

MAINE CENTRAL MAGAZINE



JUNE, 1924

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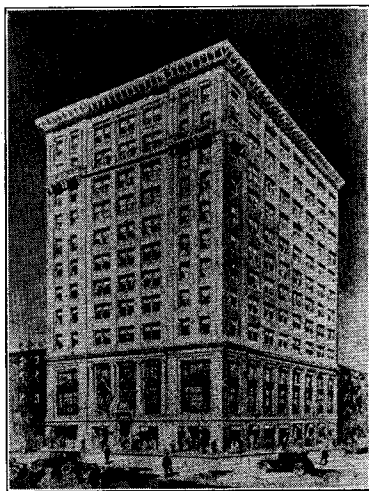
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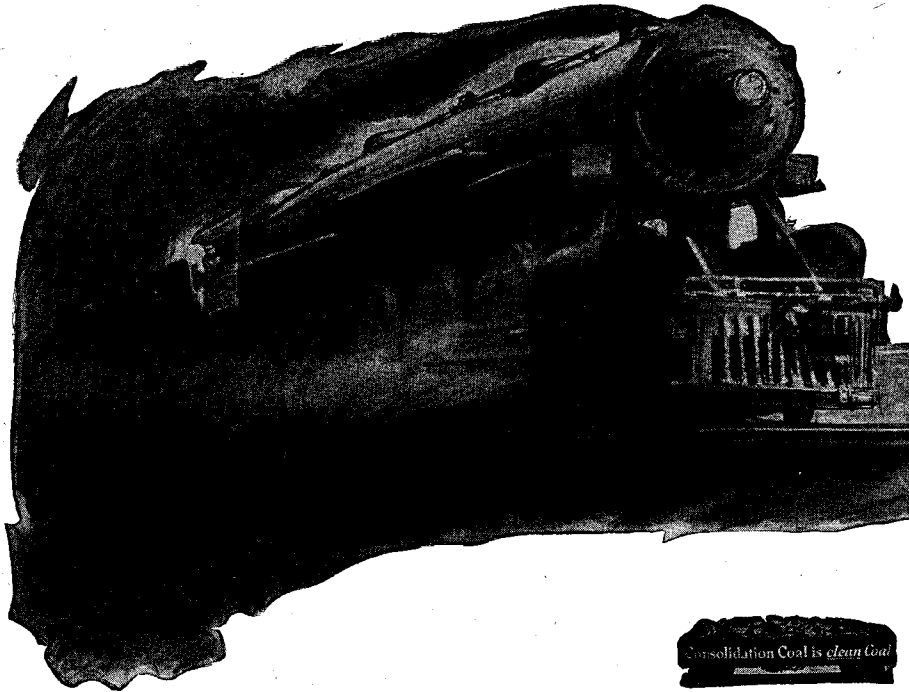
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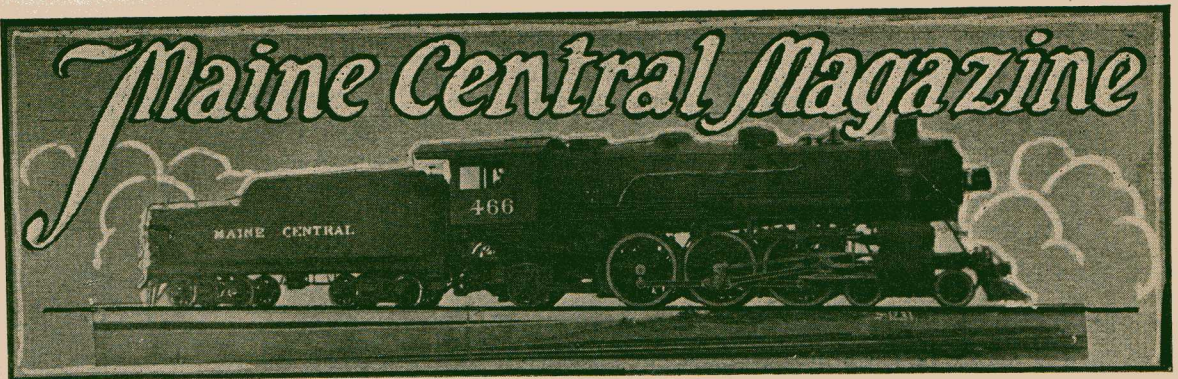
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Vol. 1

JUNE, 1924

No. 6

A Life of Valued Service

George F. Black, Engineer Maintenance of Way, Retires With the Good Wishes
of All Maine Central Men—His Career and Some Reminiscences—
Chauncey S. Robinson Is His Successor

T WAS one of my big ambitions," said Mr. George F. Black, when a MAINE CENTRAL MAGAZINE reporter questioned him, "to round out an even forty years in Maine Central service. But the flesh is less strong than the spirit, sometimes, and so I am retiring at the end of 38 years. Yes—forty years was the goal I set, if only my health had permitted."

Mr. Black, whose retirement as engineer maintenance of way, Maine Central Railroad and Portland Terminal companies, becomes effective July 1, was born in Palermo, Nov. 4, 1861. He graduated from the University of Maine in 1886 and entered the Maine Central's engineering department on July 16 of the same year—thus literally making service to this railroad his life's ambition and work. He gave it the best of his brilliant mentality, the earnest efforts of his active years, the benefits of his long experience. His uniform kindness, his quiet courtesy—above all, perhaps, the ties of competency that bind good railroad men together—have made him beloved by thousands of workers throughout all three divisions.

"When I came here," said Mr. Black to his Magazine visitor, "our engineering rooms were in a brick building on West Commercial Street used as headquarters of the Portland and Ogdensburg Railway. The Maine Central headquarters were in a building next door; but it was nowhere near big enough, even in those days—in fact, it had room for only a half dozen offices—and so the engineering department overflowed, so to speak, into Portland and Ogdensburg territory. This old Maine Central building is closed now—it is used for the storing of records, I believe—and what was the Portland and Ogdensburg building is headquarters for Superintendent

(Continued on Page 19)



George F. Black

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One of America's Quaintest Roads

Bridgton and Saco River Railroad is Tiny, But It Fills a Big Place—Platforms
from Which Campers Signal—A Bridgton
Editor's Views



NE of the quaintest narrow-gauge railroads in America is the "Bridgton and Saco River," owned by the Maine Central Railroad Company and operated between Bridgton Junction and Harrison. A toy railroad—its engines and cars so tiny it seems almost as though one could step over them—it yet fills a very definite and vital place in the life of all that section.

Its picturesque aspect long ago attracted the attention of moving picture men, and as a result its quaintly fascinating trains, and the lovely scenery through which they pass, have been flashed on screens in theatres throughout the country.

"The last time," said General Manager E. A. Crosby, "was about three years ago. One of the movie men had a camp somewhere along the line. One day he went to Bridgton Junction and Sebago Lake, took the boat to Harrison and thence returned to Bridgton; and he had his cameras with him. I saw the results later in one of the Maine theatres; and it was as impressive a moving picture as ever was shown. Its last scene, in particular, I'll never forget. It had been taken just at sunset, on a ridge looking across Long Lake to Mount Washington range. And it was shown in colors—the dying light glinting on the waters. 'The end of a perfect day,' was what the screen said—and it most certainly was! Pictures such as that, shown in thousands of theatres throughout the country, are a great advertisement for our railroad and for the State of Maine."

We have spoken of the little road's picturesque aspect. This is especially noticeable in summer, for all that section of the country is alive with summer camps. There are three for boys and three for girls, run by C. E. Cobb at Moose Pond; Camp Wildwood, Bridgton, which has 150 girls; Camp Accomac, Perley's Mills, 125 girls; Camp Walden, Perley's Mills, 100 girls; Camp Wau-brake, West Sebago, 75 girls; Camps Woodlands and Koda, Bridgton, each 100 boys; and a good many more. There's a colony of Maine Central people at Barker dam, three miles from Bridgton Junction. And miles of territory along the line are filled with the camps of individual families, who come and go as fancy—and their financial resources—dictate.

The little railroad does its obliging share in making these camps possible. In addition to the regular stations, there are several "platforms"—just spots in the woods or at cross-roads, where the trains will stop if they are signalled. How do the campers signal? Merely by waving their hands. The conductor helps aboard passengers and baggage, and the train is once more on its way. The platforms at Island Point and Meadow Brook were built by the Blanchard family of Newark, N. J.; and the Island Point platform is in the form of

a big, outspread wooden umbrella, which causes a bit of amusement to strangers passing through.

Specifically, the Bridgton and Saco River Railroad was built in 1882—largely by Bridgton interests; and it was operated independently until 1913, when it was taken over by the Maine Central. It is 21 miles long; the running time is one hour and fifteen minutes; and there are three trains daily each way. At Bridgton Junction it connects with the Maine Central's Mountain Division. The equipment includes five locomotives; seventy-one freight, four passenger, and two baggage cars; a combination passenger and smoking car, a bunk car, a caboose, snow plow and flanger. Immediate operating headquarters are at Bridgton—although operations, in a broader sense, are directed from the Maine Central general offices on St. John Street, Portland.

At Bridgton is the office of General Manager E. A. Crosby, who came to the road as clerk in 1895, later became station agent, and in 1916 was advanced to his present position. M. E. Heath is station agent, and the master mechanic—for there are blacksmith and machine shops here, and a round house with four tracks—is M. M. Caswell.

It isn't always that one can name practically the entire personnel of a railroad in a single paragraph; but we can name the remaining personnel of the Bridgton and Saco River Railroad in the paragraph that follows—and here it is:

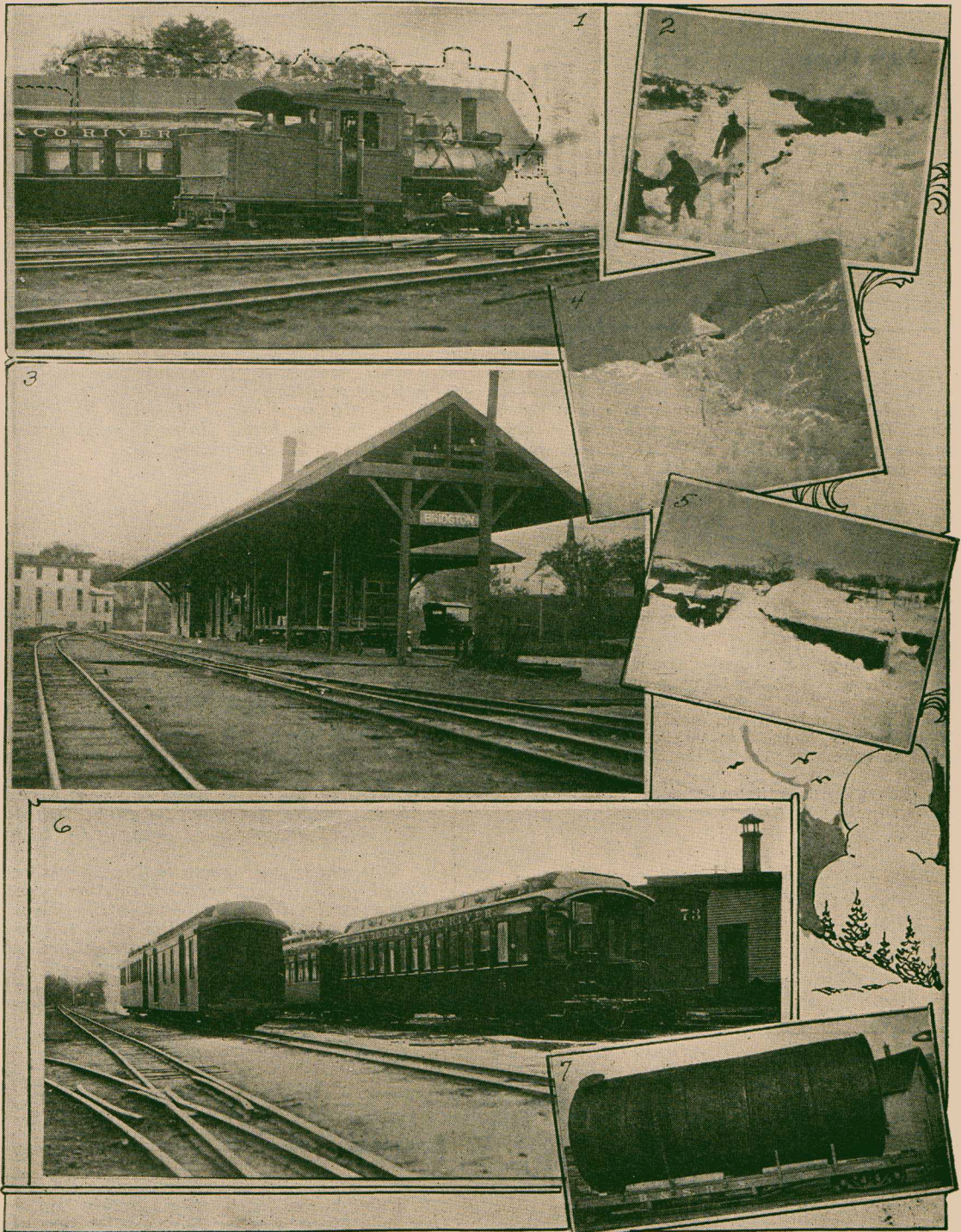
Agents—A. P. Stanley, Harrison; A. G. Mayberry, North Bridgton; F. N. Berry, South Bridgton; Mrs. L. S. Ingalls, Sandy Creek. Conductors, C. H. Ward and H. C. Thoits. Engineers, R. L. Woodbury and Everett L. Brown. Firemen, E. L. Burnham and C. A. Berry. Brakemen, F. E. Tenney and J. A. Cadman. Shop crew at Bridgton, H. M. Pratt, machinist; O. L. Ham, F. H. Unnold, A. R. Staley. Section foremen, Clarence Hibbard, Walter Ward, John Hibbard. Master Mechanic Caswell—and he alone—has been with the road since its beginning.

As to the part this road is playing in the development of a thinly settled and rather isolated district—the vital need of its freight and passenger service—well, that is a broad, broad subject. We are not going to discuss it here. But on our visit to Bridgton we called upon a newspaper friend—H. A. Shorey, Jr., now editor of the famous old Bridgton News; and Mr. Shorey said among other things: "We complain when any of the little trains are a few minutes late; that's human nature, I suppose. But do we stop to consider just what would happen to Bridgton, and all this territory, if they were taken away?"

Then he showed his visitor an editorial he had printed in the News a few days before. It reflects the thoughtful sentiment of Bridgton's business men, and is as follows:

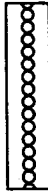
"In reaching out for those things which are beyond, it behooves us to give a thought to, the fostering of those

(Continued on Page 27.)

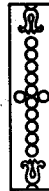


Bridgton Station (3) and Some Scenes (1 and 6) Showing the Quaint, Sturdy Little Engines and Cars. Small Views at Right—(2, 4 and 5), Battling Winter Storms. (7) A Standard Oil Tank on One of the Cars. Notice the Contrast In Size.

New Ones
Are More
Intricate
Even Than
the Old



Floods of Railroad Prob- lems Received

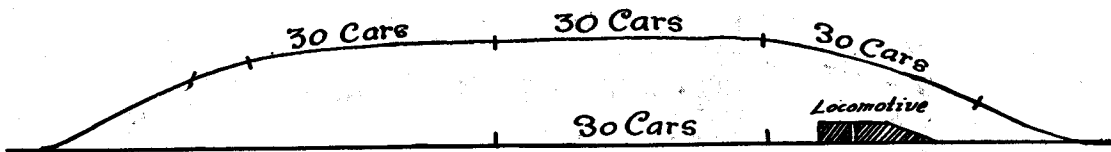


Many Have
Solved
the Brain-
Twister
by
R. O. Dixon

"Owing to the press of matter"—a favorite expression with all magazine editors, you know—we really hadn't intended this month to run a puzzle section. But such a flood of answers were received in response to the problem by R. O. Dixon, and so many new problems were sent, that a section seems

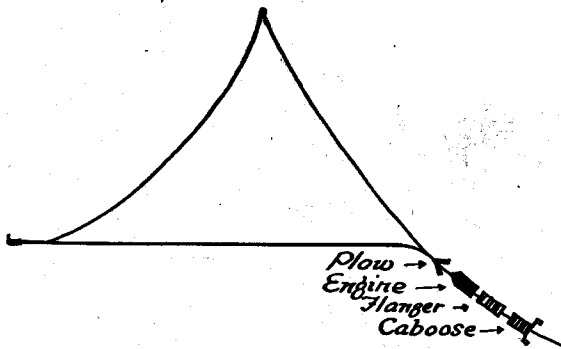
absolutely necessary. It is not possible to print them all at this time; but here are a few.

First, the new ones. Malcolm D. Billington, who has charge of the Maine Central instruction car, sends the following diagram:



Accompanying the above diagram is the puzzle: "Engine attached to 30 cars on main line wishes to pick up the thirty cars in middle of double-end turn-out, and can handle only 30 cars at a time on 1% grade. Turn-out contains, at the time, 90 cars. Put the 30 cars attached to engine in place of the 30 cars in center of turn-out."

Mr. Billington sends another puzzle, as follows:



Place plow ahead of engine; flanger back of engine; caboose back of flanger. Make shifts on Y so that, in turning, plow will be back of engine.

Another One

Here is one from R. B. Stone, engine dispatcher, Rigby:

Who Wins?

In this section we print a series of answers, from all parts of the system, to the baffling problem sent by R. O. Dixon and printed in the May number. And, in all these answers, we found no duplicates; no two solved the problem in exactly the same way.

But which one, among the many who replied, got the most practical solution—that is, worked out the problem in the fewest number of movements? See if, in reading the answers, you can pick the man entitled to the prize—if there'd been one.



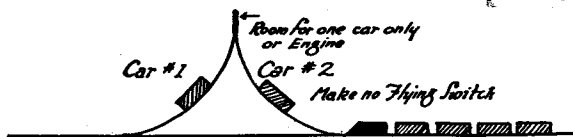
A double header freight with five cars. Spur track C will hold five cars only. Not room for an engine on it with the cars. There are five cars on the spur to be picked up and the five cars in the train are to be set off on the spur. The cars on the spur cannot be staked off, and no flying switches to be made.

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- 1 K
- 2 K
- 3 K
- 4 H
- 5 H

Dixon's Problem

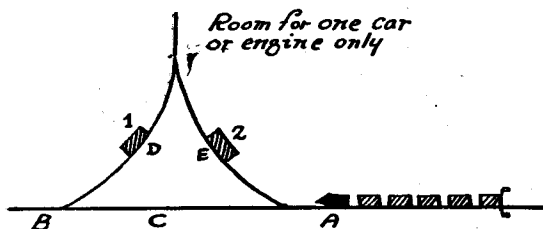
This was the problem by R. O. Dixon, printed in the May issue, which caused so unusual an amount of interest.



Put Car No. 1 where Car No. 2 is; put Car No. 2 where Car No. 1 is; have engine turn right to back onto train and go.

Mr. Stone's Answer

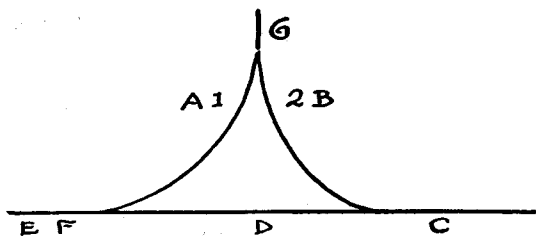
R. B. Stone, whose own problem is printed above, sends also the following answer to Mr. Dixon's:



"Drop train at Point A. Go in on leg E and get car No. 2, and haul it out and shove down to point B on main line. Back in on leg D, get car No. 1, haul out and back it down on head end of train. Then take engine light around Wye Nose onto car No. 1, haul it back to Point C and drop it. Then back onto car No. 2 at point B, haul up leg marked D and drop where No. 1 was. Then go back up around Wye and down leg E. Come down main line and nose onto Car No. 1 at Point C. Haul Car No. 1 back down main line, shove it up leg E and drop it. Then back onto train and proceed."

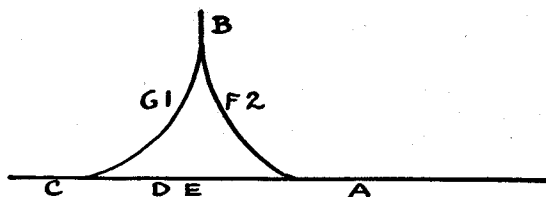
Mr. Whittaker's Answer

C. A. Whittaker, agent at Rumford Junction, sends two solutions. He says: "They were doped out by Spark Plug, the baggage man at this station."



- 1 Engine moves 2 from B to D.
- 2 Engine moves C to G to A, moving 1 to E.
- 3 Engine moves E to G to C, moves 2D to F.
- 4 Engine moves F to G to C to F.
- 5 Picks up 2 moves F to A, drops 2, proceeds around the Wye.

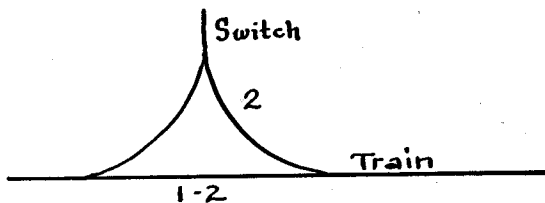
- 6 Moves C to E, picks up 1, moves E to C, sets 1 at B and backs on train.



Engine moves A to C to B drops 1 at B, from B to C to A to F drops 2 at D, from D to A to B picks up 1, from B to A to D, from E to A to B with both cars drops 2 at B, from B to A drops 1 at F, from F to A to C to B picks up 2, from B to C drops 2 at G, from G to C to A, backs on train.

Mr. Hewey's Answer

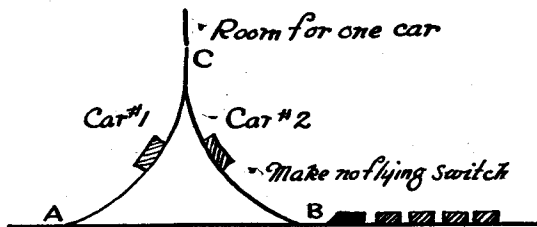
From G. C. Hewey, motive power department, Bangor:



"Engine noses car No. 2 up onto switch; comes down onto main line, gets car No. 1, pushes back and couples onto Car No. 2. Hauls down left leg of Y and sets both cars on main line. Cuts off car No. 2 and takes car No. 1 up onto switch. Hauls back down, takes car No. 2 and sets it. Hauls back and going up right leg of Y gets car No. 1 on his nose. Hauls down, sets it, then backs onto his train and goes."

From Mr. Truland

From V. F. Truland, fireman, Mountain Division:



"Pull pin on train. Head on to car No. 2. Shove it over switch C. Pull pin back over B. Head over switch A. Back up, get car No. 1, set it out on track A. B. Pull pin, go ahead over switch A. Back up to car No. 2 at switch C. Go ahead over switch A. Back up and pick up car No. 1; go ahead over switch A. Back up and drop car No. 1 over switch C. Go ahead, drop car No. 2 where car No. 1 was at first. Go ahead over switch A. Back up over switch B. Go ahead to car No. 1 at switch C. Back up and drop car No. 1 where car No. 2 was at first. Back onto train. Finis. The

(Continued on page 28)

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.

JUNE, 1924

Editorial

Significant Growth

After all, business and romance have something in common. There is almost a touch of romance—certainly of vivid interest—in the astounding growth of business at the ticket offices of Portland's Union Station. Twenty years ago, as told elsewhere in this issue, fifteen or twenty telephone calls were received a day. Now, in summer, the average is well over a thousand calls, and on one memorable day there were eighteen hundred. Other statistics, which might be quoted at length, are almost equally significant.

Portland has grown in these past twenty years; the State of Maine has grown; our summer resort business, now known from one end of the country to the other, has grown enormously. Yet all these factors combined, it would seem at casual glance, cannot quite account for the sweeping and gratifying changes revealed by actual statistics at Union Station. Perhaps public confidence—which is every railroad's most valuable asset—has something to do with it.

How many fully realize, by the way, that it is now possible, just by calling this station on the telephone, to receive, within four and one-half to six hours, complete transportation—rail and Pullman—to any point in the United States or Canada? All one need do is telephone—and, a few hours afterward, call at the office for his tickets! Every detail has been arranged; every possible complication or annoyance has been smoothed away. Truly, in these days of modern progress, "the luxury of travel" is more than an expressive phrase.

Some Jottings

The retirement of Mr. George F. Black as engineer, maintenance of way, Maine Central Railroad and Portland Terminal companies, will be received with regret by thousands of railroad men—for there was no one more popular throughout the three divisions. "He was a 'good fellow' in the best and truest meaning of the term," said one of his associates; and columns of praise could hardly express more.

Mr. Black has been the type of railroad man in whom marked efficiency and quiet courtesy are combined. He has seen the Maine Central grow to a system whose rails spread in a steel network over several states, and whose general office building—a monument to enterprise—first attracts the attention of every stranger who enters the "Gateway of Maine." And the splendid interest he has put into his work means that he has contributed one man's share—more than one man's share, we are sure—in making this result possible.

Quietly—for little about it seems to be known on other parts of the system, or even in other parts of the city—a good work has been accomplished during the past few weeks at the Portland Railroad Y. M. C. A., Commercial Street.

The drive that began on May 1, has resulted, as these lines are written, in 106 new members; and there is a reasonable hope that there may be 300 before this drive ends. The rooms have been painted and many new furnishings installed, adding much to attractiveness and comfort; all bills are paid, and there is a balance in the treasury. Furthermore, the new budget—from May, 1924, to May, 1925,—will represent a saving of \$1200, if it's possible to keep within it. This has been done so far, although the coming months will bring a more exacting test.

Altogether, Secretary Harding and his assistants have good reason to be pleased.

Within a few days after these lines are written, tourists by thousands, by tens of thousands, by hundreds of thousands will be pouring into Maine. Armies of boy and girl campers will be among the first, and there will be picturesque scenes at every station.

Estimates, based upon long experience and careful observation, indicate that not in all her history will Maine have entertained so huge a gathering of summer guests. The recent advertising campaigns doubtless have much to

(Continued on Page 27)



The Maine Central Family

A Wide Variety of Personal Paragraphs,
Pictures and Stories from the
Three Divisions

Owing to the death in Waterville of Carl S. Robbins, general chairman of the Association of Shop Crafts Employees, General Secretary Joseph L. Moore of Woodfords becomes acting head of the organization. Mr. Robbins' successor will be chosen at the third quarterly meeting of the General Board, to be held in Bangor, June 26.

The Waterville Railroad Y. M. C. A. is steadily being improved. The plastering has been repaired and painted, and the wash rooms have been brightened by paint upon the walls and floors. Mrs. Phippin, formerly of the Lancy House, Pittsfield, now presides in the restaurant kitchen with Mr. Cyr—and the boys appreciate her cooking.

John F. Conlen, operator, Portland Terminal Company, who has gone into the raising of poultry on quite an extensive scale, is the owner of a freak hen. This hen, whose name is Rachael, has duck's feet and a head of Indigo blue. Yes, we know what you are going to say—but it's perfectly true! Ask anybody in the Terminal offices. And some day we hope to see the hen ourselves.

The Maine Central instruction car, which has been all winter in Portland, left a few days ago for a long, long trip. Instructor Malcolm D. Billington first took it to Brunswick; and from there he will go, in the order named, to Lewiston lower station, Livermore Falls, Rumford, Lewiston upper station, Waterville, Belfast, Newport Junction, Bangor, Vanceboro, Calais, and Eastport—thence returning to Portland for a brief stay before starting on the Mountain Division. The trip will take several months—classes large and small being received, of course, at each of the cities named. An interesting place, this college upon wheels—one of the most picturesque phases of modern railroading.

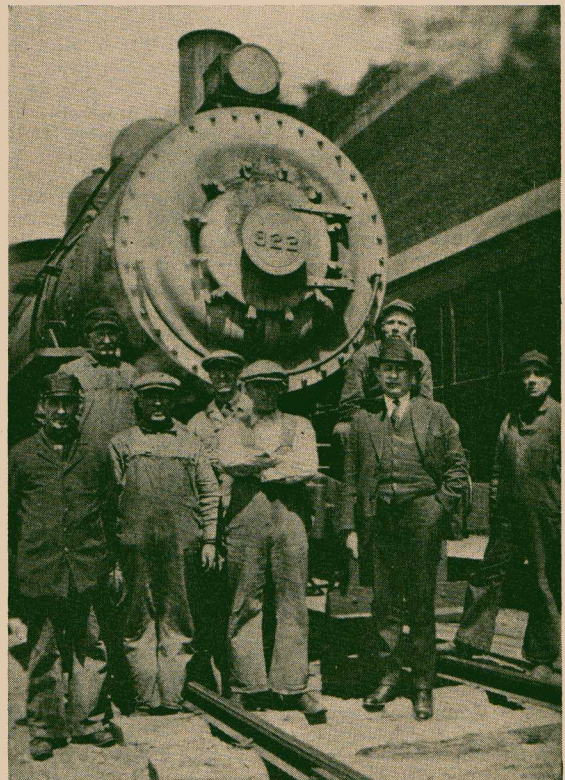
Thomas W. Adams, who for eighteen years has been general foreman of car repairs at the Waterville shops, resigned May 31.

Mr. Adams began railroading on the Boston and Albany forty-six years ago. He stayed with the Boston and Albany for eighteen years, serving in various capacities. Then he went to the New England as master car builder, in which capacity he was employed seven years. When the New England was taken over by the New Haven, he was made general foreman car department, at Readville shops, where he stayed for three years, resigning because of poor health. He grew better, however, and came to the Maine Central in 1906.

Mr. Adams will be greatly missed, for he was a friend to everyone and a gentleman in the truest meaning of

the term. A handsome meerschaum pipe and a supply of tobacco and cigars, were presented to Mr. Adams before he left, the presentation being made by Master Mechanic F. H. Ramsdell.

Visitor's Snap-Shot



A little story goes with the above snap-shot.

F. W. Elliott, freight brakeman on the Fitchburg division of the Boston and Maine, who had been to Vanceboro on a vacation, stopped over in Portland on his way home. Naturally, he drifted to Union Station, where he met some of the boys and spent a good part of one Sunday with them; and they enjoyed his visit.

Somebody gave him a copy of the MAINE CENTRAL MAGAZINE, and it interested him. In fact, the comments of visiting railroad men when first they see our magazine would make a story in themselves, for many come from roads that haven't yet established any. Anyway, Mr. Elliott had an idea.

"Why not let me take a snap-shot of the yard crew," said he, "and have your magazine print it?"

So it was done—members of the crew posing while they waited the arrival of the Boston express. From left to right they are: J. A. Walsh, Walter (Posey) Smith, William Ryder, William Slack, George Flynn, Charles Sears—all members of Lodge 417, B. of R. T., Portland; M. C. Leonard, fireman, B. of L. F., No. 4, Portland; Samuel Barnett, B. of L. E., Division 40.

Yardmaster Sears was for eleven years a B. and M. conductor—coming to the Portland Terminal Company in 1918, during the war. Conductor Walsh is a former chairman, B. of R. T., and assistant yard master, Commercial street yard; Walter Smith—but no one will recognize that name, for everybody calls him Posey—has been a railroad man for a full half century, during which time he has seen all manner of changes and had many an interesting experience. In fact, not one in the group but has had years of service.

A copy of the London Daily Sketch—a small illustrated paper resembling several published in America—was recently scanned with marked interest in the offices of the Portland Terminal Company; for one of the pictures shows the king and queen of Italy being driven through the streets of London on their way to Buckingham Palace—and in the first row of the crowd, almost opposite the royal carriage, is John T. Feeney, the Terminal Company's traveling inspector. Mr. Feeney, who is on his vacation, has visited many interesting places in England and Ireland; and his Portland friends have enjoyed the cards he has sent back.

"Can you tell me," writes an Eastern Maine man, "what has become of the engine crews that figured in the wreck at Veazie, 29 years ago this month? And what were the numbers of the trains?"

One was Train 64, Vanceboro to Bangor—Engine 24, with Engineer L. A. Gilbert and Fireman Ward. The other was the Old Town "Scoot," with two engines—Engineers E. L. Stafford and Fireman Stewart on 28, and Engineer Fortier and Fireman A. I. Plummer on 30.

Mr. Ward was killed in the wreck; Mr. Stafford is now on the retired list and lives in Bangor; Mr. Gilbert was promoted to traveling engineer and was killed in an accident at Pittsfield while riding the engine of Train 153 with Engineer L. P. Bailey. Mr. Plummer is running the shifter in Bangor passenger yard; Mr. Stewart lives at Stockton, Maine, and Mr. Fortier is somewhere in the west.

The wreck is plainly recalled by many Bangor people, for it was highly spectacular. But the moral—and it's usually possible to point a little moral, you know—is that it would be impossible today; that sort of wreck, we mean. Block signals and other safety appliances have made wonderful changes in the thirty years that have elapsed.

A member of the Maine Central family writes this note of appreciation:

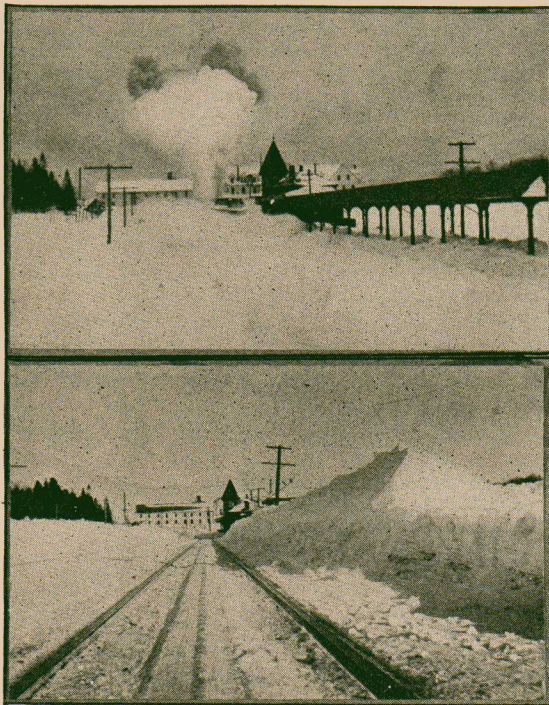
"Lewis C. Johnson, trackman, section 52, Carmel, is anxious to use these columns as a means of conveying his heartfelt gratitude and appreciation to the boys of the Maine Central, all along the line, for their most welcome aid in his hour of sickness and bereavement.

He feels almost overwhelmed by the generosity of the gift, which will so abundantly help lighten the long days of convalescence from his recent serious operation."

When J. W. Furrow, foreman of locomotive repairs, Bangor, decides to retire from service, he evidently wants to get as far as possible from the noise of both city and railroad—for he recently purchased an eighty or ninety acre farm in the town of Kenduskeag. Here he intends to "take life easy" when he has ended his career with the Maine Central.

Engineman F. H. Robinson, whose father, Frank Robinson, was general foreman at Bangor for a number of years, is another employee who is to take up farming at some future date. He recently took possession of a small place in Orrington, on the banks of the Penobscot River, and is living there at present.

Before and After



From a big group of snap-shots, illustrating hardships that Maine Central crews face smilingly in winter storms, we selected the above.

They were given us by R. E. Young, formerly of Lancaster, N. H., now car inspector at Union Station, Portland; and they were taken at Mt. Willard, March 6, 1920. They show a scene before and after the plow went through. It took five hours to cover the distance shown in the second picture; but the plow went through—don't forget that.

PORTLAND DIVISION :

Fred M. Harmon, train clerk in the office of Superintendent Priest of the Portland Terminal Company,

A Claim of Relationship

The following letter is so gracefully and cleverly expressed that we can't resist the temptation of letting our readers share it—even though we are not entirely positive that it was meant for publication. It was sent to the editor of the Maine Central Magazine by Mr. A. F. Austin of the Kelley-Spear Co., wood shipbuilders, of Bath, and is typical of a considerable number we have received.

Mr. Austin writes:

June 5, 1924.

Dear Sir:

It may be that the technical puzzles in your magazine are intended for the "Maine Central Family" solely, so in order to offer a solution to Mr. Dixon's puzzle in your May number, I must first ask you to pardon my intrusion and then try to "horn" into the Family a very little.

In thus claiming relationship I understand, of course, that there is a wide social gulf between "claiming relationship" and "admitting kinship." Just how wide this gulf may be depends upon the prominence of the "claimee" and his good nature, so I may have to remain a rank outsider.

The Family Tree. Our Company has a pad of Freight Forms 21, Daily Report of Cars on Hand, which was given us by your local agent and which we use to keep track of the twenty to thirty cars of freight which we receive for every vessel built, and I have a cousin who has worked for the M. C. R. R. for years. Will these be fare enough for the relationship route?

(Mr. Austin here gives his solution of the problem in question—as printed on the puzzle page, continuing):

In closing I would like to compliment you on your magazine. Each number has been enjoyed, and I believe they must help the road to build up the spirit of service and co-operation which individuals and corporations now recognize must be maintained.

I wish also to say that our Company has always had very cordial relations with your local office, the personnel of which have been very accommodating in general and frequently very helpful in getting us information regarding delayed cars, rates, etc.

Our Company built the Ferry "General Knox" for the M. C. R. R. in 1898 and the Steamer "Norumbega" in 1902.

Perhaps, after all, the fact that some of your equipment was built at this yard is my best claim to a recognition of distant relationship in "The Family."

Yours very truly,

A. F. AUSTIN.

who has been at the Maine General Hospital for an operation on his throat, is back at work.

Foreman M. F. Rhoades, Waterville shops, has purchased a Dort sedan.

Charles H. Corbett, car inspector, Union Station, left May 22d for Halifax, N. S., to spend a vacation of three weeks.

Joseph E. Moore, blacksmith, Thompson's Point expects to leave about July 5th for a three months' visit in England.

Delmont Bishop of the Waterville ticket office force has been elected to the teaching staff of Waterville High School.

Miss Sybil Noyes, stenographer, Portland Terminal Company, has been spending a two-weeks' vacation in Philadelphia.

The primaries held an unusual interest for Guy Myrand, cashier in the freight department, Maine Central Railroad, Auburn; for he was a candidate for county commissioner.

Perley Witham of tower two, Rigby, has been doing honors at signals, Union Station—taking the place of Walter Winn, who has been ill.

Secretary Benn of the Waterville Railroad Y. M. C. A. has a new assistant—a nine and one-half pound boy, born May 20. He's a real railroad baby.

Superintendent Priest of the Portland Terminal Company has been spending a vacation in various parts of Maine. It is understood in the Terminal offices that he had good luck fishing at Sebago.

M. F. Rhoades, foreman of the passenger room, Waterville shops, for three years, has been appointed general foreman of car repairs. Assistant Foreman Irvin J. Foster has been advanced to the position left vacant by Mr. Rhoades.

Foreman J. T. Prince, Waterville shops, lost his garage in the fire that originated in Ware's Mill, May 30; and the buildings of Foreman E. C. Bickford and Machinist L. N. Butler were badly scorched.

Family Cartoons



—by John Lyden, second trick chief train dispatcher, Portland office.

No. 1—Tommy Earls believes in carrying full tonnage when he goes fishing—takes his wife's clothes basket.

No. 2.—Some one tried to use Jim Foster's car as a bunter post near Rigby Terminal recently, and all Jim saved was the steering wheel and an oil can.

EASTERN DIVISION :

D. C. Raynor, engineer, who was painfully injured some time ago, has resumed his duties.

D. A. Foster, operator at Danforth, is receiving congratulations on the birth of a son.

W. H. Hall, conductor, has been enjoying a vacation.

G. Karnes, conductor, and Engineer Crocker, are running the Bangor-Cherryfield turnaround.

F. A. Brown, passenger conductor, has returned from a long visit in Massachusetts. His health is much improved.

Sandy M. Gould of Kingman recently returned from a visit in Bristol, Conn.

Walter Haynes has returned to his home in Mattawamkeag after a prolonged stay in Massachusetts.

F. H. Smith has bid in position of second trick operator at Danforth.

L. M. Blood, second trick, Kingman, has bid in a position of the Mountain Division.

Congratulations are being extended to Machinist and Mrs. H. W. Bradley, on the birth of a son, Henry W. Bradley, Jr., May 24th.

Received from Bangor: A miniature monthly and several snappy feature paragraphs from the yards. A monthly magazine, you know, hasn't quite the speed in reproducing special features as a daily paper—but watch for these!

Engineman Jas. T. McGann has been absent on account of sickness since January 1st of this year. He is one of the best known and liked engineers on the Eastern Division as well as one of the oldest, there being but two older men running at this time. They are R. E. Penney and John Toole. Mr. McGann began running an engine June 1, 1888.

As this is written, Albert Violette, machinist at Bangor Shops, has been absent from his duties for nearly a month, part of which he spent at the Eastern Maine General Hospital. A number of years ago he broke one of his ankles. This has been troubling him of late, and necessitated his going to the hospital.

This comes from one of the boys at Old Town: "I noticed on the train this morning that the Newsie had a wonderfully developed sense of intuition. To prevent any possible chance of infecting would-be vocalists, by auto-suggestion, thought transference, optical or mental telepathy, touch, sight or taste he has discontinued selling bananas."

Edward J. Potvin, formerly traveling fireman and later night foreman of Bangor Round House, where he served a number of years, was a recent visitor in Bangor, renewing acquaintance with old friends. He is now employed as foreman of one branch of Pratt & Whitney Co., manufacturers of small tools, in Hartford, Conn., having about sixty men under his direction at this time.

The annual meeting of Mt. Moriah Royal Arch Chapter at Mattawamkeag, June 4th, was attended by many railroad men, among them being noted H. A. Prouty of Wypotitlock, A. A. Babkirk and M. Faraday of Bancroft, F. E. Trafton of Danforth, S. Sullivan, J. M. Libby, M. Phillips, G. Karnes, A. C. Thompson and P. M. Trafton of Bangor, Warren Coombs, Harry Haynes, D. C. Reynolds, W. L. Colburn and E. T. Ricker of Mattawamkeag, John Laing of Enfield, and others. Practically every department was represented.

This comes to us from Bangor: "Superintendent T. M. McLaughlin, General Foreman F. S. Whitney, Chief Clerk C. H. Leard and Foreman J. H. Callon recently spent a day at Willimantic Pool, Sebec Lake, where they endeavored to 'entice members of the finny tribe to engulf in their denticulate mouths barbed hooks, at whose points were fixed dainty allurements!' In

other words, they were fishing, but from all reports their endeavors were in vain. Their excuse is that they were twenty minutes late, the fish all having been to breakfast before they, the fishermen, arrived at the pool."

From Mountain Division



A well-known railroad man, and one who some day may be.

Number One.—M. D. Roy, agent at Jefferson Junction, returns from an early morning inspection of his trap lines.

Number Two.—"Bobby" Ramsdell, aged eight months. Bobby is the son of O. H. Ramsdell, dispatcher at Lancaster, N. H.

Routing the Circuses Through Maine

How the "Big Tops" are Handled on the Maine Central, and Where and When They Will Be Seen This Year. Actual Owners of the Circuses That Travel Under Familiar Names



OMEWHERE, deep in the hearts of us all, is a fondness for the circus. Call it a lingering memory of childhood, call it a love of romantic glamour, call it anything you please; once a year, at least, the smell of sawdust and lure of the "big top" are irresistible. And when anybody tells you differently—either set him down as slightly prevaricating for

your benefit, or regard him with a certain degree of suspicion.

All of which, of course, is obvious and trite enough. But it explains why a little story on the coming of the circuses may be of interest—for this is the month in which the lure of canvas and sawdust is known in Maine. And, incidentally, it is also a bit interesting to compare certain actual facts, as revealed in tersely business-like transportation contracts, with press-agents romantically colored claims.

Specifically, three circuses, and only three, will be seen in Maine this year—at least so far as the territory of the Maine Central Railroad is concerned. The great show known as Ringling Brothers' and Barnum & Bailey's—always the giant of them all—came to Portland on Monday, June 9, then immediately leaving the State. Curiously enough, it didn't appear in Boston—the reason assigned being that the Huntington Avenue lot was appropriate but unavailable, whereas the next largest lot (in South Boston) was available but not appropriate. Hence there was the curious contradiction of Portland getting the world's largest circus, while Boston, the New England metropolis, got what is possibly the second largest—Sells-Floto. For once newspaper advertisements and actual facts agreed. The Ringling press agent said that this circus would come to Portland in 100 cars; and it did. Three were for the advance men, who flooded the city with advertising; the other 97 were in the circus train, which was handled in four sections.

Sparks' circus, which has 20 cars—one in advance and 19 in the circus train proper—began its Maine tour in Bath, June 13. It is one of the smallest in the country exhibiting in three rings, but is clean, bright and attractive; and it is fast building up a reputation in Maine.

On the 14th it appeared in Rockland, and the remainder of its Maine itinerary will be: Lewiston, 16th; Rumford, 17th; Madison, 18th; Dover-Foxcroft, 19th—thence into Aroostook County, returning to Maine Central territory the 25th, on which day it will be in Bangor; Ellsworth, afternoon only of the 26th; Eastport, 27th; Calais, 28th. Then it is turned over to the Canadian Pacific for a tour of the Maritime Provinces.

The Sells-Floto circus, which has 30 cars—one in advance and 29 in the circus train—will be in Augusta, June 30; Bangor, July 1st; Waterville, 2d; Lewiston, 3d; and Portland the 4th. Therefore, according to bookings as this is written—such things often are shifted quickly—Portland, Lewiston and Bangor will each see two circuses, although in different combinations.

The complicated and important job of routing all circuses through Maine devolves upon Mr. G. H. Thompson of the freight traffic department, Maine Central general offices, Portland. It is he who supervises the contracts between road and circuses managements, and who has charge of all preliminary details. Like the writer of this article, he is a bit of a circus fan. He knows more than the mere business arrangements of the circus world—he knows something of its romance and of its inside history.

"Did you know," said Mr. Thompson to the MAINE CENTRAL MAGAZINE reporter who questioned him, "that Sparks' is the one independent circus, of any size or importance, now visiting New England? It actually is owned by Charlie Sparks—who usually travels with it, I believe. It is a unit in itself. All the others are merely parts of big combinations—many of them bearing, for advertising purposes, the names of individuals who long since passed away.

"A year or so after Bailey died—he was Barnum's son-in-law, you know—the Barnum and Bailey circus was bought by Ringling Brothers, who for a time had three: the one which they still called Barnum and Bailey's, the one which they still called Adam Forepaugh's—and their own. Now John Ringling, the surviving brother,

Like Rockland, But—

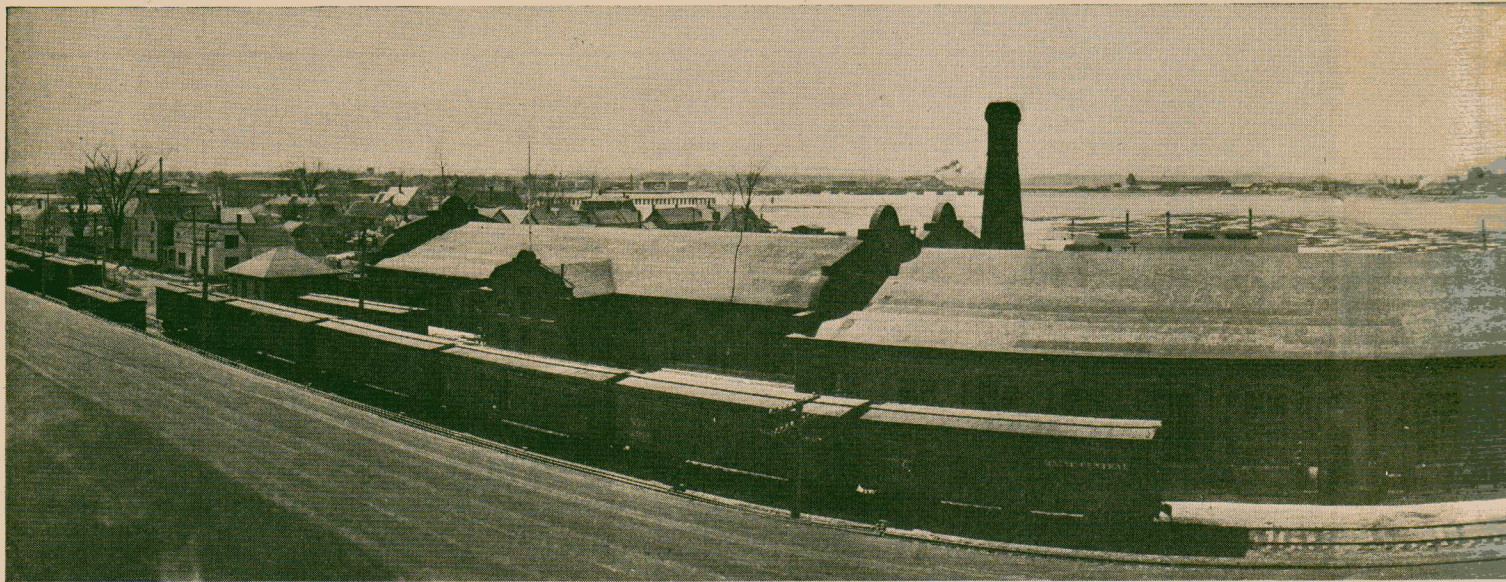
Circuses like to visit Rockland; they would rather go there than to almost any Maine city.

But Rockland is barred to the really big ones because of the Bath-Woolwich ferry. Loading cars of gaudy chariots and wild animals upon a steel boat, for a trip across the Kennebec, is doubtless picturesque—but it isn't a good business proposition. In fact, with the Maine Central's regular freight and passenger traffic, it is impossible, save in a limited degree. And so Rockland, one of the best circus towns in the East, must forever be contented with the smaller shows.

Augusta, also, is barred to the very largest circuses because of its yard arrangements. In every other Maine city, however, any sort of circus can be accommodated with ease.

(Continued on Page 28)

South Portland Shops of Portland Terminal Company, on Picturesque Peninsula
 Specialty Here of Caboosees and Freight Repairing
 to Modern, Electrically Equipped



Panoramic View of the South Portland Shops



THE "South Portland shops of the Portland Terminal Company," to give them their proper title, are still called the "Turner Island shops" by some

of the older residents.

It is said that, years ago, the land on which these shops are built was occasionally an island—at very high tide. But it is now entirely a peninsula, jutting into Portland Harbor from that part of South Portland known as Pleasantdale. From its edge one gets a huge panorama of the million dollar bridge, the harbor waters, the shipping along the Commercial street wharves; and it is reached from Portland proper by a long, long wooden bridge, which adds considerably to the picturesque effect. Those who work there have little time for



A Majority of the Crew (See Story for Location)

on Picturesque Peninsula, Have Long and Varied History—They Make a
 Freight Repairing—Old-Time Landmarks in Contrast
 ern, Electrically Driven Machinery



Wide View of the South Portland Shops.



Group of the Crew (See Story for List of Names).

artistic introspection; but the scenery is worth viewing.

Also, unlike many others on the far-flung system of the Maine Central and its affiliated companies, these particular shops have woven into them something of history and tradition. They were built, considerably more than a half century ago, by the Portland, Saco and Portsmouth railroad. Then they became both the car and engine shops of the old Eastern railroad, which later was absorbed by the Boston and Maine. Now they are a part of the Portland Terminal Company system. And a few of the workers have been there through all the years—through all the changes of policy and administration.

Freight repairing is done there now, almost exclusively—

(Continued on Page 29)

Maine For Recreation

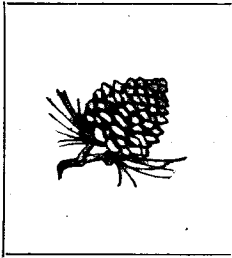
And How It Reacts Industrially and Agriculturally

WRITTEN FOR THE MAINE CENTRAL MAGAZINE

By Harrie B. Coe

General Secretary, State of Maine Publicity Bureau

(This is the second and closing installment of Mr. Coe's article—the first appearing in the May issue.)



In Maine we have 15 billion cords of hardwood ready to be turned into furniture and divers other articles, much of it within short distances of existing railroad transportation.

The State Pier at Portland Pier has developed possibilities for the exchange of business between Atlantic and Pacific coast points and through their gateways into the interior, which has not heretofore been possible.

—X—X—X—X—

Take for example a paper mill located at Waterville, Maine, that serves customers located in San Francisco, Cal. The published rail rate from Waterville to San Francisco is \$1.55 per 100 lbs., subject to a carload minimum weight of 40,000 lbs., whereas the present rate from Waterville to Portland, plus the rate via the intercoastal route, is but 82c per 100 lbs., and from this it will be seen that a saving of 73c per 100 lbs. is made, or the equivalent of \$290 per car of 40,000 lbs.

Another illustration is the shipment of paper bags from Rumford, Maine, of which there is a regular movement to Pacific Coast points. This commodity takes the same rate as paper, namely, \$1.55 when routed via all rail route, whereas when the movement is in connection with the Nawsco route the rail and water rate to the Coast is but 82½c.

Therefore under existing conditions it is cheaper for a paper manufacturer located at Waterville or Rumford, Maine to deliver his carload traffic at Pacific Coast ports, at freight rates ranging from 50c to 65c per 100 lbs. lower than his competitor located in such States as Michigan and Wisconsin.

In canned goods, Maine shippers enjoy a rate advantage that approximates 40% lower than their middle west competitors.

All in all Maine has much to offer both to the tourist and the investor as well, but the best way to reach the investor's pocket book is to show him what goods we have for sale. Any merchant knows that his biggest problem is to get people into his store—for once he has them inside it's certainly up to him to sell to them.

—X—X—X—X—

The same principle applies to the investor. We can interest him to come to Maine to fish, camp out, hunt, canoe, etc., on our inland lakes and rivers or spend his vacation at the hundreds of attractive places along the Maine coast.

Once you get those people to Maine they will hear about and see Maine's industrial opportunities like

what the Goodalls have done at Sanford, the big cotton mills at Biddeford, Saco, Lewiston and Waterville, the immense shoe factories of Auburn, our big sea food canning plants like that of the Burnham & Morrill Co. at Portland and the canning factories for corn, peas, blueberries, apples and other fruits and vegetables and the quality of potatoes we raise. They will taste the flavor of our apples and recognize their superiority over those grown in the West. They will see the opportunities for garden truck farming to supply the hotels and boys and girls camps as well as privately owned and occupied camps and cottages. They will see our hillsides offering ideal conditions for sheep grazing, for raising of beef and hogs, and the millions of acres of hard wood forests ready to be made into furniture and other wood products. They will see our big paper and pulp mills, the opportunity for more and bigger hotels, for camps for boys and girls, for lake-side community camps and other places to entertain the summer and winter visitor.

They will learn of our State Pier and realize the possibilities of competition for Pacific coast and adjacent country business as against concerns in the middle west states producing the same kind but not the quality class goods.

Also they will find that because of this intercoastal water service to Pacific coast points they can in certain lines of business, successfully compete with eastern and middle western states for middle west and far west business.

But first we must get the people here and the way to get them here is to appeal to and satisfy their desire for a vacation where they can rest and recreate—have a good time.

—X—X—X—X—

A Word of Comment

Commenting upon Mr. Coe's article, Mr. V. H. Cunningham, Maine Central cashier at Old Town, writes:

"I have just read with great interest the article on page 31 of the May issue of our magazine by Mr. Harrie B. Coe, regarding the industries and farming in Maine, and it's very gratifying to learn that Maine fills so important a place in America's commercial world.

"We have a 'world's champion' industry at Old Town also, a canoe factory,—a description of which I attach.

"The tourist business is growing in Maine by leaps and bounds. Last year tourists left more than \$60,000,000

(Continued on Page 29)

Congress and the Railroads

Why, Asks the New York Journal of Commerce in An Illuminating Editorial,
Do Not the Railroads Receive the Same Sort of Treatment
Usually Accorded Other Essential Industries?

An editorial entitled "Formulating a Railroad Policy," published in the New York Journal of Commerce, May 29, contains so much of practical common sense, and goes in so simple and straightforward a manner to the heart of an important problem, that we reprint it here:

From Washington comes the suggestion that Congress appoint a "select committee" to make a careful study of the railroad situation during the coming recess with a view to determining just what legislative action ought to be undertaken in the matter. Whether or not this suggestion is to be encouraged depends in large measure upon what sort of investigation such a committee is to undertake and what the attitude of mind of the members of the committee is to be.

Needless to say, there are a number of real transportation problems before the country. Congress has so far consented to look at these only in a piecemeal, evasive and on the whole a most unsatisfactory manner. It is of the utmost importance that a much more statesmanlike attitude of mind be developed among our legislators with regard to this subject. First of all, Congress ought to make up its mind whether it is going to view the railroads as a national industry of first importance and magnitude and accord them the sort of treatment that any other essential industry usually gets and that the railroad companies ought to have. Until we have an affirmative answer to this question there is little hope that any very satisfactory body of law or any successful regulatory system will evolve.

A study which attained this end would, of course, put on the shelf once for all such schemes as the Gooding bill, plans for the repeal of Section 15A, the Barkley bill and a number of others of a like sort and would give rise to careful reconsideration of "recapture" clauses. It ought also to lead inevitably to the conclusion that far too much has been and is still expected of plans for railroad consolidations. Over a long period of time, no doubt, greater integration in the railroad industry than has already taken place ought to be of advantage, provided it is carefully planned and honestly put into effect. But attempts to hurry the movement too greatly or force it where plain business principles do not warrant it are sure to hurt the movement in the long run rather than to aid it. At all events, there is no reason whatever to suppose that miracles can be wrought by this means any more than by another.

Careful, honest and intelligent study of the railroad situation in this country could not fail to lead Congress also to the conclusion that it ought to keep its hands off the regulating machinery which it has brought into being. The advantages to be derived by the country from such

a consummation would be positive as well as negative. No longer would our commissions be packed with political hangers on, dependent upon members of Congress and other political manipulators for their official existence and therefore under constant pressure to hurt the transportation industry in order to give special subsidies to this, that or the other branch of business. With proper encouragement from Congress a strong Interstate Commerce Commission would likewise see to it that some progress was made in the matter of placing our rate structure upon a more sane basis, as the President suggested some time ago in one of his addresses to Congress.

What is needed is some quiet thought and study of available information, with a view to reshaping our thinking and our general attitude toward the railroads. Such thought would tend to lead more to the avoidance of new legislation than to an increase of the multitude of proposals that annually come before Congress for consideration. That the committee now suggested would thus wisely employ its time there is unfortunately reason enough to doubt. Unless some way can be found to encourage it to do so the whole matter may as well be dropped.

George H. Black

(Continued from Page 1)

Priest and his office force of the Portland Terminal Co.

"Arthur Sewall was president of the Maine Central when I came here. Payson Tucker was general manager and William A. Allen was head of the engineering department. He was a remarkably efficient man—one of the most brilliant I ever knew; and he was the son of a brilliant man, too, for his father was Charles Frederick Allen, famous educator, Methodist preacher, and first president of what is now the University of Maine.

"The death of William Allen, in 1896, will never be forgotten by the Maine Central's older men. I don't remember the exact details; but the tragic horror of the happening is impressed upon my memory, as it is upon the memories of us all. There had been a freshet on the Androscoggin, which flows between Lewiston and Auburn, and a party of railroad officials were there to make observations. Mr. Allen was on the rear platform of a moving train. In the center of the bridge connecting the two cities he leaned out over the edge of this platform. He may have been seized by sudden dizziness, he may have been struck by something—I don't recall that anybody ever knew. But he fell from the train into the Androscoggin, and the surging waters carried him away. It was months later, when the freshet had subsided, before his body was recovered.

"Well, in 1894 I was sent to Lancaster, N. H., as superintendent of what was then the Quebec Division—

April Operating Results

The statement of Maine Central operating results for the month of April—made public May 26, shows surplus after charges of \$766.

The surplus after charges for the first four months of 1924 is \$73,282, compared with a deficit of \$551,313 for the corresponding period of 1923.

This is the statement:

	April 1924	April 1923	Decrease
Freight Revenue.....	\$1,182,205	\$1,477,323	\$295,118
Passenger Revenue.....	371,680	383,849	12,169
Railway Operating Revenues.....	1,682,200	1,986,982	304,782
Surplus after Charges.....	766	276,687	275,921

PERIOD FROM JANUARY 1ST TO APRIL 30TH—(Four Months)

Railway Operating Revenues.....	\$7,013,706	\$6,729,823	Inc.	\$283,883
Surplus after Charges.....	73,282	Def. 551,313	Inc.	624,595

From estimates now in hand, it would appear that fixed charges for the month of May, 1924, will be fully earned.

MORRIS McDONALD, President.

108 miles of track from Quebec Junction to Lime Ridge; and two years later I returned to Portland, again to the engineering department as assistant engineer. In November, 1908, they made me superintendent of the Mountain Division—which had just been created, and consisted at that time of the lines from Quebec Junction to Lime Ridge and from Portland to Lunenburg. And I was the Mountain Division's superintendent for twelve years, with headquarters in Portland. In 1909 came my appointment as engineer, maintenance of way, for the entire system; and I have been in that position ever since. I did want to round out forty years in Maine Central service—it was one of my big ambitions; but my health would not permit."

—XXXX—

"Speaking of the engineering department," said the reporter; "under how many chief engineers have you served?"

"Only three—Mr. Allen, of whom I told you; Mr. T. L. Dunn and the present chief, Mr. B. T. Wheeler. All very able men."

"Were you ever the acting head?"

"Once—in a certain sense. There was an interval between the sudden death of Mr. Allen and the appointment of Mr. Dunn; and, there being no one directing head, the job of running the department fell on two assistant engineers—Herbert Robinson and myself. Robinson looked after the department east of Portland, and I looked after it west of Portland; and we got along very well. But the responsibilities were much more simple in those days."

"Will you tell us something of yourself?" suggested the reporter. "Some of the things you have done?"

"Oh, I've just gone to work day by day," said Mr. Black, hastily. "That wouldn't be of any interest at all."

A typical answer—to those who know the qualities that have made him so liked throughout the three divisions.

"You might," he added, "say a word about the wonderful growth of our system in these 38 years. Take the general offices alone. When I first came, there were perhaps thirty people in that old Maine Central building on Commercial Street—officials, clerks and all. And

when we moved—I don't remember the exact date, and it is not material—we had what is now one wing of the huge present building on St. John Street. There may possibly have been fifty in the general offices then—certainly not more; now there are about five hundred.

"The engineering department, when I came, consisted of the chief engineer; two assistants, and, when actually needed, three; and two clerks. The assistant engineers did all the drafting—usually on any spare desk or table they could find, for there was no drafting room in those days. Today, in addition to the chief, there are a bridge engineer, a valuation engineer, a research engineer, an engineer of construction, an engineer maintenance of way, a large room for draftsmen, and many typists and clerks. Yes, the change everywhere is remarkable, for our system has spread and spread, has grown and grown. And nowhere is it more noticeable than in the engineering department, I think.

"When I came there were almost no safety devices—the chief safeguards against accident being the intelligence and faithfulness of the men themselves. Today most of our lines are equipped with automatic semaphore signals, which, with various devices on the cars, reduce the danger of serious accidents to a minimum. To summarize the whole subject, without going into technical details—operating efficiency and regard for public safety have kept pace with our growth.

—XXXX—

"There is one thing," said Mr. Black, near the close of the brief interview, "that is true of all important roads. This is the passing, in some degree, of what I may call the personal element—the intimate relationship between different railroad groups. When I was superintendent of the old Quebec Division, I could get out among my men; I knew them by their first names. Conditions are different now upon all important roads. There is no less loyalty or desire for service; there is no lessening of friendliness between officials and employees. But expansion, tremendous increase in the number of workers—in other words, modern conditions—have made the personal touch less noticeable."

(Continued on page 27)

The Safety Campaign Opens

Thousands of Brightly Colored Posters Point the Way of Safety to Automobile Drivers—Maine Central is Heartily Co-Operating with Other American Roads



HE "safety campaign," in which the Maine Central, in common with many other American roads, actively participates, opened June 1 and will continue to September 30. Its object is to warn automobilists of the deadly dangers at grade crossings—to lessen the number of crossing accidents through education in the simple art of using care.

As often told in these columns, and as is generally known, the number of killed and maimed at crossings throughout America annually reaches an appalling total. And plain statistics show that this is due to motorists—surely not motorists as a whole, for the majority cooperate in all necessary ways, but to the reckless minority. In the six years from 1917 to 1922, inclusive, the average yearly number of deaths at crossings was 1,818; and 4,898 others were injured. Two thousand, two hundred and sixty-eight were killed and 6,314 injured—a marked increase—in 1923. Furthermore, the dead and maimed were not confined to automobilists. There were twenty-eight train derailments, due to collisions between trains and motor vehicles, in 1922—the grim result being the deaths of eight trainmen and eight passengers, and the more or less serious injury of nine trainmen, 105 passengers, and one other. And recklessness or carelessness by a comparatively few motor drivers was responsible for all.

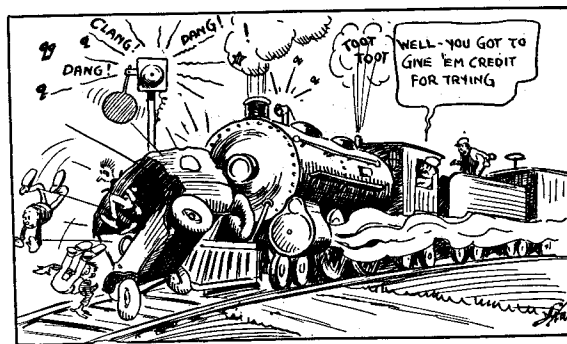
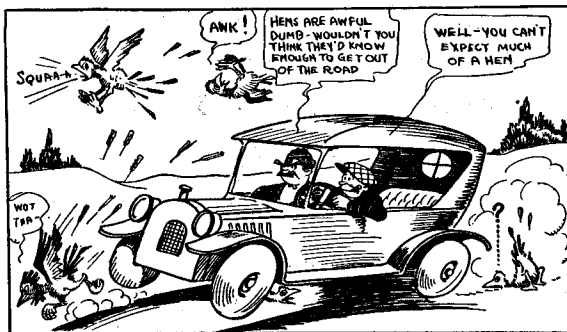
The elimination of grade crossings throughout the country being at present impractical—it would cost twenty billions, which is equal to the valuation of all American railroads combined—campaigns of education have been conducted each summer. In these campaigns, which are under the general direction of the American Railway Association, the Maine Central has heartily co-operated.

Specifically, 6,000 vividly colored and pointedly worded posters have been displayed at the principal highway crossings of the Maine Central in Maine, New Hampshire, Vermont and Canada; also at other vantage points—waiting rooms, railroad stations, post offices, banks, etc. An important feature has been the distributing of lantern slides to motion picture theatres in towns and cities along the Maine Central lines. These slides are not shown at all performances, but with sufficient frequency to be put before nearly all motion picture fans. And there are those who think this the best way of all—the most direct means of reaching the people. The swiftly moving autoist may pay no attention to warning posters, however brightly colored they may be; he may overlook advertisements in the newspapers; but when a notice is flashed upon the screen of a picture theatre, and there is nothing to divert attention, those in the audience have either got to read it or close their eyes.

Within a few days, after these lines are read, autoists by thousands and tens of thousands, from every state in the Union, will be pouring into Maine. The Maine

Central will take every precaution that it can, and will continue to conduct, at no little effort and expense, this special campaign of education and warning. The constant increase in motor vehicles, which soon will be flooding Maine highways, makes the problem difficult. Yet reasonable care by ALL automobile drivers—just reasonable care—is everything that's required.

The Point of View



A well-known Eastern Division man sends us the following purposeful essay. Harry Stone illustrates it. The idea isn't entirely original—but it is expressed in an original way and is very pertinent at this time:

Biologists say that a hen has no brains. Did you ever watch a hen cross the road ahead of a swiftly moving automobile? She is well enough off where she is; there's no hurry, and no reason for passing to the other side; yet with a squawk and a flapping of wings

(Continued on Page 30)

Baseball
League
Fully Equipped
and Gets a
Fine Start



Maine Central Sporting Events



Final Standing
of Bowlers—
News from
Various
Points

It has been some little time since the Maine Central has had a perfectly equipped and well organized baseball league, playing in accordance with a definite schedule. But it certainly has one now.

Although baseball now holds the center of interest, there are other sports along the lines—such as the horseshoe pitching at Bingham, for example. Here is a resume of sports in the Maine Central field:

Maine Central League

As this is written, on June 10, a season of baseball by the Maine Central League is assured. The only question is as to the exact number of teams and arrangement of the schedule.

At a meeting on June 9 several questions affecting the league came up for discussion. These questions will probably be definitely answered before the date of the Magazine's publication—June 15. But a few days must elapse, you know, in every magazine—



Committeeman Trott



Treasurer Bachelder

however up-to-date it always tries to be—between the time that the last word for it is written and the time that it actually comes from the press. Therefore we can give only the situation as it developed at this meeting of June 9.

Four teams started the league with what, for lack of a more original term, we may call flying colors—these teams being the Maine Centrals, composed of men from the general offices: Rigby, Thompson's Point, and Union Station. All had brand new uniforms and other equipment, and were prepared to whip promising players into shape. At the first meeting of captains and managers, several days before the opening game, several general rules were adopted—one of them being that each team should be limited to players within its district. In other words, the Rigby team could draw only from those actually reporting into Rigby; the Thompson's Point team, of those reporting into Thompson's Point; the Union Station team, of those reporting into Union Station; and the Maine Centrals, or general office team, of those actually employed in the general office building.

At this meeting of June 9, Union Station asked

the privilege of keeping Stevens of Steep Falls as pitcher. Discussion developed that he doesn't report into the Station, and so technically should be barred under the agreement. Captains and managers of the other teams insisted that this agreement could not be violated in one instance without causing many possible complications, all summer, for the entire league. Union Station's position was that it had no other pitcher upon whom it could rely, and hence going onto the diamond without him would simply mean constant defeat.

It developed at this meeting, also, that the Transfer House of the Portland Terminal Company on Commercial street has organized and equipped a team, which naturally wishes to play. And everybody was anxious to welcome it to the League, although figuring a schedule with five teams instead of four or six—some even number—did not seem very easy.

William C. Dow, manager of the Thompson's Point team, was elected chairman of the meeting. When it adjourned, the situation had not been fully decided, but there were these possibilities:

(1)—The Union Station team might drop out, in which case the Transfer House team would take its place.

(2)—The Union Station team might remain in the League—as all of those present hoped, nobody wishing to see it go. In this case, an effort would be made so to revise the schedule as to permit playing by five teams.

(3)—If such a revision was found impossible, the Transfer House team might play independent ball for a time, while every effort was made to form a sixth team somewhere in Maine Central territory. The South Portland shops of the Portland Terminal Company were suggested by some one of the speakers, although they had no representative at the meeting. It was still hoped, too, that the Waterville shops might be heard from.



Committeeman Bean

As stated, the solution of this little problem will probably be known by the time this issue of the Magazine reaches a majority of its readers. But, anyway, a real league, showing some real baseball, is assured.

This is the line-up of the teams at this writing—but they are all in the formative period, and changes are being made almost from day to day:

General Offices—Oberg, cf; H. Bucklin, 2b; Woodby, 1b; Brewer, rf; Allen, 3b; Herald, ss; C. Bucklin, rf and c; Pearson, lf; McCullum, c and rf; Dodge, p; Foster, substitute cf; Waite, substitute rf; Corcoran and Shaw, substitute p.

Thompson's Point—Thorne, cf; Beck, c; Lamont, 1b; Cady, ss; McKinney, 3b; F. Woodbury, 2b and p; Norton, p and 2b; J. Beesley, rf; C. Beesley, lf; Faunce, sub.

Rigby—Brume, c; Cady, 1b; Murphy, 2b; Brume, 3b; Prew, ss; Dames, rf; McDaniel, cf; Fountain, lf; Powers, p; Finn, p; Bennett, p; Maxwell, sub.

Union Station—Meehan, 2b; Kilmartin, 3b; Garvin, p; Cummings, 1b; Palmer, ss; Levesque, 2b; Flaherty, lf; Simpson, c; Stevens, cf.

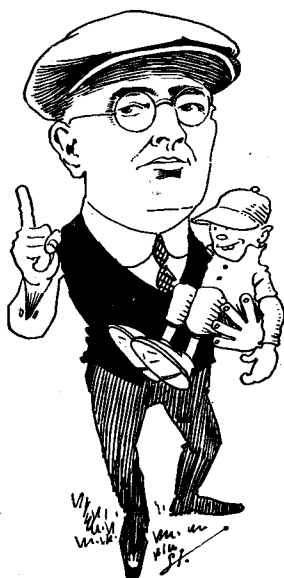
J. J. Farrell is manager of the newly organized transfer house team, and M. G. Ward is captain. Its line-up is: Kilbride, c; Ward, Stanton, p; Simminou, 1b; Nee, 2b; Flaherty, 3b; Gerry, ss; Kane, lf; P. Nee, 2b; Talbot, rf.

All of the games are played on Richardson's Field. The season opened in good style May 27, Union Station defeating Rigby, 6 to 1. The other games, up to the time this is written, have been:

May 29—Maine Central (General offices) 16; Thompson's Point, 5.

June 3—Thompson's Point, 7; Union Station, 1. (Three and one-half innings; called account of rain.)

June 5—Maine Central, 10; Rigby, 2.



Committeeman Cady



The Union Station Team

Back row, left to right—S. E. Bean, committee-man; Levesque, rf; Palmer, ss; Flaherty, lf; Larkin, 1b; Austin, 1b; Manager McNally.
 Front row—Garvin, p; Meehan, 2b; Capt. Simpson, c; Stevens, p; Kilmartin, 3b.
 In front of all—Junior Meehan, mascot. [Photographed at first game]

Not counting the three and one-half inning game, which has been protested, the League standing, as this is written, is:

Maine Central (won 2, lost 0)	1000
Union Station (won 1, lost 0)	1000
Rigby (lost 2, won 0)	0
Thompson's Point (lost 1, won 0)	0

The Baseball Fund

The figures at left tell their own story. They show the exact amount contributed in the general office building toward a ball team—and how this money was spent. The sum of \$226.30 was pledged; the team's equipment cost \$189.98—leaving \$36.32 in the treasury.

There were those who feared it might not be possible to raise an equipment fund; but the response from the start was prompt and generous—not only in money, but in good wishes. Everybody wanted a creditable team, and to see it succeed. And that's co-operation.

Baseball Fund

MAINE CENTRAL BASEBALL TEAM

Report of Treasurer of Receipts and Expenditures to
 May 31, 1924.

Receipts from subscriptions	\$226.30
Expenditures	
12 uniforms	\$117.60
12 bats	15.00
24 baseballs	28.50
1 pr. leg guards	5.35
1 Mask	4.50
Miscellaneous equipment such as shoes, extra stockings, caps, score book, rule book, postage	19.03
Total expenditures	\$189.98
Cash balance May 31st	36 32
Total as above	\$226.30

NOTE:—Purchased and not paid for—
 1 catcher's glove

Bowling Ends

The bowling season has ended. It gave good, clean sport all through the winter, and was brilliantly successful in every way. The final standing of the teams in the Maine Central League, records and averages follow:

	Won	Lost
Rangeleys	64	20
Bridgton and Sacos	49	35
Washington County	46	38
Megantics	44	40
Somersets	43	41
Oquosoc	31	53
Kennebagos	33	51
Sandy Rivers	30	54



The Rigby Team

Back row, left to right—Manager Mudd; Fontaine, Maxwell, McDaniels, W. Brume, Murphy, Powers, Cady; Coach Emery.
Front row—Dames, Bennett, C. Brume, Finn, Prue. [Photographed at first game]

RECORDS		NAME		Average	High	Single	High	Total
High Individual Single—Hennigar	129	Vyletta Macomber.....	82	102	262			
Miss Packard	124	Helen Meserve.....	78	101	262			
Three Strings—Hennigar	330	Marion Sleeper.....	80	105	276			
Miss Packard	289	Hazel Marshall.....	84	105	272			
Team Single—Rangeleys	478	Methel Packard.....	85	117	283			
Team Total—Rangeleys	1387							
Individual Average—Hennigar	95							
Miss Packard	84							
AVERAGES		OPPONENTS						
Men:—Hennigar, 95; Goud, 93; McCullum, 93; Allen, 92; Foster, 92; Stover, 92; Waite, 91; Bucklin, 90; Eadon, 89; Hill, 89; Arey, 88; Nagle, 88; Mills, 88; Oberg, 87; Smith, 87; Baldwin, 87; Gass, 86; Heiskell, 86; Shaw, 84; Malloy, 84; Dooley, 84; Beane, 83; Ashworth, 81; Talbot, 80; Dodge, 79.		Porteous, Mitchell and Braun Ladies	1166		1185			
Women:—Packard, 84; Marshall, 81; Sleeper, 81; Macomber, 80; Meserve, 77; Libby, 76; Moran, 75; Monroe, 74; Mangum, 72; Hollywood, 72; Noyes, 71; Sweet, 70; Dexter, 69; Goudy, 69; Berry, 66; Mrs. Shaw, 65.		George C. Shaw Ladies	1134		1280			
		Irish-Henley, Men	1385		1269			
		Evening Express Ladies	1164		1246			
		Press Herald Ladies	1066		1214			
		Public Market Ladies	1163		1190			
		Business and Prof. Women	1055		1247			
		Public Market Ladies	1116		1168			
		Business and Prof. Women	1113		1249			
		Totals			10362			11408

The Girls' Team

The Girls' Bowling Team made a notable showing this season, winning eight out of nine games, and losing that one to the Irish-Henley men's team, in which the girls put up a good score. Averages for the special matches are better than in the regular league, which in itself is commendation enough. The make-up of the team, with a few interesting points, and the schedule, follow:

Alive At Bingham

Bowling and baseball aren't the only Maine Central sports. There's horseshoe pitching, for example. There are some experts in it at Bingham—from which town we get the following story:

The railroad boys in Bingham have been indulging in sports such as baseball and horseshoe pitching.

(Continued on Page 30)

New Telephone System

Maine's Largest "Order Table" Installed at Union Station—A Brief Description of How It Is Operated, and a Few Strikingly Significant Figures of Growth



Y THE time this magazine reaches a majority of its readers, the largest "order table" in Maine, and one of the largest in New England, will be installed by the New England Telephone and Telegraph Company, and in operation, in Union Station, Portland. This means a radical and important change in the method of receiving calls—a new and efficient system whereby the hundreds of queries daily received during the rush of summer travel can be more promptly answered.

Formerly, when one wished Pullman reservations or information regarding the movements of trains, he was connected by central with the switchboard of the Portland Terminal Company on Commercial Street, which in turn connected him with the ticket office at the station. Four lines ran between the station and the Terminal Company's switchboard—but in summer even these were not enough, for the flow of questions is unceasing. Eighteen hundred have been received in a single day and the average is well over a thousand—every conceivable sort of query, from all points in Greater Portland and beyond. Obviously, too, a double connection, however efficient the operators at the Terminal Company, required a certain amount of delay—very slight in each case, but important when multiplied indefinitely.

Under the new arrangement, there are six lines into the station instead of four; and they are connected directly with central, the Terminal switchboard thus being eliminated. They terminate at the new "order table," which consists of multiple units, lines being distributed from the table to the other office positions.

It differs from an ordinary switchboard or branch exchange chiefly in that messages are received—and of course answered—but are not sent. There are five "positions," or places for operators, on the second floor and one in the rear of the ticket office—this last for night duty. A future extension, should the demand exist, will increase the number to eleven.

The in-running lines, under the new system, are divided—one set being for those who want general information (call 6090), and the other (6240) for those who want

Pullman reservations. Two end lights represent the Pullman lines, and are answered by operators especially trained in this class of business.

Changes, necessitated by increased business, have also been made at the exchange of the Portland Terminal Company. Formerly there were two one-position boards, each with a capacity of 80 local lines, 15 trunk lines and 15 tie lines—the last named connecting this exchange directly with the Maine Central general offices on St. John Street. Therefore it was possible for anyone at Rigby or the Portland Terminal Company's freight station on Commercial Street to talk with the general offices without transmitting his call through central.

The change, however, greatly facilitates the Portland Terminal Company service.

This change is to a three-position multiple board, with capacity of 640 substations, 60 trunk lines and 20 tie lines—which means three operators on duty at a time instead of two.

Incidentally, we wonder how many fully realize the tremendous growth of the ticket business at Union Station—the importance and magnitude of the task, especially in summer, that rests upon Ticket Agent L. W. Merritt and his assistants?

When Mr. Merritt came to the station in November, 1904, there was one telephone—a wall telephone, behind the ticket office door. And it didn't take a great deal of exertion to answer it, for there weren't more than 15 or 20 calls a day.

Now the telephone equipment includes the "receiving table," above described, with its six incoming lines and six positions; one out-going line; one P. B. X. line for the general offices and calls around the system; eight inter-phones. And the number of calls daily received during the summer averages well over a thousand—has been known to reach 1800.

When Mr. Merritt came to Union Station, six persons were employed in the ticket offices in winter and eight in summer. Now he has a force of 17 in winter and 32 in summer—including cashier, telephone operators, stenographers, accountants, and nine ticket sellers.

Learn Human Nature

"There's no place in the world," said Mr. Merritt, in conversation with a Magazine reporter, "in which one can better study human nature—and become a true judge of it—than through a ticket office window.

"Our men know, instinctively, how to 'size up' those who approach—how to tell the real banker or substantial business man from one who only pretends to be.

"We try to answer, seriously and carefully, all questions that are asked—however absurd a few of them may be. We know that every question means a real desire for information and means something to the one who asks it.

"Good nature and consideration for others are just as essential in a ticket seller, therefore, as accuracy and a knowledge of trains."

George H. Black

(Continued from Page 20)

"Perhaps," suggested his visitor, "that explains why so many roads are establishing newspapers or magazines." "I think it is," agreed Mr. Black, quickly. "The thought has occurred to me. These newspapers and magazines are a substitute, in at least some degree, for the old personal contact between man and man. It isn't possible to visit back and forth over a 1200 mile system; but it is possible to visit back and forth through a magazine's pages."

Mr. Black said that, of those who were with him in the engineering department way back in 1886, two are still in Maine Central service. They are Edwin A. Roothby, then assistant engineer, now research engineer; and H. J. Parkman, then maintenance of way clerk—the only one on the road—now chief clerk, maintenance of way.

"If you had your life to live over," he was asked, "would you still be a railroad man?"

"I think I would," he answered. "It is as clean and fine a game as any I know."

Upon Mr. Black's retirement, effective July 1, his place will be taken by Chauncey S. Robinson, the present general supervisor, maintenance of way. Mr. Robinson has been in the employ of the engineering department since 1909. He has been successively assistant engineer, chief clerk, maintenance of way, and general supervisor, maintenance of way—receiving this last appointment Dec. 23, 1918. He is one of the best liked in Maine Central service, and has been warmly congratulated upon his promotion.

Five other changes are made known in the following, which formally will be announced on July 1:

July 1, 1924.

Effective this date Mr. Harry W. Stetson is appointed General Supervisor, Maintenance of Way of the Maine Central Railroad and Portland Terminal Companies, with headquarters at Portland, Maine, vice Chauncey S. Robinson, promoted.

Mr. John P. Scully is appointed Roadmaster of the Fourth Track Division, with headquarters at Lewiston, Maine, vice Mr. Harry W. Stetson, promoted.

Mr. Lloyd F. Brean is appointed Roadmaster of the Fifth Track Division, with headquarters at Rumford, Maine, vice Mr. John P. Scully, transferred.

Mr. John F. Collins is appointed Roadmaster of the Seventh Track Division, with headquarters at Lancaster, N. H., vice Mr. Lloyd F. Brean, transferred.

Mr. Lester P. Chick is appointed Assistant Roadmaster of the First Track Division, with headquarters at Brunswick, Maine, vice Mr. John F. Collins, promoted.

Chauncey S. Robinson,
Engineer, Maintenance of Way.

Approved:

B. T. Wheeler,
Chief Engineer.

Mr. Stetson is at present roadmaster of the fourth track division; Mr. Scully, roadmaster of the fifth track division; Mr. Brean, roadmaster of the seventh track division; Mr. Collins, assistant roadmaster of the first track division; and Mr. Chick, in the chief engineer's office, Portland.

Unique Railroad

(Continued from Page 4)

advantages which we already have. The writer is too young to remember, but many of the older citizens can

The New Employe

(By Thomas E. Oates, district secretary, Association of Shop Crafts Employes.)

Do you remember the time when you were a new employe? Perhaps it was not so long ago, or possibly it was many years ago; but every workman was a new employe at one time. Didn't everything seem strange to you at that time—the plant—the machinery—the men? Perhaps there was one man who greeted you with a smile, and who occasionally gave you a "tip" on how to do your work more easily and safely. At noon this man told you how to "check out" and showed you the best place to eat your lunch. And at night he showed you the best way to get to the street.

You learned to like this man and look to him for any information you needed about your work. And if he told you that a certain job was dangerous, you paid more attention to it than if a Safety Committee man had told you about it.

Every old employe has a great opportunity and duty to perform toward the new employes. Treat them as you would like to be treated if you were in their place. Show them where they are liable to get hurt, and set a good example by being careful yourself. It has been said that a new employe is as dangerous as an unguarded machine, for he is likely through lack of knowledge of his new surroundings, to injure others as well as himself. This is true until the new man has been made to realize the dangers connected with his occupation.

The sooner you help him realize this, the sooner will he and you be safe from accidents.

"Give the New Employe the Glad Hand."

recall the old stage days when the railroad came no nearer to us than Brownfield, and still further back to the old canal days when all the freight in summer came by boat and in winter did not come at all. The automobile is making great inroads into the business of the railroad in all parts of the country, and while we have no direct information in regard to our own line, we can well imagine that the receipts of the local road have dwindled, while the operating expenses have doubled. There are at least four months out of the year during which automobile traffic over our highways is at a standstill. Of course with the hard surfaced road from Bridgton to Portland the time may come when the highways will be open the year round. That time has not yet arrived, however, and is still in the far distant future.

"While we dislike to admit it, the fact remains, nevertheless, that Bridgton is on a 'siding,' and if the inroads of the automobile continue, we may at some time face a very serious situation. The Public Utilities Commission, which has supervision over auto busses, making regular trips between stated points, has long since recognized the seriousness of the situation in other localities and in many cases has refused permits for the operation of these busses between points covered by steam or electric lines. While we hold no brief for any railroad line, we nevertheless are alive to the fact that The Bridgton & Saco R. R. is a public utility which Bridgton and way stations could not do without; and while we have no desire to be an alarmist, we suggest that those who have the interests of the town at heart give earnest thought to this matter."

Editorial

(Continued from Page 8)

do with it, for very many benefits can flow from printers' ink. But Nature is Maine's

best press agent, and every returning tourist becomes a walking advertisement. Without probing for underlying causes, it may be said in general terms that the advance guard of summer's prosperity is here. From now on—welcome to our visitors!

Puzzles

(Continued from Page 7)

engineer will reverse his engine 16 times and make 19 stops in this problem."

Other Replies

From Ernest E. Estes, Auburn, General Chairman, Brotherhood of Railroad Station Employees:

"Take No. 1, set on main line; back onto Y upper and nose No. 2 out onto train; back up onto Y; come out other end, pick up No. 1; shove onto upper end of Y; bring engine back onto main line; nose onto the Y; pick up No. 1; set in place of No. 2; back out onto No. 2; set in place of No. 1; pick up train."

From A. F. Austin, Bath:

"To facilitate a description of the puzzle I wish to designate the direction toward which the freight train is heading as East and to letter the switches as follows: Main line switch near Car No. 1, 'A'; main line switch near car No. 2, 'B'; switch at the end of the 'Y', 'C'.

"The solution. Back train from its position in the diagram a sufficient distance to admit efficient manoeuvring of cars to be switched. Uncouple engine and run east on main line beyond Sw. A; back up onto Car No. 1, shove it up beyond Sw. 3 and leave it there. Run out onto main line and back up beyond Sw. B; go ahead through Sw. B, hook onto Car No. 2 and run it up and pick up Car No. 1. Back out of Sw. B. with both cars onto main line and run both east beyond Sw. A, leaving Car No. 1 there.

"Back up again with Car No. 2 beyond Sw. B and then run ahead through this switch to the end of the Y, Sw. 3, leaving the car there.

"Back engine alone to the main line and go east beyond Sw. A; back up through this switch to the end of the Y and pick up car No. 2, hauling it ahead to the position first occupied by Car No. 1 and leave it. Go ahead with engine alone through Sw. A and pick up Car No. 1; back up on the main line beyond Sw. B and then run ahead through this switch up the Y to the position originally occupied by Car No. 2 and leave Car No. 1. Back up, close Sw. B, hook onto train and proceed east. The original positions of cars No. 1 and No. 2 are thus reversed and the locomotive is in position to go east with its train. Q. E. D."

Mr. Austin adds: "The puzzle does not state if there is a water connection at this Y; but I hope there is, for I must have used up nearly a tank of water in making futile shifts before I worked out the answer."

From C. A. Bucklin, car service department, general offices:

"Uncouple engine from train; take Car No. 2 and place on apex; back engine and go up straight track;

back up and take No. 1; then back up enough to couple No. 2; pull down both cars onto straight track, leaving No. 2 on straight track.

"Go again on siding, back up and leave No. 1 on apex; come down with engine and pick up No. 2 (from straight track) and put it where No. 1 was—then, with engine alone, go up other switch, pick up No. 1 and leave it where No. 2 should be. Uncouple and hitch onto train again."

From H. Pinder, carman, Thompson's Point:

"Uncouple engine from train; go ahead by the Y. Back up on Y; bring No. 1 Car on main line; leave between switches. Go ahead up main line; back up 'round the Y; pick up No. 2 Car; bring to the main line next to the train. Engine head on to train. Leave No. 2. Back up on the main line and pick up No. 1; back up by the switch and leave her there. Go ahead 'round the Y. Engine headed right. Go ahead up main line, pick up No. 1, back up past the Y. Go ahead on Y; leave No. 1 in No. 2 place. Back up on main line, pick up No. 2. Go ahead past the Y. Back up on the Y and leave No. 2 in No. 1 place. Go ahead onto the main line. Back up and pick up train and proceed."

From J. L. Dean, mill engineer, Hollingsworth & Whitney, Waterville:

"Engine leaves train as shown; takes No. 2, puts it on track beyond left hand switch. Engine backs up to train, takes right hand switch, goes onto stem of Y to car No. 1, backs it onto main line against No. 2. Engine goes back on Y to first position. Engine goes and gets No. 1 and leaves it between switches on main line. Engine goes on Y again, gets No. 2 and leaves it in its new position (or where No. 1 was), going back over Y to main line ahead of train. Engine gets No. 1 and places in new position (or where No. 2 was) and backs up to train again in position to proceed."

Banquet and Dance

(Continued from Page 14)

Goudy, Rose Langlois, Marguerite Hollywood, Florence Monro, Elvira Berry, Florence Bass, Frances Moran.

Phil Winslow, Clifford Barron, Charles Mills, Don Heiskell, John McCullum, Fred Ashworth, Harold Malloy, Walter Talbot, Bentley Gass, Charles May, Neal Smith, Howard Dodge, Cecil Beane, Horace Woodbury, Herbert Oberg, George Foster, Malcolm Allen, Roy Shaw, Clayton Waite, Edward Nagle, Leo Jackson.

Routing the Circuses

(Continued from Page 15)

has combined all of his circus property into one tremendous how, which he calls Ringling Brothers' and Barnums & Bailey's. He owns a little railroad, too—the St. Louis and Hannibal, which has 104 miles of track. It was bought for him by his transportation manager, George F. Meigham, who becomes both transportation manager of the circus and traffic manager of the railroad.

"It was true until very recently—and I think it is true today—that Col. Tamm, publisher of a newspaper in Denver, Col., is owner of four circuses: the Sells-Floto, 30 cars; John Robinson, 30; Hagenbeck-Wallace, 30; and Howe's Great London Shows, 15 to 20. Therefore, if this arrangement is still in effect, the Tamm interests control more actual circus property than is represented in John Ringling's one big show.

"I have named nearly all the circuses of any importance known to Maine people. There are many circuses in the west and south—little ones, mostly—that never come to this part of the world. Why? I don't know. Force of habit, possibly. Maine is good circus territory, and the agents I meet say that they like to come."



Circus "advance cars" are attached to the Maine Central's regular passenger trains; the circus trains are handled as specials. They are set where most accessible in the railroad yards, and are loaded and unloaded by their own crews. Mr. Thompson, as stated, "routes" these trains and sees that all advance arrangements are made; they then are handled through the Maine Central's operating department.

What responsibility is assumed by the railroad? None for damage by fire due to sparks from locomotives. This is in all the contracts, although the writer fails to recall when a circus train ever was damaged in that way. If animals are killed through fault of the road, the following recompense is made:

Elephants, \$300 each; lions and tigers, \$100; horses, mules and ponies, \$75; camels, \$50; mocking birds and dogs, \$5. We don't know just why mocking birds should be specified, but that's the way the contracts read.

Incidentally, any road would much rather handle small circuses than big ones. The revenue received from the former is proportionately greater, and the risk of accident is less.



South Portland Shops

(Continued from Page 17)

heavy jobs on wooden cars; light jobs on steel cars; painting and stenciling. And they specialize quite a bit in cabooses—six being now in process of construction, and nine, since December, having been shifted from four to eight wheels. The car shop is in two sections, each having two tracks and room for six cars. What once was the old Eastern railroad's round-house has a capacity of 14 cars, and here most of the painting and stenciling are done. So there are 26 cars under cover, with capacity in the yards for approximately 150 more; the main line track runs to Rigby.

Although it is an old, old plant—one of history and traditions, as we have said—it has electricity for power and modern machinery. The steam engine that did duty for fifty years was junked two years ago, and an electrically driven air compressor has taken its place. There is efficiency everywhere—in common with all other points of the Maine Central and its affiliated companies.

Philip K. Jenkins is general foreman; E. G. Evans, foreman, and F. T. Palmer, assistant. The crew averages seventy-five. It is never possible, in a plant like this, to get quite all of the workers together; but the Maine Central Magazine photographer had good luck in the photographs on pages 16 and 17. The names follow:

FRONT ROW, READING LEFT TO RIGHT—John J. Callan, Albert M. Cary, (clerk), Cleo C. Stevens, (clerk), Thomas L. Mooney, (clerk), Joseph D. Rourke, (clerk), Walter E. Kroll, Charles F. Thompson, Charles P. Kelley, Ferdinand M. Bartlett, Francis E. Duff, Everett M. Osgood, Mark Dyer, George T. Hagley, Peter Romo, Myron H. Bailey, George H. Reilly, Augustus M. Wing, Ernest C.

Hill, Adolphe Legere, Thomas Stevens, Walter M. Field, John H. Dyer.

MIDDLE ROW—Charles C. Annis, William F. Boyd, John E. Toomey, John H. MacVane, Edwin T. Milliken, George A. Bennett, Thomas Conner, Elwyn M. Foss, Maurice C. Cough, William M. Denning, George E. Brien, Thomas S. Murphy, John E. Hamilton, John C. Wilson, James W. Donnell, Merrill W. Sweetser, Edwin M. Palmer.

ACK ROW—John M. Forestell, Ambrose W. Munson, Ephrem Audette, Richard G. Swanson, Winfield H. Hanscom, Edward L. Flaherty, Mero E. Hamilton, Paul Higgins, Francis L. Ellis, Albert Melanson, Ralph D. Estes, P. K. Jenkins, (general foreman), Otis E. Woodward, Fred Sutherland, Warren E. Noyes, William J. White, Eugene G. Evans, (foreman).

Twenty-four were absent when the picture was taken.



A Word of Comment

(Continued from Page 18)

in Maine, according to figures compiled by the Maine Publicity Bureau, the Department of Inland Fisheries and Game and others, a business that equals Maine's greatest,—the lumber business.

"Yet one never hears of any great effort being made to protect this great business, through legislation and state-wide propagation of the fish and game. The Department of Fisheries and Game cannot even get an adequate appropriation to cover expenses, and skimping that is done on the protection end is costing the State thousands of dollars in fish and game every year.

"The automobiles are rapidly depleting the brooks and streams of fish and rendering them less attractive every year; yet the restocking is carried on only in spots, throughout the State, and then in a hit-or-miss fashion, because the department has not the money to pay for superintending the proper dumping of the fry.

"Other states spend millions of dollars developing their tourist business, yet Maine, called the "Sportsman's Paradise," does not spend a few thousands annually, as insurance, on her great natural heritage.

"THE MAINE CENTRAL MAGAZINE can render a service to the State and citizens alike by placing this situation before the public, as every person in the State receives some benefit from the tourist business, either directly or indirectly—not the least of which are the M. C. R. R. interests."

Mr. Cunningham adds:

"The city of Old Town has the distinction of having the largest canoe factory in the world, a factory with 150,000 sq. feet of floor space and an annual output of more than 6000 per year, with a permanent stock of 5000 canoes.

"Each canoe requires from four to eight weeks to build, as many coats of paint are required before it is ready to ship.

"Old Town canoes are found the world over. Many are shipped to Europe, Africa, South America, the Panama Canal, and one went to the North Pole with Peary; and now Old Town canoes are within the Arctic Circle, with MacMillan in Baffin Land.

"Forty thousand yards of canvas, and many carloads of lumber from South America and the Pacific Coast, are used annually.

"It requires 400,000 lbs. of hay and 100,000 lbs. of burlap for packing alone each year.

"The bulk of canoe shipments go to places not even on the map—places that are located only on the most

up-to-date pathfinders; pleasure spots of the hunter and fisherman, miles from civilization and reached from the distant sidings of transportation companies.

"And yet this great business is never mentioned in the papers!"

[Mr. Cunningham's thoughtful and informative letter will, we are sure, be read with interest by all having the welfare of Maine at heart. Of course the actual sum left by summer tourists can never be more than an estimate—even, in some cases, a matter of conjecture. The Lewiston Evening Journal in its seventy-fifth anniversary edition, devoted to the development and industries of Maine, made this statement:

"Seven hundred thousand tourists come every year; and they leave within the boundaries of this State approximately forty-five millions of dollars. And this makes recreation—our 'summer resort business,' as it is called—the third largest of Maine industries: agriculture being first, and manufacturing second."—Ed.]

The Point of View

(Continued from Page 21)

she does her best to make it. Sometimes she doesn't succeed; and then there's a dead hen in the road and a handful of feathers floating in the air. And you laugh and say, "But then, a hen has no brains."

Did you ever see a motorist try to cross the track ahead of a swiftly moving train? There's no hurry; but he simply must get over that crossing and onto the other side before the train passes. Sometimes he misses. Then there's a dead motorist beside the track and some pieces of a useless automobile in the air.

But then, a hen has no brains!

Alive At Bingham

(Continued from Page 25)

Frank Grimes, trainman on the Waterville-Bingham freight, is champion shoe pitcher, having cleaned up all comers at the time this is sent. Archie Towle, formerly engineer on the Waterville-Bingham freight, was runner up until he left this locality and bid in 42x, Waterville to Portland.

Perhaps the most spirited match was between Agent Woodard, John Hughes, John Oaks, trainman, and R. H. Winslow, fireman. Oaks and Winslow had been practicing quite a good deal and thought they were pretty much skilled at the pitching. They challenged Woodard and Hughes to a match, which was accepted at once. It was nip and tuck right up to the end, but Agent Woodard and Telegraph Line Inspector Hughes won because of better skill. It was rather humiliating for Oaks and Winslow because they thought they were picking "easy meat."

As for baseball, there is a game on every Monday, Wednesday and Friday afternoon at the High School grounds.

One of the most spirited was when the Railroad Men's team defeated the High School team by a score of 13 to 12.

Trainman Oaks started in the "box" but was removed and replaced by Station Employee Garland. Allan Hunnewell, freight clerk, did the catching; Lineman Russell, 1st, Fireman Winslow, 2nd, Trainman Giberson, 3rd, Garland, ss., Oaks, ss., Fireman Murray, l.f., Trainman Grimes, c.f., and Engineer Jesse Richardson, r. f.

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WANTED—A boy as messenger. Must be neat, ambitious and willing. Apply between 3 and 5 o'clock, 325 Main St.

THE above was the advertisement in answer to which a dozen or more boys applied. One boy was selected.

He was taken on his rounds twice each day for two days.

His duties were all clearly outlined—he was informed regarding the various offices and their occupants.

At noon on his first day alone on the job he went to the timekeeper and asked for his money—

Said he didn't want a job where he had to use his head so much.

WHAT ARE THE CHANCES OF SUCCESS FOR THAT BOY—OR FOR ANYONE WHO DOESN'T WANT TO USE HIS HEAD?

Does each one of us who so proudly belongs to the Maine Central Family *think*

- at his work? —how to improve himself? —how to increase his production?
- how to help the man next to him? —how much he owes to America?
- how he can help the company's business? —how to **earn** recognition?

Shop Crafts

(Continued from Page 14)

including the Pennsylvania System. And the following day another set of Independent railway organizations held a meeting, at which at least 30,000 members were represented.

It only proves beyond any question that the Independent Movement has come to stay on the railroads of the country and the men are going to handle their affairs with their own railway managements.

Don't let anybody tell you "that the Maine Central

is the only road that has an Independent Union, and they have all died out on the other roads," for this is emphatically not true. How about the Wabash, Union Pacific, Northern Pacific, Santa Fe, Illinois Central, C. & E. I., Missouri Pacific, Rock Island, Kansas City Terminal, Northwestern Pacific, Southern Pacific, L. A. & S. L., Gulf Coast Lines, Houston Belt & Terminal, S. P. & S., Burlington, Pennsylvania, Soo Lines, N. Y. N. H. & H., C. N. E., Great Northern, Virginia Railway, and various others? Don't you think for a moment they are breaking nor even weakening.

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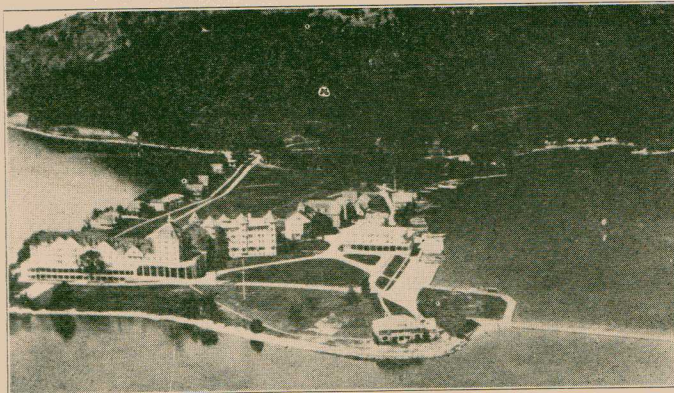
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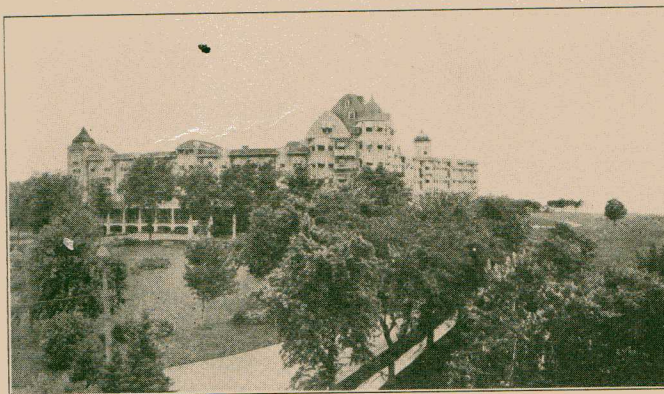
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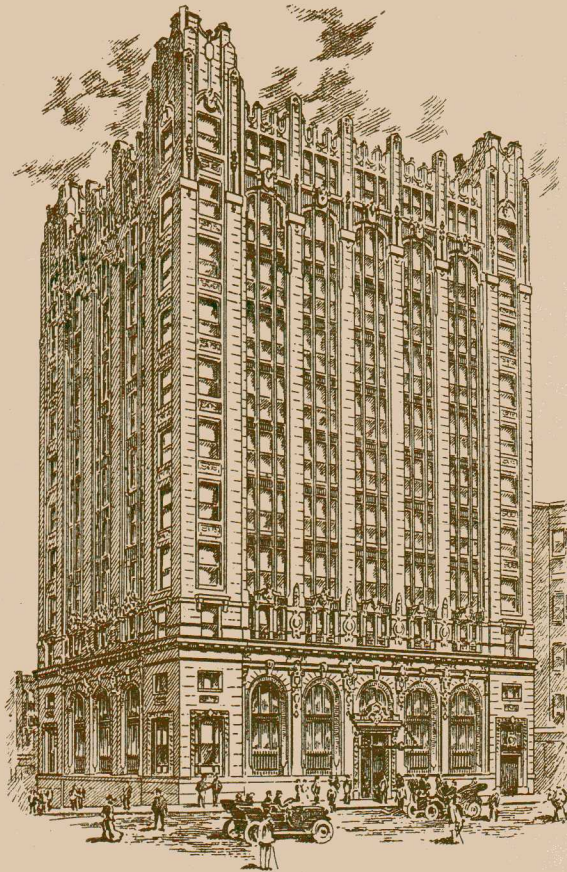
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