

# MAINE CENTRAL MAGAZINE



JANUARY, 1924

## On Adequate and Dependable Transportation

Depends the prosperity of manufacturers and farmers in the State of Maine.

The Maine Central Railroad with 1471 miles of track in Maine, penetrating every county except York, forms the connecting link between Maine and the ever-increasing markets of New England and the West and enables Maine shippers to compete successfully with other sections of the country through its well defined policy of developing the State by maintaining high-grade, all-year-round service and favorable freight rates.

A complete system of merchandise cars is operated daily from Bangor, Waterville, Augusta, Gardiner, Brunswick, Bath, Rockland, Lewiston, Auburn and other points to Portland and Boston, providing prompt and expeditious handling of shipments without transfer en route.

The Maine Central has over \$1,500,000.00 invested in specialized equipment, such as heater and dairy cars for the proper and safe handling of dairy products, potatoes and other vegetables. Warm car service for handling less carload shipments perishable freight is operated weekly from Portland during the winter season to all principal points in Maine.

A special milk train is operated daily from Bangor to Portland and Boston with open pick-up car, iced in summer and heated in winter, stopping at practically all stations en route. Milk and cream leaving Bangor 3.30 p.m. arrives Boston in ample season to be served on the breakfast table the following morning.

Among the many State of Maine products transported over the Maine Central lines during the calendar year 1922 were:

60,804 CARS LUMBER AND FOREST PRODUCTS  
35,777 CARS POTATOES, APPLES AND OTHER VEGETABLES  
25,923 CARS PAPER AND PAPER BAGS  
4,106 CARS MILK AND CREAM

**THE MAINE CENTRAL SERVES MAINE  
EFFICIENTLY AND WELL**

GEORGE H. EATON,  
*Freight Traffic Manager,*  
PORTLAND, MAINE.

## New England Coal & Coke Company

"THE HOUSE OF SERVICE"

OPERATING OUR OWN

NEW RIVER PENNSYLVANIA MINES, TRANSPORTATION AND THE LARGEST STORAGE PLANT IN NEW ENGLAND FAIRMONT POCAHONTAS

**111 Devonshire Street, Boston, Massachusetts**

TELEPHONE BEACH 7060

## WATERVILLE IRON WORKS

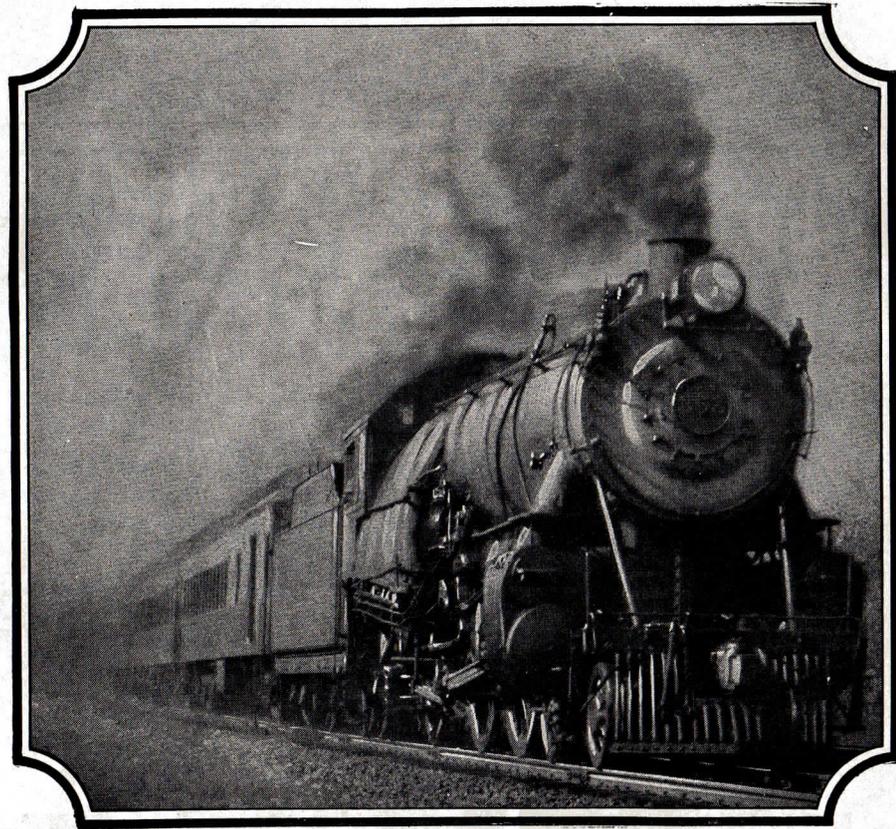
Machinists and Founders

ALSO MANUFACTURERS OF

**Wood Room Machinery for Pulp Mills  
Machine Tools, Grey Iron and  
Bronze Castings**

WATERVILLE

MAINE



## Maintaining the Fastest Railroad Schedule with *Consolidation* Coal

55½ miles in 55 minutes!

This is the schedule maintained by the Philadelphia and Reading Railroad between Camden, N. J., and Atlantic City, regularly, day in and day out, month after month. It is the fastest train schedule in the United States.

To make this run on schedule day after day, the Philadelphia and Reading depends on Consolidation Clean Coal.

From its 95 bituminous mines in districts in 5 great coal producing states, the Consolidation Coal Company supplies clean coal of maximum fuel value to scores of companies which make American industry great.



## The Consolidation Coal Company

Incorporated

MUNSON BUILDING, NEW YORK CITY

DETROIT, MICH.	First Nat'l Bank Bldg.	WASHINGTON, D. C.	Union Trust Bldg.
PORTSMOUTH, N. H.	137 Market Street	CHICAGO, ILL.	Illinois Merchants Bank Bldg.
BALTIMORE, MD.	Continental Bldg.	CINCINNATI, OHIO	Union Central Bldg.
BOSTON, MASS.	State Mutual Bldg.	NORFOLK, VA.	Nat'l Bank of Com. Bldg.
PHILADELPHIA, PA.	Bankers Trust Bldg.	CLEVELAND, OHIO	Rockefeller Bldg.
	MILWAUKEE, WIS.	843 South Canal Street	
	Foreign Office	LONDON, ENGLAND	Billiter Sq. Bldg.
		GENOA, ITALY	10- Via Roma
	ST. PAUL, MINN.	North Western Fuel Co.,	Merchants Nat'l Bank Bldg.
	MONTREAL, QUEBEC	Empire Coal Company Ltd.,	Shaughnessy Bldg.
	GREEN BAY, WIS.	F. Hurlbut Company	
	WAUKEGAN, ILL.	Waukegan Coal Company	

Sales Agents

# Maine Central Magazine

Vol. 1

JANUARY, 1924

No. 1

## The New Rigby Terminal

An Impressive Engineering and Construction Feat, Which Will Mean Millions to the State of Maine—Some Description of Maze of Buildings and Tracks.

The Rigby terminal—whose opening, although unaccompanied by ceremonies of any kind, was the chief industrial event of the month in Maine—is something more than an impressive engineering feat. It is something more than a panorama of buildings and steel rails. It is, one may say, a vision—a vision of progress, of service, of increased efficiency, of good faith to public and employee—translated into reality.

Briefly, Rigby is by far the greatest freight terminal in Maine and one of the most important in New England. It was constructed by the Portland Terminal Company at a cost of one and three-quarters millions, and its object is to relieve congestion in the Portland yards and to facilitate the passage of freight in and out of Maine. Already, so smoothly and easily was the work of transferring from the Portland yards accomplished, it might have been in operation for years. Already, too, railroad men say, it has demonstrated its efficiency

numbered one to ten—not one of them large enough for the volume of traffic. And congestion, as this traffic grew, became increasingly serious. Divided between these tiny yards—split into fragments, when they should have been centralized—really efficient freight movements became almost impossible.

For years, to relieve congestion a little, the yard at Deering Junction was utilized as an auxiliary. Here was handled the business that went south and west—to Rhode Island, Connecticut and Harlem River, through the Ayer (Mass.) gateway. There were, too, a few tracks at Rigby available for east-bound freights. But the great burden of freight traffic flowing in and out of Maine rested squarely upon Portland terminal; and this situation was complicated by the “waterfront business,” which is larger and more important than the average person knows. Coal for many private industries; sulphur, lumber, China clay—used to put the gloss on paper in the big paper mills—these and many other imports make up the “water-board freight,” most of which is shipped east. This alone requires several trains a day, and it added to the burden of the overcrowded Portland yards.

Before Rigby was built, Portland was the terminal and starting point for all freights over the Maine Central and the Boston and Maine. There was a system of small yards,

Hence the need of Rigby Terminal. Hence the impressive undertaking by the Portland

Terminal Company—an undertaking that will mean millions, as years pass, to the welfare and development of Maine. The work, which ordinarily would have required years, was driven through in seven months—as brilliant a construction and engineering feat as ever was accomplished in New England.

The purpose of Rigby?

Simply to concentrate, under efficient modern conditions, the receiving and despatching of all freight and the handling of all power. It means that every freight run from Portland terminal for any point on the Boston and Maine system or beyond—every freight on the Portland and Mountain divisions of the Maine Central, now makes Rigby its starting place, even though some pick up full trains at Portland terminal for points east. Thus the congestion of long years in the Portland yards has been relieved, and the result in increased efficiency already is—well, beyond computation.

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To give a brief description of this terminal, with its maze of buildings, tracks and signals—all illumined at night by a half hundred flood lights that bring out each detail as clearly as in some scene upon a stage—is not easy.

First in impressiveness, perhaps, is the giant roundhouse of brick, steel and cement, which will hold 42 locomotives and has tracks just outside for fourteen more. Here, surely, is the

### The Rigby Yard Contains

*Seventy acres of filling.*

*Three hundred thousand cubic yards of earth were used in this work.*

*The trackage would reach from Portland to Danville Junction.*

*A half million gallons of water will be required daily to supply locomotives.*

*All interlocking switch and block lights, as well as other switchlights, are electric.*

*Less than a week was lost because of rain during the construction period.*

*The big object—to expedite the transmission of freight in and out of Maine.*

last word in constructive skill. There even is an arrangement for washing the boilers of locomotives without cooling them—the boiler being filled with water heated almost to the steaming point. There are two 75,000 gallon tanks, water flowing from them to the engines through two large standpipes—which serve, also, three outward tracks running from the turntable to the freight yard.

This turntable is a marvelous bit of mechanism—ninety-five feet long and equipped with electric power and compressed air tractor: the one available should the other fail. In the event of both failing—practically an impossibility—it can easily be turned by hand, notwithstanding its dead weight of seventy-five tons.

Engines arriving at the terminal are delivered on what are called the engine house receiving tracks. They go first to the coal shed, where they take a full supply of coal and sand; then to the ash pits, where their fires are cleaned. Here are facilities for the handling of four engines at one time—the cinders and clinkers being taken from the firebox and dropped into an underground conveyor, later raised by compressed air and dumped into a car for further handling.

Then the engines receive an inspection; and the next stage of their journey is the wash-room. Following the cleaning, they are delivered to the engine house for repairs, if needed; and then, and not until then, they are ready for their “stalls.” And all this is done to every engine at the end of every trip. . . Talk about supervision!

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Another feature is the coal shed—modern and of heavy construction. Coal is dumped from the cars into pits beneath the tracks; conveyors, electrically driven, take it to the upper part of the shed. From there it drops into bins; from the bins into one ton buckets; from the buckets to the tender of the engine—and in this way count is kept of the number of tons delivered to each. Adjacent to the shed, which has a capacity of 2000 tons, are storage facilities for 22,000 more.

There are headquarters for the general yard master, his assistants and office force, and for the master mechanic, roundhouse foreman and assistants. There is a branch of the Portland Freight Office for clerks who rebill, revise, and give other attention to through freight; and there is a telegraph office, always open, with five telegraphers in attendance. Here are handlep

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## The Grade Crossing Menace

Reckless Autoists, Whose Pastime Is To “Beat The Train,” The Dread of Every Engineer—Some Vivid, True Stories—A Campaign of Education and Its Results.

*There are 1700 grade crossings on the various lines of the Maine Central Railroad. Statistics show that nine persons were killed and six injured at these crossings June 1 and October 1, 1922, and seven killed and ten injured in the corresponding period of 1923.*

*This is not startling in comparison with accidents in other parts of the country—and in view, also, of the fact that travel in the months named is at flood-tide. But it does emphasize the constant need of caution, especially by drivers of automobiles. The autoist who, heedless not only of his own safety but of the safety of others, deliberately attempts to reach the crossing before the train, has long been the dread of every engineer.*

*Mr. Matthew Dunn, who had charge of the educational campaign conducted by the Maine Central in co-operation with the Safety Section, American Railroad Association, describes interestingly the dangers of reckless driving and safest rules to follow. The campaign included the distribution of eight thousand posters, tens of thousands of pamphlets, and the showing of safety slides in every moving picture theatre along the Maine Central lines.*

A once famous moving picture—Cecil B. DeMille’s “Manslaughter,” to be exact—opened with a race between a train and a young girl in a high-powered motor car. It was one of the most vividly realistic ever shown upon the screen. Minute after minute the girl, eyes bright with excitement, kept abreast of the train—a fast express. The indicator crawled from thirty miles to forty, to fifty, to sixty.

Then, suddenly, the steel rails and the ribbon of white road ceased to run parallel; the automobile swerved upon a crossing. One saw the quick flash of fear in the face of the girl—her desperate effort to slow the speed of the big car. A moment later it had crashed through the gates and cleared the tracks, just as the express thundered past.

Night after night the audiences were almost as startled as though they had been looking upon a scene in real life. And when the tragedy was averted, and it was found that the girl wasn’t to pay after all for her adventure in reckless folly, a long-drawn sigh of relief swept through the theatre.

“Oh, well, why get excited?” many then said. “It’s only a moving picture.”

But similar scenes are being enacted in Maine every week in the year that automobiles can run—and, it is almost to be feared, every day in the week. For there is not only the careless motorist, not only the indifferent motorist—there is the motorist who deliberately plays with death for no other purpose than to get a thrill or two in doing it. Trying to “beat out the train,” most stupid and most selfish of all pastimes, has been tried, in the aggregate, by an appalling number. Usually—in nine cases out of ten, perhaps—the motorist succeeds. The tenth time the train beats him.

Mr. Matthew Dunn, transportation inspector and train rules examiner of the Maine Central Railroad—who, as head of the safety department for several years, made grade crossings a careful study—was asked how many of the accidents at these crossings are avoidable.

“Probably 95 per cent,” he answered. “It needs only a little care by these reckless motorists—only a little respect for the rights and lives of others, if they have not sufficient respect for their own.”

“In the first place, engineers on the Maine Central, as on all American roads, are given careful instructions. They are required to whistle a certain number of feet from each crossing, to be on the alert for approaching vehicles, and so on. And I believe these instructions are followed almost to the letter—for a fatal accident, affecting his standing and perhaps his job, is a very serious matter for any engineer.”

“So a great part of the blame DOES rest upon the autoists; and I am not speaking as a railroad official—I’m saying it because it’s true. In Maine, as elsewhere, there are many places where the road runs for a mile or a half mile parallel to the tracks; and time and again some group of young people, perhaps out for a ‘joy ride,’ spy a train and try to reach the crossing ahead of it. Why? Just for the excitement of the thing—to get a few thrills out of life. Of course, sometimes, it is done by older people—so much older they should be a good deal wiser; but usually by the young and reckless.”

“It isn’t courage, this racing with a train,” said Mr. Dunn, seriously. “It is just reckless selfishness and stupidity. It wouldn’t be so bad if they risked only their own lives and the lives of those in the car with them; but the safety of the train itself, in some degree, is endangered. There is a chance of it being derailed. Nothing

**Only 3 Per Cent, But—**

The insurance department of the Pennsylvania railroad system has issued a special pamphlet summarizing the lessons taught by the "careful crossing campaign" last summer, as to the causes and means of preventing grade crossing accidents. And the conclusions drawn therefrom are no more significant and applicable in Pennsylvania than in Maine.

Probably the most important conclusion is that nearly all accidents at grade crossings which involve motor vehicles are directly due to gross carelessness on the part of a very small proportion—probably not more than 3 per cent—of the total number of drivers. Observations were made of more than 100,000 automobiles while actually crossing the tracks. It was found that the drivers of 97 per cent were reasonably careful but that the remainder displayed marked and, in many cases, actual criminal negligence.

"Elimination of the reckless drivers, who make up a very small percentage of the total, and who are responsible for nearly all the accidents," is the remedy suggested. Use is urged of all reasonable means within the legal powers of town, city, county and state authorities to bring about this result. Removal of all grade crossings on the Pennsylvania system, the report states, would be physically impossible within a generation—which is equally true here in Northern New England.

of the kind ever occurred in Maine; but I read of an accident out west in which a train was thrown from the tracks and several of the passengers killed. As for the fate of an automobile when the crash comes—there seldom is any question about that. It isn't difficult to guess what will happen when a 75 to 150 ton locomotive crashes into a two-ton car.

"When an engineer sees an automobile approaching a crossing, without the slightest diminishing of speed, he knows the driver intends doing one of two things—stop just before he reaches the tracks or try to cross them before the train. But, unfortunately, he doesn't know which; if he did, a majority of these accidents could be averted. Yes," went on Mr. Dunn, "there is a great deal of reckless driving. Think of it—9,101 persons killed and 24,208 injured on highway crossings in the United States during the past five years! And, of course, only those cases in which there is death or injury are reported; there are no reports on those in which autoists take thrillingly reckless chances—and, as the boys would say, 'get away with them.'

"Good rules to follow?" Mr. Dunn smiled slightly. "The golden rule still leads—for, as I said, autoists who risk their own lives risk also the lives of others. Aside from that, these five, drawn by the Committee on Prevention of Highway Crossing Accidents, Safety Section of the American Railway Association, are about the best I know:

"First—Slow down when approaching any railroad-highway crossings.

"Second—Look both ways and listen to ascertain if a train is approaching.

"Third—Be particularly careful where there are two or more tracks, because of trains moving in opposite directions.

"Fourth—Exercise good, conservative judgment.

"Fifth—In case of doubt, take the safe course and stop before reaching the track."

"You see they are very simple—just a plea for reasonable care, which is all that ever is required."

By no means all the danger, Mr. Dunn went on to say, is at unprotected crossings. The spirit of modern recklessness isn't confined to country roads. Even where there are gates and flags and signal-balls, all tended by watchmen who are required to pass the most careful examinations, there often are escapes from serious accidents. There are several crossings in the hearts of crowded cities in which especial precautions should be taken—the one in Auburn, where the tide of traffic between Auburn and Lewiston flows in a ceaseless stream; the College Avenue crossing in Waterville; and several between Portland and Woodfords.

Two years ago, a "safety crossing campaign" was inaugurated by the Safety Section of the American Railway Association, and in this the Maine Central Railroad heartily co-operated. Last spring, when Mr. Dunn took charge of this work, eight thousand warning posters—sufficiently vivid in coloring and sentiment to attract attention—were placed at various vantage points along the Maine Central system. One was displayed in every waiting room, and one at the approach to every crossing—sometimes on the "stop, look and listen" signals; at others on especially constructed standards. They remained until the snow came, reducing auto travel to a minimum. Thousands of leaflets, also, were sent to the Maine Secretary of State, who agreed to enclose copies with all licenses issued; and, through co-operation of the theatre managers, a slide was shown weekly in every picture house of each city touched by the Maine Central

lines. It was a skilfully constructed slide, and it made a moral lesson visible to thousands of theatre-goers in Maine, New Hampshire, Vermont—and even in towns along the Maine Central branch from Beecher Falls to Line Ridge in Canada.

There is no exact way of knowing the result of a campaign such as this. But the fact that, despite the great increase in motor vehicles, there were two fewer deaths in the period from June 1 to October 1, 1923, than in the corresponding period of 1922, would indicate that its effect was wide-spread. Next year, as at present planned, the good work will go on.

**"Ed" Stafford Tells When Seconds Seem Agonizing Hours**

Edward L. Stafford of Bangor, known all over the Eastern Division as "Ed" Stafford, and liked by every railroad man, is the Maine Central's oldest retired engineer. He remembers when an engineer's wages were \$2.60 a day, on which it was possible to live well and bring up a family; when a working day might literally be 24 hours long; when there were no automatic safety valves or block signals; when engines burned wood, and the supply

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He tried to cross the railroad track  
Before the rushing train.  
Thy put the pieces in a sack  
But could not find the brain!

**Railroad Y. M. C. A.'s Centers of Activity**

**Portland**

**75 Per Cent. Have Remained Despite Opening of Rigby**

The Railroad Y. M. C. A. on Commercial Street which is quiet enough during the forenoon, becomes a center of activity when twelve o'clock strikes. For at that hour more than 150 railroad men—freight handlers at the Portland terminal, and members of the bridge and building crew—swarm in for an hour of rest and recreation.

Sometimes they are given a moving picture show. The films come from the Industrial Department of the International Y. M. C. A. in New York, and Secretary Chauncey M. Harding of the local institution knows how to operate the machine. The result is an enjoyable hour's program, which runs, however, to instruction rather than to romance or sentiment. Last week, for example, the films pointed out the fine points in the manufacture of brake beams; different phases of railroad life are treated, health topics and so on. It makes an interesting change in the middle of a working day.

**Late Radio**

Also, this is the only institution in the city—and probably in the State—where the evening entertainment continues almost until daylight. The men bought a fine radio outfit last summer, presented it to the institution, and now have concerts nightly. But many of them work on late shifts, getting in from Rigby after midnight. They want their share of the radio concerts then, and there are no neighbors on Commercial Street to be disturbed. So a few numbers are picked from the air, however late it may be—for far western stations, of course, are hours different in time. A concert in Leland Stanford University, California, has been heard at 2 a.m., and it sometimes is 3 a.m. before the final "good-night."

Another favorite form of entertainment is domino playing. Now, all manner of sports and games are popular with railroad men throughout Maine; but dominoes—which require all the experience and skill of checkers or most card games—seem to be confined almost exclusively to the Portland Railroad Y. M. C. A. Why? Nobody knows. But again and again efforts have been made to get matches with railroad organizations in other parts of the State, always without success—whereas a challenge to a bowling contest, for example, would be

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**Waterville**

**Activity Quickens Since Coming of New Superintendent**

Superintendent E. W. J. Benn of the Railroad Y. M. C. A. in Waterville went there only a few weeks ago; but already the big institution has taken almost a new lease of life under his skilled direction. It is one of the most interesting places in Waterville now—one of the most comfortable and homelike.

In the office—where, on winter nights, logs blaze in the open fireplace—you will always find a gathering of railroad men. Music, billiards in adjoining rooms, and various other forms of recreation make it seem a sort of family club: as, indeed, it is.

**A Challenge**

Incidentally, Superintendent Benn—who has been a practical restaurant man in the course of his varied career—issues a sharp challenge to the High Cost of Living. In the restaurant, just off the main office, food of good quality and commendable quantity is served at prices that would make an ordinary patron gasp and that recall the happy days of a dozen years ago. On Sunday, for instance, there are chicken, ham, beef, green peas, mashed potatoes and some dessert like orange pudding—all for fifty cents unless you choose chicken, which costs you five cents more. This restaurant isn't exclusively for railroad men, although they form a majority of its patrons—just as they are in a majority everywhere throughout the building. Many students have formed the habit of dropping in, as have travelers from the trains. There are new curtains, new silver—and the waitresses, Mrs. Cyr and Miss Beatrice Tracy, add to the popularity.

A personally conducted trip through the building is of rather fascinating interest. In the basement—to begin at the beginning—are the newly renovated bowling alleys. There are none better now in Waterville, for considerable money was expended; and bowling, as a result, is becoming popular once more. A cup is offered for competing teams—clerks, engineers, firemen, trainmen.

**Trip Through Building**

On the first floor are two billiard rooms; the reading room—attractive in its dark mission furniture, where are always the latest papers and magazines; the big and

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## Maine Central Magazine

O. A. SHEPARD, Editor

Published Each Month by the Maine Central Railroad Company, and devoted to the interests of the company and its employes.

Communications by members of the Maine Central family, and by all others interested, will be gladly received. They may be addressed to magazine headquarters, Room 244, 222-242 St. John street, Portland.

Advertising rates made known upon application.

JANUARY, 1924

### Editorial

#### Our First Issue

With this issue, the MAINE CENTRAL RAILROAD MAGAZINE is introduced to all employees of the Maine Central Railroad Company, to its stockholders and to many of the public it serves—a group of eight thousand readers, which will, it is believed, grow to a much greater number as the months pass. It will be the thirty-fourth railroad magazine published monthly in the United States, and the only one in New England.

"Maine Central morale!" One hears that often; and it is more than an expressive phrase—it is a definite, established fact. For, throughout the far-flung system, there is a morale—a spirit of mutual interest—worthy of honest pride. It is known and admired wherever railroad men gather. It is appreciated and understood by those who travel or ship goods in Maine. It is sensed by the army of summer guests. And it has deepened and intensified as the years have passed and the system, constantly expanding, has spread in a great network through Maine and other states. For surely Maine Central employees and officials are only one big family, knit together in bonds of fraternity and helpfulness, and striving always for a common purpose—to give faithful, efficient, unselfish service, each day in the month and each month in the year. Co-operative enterprise, in the truest and finest meaning of the term!

The object of this magazine is many-fold. Every important transportation system has its

problems; and in no way can these problems be more carefully discussed, more thoroughly understood—perhaps, in united effort, more satisfactorily solved—than through the printed page. Shippers and traveling public will be informed, as they could not well be informed before, of activities undertaken by the road upon whose good will, good service and co-operative effort they have a right to rely. And, on the other hand, members of the Maine Central family are widely scattered—all the way from Maine's prosperous cities to where steel rails cut deep into the heart of the great woods. In what easier or more agreeable way can they keep in touch with one another? How better than through communications, gladly printed and certain to be widely read, can they give to one another and the road they serve, the benefit of their knowledge and experience? In short, members of the Maine Central family should be knit in closer bonds—strong and fine though these bonds already are—through this little magazine of their own.

Elsewhere in this issue Mr. George Flatow, secretary of the Railroad Employees' Magazine Association, tells for what the association stands and of the mutual benefits that flow from printers' ink. Significantly, he says that in April, 1922, when the association was born, the combined circulation of what few railroad publications then existed did not exceed 750,000. Today, a year and three months later, there are thirty-seven railroad magazines, newspapers and bulletins, received by 1,200,000 employees. Assuming that each copy is seen by five persons—the generally accepted average—we get the impressive total of six million readers. It shows the vital, growing value of railroad publications to America as a whole; and it is a matter of pride that the Maine Central Railroad Company has blazed the way by publishing the first full-fledged magazine in all New England.

Our columns are opened gladly—eagerly, if you please—to communications and suggestions from all employees. It is the magazine of the Maine Central family; and the way to its success is expressed in one vital word—co-operation.

In several Maine cities, within the next few weeks, the spirit of winter will be glorified in carnivals of snow and ice. They will attract many from other states, for this sort of carnival is the sport of kings. Maine is coming into its own as a winter, no less than a summer, resort.

## The Maine Central Family

Personal Paragraphs, Long and Short, Picked Up On the Three Divisions—Some Reminiscences and Anecdotes—An Electrical Wizard and a Story of Old Railroad Days

Frank M. Libby, of the Maine Central Railroad Company's legal department, was a candidate for the school board in Portland's first election, recently, under its new non-partisan charter; and, although he didn't quite win, his popularity was shown by a fine vote.

There were seven positions on the board, and Mr. Libby stood eighth—in a field of thirteen candidates. His vote was 9075. The election was perhaps the most bitterly contested in Portland's political history.

This was not Mr. Libby's first political experience. He was a member of the city council in 1915-1916, in the days when non-partisan charters were unknown. Therefore he participated in a deadlock still vividly recalled. There were 18 Republicans and 18 Democrats in the 1915 council; and, when they met to ballot for municipal officers, the session lasted from 7.30 in the evening until two the next morning. Nobody thought of eating, and nobody dared leave. It is a matter of record that some of the Republicans weakened and the Democrats finally won.

Frank A. Walsh, who came to the Maine Central Railroad Company in May for work in special investigation under the supervision of President Morris McDonald, was recently appointed assistant comptroller, his office being in the St. John Street building. This action gives Comptroller Albert J. Raynes two assistants, and was taken to intensify the supervision in the accounting department.

Mr. Walsh has had long and practical experience. He began with the Wabash Railroad Company in St. Louis, remaining there until 1907, when he went to the Loring, Ashland and Southern Railroad Company in the capacity of secretary, treasurer and auditor—his headquarters being in Loring, Ohio. In 1916 he went to the Pennsylvania Railroad Company in Pittsburgh as special investigator of accounting and was there until 1918, when he did his bit for Uncle Sam as field examiner of accounts with headquarters in Washington. Leaving government service, he was employed by A. B. Hammond of New York, public accountant, his special work being the investigation of railroad properties.

Mr. Walsh has been joined by his wife, whose home was in St. Louis, and they are to live in Portland.

Deep sympathy has been extended Chauncey M. Harding, secretary of the Railroad Y. M. C. A. in Portland, on the tragic death of his five-year-old son, Chauncey M. Harding, Jr.

The little boy, with some companions, was walking near his home on Ocean Avenue. A line of automobiles

### Ten Dollar Prize

*The Maine Central Railroad Magazine will give a prize of \$10 for the most striking or unique picture submitted in time for publication in the February issue. The only stipulations are that it be sent by an employe of the Maine Central Railroad Company and relate to some part of the Maine Central system.*

*Here's an opportunity to make, very easily, a bit of spending money! The offer is open to employes in all departments of the three divisions. Just mail the picture—which will be returned in good condition—to the Maine Central Railroad Magazine, 222-242 St. John Street, Portland.*

*Only one picture can win the prize; but there should be several well worth publishing.*

approached. He waited until the first had passed, as later evidence disclosed, and then attempted to dart in front of another, driven by Merle W. Crocker of South Gardiner. It struck him, passing over his body; and he died a short time later in St. Barnabas Hospital.

No action was taken against Mr. Crocker, who, questioning showed, had not been driving at unreasonable speed. The little victim is survived by his parents and by three brothers and sisters.

Carl H. Robbins and Gordon Berry, of the electrical department connected with the shops at Waterville, and Joseph Clark, a Waterville attorney, are keen followers of a sport sport very little known in Maine—coon hunting. According to Mr. Robbins, it's one of the most fascinating sports in the world. But it requires a great deal of time and patience, which many hunters lack.

The three usually hunt on Saturday nights. They go two or three miles from the city and turn their dogs loose. Then it is largely a question of patience and waiting.

"Coons are the coldest scented of all animals," said Mr. Robbins. "No ordinary dog could trail one. Most coon hounds come from the South, where we got our

own. We keep them in a Waterville stable, along with a fox hound and some rabbit hounds.

"But hunting coons is mighty interesting—when you DO get interested. They 'den up' in the winter, you know—whole families, male, female and pups; or maybe they burrow deep into a pile of rocks. There are plenty in Maine, when you know how to find them."

Messrs. Robbins, Berry and Clark got twenty-two pelts within the last few months; but they don't make coon hunting a business for profit—just an occasional Saturday night sport. They know of a man in Canaan who got seventy this fall. A good pelt, undressed, brings from ten to fifteen dollars.

There is good sport these days—or rather these nights—at the newly renovated bowling alleys of the Waterville Railroad Y. M. C. A., although, as this is written, no regular league has been started there. James Clark is star bowler among the engineers. Everybody seems to admit it. Perhaps if one could pick the six other best bowlers—although it's rather a delicate subject, for interest in the sport is growing and there are good turn-outs nightly—the choice would fall on Harold Walker, brakeman; Beecher Vincent, engineman; Ralph Niles, Arthur Niles and Walter Severy, trainmen. And by the way—there are no better alleys now in Waterville, or, for that matter, in Central Maine.

There is a great deal of artistic talent in the Maine Central family. One of its members—Frank R. Landers of the freight auditing department, whose illustrations and cartoons are features of the Portland Sunday Telegram—was among those who drew prospective cover designs for the Maine Central Railroad Magazine. He drew two—both beautiful and artistic, although one of them, it seemed to those who viewed it, was especially effective. It shows travel in the old, old days—a family of pioneers crossing the desert in their covered wagon train, in sharp contrast to a twentieth century flier, pictured just below. This was selected and will be run when the cover design is next changed.

The present design reflects the best work of Harry J. Stone, widely known Maine artist and illustrator.

## Short Personals

### PORTLAND DIVISION:

A. C. Foss, agent at Mechanic Falls, is on six months' leave of absence. Operator R. W. Ochampaugh from Danville Junction bid the job in.

Mr. and Mrs. H. W. Blaisdell, agent and operator at Dexter, are on three months' leave of absence, effective Nov. 14th.

Crossing Tender Ernest Alley, and his violin, have made possible the Sunday "sings" in the Waterville Railroad Y. M. C. A. When the men gather for a little music, Mr. Alley leads—a good musician, and generous with his playing.

J. S. Taylor, agent at West Minot, is on six months' leave of absence, effective October 25th.

I. I. Philbrook has bid in position of second trick telegrapher at Portland "WR" office.

M. V. Farren has bid in position of second trick telegrapher at Rumford Junction.

E. W. Coffin has bid in position of agent-telegrapher at Riccars.

E. S. Runnells has bid in position of third trick telegrapher at Gardiner, Operator J. P. Lebel, who held it, bidding in position with the Portland Terminal Company

Engineer "Jimmy" Clark and Shopman "Herb" Finnemore are real artists at Christmas tree decorating. The beauty of the two trees flanking the fireplace of the lobby in the Railroad Y. M. C. A. at Waterville was due to them.

S. W. Plummer has bid in clerk-telegrapher at Madison.

H. H. White has bid in second trick clerk-telegrapher at Hermon Center.

L. H. Holmes has bid in position of clerk-telegrapher (swing-man) at Woolwich-Bath.

E. F. Sanborn has bid in the operator's position at Readfield.

Harry Townsend, machinist, in the Waterville shops, who recently suffered the loss of two fingers, is getting along finely and expects to be back at work by the time these lines are published

### EASTERN DIVISION:

T. W. Dempsey, for many years clerk and operator at Orono, has been appointed agent at East Machias. "Tommy's" genial disposition will doubtless make him as popular on the Calais branch as he has been at Orono.

Miss Lillian Leveille, stenographer in the roadmaster's office at Bangor, has resigned, her place being taken by Leon Belinian, clerk in the superintendent's office.

J. L. Springer, clerk and operator at Mt. Desert Ferry, has been transferred to Wytopotlock.

T. E. Savoy has bid in position of third trick operator at Bangor yard.

B. A. Brackett, ticket agent at Bangor, reports the heaviest Christmas travel for several years. Express and mail were unusually heavy, also.

R. H. Johnson, who bid in position of clerk and operator at Woodland, has moved his family there, and at present is boarding.

Agent A. E. Foster, Ellsworth Falls, has been absent for several weeks on account of treatment for his foot. D. M. White is substituting.

Operator A. K. Burdwood, Bangor despatcher's office, second trick, has bid off position as operator at Lancaster.

C. W. Hayford has bid in position of clerk-operator at Mt. Desert Ferry.

Ceylon Kingsbury has bid in first trick switcher at Vanceboro, displacing J. W. Wilson.

Bliss H. Colpitts, formerly passenger car repair man in Bangor yard, is receiving the congratulations of friends on his promotion to night foreman of the car repair crew.

R. H. Gregoire, clerk and operator at Eastport, is enjoying a two weeks' vacation. Operator C. P. Reynolds is substituting.

Conductor G. A. Brown has been off duty for several weeks because of ill health. It is hoped he will return to work soon.

### MOUNTAIN DIVISION:

Conductor George E. Thompson and family of Bartlett, N. H., are making their home in Portland for the winter.

Mr. and Mrs. C. E. Craigie spent Christmas in Portland with Mrs. Craigie's parents, Mr. and Mrs. F. J. Runey.

Mr. and Mrs. J. E. Winslow visited Mr. Winslow's sister, Mrs. R. E. Lobdell, in Bartlett, Christmas.

J. E. Simard, agent at Crawford's, is enjoying his radio, installed in his bachelor quarters.

M. D. Roy, agent Quebec Junction, was transferred to the agency at Jefferson Junction in place of Agent J. A. Proulx, who bid off a trick in Tower No. 1, Rigby Yard. H. Q. Petrie bid off the agency at Quebec Junction.

F. P. King has returned to his position of third trick operator at Bartlett.

O. R. Burdwood, operator, bid off second trick Tower No. 4 in Portland Terminal.

J. A. Laverdiere, agent, East Hereford, had charge of the ticket office opened at Malvina, P. Q., to care for the passenger business through the holidays.

A. K. Burdwood bid off the operator's job in the Lancaster despatcher's office.

Mrs. E. W. Fiske, clerk at Lancaster, is out again after undergoing treatment at Lancaster Hospital.

Mrs. John A. Kingsley, wife of the Lancaster station baggage-master, is ill in Lancaster Hospital.

Mrs. John Kerns, wife of Caretaker at Riverton station, passed away recently.

The attractive new station at Concord, Vt., is nearing completion as this is written.

## Weddings

### GREENE-MOSES

Miss Helen Moses, stenographer and pay-roll clerk in the Maine Central general office building, was united in marriage, December 26, to Lawrence H. Greene of Portland. The ceremony, which was a very quiet one, was performed in the Congress Square Universalist Church by the pastor, Dr. James F. Albion.

Mrs. Greene was for seven years in the freight auditing department. She was liked by all of her associates, and will be greatly missed.

The honeymoon was spent in Bartlett, N. H., and Mr. and Mrs. Greene are now at home at 61 Falmouth Street.

### RICKARD-RICE

A quiet home wedding took place recently at the home of the bride's parents, Mr. and Mrs. E. L. Rice, when their daughter, Miss Florence M. Rice, was united in marriage to Cecil P. Rickard by Rev. C. F. Frederick, the double ring service being read. The wedding trip was to Madison, Maine.

Mr. Rickard is second trick operator at Bowdoinham.

## Deaths

### CHARLES N. WATSON

Charles N. Watson, retired engineer, who served in the old days of railroading and was widely known throughout the system, died a few days ago at his home on Chestnut Street, South Portland, after a year of failing health.

He was born in Lewiston, going to South Portland in 1872 and at once entering the employ of the Maine Central Railroad—in which employ he continued until he retired on a pension, about a year ago. Thus he took personal part in the gradual development of the system, and saw the many changes brought by a half century.

Two brothers—George E. of South Portland, and Fred H. of Haverhill—survive.

### JOHN E. FARDY

John E. Fardy, second trick operator at Richmond, died recently at his home on North Pleasant Street in that town. He was stricken while at work and lived but two days.

Mr. Fardy had been in Maine Central service since August 31, 1909—all of this time in Richmond, with the exception of one year at Gray station. He was born in Richmond, June 30, 1889, and in 1916 married Margaret C. Hurley of Somerville, Mass., who survives. He is survived, also, by one son, William Joseph; a sister, Miss Ellen C. Fardy of Richmond, and a brother, William D. Fardy of Portland.

The funeral services were in St. Ambrose church, with requiem high mass conducted by Rev. Fr. Frazier. The bearers were M. J. O'Rourke, D. F. Conley, Henry Doyle and P. H. Hurley; and interment was in Evergreen Cemetery.

A local paper pays Mr. Fardy this tribute, in which the Maine Central family will join: "He was a kind, loving husband, an indulgent parent, a staunch friend, honest in all his dealings. He will be mourned by friends in countless numbers—and in the home, where his presence was an inspiration of love, truth and fidelity."

### LIONEL SMITH

Lionel B. Smith, machinist in the air brake department, Waterville shops, died recently of pneumonia. He was a faithful and efficient workman and was popular with his associates, who regret his untimely passing.

Mr. Smith had worked in Waterville for fourteen months, going there from Hudson. His parents reside in that town, and it is understood that Mrs. Smith will also make her home there.

## "Esprit de Corps"

This striking little essay has been written for the first issue of the magazine by a widely known member of the Maine Central family, and can be given no better place than on the Maine Central family page:

"The spirit of the corps." It has won many severe battles. Without it none can be won, except by accident

of circumstance. It is the coursing blood of loyalty to ourselves and to the organization of which we are component parts. An exposition of the essential spark which God implanted in our souls, holding us together in a bond of mutual help and kinship of like vicissitudes. No organization can be successful without it.

The Great War, which exemplified corps spirit in its highest state, apparently obliterated this same spirit in some quarters, while at the least it is wofully weakened and replaced by "I" and "Mine." Subordinated to the individual.

There are three attributes which are integral parts of Corps Spirit, and without a willingness to develop which no individual can conscientiously feel he is other than a camp follower of the army: Service—Sacrifice—Pride.

Service—unselfish and whole-hearted to the duties assigned us. The only type worthy the name of service. True, we all have our grievances. Some may be just and to us enormous. Some trivial. But with the implied contract "I accept your compensation for the service I render," no member of the corps has a right to allow personal grievances to interfere with or detract from the quality of the service rendered. When service begins, personalities should end. The quality of the cog is the power of the machine. It should be remembered that lagging, or wasting time, retards the advance of the whole corps.

Sacrifice—Any accomplishment of any worth whatever denotes some sacrifice. As it relates to the corps it does not necessarily presuppose hardship. It means the acceptance grimly, or cheerfully, of the extra pressure, the longer day's march to camp. Here we have the reverse of the contract, i.e., "For the service I render, you shall compensate."

Example is most potent in sacrifice. If the camp followers surrender under fire, it does not follow that the entire corps is routed. Character and individualism are here put to the test, to stimulate others.

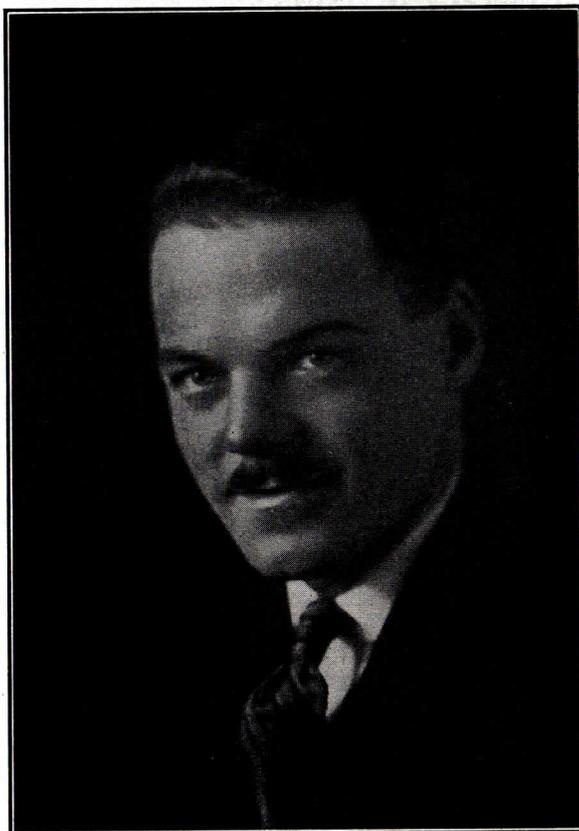
Pride—The glorious pride of the corps in victorious accomplishments worthy of the efforts. The pride that gives each member the courage, the right to look the corps commander in the eye, and feel that, in service and in sacrifice, you are co-partners. It is also the pride that prompts a kindly suggestion to the camp followers to join the corps.

## Six Radio Sets In His Bedroom

When a stranger enters the room of Gordon Berry, in the Railroad Y. M. C. A. at Waterville, he is in doubt whether he has stumbled into a bed-chamber or an electrical shop. But he does know that it is one of the most curiously fascinating places he has ever seen.

The drab iron bedstead—in sharp contrast to the bright red of a Navarro blanket, sent by a relative from Mexico and draped on the wall above—suggests a chamber. But the suggestion ends there. Near the foot of the bed is a power amplifier; boxes of electrical apparatus are piled high on a shelf above the single window; receivers drape the window-curtain; other boxes of apparatus are strewn about the floor; there are coils of wire and various devices hopelessly confusing to a layman. And then, finally, there are six radio sets—two completed and four in the making; for Mr. Berry is in the electrical department of the Maine Central shops at Waterville, and the construction of radio sets in spare time is his hobby.

He came to the Maine Central from Newton, Mass., about eighteen months ago. His fellow-workers think



Gordon Berry, Electrical Wizard

him an electrical genius. Certainly he has given them—especially those who drop into the Railroad Y. M. C. A.—a vast amount of pleasure; for he is generous with his radio concerts, and there are few so clear and uninterrupted in this part of Maine. The corridors leading to his tiny room, and the office below, are filled with eager listeners. And it is on record that sometimes when he has left his window open, on clear nights, the music has been plainly heard in Tower B—nearly a mile away.

He has been known to adjust one of his sets and then leave the building—the concert continuing, nevertheless, until the station to which the set is attuned has stopped broadcasting. Night after night, in fact, programs from the chief stations are heard without the loss of a spoken word, a note of music. How many who own sets and give radio concerts can say the same?

"I've made forty 3-tube sets," said Mr. Berry to a reporter for the Maine Central Railroad Magazine. "I like the work—it's a sort of hobby, I guess. I can take a set into a house wired for electricity and give a concert without depending upon any outside aerial, just by using one side of the power line.

"In making a three-tube set I buy about \$75 worth of material. How it works, when completed, depends on the way it is wired up. Any number of persons can make sets from the same diagram; but the results are very different, and knowing the position of the wiring is the big secret.

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## The Maine Central Milk Train

How many know that the transportation of milk in Maine is systematized and centralized as in very few states?

A special Maine Central milk train leaves Bangor daily at 3.15 p.m., arriving in Portland at 10.05 and reaching Boston early next morning—in ample time for the delivery of milk and cream before breakfast in the great city and its adjoining territory. And on this one train is ninety per cent. of all the milk shipped east of Portland for consumption outside of Maine.

It is an interesting story, not before told in detail; and it illustrates the intimate association, the interweaving of interests, between the Industrial Department of the Maine Central Railroad Company and Maine's farmers and dairymen.

This train, which is No. 48, is almost wholly for the benefit of milk producers in Maine and milk consumers in Greater Boston—although a combination passenger and baggage coach, at certain seasons, is added at Waterville; and it stops at every station between Bangor and Portland, receiving shipments that vary from a full carload to one can. Its cars—usually about ten, although thirty are available for milk express service—are iced in summer and warm in winter. The big shippers—those who send carload lots—ice their own cars from the point of origin; the smaller shippers—those sending from one to forty cans—find cars iced and prepared by the Maine Central train crews.

No shipments are received after the train leaves Portland. Here it becomes part of the Boston and Maine express, reaching Boston, as has been said, in the early morning. And so, every day in the year, approximately ten cars of milk and cream are delivered in the great city within a few hours after leaving the farms of eastern and central Maine—an example of what systematized service can accomplish.

The object of the Maine Central Railroad Company's Industrial Department is to encourage Maine industry and agriculture through the solving of transportation problems and in other helpful ways.

Its directing head, Mr. William G. Hunton, is a practical farmer. He is a member of the State Grange, State Dairy Association, State Seed Improvement Association, State Pomological Association, State Poultry Association, Maine Experiment Station and other agricultural organizations, in many of which he has held important offices. For 25 years he was institute lecturer for the State Board of Agriculture, and each month he is asked to address civic or agricultural clubs. His work, unique among that of railroad officials, is to study Maine's industrial and agricultural problems as one who intimately understands them—and, in co-operation with other practical farmers, help work out their solution.

The Industrial Department is at all times prepared to give reliable advice regarding factory and mill locations, sites for hotels, sporting camps, boys' and girls' camps, cottages and bungalows. It has also a list of farms in territory best adapted to the different crop and livestock products that nearby consuming centers demand.

### Millions of Quarts Shipped

Four thousand, one hundred and five carloads of milk and cream were shipped from Maine Central Territory in the year ending August 1, 1923.

As a minimum carload contains 220 cans, and the basis of a milk can is forty quarts, this makes a total of 36,124,000 quarts, or 9,031,000 gallons, as one year's record.

The shipments, by towns and cities, follow:

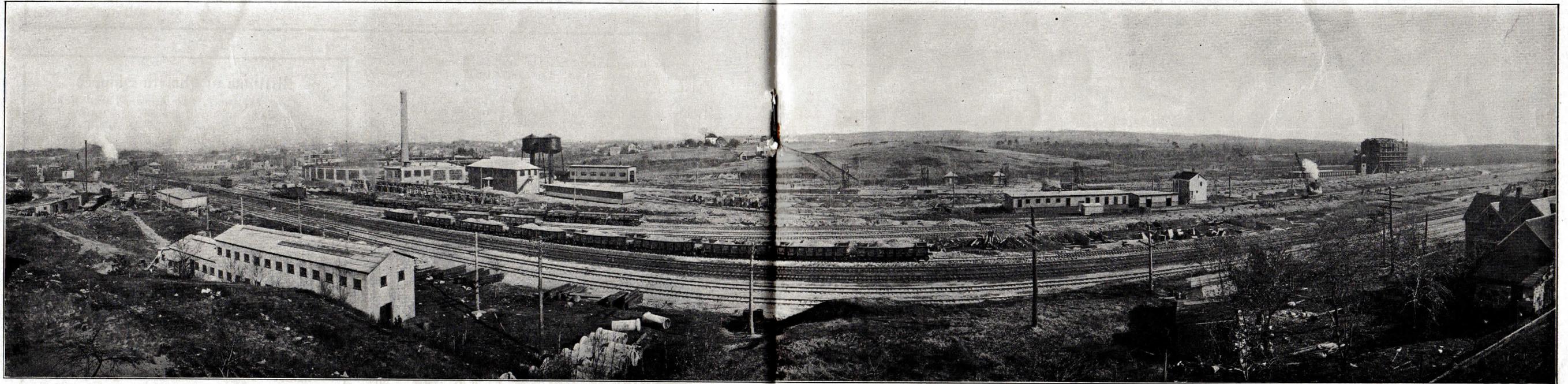
Auburn	753
Augusta	2
Concord	299
Bangor	7
Bucksport	4
Carmel	258
Detroit	9
Colebrook	576
Dexter	119
Dover-Foxcroft	36
Etna	34
Fairfield	70
Gardiner	9
Harmony	63
Hartland	6
Hermon Pond	69
Holden	7
Leeds Jct.	7
Livermore Falls	169
Madison	19
Newcastle	60
Newport	117
Norridgewock	43
North Anson	4
Pittsfield	70
Poland	20
Richmond	165
Skowhegan	41
Solon	25
Thorndike	318
Unity	236
Waterville	1
West Farmington	312
Winslows Mills	116
Wiscasset	62
Total	4106

Each night the train returns as No. 49. It is now filled with "empties," which are given back, without charge, to shippers at each station—a significant feature in itself, for in almost every other line of shipment, everywhere, the owners of containers must pay for their return. So, thanks to this unique train—this centralized shipment and delivery—Maine milk producers are not obliged to own railroad cars; suffer no confusion or loss of time; save thousands yearly in the free return of containers; know that their milk will be delivered to Massachusetts consumers as sweet and fresh as when it leaves their farms. In short, an important problem—the transportation of Maine milk to the great consuming center of New England—has been met and solved.

The greater part of this milk is, of course, shipped

Continued on Page 22

## General Panoramic View of Famous Development that Means so Much to the Welfare of Maine



Rigby—Once a Trotting Park; Now Maine's Greatest Freight Terminal.

*Continued from Page 6*  
telegrams for the transportation and mechanical departments.

The stockyards will accommodate ten carloads—three yards, entirely enclosed, being for horses; the others, enclosed on three sides and about half the top, for cattle, sheep and hogs. The "icing plant," from which come ice and salt for the proper cooling of the cars, is worth a story in itself. At night, as has been said, a half hundred flood lights—of 500 watts each—brighten the expanse of tracks and buildings.

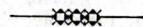
### Cheered Maine Central

An unusual episode occurred at the state-wide meeting of Boys' and Girls' Clubs of Maine, held recently in the chapel of the University of Maine, Orono.

A delegate rose in the center of the hall and proposed "three cheers for the Maine Central Railroad." They were given with the spirited enthusiasm of youth, and in sufficient volume to be heard on the campus.

Ninety-eight boys and girls were present, representing every county but Waldo. It isn't often that a railroad is cheered by a gathering of young people, and so the little incident was sufficiently out of the ordinary to attract attention.

The capacity is approximately 1775 cars, and there are 28 miles of new trackage.



Here are two paragraphs of impressive figures: Six hundred employees of the Portland Terminal Company work in and out of Rigby every day. From 500 to 600 conductors, brakemen, engineers and firemen of the various contributing lines are there in the course of each day, also—except on Sundays, when the number of trains is usually much reduced.

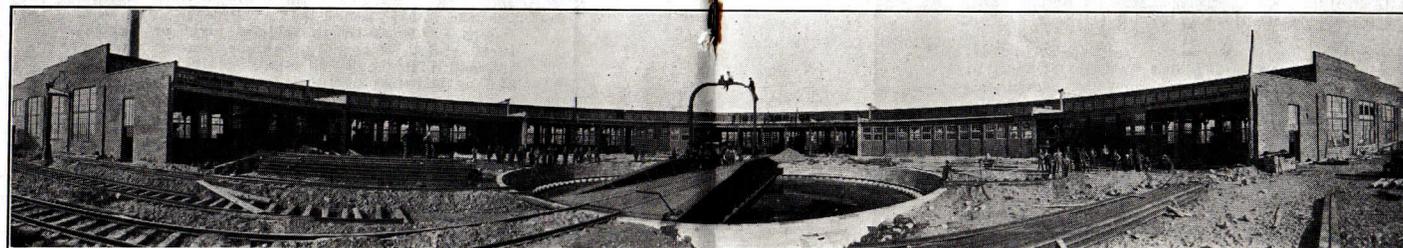
The daily number of freights arriving and departing, over all divisions, is between sixty and ninety, the number of cars varying from 2,000 to 3,400. And Rigby cares for the engines of seventy-seven passenger trains in and out of Union Station.

Already the effect at Portland terminal has been noticeable. It seems quiet there, in comparison with a few weeks ago—but conditions are wonderfully improved, and almost complete use of the old facilities for regular industrial and water-borne freight has been restored.

Meantime, the interchange of cars at Deering Junction station has been discontinued and the force there much reduced.



Rigby was once a famous race course—the Saratoga of Maine. Now the thud of hoofs and cheers of eager thousands have given way to the whistles of hard-working shifting engines, the rattle and bang of freights—not so romantic, yet evidence of industrial progress. A good theme for some story writer, possibly.



Giant Roundhouse of Brick, Concrete and Steel, Capable of Accommodating Forty-Two Locomotives

### An Insurance Plan

At the last monthly meeting of the Association of Shop Craft Employees, Waterville District, a new idea—the formation of an insurance organization, was discussed at length.

The plan is for an organization of one hundred members, each of whom, at the start, would be assessed \$1.05. When a member dies, the \$100 thus collected would be given to his beneficiaries; a member would be admitted to fill his place, and there would be another \$1.05 assessment. Thus, it is believed, both treasury and total membership can always be kept intact.

A final vote upon this plan will be taken later.