



Baseball - Bowling

ALTHOUGH, beyond all doubt, the Maine Central will have a baseball league this summer—one better organized and more strongly backed than ever before—an unforeseen question has arisen. This is the question of how much time there will be to play mid-week games before darkness comes.

Portland has had daylight time each summer for several years—in common with Lewiston, Auburn, and several other Maine cities. Thus, having an added hour of daylight, the Maine Central League found it possible to begin its games at an hour that accommodated every team.

Now comes the Legislature with an enactment making daylight time illegal throughout the State. There is some possibility, as this is written, that a majority of Portland people may decide to start work each day an hour earlier and quit an hour earlier—thus having daylight time in effect, even though they do not set ahead their clocks and watches. But popular sentiment seems against such a plan. It is generally held that the plainly expressed desire of the Legislature should be followed in spirit as well as letter—which means that Portland, for the first time in years, will probably go through the summer on standard time.

Now, teams from the shops, owing to the time schedules in them, will not be especially affected; but standard time will have a decided effect upon certain of the other teams—including that from the General Offices, which do not close until five. It will be possible, in mid-summer, to begin games at 5.30 or 5.45 and complete them before dark—but will it be possible along toward fall?

Saturday games alone do not appeal to the league leaders. They believe there should also be mid-week games if interest is to be sustained.

But unquestionably this one obstacle will be straightened out before the schedule is made. There will be a league of at least six teams—well organized, fully equipped, and prepared to last through the season. It should be possible, in next month's Magazine, to print some exact and interesting "dope," for the season will begin early.

Dominoes; Quoits

As this is written, April 6, the domino tournament in the Portland Railroad Y. M. C. A., is nearing a close finish.

I. H. Swett of Rumford, Maine Central engineman—who has won 38 games and lost 27, with a percentage of 585—is leading.

Of those not already eliminated, at this writ-

Fast Bowling

John Goud, veteran Maine Central bowler, has been piling up some big scores.

Recently, in competition with one of Portland's best bowlers, for seven strings, he made the following scores in the order named: 124-135-109-108-101-110-91-778 for seven strings, which is an average of a little more than 111 each. His opponent hit 725.

In a 10-string match with Clyde Meader of Portland, Goud hit 1014 and Meader 912. Goud won eight of the ten strings, and had seven over the hundred mark. The scores:

GOUD: 101 103 95 104 108 107 84 102 115 95—1014
MEADER: 94 92 82 95 97 81 100 87 87 97—912

Another of Goud's victories, since the last issue of the Magazine, was a 20-string match over Eugene Rioux of Westbrook, by a margin of 136 pins. Goud's grand total for the 20 strings was 1968, and Rioux's was 1832. Goud lost the first 10 strings by three pins, but won the last 10 by 139.

ing, four have a chance to tie and win. They are J. J. Joyce, trainman, whose per cent is 581; R. E. Shepard, fireman, 550; Chauncey Harding, secretary of the Railroad Y. M. C. A., 510; and Tom Foss, Portland Terminal Company checker, 490.

Charles Lord, Portland Terminal Company transfer station, who was last year's champion, and M. S. Williams, former Maine Central engineman, are out of the running. Lord has a percentage of 476, and Williams of 466.

To tie and win, Joyce must get 13 of his 22 games; Shepard, 17 out of 27; Harding, 11 out of 15; Foss, 12 out of 12.

Twenty-two started the tournament, but all save nine were eliminated in the week of March 23. Those eliminated included: Walter Sweeney,

B. & M. trainman; M. J. Shepard, B. & M. fireman; George Bourne, B. & M. engineer; C. E. Reynolds, Maine Central fireman; D. J. White, Maine Central fireman; Edward Collins, Portland Terminal freight handler; M. K. Cole, Jack Ivers, Maine Central trainmen—and others so far down the list they had not the ghost of a show.

The contest will be completed by the end of this month. Then the players will have a little supper, in accordance with annual custom, and the winner will be awarded a cup on behalf of the Y. M. C. A. Association.

It is planned to hold an outdoor quoit tournament, beginning May 1—the games to be played at noon. There have been individual quoit games at the "Y," but this is the first time a tournament has been attempted.

Terminal Bowling

The standing of the recently organized Terminal Yard Athletic Association bowling league as this is written—it will be changed a little before the Magazine is published—is as follows:

| | | | |
|--------------|----|----|------|
| Team 4 | 21 | 7 | .750 |
| Team 2 | 21 | 7 | .750 |
| Team 1 | 15 | 13 | .536 |
| Team 3 | 11 | 17 | .393 |
| Team 6 | 10 | 18 | .357 |
| Team 5 | 9 | 19 | .321 |

High average, Gummer 98; High single, Gummer 126; High string total, Gummer 334; High team single, Team 2, 192; High team total, Team 2, 1403.

Claims Wise—And Otherwise

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"He engaged an attorney, and the attorney was full of pep.

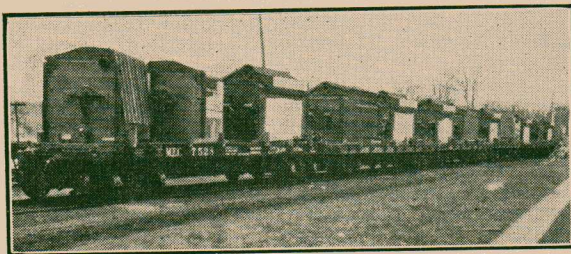
"My client knows the train didn't whistle," said he, "and we've a good case."

"Let me tell you something," I replied. "You say the whistle wasn't sounded. Well, there were 37 cars in that train, and the horse ran square into next to the last!"

"That ended the matter. No action was ever brought.

"Curiously enough, one of the finest examples of honesty I ever encountered was in a case in which the claimant was clearly wrong. There had been a fire, and the owner of the burned property thought that we were responsible. We couldn't have been—for this property was 780 feet from the track, up an incline; and all of the circumstances pointed to the true cause being elsewhere. But he was so penetratingly earnest and truthful, this old Scotchman, that I was glad to meet him half way. We made an inventory of what was burned, and time after time he said, 'Don't set the value too high.'

Six Carloads of 'Em



Six Carloads of Washing Machines!

But there's nothing about this to make the back-weary housewife sit up and take notice. The machines are not for domestic use, but for the washing of pulp, and were shipped by the Thompson Mfg. Co., of Lancaster, to Johnsonburg, Penn. Similar machines built by this company are in use in mills all over the United States and Canada.—and are shipped over the Maine Central because of the good service provided.

Old Town Station Crew



This is a photograph of the Old Town station force—a than which there is none smarter.

From left to right the names read: H. E. Tourtilotte, freight clerk; C. G. Messer, baggage master; F. C. Preble, yard clerk; A. L. Applebee, freight clerk; A. L. Dennis, agent; V. A. Cunningham, cashier; John Hogan, freight checker.

"Finally—not admitting liability, but making plain that I did it to help him—I offered \$500. He thought a moment and said: 'The other man'—meaning Mr. Libby—'was square. You seem to be square, too. I'll take it.'

"Now, there was an instance in which mutual respect effected a compromise—for the man's sincerity 'got' me. Also, we could not have defended a suit, even though we had won it, for \$500. Many times a big corporation, in the interests of economy, will 'buy its peace' rather than go to law, even when it knows the actual facts are on its side."

"What was the most pitiful tragedy you investigated?" questioned the visitor.

"I've always remembered one on the Lincoln Road, near Enfield," said Mr. Foster. "Six people, in an automobile, drove up a hill at 25 miles an hour. One of them noticed they had passed a friend.

"Why", said she, "there's Maggie! Hello, Maggie!"

"Every one of those six turned to look back. And the automobile drove straight into an oncoming locomotive—there was one of the most ghastly horrors ever known in Maine. That shows what one moment of forgetfulness can do."

Although Maine and its chief railroad are steadily growing, the number of claims has decreased very markedly in the past few years. "Years ago I had all I could do in summer-time to settle fire claims; now it is just a pastime," says Mr. Foster. "Last summer I had them all cleaned up by the middle of August."

One reason for this is the introduction, under auspices of the motive power department, of improved safety appliances—a subject worth a separate story soon, for it covers a broad field of advancement. But, while sparks from locomotives are sometimes accused of setting fires, how many stop to realize the great part taken by the railroad in preventing them? This is especially true in the long, lonely stretches where houses are few and fire departments are unknown. The engineer sees a small blaze—which would become a big blaze very

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The Language of the Signals

As Interpreted for the Maine Central Magazine by a Prominent Official of the Signal Department—It's Simple, But the Last Word In Effectiveness—
How Guardian Angels Precede and Follow Trains



IN the crowd on a station platform waiting for a train, we often hear some one say "She's coming, she's in the block!" The traveling public takes an interest in the block signals, and in a general way knows what they mean and what they do; but it has little appreciation of the unseen activities constantly at work to make possible their smooth operation. This is not surprising, for to all outward appearances the block signal is a very simple device, nothing but a post with two arms attached near the top, which move from one position to another. The real "works" are not seen. They are too vital to be exposed and are kept carefully housed and protected.

Not only are the signals non-complicated in appearance, but they employ a very concise yet effective language in transmitting information to trainmen. They say, if they are interlocking signals, "Stop," "Proceed at Normal Speed," "Proceed at Restricted Speed," or "Proceed at Slow Speed Prepared to Stop;" or if they are automatics, "Stop," "Proceed," "Proceed Prepared to Stop at the Next Home Signal,"—which may be an interlocking signal or an automatic. Not a very extensive vocabulary, but what they do say means a great deal to the safe operation of the railroad.

For the purpose of a better understanding of what takes place behind the scenes, we shall try to present here, in a broad and general way, some of the complexities involved in the operation of a signal system.

A train in traveling the 135 miles from Portland Union Station to Bangor, will operate 226 automatic and 17 semi-automatic signals, and also pass through five interlocking plants. These 243 signals will be caused to "go to stop," and 243 electric motors will run approximately 22 seconds each to clear them again after the train has passed. Some 1,200 electric magnets will be de-energized and energized; 2,000 relay contacts will open and close. These op-

erations will require the energy of nearly 5,000 cells of battery. Current flow will be interrupted in about 122,000 feet of rubber insulated wire, mostly underground. The train will pass 2½ million feet of line wire on poles, and more than 100,000 bond wires, used to carry the electric current around rail joints, besides many switch instruments, battery housings, and other pieces of apparatus. Also, 37 automatic highway crossing signals will be caused to operate.

Statistics are tiresome and nobody pays much attention to them; but they may help you to grasp

what a complex thing a signal system is. Our radioactively inclined friends may be further interested to know that the circuits for each signal on single track include about 130 connections to binding posts, which must be kept tight, and are protected from lightning by 15 arresters and 10 ground rods; and each track circuit, besides other connections includes 320 bond wires, each having two ends which must be kept tight in the rails.

While occupying the main track, the train will have a signal standing guard more than braking distance behind it to warn other trains that might be following. When on the single track portions of the line there is in addition a signal ahead to stop trains that might be approaching from the opposite direction. Thus the

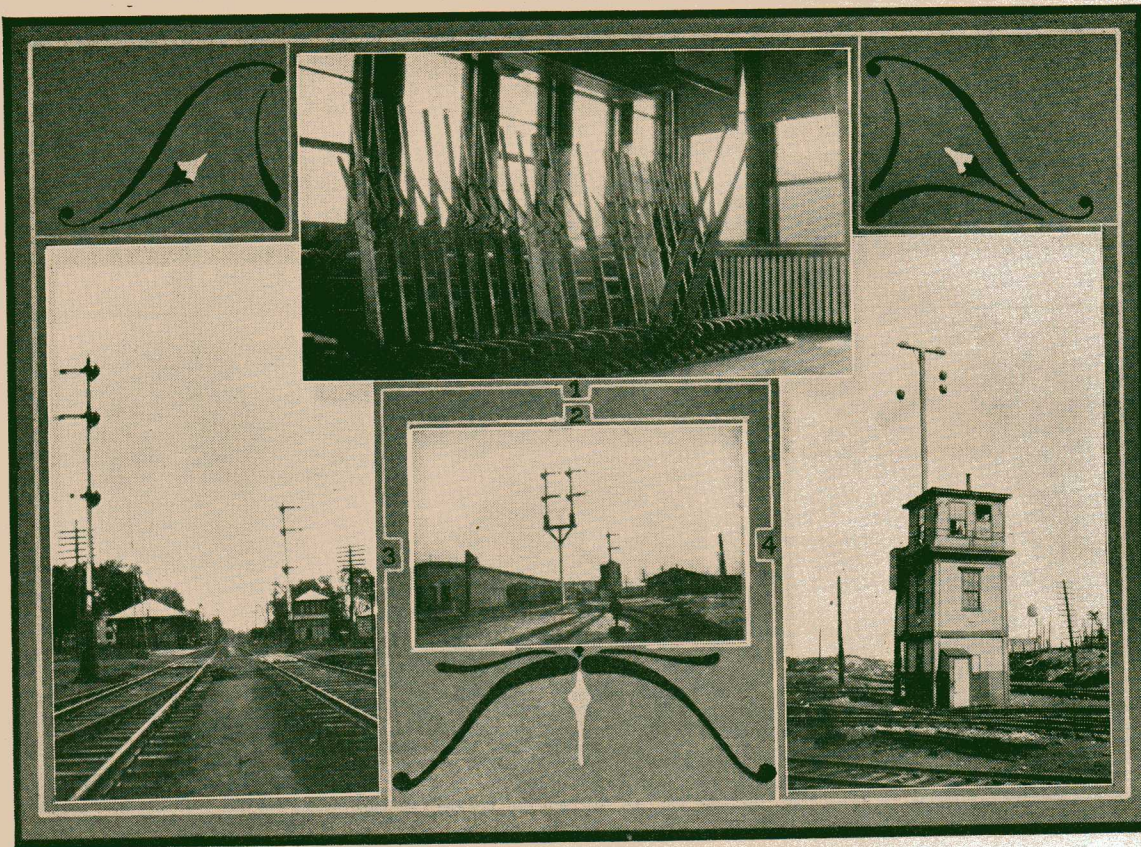
train is protected in both directions, and as it proceeds each succeeding signal takes up the burden before its predecessor relinquishes its vigil. There is in effect a guardian angel marching some distance ahead of the train and another one following behind to protect it. This enables the passengers to enjoy their journey with a sense of security which is essential to comfortable traveling.

The signals indicate not only the presence of trains on the main track, but also broken rails, open switches, and improperly set derails. Cars not into clear on spur tracks and sidings would also hold the signals at "Stop."

Clever Contribution

This article, written for the Magazine by request of its editor, relates in a clear and entertaining way how the block signals of the Maine Central System operate and how they safeguard lives. The language of these signals is simple, but it means more to trainmen than all other words in the dictionary.

We asked a prominent official of the signal department to interpret this language for those of us who have not made it a study; and he responded with the accompanying story. It is as well put, from a literary standpoint, as you could read in any magazine; and it tells of the signal system as distinctively related to the Maine Central Railroad—for systems on all roads are not the same.—The Editor.



Guardian Angels of the Trains

Some Block Signal Snap-Shots: 1—Interlocking machine. 2—Block signal. 3—Interlocking signal. 4—An "old timer."

These sentinels are on duty 24 hours a day, 365 days a year, with no time off for meals or recreation, and do their work so reliably that our records show an average of only one train stopped by a signal failure in 12,000 signal operations. This record speaks well for the efficiency of the signal maintenance force, especially when you remember that as pointed out above, there are a great number of things involved which might cause failures.

When a signal fails, the arm stands in the "Stop" position. Trains approaching the signal are then required to stop, and may proceed only under precautionary measures prescribed by the rules.

The control circuits are designed on the closed circuit principle, so that broken wires and similar failures will result in the most restrictive indication of the signal being displayed. That is, electric energy is required to hold the arm in the "Proceed" position, and an interruption of this energy will result in the arm going to "Stop" or "Caution" by gravity. All mechanical parts are carefully designed to assist in carrying out this principle.

We have seen that a train in traveling from Portland to Bangor passes through five interlocking plants. Of these, that one known as Tower A, at Waterville, is the busiest plant on the road. It may be interesting to see how a train is taken care of in

passing through the territory of Tower A. There are 11 switches controlled from this tower. You can readily understand that to take care of 11 switches on the ground for the numerous train and switching movements made at this place would require several men and would result in confusion and delay, and perhaps danger. Instead, the switches are connected by pipe lines to levers in the tower, where they are under the control of one man. Not only are the switch controls taken into the tower, but the locks of the switches are also controlled by levers in the tower. These levers and the signal control levers are all systematically assembled in an interlocking machine, which is so constructed that the movement of any of these levers to their proper positions for any given train movement automatically locks all levers for conflicting movements, and prevents them from being moved. Each lever must be handled in a predetermined sequence, which is:

First, all switches for a given movement are moved to their required positions. Next each switch is locked in the proper position by a steel rod. If any switch is not properly closed in its required position, the locking rod, and consequently the lever,

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Forty Years of Service

F. J. Runey, Superintendent of Portland Division, Completed Them the First of April—A Sketch of His Railroad Life, Into Which Has Been Crowded a Great Deal of Adventure and Activity

Mr. Frank J. Runey, superintendent of the Portland Division, is not given to personal publicity—very much the contrary. But as he completed exactly forty years of service on April 1, a number of his railroad friends felt that the circumstance should not pass unrecognized by the Maine Central Magazine.

These friends, therefore, compiled and wrote the following sketch. We print it just as written, for it does no more than simple justice to a subject that is of interest to all Maine Central men. Therefore—even to the snap-shot—Mr. Runey is the victim of a sort of benevolent conspiracy! But hundreds—yes, thousands—will read and appreciate what follows.

On April first, Frank J. Runey, superintendent of Portland Division, completed forty years of service with the Maine Central Railroad. Years of faithful endeavor, and shining achievement, any one of which—due to his extraordinary personality, and strenuous mode of life—could supply enough thrills, tragedy, and comedy, to paint with colorful romance, the full span of an average life. Mr. Runey's entire life has followed on a parallel with the Rooseveltian idea of strenuousness. His fine physique, together with the good health with which he has been blessed, have carried him through many long hour sieges without rest, in all kinds of weather, from his younger days, when he rode the burling logs, up to and through his railroad career, to the present day. The most serious illness he has had was last fall, when he was obliged to absent himself from his office for a month or so. A good endorsement of the Spartanlike program he has always followed, especially in these days of short hours: Rising all the year round at 4.30 A.M. In the office any time between 5.30 and 6 A.M. Then a day of ceaseless activity until 6 P.M. In times of stress, such as wrecks, washouts, or snowstorms, he is in the office day and night, taking direct charge of the situation, and if occasion requires, he goes to the scene of the trouble. It is safe to say that he works the longest day of any of the Maine Central family.

When Mr. Runey went to work for the Maine Central it was hardly more than the proverbial "two streaks of rust and right of way." From that he has seen it develop to a point where even its double track is not always sufficient. The fifty-six pound iron rail has increased to the one-hundred pound steel rail. The fifteen car freight train has grown



to the mile long, one hundred car train which now runs over his division. Likewise, the old-fashioned hit-or-miss, loosely connected style of operating organization has disappeared, and in its place has arisen the present efficient machine.

He entered the railroad's employ on the ground floor, his first job being shimming the track, near the knoll, just east of the section-house at Costigan, on the Eastern Division. From then on, he has, through the exercise of conscientious service and a dominant will, gone steadily forward to the head of a division of 650 miles of railroad. Truly an inspiration for the army of railroad employees. No doubt the chief factor in Mr. Runey's success is his readiness to accept responsibility. One of his cardinal principles is, that no matter how humble a position a man may be in, if he accepts compensation for it, he owes all his attention and ability, while he is on the job, to his employer, and is personally responsible for his particular charge. Working on this principle, he has built around him a definitely cohesive organization, every cog of which reciprocates to its fellow-members, promotive of close and effective co-operation.

There is, however, in Mr. Runey's organization, a something which goes beyond mere co-operation. It is a spirit engendered by his own generous, unselfish devotion to his employers, and by his humaneness to his subordinates. This is the enthusiastic personal interest in, and spontaneous endeavor for, his successful administration. It is a tribute to the man. He can be an official with officials, and an employee with employees, and in either role is genuine. By nature, cast in a rugged mould, he has, in their valuation of his genuine worth, attached his employees to him with bonds of confidence and affection. An illustration of this may be found in the fact that many a "culprit" on the "carpet" for discipline, has been willing to lay the matter on Mr. Runey's desk for judgment, without the advice of his labor representative, knowing the case will receive just consideration. This is the feeling of faith in the leader which permeates his organization.

Mr. Runey was born in Carmel, Maine, June 15th, 1867, and attended the public school there. He began work for the Maine Central Railroad at Costigan, April 1st, 1885, as section hand, under Foreman Charles Brown, and while on this job, he learned telegraphy at the station, during spare time. In 1887 he was sent to Greenbush as operator. Later he was sent to Lambert Lake, the first operator there, in 1888, and the call which he gave the station "RU" is still the telegraph symbol for that point. He was loaned to the Mountain Division for two weeks that fall, going to Twin Mountain, but he never returned. From Twin Mountain, he went to Scotts Jct., to relieve the agent for two weeks; but as the Upper Coos was being built at that time, and all the material for it was moving via Scott's Jct. and Coos Jct., he was held there to help the agent. He went to Bartlett in December, 1889, and was there at the time of the Bemis wreck, when a freight train got away on the mountain, due to icy track. He was promoted to dispatcher at Lancaster, Nov. 23, 1896; made roadmaster Jan. 1, 1906; chief dispatcher March 17, 1908; superintendent of the Mountain Division June 1, 1909, and transferred to the Portland Division as superintendent, July 9, 1917.

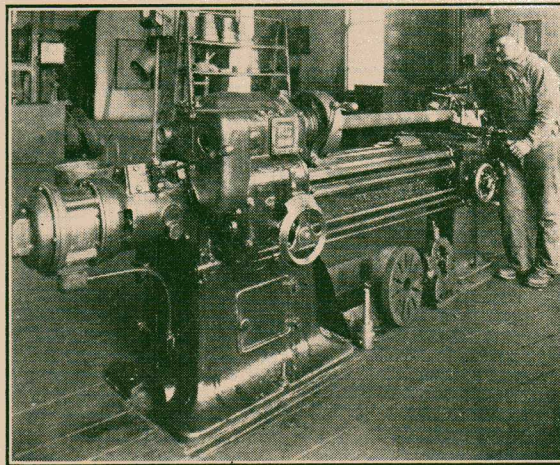
A valuable diamond ring was presented Mr.

Runey by the Mountain Division employees at the time of his leaving for the Portland Division.

Mr. Runey likes to recall the old days, especially on the Mountain Division, where he knew all his fellow-workers by name. In speaking of the wrecking apparatus, which is now an essential of every modern railroad, he said, "No doubt they are fine things, but for quick work, give me Joe Smith of Lancaster, with a couple of his men, and a hydraulic jack, and we can clear any wreck off the main line in two hours."

Those early days on the Maine Central were productive of a strong, rugged type of men, of which Mr. Runey is a good exponent, yet he has preserved a keen sense of righteousness towards his fellow-man together with a pronounced faculty for the humorous in life.

A Giant Lathe



A staff correspondent of "Railway Age," nationally known railroad publication, recently visited the Maine Central system. He found several features of interest to write about.

In fact, altho it is not generally known, the Maine Central system is often visited by staff writers for trade publications.

One of the pictures he had taken was of the new 17-inch, 8-foot Ryerson-Couradson geared head engine lathe, quite recently installed in the motive power department, Bangor; and a copy of it came into possession of the Maine Central Magazine.

This lathe, one of the largest type manufactured, is driven by a three-horse power motor, shown at the left. The machinist—who also appears in the photograph—is Myron Graffam, who has been employed at Bangor for seven or eight years, and is considered one of the best lathe and all-round mechanics on the system. He owns an attractive little farm, just outside of Bangor, and operates it in addition to his labors at the engine house.

Two other lathes of this type were installed at about the same time—one at Thompson's Point shops, and one at Waterville shops. The Waterville lathe is slightly larger than the others.

Why Not Invite Rotary?

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They are plugged in and made ready every day as darkness comes. There is no trouble, no delay; penetrating the interior of a box car now is infinitely easier than it used to be.

The station platforms are now sixteen feet—the island platforms seventeen. And congestion, once noticeable at times, has vanished; there is abundance of room, even in busiest hours, in which to move about. The coverings of these platforms aid more than a little, too; the old ones were open to all the play of the elements. There even is a suggestion of beauty, as well as of substantial dignity, in the long, wide sweep of them.

Altogether, the boys at the station like these new working conditions. What they effect in increased efficiency, as measured by dollars and cents—well, that is a broad subject, and no data is before us at this writing. Such figures, also, are not easily computed. But there's a lot of satisfaction by those who work at the remodelled station—that there is no question.

Midnight Ride

(Continued from Page 6)

pile of coal in the tender, with a stream of water from a hose. We clambered from our safe if uneasy throne near the boiler and approached with a degree of friendliness.

"I'd be a bit careful," he advised, mildly. "You might get some of this water on you."

"A little water does no harm," we screamed above the whistling and the pounding and other concentrated noises of the night.

"Yes," said he, with gentle firmness, "but this is boiling water—from the boiler, you know. A little of it might scald you to death."

And that was that.

At another time we slid back the window of the cab and peered across silvered fields slipping past. Whereupon the wind, whipped to fury by the onrush of the engine, struck us in the face like a physical blow. A moment later a giant hand—the hand of the Banshee, perhaps—snatched away our cap and deposited it some ten miles in the direction of Portland.

We caught the flash of a sympathetic grin on the face of Mr. Horeyseck. He didn't say anything about going back, however.

Augusta was very dark and very still when we clambered from the cab and said good-bye to Horeyseck and Bryant. Logically, we should have been streaked with grime from head to foot; but we weren't. Neither engineer nor fireman had a black mark on him at all. And this was due to the frequent wetting down of the cab and coal pile—even in boiling water.

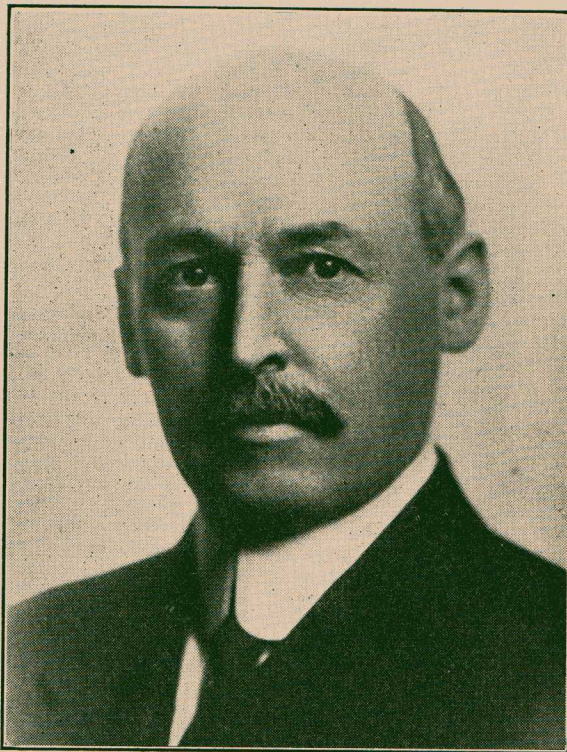
Conductor McDonald's lantern whirled in a half-circle of fire down the station platform. The giant driving wheels began to turn. A moment later, two red lights in the rear of the departing train dwindled to tiny points—and four blasts of the whistle were caught up and echoed across the open spaces by the hovering Banshee. The strangest ride we had ever taken was at an end.

Obituary

William H. Keating

William H. Keating, who in 1921 was pensioned after many years of valuable service to the Maine Central, died March 27 at his home, 132 Neal street, Portland.

Mr. Keating was born in Portland, Feb. 28, 1859—thus being 66 at the time of his death—and was a graduate of the public schools. During high school vacation he was employed in the Maine Central general offices, thus acquiring a taste for rail-roading that was to continue through his life. In July, 1878, he entered the local freight office of the Eastern and Maine Central railroads, remaining there three years, and from 1881 to 1892 was connected with the paymaster and freight auditor's of-



fice, Maine Central. On the consolidation of the accounting departments, he was transferred to the general auditor's office, and in April, 1896, was appointed auditor of freight accounts. He became traveling agent, freight claim division, Aug. 1, 1912; and on May 14, 1921, after 43 years of continuous service, he was placed on the pension list.

Mr. Keating's death was deeply regretted by many members of the Maine Central family. Personally, he was one of the most likeable of men; and few had so fine and high a devotion to duty. Like the late Theodore Dunn, he counted long hours

spent in the service of the railroad he loved as among the happiest of his life.

He came of a family rich in railroad tradition—his father, John Keating, having been the first announcer of trains at Union station, and his brother, John, private secretary to Payson Tucker.

Mr. Keating is survived by his wife, Annie, and by his cousin, John Burke, chief mail clerk in the General Offices.

George H. Tanner



George H. Tanner, whose recent death was greatly regretted, entered railroad service in 1884, at the age of eighteen.

He was for a number of years freight conductor on the old Portland & Rochester R.R., and while serving in that capacity lost his leg at Deering Junction. This was about thirty years ago.

He later entered the Boston & Maine freight office at the foot of Maple Street, where he remained until the Portland Terminal Company was formed in 1910, when he was transferred to the freight agent's office, remaining there to the time of his death.

Mr. Tanner, while at Maple Street, as well as with the Terminal Company, handled very efficiently the over short and damage reports, and was much liked by all who knew him.

He had always enjoyed good health. One morning, after going on duty as usual, he complained of not feeling

quite well. He was sent home in a taxicab, dying two hours later. He was 59 years of age.

Ralph H. Clark

The death of Ralph H. Clark, boilermaker helper at Bangor engine house, which recently occurred, was peculiarly sad; for Mr. Clark was the father of six small children, and, although in ill health, worked as long as his strength would permit—for his family's sake. He died a few days following an operation in Bangor hospital.

At the funeral services, conducted by Rev. John S. Pendleton, the bearers—L. A. Banks, W. M. Beek, George Grant and Nelson Nichols—were all employes of the motive power department.

Mr. Clark, who was 37, was born in Greenville, but moved to Bangor about 14 years ago. For nine years he had been employed by the Maine Central. In addition to his wife and children, he is survived by his mother, five sisters and four brothers.

Mrs. John Boudreau

Sympathy has been expressed to John Boudreau, car inspector in Bangor yard, on the death of Mrs. Boudreau, which occurred April 8, after a long illness.

Mr. Boudreau has been employed in the car department for about 20 years—the greater part of this time as foreman. His son, Frank, is at present assistant foreman in the car department at Bangor.

William J. Sproul

Nowhere did the tragic death at Farmington of William J. Sproul, Maine Central trainman, cause more regret than among the road's World War veterans—for he served with the 14th Engineers, composed exclusively of railroad men.

Mr. Sproul, while assisting in making up a freight, attempted to swing aboard one of the cars. He missed and fell beneath the forward trucks, sustaining injuries from which he died an hour later at Farmington hospital.

He was born in Fredericton, N. B., coming to Portland about 13 years ago and entering Maine Central service. About a year ago he married Miss Mabel Smith of Portland—who survives him, as does his father, Patrick Sproul of Fredericton.

Mr. Sproul was bound by unusually strong ties to the younger generation of railroad men, for, as stated, he was a member of the 14th Engineers. This famous regiment, composed of men from the Maine Central, Boston & Maine, New York, New Haven & Hartford, and Boston & Albany, saw 21 months of oversea service—one of the longest-period units ever in France.

Mr. Sproul was a member of H. W. Longfellow Lodge, B. of R. T.

Claims Wise—And Otherwise

(Continued on Page 18)

soon, if left to its own judgment. He blows his whistle; he tosses a fire card, containing exact instructions, to the first group of section men he passes; they reach the scene, at 25 miles an hour, in a gasoline motor car. They fight the blaze with brooms, shovels and water. They strike it, sometimes, with wet gunny-sacks. They kill it with dirt. They can do more—because they know just how—than five times the number of ordinary men. The amount of property they save each year, by nipping potential conflagrations at the start, is beyond calculation. But this is the side that doesn't get into the daily papers. And this also, it seems to us, is some day worthy of a separate story.

Mr. Foster and Mr. Libby do a lot of hard work—but much of it is intensely interesting.

"What was your longest trip in shortest time?" the former was asked.

"Once," he answered, "I left Portland at 8.45; reached New York at 7.30 next morning; left at two that afternoon for Boston; left there, in turn, at 2.30 A.M., reaching Portland at six. Left at 11 that night for Fredericton, arriving the following noon; left there at five; was in Portland at five next morning. There was work to be done in all those places. But it was nothing unusual—I had sleep enough, and it was pleasant."

Even so, it will occur to many of our readers that a claim agent has no cinch.

Block Signals

(Continued from Page 20)

cannot complete its movement. If any locking lever fails to complete its movement, no signal lever controlling signals for the route can be moved. When the switches are all in required position and securely locked, the signals governing the movement may be cleared. The movement of the signal lever locks other signal levers controlling movements in reverse direction. It also locks the lock levers, and the lock levers in turn lock the switch levers, so that no switch in the route can be moved until the signal is restored to the "Stop" position. In addition, the control circuit of each semi-automatic signal is broken over circuit controllers so that if a switch is open one-fourth inch or more the signal will not clear.

This is by no means all the protection afforded. By use of what is termed electric locking, the switches are caused to be locked by the train itself in approaching and passing the signal and for some distance beyond.

The first of these safeguards to come into operation is the "approach locking." This is an arrangement whereby, after a train has passed a certain point, or entered a certain route approaching an interlocking plant, the route cannot be changed after the signals have been accepted. As soon as the train has passed the home signal, this locking is released; but in the meantime another safeguard has been applied, called "section locking." Section locking takes effect as the train reaches the home signal, and is effective while the train occupies a given section of a route, preventing manipulation of levers that would endanger the train while it is within that section.

The third safeguard applied is "route locking." This is an extension of section locking such that a train on entering a route locks in advance all switches in that route, thereby preventing manipulation of any lever that would endanger the train while it is within the limits of that route.

A very interesting device found in Tower A, and some others, is the illuminated track diagram. This resembles a blackboard, and is mounted above the interlocking machine facing the leverman. Upon this board are outlined all the track sections of the plant, as far as, and in some cases beyond, the distant signals governing each approach. Each switch and signal is also indicated on the board. Each track section is outlined in a distinctive color, and is provided with a miniature electric light, which remains lighted so long as the track section is unoccupied. Immediately upon any track section being entered by a train, or any switch within its limits being thrown, the corresponding light will go out. The leverman is thus enabled to tell at a glance whether any track section is occupied or not. He can also follow the progress of a train through the plant; and he may form a fairly accurate estimate of the length of a train before it has come in sight.

From the foregoing you can appreciate how completely the movements through the interlocking plant are safeguarded.

The Maine Central signal system, which includes that of the Portland Terminal Co., has nine similar interlocking plants, besides a number of minor interlockings at such points as Deering Jct., and the ends of double track. There are 154

Railroad Bear



This comes to us from William R. Fisher, one of the best known of the Maine Central family.

This shows Intervale station and a familiar figure there. No, Bruin doesn't belong to a railroad man—but his owners live near the station, and passengers see him frequently in their comings and goings.

interlocking signals, including signals at railroad crossings and at drawbridges. There are 1,024 automatic signals, protecting nearly 607 miles of track, divided into 1,745 track sections. There are in addition 82 automatic highway crossing signals within the signaled territory, and 40 more outside the signal limits. There are about 2,500 miles of line wire to be maintained, 183 mechanical train-order signals, and many other things.

A signal system is an asset to a railroad only when it is maintained to a high degree of efficiency. One in which confidence cannot be placed or which causes excessive delays to trains due to failures of apparatus becomes a liability rather than an asset. The Maine Central demands a high standard of maintenance, and we are justly proud of the fact that our system ranks high in efficient performance.

IMPOSSIBLE.—A conductor recently discovered a gentleman enjoying a cigar while riding on his car.

"You should not smoke, sir," he began.

"Indeed! That is what my friends say."

"You understand me, sir," returned the conductor, "you must not smoke."

"So my doctor tells me," responded the other.

The conductor was rapidly losing his temper, and assuming the most severe attitude he could command, he roared: "But it's against the regulations, and you shan't smoke, sir!"

"Dear me!" exclaimed the unmoved offender, in grave tones, "That's my wife to a tee!"—*Union Pacific Magazine.*

Editorial

(Continued from Page 10)

ered by a modern civilized State." Here is his conclusion:

"Would ownership of the railroads by the Government mean cheaper operation? Lower wages? Greater efficiency per man?

"During the war we had Government operation. And we had increased wages and lessened efficiency. It is a conclusion from which we cannot escape that were we to have ownership of the railroads by the Government we would have increased rather than decreased costs of operation, higher rates rather than lower.

"Why do the agitators for Government ownership try to fool the farmer? The question of rail rates is a question quite apart from that of fair prices for the farmer's grain and live stock. Some other solution for the farmer's difficulties must be found than that of bankrupting the railroads in order that he may sell his products at a profit. Do these agitators believe that by passing ownership over to the Federal Government cheaper rates can be put into effect and the deficits be added to the tax bills of the people without their knowledge?

"If so, let them consult any Canadian taxpayer. The annual deficits of the Canadian National Railways, admirably managed as they are, are worthy the prayerful study of our LaFollettes, Magnus Johnsons, and others of like views."

His grand conclusion—and it is one, probably, with which few will care to quarrel—is as follows:

"It is time that we get down to brass tacks and realize that the 'railroad problem' is not alone a problem for the railroad managements, and still less a problem to be solved by politicians either on the stump or in the halls of Congress, but that it is the problem of each and every American citizen."

Annual Meeting

The annual meeting of stockholders will be held at the office of the company in Portland, Wednesday, April 15, at 1.30. This is the date of the Magazine's publication, and so is too late for a report in this issue.

The purposes of the meeting are set forth in the call, as follows:

1. To hear the report of the directors and act thereon.
2. To see if the stockholders will authorize the directors of the company to acquire all or

the major part of the capital stock of the Hereford Railway Company, and will authorize said directors to terminate or modify the existing lease between Maine Central Railroad Company and the Hereford Railway Company.

3. To fix the number of and elect directors for the ensuing year.
4. To act upon any other business that may properly come before said meeting.

Two directors have resigned since the last annual meeting—Mr. Frederick H. Appleton of Bangor, whose resignation was Sept. 26, 1924; and Mr. Edward P. Ricker of South Poland, March 20, 1925.

True Enough

(Written by Leverman, Tower Two)

T is for tower that stands all alone
in the center of traffic, and Rigby zone.

O is for operator, whose duties are such,
to handle the Morse, and with trains keep
in touch.

W is for wrecks, which we have now and then,
unavoidable, sometimes, even with our
skilled men.

E is for engineer, when our signals are clear,
can go East or West, or in yards anywhere.

R is for right, which the signals must be,
to go in or out of Rigby, you see.

T is for trains, both passenger and freight,
they are most always on time—very sel-
dom late.

W is for wrong, when for danger signals are
set
if you run by the boards, you are done,
you can bet.

O is for orders by wire and phone,
at the end of eight hours, we're on our
way home.

Membership Drive

At the Railroad Y. M. C. A., on Commercial street, Portland, where the men of two railroads and the Portland Terminal Company mingle, an active and earnest drive for membership is soon to be launched.

We won't anticipate the annual report, which will be presented only a day or two after this issue of the Magazine goes to press; but it is permissible to say that the Association's financial affairs are in better condition than in the past five years. Receipts in the year just past—for the Association's year is reckoned from May to May—have more than balanced expenditures. Also, there were 200 new memberships or renewals.

One hundred and twenty-five memberships expire in April; and the object of the drive will be to get all of these renewed, together with many new ones. There will be none of the spectacular trim-

mings that mark some membership drives—competing teams, suppers, rallies, etc. But there will be hard work and good results.

Out of the Past

The following list of station agents and ticket sellers as they were assigned Nov. 1, 1872, was contributed by a Mountain Division member of the family, and was photographed for the Magazine.

Many of these names will be quickly recognized. H. F. Dowst, shown as agent at Westbrook, was later superintendent of the Eastern Division. He is retired and lives in Bangor.

Joseph Raynes, Yarmouth Junction, was father of A. J. Raynes, the Maine Central's comptroller. The first agent, when the station at Yarmouth Junction was built, was Joseph Raynes, Sr., Mr. A. J. Raynes' grandfather. At this time the station was on the Kennebec & Portland, which later was organized into the Portland & Kennebec. Still later it became Maine Central. Mr. Raynes, Sr., was agent for two roads—the Maine Central and Grand Trunk. On his death he was succeeded by his son, also named Joseph, who was agent only for the Maine Central, a second agent looking after Grand Trunk interests.

W. A. R. Boothby, Waterville, was a brother of Col. F. E. Boothby, for many years general passenger agent.

H. W. Wheeler, Brunswick, was father of E. W. Wheeler, the Maine Central's general counsel, and of W. A. Wheeler, superintendent of the Mountain Division.

Station Agents and Ticket Sellers

UPON THE

MAINE CENTRAL RAILROAD,

NOVEMBER 1, 1872.

PORTLAND & KENNEBEC DIVISION.

| | | | |
|----------------------------------|-------------------|-----------------------------|------------------|
| F. R. Bailey, Agent, | *Portland. | J. T. Smith, | *South Gardiner. |
| S. A. Patterson, (Ticket Seller) | " | B. A. Neal, (Freight), | *Gardier. |
| Geo. H. Holden, (Ticket Seller) | " | James Lowe, (Tickets), | " |
| H. F. Dowst, | *Westbrook. | S. K. Gilman, | *Hallowell. |
| Geo. F. Merrill, | West Falmouth | D. W. Pillsbury, (Freight), | *Augusta. |
| Edward Botter, | *Cumberland Junc. | E. H. Walker, (Tickets), | " |
| Joe. Raynes, | *Yarmouth Junc. | Eben Dunlap, | Seven Mile Brook |
| Seth Bailey, | *Freeport | J. B. Westworth, (Freight) | Riverside. |
| L. Townsend, (Freight.) | *Brunswick. | G. H. Graess, | *Vassalboro'. |
| H. W. Wheeler, (Tickets.) | " | B. C. Paine, | *Winslow. |
| Nathan Sikes, | *Bath. | Albion F. Webb, | Somerset Mills. |
| N. W. Quint, | Topsham. | Eri Drew, | Pihon's Ferry. |
| Horace Snell, | *Bowdoinham | B. F. Eaton, | *Shewbegan. |
| A. Blanchard, | *Richmond. | | |

MAINE CENTRAL DIVISION.

| | | | |
|------------------------|------------------|-----------------------------|-------------------|
| W. M. Buxton, | *Walnut Hill. | W. A. R. Boothby, (Tickets) | Waterville. |
| Charles Eaton, | Perley's. | A. W. Clark, | *Kendall's Mills. |
| Barker Holt, | *Chandler. | Daniel R. Flye, | *Clinton |
| M. W. Clark, | *Danville Junc. | A. D. Millet, | *Burnham. |
| J. Littlefield, | *Auburn. | A. D. Mitchell, | *Pittsfield. |
| John Given, | *Lewiston | E. Lord, | *Detroit. |
| R. S. Ellmes, | Greene. | G. Hamilton, | *Dexter. |
| H. L. Williams, | *Leeds. | R. Knowles, | *Corinna |
| H. A. Williams, | *Monmouth. | S. F. McKay, (Tickets.) | *Newport. |
| E. Cory, | *Winthrop. | D. F. Beck, (Freight.) | " |
| N. Pool, | *Readfield | P. Wilson, | East Newport. |
| J. C. Mosher, | *Belgrade. | Isaac S. Hall, | *Etna. |
| C. Richardson, | North Belgrade. | Alfred Getchell, | *Carmel. |
| H. H. Nickerson, | West Waterville. | G. W. Patten, | Hermos Pond. |
| E. C. Lowe, (Freight.) | *Waterville. | W. H. Small, | *Bangor. |

FARMINGTON DIVISION.

| | | | |
|---------------------|-----------------|-----------------|--------------------|
| Geo. A. Pettingill, | *Lisbon Falls. | John R. Millet, | Strickland's Ferry |
| Chas. E. Judkins, | *Lisbon. | F. J. Folsom, | East Livermore. |
| S. O. Wood, | *Lewiston. | E. E. Goding, | *Livermore Falls. |
| Joe. Daniels, | *Crowley's. | G. M. Thompson, | Jay Bridge. |
| J. W. Getchell, | *Sabattis. | D. E. Leland, | North Jay. |
| H. M. Brewster, | Curtis' Corner. | C. H. Wood, | *Wilton. |
| S. L. Lothrop, | Leeds Centre | E. B. Leach, | East Wilton. |
| Henry F. Woodman, | North Leeds. | G. L. Foss, | *Farmington. |

BELFAST DIVISION.

| | | | |
|---------------|-------------|-------------------|-------------|
| Alfred Berry, | Unity. | Geo. B. Ferguson, | City Point. |
| R. S. Rich, | *Thorndike. | H. H. Adams, | *Belfast. |
| H. H. Piley, | Brooks. | | |

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