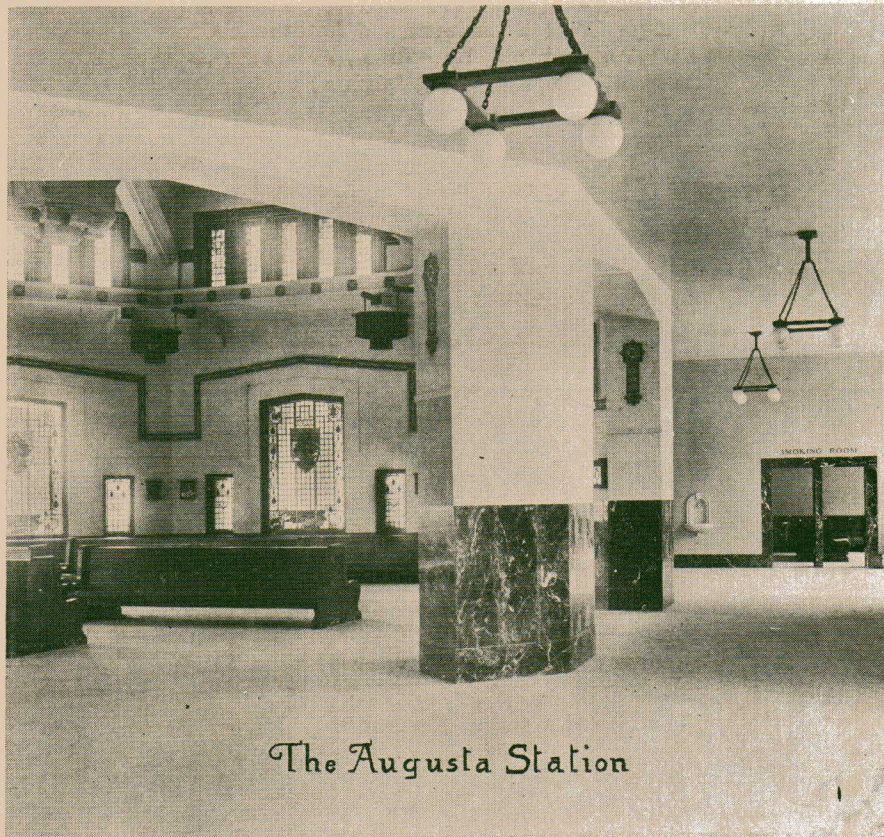
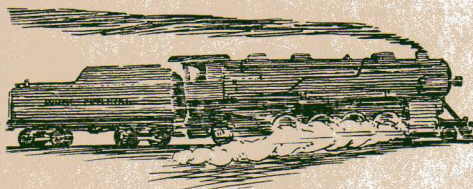


Maine Central *Magazine*



The Augusta Station



JANUARY, 1925

George E. Warren Corporation

Cable Address: WARRENCOAL, New York, Boston, Norfolk

"ADMIRALTY" NEW RIVER COAL

TIDEWATER AGENTS for

AMHERST COAL COMPANY
Gas Coal

TIDEWATER AGENTS for

RED JACKET CONSOLIDATED COAL
& COKE CO.

NEW ENGLAND AGENTS for

Splint and Steam Coal
EBENSBURG COAL COMPANY
COLVER COAL (NAVY STANDARD)

MINERS AND SHIPPERS OF

High Grade Bituminous and Anthracite Coal
Pennsylvania, New River, Pocahontas,
Kanawha, Fairmont

AMERICAN COALS FOR EXPORT

BUNKERS Supplied at all ATLANTIC PORTS

OFFICES

Park Square Building
BOSTON, MASS.
416 House Bldg.
PITTSBURGH, PA.

Grand Central Terminal
NEW YORK
Medea Bldg.
JOHNSTOWN, PA.
9 Wellington St., East.
TORONTO, CANADA

Bank of Commerce Bldg.
NORFOLK, VA.
First National Bank Bldg.
HUNTINGTON, W. VA.

John C. Paige & Co.

INSURANCE

of every description

40 Broad St., BOSTON

115 BROADWAY, NEW YORK

YOUR JOB big or little

We give the
advice and
services of

ARTIST
ENGRAVER
LAYOUT MAN
COPY WRITER

We lay out your job
so you can see it as
it will be finished

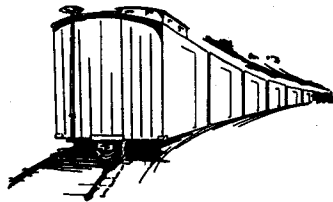
Lewiston Journal
Printshop

DEPOSIT ACCOUNTS INVITED

The Portland National Bank

UNION MUTUAL BUILDING

4%	On Savings Accounts	4%
-----------	----------------------------	-----------



*You Never Know When the
End is Coming*

The End of **YOUR HEALTH**
YOUR JOB
YOUR HOUSE
or **YOUR LIFE**

Any of these things **MAY HAPPEN TO YOU**

We carry every kind of Insurance

ROBINSON COOK, Inc.

Charles Sumner Cook, Pres. Robinson Cook, Treas.

Write for information to 465 Congress St.
Portland, Maine

Radio Fans Have Learned

**Radiola
Federal
Zenith
Ware**

That Radio Receivers
and parts sponsored
by this firm may be
safely chosen with
the assurance that
every requirement
will be fulfilled.

You may safely order
by mail from us.

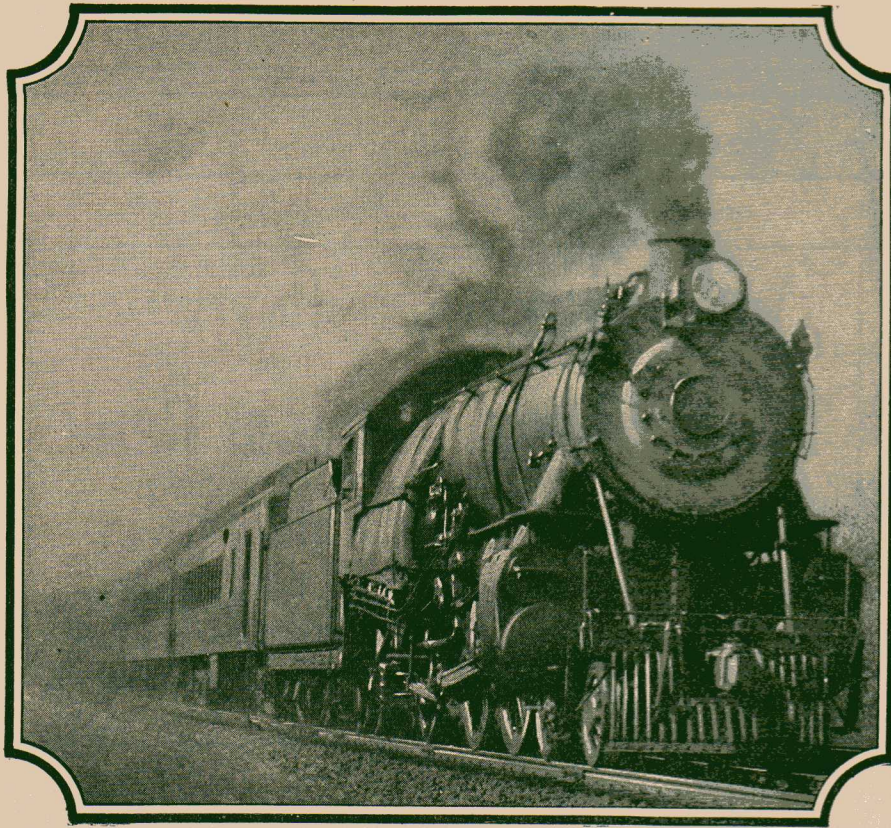
SAMUEL H. DEERING, INC.

"Quality First—Satisfaction Always"

Phone Forest 8598

13 Forest Avenue

PORTLAND, MAINE



Maintaining the Fastest Railroad Schedule with *Consolidation* Coal

55½ miles in 55 minutes!

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

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

From its 98 bituminous mines in districts in 5 great coal producing states, the Consolidation Coal Company supplies clean coal of maximum fuel to scores of companies which make American industry great.



The Consolidation Coal Company

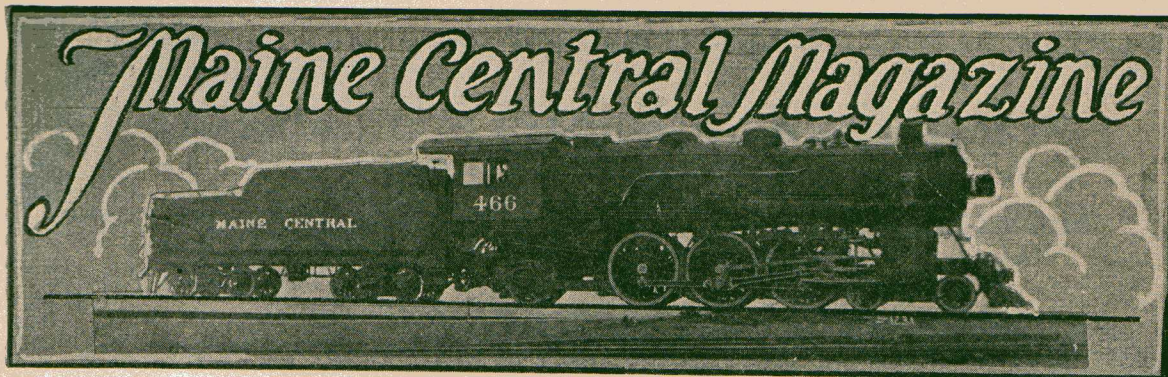
Incorporated

MUNSON BUILDING, NEW YORK CITY

DETROIT, MICH., First Nat'l B'k Bldg.	BOSTON, MASS. State Mutual Bldg.	CINCINNATI, OHIO Union Cent'l Bldg.
PORTSMOUTH, N. H., 137 Market St.	PHILADELPHIA, PA. B'kers Tr. Bldg.	NORFOLK, VA. Nat'l B'k of Com. Bldg.
BALTIMORE, MD. Continental Bldg.	WASHINGTON, D. C. Union Tr. Bldg.	CLEVELAND, OHIO Rockefeller Bldg.
	CHICAGO, ILL. Ill. Merch. Bank Bldg.	
	MILWAUKEE, WIS. 843 South Canal Street	

Foreign Offices } LONDON, ENGLAND Billiter Sq. Bldg.
 } GENOA, ITALY 10- Via Roma

Sales Agents { ST. PAUL, MINN. North Western Fuel Co., Merchants Nat'l Bank Bldg.
 } MONTREAL, QUEBEC Empire Coal Company Ltd., Keefer Bldg.
 } GREEN BAY, WIS. F. Huribut Company



Vol. 2

JANUARY, 1925

No. 1

New Branch Exchange

One Now Installed and In Operation by Portland Terminal Company Is the Largest In Maine—Some Facts and Figures—Railroad Telephones More Used Than Any Others

HOW many know that the Portland Terminal Company's new branch exchange is the largest in Maine?

It has been installed and in operation about eight weeks; and every day it demonstrates its efficiency—one may say its necessity. The number of calls handled over it is at times almost unbelievable.

And this board—a Multiple No. 4—was made necessary by the constantly increasing business in this part of the railroad world. It is a product of evolution.

Prior to January, 1924, Portland Terminal calls were handled through a system of private lines maintained by the Maine Central Railroad and Portland Terminal companies. There were several of these lines, but no branch switch-board or central office connection. Then in January of last year, closely following the completion and opening of Rigby, a small, single-position branch, constructed for but two operators, was installed. It proved inadequate for the great volume of business, and has been succeeded by the present one—which is exactly similar to those in the telephone company's largest central offices.

This new one is so constructed that three operators can work simultaneously—and an additional position can be added, whenever desired, without undue loss of time. An important point is that each operator has all lines terminating in front of her, making it possible for her to complete all connections without interfering with her fellow-workers.

The task of changing from the old exchange to the new, with the operators constantly on duty and no interruption in service, was delicate and difficult. It was accomplished under the direction of Philip L. Freeman, with an efficiency and skill that proved extremely gratifying to Portland Terminal officials. His assistants were James Quill, Frank Merrick, Raymond Warren, Arthur Butler and Harry Dyer. And here is a point worth noting: So important was this job considered that manufacture of the board was supervised by engineers of the American Bell Telephone Company, with headquarters in New York—a mark of real distinction from the telephone's high chiefs.

This exchange serves every railroad tele-

(Continued on Page 23)

President McDonald's Statement

A Brief Resume and Forecast, As Requested by Portland Newspaper—Taxation Reduction the Issue of Paramount Importance—A Prospect of Better Returns In 1925 Than For Any of the Past Five Years

President Morris McDonald of the Maine Central Railroad Company was asked by the Portland Press-Herald to make a statement for its annual financial edition, published January 5. He replied as follows:

It was confidently expected, during the early part of 1924, that the operating results of the Maine Central Railroad Company for the year would show a net income of at least \$500,000. From the best information obtainable, it appears now that the net income will be approximately \$300,000. While this result is not wholly satisfactory, it is gratifying to be able to state that although the freight and passenger revenues for the year have been considerably less than for the previous year, operating and other charges have been reduced to such an extent as to make the above result possible.

Taxes are taking an ever increasing share of the railroad revenues. The present excise tax of the State of Maine, which is in addition to local assessments, is based entirely upon gross receipts and is assessed at the same rate upon all the principal railroads of the state, regardless of their varying values and earning capacities. Because of advances in rates and fares, made necessary to meet increased charges of operation, this tax has more than doubled in the last few years—although, in the same

Resolutions

At a recent meeting of the board of managers of the Portland Chamber of Commerce, held in the Congress Square Hotel, Portland, the following self-explanatory resolutions were unanimously adopted:

Whereas, it appears that our present gross revenue tax of 5½ per cent upon the steam railroads of our State results in a larger tax burden than is the average of other states, and

Whereas, it appears that this 5½ per cent tax costs the railroads of our State more than double as much in 1924 as in 1911, when the rate was first established and when operating conditions and Government regulations were easier, and

Whereas, the Board of Managers of this Chamber of Commerce is keenly aware of the vital public service performed by the railroads, and wishes to co-operate in every possible way that may lead to further development and efficiency of our railroads which should result in reasonable return to railroad security investors and lower rates to the public.

Now therefore, be it

Resolved, that the Board of Managers of the Chamber of Commerce is convinced that the present method of steam railroad taxation in Maine is fundamentally wrong, excessively burdensome, and requires corrective action by the Legislature.

A Straw Vote

The Lewiston Journal recently sent to seventy-five representative Maine men and women the following question: "What do you think are the most important things for the incoming legislature to do?" Each recipient was asked to make three suggestions.

The tabulated replies were printed in a recent issue. Not all of the 75 responded; but it is interesting to note that of those who did, no fewer than 40 said: "Reduce the railroad tax." This was the greatest number in favor of any one proposition. The next highest number—39—suggested a free bridge across the Kennebec at Bath. Thirty-six wanted the present primary law repealed; 35, greater publicity for Maine; 34, a definite water power policy. Other answers were divided among many propositions.

George F. West, president of the Maine State Chamber of Commerce, gave perhaps the briefest summary of why he thought the railroad tax should be revised. Said he: "I favor revision of our tax laws, and especially relief to the railroads—which, under the existing law, are taxed out of all proportion to their earnings and ability to pay, thus blocking the very purpose we desire to accomplish, viz: the fuller development of our railroads and facilities for public service."

period, the net earnings of the Maine Central Railroad Company have diminished. I need hardly give it as my opinion that the law should be revised so that the tax assessed under its provisions shall be more in harmony with present-day conditions in the field of transportation; for, as it now stands, this law is both unsound in principle and unjust in practice.

Recognizing this, the railroads operating in this state will accordingly propose to our incoming legislature the adoption of the "gross-net plan," so called. Under this the tax on gross receipts would be retained, but would be graduated according to the ratio between gross receipts and net operating income. Every railroad would pay at least three per cent. of its gross receipts and as much more, up to the present extreme limit of five and one-half per cent., as its net earnings would justify. This would be economically sound, would be fair to all interests concerned, and cannot be urged too strongly.

It is gratifying to note that the question of railroad taxation has within the last few months been recognized as of significant importance—not only to the railroads and their stockholders, but to Maine and its people. In fact, it is almost remarkable how this great problem has leaped to the front in public discussion. It has been the subject of several im-

(Continued on Page 23)

Conductor Johnson Recalls a Vivid Experience and a Strange Coincidence

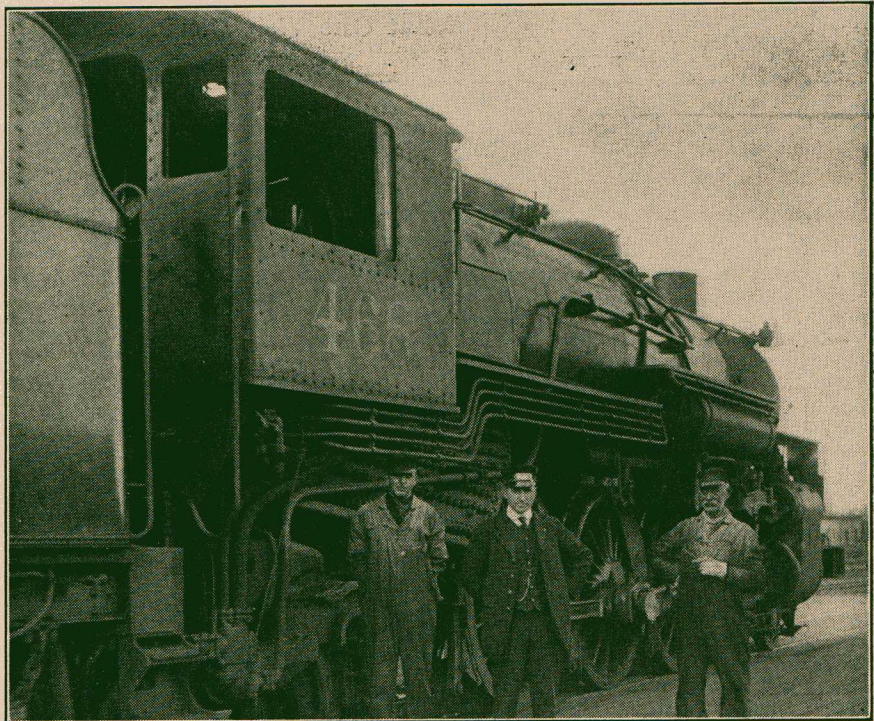
"I read with interest your interview with Lew Bailey in the December issue," said Conductor A. N. Johnson, in recent conversation with a Maine Central Magazine reporter, "but I notice he told you more about his father and his grandfather than he did about himself. That didn't surprise me. But 'Pa' Bailey, as we all call him, has had experiences enough in Maine Central service to fill several columns—some of them mighty interesting experiences, too.

"I was thinking, when I read that interview, of a chapter of railroad history in which we both figured—and of a curious coincidence it brought about, years later. Twenty-two years ago I was brakeman on No. 2 and Pa Bailey was engineman. At 12.30 o'clock one morning, one and one-half miles east of Yarmouth Junction, there was a wreck. I don't like to think about it, even now—but a fellow does sometimes.

"Well, it was rather a wild scene, in the darkness and drifting fog, but what sticks in my memory is the way we hunted for Pa Bailey. He'd disappeared, you see, and we were frantic to find him.

"Finally we did find him—down behind one of the trucks. He was black as ink and—well, we were frightened for a moment as we bent over him, there in the dim light. Then I walked the mile and a half to the nearest telegraph station at Yarmouth Junction and got word to Portland. Mr. McDonald, then general superintendent, and Mr. Sanborn, superintendent, came out to meet us with the wrecking crew. I shan't forget the kindness and consideration we were shown.

"Morning brought realization that, after all, what had happened might have been much more serious—and Pa Bailey was spared, thank God, for many other years of faithful service. All this, you know, was in the earlier days of railroading; we have all manner of safeguards now that didn't exist then."



A picture, taken some years ago, of Engine 468, which hauled No. 11, Portland to Bangor. Those in the group, left to right, are: John Denham, fireman; A. N. Johnson, conductor, then the youngest runner out of Portland; Pa Bailey, engineman.

"But what about the coincidence?" the reporter questioned.

"The coincidence? Oh, sure! A long time later Engineer Stillings was taking No. 2 out of Bangor and I was conductor. One day we were talking of the old wreck and I said: 'There's one thing I've never known—the name of the fireman. And I've often wondered.'

"'Were you on that train, too?' asked Mr. Stillings.

"'Sure,' I told him. 'I was braking.'

"'Well,' said he, 'you are talking with the fireman now.'

"'We had passed through that wreck together, but hadn't known it all those years.'

"The Signal Tower," a much-advertised railroad "movie," is being shown in the Maine theatres. But when do we get "The Iron Horse?"

A Trip of Inspection

Some Quiet Preventive Measures Against Fire, About Which Little is Generally Known — The "Insurance Adviser" and His Duties —
What One Visit Disclosed

By curious coincidence, the little story that follows was written only a few days before the fire in the Waterville shops.

Perhaps this fire makes the story all the more apropos. Anyway, it describes some of the preventive measures taken. And so—

Some of the work in this extremely busy railroad world in which we live does not show upon the surface. It is important—highly so, oftentimes; it counts in results. But there is nothing showy or spectacular about it. Quiet efficiency seldom attracts the attention of newspaper men.

For example: Every now and then, at some point on the Maine Central's far-flung system, there appears a young man who has made a life study of fire prevention. It is his job to see that Maine Central property is protected against any form of fire loss, so far as modern methods and careful oversight make it possible. And yet he assumes no explicit authority, issues no sharp or unpleasant demands. His system is to drop, here and there, bits of advice, caution or suggestion—to work in harmony with the road's supervising officials, as some fellow-railroad man might do. He is called an "insurance adviser." And so we will introduce—although to many who read these lines he needs no introduction—Mr. L. F. Wilcox, representative of John C. Paige & Co., insurance underwriters of Boston and New York.

Now, the average man knows little about fighting fire and less about preventing it; and yet, from

Bound Volumes

Several inquiries have been received from members of the Maine Central family who say they have kept all twelve issues of the Magazine in the year 1924, and, wishing them in permanent form, ask where they can get them bound.

Any bindery would be glad to do the work, and of course will promptly answer inquiries. The Lewiston Journal Printshop, where the Magazine is printed, will do it for \$4.75. Those so desiring can send the twelve numbers (unrolled) to the Printshop, Lewiston Journal, Lewiston, Me., where they will be bound in either cloth or imitation leather, as specified, and returned pre-paid.

At Magazine headquarters, 222-242 St. John street, Portland, there are a considerable number of the January, February, March, May, July, August, October and November issues; and we will be glad to send them—so long as they last, and of course without charge—to any members of the family who desire. The April, June, September and December issues, however, are almost out of print.

Our Family

(By M. F. Frost, Night Baggage-man, Hallowell.)

Of railroad families here and there,
We have one here that's pretty fair.
Our agent knows the railroad game,
And E. C. Douglass is his name.
A better man it's hard to find
Anywhere on any line.
And Ed.—he in the freight house stays
To ship your freight 'most any way,
North, South, East or West—
Just bring the freight; he'll do the rest.
Then Meader in the baggage room
With a pail, a mop, a brush and broom,
Keeps everything just spick and span—
To check your baggage he's the man.
And Murphy, pounding on the keys
As busy as a swam of bees.
His motto is, "We're here to please,"
And with him each of us agrees.
And then the writer? But I'm through.
I think they're great, and so would you.

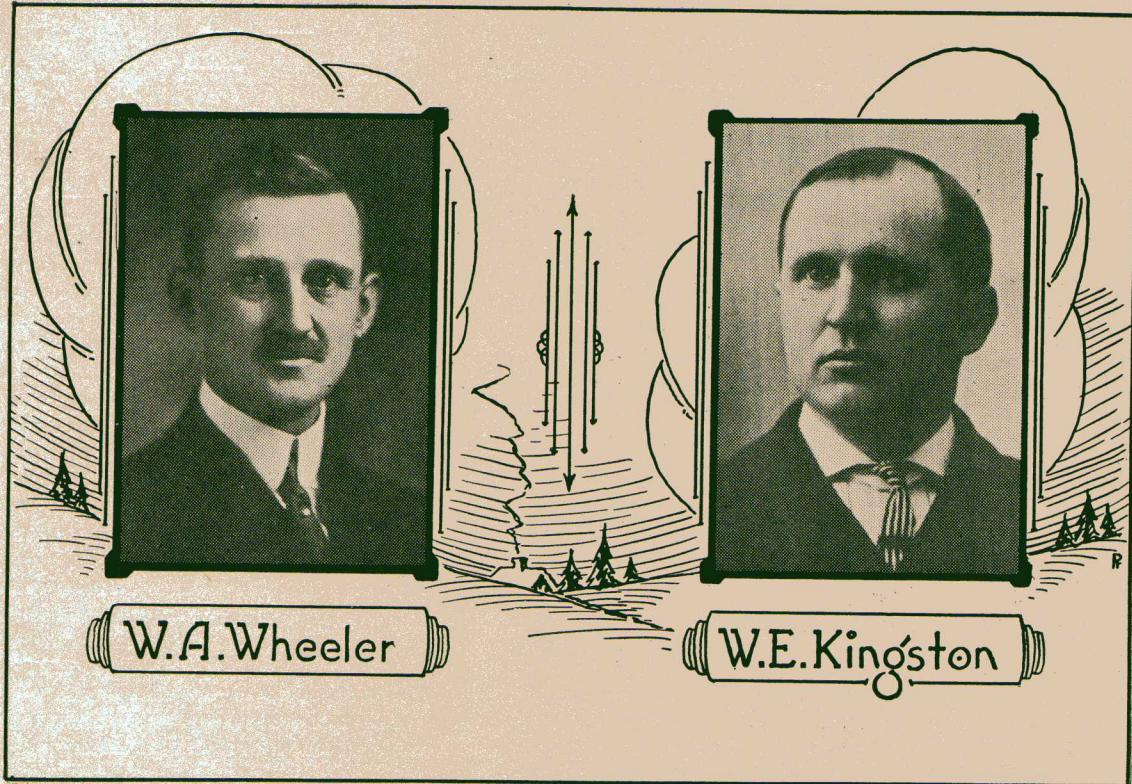
the experts who supervise big industrial plants, he could get many tips that might prove valuable in his own home. Therefore, out of curiosity if nothing more, we asked Mr. Wilcox if he would take us on one of his inspection trips.

"Come if you like," he replied. "We'll go to Rigby—not that I select that in preference to any other part of the system, except that it is big and near-a-hand." And so the insurance inspector and his Magazine guest took a car to where Maine's greatest terminal lay outspread in a far-flung panorama of buildings, a maze of cars and tracks, against the South Portland horizon.

We first visited Tower Two, which is a new building. "In inspecting every building," our guide explained, "there are four features to consider—construction, occupancy, the way in which it is protected by fire apparatus, and its exposure—that is, its surroundings. This particular building is new—its lighting and heating apparatus is up-to-date and safe; it is a signal tower, so there is little hazard; and there isn't much around it to burn. For protection—a chemical extinguisher, a few pails of water, and a private hydrant near the engine house." He tested the extinguisher by unscrewing the top and letting a drop of sulphuric acid from the small bottle fall into the solution of soda bicarbonate. It foamed and bubbled as soda sometimes does when the clerk who serves it knows the

(Continued on Page 26)

**Mr. Asnault Retires As Mt. Division Superintendent;
Mr. Wheeler Succeeds Him**



Popular Maine Central Officials Who Have Been Promoted.



THREE important executive changes were recently announced—the resignation of James Asnault as superintendent of the Mountain Division; the promotion to this position of William A. Wheeler, assistant superintendent of the Eastern Division; and the promotion of W. E. Kingston, chief dispatcher of the Eastern Division, to the place left vacant by Mr. Wheeler.

Mr. Asnault was 42 years in service. Born in Carleton, Prince Edward Island, in 1859, he began railroad work in August, 1882, with the construction crews of the Bridgton & Saco River Railroad, continuing until the road was completed in January, 1883.

A month later he went to the Portland and Ogdensburg Railroad as freight brakeman, remaining in freight and passenger service, as brakeman and baggageman, until 1890. He was then promoted to conductor, filling this position on work, freight and passenger trains. In August, 1896—the Portland and Ogdensburg having in the meantime been

taken over by the Maine Central—he was appointed roadmaster of the Fifth Division; and he acted in this capacity until December, 1905, when he became superintendent of the Washington County Railway, which the Maine Central had purchased. When the Washington County Railroad was consolidated with the Eastern Division, he was made the Eastern Division's assistant superintendent. He was promoted to the superintendency of the Mountain Division in July, 1917, resigning Dec. 31, 1924, because of ill health.

Mr. Wheeler began his railroad life as operator at Brunswick under his father, the late Henry W. Wheeler, in 1891. In the spring of 1897 he was transferred to the Portland office as operator, and in the fall of the same year was made train dispatcher. In 1908 he went to Bangor as chief dispatcher of the Eastern Division, and in July, 1917, was promoted to assistant superintendent.

Mr. Kingston entered Maine Central employ as

(Continued on Page 23)

Maine Central Magazine

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

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.

JANUARY, 1925

Editorial

Maine Central Spirit

Agent E. C. Herrick of New Gloucester, learning this fall of several people who were planning trips to the South, got into personal touch with them. They had intended going into Portland, there purchasing their tickets and beginning their railroad trip; but he told them that if they would give him the dates, and sufficient notice, he would so arrange it that they could start from New Gloucester—getting all transportation there, and thus saving time and trouble. This was done; and they were so well pleased that several of them later sent Mr. Herrick an attractive Christmas memento.

Specifically, the travelers thus accommodated included eight for Clearmont, Fla., one for Southern Pines, N. C., and one for Augusta, Ga.

We think this worth mention in the Magazine, for it is a fine example of Maine Central spirit. Many living within a wide radius of Portland, who intend making trips to points outside of Maine and cannot immediately purchase through Pullman transportation at way stations, drive into Portland by automobile. Here, at Union Station, they get their transportation—but no part of the money thus received goes into the Maine Central treasury. If, on the other hand, they purchased through transportation at way stations, the Maine Central would gain by their patronage between these stations and Portland terminal. This would not be a large sum per individual—but, multiplied indefinitely through the year, the aggregate would be worth while.

And this is why the act by Mr. Herrick in accommodating ten would-be passengers

proved very gratifying to officials of the passenger department. He was not obliged to do it; it was his own idea. He need only have referred those passengers to Union Station. But he did something much better—thus proving again that personal initiative is the distinguishing mark of a successful railroad man.

James Asnault

The service record of James Asnault, retiring superintendent of the Mountain Division, which appears elsewhere in this issue, is only a skeleton—a brief outline—of the story that might be written: yes, and that some day we hope to write. Clothed in descriptive English, and its bare facts embellished with the reminiscences Mr. Asnault could so well give, it would become a narrative of absorbing interest.

Jimmy Asnault, as he is affectionately called, was 42 years in the service of the Maine Central or its immediate predecessors—little roads that since have been absorbed into the Maine Central system. He gave it the best there was in him; no man ever worked harder than he. Many a time, when storm, flood or disaster came, he could have issued orders without relinquishing personal ease—but that was not his way. He wanted to be out, sharing the work and hardships with his men. His record is one of earnest effort, of inspiring faithfulness, of quiet efficiency. The promotions that came in his long career did not “merely happen”—they were the reward of merit. Railroad men and women throughout the Maine Central system—yes, and far beyond it—had confidence in his ability and were proud to be his friends. Could there be a higher compliment than the simple statement that his life work was well done?

Many congratulations have been bestowed upon the popular and able railroad men who have been promoted, respectively, to superintendent of the Mountain Division and assistant superintendent of the Eastern Division. They have been congratulations well deserved.

With this issue, the Maine Central Magazine begins its second year. Next month it is to be enlarged—an action warranted by constantly increasing advertising; and we

(Continued on Page 28)



Frank O. Deering, foreman at Union station, Portland, will leave in a few days for California, where he plans to stay until April.

Engineman George R. Haynes, who runs on Nos. 7 and 24, Portland and Farmington, was warmly greeted on his return to duty after a six weeks' lay-off, from illness.

Starting the new year right! Carlton I. Pickett and Martin Plummer, both of the freight auditing department, general offices, are receiving congratulations. Mr. Pickett's daughter, Roberta Louise, was born Jan. 4, and Mr. Plummer's son, Martin, Jr., seven and three-quarters pounds, on Jan. 7.

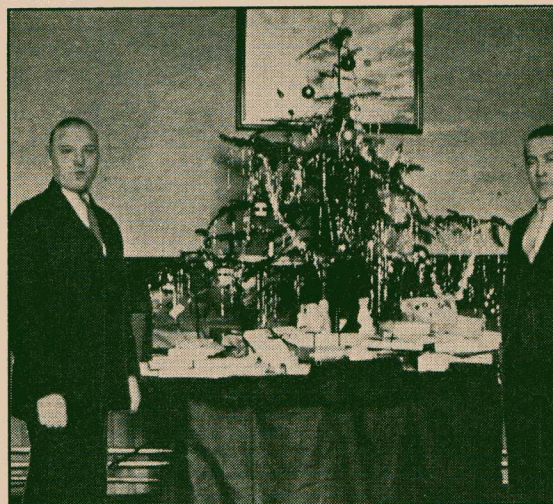
One who may be called a long-distance visitor—C. M. Taylor, switchman on the Missouri Pacific—has been stopping at the Portland Railroad Y. M. C. A. He met all of the boys there and took part in the opening games of the winter's domino tournament. He lives in Texarkana, Texas—a small city, but boasting a railroad Y. M. C. A. with a membership of 850.

Edward C. Sigars died suddenly of heart trouble January 1, while at his work in the yard at Washington Junction.

Mr. Sigars was 53 and had been for 25 years in Maine Central employ. He was well known and highly esteemed. His wife, two sons, a sister, a step-daughter and two granddaughters survive. He was a member of the Masonic and Odd Fellow fraternities and of the Baptist church.

James P. Casey, Past President of the Brotherhood of Railway Station Employes, was the victim of a painful accident at Bangor engine house, January 7th. Mr. Casey, who has been employed in the motive power department for more than 20 years, fell when a ladder on which he was standing slipped, breaking his arm and also sustaining bad skull bruises. He was in the Eastern Maine General Hospital for some days and will probably be off duty for about two months.

A Christmas Tree



A pleasant hour was enjoyed by members of the revision bureau, General Offices, at their annual Christmas tree. The presents were many and varied, including several of a humorous nature that originated in the inventive brain of Francis Spaulding. One of them was a full-course boiled dinner for Howard Dodge, who usually, of course, has no appetite.

This picture shows the tree and the two who did a good job in decorating it—Ben I. Glass (at left) and A. Clayton Waite.

E. C. Graham, yard master at Bangor, Mrs. Graham and daughter, will leave soon for a trip to California.

At the third annual meeting of Anah Temple, Mystic Shrine, held in Bangor January 8th, Maine Central employes figured quite prominently.

Carl E. Haynes, agent at Northern Maine Junction, was elected high priest and prophet, and S. H. Lancaster, engineman, first ceremonial master. A. J. Robinson, engineman, was floor director.

Charles A. Potter, who was formerly chief clerk in the superintendent's office at Bangor, and who has a great many friends on the Maine Central, was appointed oriental guide.

Due in large part to the good efforts of General Chairman Parrott of the Shop Crafts Association, some fifteen or twenty of its members were placed at Union station during the Christmas rush. This was arranged, following a series of conferences with officials and generous co-operation by all concerned. Mr. Parrott—the selection being left with him—chose representatives of the blacksmiths' helpers, machinists, carmen, etc., from both South Portland and Thompson's Point; therefore all crafts were treated impartially.

Deep regret was caused by the recent death of Winthrop Brackett, vice-president of Portland District, Shop Crafts Association, who was employed on the air rack job at Rigby. Mr. Brackett joined the Association some eight months ago, and at the last election was chosen one of its officers. He was much liked by his railroad associates, and was well known, also, in Masonic circles. He is survived by his wife and one son.

At the funeral, floral tributes were sent by fellow-workers at Rigby and by Portland District of the Shop Crafts Association. George H. Parrott, the Association's general chairman, was present, as was a delegation of shop craft employes.

Elaborate preparations are being made for the joint installation of General Office Lodge, 374, and Portland Lodge, 152, "Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees," to be held in Pythian Temple, Portland, Sunday, Jan. 11, at 2 p.m. Degrees will be conferred by the team from Boston lodge, and there will be an orchestra, a banquet and an entertainment. It will be over by the time this magazine reaches some of its readers; we hope to have a group photograph of those present in next month's issue.

At a meeting of General Office Lodge, Jan. 8, the committee of arrangements reported gratifying progress. At this time, also, Joseph T. Welch was elected delegate, and Frank E. Morton alternate, to the national convention in Kansas City, Mo.

Miss Florence Munro, stenographer to President McDonald and file clerk in his office, has left Maine Central employ and will reside with relatives in Chicago. None in the general offices will be more sincerely missed, for none had a wider circle of friends. It was not alone her ability—although her position required a great deal of that—but her unflinching charm and good temper that made her so popular throughout the building. Good wishes will follow her to the new field of broad opportunity in the middle west.

Miss Munro came to the Maine Central in 1918 as stenographer in the office of General Manager Dana C. Douglass, and in March, 1920, was transferred to the office of President McDonald. Her stenographic duties have been assumed by Miss Bessie Marsh, and Sidney C. Foster has been appointed librarian.

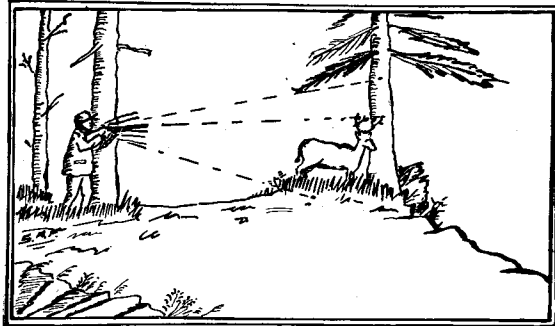
Sad, But True

The Inside Story of Why Engineman Lowell
Didn't Bring Home a Deer

This little story—just a bit late, for it went astray in the mails and wasn't traced until after the December issue went to press—comes to us from Bangor. It's much too good not to print. Yes, friends, every word of it is true:

BEHOLD THE HUNTER

And who is this hunter?
Why, it is Engineman R. A. Lowell of the Eastern Division.



•—Cartoon by S. A. Frost, Bangor Ticket Office

And did he not kill that nice big buck?
Yes, he did not kill the buck.

Why did the buck stand still and not run?

Because Mr. Lowell fired at the same one last year and the buck, recognizing him, knew he had nothing to be alarmed about.

What makes Mr. Lowell's gun quiver so?

That is caused by what is commonly known as "Buck fever."

And did Mr. Lowell have this "Buck fever?"

Yes, yes, very much so, and then some!

If Mr. Lowell had not been afflicted with Buck fever, could he have shot the deer?

According to his own story, he could have, as he claims he is a crack shot.

And do his friends believe this?

They believe everything else but—

The facts are as follows:

A party consisting of Mr. Lowell, E. C. Cahill and A. W. Crocker, engineers, with Fireman J. A. Coombs and Store Clerk C. B. Spaulding, all of the Motive Power Department at Bangor, recently spent a week hunting down the St. Croix River. From all appearances, they must all have been afflicted with "Buck fever" for they came home empty handed. Of course they blame it on to the noisy condition of the woods, but their acquaintances are skeptical as to this.

One morning Coombs and Lowell started out

together and Coombs, who is a natural born woodsman, located Lowell in a certain spot, instructing him to remain there ready for action at any moment, as he (Coombs) was going to drive a deer out for Lowell to get a shot at. Sure enough, this he did. But when the deer got a good look at Lowell, he just stood there and laughed to himself, and had an expression on his face as though to say, "Oh, I should worry about you, for I remember you from last year."

At last Lowell got his gun up ready to shoot, but was suddenly taken with an acute attack of "Buck fever." This accounts for the peculiar motion of the gun (see illustration).

As you will notice, the bullets struck under, over, ahead and back of the deer; in fact, they went everywhere except where Lowell wanted them to. After he had emptied his rifle, the deer threw a rather mean glance toward him and stalked off, and as far as we know, it is still stalking.

Thus ends the sad story, which is made sadder when we find that Lowell spent \$10 for a new set of sights for his gun just previous to starting on this trip and had told the bunch that all he had to do was just see game and it was HIS.

The motive power department at Bangor boasts two employees who are becoming quite well advertised in Eastern Maine among hen fanciers. They are George M. Hibbard, engineman, and R. D. Stubbs, who works in the stock-room. In the hen show, recently held by the Bangor Poultry Association in City Hall, some of their stock was classed with the aristocracy of the big exhibit. Mr. Hibbard won the "grand champion pen" with his young White Wyandottes, and in the heavy breeds he was also one of the sweep-stake winners, having the best White Wyandotte cock. Mr. Stubbs was owner of the best headed single comb Leghorn cockerel, and in the light breeds was announced as the sweep-stake winner owning the best single comb White Leghorn cock. He has become quite prominent as an expert on fancy poultry raising, and recently sold one of his cockerels for \$45. It is understood that it is to be exhibited at the Boston show this winter.

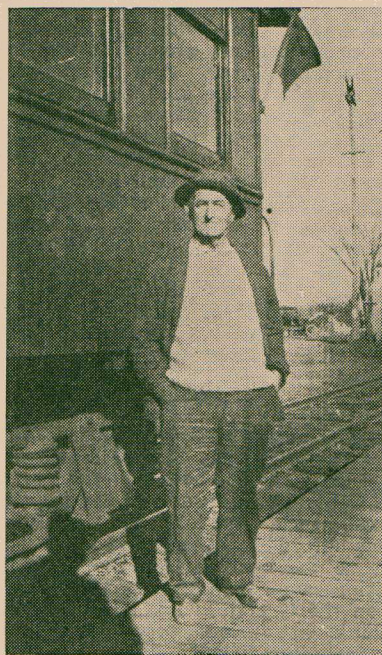
H. M. Harris, chief clerk to Assistant Comptroller Reeves, general offices, has a radio set of which he is proud—and with good reason. On Saturday, January 3, on KGO, he got Oakland, California, and heard an entire play—"Dulce," which was remarkably distinct and clear. On the following day he got Oakland again—this time a church service. And between Oakland and Portland he tuned into 21 other stations, getting a program on the loud speaker that was nothing if not varied.

Hundreds of the Maine Central family heard on their radios the recent concert by John McCormack. And it wasn't alone this one concert that so deeply interested them—it was what may be called the big idea back of it. Hitherto, artists of the first rank—singers, musicians and actors—haven't usually been heard upon the radio. Some of the programs have been uninteresting enough, save to dyed-in-the-wool fans. But if John McCormack and those of like standing are to broadcast their voices and ability—why, it will revolutionize everything. And what it will do to the theatres—!

A Veteran

(By C. W. Whittier, Belfast.)

Henry H. Webb, a native of Brooks, Maine, entered the employ of the maintenance of way department September, 1886, as underhand, under section foreman John McTaggart on section No. 60, Waldo, and during his services on this section he also worked under section foremen O. A. Johnson, A. B. Stantial and I. A. Gould. George Wagg was roadmaster at this time. Mr. Webb has been employed on all the sections on the Belfast branch as well as a number on the main line. After working ten years on section 69, Brooks, under foreman James B. McTaggart, he was promoted to section foreman April 1, 1893. H. A. Toward was roadmaster at this time.



At the time Mr. Webb entered the service there were 3½ inch American iron lengths from 8 to 24 feet, and instead of Weber joints "fish plates" were used; again the iron was changed to four inch steel taken from main line and relaid on the branch. A few years later this weight of steel was replaced by five inch 52 to 60 lb. to the yard, which is in use at the present time.

In Mr. Webb's early days pump cars were in use. Later a crank car was put into use until their section was lengthened from 5½ to 8½ miles, when a modern motor car was given them.

All the sidings in the early days were laid with 3½ iron, with no joints but end of rails put into what was called a chair spiked to the ties.

Wages those days ranged from \$1.10 to \$1.25 for ten hours and no extra pay for overtime.

Ballast was scarce and it was nothing uncommon to use four cords of shim wood a year. Now they seldom use half a cord. Mr. Webb has been section foreman for about 27 years and can boast of having only one derailment, a set of trucks off track, caused by breaking through the frost. Can anyone beat this record? For the past twenty years he has worked overtime enough to off-set his vacation period.

He is a man of sterling character, faithful, competent and considered one of the best of trackmen, always having a sturdy, well-working crew, which all goes to make this class of work a success.

William A. Wheeler, promoted from assistant superintendent of the Eastern Division to superintendent of the Mountain Division, was guest of honor at a dinner on the eve of his departure from Bangor to Lancaster.

Never had the private dining room of the Bangor House looked more attractive, and never had it been the setting of a more pleasant occasion. There were twenty-six at the table—largely officials of the Eastern Division, and all Mr. Wheeler's personal friends of long standing.

E. A. Johnson, superintendent of bridges and buildings on the eastern lines, was a witty and graceful toastmaster, and the tributes had a ring of sincerity that made them out of the ordinary. Their tenor was that Mr. Wheeler, by training, by temperament and by practical experience is finely qualified for his new position—and that his friends are pleased by his promotion, greatly though he will be missed in Eastern Maine. And this expressed the sentiment, not only of the speakers but of members of the family generally throughout the Division. Several mementos were presented him—the presentation address by Superintendent McLaughlin being exceptionally stirring and fine.

Those present, in addition to Mr. Wheeler, were T. M. McLaughlin, M. F. Dunn, E. A. Johnson, J. E. Gibbons, Harry Homans, Bertram Jackman, F. S. Whitney, W. E. Kingston, A. J. McCormick, J. R. Cromwell, J. L. Riggie, C. E. Reynolds, J. A. Cosgrove, B. Robinson, W. J. Sylvester, A. H. Bonney, J. H. Callan, W. B. Daley, G. H. Smith, L. F. Crane, G. D. Crane, G. C. Hewey, A. L. Dennis, C. H. Leard, B. A. Brackett.

In the recent death of Robert Moore, the railroad world loses one who was 38 years in service and who was widely known, both to other members of the Maine Central family and to the traveling public. He resigned as station agent at Poland only a short time before he passed away.

Mr. Moore was born in Danville. His first railroad position was baggage master at Lewiston Junction, on the Grand Trunk. He worked for the Grand Trunk, at various places and in different capacities, including ticket agent and operator, until 1894, when he went to the new station at Poland on what was then the Portland and Rumford Railroad. Here he remained thirty years—in the course of which the Portland and Rumford was absorbed by the Maine Central.

A great deal might be written, did our space permit, of Mr. Moore's life at Poland. He was known to everybody, and was one of the most active and valued members of the community. He saw its rapid growth in railroad business, and did far more than one man's share in bringing it about. It was he who interested influential men—including Bert M. Fernald, later governor and senator—in bringing to the district a real telephone service; who was instrumental in getting Poland its far-famed summer camps; and who trained many men to go forth and secure good positions in the railroad world.

For 17 years Mr. Moore lived on a farm at Elmwood, five miles from the station, driving back and forth to work—first in a team, later in a push car, then in a railway motor car, and finally by automobile. He went on duty at seven in the morning—and many were the nights, when trains were delayed by washouts or drifts, that he stayed until

after midnight. Those were the hard, picturesque days of railroading—but what stories they contained! For the past 14 years he lived at Poland, just across Lower Range Pond from the station. He was town treasurer for 18 years, and was a member of the Order of Railway Telegraphers and of Excelsior Grange.

In November, 1886, Mr. Moore married Miss Addie M. Pulsifer of Elmwood, a gifted musician, by whom he is survived.

Potato Bugs



The term "potato bugs" isn't one of disrespect—quite the contrary! It's the universal railroad nickname for those who tend the cars in which potatoes are shipped, making sure, among other things, that the temperature is always at the right degree. And, if you think that's an easy job, go try it some day.

Here are three well-known on the Maine Central lines. Reading from left to right, they are William H. Crosby, representing Reed Brothers of Fort Fairfield; Ralph Shepard of Caribou, and John Farley of Washburn.

Bystander: What's that fellow cheering about?

Pedestrian: He just missed the train.

Bystander: Then why so happy?

Pedestrian: He was racing it to the crossing.

Visitor (in early morning, after week-end, to chauffeur): "Don't let me miss my train."

Chauffeur: "No danger, sir. The mistress told me it would cost me my job if I did."

The Cross-Word Lightning Strikes

You Can't Get Away From It—Here's a Puzzle Written by a Maine Central Man and Relating Largely to Railroads and the Maine Central System—How He Did It.



ELL, it has come at last—even though we did once grit our teeth and swear that it should never be. We are printing a cross-word puzzle.

It isn't, however, an ordinary cross-word puzzle, similar to those in every newspaper you pick up. We can't hope to compete with the daily press. This is a railroad puzzle—at least in large part—and many of the names are of persons or places associated with the Maine Central, its employees and officials. And, if you care for details, we got it in this way:

Cecil Beane of the Revision Bureau, General Offices, dropped into Magazine headquarters for a little chat—after hours, of course.

"Why so slow?" said he. "Why don't you run a cross-word puzzle? All about our own railroad, you know."

"Perhaps," we replied, with what we fondly imagined was cutting satire, "you think you could make us one."

"That's easy!" he responded. He isn't readily abashed.

So the editor and his guest drew up to a table and went at it. Johnny Briggs came in, ventured some advice—which afterward proved to have been ill-founded—and disappeared. The great building grew dark and still. Hour after hour passed—although not exactly on golden wings. Then it was borne in upon the two workers that solving a cross-word puzzle, and building one from the ground up, are altogether different things. Words and letters had a way of arranging themselves just wrong, with diabolical ingenuity.

"Got to go now," said Cecil, finally, "or I'll have a lot of explaining to do at home." He held out his hand and added with grim determination: "Give me what we've done. I'll finish this darned thing if I sit up all night." Only the adjective, if we remember rightly, was not "darned."

Well, he did—finish the puzzle, we mean. And he must have sat up all night, too, although he wouldn't acknowledge it. Bright and early next morning he appeared and spread a sound, completed puzzle triumphantly on our desk. He had thrown away all the work of the night before, started the problem from the beginning, and made good.

The result appears on the following two pages—more space than we shall be able to accord any succeeding puzzle, but worth it in this instance. For

Mr. Beane—and this is said without a particle of flattery—evolved something really original and ingenious.

In the first place, he wrote in a "hidden slogan"—a sentence of five words; and it was necessary to build many of his other words around it. This, of course, complicated his task tremendously. But he managed to include several Maine Central stations, certain Maine Central officials and employees, and a few straight railroad terms—technical, and so perhaps not recognized by those in all departments, but perfectly correct. And he has a few—such as the abbreviation for music master—which are not in common usage but are in the dictionary and aren't obsolete.

In one place, and only one, Mr. Beane admitted himself stuck. That was No. 34, vertical—two letters that wouldn't seem to fit in any way; so he compromised by calling them the ninth and eighth letters in the alphabet, and let it go at that. And No. 33 vertical, "abbreviation for a spot where wild animals are kept," is Z. G., meaning Zoological Gardens. We explain this because it is a bit far-fetched and we don't think anyone would be likely to guess it. But all the others are words, or ac-

(Continued on Page 27)

It Gets 'Em All

*Mother's in the kitchen
Solving puzzles there—
Bobby's in the parlor
Pulling out his hair.
Auntie's dropped her sewing—
Yes, she's bitten, too.
"What with seven letters
Is a word for stew?"
"Johnny, go to grocer's—
Buy a tub of cheese."
"What's a word for azure,
Mother, if you please?"
Coffee's tasting awful—
Eggs are burned to brown.
"Fred, you get me nervous—
Have your food in town!"
Lawzy me, it's awful—
'Nuff to craze a guy;
Noon to night it's puzzles—
How the cross-words fly!*

A Maine Central Cross-Word Puzzle

By CECIL F. BEANE,
Revision Bureau, General Offices

1	2	3		4	5		6		7	8	
9				10			11	12			13
			14			15				16	
		17					18			19	
	20					21				22	
23				24							
25			26						27	28	
			29	30	31	32	33	34			
35	36	37		38							
39									40		

(See Opposite Page)

Horizontal

- | | |
|---|--|
| <p>1—Abbreviation for huge piece of machinery without which no train could run.</p> <p>4—To peruse.</p> <p>7—Abbreviation for a unit much used by grocers.</p> <p>9—Definite article.</p> <p>10—Of age.</p> <p>11—A New England State.</p> <p>14—A possessive pronoun.</p> <p>16—Part of the verb "to be."</p> <p>17—Part of the name of a railroad with which we are all familiar.</p> <p>19—Initials of a newspaper man who now works for the Maine Central.</p> <p>20—A measured movement.</p> | <p>21—Era.</p> <p>22—A group of States (abbr.).</p> <p>23—Right of going foremost.</p> <p>24—A Maine Central station on the Kineo branch.</p> <p>25—A Maine Central Junction point.</p> <p>27—Abbreviation for a piece of English money.</p> <p>29—A periodical.</p> <p>35—A prefix.</p> <p>38—A Maine Central station on the Portland division.</p> <p>39—A Maine Central station where once occurred a terrible tragedy.</p> <p>40—A form of freight way bill.</p> |
|---|--|

Vertical

- | | |
|--|---|
| <p>1—A Maine Central station near Bangor.</p> <p>2—A New England railroad (abbr. in condensed form).</p> <p>3—Initials of a motor company that is almost a household name.</p> <p>4—A man who has a great deal to say about Maine Central finances.</p> <p>5—Abbreviation for electrical engineer.</p> <p>6—A music master.</p> <p>7—Half.</p> <p>8—A station on the Knox Railroad.</p> <p>12—A Maine Central station near Warren.</p> <p>13—The other and lesser known name of North Concord, Vt.</p> <p>14—Markings of the Maine Central Railroad freight cars.</p> <p>15—Verbal.</p> <p>17—A container.</p> <p>18—Past.</p> | <p>20—Wages.</p> <p>23—Head of an important Maine Central department relating to finances.</p> <p>26—Abbreviation for a part of England's fighting men.</p> <p>27—Easy.</p> <p>28—A plant having a fibrous bark.</p> <p>30—Nickname for a beloved American President.</p> <p>31—A hard liquor.</p> <p>32—Indefinite article.</p> <p>33—Abbreviation for a spot where wild animals are kept.</p> <p>34—Ninth and eighth letters in the alphabet.</p> <p>36—First and fourth letters of a station near Bangor.</p> <p>37—Abbreviation for a province of Canada.</p> |
|--|---|

Completely to solve this puzzle, it is necessary to find the hidden slogan—a sentence of five words.

The solution will be printed in next month's magazine.

Some of the Best Known of the Maine



the Maine Central's Older Engineers

Courtesy of Arthur Ladd



F.W. STURTEVANT
(RETIRED)

GEORGE PILLSBURY

JOE BUTLER

BOB STURGEON

F.L. EDWARDS

GUS MOREYSECK

BEN GEORGE

A Constructive Railroad Program—Let Us Do Our Part Toward Making It Possible!

All of us want the railroads to succeed. Therefore we will read with interest the following constructive and progressive platform adopted by the railroad executives of the country for the year 1925, and will do our share toward making its suggestions possible.

It reads:

1. That all railroad problems as they arise should be dealt with and settled as economic questions, which they are, and not as political issues, which they are not.
2. That there is no condition existing today which calls for any urgent legislative action by Congress with respect to the railroads, either as to rates, labor relationship or valuation.
3. That railroad freight rate and passenger fare adjustments should be left to the duly constituted Government regulating body, where they will receive a full and fair hearing and non-partisan analysis, and not be made the subject of direct legislative action. Rate making by legislative action would be destructive.
4. That amendments to the Transportation Act which may prove necessary after experience under normal business conditions should be made only after a fair and judicial consideration of all pertinent economic facts, and not as the result of political agitation or of political pressure upon Congress.
5. That a continuation of adequate transportation facilities and service carries with it the necessity for adequate revenues to be earned and retained, in order that railroad credit may be restored and re-established in the confidence of investors and that ample additions, improvements and repairs may be made at reasonable financial costs.
6. That the carriers should seek in every legitimate way to enlighten the public on all phases of the transportation industry by giving out authoritative information, and should foster and aid the tendency recently observed to remove railroad questions from the battleground of politics to the field of economic analysis, so that private managements of the railroads may continue a program of increasingly adequate and efficient service, under full and proper regulation, and may continue the efforts they are making to serve faithfully the public interest.
7. Looking forward with renewed confidence to the fairness of the American people, the railroads are determined to continue their policy of expansion to provide adequate transportation for the increasing commerce of the country and to strive in every way to bring about greater efficiency in operation.

The railways must spend money to render satisfactory service. They must spend money to save money by installing cost-reducing facilities. A sound public policy to permit the up-building of railway credit, so that the necessary capital may be secured, will result in benefit to every business interest.

Cheered The Maine Central

Unusual Scene at Gathering of Boys' and Girls' Clubs at Orono—A Few Features that Escaped the Newspapers—Young Girls Can Buy Year's Wardrobe for \$148.



INTRODUCING Mr. W. G. Hunton, the Maine Central's industrial agent, at the annual banquet of the State Boys' and Girls' Clubs in Orono recently, Toastmaster Shibbes said in effect:

"He represents the Maine Central Railroad—one of our greatest organizations, and the best friend the boys' and girls' clubs have in Maine."

This was followed by cheers for Mr. Hunton and cheers for the road,—and this was significant—not because of the popularity of any individual, but because of its underlying principle. Maine has for generations given the best of its young manhood and young womanhood to build up other states; we have enriched them at our expense. And the big purpose of this annual club gathering is to teach growing boys and girls—the young manhood and young womanhood of the immediate future—the true value of agriculture and home economics, and how they may be applied to their own life progress and the progress of Maine. In other words—in the last analysis—to keep these young people at home.

It is human nature, in every endeavor, to desire an incentive. At these annual gatherings, the young people endeavor to distinguish themselves in competition along agricultural lines, and the incentive—the immediate incentive, at least—is found in a series of prizes offered by the Maine Central: the only ones at the meeting.

One hundred and one children and local leaders attended, and the meeting continued three days. The first day was devoted to registration, assignment of rooms and opening exercises, at which addresses of welcome were given by the University of Maine's president and dean; the second day to lectures, demonstrations and a banquet; the third to odds and ends of final business and getting ready for home. There were exhibits of canned foods and vegetables,

needle work, garments of all kinds, knitting, crocheting—all by the club members themselves.

The awarding of Maine Central prizes was at the close of the banquet. There were 65 of them, in amounts from \$5 to \$1—and Mr. Hunton passed the winners bright new money, which he had received from Treasurer Patterson. It was, undoubtedly, the climax of the three days.

One feature new this year, and not mentioned in any of the newspapers, was a unique but highly practical test for girls under fifteen. Models of garments cut from fashion plates of magazines were pasted on large squares of cardboard, and next each

square was an actual sample of the material, together with the price for which it could be bought. Then each young participant was required to figure, in a sort of budget, what it would cost to clothe her an entire year.

And here is something that may surprise a few Maine Central mothers: One participant found that she could buy her year's wardrobe—for school, for house, for parties, underclothing, shoes, hats, everything, and all of excellent material—for \$148.

"You're going to make it easy for the young men of tomorrow to found their homes," said Mr. Hunton in awarding the prizes to this particular group.

The cooking contests—open to girls up to and including eighteen—brought forth a wonderful array of food. The

potato contest was another really significant feature. Young boys were told to pick potatoes from a common receptacle and arrange them upon a table according to standardization, disease, etc. In other words, they were to judge at a glance the actual food and market value of each potato. Eighty per cent of them did it with absolute accuracy—which, in all probability, was far better than an equal number of adults could have done.

Altogether, it was a happy augury for Maine's future, this gathering of earnest boys and girls.

He Didn't Know

First prize for raising the best pig was won by a quiet little fellow who had taken a marked interest in all the proceedings. Mr. Hunton said to him:

"When I was farming, I was interested in pigs. There are great possibilities in them. But, in looking over your story, I can't find out how much you made on yours."

"I don't know," the boy confessed.

"Didn't you raise him yourself?" said Mr. Hunton.

"Yes," said the boy. "I know what he cost me."

"Then how much did you make after it had been raised and killed?"

"Well," said the boy, "he's still alive. You see, I got so darned fond of that pig I couldn't bear to see him hurt."

Thus did sentiment interfere with scientific farming.

A Boost For Athletics

**"Yard Athletic Association" Formed At Enthusiastic Meeting New Year's Eve—
Bowling and Other Sports—Rockland and Portland
Bowlers Are To Meet**

One of the greatest boosts that Maine Central and Portland Terminal athletics have ever known was the formation, New Year's eve, of an athletic association by the employees of Rigby yard. The big attendance, on a night when everybody present might have been enjoying himself at some social gathering up town, demonstrated the spirit and interest.

Although formed, specifically, to support a baseball team next summer, it is believed the association will some day be broadened to include other forms of sport.

Bowling is now in full swing. The Railroad Y. M. C. A. domino league has started. Here are some of the details:

Form Association

This isn't exactly the season one would expect baseball discussion at an enthusiastic meeting. Yet it is what happened New Year's Eve—the one time on which most people stick snugly to their own fire-sides or their own social gatherings. And that appealed to us as interesting and significant.

For although hundreds of social events, big and little, were in progress up-town; and although a bitterly cold wind swept through Commercial street, the assembly room of Supt. Priest's offices was filled with sporting enthusiasts from Rigby yard. And, before the meeting ended, they had formed the Yard Athletic Association—which not only will finance and support a baseball team next summer, but is likely to broaden into other forms of athletic activity. In fact, once fairly started, its scope is almost limitless.

J. L. Quincy, yard master at Rigby, had a lot to do with arranging the meeting, although he smilingly declined to be placed upon any of the committees. The boys knew, however, that they could count upon his backing and co-operation in every possible way. And it was one of the best meetings of its kind the writer ever attended. Not one of those present, probably, but had declined some social engagement in order to be present; that proved their interest. There was plenty of enthusiasm demonstrated in a practical, common-sense way. The speeches had a business-like directness that brought definite and gratifying results.

J. F. McNealus presided and H. E. Pettengill was secretary. In opening, the following letter from Supt. Priest was read and given a great "hand:"

"It did not occur to me when I was told that your meeting was to be held Wednesday evening

Red-Hot Bowling

John Goud of the General Offices, Portland, has quite recently made some big scores.

In a 10-string match with Andrew Blake of Portland, he won by a margin of 70 pins, getting six of the strings. And he finished strong, hitting the high single with a 129-string in the final lap—which gave him a total of 1005. The scores:

Goud—97-108-95-94-110-106-89-88-89-129=1005
Blake—98-92-83-100-86-87-105-91-86-107=935

Rolling with a partner, New Year's eve, on the Monument Square alleys, Goud made a total of 797 in seven strings—an average of about 114 a string; and on New Year's Day, in Lewiston, he won a 10-string match from Lew Donnell of that city.

Donnell has a big reputation in Androscoggin bowling circles, and it must have been a match worth seeing. Goud started the New Year right, winning the match by 60 pins, and, in six of the 10 strings, getting well over the hundred mark. The score:

Goud—104-92-119-93-110-122-109-84-101-89=1023
Donnell—86-108-87-110-100-97-107-95-80-93=963

that it was New Year's Eve and that I had arranged to be away.

"Am sorry to miss the opportunity of being with you. However, I do want you to know that I am heartily in favor of your proposition, and shall be glad to assist in any way that I can."

"With the officials with us and the men with us, we can't lose," said the chairman. This brought more applause.

The discussion lasted nearly two hours, and everybody in the room was called upon for ideas. The yard forces at Rigby number 308. It is entirely possible, it was agreed, to raise a first-class ball team and support it in good style. And thus there should be at least six teams in the Maine Central League next summer—for the other Rigby team, representing those not in the yard, will be continued. This gives Rigby two, Union Station, the General Offices, the Transfer House and Thompson's Point. And, of course, there is abundance of time between now and warm weather to receive any others that may care to join.

It was voted to form an athletic association and sell membership cards for \$1 each. This, if the response is as generous as there is every reason to believe, would provide money to equip the team fully—perhaps more. Collections taken at the games should be sufficient for running expenses.

(Continued on Page 22)



Maine Central Players of the Very Recent Past

Last summer much interest was shown in a baseball league representing various departments of the Maine Central Railroad and Portland Terminal Company. But this wasn't by any means the first year baseball has been played by real star representatives of the game who earn their daily bread—like the rest of us—in the Maine Central offices.

Two of the above groups were taken in the recent past. In the upper left-hand corner is the battery of the team representing the offices in 1921—A. Clayton Waite and Harold Murray, both of the revision bureau and both of whom still get out and show the other fellows some real baseball each season. Mr. Murray is a bit more aldermanic in build than he used to be, which at times slightly abates his catching but never his enthusiasm. It is understood that he never disagrees with the umpire, always accepting his decisions as final. Mr. Waite still pitches a strong game, occasionally, although most of his efforts are confined to right field. He is known for his ability to knock the ball to the end of the grounds.

The lower group shows the members of this team, photographed at Sebago Lake after a hard-

fought game. You'll recognize the faces—and also John Goud, official umpire, who still acts in that capacity. He is at the extreme right. The players, left to right, are: Harold Murray, Luther Brewer, Bliss Eadon, Ted Brums, John McCullum, Guy Shaw, Philip Pearson, Malcolm Allen and Clayton Waite.

The group at the right is the Maine Central General Office ball team, as photographed at Portsmouth, New Hampshire, in the summer of 1916. The players, left to right, are: Front row—Joe Mulkern, general passenger agent office; Capt. H. J. Murray, Carl Thompson, freight audit office. Middle row—Tom Stack, freight audit office; James Toper, car record room; C. P. Hawkes, Guy Clark, Philip Smart, freight audit office. Back row—Alfred Lauritzon, Vernol Leavitt, freight audit office. Smart, p., and Murray, c., were the battery.

Of these, Mulkern is now in Texas; Thompson and Toper are working elsewhere in Portland—the former running a radio store; Clark is in the C. and O. offices, Richmond, Va.; Lauritzon is working for an insurance company, and Leavitt is wireless operator in the merchant marine. The others remain in railroad service.

Athletics

(Continued from Page 20)

Officers of the Association were chosen as follows:

President—P. F. Flaherty
 Secretary—J. J. Flaherty
 Treasurer—N. V. Horton
 Finance Committee—P. H. McFarland, chairman; E. S. Huff, F. J. DeCosta.

Those chosen to assist the finance committee were: East yard, H. W. Fogg; west yard, Michael O'Brion, P. H. Feeney; yard eight, H. P. Willett. The finance committee was given power to act in the printing of membership tickets and the raising of funds. J. F. McNealus was elected the new team's temporary manager.

Although all of the plans actually discussed related to the financing of a ball team, some of the speakers had a vision that went beyond the immediate present—a vision of possibilities. They foresaw that this Association may be the nucleus of an organization some day extending to other parts of the Terminal Company's system—an organization with its own club-house, backing all kinds of clean sport. Who knows?

John McGahey was first to pledge himself to buy one of the membership tickets. J. F. McNealus was second, Fred Gurney third, and John Rafferty fourth. A formal vote of thanks was extended to Mr. Priest, Mr. Quincy and the Maine Central Magazine for their co-operation and interest.

Dominoes; Billiards

The fourth annual tournament of the Domino Club of the Portland Railroad Y. M. C. A. began January 7 and will continue twelve weeks—or until each participant has played the same number of games, which may make the time a little longer.

There is no other railroad center we know in which so much is made of dominoes as at this Y. M. C. A. It is a fascinating game to watch and play, but somehow it doesn't seem popular outside of this one spot. A year ago, the Magazine printed, on behalf of the Y. M. C. A.'s crack domino players, a challenge to any other players on the Maine Central system. Every other challenge of a sporting nature printed in the Magazine's columns has been immediately accepted—but this one went unanswered. It is now repeated. Any domino enthusiasts in railroad circles wishing a match are invited to communicate with Secretary Harding, Railroad Y. M. C. A., Commercial street, Portland, and some of the most skilful players in the country will promptly be matched against them.

Those who played in the first session of the tournament were Charles Lord, Thomas Foss, C. M. Taylor, Joseph Joyce, Roy Shepard, I. H. Swett, Walter Knox, W. F. Shaw, M. S. Williams and Harry Boswick.

George Bowen, Edward Collins, Harry McInnis, M. A. Black, Willis Fowler and other good players in the club will enter a little later. There's a session each Wednesday night, the custom being to play three games at each table and then shift partners—so that on the number of tables, to some extent, depends the length of play.

As stated, this is the fourth tournament. There is an incentive, a cup being offered each year by the Association. The first year it was won by

Handsome Gifts

James Asnault, retiring superintendent of the Mountain Division, was presented a radio, which represented the contributions and good wishes of friends throughout the system. The amount necessary for its purchase was over-subscribed, and this over-subscription—\$50—was presented him in gold as a Christmas present, together with other remembrances.

Mr. Asnault says in a note: "I wish through our magazine to thank my friends of the Maine Central Railroad and Portland Terminal Company for the elegant radio set. It is wonderful company in the long evenings. And friends is the proper word, for I know that officials as well as men and women employees contributed."

Thomas Foss; the second and third years by Charles Lord.

Nor is this the only sporting activity at the Y. M. C. A.; a pocket billiard tournament began January 14. The prizes are a cup and inlaid tournament billiard cue, tipped with ivory. Each participant is expected to play three games of fifty points each with every other participant, and those playing are John O'Hagan, Charles Sanborn, Mitchell Mullen, Thomas Foss, Joseph Joyce, Charles Whitney, Roy Shepard and Carl Morgan. The regular tournament night is Wednesday—and, this being domino night also, the Y. M. C. A. is a busy place; but it is allowable for billiard participants to play at any time they can "make it," for not all of them can get in on Wednesdays.

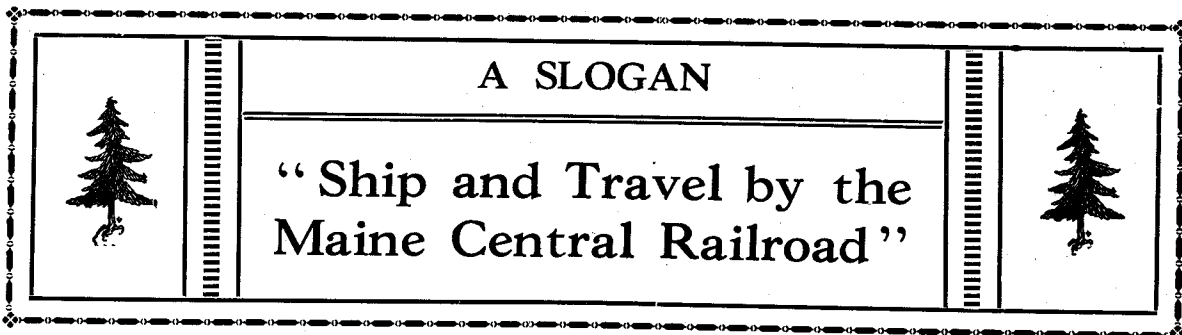
There is no charge for the domino tournament, which is open to all railroad men. For the billiard tournament there is a moderate fee—usually fifty cents, to defray necessary expenses—and those participating must be members of some Y. M. C. A., although not necessarily this one.

General Office League

The General Office League has been doing some good bowling. The standing of the teams on Monday, Jan. 12, was:

	Won	Lost
Bridgton and Saco	38	18
Somerset	35	21
Mooseheads	35	21
Kennebagos	33	23
Megantics	27	25
Sandy Rivers	26	30
Rangleys	24	32
Washington County	22	34
Kineos	21	31
Oquossocs	19	29

High men's average, Jess, 96; high men's single, Herald, 138; high three string total, Pearson, 334; high team single, Bridgton and Saco, 463; high team total, Sandy Rivers, 1321; high girls' average, Miss Sleeper, 80; high girls' single, Miss Sleeper, 99; high girls' three string total, Miss Webb, 260.



Promotions

(Continued from Page 7)

telegraph operator at Tomah, July, 1891, and worked as operator at Tomah, Danforth, Waterville and Vanceboro until January, 1898, when he was transferred to the Bangor dispatchers' office. He continued there as operator until October 1 of the same year, when he was promoted to trick dispatcher. July 1, 1917, he was made chief dispatcher of the Eastern Division.

Mr. Wheeler and Mr. Kingston assumed their new duties on January 1.

— ❧ —

New Exchange

(Continued from Page 3)

phone in Portland and within a radius of five miles with the exception of those in the Maine Central General Offices, the Grand Trunk, and the South Portland shops. Its operators are all former supervisors of the New England Telephone Company—girls of exceptional skill, who surely are performing a work of real importance. If you think it easy work—well, just sit beside one of them some day and try to keep track of all the calls as they come flooding in.

Here is a statement that may perhaps surprise the general public. It certainly surprised the writer, an old newspaper man:

No telephones are so much in use as railroad telephones—not even those in newspaper offices. To newspaper men this will seem almost incredible—especially when they cherish vivid recollections of certain election nights—but any telephone official will tell you it is true.

— ❧ —

President's Statement

(Continued from Page 4)

portant gatherings, of resolutions by influential organizations, of expressions of views by those who have made a study of Maine economics, and of comment in the daily press.

Although it has not been a recent subject of discussion, the disposition of our New England roads under plans for consolidation is a very live and vital issue—and will, I believe, actively confront us in the near future. In no other section has this question been more carefully studied, or attracted

Resolutions

*General Office Lodge, Brotherhood of
Railway and Steamship Clerks*

*WHEREAS, in view of the loss we
have sustained by the decease of our
friend and associate, George F. O'Connor,
and of the still heavier loss to
those who were nearest and dearest to
him; therefore, be it*

*RESOLVED, that it is but a just
tribute to the memory of the departed to
say that in regretting his removal from our
midst we mourn for one who was, in every
way, worthy of our respect and regard.*

*RESOLVED, that we sincerely condole
with the family and relatives of the
deceased.*

*RESOLVED, that this heartfelt testi-
monial of sympathy and sorrow for our
departed Brother be forwarded to the
family and same be spread upon the records
of the Lodge.*

JOSEPH T. WELCH
ANDREW P. VAN TIGUE
PERCY M. GLASSCOCK

greater public interest, than in Maine; and it is not necessary for me to review the details at this time. I will say that the management of the Maine Central Railroad Company has found nothing to warrant a change in the views it has already expressed, or in the plan which it has presented to the Interstate Commerce Commission. I recommend that it continue to have an important place in the discussions of all Maine civic bodies.

Any forecast for the year 1925 at this time must be largely speculative. I wish, however, to give it as my opinion that, with the election of a President and Congress not antagonistic to the railroads and with the expected volume of freight and passenger traffic by reason of a general improvement in business conditions, having in mind some relief from its tax burden imposed by the State of Maine and the effect of other operating economies, the Maine Central Railroad Company should be able to show a result for the year 1925 better than that for any one of the last five years.

The Rockland Station

It Is One In Which All Maine Central People Take Honest Pride—Real Beauties Disclosed in a Trip of Inspection—Lobster Shipping a Picturesque Feature



ROCKLAND has several features of which it is proud, and not the least of them is the Maine Central station. You see, it isn't at all what one might expect the station in a comparatively small city to be. In the real beauty of its finish and appointments, in the care with which it is kept, in its suggestion, somehow, of a real big-city terminal, it would do credit to a very much larger community. Therefore it is known all over the Maine Central system, and is often mentioned with honest pride.

In fact, as incoming trains draw up at the long cement platform, the stranger gets from this station his first impression of Rockland—and it is an impression so favorable that it goes a long way. He sees, first, an attractive building of brick, located in a sort of square near the intersection of two streets. The business section is less than a stone's throw away—but it is hidden from the platform, and the effect is of alighting squarely in a thickly settled residential section of the town. Strictly speaking, there are two platforms—one of cement, next the station building, and one of hard pine, running parallel on the other side of the tracks.

Passing inside, the stranger is more than a little impressed by the waiting room, with its tile floor, bordered in marble; its suspended clusters of lights, which can make it bright as day; its oaken paneling, and its huge clock above the ticket windows. And he would be equally impressed should he visit other parts of the plant—the comfortable freight office; the freight house, 233 feet long by 17 feet wide, where much transfer freight is handled, especially in summer, and which has a capacity of 52,056 cubic feet; the modern, faultlessly kept retiring rooms; the baggage room, with its brick walls and cement floor; the heating plant in the basement. And then, in summer, there are carefully planned patches of shrubbery and a green lawn before the door—touches of color and artistry against a railroad background. It is all so spic-and-span—so stylish, if the expression is allowable—that a trip of inspection is a source of real pleasure. In fact, there seems to be just one thing lacking—a private office for the general agent. There is abundance of room on the second floor, and the impression prevails that one may be constructed in the not distant future.

Rockland is a terminal, and something of a commercial and distributing center. Also, it is the point from which deep-sea products are shipped clear to the Middle West; and so this station is often

What Views Show

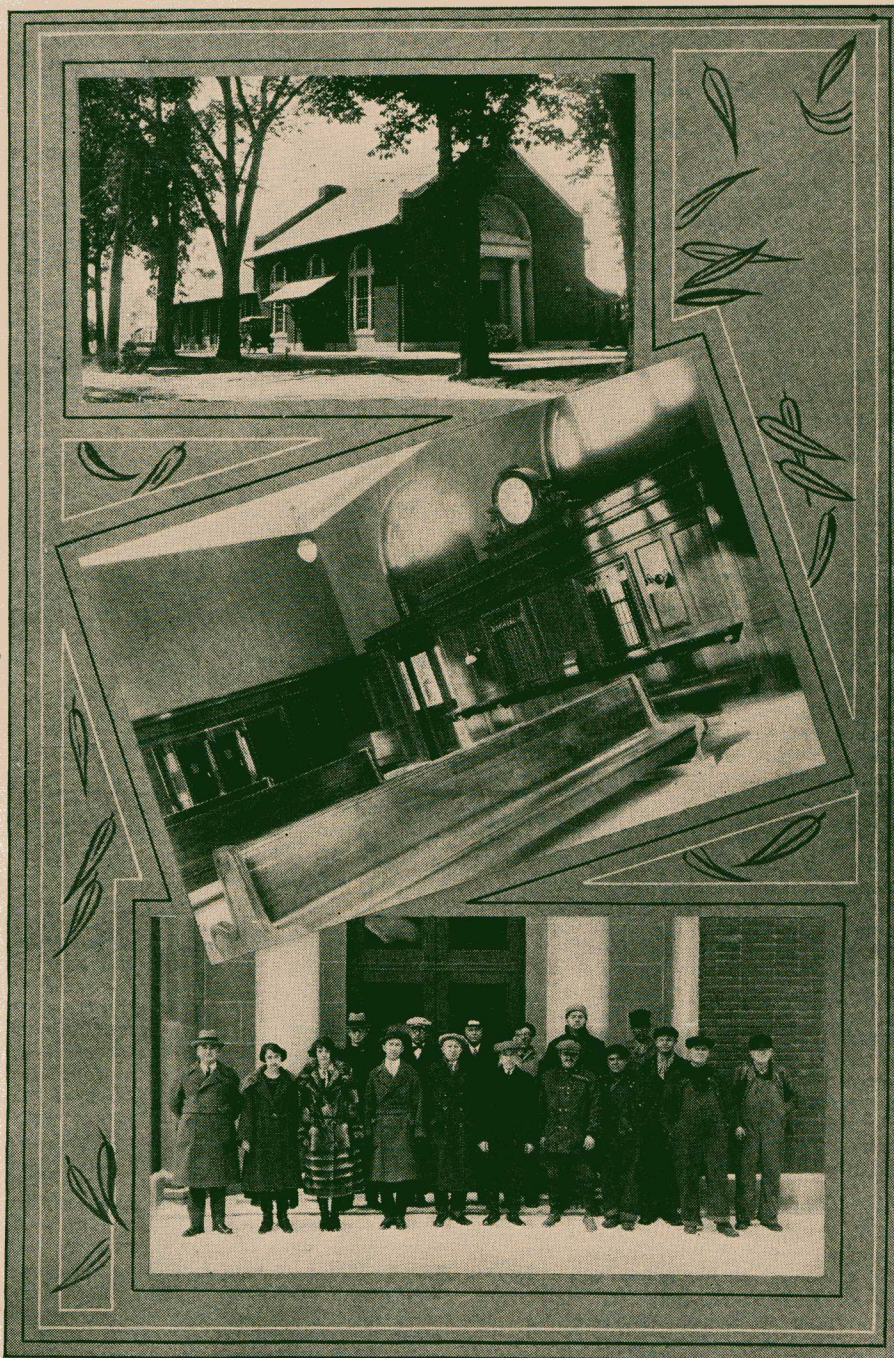
The photographs on the opposite page show the exterior of Rockland station, the waiting room, and a group of employees under the supervision of General Agent H. E. Comins. This group was photographed by Pillsbury, the Rockland photographer, at the east end of the station, especially for the Maine Central Magazine—and the names, reading from left to right, are:

Front Row—H. E. Comins, general agent; Lillian M. McCurdy, bill clerk; Berniece B. Snowman, stenographer; Lester M. Valley, second trick operator; Charles A. Sylvester, cashier; Sanford W. Delano, chief clerk; E. W. Barter, checker; W. E. Stearns, yard conductor; F. S. Koster, yard brakeman; Joseph York, yard engineer.

Back Row—Arthur W. McCurdy, ticket seller; Victor F. Atwood, first trick operator; Eugene Harrington, baggage master; William Bubier, freight handler; Forest L. Karl, freight handler; C. M. Overlock, fireman; F. S. Prescott, yard brakeman.

a very busy place. How many know that a daily average of fifteen tons of lobsters, the year 'round, is shipped from Rockland by American Express over Maine Central lines? Every night a car for the express people is set in Rockland yard, and into this car the lobsters are loaded. It is an interesting process, of which the public outside of the coast towns has a very vague idea—almost as vague as that of the celebrated artist who once made a painting of a bright red lobster crawling out of the sea. He had never strayed very far from the white lights of Broadway—and the only lobsters he had ever seen had been bright red, probably.

Anyway, as we said, it is an interesting process. The lobsters are packed in barrels. In the center of each barrel is a crate, into which the lobsters—alive, and some of them full of pep and fight—are poured. Then ice is packed at the bottom and sides of this crate, a bunch of sea-weed placed at the top, a junk of ice on top of that, and straw matting over all. Some of these shipments go to local stations and to Boston, but very many are for points beyond—New York, Chicago, Cleveland, Cincinnati and so



(See Opposite Page for List of Names)

on. Therefore, if you chance to be "flush" on your vacation and treat yourself to a visit in some fashionable New York restaurant, there's a very considerable likelihood that you will eat Rockland lobster there. Of course Rockland has all the usual freight shipments, not forgetting lime products from the big quarries; but this lobster industry is picturesque.

Like the Maine Central steamers at Mt. Desert Ferry, Rockland station is visited every summer by scores of the great and near-great. Some of them go to the Samoset; others to their own cottages in fashionable resorts along the coast. And many stop to chat with General Agent Henry E. Comins, renewing a pleasant acquaintance year after year. Among them have recently been a number of famous railroad men—including Carl Gray, president of the Union Pacific; Elisha Lee, vice-president in charge of traffic, Pennsylvania lines, whose daughter goes to a girls' camp nearby; and George F. Baker, chairman of the board of directors, New York Central. But the entire list, if printed, would fill columns.

On another page the Magazine prints a group photograph of Mr. Comins and as many of his crew as could be gathered at one time—a highly efficient and interesting part of the great Maine Central family.

An Inspection

(Continued from Page 6)

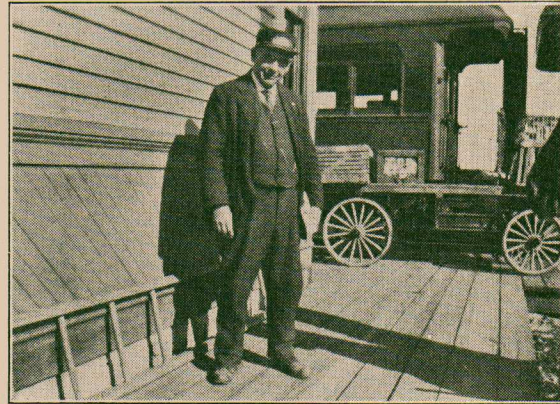
art of mixing, and Mr. Wilcox expressed himself satisfied. Had there been less action, the efficiency of this particular extinguisher would have been lower.

Then we went to one of the hose houses—there are seven at Rigby. There is a hydrant in each; and each, too, is supposed to be equipped with 250 feet of two and one-half inch cotton, rubber-lined hose, with nozzle and wrenches. The hose in this particular house was found properly racked, the nozzle on its end and the wrenches in place. But then the quick eye of our guide noted something he didn't fancy. A pair of overalls and jumpers, looking innocent enough, rippled in the light breeze. Charlie Jordan, storekeeper and supervisor of supplies at Rigby, who is also the big terminal's fire chief, had joined us. His duties are as varied as they are important; there isn't a more competent official anywhere.

"This is supposed to be a hose-house—not a clothes-locker," remarked Mr. Wilcox. But he spoke good-naturedly—kiddingly. The two laughed; the overalls and jumpers disappeared. The other six hydrant houses, visited in turn, revealed conditions generally satisfactory—hose that was nearly new, and hydrants that worked with sufficient readiness. Nor were any overalls or jumpers found.

Followed, then, a visit to the great round-house, which is divided into five sections by fire walls. The openings in these walls are protected by fire doors—each door a wooden "core," covered with tin in a special manner approved by underwriters. And here is one rather curious point the average person doesn't know: wood covered with tin is the safest fire door in the world. The wood forces it to keep its shape and the tin doesn't burn. Being so constructed that no nail-heads are exposed, the flames, if a big fire comes, simply beat impotently

Long In Service



E. A. Emery, whose picture we give here, permanently entered the employ of the Maine Central Railroad as agent at Shawmut in May, 1889. In November of that year he went to Eastport, opening the Maine Central station there. He was also operator at Oakland and at Lewiston Upper—where he worked in the freight department under C. C. Benson, who was general agent at that time.

In February, 1901, he returned to Shawmut as agent, remaining there until the company closed the station in 1920. Nineteen years at one station—that's a long time! He then went to Skowhegan as operator and in July, 1921, bid off the position of agent at Unity, where he now is. Thus he has served the public faithfully for more than 36 years. He has seen a number of important changes in this long term.

Pleasant and courteous to all, Mr. Emery has the respect and liking of his fellow-workmen as well as the traveling public.

against a smooth surface. Solid iron, on the other hand, can become so heated that it warps, letting the flames around it.

These fire-doors are so counterbalanced that they can be opened and closed as easily as the doors in an ordinary home. In one part of the cord which holds the counterbalance is a fusible link, so arranged that it will be melted by heat and the door will thereupon slide to automatically, thus shutting off the section in which the fire is raging from the remainder of the building.

"Sometimes," suggested Mr. Wilcox, diplomatically, "the weights are missing from these fire-doors—it is so in many big industrial plants—and employees drive wedges underneath to keep them open. Of course, this defeats the whole plan of protection. I can't point out too strongly that wedges so found should be removed, and enough weight put on the end of the rope to keep the doors open."

The shop section in the rear of the roundhouse, where various kinds of light repairs on locomotives are done, was a busy place—as usual. "There's not very much danger when good care is used," said Mr. Wilcox.

"But what CAN burn in a solid brick building, filled with steel and iron?" asked the reporter.

The November Operating Results

The statement of Maine Central operating results for the month of November—made public December 26, is as follows:

	November 1924	November 1923	Decrease
Freight Revenue.....	\$1,265,295	\$1,306,281	\$40,986
Passenger Revenue.....	250,212	321,988	71,776
Railway Operating Revenues.....	1,657,684	1,745,215	87,531
Surplus after Charges.....	47,445	72,502	25,057

PERIOD FROM JANUARY 1ST TO NOVEMBER 30TH—(Eleven Months)

	1924	1923	Decrease
Railway Operating Revenues.....	\$18,655,850	\$19,567,815	\$911,965
Surplus after Charges.....	292,139	Def. 92,815	Inc. 384,954

MORRIS McDONALD, President.

"There is a wooden roof, and posts support it," was the answer. "Wood linings on the inside of locomotive cabs. Curtains to the cabs in winter. I've known fires to come from the careless use of torches, placed against the curtains; sometimes from pieces of waste left too near steam pipes; again, from the pipe or cigar of a careless smoker. Freedom from fires, here as everywhere else, is gained only at the price of everlasting vigilance. They are by no means uncommon in the average roundhouse—although usually they're found and extinguished before they get underway. The Maine Central has been very fortunate; it has had few roundhouse fires in recent years."

The trip of Mr. Wilcox and his personally conducted party of one led to the motive power offices; to the big room, opening from it, where the engine crews draw supplies; to the general yard office and store-room for lighter materials on the floor above; to the basement, with its steel tanks of oil. Attention was directed to the improved method whereby oil is taken from the tank cars, put into these basement tanks, and then pumped upward as desired—much after the principle of a gasoline filling station. This method is a great improvement over the old, in which the oil room was often littered with steel or wooden barrels, and with oil leaking over the floor.

Can you imagine smothering a blaze in candy? Well, not really that, of course—but this grotesque thought occurred to us as Mr. Wilcox explained the foamite extinguishers in the supply room. They looked, on the outside, much like the soda-and-acid type we had seen at Tower Two. But they haven't the same ingredients—the main difference being a container filled with ground licorice root. When this is tipped over there oozes forth a sticky, brownish foam, containing minute bubbles of carbon dioxide—which keeps the oxygen in the air from combining with the burning substance, and thus extinguishes the blaze. It is the licorice which makes this foam stick; hence, given sufficient imagination, one might say that the blaze is smothered in candy.

"We put out fires in two ways," said Mr. Wilcox. "One is by cooling them below the point where

they will burn—as with water. The other is by blanketing them, usually with something containing a non-combustible gas, thereby shutting out the oxygen."

Shelving and lockers in this building, he pointed out, are made of metal—an improvement upon the old wooden type, both as to cleanliness and fire hazard. Even the rubbish containers are of galvanized iron.

The remainder of our trip included an inspection of the power house, with its high-powered, electrically driven machinery; the car inspectors' building; the coaling plant, from the top of which—if you are game to climb 85 steps—you get as fine a panoramic view as exists in this part of Maine. But all these things have been described many times; no need to repeat them. The fire protection here consists of the near-by hydrants and hose-houses. So much for Rigby—a modern plant, in which fire protection averages high.

"How is it throughout the Maine Central system?" Mr. Wilcox was asked.

"It is a far-flung system," he replied, "and its property varies. It averages a good risk. Of its cleanliness, and of the co-operation shown by both officials and employees, I can speak in high praise."

Until about three years ago, an insurance inspector made one formal examination a year. Now Mr. Wilcox, in his quiet way, is likely to drop in most any time. It's a new system—one that sort of developed itself—but it seems to be working well.

Cross-Word Lightning (Continued from Page 13)

cepted abbreviations, in perfectly good usage, which can surely be studied out if given sufficient thought and time. Who's game enough to try?

Within a few minutes after we received Mr. Beane's puzzle, the mail brought us another. It didn't contain railroad names, but it had been compiled and sent by a well-known member of the Maine Central family; and it will be printed, with credit to its author, in the February issue.

And so, despite all our good resolutions, this cross-word bug seems to have bitten us at last!

Editorial

(Continued from Page 8)

hope, before the year ends, that its growth will be a real surprise to New England railroad circles. Surely it will—if honest endeavor can bring it about. And remember, please, that co-operation—which can be expressed in no better way than by contributions—is more desirable. It is essential.

Challenge Accepted

In the December issue, a challenge was issued by John Goud and Charles May, famous bowlers, to anybody on the system. The following pertinent answer was received:

Rockland, Maine.

Editor of Magazine:

In the December number of the Maine Central Magazine a challenge was extended to any two man team. It ended by saying, "Who wants to try?"

We want to try! Valley and Cobb of Rockland hereby accept the challenge extended by Charles May and John Goud of the freight audit department, General Offices. We would like to meet Mr. May and Mr. Goud at Rockland at any date convenient to them for a five or ten string total, and would return the game on their own alleys if the game is interesting here. While we are not experts at the manly art, we did take first and second prize on the Star Alleys for a Christmas dinner—Cobb first, 345, one turkey; Valley second, two chickens, with three string total 338.

J. A. COBB, *Signal Dept.*
L. M. VALLEY, *Operator.*

To save time, this was turned over by the Magazine to Mr. Goud and Mr. May, and a 20 string match was arranged—10 strings to be rolled in Rockland on Saturday evening, Jan. 17, and the final ten in Portland, Saturday evening, Jan. 24, at the Monument Square Alleys, Elm street.

Probably the first will have been rolled by the time this issue of the Magazine reaches a majority of its readers. Several from the general offices are planning, as this is written, to take the trip to Rockland—leaving at 12.40 Saturday and starting for home at 7 o'clock Sunday morning.

Waterville Fire

Maine Central men and the Waterville fire department both did fine work in checking the fire which, early on the night of Jan. 9, badly gutted the car repair shop at Waterville. But for their good efforts, results might have been serious—for the fire had a tremendous start.

It is known to have caught directly under the roof, and the most plausible theory, as this is written, is that it was from electric wiring. Heat so intense developed that within a very few minutes it had softened the steel trusses—and the roof fell in, whereupon a volcano of flame, spurting high into the heavens, seemed to light the entire city.

But exceptionally efficient fire fighting confined it to this one spot. Many Maine Central men, who

have homes on the hill overlooking the shops, ran to the scene and had lines of hose playing as soon as did the fire department. Then department and employees settled down to a grim battle, in which they finally won. It was one of the most spectacular fires ever known in Waterville, but, thanks to Maine Central loyalty and fire department efficiency, was by no means the most disastrous.

Unlike other parts of the Waterville plant, this freight car repair shop was an old building. Its capacity was increased about 25 years ago, but otherwise it had remained as originally constructed—25 years before that. Meantime, new buildings had replaced the original ones all around it.

It is probable that the rear wall will be removed and the shop enlarged, although no steps toward rebuilding will be taken until spring. There is another freight car repair shop at the plant, and an outside track on which this work can be done. If these are insufficient, some of the work will be shifted to Thompson's Point, Portland.

The loss is estimated at about \$30,000 and is fully covered by insurance. Ten cars of the box type were burned, but very little machinery. As to who discovered the blaze—several, including the watchman, did so almost simultaneously. And then all hands worked like demons to keep it from spreading.

Trainmen Officers

Officers of H. W. Longfellow Lodge No. 82, Brotherhood of Railroad Trainmen, have been elected and installed as follows:

Past president, R. C. Burns; president, N. C. Turcott; vice-president, A. R. Batley; secretary, F. L. Bourke; treasurer, L. A. Pourpart; journal agent, H. C. Goodwin; chaplain, H. L. Andros; conductor, A. J. Meade; warden, F. J. Smith; inner guard, W. C. Rowe; outer guard, T. A. Munroe.

The new officers of W. B. Mills Lodge, No. 417, are: Past president, F. J. Platt; president, John McGahey; vice-president, R. E. McIntyre; secretary, W. A. O'Neil; treasurer, L. E. Crocker; journal agent, J. J. Hagerman; chaplain, John A. McCluskey; conductor, E. S. Skillings; warden, J. J. Qualey.

Longfellow Lodge has chosen R. C. Burns as delegate to the national convention at Cleveland; Mills Lodge has chosen W. A. O'Neil, and Longfellow Lodge, No. 146, the Woman's Auxiliary, Mrs. W. A. O'Neil.

The local grievance committee, Portland Terminal Company, representing the Brotherhood, is: John McGahey, F. J. Platt and Arthur Motram—Mr. Motram representing the switch tenders.

Tom Callahan got a job on the section working for a railroad. The superintendent told him to go along the line looking for washouts.

"And don't be as long-winded in your next report," said the superintendent. "Just report the condition of the road. Write a business letter, and not a love letter."

Tom proceeded on his tour of inspection, and when he reached the river, he wrote this report to the superintendent: "Sir: Where the railroad was, the river is."—*Boston and Maine Magazine.*

DON'T BOTHER WITH
FAMILY WASHINGS AT HOME

GREELY LAUNDRY

100 Washington Avenue
PORTLAND, ME.

FIGHT PYORRHEA

Depyro

The wonderful Medicated Dentifrice,
Heals Bleeding Gums, and prevents Py-
orrhoea, cleans and whitens the teeth.

50 Cents. AT YOUR DRUGGIST, or direct from
DEPYRO LAB. Inc., Portland, Me.

IN PORTLAND, STOP AT

RAILROAD Y. M. C. A.

CLEAN BEDS, SHOWER BATHS,
RESTAURANT, READING ROOM,
ENTERTAINMENT, GAMES

Commercial St.—Foot of State—At Bridge
"20 MINUTES FROM RIGBY"

Rail and Steamship Tickets  Tours and Cruises

1925 IS HOLY YEAR IN ROME

Make Your Plans for Europe Next Year
NOW!

Independent Trips and Tours Arranged
Vacation Trips Planned

REDMAN'S TRAVEL BUREAU

Chapman Arcade Tel. Forest 9207 Portland, Maine

THE HARRIS COMPANY

Ship Chandlery

Dealers in Ship Stores, Contractor's
and Railroad Supplies

188 Commercial Street, PORTLAND, MAINE

Special Attention to Mail Orders
Telephone 9970. 9971

After Age 65, What?

In event of your death before age 65, \$1,000 will be
paid to your beneficiary. AT age 65, the Company will
pay you \$1,000 in cash, or if you prefer: A MONTHLY
INCOME FOR LIFE.

Quarterly Deposit at Age 35.....\$7.32
Greater amounts may be had as desired. For full par-
ticulars and illustrations fill out below and mail to:

COLUMBIAN NAT'L LIFE INS. CO.

W. A. Simmons, Mgr. 611 Chapman Bldg., Portland, Me.

Name.....Occupation.....

Address.....Date of Birth.....

☞ June 25, 1888, the Boston Her-
ald paper train officially opened the
Union Station, Portland, Me.

☞ Sept. 9, 1888, the West End Shoe
Store was opened, and is still cater-
ing to railroad men.

**KAVANOUGH says he
has Chesley's R.R. Caps.**

A. N. CUMMINGS, Barber

says:

"You Are Next!"

925 Congress Street

The Winning Trio

<p>ELECTRICAL FITMENTS</p>  <p>Frank M. Brown Co. 12 Free Street</p>	<p>Paint</p> <p>Frank M. Brown Co. 8 Free Street</p>	 <p>BROWN ELECTRICAL CONSTRUCTION CO. Contractors. 12 FREE STREET</p>
---	--	--

TO SERVE ALL THE PEOPLE

with the HIGHEST TYPE OF SERVICE, to welcome every account regardless of its size, and to extend to each depositor the utmost courtesy is the aim of this institution.

WE INVITE YOUR ACCOUNT
FOREST CITY TRUST CO.

Branch Office : Woodfords, Maine
Masonic Block, Portland, Maine

*You see this everywhere
Because our Depositors are everywhere—*

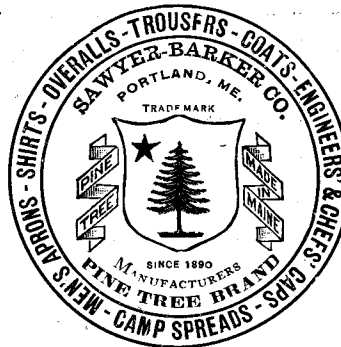
“Service Without Measure
and
Interest at 4 Per Cent.”

FIRST NATIONAL GRANITE BANK
AUGUSTA

KEYES FIBRE COMPANY

PAPRUS
PLATES, DISHES, ETC.
From Pure Spruce Fibre

WATERVILLE, - - MAINE



We solicit the patronage of those seeking conservative, reliable and capable banking facilities.

Our Savings Department affords a safe depository for your funds.

Conservative investments, purchased for our own account, offered for sale.

Safe deposit boxes for rent.

We act as Executor of Wills and as Trustee under Wills or by Special Trust Agreement.

UNION SAFE DEPOSIT AND TRUST COMPANY

PORTLAND, MAINE

The Ticonic National Bank

Offers

A complete banking service conducted under the direct supervision of the UNITED STATES GOVERNMENT

110 Years Continuous Business

WATERVILLE, ME.

The Peoples National Bank

WATERVILLE, MAINE

Pays **4%** Interest

In the Savings Department

From the First Day of *any* month to the Last Day of *any* month



Cordially invites you to make the bank your headquarters when in Portland. Our service includes

Savings Accounts Certificates of Deposit
 Checking Accounts Travelers Money Orders
 Safe Deposit Boxes Christmas and Purpose Clubs

and several styles of attractive

“HOME BANKS”

Inquire of our attendant in the Arcade or at our temporary location, 185 Middle Street Portland, Maine

Watch daily papers for invitation to inspect our new quarters in Monument Square.

**WYANDOTTE
WORSTED
CO.**



WATERVILLE, MAINE

**WATERVILLE
IRON WORKS**

*Machinists and
Founders*

Also Manufacturers of

Wood Room Machinery for Pulp
Mills, Machine Tools

WATERVILLE, - MAINE

LOCKWOOD CO.

**SHEETING,
SHIRTING and
PILLOW CASES**

WATERVILLE - - MAINE

Did You Know---

That a certain Maine Central institution will protect you, and your family, every moment?

That the cost of belonging is very small and the benefits derived are very great?

IT'S THE
**Maine Central Railroad Relief
Association**

You owe it to yourself--more than that,
you owe it to your family--to find out all
about it.

FOR
VACATION DAYS

Books, Cameras, Maps
Stationery, Fountain
Pens, Vacuum Bottles
Picnic Sets : : : :

LORING, SHORT & HARMON
Monument Square Portland

New England Coal & Coke Company

"THE HOUSE OF SERVICE"

NEW RIVER
PENNSYLVANIA

OPERATING OUR OWN
MINES, TRANSPORTATION AND
THE LARGEST STORAGE PLANT IN
NEW ENGLAND

FAIRMONT
POCAHONTAS

111 Devonshire Street, Boston, Massachusetts

TELEPHONE BEACH 7080

EASTERN ELECTRIC
SUPPLY COMPANY
45-47
MARKET ST.
PORTLAND, MAINE

Your Search

for Radio receivers of recognized merit, and Electrical Fitments of distinctive beauty, ends in this new Retail store.

TRANSCENDING THE COMMONPLACE

Radio
Receivers
and
Accessories

Electrical
Fitments
and
Appliances

WELL WITHIN MODERATE COST

We are prepared to fill your Mail Orders

ARTHUR B. FELS

60 Union Street
PORTLAND, MAINE

Engineer and Contractor
for Mechanical Equipment

HEATING, VENTILATING
and Power Plants

OIL-O-MATIC Oil Burning Equip-
ment for Residences, Office Bldgs.,
Hotels, Garages, etc.

THE PLATE WORK IN THIS PUBLI-
CATION SHOWS THE HANDICRAFT
OF OUR WORK SHOP.

WE ASSIST MANY OTHER CONCERNS
IN THEIR ENGRAVING PROBLEMS,
AND OFFER YOU OUR CLOSEST CO-
OPERATION IN YOURS.

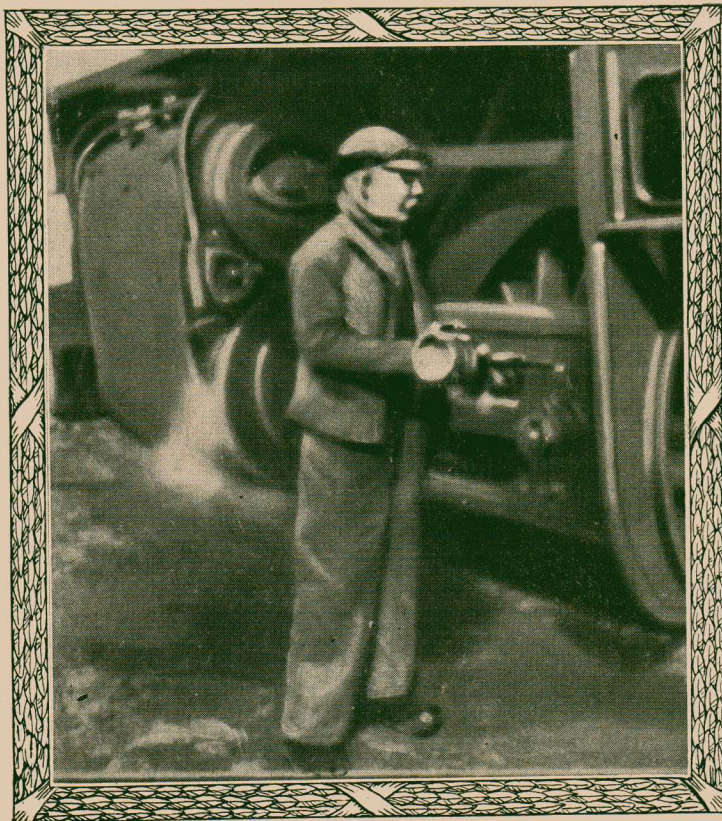
DAVIS ENGRAVING COMPANY
12 MONUMENT SQUARE, PORTLAND, MAINE

F. S. STROUT
PRESIDENT

WM. H. OHLER
TREAS. & MANAGER

TUCKER PRINTING COMPANY
INCORPORATED
PRINTERS AND BINDERS

105 EXCHANGE ST. 116 MARKET ST.
PORTLAND, MAINE



More Than Oil Alone

Lubrication is more than oil alone.

Oil plus experience plus service.

These three factors are necessary to produce lubrication that will keep equipment operating satisfactorily.

These three factors form the basis of Galena Lubrication.

With the best of oils as a base, Galena applies a life-time of experience to produce the right lubricant to fit each condition and then, through Galena Service, insures its proper employment.

Better lubrication results in increased availability of equipment, fewer delays and lowered maintenance costs.



Galena-Signal Oil Company

New York

Franklin, Pa.

Chicago

and offices in principal cities

