old Town.....			1:16	References
...Enfield.....			1:57	a-Stops Friday Only.
...Lincoln.....			2:14	b-Flag Stop Sunday Only.
...Mattawamkeag.....			2:36	f-Stops on Signal to take or leave Passengers.
...Kingman.....			2:50	Note: Train No. 1 carries Thru Sleeping Car New York to Bangor.
...Bancroft.....			3:08	All trains between Portland and Vanceboro in both direc- tions carry through coaches.
...Danforth.....			3:26	
...Forest.....			3:41	
...Tomah.....			3:47	
...Lambert Lake.....			3:58	
Ar Vanceboro.....			4:05 AM	

Effective Sunday October 25, 1959



RAILROAD

## WESTBOUND TRAINS

(For Eastbound Service see other side)

Train No.	4 Ex Sun PM	6 Every Day AM	8 Ex Sat PM	12 Sat Only PM	2 (See Note) PM Ex Sat
Lv Vanceboro.....	11:55				
... Forest.....	12:21				
... Danforth.....	12:37				
... Wytotilock.....	12:54				
... Kingman.....	11:04				
... Mattawamkeag.....	1:22				
... Lincoln.....	1:43				
... Old Town.....	2:29				
Ar Bangor.....	2:50				
Lv Bangor.....	3:35	8:30	1:30	3:30	4:20
... Etna.....		8:57	1:55	3:57	
... Newport Jct.....	4:25	9:11	2:05	4:30	5:11
... Pittsfield.....	14:35	9:25	2:15	14:40	5:21
... Burnham Jct.....		9:39	12:24	4:51	
... Clinton.....		9:46			
Ar Waterville.....	5:01	9:57	2:42	5:09	5:44
Lv Waterville.....	5:06	10:04	2:52	5:20	5:57
... Oakland.....			3:02	5:30	
... Winthrop.....	15:45		3:34	6:02	
... Lewiston.....	6:16		4:11	6:40	
... Danville Jct.....	16:28		14:22	6:50	
... Vassalboro.....		10:14			6:57
... Augusta.....		10:36			6:29
... Hallowell.....		10:40			
... Gardiner.....		10:51			6:39
... South Gardiner.....		10:57			6:44
... Richmond.....		11:10			6:54
... Bowdoinham.....		11:22			6:54
... Brunswick.....		11:36			7:13
... Freeport.....		11:48			17:53 ✓
... Yarmouth Jct.....		11:55			67:40
Ar Portland.....	7:10 AM	12:15 PM	5:00 PM	7:30 PM	8:00 PM

... (New Haven RR)  
Ar N. Y. (GCT)

AM  
7:40

All Trains Operate Every  
Day unless otherwise noted.

## References

a-Stops Friday Only.  
b-Flag Stop Sunday Only.  
f-Stops on Signal to take or  
leave Passengers.  
Note: Train No. 2 carries  
Thru Sleeping Car Bangor  
to New York.

All trains between Portland  
and Vanceboro in both direc-  
tions carry through coaches.

Effective Sunday October 25, 1959