

# MAINE CENTRAL EMPLOYEES MAGAZINE

FOR  
BY AND  
ABOUT  
MAINE  
CENTRAL  
EMPLOYEES

*Christmas and the  
Railroads*

*A Just Talk*

*On the Pine Tree  
Limited*

*Winter Sports*



DECEMBER 1925

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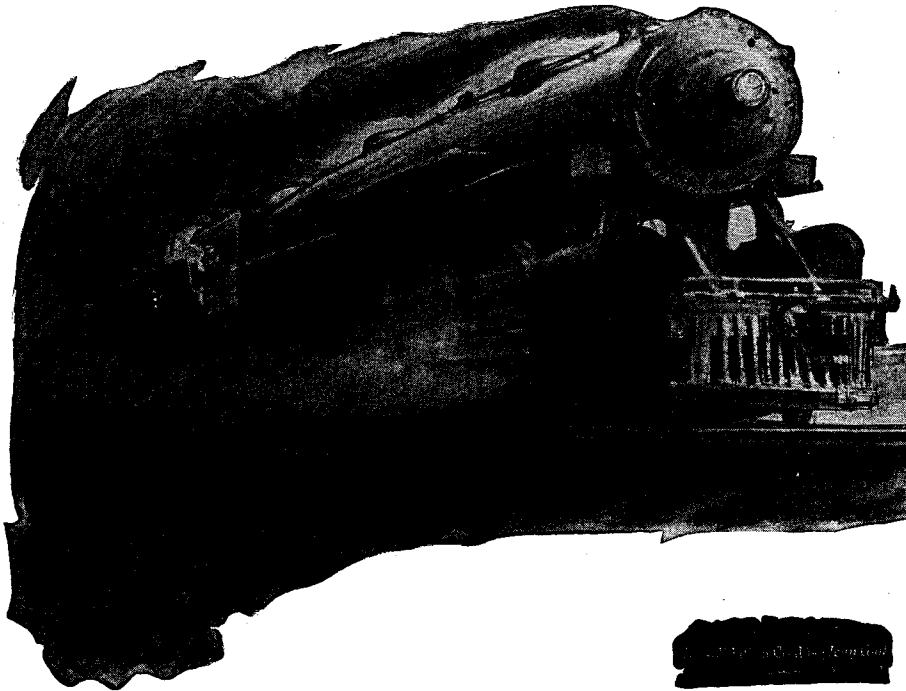
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# Maine Central Employees' :: Magazine ::

“For, By and About Maine Central Employees”

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.

An examination of our advertising will show that it conforms to the highest standards. Only the advertising of reliable firms is accepted. The Maine Central Railroad Company reserves the right to refuse any advertising it considers objectionable.

Advertising rate cards sent on application.

LeRoy D. Hiles, Editor and Manager.

VOLUME II

DECEMBER, 1925

NO. 12

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## IMPORTANT TO CORRESPONDENTS

Items, articles or pictures for the January number must be submitted on or before December 20. This is the "dead-line" date for every month. This does not mean that Correspondents should wait until the last minute. Come in early—by the 15th if possible—and avoid the crush!

# CHRISTMAS CLUB

## *Announcement* JOIN TODAY

### THE NEW PLAN

THE FIRST PAYMENT MAKES YOU A MEMBER

**CLASS 500**

In this class, if a deposit of \$5.00 is made each week for the next 49 weeks, the bank will make the 50th payment for you. On or about December 1, 1926, you will receive a check for \$250.00.

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In this class, if a deposit of 50 cents is made each week for the next 49 weeks, the bank will make the 50th payment for you. On or about December 1, 1926, you will receive a check for \$25.00.

### HERE IS THE PLAN---Showing How You May Profit

	Customers Deposit	We Pay
1,000 — 50c — 49 weeks	\$ 24,500	\$ 25,000
2,500 — \$1.00 — 49 weeks	122,500	125,000
1,000 — \$2.00 — 49 weeks	98,500	100,000
500 — \$5.00 — 49 weeks	122,500	125,000
<b>5,000</b>	<b>\$367,500</b>	<b>\$375,000</b>

Under the above partial payment plan, the amount we pay out in excess of the money deposited is better than 4% interest.

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## Casco Mercantile Trust Company

PORTLAND, MAINE

# Maine Central Employees'

## :: Magazine ::

VOLUME II

DECEMBER, 1925

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### Christmas and the Railroads

Extra heavy loads of mail and express is not all that Christmas means to the railroad. Sometimes one thinks otherwise, as he sees the great piles of mail sacks and the car-loads of express matter being loaded and unloaded during the holiday period. The season presents its problems to the freight and passenger services and the operating departments of the roads. In a way, it is true, the larger problem is with the passenger department, but the freight people find that they, too, have some planning to do.

We all understand why there should be an increase of travel. Folks are going to pass the day with the boy and the girl, or hurrying back to the old home to be with mother and dad for the holidays. It may be their only visit of the year, but they plan to be together on that day of days, and so the ticket agents are busier, the trains are fuller and there is more chance of schedules being wrecked.

It is interesting to study the figures of the Christmas travel. You learn some very interesting things. One finds that passenger business takes a marked jump during the seven days preceding the holiday in all parts of the road, and that it goes up rapidly in those cities and towns where a college or large prep school is located on the two days immediately preceding Christmas. That is when the school closes for the holiday recess. Practically all the students go home at that time. Many go who do not leave for the Thanksgiving vacation. The reason for this is, that at Christmas there is usually a two weeks' adjournment, while at the other, it is only from Wednesday to the following Monday.

Making comparisons of passenger business for the holidays is not easy. To compare one year's travel with that of the previous year is not satisfactory. You would, of course, secure increases, but they would not tell much of a story as showing what Christmas means to the railroad.

A more interesting comparison is to compare the figures of travel for the seven days immediately prior to Christmas Day with the same number of days immediately prior to December 18. By doing this, one learns how travel jumps for the Christmas period. It would be impossible, for the purposes of this magazine, to go into the detailed increases for every station on the system, to show how the business does grow in those seven days; 20 trains, 10 east bound and 10 west bound, have been selected to show how travel on them changed in those periods in December, 1924.

The lowest increase shown by these trains was on No. 16, Waterville to Portland, where travel increased on the seven days, preceding Christmas, over the same number of days preceding Dec. 18th, 25 per cent. The seven days before Dec. 18, that train carried 532 passengers and in the following seven days 664. Four trains, 7, Portland to Farmington; 13, Portland to Skowhegan; 25 and 71, Portland to Bangor, showed a 100 per cent increase.

These tables show the actual number of passengers carried on each of the selected trains, in both seven-day periods, as well as the percentage of increase of travel for each. The first column of figures following the train number, shows the passengers carried for the seven days prior to Dec. 18th; the second

column, those carried the seven days preceding Christmas day. The tables:

Train		Eastbound	
No. 1	473 vs. 600	Portland to Bangor	27%
No. 3	360 vs. 592	Portland to Bangor	64%
No. 5	287 vs. 412	Portland to Skowhegan	40%
No. 7	140 vs. 287	Portland to Farmington	100%
No. 11	963 vs. 1859	Portland to Bangor	90%
No. 13	469 vs. 938	Portland to Skowhegan	100%
No. 15	375 vs. 543	Portland to Lewiston	50%
No. 25	1018 vs. 2077	Portland to Bangor	100%
No. 71	1182 vs. 2280	Portland to Bangor	100%
No. 127	466 vs. 672	Portland to Bangor	27%
Westbound			
No. 8	728 vs. 1217	Bangor to Portland	67%
No. 64	596 vs. 839	Bangor to Portland	40%
No. 48	433 vs. 564	Bangor to Portland	30%
No. 20	223 vs. 305	Bangor to Portland	35%
No. 102	734 vs. 1197	Bangor to Portland	63%
No. 2	754 vs. 1054	Bangor to Portland	40%
No. 14	549 vs. 885	Skowhegan to Portland	60%
No. 74	325 vs. 619	Rockland to Portland	90%
No. 16	532 vs. 664	Waterville to Portland	25%
No. 24	376 vs. 536	Farmington to Portland	43%

For the month of December, 1924, the Maine Central carried 222,657 passengers, an average of 50,274 for each seven days. Estimating the average increase for the seven day period preceding Christmas at 65 per cent it would mean a total increase of about 32,000 passengers for those days.

Freight business of the road is not so much affected as is the passenger business by the Christmas trade, at least not at the immediate Christmas period. It doesn't get the jump in business which comes to the mail and express, for, while it handles tons and tons of Christmas freight, it does so weeks, even months before the holiday comes. Merchants can't wait until Christmas week for their holiday stock. They order it, frequently, a year ahead and it is shipped to them in ample season to be on their shelves and counters before the rush of Christmas trade sets in. It comes over the railroad, therefore, long before that time and so does not cause a rush in the holiday season.

There may be said to be two sources of contact with the Christmas trade by the freight department. One is the warm car service, the other the Christmas tree industry.

The demand for warm cars is for the transportation of turkeys, chicken, fruit and other eatables of the holiday season. While it is desirable that the turkeys and fowl shall be kept cool, it is equally as necessary that it shall not freeze. To land this stock at destination in the best of shape the warm cars

are called in. These cars are not hot. They are kept at a temperature which prevents the contents freezing, yet which has sufficient chill to preserve the birds.

The Christmas tree industry along the lines of the Maine Central shows a constant growth. In 1920 there were shipped from stations on the Maine Central 373 carloads of these trees. In December, 1924, there were shipped 323 cars, which with those shipped in November gave a total for the year of 517 cars, an increase of 144. Of this total 36 cars came from three stations in Vermont, 72 from three stations in New Hampshire, 83 from four stations in the Province of Quebec and 326 from 52 stations in Maine.

It is rather interesting to note the destinations of these trees. They went to places in these states: Massachusetts, New York, Maryland, Illinois, Missouri, Rhode Island, New Jersey, Ohio, Michigan, Texas, Connecticut, Pennsylvania, Indiana and Wisconsin.

In addition to these 517 cars the road received 31 cars from the Bangor & Aroostook, 97 cars from the Quebec Central and 48 from the Canadian Pacific, making a grand total of 693 cars of Christmas trees which the Maine Central handled in 1924.

The average load of these cars was 1,600 trees, giving a grand total of 1,108,000 Christmas trees which passed over the lines of the Maine Central in 1924.



### MY DOG

He's my dog—  
 Four legs and a tail,  
 A reckless vagabond out of jail.  
 Just a lot of dog, no pedigree,  
 All kinds of branches on his family tree.  
 Shoebottom eyes, nose too long;  
 Makes your head ache when he sings his song.  
 His legs are gangly, he has knock-knees,  
 Tears up slippers, and harbors fleas.  
 Wild and woolly, likes to run away,  
 Knocks you down when he wants to play.  
 Is fond of "rassling" with gloves and hats,  
 Tears up flowerbeds and chases cats.  
 Sleeps all day, eats like a hog,  
 Absolutely worthless—but,  
 He's my dog!

—*Railway Life.*



## A Just Talk---A Railroad Man's Christmas



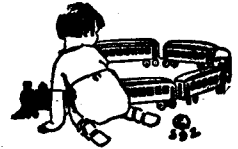
**N**EVER having been a railroad man, I should know all about this subject, for it is my observation, nowadays, that everyone knows nothing about his own business and everything about everyone else's business.

I saw "Mack" the other day on the Pine Tree Express, more rotund than ever, new uniform with gold braid on it sticking out about six inches more "towards Sawyer's," as we used to say in the country, than ever. His Pullman car is a boudoir of mauve plush with pale gray decorations. I felt as though I were in a Presidential suite. I wonder what Mack will do on Christmas, for instance—when he quits home at 8 A.M. and gets back at 7 P.M. I KNOW what he will do, of course, he will make the run as of old.

I hear some of the other boys say with disgust, "Mack! what does HE know about a Railroad Man's Christmas? Let some panhandler like me, who has a run on a freight train, talk. Me! A trainman. Roughneck; roaring through a Christmas snow-storm, eighty cars; two or three engines; howling blizzard; caboose whistling and rocking with the wind. Oh, God! Forgive us for having Christmas feelings. We ain't entitled to any."

I suspect that this world is all full of Railroad Men's Christmases. Faces peering through the night of Christmas eve, looking for the green and the red out of the windows of rocking locomotives fiercely plunging through the night. Faces lit by the flames of the furnace fires, blazing with scorching heat, a moment limned in the light as the fire is broken down and again hid in the darkness of the tender. Faces watching from the windows of cabooses; or seeking in the lantern light to read the orders by switch or by lonely stations all over the land—men away from home where babies are sleeping and wives are wishing and Santa Claus never may be impersonated by the Dad himself.

Railroad Men's Christmases are sailors' Christmases; travelers' Christmases; wanderers' Christmases the world over. Only it seems harder to be near home and yet away from it. I suppose that the railroad man fortifies his small son with miniature trains and switching devices and puts a miniature locomotive in son's stocking and considers that he has done it all, done all that he can. I suppose that one year he may be at home and another year at the other end of the run, according as to luck. I suppose that he feels as though it were a hard life, and he the only person or class of persons who have no real abiding place.



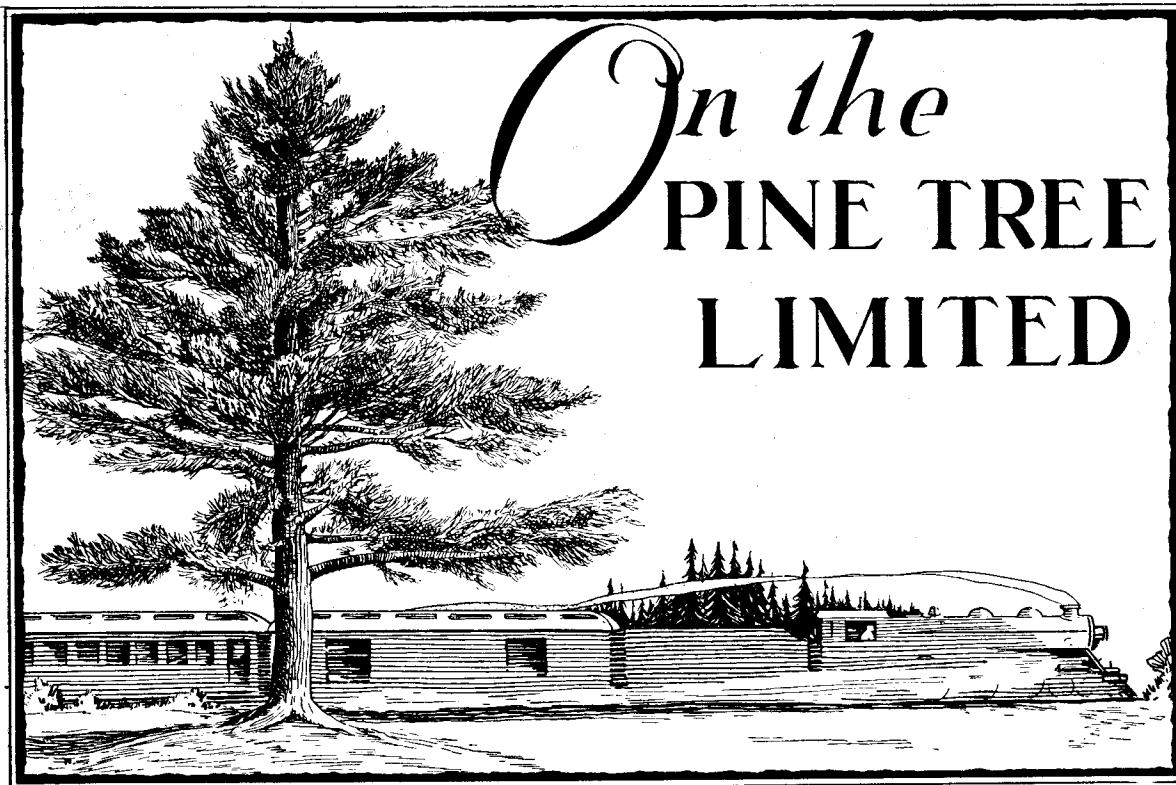
But this is a world of broken families at Christmas. I know a newspaperman who is at beck and call of every great break of news. He married his wife one day, and did not see her again for eight weeks, being sent suddenly afar into the west to cover a big news story that broke into his honeymoon. I know another newspaper man, who says that when he gets home occasionally for the night, his little son says, "Mamma, where's daddy going to sleep?" These are also lads who have to appreciate and understand what may be a railroad man's Christmas.

I wish that every living person could have a home and stay in it on Christmas Day, or else put in the day with relatives around the most glorious of all things, a New England Christmas Tree.

There is no other Christmas like a New England; none in New England to begin to compare with Maine. Christmas without snow; without trees—spruces and firs especially—bearing their ermine borders, weighted with crystals; trees glistening in the lamp-light; trees through which the stars shine as they did on that day of the Birth.

I had a word the other day from one who has gone to the South for the winter. The burden of the letter was sorrow at being away from a Maine Christmas. The dream of this kind friend is of seeing through the win-

*(Continued on Page 29)*



By Sam E. Conner

Stars glimmered and glistened overhead. An automobile roared up to the platform. A man and woman hastily stepped out, entered the waiting room, came out, hurried aboard the train. Conductor Johnson swung his lantern, Engineer Towle moved his throttle, steam hissed through the ports, the drivers of engine 453 moved. Easily, without jar, jolt or shock of any sort the train was on its way.

It was the Pine Tree Limited, the Maine Central's last word in service, pulling out of the Waterville station for its daily run to Augusta, Portland and, the Boston & Maine railroad co-operating, to Boston and back home.

As yet the folks of Maine haven't come to a thorough appreciation of what this train means, but they are waking to it. Each day sees an increase in patronage. Men are finding that for them to go to Portland to

transact business is made much easier by patronizing this train. The Waterville man who desires can leave that city at 5.20 in the morning, go to Portland, have two hours for business and be home at one in the afternoon, or he can have four hours and be back at three in the afternoon. He can go to Boston, have five hours and be home at 9.30 in the evening. A Lewiston man doesn't have to leave home until an hour later than his Waterville friend, and be home correspondingly early. Augusta, Gardiner, Richmond and Bowdoinham and Brunswick people benefit proportionately.

Perhaps there is no better way of making clear the convenience of this train than in the following: Heretofore if you wanted to go to Boston for the Christmas dinner with the old folks or the children, you must leave the day before and return the day after. Not so, this year. Take the Pine Tree Limited in the morning, have dinner with the family and sleep at home in Maine that night!

So much for what you can do on the train. Now for something about the train and how it is appealing.

The morning on which the Maine Central Magazine representative made the trip was



Conductor of the Pine Tree Limited  
ALFRED N. JOHNSON

one of those fine ones, which November furnished in profusion. A bit of frost was in the air, the sky was clear and filled with stars. The fine new all-steel coaches and chair cars shone brightly under the electric lights of the Waterville station, as the people clambered aboard. Later they glistened in brilliancy of the morning's sun. Out across Ticonic bridge, down through Winslow, Vassalboro and into Augusta swiftly moved the train. At the Capital City, the already fair passenger list was augmented, both in the day coaches and the Pullman chair cars.

Electric lights filled the cars with a brilliant illumination. Some of the passengers read the morning Waterville paper, some had books and magazines, but by far the majority discussed the Pine Tree Limited.

"It's the biggest thing the railroad has yet done," said a prominent Waterville business man. "You're right," said a well known Augusta man, who was going to Boston for the express purpose of seeing Yale and Harvard fight it out in the Stadium at Cambridge on the following Saturday.

"I didn't have to go up on this train," said the other Augusta man. "My business is a bit of a vacation, so I could have waited until a later train, but I just wanted to show the railroad management my appreciation of what they were doing. I feel we ought to do so. This train means a lot to Maine. Some day I'm going to need it badly and I want it running, therefore I am going to travel on it every opportunity I have."

At different times during the trip up and back other men made like remarks. For example, there was the Lewiston manufacturer, who went up in the morning. Eating dinner that night—there's a diner on the train coming east—he explained what it had meant to him. He had gone to Boston in the morning, seen all his customers, booked his orders and would be home by 9 o'clock and in his factory the next day to push along those orders. Previously it had required two days in which to do the same amount of work. It saved him time and money and he was in something of a quandary to say which he valued the most in this particular instance.

But the outstanding instance of benefit which the Pine Tree Limited was rendering that day was furnished by another, who lived on another road, way up in Presque Isle, Maine. Wouldn't think of him as being benefited by the Pine Tree Limited operating between Waterville and Boston. Listen to his story: "Some service, this train, I'll say. See what it is doing for me: Left home yesterday morning and reached Boston at 9.15 last night. I had nine hours there today in which to do business, which was ample. Taking this train into Portland gives me three hours tonight in which to do business, having made my appointments by phone, and I'll take the night Pullman and be back home tomorrow morning. Without this train I couldn't have gotten there until tomorrow night about 10 o'clock. Some benefit, I tell you."

But this has been a digression. We were racing down through Vassalboro and the capital of Maine. I was going to tell you something about the fixings on the train. It is an all-steel vestibule equipment, as previously mentioned, richly finished and comfortable in every respect. The two parlor cars, Stella and Roxana, are the last word in

tive embellishments. The illumination is from center and deck lights, having ornamental bases and Ivrene glass bowls. Trimmings are in light statuary bronze and the window shades are of special attractive fabric, with decorative fringe. The drawing room finish is similar to that of the main car, but the walls are in two colors. In the smoking room,



INTERIOR OF PINE TREE LIMITED

de luxe travel. They have 28 luxurious, overstuffed chairs of special design, covered with figured mohair plush (made at the Sanford Mills, Maine), having antique gold and cream back. They are carpeted with wilton carpet over ozite hair felt padding. The walls are handsomely grained in walnut, with attractive color and gold line striping and decora-

hallway and toilet the floor covering is of blue and buff rubber tiling in three-inch squares.

At each stop along the way the train garnered more passengers, for this was the first big day's travel which the Pine Tree Limited had experienced. At Brunswick the train from Lewiston contributed a consider-

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able increase, so that when Portland was reached there was a fairly good train load on board.

Running smoothly, with the train dispatchers making every effort to keep a clear track ahead, the limited was on time. It is the management's intent to have it that way at all times. Only sufficient time is allowed for the change of engines and then the Pine Tree Limited is once more on its way.

Steadily it sped along, making reading a pleasure and conversation easy. Portsmouth was its first and only stop after leaving Portland. As on the Maine Central, the dispatchers were watching. Nothing was permitted to hold up the Pine Tree Limited. She rushed down the length of Revere beach, across the bridges of the Mystic and Charles rivers into the train shed of the North Station, Boston, on time.

Here was another interesting feature of the train. Passengers as they walked up the platform to Causeway Street where they were to separate and go about their various businesses, were making engagements to dine together on the way back.

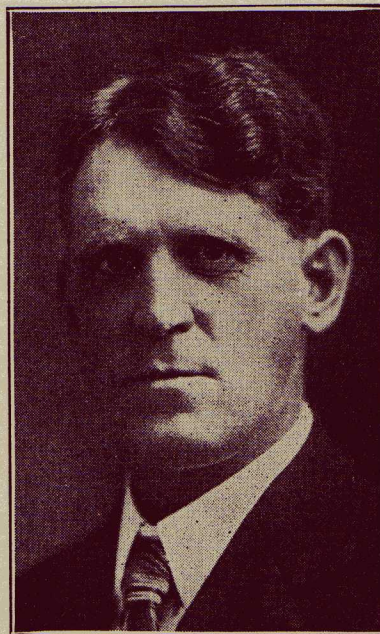
Again the stars were glistening and the electric lights were shining. The Pine Tree Limited was standing on track 13. A huge placard at the gate made it impossible to miss it. Men and women were going through the entrance to the train shed. It was 4.17, seats were becoming scarce in the day coaches, the last of the chairs in the Pullmans had been occupied. All was bustle. A train of empty cars on the next track began to move, a man and boy came running down the platform, climbed into the smoker, the hands of the conductor's watch were showing 4.20, the last all aboard was called, the porters and brakemen clambered aboard, wheels began to move, vestibule doors slammed and quickly the limited was rolling out over the bridges on the run to Waterville, Maine.

There was a different atmosphere in the train on the homeward run. Night had settled down; there was nothing to be seen by looking through the windows. For the first half hour all were busy with the evening papers, hastily snatched from the station news stands, as the purchasers raced to catch the train. Then came the call for dinner and from thence into Portland the diner was a popular resort.

Service in the diner is of the best. The food is excellent and there is a large variety

on the regular bill, while nearly every afternoon there is a special menu provided.

Do Maine people appreciate the train? The answer was found in Portland Union station. It was: "They do." No other interpretation could be made of the men and women who got on board there. Their tickets read to Freeport, to Brunswick, Lewiston, Richmond, Gardiner, Augusta and to Waterville. They had been given ample opportunity to do business in the State's biggest city and get home



A. C. TOWLE

Engineer of the Pine Tree Limited

the same night. These people were in a frame of mind to accept the statement of G. C. Randall, district manager of the car service division of the American Railway Association for New England, to the October meeting of the New England Shippers advisory council, when he said: "I feel safe in saying that nowhere in the United States is railroad transportation in a more healthy condition and functioning more efficiently than in New England," and to say that it applied fully to the Maine Central.

Among those taking advantage of the train was an agent of one of the big Lewiston cotton mills. A prominent Augusta attorney said that he left home in the afternoon on 102, came to Portland and had opportunity for

(Continued on Page 29)

## Maine Central Employees' Magazine

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Advertising rate cards sent on application.  
LeRoy D. Hiles, Editor and Manager

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DECEMBER, 1925

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### EDITORIAL

#### You Are The Company

Did that thought ever come to you? If not, just take it to yourself, now. You are the company! Absolutely, that is so. Whether you are a brakeman, conductor, station agent, freight handler, trackman, anything connected with the railroad, you are "the company" to the public which comes in contact with you. By your attitude toward them, is their sentiment toward the company made. If you are gruff, discourteous, lacking in desire to be of service to those whom you meet, they say the company is arrogant, doesn't care a hoot for the public and has no desire to serve.

Do you smile, have a cheery word and display a willingness, even anxiety to be helpful to those who come to you, either as shippers, prospective shippers, travelers or possible travelers, it, likewise, is reflected. All who receive that treatment, come to feel that the company wants to be decent; wants to give service; and they are correct.

Were you to ask a policeman how to reach a certain part of the city and he were curt, brusque, perhaps insolent in his reply, you would resent it. You would feel it was no way for a public servant to treat the public, his employers. This would be right thinking. Now, you and I, all of us connected with the railroad are in a way public servants. We all serve the public. It is our duty to give them the same respectful attention and consideration we expect the policeman to give us.

It is the little acts of kindness which count. Doing little things to help the public which counts. It may discommode us, may mean a lot of bothering, but, if by so doing, we improve the public's attitude toward the rail-

road we have accomplished much; and have done something for ourselves. It may be that you're the agent in a small town. A woman wants to go somewhere on another division. She asks about train arrangements; do not let her leave the window until you are positive she has every bit of information of value to her.

To illustrate, let us suppose you are the agent at Lincoln on the Eastern Division and the woman wants to leave on the morning train at 10.50, and go to Lewiston-Auburn. You're not very familiar with those cities, but know they are on the "back road." You look and find that there is no connection with 102 at Waterville for those places. You can, of course, tell her so and explain that she will have to wait either at Bangor or Waterville over night in order to make the connection; that she can't get through to those cities the same day she leaves Lincoln. Before doing so, do some investigating. You will find that there is a connection at Brunswick by which she can reach Lewiston-Auburn at 6 P.M. It may take a little time, but it will repay in the good-will which it brings to the road and to yourself, instead of the ill-will which comes when the woman learns, as she will, of this connection.

So it is in many other ways, be sure that you have given the correct information and all of it before you permit the inquirer to depart.

Many stores, one great chain in particular, have this rule: "The customer is always right." Pretty broad, but based on good foundations. We railroaders can well bear it in mind. Doing so, we will keep our temper when the kicker comes and handle him accordingly. If this is done, it will be found in the great majority of instances that the kicker stops kicking, gets ashamed of himself and becomes a booster for us and the road.

Yes; let us all remember that "We are the company!"

#### Merry Christmas To All

Merry Christmas. Two of the cheeriest words in the language. To one and all of the Family the Maine Central Magazine says them; says them with all the genuine feeling of the spirit of Christmas; without that spirit the greeting is trite, meaningless, useless. To have and to hold the true spirit of Christmas is to have a feeling of friendliness, of

(Continued on Page 29)

## Railway Efficiency Increases

The *Railway Age* in a recent number calls attention to five carloads of wheat that recently were handled on the Great Northern as affording a good illustration of the way in which the efficiency and economy of railway operation have steadily increased.

"The Great Northern recently has acquired and placed in service some box cars," says the *Railway Age*, "which have a marked capacity of 140,000 lbs. or almost twice the average capacity of all the box cars in the country, which is about 77,000 lbs. Five of these cars were photographed together when loaded with 753,900 lbs. of grain, an average of 150,780 lbs., or more than 70 tons per car. The average loading of wheat in the United States in 1924 was less than 41 tons per car. Therefore, the average load of these five cars was about 75 per cent greater than the average load of all wheat."

The total number of bushels of wheat in the five cars was 12,565, or equivalent at 15 bushels to the acre to the yield of 837 acres; and each car contained the equivalent of the entire crop of more than 167 acres of land.

"It has been by similar, although seldom such extraordinary, increases in the capacity of equipment," says the *Railway Age*, "and by all the improvements in physical facilities and operating methods required to handle freight in big carloads and trainloads, that the economy of transportation has been continually increased on the railroads of the United States with the result that, in proportion to wages and prices, they handle freight much cheaper than railroads anywhere outside of North America.

"That, in spite of all the changes in transportation conditions, the efficiency and economy of operation as a whole go on steadily advancing is again well illustrated by the operating statistics for August. In that month the average number of tons of freight moved in each train

was 796, the highest record of this kind ever made. The increase in average trainload was chiefly due to an increase in the average number of cars moved in each freight train, which in August was 45.6. This also was a new high record. The average freight train, excluding locomotive and tender, but including the freight in it, weighed 1,759 tons. This also was a new high record, the highest previous being 1,699 which was made in July, 1925.

"The benefits the railways are deriving from acquiring improved and more powerful locomotives which can pull increasingly heavy trains while maintaining relatively high speeds is illustrated by the fact that in August the average number of gross tons moved one mile per hour per freight train was

20,826. This was another new high record, the best previous months' records having been made in May and July of this year. Still another important operating record was made in August. The average amount of coal consumed in freight service per 1,000 gross ton miles was 125 lbs., the lowest figure ever reached in any month.

"The increases in efficiency secured month by month may sometimes seem small, but when they are kept up month by month and year by year their cumulative effect becomes remarkable. The gross tonnage moved one mile per hour per average freight train in August, 1925, was 33 per cent greater than in August, 1920; and this great increase in efficiency mainly accounts for the huge economies in operation that have been effected since 1920."

## Commuters Increasing as Passenger Totals Fall

Although the total number of passengers carried by the railroads in July, 1925, was about 15½ million less than the number carried in July, 1921, the number of commutation passengers increased by over 1,400,000.

These figures illustrate two trends which are affecting the railroads' passenger business now, namely, a decrease in total passengers carried and a growing importance of commutation travel.

Analysis of the following table will show further trends. "It will be seen that the average commutation journey has increased in length and at the same time the average rate per mile paid by commuters has slightly decreased. It will also be seen that the average journey taken by non-commuters has increased.

	July, 1921	July, 1925
Passenger Earnings .....	\$108,600,000	\$97,650,000
All Passengers Carried .....	90,841,000	75,336,000
Non-Commuters .....	57,303,000	41,380,000
Aver. Journey Non-Coms. ....	54.54 miles	73.53 miles
Commuters Carried .....	33,538,000	34,956,000
Commuter Revenues .....	\$5,414,526	\$5,968,218
Aver. Commuter Journey .....	15.24 miles	16.25 miles
Aver. Com. Rate Per Mile .....	1.06 cents	1.051 cents

In commenting on these facts the *Railway Age* says, in part:

"The facts that commutation business increased, and that the average journey of non-commutation passengers increased so much, simply emphasize that the bulk of the business that has been lost has been short distance business outside of urban and suburban areas. It has been taken away by the private automobile and the motor bus, mainly by the former."

## In the Allegash Country

By C. H. LEARD

Well, sir, we have been on our annual hunting trip in the North Woods and as usual this was a humdinger! Mr. Nickerson of the Bangor Freight Office and his wife and the Mrs. and I, harnessed up the little old "Chev" and left Bangor about 7 one morning the latter part of October for the wilds of Maine. We arrived at Ripogenus Dam shortly after dinner, having our lunch on the banks of one of the many picturesque brooks you pass on the Great Northern's wonderful road from Greenville to the Dam.

After showing our companions this massive piece of work we turned back to the old Chesuncook Dam and here we unloaded our knap-sacks, guns, etc., and embarked for an eighteen mile sail up the beautiful Chesuncook Lake.

How old Mt. Katahdin glistened in the sun with its snow-covered peak; it almost appeared to us we could throw a stone and hit it, and yet it is about 30 miles away.

We arrived at Chesuncook Village about 8.00 P.M. and made ourselves at home in one of the nicest log cabins in the settlement. It is the home and headquarters of a friend who is a guide and trapper in that region. The village of Chesuncook has always had a magnetic charm for me ever since the first time I visited there, and on each trip I see something new and interesting in the community and its inhabitants. It is a little place composed of 15 or 20 houses, most of which are log cabins, and its interesting and unique history has been printed in the newspapers many times.

When the big Ripogenus Dam was built, it increased the height of the water to such an extent, that it was necessary to move all of the houses, the school-house and hotel further back on higher land. Yes, and even the little graveyard with its quaint tombstones, was moved up on the hill. Some of the cabins and houses have had to be moved three times.

We left the village by motor boat at 7 A.M. next morning for another sail of five miles to the mouth of Umbazooksus stream.

Here our troubles began; after shouldering our knapsacks we started on a three-mile hike over the worst trail that ever was, bar none, and about the time we started the rain started and Oh! Boy! how she did pour! We climbed over trees and blow-downs, waded through water nearly to our waists but eventually reached Mud Pond Carry where we had a good hot venison dinner and got our clothes dried a little at the sporting camps situated on the shores of Umbazooksus lake. Our guides met us here and about 1 o'clock we began another two-mile hike over the trail which is rightly named, "Mud Pond Carry." At the end of this walk we took to canoes for a paddle of two and a half miles across Mud Pond; then down Mud Pond stream about a mile, shooting rapids and dodging rocks till we struck the thoroughfare into Chamberlain Lake.

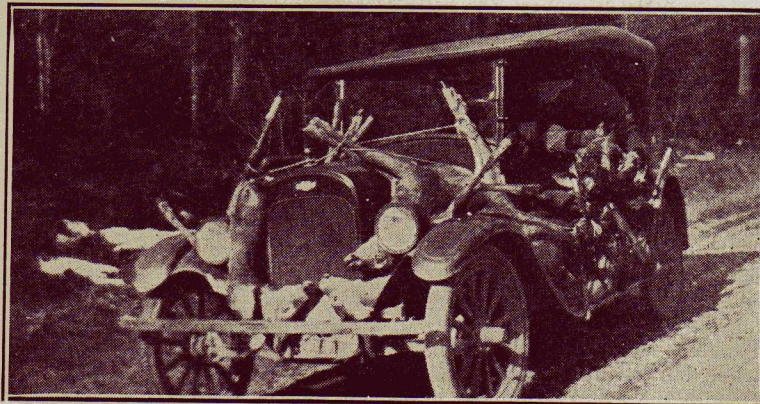
Coming through the thoroughfare we caught our first glimpse of a deer and the ducks seemed to be everywhere around us.

At the entrance to the Lake, the big motor boat was lying at anchor and soon we were on our way over Chamberlain to Chamber-

lain farm, our destination. I would love to tell you about the many side trips we made while there, the 20-mile sail to Telos dam, passing through three lakes and three long thoroughfares. How we longed to catch some of the large trout and togue that we could see playing in the pool, near the dam. It appears to me that those fish knew that they were protected by law for they would look up at us and wink and laugh in a very saucy, indolent manner. In fact one large togue even put his thumb to his nose and wiggled his fingers at me.

The trip to the head of Chamberlain Lake is always an entertaining one. The three-quarter mile tramway into Eagle Lake, where years ago logs were transported from the St. John water by means of an endless chain into the Penobscot waters, the night spent in the little log cabin at Leadbetter Brook and oh, so many other trips.

Suffice it to say that we all got our full quota of deer and birds, as the snap-shot proves, and after one of the most glorious weeks spent in one of the most wonderful countries in the world, to my mind, we left on our homeward journey. On the return we had our guides take us down Umbazooksus Stream in canoes instead of walking and here we had two or three thrills, one of which was shooting through the sluiceway of an old dam, the water surging all around us and fierce rapids to welcome us at the end of the sluiceway. Another thrill was working



MR. AND MRS. C. H. LEARD AND MR. AND MRS. WILLIAM NICKERSON



our way through an old beaver dam. Jumping boom logs in motor boats and breaking ice for half-mile stretches at a time in canoes are also some of the exciting experiences that our trip afforded.

My advice to members of the MAINE CENTRAL family is to take a trip into the Allegash country where you can have all the thrills that you desire and see what a wonderful State we are living in.

## New England Shippers Advisory Board Told About Maine Central

Freight Traffic Manager George H. Eaton represented the Maine Central Railroad at the first regular meeting which was held at the Hotel Bond, Hartford, Conn., on Oct. 30. This is one of several similar organizations created throughout the country by the American Railway Association. Its purposes are set forth in the following statement:

1. To form a common meeting ground between shippers and railroads and the carriers as a whole as represented by the Car Service Division of the American Railway Association, for the better mutual understanding of local transportation requirements, to analyze transportation needs in its territory, and to assist in anticipating car requirements.

2. To study production, markets, distribution and trade channels of the commodities produced in its territory with a view to effecting improvements in trade practices as related to transportation, and to promoting a more even distribution of commodities, where practicable.

3. To promote car and operating efficiency in connection with maximum loading, and in the proper handling of cars by shippers and railroads.

4. To secure a proper understanding by the railroads of the transportation needs of shippers, and their co-operation in carrying out necessary rules governing car handling and distribution.

5. To acquaint shippers and railroads in each section of the country with seasonal requirements in this section in

order to promote intelligent co-operation in the handling of equipment between the different districts of the country.

6. To adjust informally, car difficulties which may arise in its territory between carriers and shippers.

7. To give the shipping public a direct voice in the activities of the Car Service Division of the American Railway Association, in all matters of mutual concern.

### INTERESTING FACTS ABOUT MAINE CENTRAL

Mr. Eaton was brief in his remarks, which were in line with all others who took part in the meeting, but in his time on the floor he presented to those present some very interesting information concerning what the Maine Central had done, was doing and hoped to accomplish in the future. Having called attention to the fact that ever since the road was returned from federal control to private ownership the effort of the management had been to build up facilities which will produce economic and fast movement of business, Mr. Eaton devoted attention to the results of the new Rigby Terminal.

The completion of this terminal had done away with the old system at Portland of classifying traffic in a number of small yards, with a notable speeding up in the putting through of business. Said he: "In fact the Portland yard or the Rigby yard, works to the advantage of both the Boston & Maine and the Maine Central. Portland is one of the largest interchange points on the Boston & Maine. I have not seen any figures since

1922, but in that year the interchange of business between the Maine Central and the Boston & Maine Railroad at Portland was second on their list; Mechanicville, I believe, being first, and then Portland, Me.

"In order to show you just what this yard has accomplished, I want to point out that we have been enabled to reduce train delays 18.2 per cent. In 1923 we had about 33 per cent. of our trains in and out of Portland on time; today we are running from 97 to 98 per cent. on time.

"We have in Portland in the months of October and November approximately 624 freight train connections between the Boston & Maine and Maine Central. In 1923 in October and November the regular connections of our trains averaged only about 81 per cent when made. Today they are running close to 98 per cent. That will show you, I think, the value of the Rigby yard."

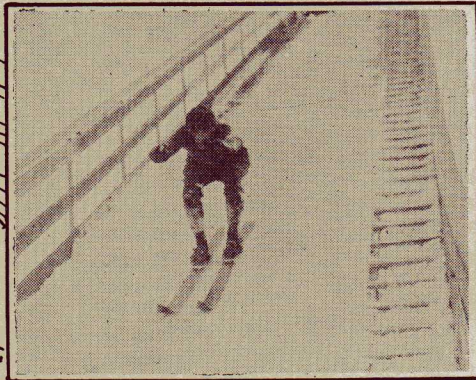
In closing, Mr. Eaton called attention to the fact that the Maine Central spends with the New England supply industry about \$2,500,000 annually and its weekly payroll was about \$215,000. He said that the Maine Central would welcome the board to Portland for its January meeting, which is planned to be held in the Maine City.

### LAROCHELLE-MALIA

Miss Edna C. Larochelle of Portland became the bride of Joseph Malia of Bangor on the morning of Nov. 4, at a nuptial mass in the Cathedral of the Immaculate Conception, Portland. The mass was celebrated by Rev. George P. Johnson in the presence of a large gathering of friends and relatives. The bridesmaid was a sister of the bride, Miss Adelyn Larochelle, while the groom was attended by his brother, Michael J. Malia. There was a wedding breakfast at the home of the bride's mother, in Portland, after which the couple left for a honeymoon trip which included visits to Boston, New York and Washington.

Mr. Malia is a member of the Maine Central family, being an engineman on the Portland division.

# ~Winter Sports



Down the Slide



Hockey is Coming In



He Said He Sat Down on Purpose

It was a Jolly Spill



A Fancy Sk

# Sports in Maine ~

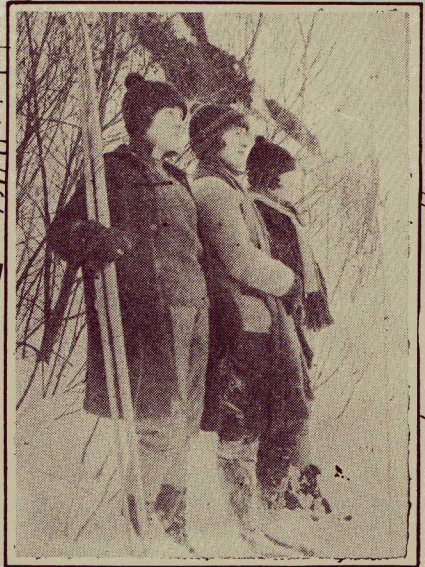
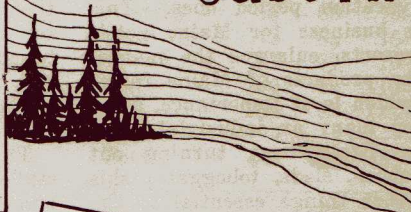


Just After the Take-Off

is Coming Into Its Own



A Fancy Skater



Winter Girls  
A Ski. Full



## Winter Sport Time

Although winter sports are as old as winter itself, it has only been a comparatively few years since they became a business. So far back as one can trace, there was skating and coasting and snowshoeing. In those times it was a local matter. As time progressed there came a change. Folks began to make something of winter pastimes as they had been doing for those of the hot weather months. If we are not in error the Canadians were first in this country to develop this feature of recreational activities and they are today among the leaders in this.

Canadians began having ice carnivals. The idea spread to the western States, Minnesota and those commonwealths. They were made great features, fully 40 years ago, of the winter months. Gradually the idea came east. Some 35 years ago Bangor and other Maine cities put on winter carnivals. This was in connection with the old toboggan chutes which many of the cities had about that time. These chutes, like the roller skating craze, flourished for a time and then dwindled, except where private clubs maintained them. Tobogganning, however, retained its place with lovers of the out-of-doors, who continued to slide down the hillsides, on crust and on natural slides, until there was the present revival of interest in winter sports, resulting in the re-establishment of regular slides.

In the meantime skiing has come in and snowshoeing has taken a new lease of life. All the larger places have their ski jumps, their toboggan slides and their skating and hockey rinks. Curling, too, is being played in many places. Smaller places, too, are dabbling in the winter recreations, building rinks, jumps and slides and taking an active part in all the events.

Maine has developed in this respect during the past two years and the biggest feature of winter sports in New England, if not in the country, was staged at Lewiston, last February, when 2,000

Canadian snowshoers made a two-day visit to that city. They erected a monster ice palace on the city park, there were snowshoe races and other events, including parades, a monster ball, banquets and heaps of good time during the visit. This did much to attract attention to Maine as a winter sport resort, for the camera men of all the leading motion pictures news weeklies were at Lewiston and filmed the scenes, which were later shown in all the motion picture theatres of the country.

Winter sports, while they make us all have a good time, are looked upon by all as of much importance in the business development of Maine. They bring people here for a good time, just as the spring fishing, fall hunting and mid-summer vacation period does. This means business for Maine hotels and resorts, enlarges the market for the products of Maine farms and, which is of importance, helps to keep many an industrial plant of the State busy turning out snow-shoes, sleds, toboggans, skis and other things essential to the full enjoyment of wintertime.

Indications at the present time are that with anything approach-

ing a normal, ordinary State of Maine winter, the coming three months will see such an influx of winter tourists as will break all previous records here.

"I understand that your boy Josh is interested in perpetual motion."

"Yes," replied Farmer Hawbuck, "and I'm kinder encouraged about it. I thought for a while that the only thing Josh was interested in was perpetual rest."—*Boston Transcript.*

## Breen's Crew Is Busy

Samuel Barker, cook for T. H. Breen's crew, has sent the Magazine some snap-shots of the crew in action. One of the pictures is reproduced in connection with this story. Our regret is that all of them could not be made use of, for one and all were clear and interesting. The pictures were snapped, we suppose, by Cook Barker at Chapman's crossing on the Rumford branch.

This particular job was the installation of a double box culvert and the work was in the usual satisfactory manner of the Breen crew, which is one of the busy ones of the system.



BREEN'S CREW

## What The Bowlers Are Doing

### Congress Square Alleys

**STANDINGS:**

	Won	Lost	P.C.
Mooseheads	22	10	.688
Megantics	22	10	.688
Kennebagos	18	14	.563
Fryeburgs	18	14	.563
Fabyans	16	16	.500
Concords	15	17	.469
Rangeleys	14	18	.438
Portlands	12	20	.375
Kineos	12	20	.375
Somersets	11	21	.344

**RECORDS:**

- High Individual String, Small 154.
- High Individual Three Strings Total, May, 372.
- High Team String, Megantics and Kennebagos, 408.
- High Team Total, Kennebagos, 1134.
- High Average, Corcoran, 99.

**AVERAGES:**

Corcoran 99, Pearson 98, May 98, Allen 96, H. P. Hawks 95, Waite 95, Small 94, Grant 94, Goud 94, L. Hawks 94, Foster 92, Mills 91, McCullum 90, Stover 89, H. Bean 89, Brown 88, Heiskell 88, Leighton 88, Talbot 88, Malloy 87, Nagle 87, Caldwell 86, Paine 86, Welch 86, Cain 85, Reagan 85, C. Beane 84, Oberg 84, Whiting 84, Barron 83, Clarity 82, C. P. Hawks 82, Jones 82, Goss 81, Horton 81, Shaw 81, Smith 78, Rand 77, Clark 76, Elgee 70.

### Maine Central Defeats Rigby

By J. P. GOUD

Thursday evening, Nov. 19th, the Maine Central Gen. Office Team defeated the Rigby Day League Team at the Congress Square

Alleys, by a margin of 83 pins. The Maine Central Team hit a grand total of 1418, while Rigby Team total was 1335. Charles May of the Maine Centrals was high man of the evening with a total of 87-124-108=319.

The following are the scores:

MAINE CENTRAL GEN. OFFICE			
Waite	95	76	102-273
Corcoran	102	91	92-285
Allen	80	85	98-263
May	87	124	108-319
Goud	91	96	91-278
<b>Total</b>	<b>455</b>	<b>472</b>	<b>491-1418</b>

**RIGBY DAY LEAGUE**

McCarthy	79	83	76-238
Wright	73	83	76-232
Coleman	87	77	79-243
Mudd	96	99	110-305
Kelley	106	99	112-317
<b>Total</b>	<b>441</b>	<b>441</b>	<b>453-1335</b>

### Man of the Friendly Hand

Many automobile drivers call William H. Holmes, gate tender at the West Falmouth crossing on the Heart of Maine Highway, the "Man of the Friendly Hand." Mr. Holmes and his collie dog Teazer are always on the job. He has gained this name from his custom of waving his hand to all who pass that way in automobiles. While he does it in a friendly way, there is also a business reason. Especially is this true when done to automobilists traveling toward Portland. From his position at the gate he can see the track in both directions, where those in the automobile have no view whatever. His friendly wave of the hand is also a signal that all is clear and to come on.

Mr. Holmes has been on duty at the gate for the past seven years. Previous to coming to Maine he lived in Massachusetts and worked at railroading.



W. H. HOLMES

# MAINE CENTRAL FAMILY

## Rigby

By J. F. DUNN

Although these notes are being scratched prior to the great national festival of Thanksgiving and because of the fact of a newsman's necessity to inspire himself to the occasion which is approaching and also because of the time this issue will be distributed in the proximity of the universal festival of Christmas Day, it is necessary for the Rigby Scribe to transport himself to the distribution date in order to accomplish the thought that will be uppermost in everybody's mind at that time. So without further ado on behalf of himself to the Rigby Family and again on behalf of the Rigby Family to the great big Maine Central Family, allow this needle in the haystack to wish to all a MERRY, MERRY CHRISTMAS.

With the approach of Christmas and ever mindful that we children of the world must go on good behavior if we desire Santa Claus to remember us in his swoop down the chimneys on that Night Before Christmas ride, it behooves the writer to govern himself accordingly. The artillery has been stored in the dog kennel till 1926, when perhaps we will have a little more target practice.

There is one thing that the scribe will be thankful for on Thanksgiving, and that is that our excellent cartoonist of Rigby has decided to claim his work. I know that we all appreciate Pat's work of the past two months.

It is therefore a pleasure for me to add a few words in completion of the explanations which the accompanying cartoons bespeak. In the first instance we have our friend, the long drawn-out, weathered countenance of Assistant General Yardmaster, Fred Grimmer. He was caught at his desk in the Administration Building at Rigby. There are three phones in

this particular office, but they are too few for Fred's uses, thusly necessitates his going into Joe's and even into Lovey's office to get a clear line for his business. When Fred is on the line, no one else in the building can hear himself think, so great is the noise and vibration of Mr. Grimmer's intonements. For Christmas, Fred is to receive a blue ribbon for being the premier basso of the Smoky City.

Sharing the honors of the holly branch, we find a reputable gentleman in the personage of Chief Clerk Harry Lovejoy. Our photographer was passing down Preble Street in the early hours of a November morning, and when in front of the Graymore Hotel he chanced to glance into the hotel lobby where this distinguished figure met his gaze. Pat could not resist the temptation and just had to shoot. The next night when Pat came to work, Joe McNealus, swing yardmaster, had a tale for him. It seemed that Joe was working the last trick the night before, when about 1 o'clock, the East Yard called up with a terrible story. The tack hammers in the East Yard had hid themselves and it was impossible to card any cars until some hammers were sent to the rescue. Joe was up against it. The storeroom door was locked, Lovey's office the same, and the storeroom key was in the latter. Joe at wits' end, grabbed a phone and called Bert Kennedy, assistant chief yard clerk. Poor Bert was in the hay right in the middle of a perfect sleep when the Bell invention started to blart out loud in the Kennedy homestead at the young hour of 1 A.M. Bert was up and at it, and all we can say is that it is a good thing that the Forest Operator was not listening in. Now as we see it, Joe could have called Lovey from his early morning cigar just as well as calling Bert from his sweet slumber.

Again, on our left we have the pleasure of introducing to those

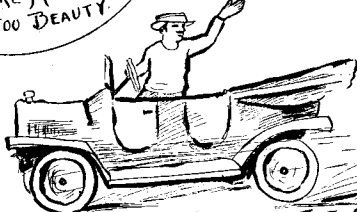
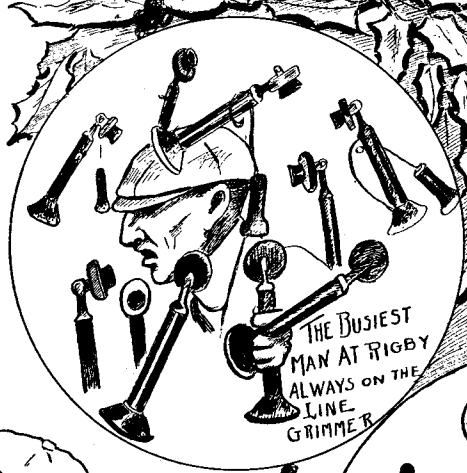
who don't know him, our friend Eddie Caples. Eddie is one of those . . . . . fellows. In other words, Eddie always has the key to the situation. He is to offer for our approval the little ballad, "California, here I Come." Yes, Eddie has heard and read much of the far West, and being from Missouri, he's going to see for himself. Don't blame you a bit, Ed., wish there was room in the bag for us.

How do you like that sandwich-filling on the right? All you need is two slices of bread, a bit of butter, and a dash of salt and pepper—beg pardon, he's a salt himself. By the way, we had two shots of this gent and strange to relate, they were both fighting poses. Do you remember reading in the past issues of that famous sailor from Rigby who hasn't gone to sea yet? Well, here he is, Mr. Leroy Harvey Kane hisself (thanks, Eddie). The other of the two poses was of a fistic nature and, as we had the pleasure of reviewing the Armistice Day parade in which Roy took a prominent part, selected this one for patriotic purposes. Coke joined the reserves for several reasons, none of which were to go to sea. The others are to receive pay for playing volley-ball, to be furnished overalls and jumper for oil room use and to get some practice walking with a carriage, which in this instance happens to be a gun carriage. You are given one guess what the other is. Correct! Roy is waiting patiently for that little wail, "DA-DA."

Mike Mullin, one of the young inspirations of Rigby, stepped right up and muddled onto half an M. Wish you more luck next time. From the shot, Mike seems to be following Eddie Caples.

Ah! Talk about inspiration. Here is a hundred-car train load. With Henry Ford's reputation and his own, the Sheik can knock anything off, down or any direction you

# Christmas Greetings. From Rigby



EDDIE CAPLES IS ABOUT TO DEPART FOR THE SUNNY CLIMES OF CALIFORNIA.

ALL DONE IN FUN  
By P.K. Hathorn.

please. This kid's range is from nine to ninety. Girls, if you are sad and lonely, call Forest 1700, ask for the Sheik of Rigby, and give your street and number. Our young friend will call in Ford in person and administer unto your necessities. Sure, try it.

So much for that. The folks in the house are so busy thinking about Christmas, that they have not much to offer this time. After hunting high and low, we managed to put together these few. Laborers Eugene Cox, Seth McDermott and Helper W. L. Grant trailed down into Washington County to try their luck at hunting. They rounded up two animals. Archie Pratt and Tom Radcliffe did likewise, that is, went down. It is reported that Archie bagged a porcupine. On the return voyage, these last mentioned gents passed through Tom's old home town, and while climbing a steep incline, Tom thought he saw one of his relatives and signaled Archie to stop, but Archie couldn't see through that and kept right on chucking until the summit was reached. Here they stopped. Tom jumped out and running back down the hill, kept yelling "Uncle Hiram! Uncle Hiram!" Soon Tom reached his goal only to find that it wasn't Uncle Hiram at all.

If we didn't mention the fact that Henry Fountain of the clerical force went calling on his gal over to Freeport a while ago, and while returning, fell asleep in the Freeport station, Henry would be sore. Anything to keep on the right side of everybody. Oh yes, and Cecil was shown the cartoons for this month after they were finished and declared them pretty good.

Syd Dunningham, our baseball captain, put himself out to come into the office to correct an error of last issue. This was regarding Foreman Tommy Fagan being in the North Woods. Syd claimed that we left out the word Deering, and also objected to North Deering being called the woods. We therefore beg to be excused and will call that instance closed by saying that that section is not even in God's country according to the National Survey.

Arthur Riopelle, airman, has left for a short sojourn to Canada. Dur-

ing his absence, Archie Pratt will run the Westbrook Express to and from Rigby. The prancing Buick will leave Westbrook at 6.10 A.M., and Rigby at 3.10 P.M. Archie said that he wanted to run an ad in the magazine but couldn't afford it just now. We know your intention was good, Archie.

The regular monthly conference of the Round House Foremen was held Monday, November 9th, Master Mechanic Southworth presiding and Chief Clerk J. E. Mills acting as secretary.

On Monday, Nov. 16th, Master Mechanic O. B. Folkins of East Somerville, and several other B. & M. officials were at Rigby. In the afternoon the party, accompanied by Master Southworth, B. & M. District Locomotive Inspector Hunter, and Clerk Conley, paid a visit to Mr. Hammett's office and then, together with him, went on an inspection tour of the Grand Trunk facilities in and about Portland. The party went to the East Deering Plant where they were received by General Foreman Bailey of that point, who piloted them about the works there, ending the afternoon by inspecting the yards, wharves and elevators on the water front.

Among the charming bridegrooms of the past month was the pride of Rigby, Mr. Ralph Hopkins, Maine Central Railroad Fireman. Ralph promised to love, honor and OBEY, which is not ritual, but is the style these days. The big boy tried hard to get away from us and darn near succeeded. Therefore the details we did get, are minute.

Clerk Charles E. Heal, of the house, has obtained a three months' leave of absence and started for Mack Sennett's private beach on the west coast, Nov. 17, via Montreal and Chicago. He dropped a few cards from the latter village.

The Yard A. A. had a blowout at the Moulton House, Wednesday evening, Nov. 18. Perhaps there will be an item elsewhere in this issue. Lovey withheld regarding the event, so for once we have a clean slate.

In closing, let us wish the Maine Central Family a HAPPY NEW YEAR, and see if we can't keep some of the good resolutions we make on Jan. 1st, 1926, a little longer than we have in the past.

## Superintendent's Office

BY J. A. WEBBER

Supt. C. H. Priest has returned to his office after a short trip over east.

Mr. Fred M. Harmon, clerk in Superintendent's office, is enjoying his annual vacation.

Mr. Joseph E. Kilbridge, formerly employed in Superintendent's office and now salesman for the Rochester Germicide Co., was a caller at the office building the past week.

A charming autumn wedding was solemnized at St. Dominic's Church recently when Helen G. McLaughlin, daughter of Mr. and Mrs. William J. McLaughlin, was united in marriage to Martin F. Earles, son of Mr. and Mrs. John S. Earles. Decorations of palms and chrysanthemums at the church made an attractive setting for the lovely bridal party. The officiating clergyman was Rev. James E. Mullen, pastor of the church. The nuptial music was played by Miss Annie G. O'Brien, the organist, assisted by many members of the choir, of which the groom is a member. Louis E. Coleman sang Gounod's Ave Maria as an offertory.

The bridesmaid was Miss Alice V. McLaughlin, sister of the bride, who was most attractive in an orchid gown of crepe romaine with trimmings of silver and pansy shades with a picture hat of the same becoming tones. She carried an arm bouquet of orchid chrysanthemums, all softly harmonizing, and giving a very lovely effect. The bride, who is a very attractive girl of the blonde type, was lovely in her gown of heavy white satin with trimmings of lace and pearls with handsome bridal veil of tulle edged with lace, worn coronation style. She carried a shower bouquet of white bride's roses and maidenhair, and made a most charming picture.

The groom was attended by his brother, John Andrew Earles of Providence, R. I., and the ushers were William H. MacAleer and George T. McLaughlin, brother of the bride. A reception followed at the home of the bride's parents, Pooler catering. They will



make their home at 168 Clark Street on their return.

Miss McLaughlin is our head telephone operator at the Maine Central branch exchange. Her father is Engineer on one of the Terminal switch engines.

### General Offices

BY MISS MADELINE GOUDY

Miss Margaret Lynch of the Engineering Department recently spent a very pleasant week in New York.

We regret very much that Mr. Charles B. McLure of the Assistant Comptroller's office had to undergo an operation. At present he is resting comfortably and we hope will be able to be with us very soon.

Miss Ethel McLaughlin of the engineering department was the guest of honor at a farewell party given at the Columbia Hotel, Tuesday evening, November 10th, by twenty members of the offices. She

will leave Portland on Monday to go to Johns Hopkins Hospital in Baltimore, Maryland, to train as a nurse. She will spend Tuesday in Washington as the guest of her brother and Albra Emerson, formerly a member of the Maine Central office force. Miss McLaughlin was presented with an ivory toilet set.

Carl Bruns, Eddie Wescott and Herbie Clough took their annual hunting trip to the Maine woods, in the vicinity of Big Elm Pond, fifty miles from Kineo, and each returned with a deer to his credit. They reported that birds were scarce.

Frank M. Libby of the Law Department, has tendered his resignation as Assistant Solicitor of the Maine Central Railroad and Portland Terminal Companies, effective December 1, 1925. Mr. Libby will engage in the general practice of law in partnership with his brother, Harry C. Libby, with offices at Suite 507 in the New Press Herald Building.

Gertrude Dukeshire of the Freight Claim Bureau is wearing a diamond. Her engagement to Mr. George E. Whitehouse was announced at a party given by Mrs. W. E. Howell of the Unitas Club, of which Miss Dukeshire is a member. No date has been set for the wedding.

Mrs. Martha T. Hawkes of the Accounting Department has recently been elected President of the Rebekah Assembly of the State of Maine. On Thursday evening, Nov. 12th, Mrs. Hawkes was tendered a reception by the Columbia Rebekah Lodge, of which she is a member. She was presented with many beautiful gifts and a sum of money in gold. Refreshments were served and music was furnished for the occasion.

Mr. and Mrs. Neil B. Smith of the freight accounts office, spent their vacation visiting Mrs. Smith's brother in Detroit and Mr. Smith's brother in Chicago. They report a good time and saw many things of

## Financial Report

### \$152,783 Surplus After Charges In October

The statement of Maine Central operating results for the month of October—made public November 26—shows surplus after charges of \$152,783, as contrasted with a surplus of \$56,090 in October, 1924.

The surplus after charges from January 1st to October 31st, 1925, is \$941,319. In the corresponding period in 1924 the surplus was \$244,694.

President McDonald's statement in full follows:

	October 1925	October 1924	Increase
Freight Revenue.....	\$1,366,636	\$1,299,969	\$66,667
Passenger Revenue.....	268,804	285,322	Dec. 16,518
Railway Operating Revenues.....	1,794,247	1,749,748	44,499
Surplus after Charges.....	152,783	56,090	96,693

PERIOD FROM JANUARY 1ST TO OCTOBER 31ST—(Ten Months)

	1925	1924	Increase
Railway Operating Revenues.....	\$16,890,827	\$16,998,166	Dec. \$107,339
Surplus after Charges.....	941,319	244,694	696,625

MORRIS McDONALD,  
President

interest. A few of them were, going through the Ford Automobile Factory, attending Ford's Aeroplane Meet at Dearborn, Mich., and seeing a football game at Ann Arbor. Preble Van Tigue of the freight accounts office, resigned to accept an appointment as Government Traveling Auditor. Friends in the freight department presented him with a wardrobe trunk, a black leather traveling case and a black leather brief case. Mr. Van Tigue at the present time is auditing the books of the Pittsburgh and Lake Erie Railroad at Pittsburgh, Penn. All his Maine Central friends wish him the best of success.

## Brunswick

BY E. W. TEBBETTS

George Fortin, a popular M. of W. clerk, has been informing us that he is falling away, but we notice he is doing ten miles a day, and recently appeared in a larger suit which fits better.

We all are pleased to see Mr. P. N. Watson, Superintendent of B. and B., back with us after attending the B. and B. Convention at Buffalo.

It is safe to inquire of Mr. J. C. Clark, freight agent, about losing his wallet.

Assistant Road Master Chick is now training dogs for the Baggage Master here.

Much to our surprise, our day Telegraph Operator has purchased a new jacket. It fits as well as could be expected.

Our friend Nick on a recent trip to Portland, driving his Limousine, was caught in the Police Dragnet. Nick was caught by the police for not being familiar with the city rules in regard to parking. We don't know how much it cost Nick, but J. H. B. has started a paper. Nick plays in bad luck. He had hard luck at his Summer Home in Merrymeeting Bay, his barn being blown down. Please do not say anything about it to Nick, ask J. H. B.

George McGraves, Ticket Agent, has bought a Crosly and is enjoying it very much.

G. H. Priest, Agent, will try and interest you in telling you about

his recent trip. That is, if you care to listen.

Chewing tobacco is rather a dangerous habit. If you don't believe it, ask Car Inspector Peterson. He ought to know, as a chew of tobacco ran off with his false teeth about a year ago. He hasn't heard from the tobacco or the teeth since.

Walter Rogers, Yard Brakeman at Bath, went on a hunting trip with the Winnegance Gunners to the Big Game Region with a Ford Ton-Truck. If the Belgians had had half of their equipment, they would have stopped the German troops on the first line. We don't know whether the truck is to be used to bring themselves or the Big Game home.

Alcide Coulombe had a fight with a large piece of coal a few days ago. He didn't hurt the coal any. He wasn't satisfied with that, but he picked a fight with a steam-hose; the hose proved too much for Pete, so Pete went home, but at present is back at work. He claims that he can't put on his Sunday shoes, yet.

One of our Hostlers has a big Hudson Coach which is a wonder. It doesn't cost very much to run it. It is reported that on his recent trip to Canada, he filled up his gas tank when he left here, and had some left when he got back. No gas was put in while he was gone? ? ? ? ?

One of our foremen is a wizard at most everything, from bringing up children to general house-work and nursing. Oh yes, also armature winding. It took him quite a while to wind it. J. H. Brooks was coaching him on it.

It is reported that two of our friends went hunting up to Moosehead Lake a short while ago, and on arrival there, found that they had only one license between them, so friend Bill telephoned or telegraphed to his wife, asking her to find it and forward it to him as soon as possible.

His wife couldn't find it, so friend Bill had to bring his game home on his friend's license. Shortly after he got home, while going through the pockets of his car, taking out the things he had carried with him, he found the license.

Friend Hatchet was up in the Big Woods a short while ago and wasn't having very good luck in spotting game, so the proprietor of the camp where he was stopping, directed him to follow a certain old tote road. As I'm told, he followed it for quite a ways and saw nothing. He'd about given up hopes of seeing anything—when a deer snorted right close to him. Hatchet also snorted, leaving his hat in the air, his gun on the ground, and did a seven-league boot act to camp. Later he went back to get his gun and hat. When he straightened up with his gun and hat, he saw a deer through the bushes, the one that started him to camp, I suppose. He shot the deer.

It's against the rules to park vehicles around the waiting room doors. But one day, someone broke the rule. It is reported that Ticket Agent George McGraves rushed out of the waiting room on some important matter and collided with a miniature Ford. Now when he is about to leave the station, he sounds a horn and plays "Safety First."

## Bangor Car Dept.

BY C. A. JEFFERDS

A. H. Bonney with his son George and Tom Leighton of Waterville, spent an enjoyable hunting trip in the vicinity of Howe Brook on the Bangor and Aroostook, this fall.

H. C. Jones, car cleaner, has gone to Florida for the winter. He is making the trip by motor.

Edward Jordon with his family, attended the Christian Endeavor Convention in Portland, Nov. 13th, 14th and 15th.

Miss Alice Wahl is substituting in the office of A. H. Bonney, general foreman, in place of Miss Lena Golden, who is visiting her sister in Boston. Miss Golden met with the sad loss of her mother who died in October.

Bangor was visited Nov. 16th, with a miniature freshet, City Point being partly submerged; the well-known pay-car being entirely surrounded by water. There were many cave-ins in the passenger and freight yards, caused by the high water.

## Waterville

By A. A. THOMPSON

Mr. and Mrs. George Hustus passed the week-end recently at their cottage at Pemaquid.

A. F. Vigue, Henry Prince, Jordan McCulley, Leonce Gilbert, motored to Brunswick for the Colby-Bowdoin football game.

Charles Sibley and Harrison Ward have returned from a successful hunting trip in the woods around Skinner, Maine.

George H. Tozier, who has been seriously ill at his home on Oak Street, is improving.

Foreman T. M. Leighton shot a deer at Howe Brook while he was on his vacation.

At the last meeting of The Brotherhood of Railway Station Employees, it was voted to move into a larger hall and also to change the regular meeting night. General Chairman E. E. Estes was present and addressed the meeting.

Omer Pooler, Albert Waning and Roland Philbrick of the Boiler Shop force, have returned from successful hunting trips.

Towerman, Willis Bailey, has returned from a vacation passed in Portland.

Yard Brakeman, Joseph Poulin, spent his vacation in Canada.

Yard Conductor, N. A. Weymouth, has returned from a trip to Cincinnati.

Fordan G. Trueman has returned to his duties in Waterville Yard after spending a vacation at Keene, N. H.

What a difference a short time makes! A few months ago "Hutch" who of course is Charles F. Hutchinson, didn't care anything about a car, and now it is reported he has one on the way, and sleeps with the picture under his pillow.

W. W. Cote, of the air brake room force, has purchased a house on College Avenue.

Lewis Butler claims the championship for traveling the greatest distance, getting stuck the most times, and buying the smallest quantity of potatoes—but—"Liz got there."

Paul White has moved into his new home on Greenwood Street.

George Hayhurst, basso profundo, and Henry Prince, lyric tenor,

are open to all engagements, according to advice from one of their friends.

Bert Delano, Wallace Bragg and Ray Webster, are among those who have purchased new cars.

Lester Davis has purchased a valuable "houn' dawg" from the Pooler kennels in Oakland. Lester had quite a little experience "following the hounds" in the South Carolina woods.

H. J. Fowler, of the erecting shop force, has returned from his vacation.

Clifton Alexander has returned from a business trip to Massachusetts and Vermont.

George A. Harrison, General Agent of the Passenger Department of the Grand Trunk Railway of Portland, spoke to the Kiwanis Club on Nov. 9th regarding the coming Convention of that body in Montreal.

Miss Alice Murray, stenographer, in the freight office, passed her vacation in Groveton, N. H.

Ora Frost of the freight house force has returned to his duties after a leave of absence.

On the evening of Nov. 10th, about 20 of the friends of Machinist and Mrs. J. A. Colford, gave a surprise party to Mr. Colford, as it was his 50th birthday. As spokesman for those present, D. J. Begin presented Mr. Colford with a Knights of Columbus watch charm, and Mrs. Colford with a box of chocolates. Refreshments were served, games played and a merry time enjoyed.

Car Inspector, John D. Jones, has been on a hunting trip in Hancock County.

Conductor, Al Crosby, is confined to his home by an abscess on his arm.

Engineman, W. L. Dutton, George Stinchfield, S. W. Getchell, H. N. Smith and D. O. Wade had a very successful hunting trip at Brassua Lake.

W. C. Lunt has returned to work after being confined to his home by an abscess in the throat.

T. J. Kershner, who has been in the employ of the M. C. R. R. since January 24, 1912 as steam heat fireman at Waterville station, resigned, October 15th. "Tom" had to pass in his resignation on ac-

count of failing health, and he has gone to live with his son in Bath. We trust that he will now enjoy a well-earned rest.

Should any member of the Maine Central Family care to borrow a modern firearm in first class condition, guaranteed to do good execution, equipped with modern sights, safety appliances, etc., same may be obtained, we think, from G. A. Stafford, who is owner of this implement of destruction, and he has used said firearm with results in the Maine Woods.

Mrs. T. M. Leighton, wife of Foreman T. M. Leighton, is recovering from a long illness at their home in Portland.

Foreman Harry Goodwin, of the M. of Way Department, has obtained a leave of absence and taken his family to Florida.

Assistant Foreman and Mrs. G. W. Stafford, passed their vacation in Niagara Falls and Montreal.

James Waldron of the paint shop force, has returned after a short illness.

The Brotherhood of Railway and Steamship Clerks, enjoyed a "feed" after their October meeting.

Charles Cuddy, who was formerly a clerk at the shops, has returned temporarily. "Charlie" is learning the trade of hotel steward and has been at Kineo the past summer and goes to Bermuda in December.

Mr. and Mrs. R. E. Gilman attended the radio show and visited the new Metropolitan Theater recently.

The sympathy of all fellow-workers is extended to E. E. Lord and G. A. Wentworth in their recent loss.

Peter Baker, who has charge of the upholstering department at Waterville Shops, has joined the "Boom Maine Club." Peter made quite a few trips to different places in the state and surrounding states and also a few trips to Canada on business last summer, and he says: "The State of Maine is good enough for me!"

Louis Pooler, who goes to Gorham about every week-end to see his "sister," says, "Gee, it's nice down there!"

General Agent, Hugh Travers, is erecting a house on Burleigh Street.

We are informed by reliable parties in the air brake room, that when Ed. Roberts started to go hunting, he took two guns, an axe, two or three traps and a lot of rope, for something told him that he was going to get "a big one" but he returned with a "rabbit."

#### CROCKER-RICKER

The marriage of Gladys E. Ricker and Fay S. Crocker, occurred on Oct. 27th, at the home of the groom in Hinckley. The double ring ceremony was performed by the Rev. Benjamin Beatty of Waterville. Miss Delia Hilton of Skowhegan was maid of honor, and the bridesmaids were Miss Evelyn McLeod of Skowhegan, and Miss Helen Brown of Waterville. Raymond Crocker of Brookline, Mass., a brother of the groom, was best man. The bride was gowned in white satin and the veil was white tulle caught with orange blossoms, while her traveling suit was of blue velvet, trimmed with fur. She was given in marriage by her father, Raymond Ricker. The house was prettily decorated with streamers, evergreen and autumn leaves. Friends of the couple from the surrounding towns and a crowd from the shop, witnessed the ceremony, after which the reception was held and cake, ice cream and cigars were served. Everyone present also received a portion of the wedding cake. The reception was greatly enjoyed by everyone except the bride and groom. Amid a loud "honking" and burning of red fire, a large number of automobiles escorted them to the station in Waterville, where after being properly decorated and their baggage marked, they left on No. 2 for a trip to Montreal with the good wishes of all. The bride is a graduate of Skowhegan High School and trained to be a nurse at Somerset Hospital. The groom graduated from Good Will High School and entered the employ of the Central Maine Power Co., coming to the Shops two years ago as clerk. On their return they will make their home at 162 College Avenue, Waterville. They received many beautiful gifts, among which were a chest of silver and a floor reading lamp from the Clerks, Foreman and Shop employees.

## Woodland

By R. H. JOHNSON

Most of us do our share of growling about the weather, but after all "It is an ill wind that blows nobody good" and everyone up this way should consider the past heavy rain a blessing even though the disguise is deceiving. Last year at this time, water was a scarce article and the St. Croix Paper Company's Mili here was forced to shut down two paper machines and only two or three grinders could get power enough to keep going, also one of the big new electric boilers had to stop performing. Shutting down any portion of the mill means that numerous men are thrown out of work and consequently the production of newsprinting paper falls off, which means fewer carloads for our engines to haul, thus a loss of revenue. There is no apparent danger of water shortage this year, and the mill has sufficient contracts to take away all the paper they can make, working twenty-four hours per day, Sunday excepted, for the next year, therefore, men are assured of steady work and the Maine Central will have from six to ten carloads of paper from here daily. So we are blessed instead of cursed with stormy weather.

Anyone who has ever had occasion to call through the St. Croix Paper Company's telephone switchboard will remember the operator, Miss Della Gilman, called "Della" by everyone around here. They will also remember her courteous service and willingness to accommodate, and will be sorry to learn that she has left the job. An automatic telephone system does the work now, and we will miss "Della" very much. She has been on the switchboard for the past twelve years.

Please take note that we at Woodland are trying to keep up with the others of the Maine Central Family, and plan to put something of more or less interest in the magazine each month.

It is not as easy as it may seem to get together any amount of dope which may be of interest to the Family, especially away up here where there is not much hap-

pening. We are wondering why it is that we never hear from Vanceboro or Mattawamkeag. It seems that the boys over that way should be able to pick up many items of interest to all our readers.

## Rumford

By S. O. SWETT

Carman Eben Hutchinson has returned from a successful hunting trip in Magalloway region. Eben reports game plentiful.

"Dobby" Blood, machinist, is spending a few days hunting at South Arm. "Dobby" usually gets one, that is, if we take his word for anything.

Raymond Hanson, machinist helper, had a narrow escape in an auto accident last week, receiving numerous cuts and bruises. Raymond says from now on he drives with both hands on the wheel.

Albert LeBel, boilermaker's helper, was married recently and is now on his honeymoon.

Scotty Convery is back on the job again after several weeks absence on account of a sprained knee.

Machinist Erlon Staples and several of the old timers are spending a week at Magalloway hunting. We expect there will be plenty of game shot.

Car Inspector W. A. Stewart was called to his home in Houlton on account of the death of his mother.

Ralph Gilbert, hostler, has been confined to his home for several days on account of illness.

We are sorry to learn of the death of Car Inspector G. D. Adkins' wife at Livermore Falls.

Miss Myrna Hutchinson, clerk in master mechanic's office at Rumford, was recently married to Irvin Kimball of Ridlonville. Myrna is with us again after a honeymoon spent in Boston and New York. The shop and round house crews and office force presented Mrs. Kimball with a beautiful floor lamp.

Engineer Bob Millett, Captain of Company B, 103d Infantry, State of Maine, at Rumford, has been granted a leave of absence and leaves the first of the year for Fort Bemming, an army military camp.

## Lewiston Upper Station

By R. C. BROWN

Car Inspector, R. K. Cook, returned Nov. 7th, from a week's hunting trip at Kennebago. Bob reports a fine time but no deer. He claims to have scared one half to death, but we can not say which was the most scared, he or the deer.

R. S. Shedd has been reappointed shop steward for the Shop Crafts Association.

W. P. Josey has been set up from carman helper to car inspector.

Car Inspector R. C. Brown has been studying the time tables for the past two weeks since he told his wife, who was leaving for a visit in Rumford, that her train left at 1.45 P.M. Mrs. Brown arriving at 1.40, learned that the train had left on time at 1.35 P.M. We do not know what Mrs. Brown said to Rube, but we do know that he can now tell the leaving time for all trains out of Lewiston.

Russell Tarr, car cleaner at Lewiston Upper, is confined to his bed from a bad strain.

A new gas car has been put in service to gas cars at Lewiston instead of sending them to Portland to be gassed.

## Calais

By TED McLAIN

Well, here we go again. And who shall say how we will bring the December notes for our little paper to a close. Doubtless some of our readers will be angry at some of our too personal notes. But still and for all, who wants to read all current events with nothing to spread the old food hopper once in a while to break the tiresome monotony. By the time the family is reading these few random words the bite and sting will be greatly lessened with thoughts of Old Santa and the kiddies. Our esteemed Editor certainly has the right dope. After all is said and done, there is nothing like the little ones. Especially the new ones. We wish you all a merry, hearty Christmas.

Engineer Del Robinson is back on terra firma again and is looking as spry as ever. Del is minus one wing but otherwise is as sound as ever. That everlasting cigar still retains its perch. I wonder how Del would look were he unable to chew the old cheroots.

Traveling Freight Agent Frank Murphy and Chief Traffic Clerk Gilbert Miller have returned from a hunting trip at Cathance Lake. Frank told me that he did not see any, but Gilbert missed two or three. Same old line.

You should see Hostler Helper Bus Chapais stepping out in his '23 Buick Six. First a Lizzie, then a Dort, now a Buick Six. One more increase in the family and it will be a Packard.

Howard Myers has returned from a short visit at Bangor. Yes, he had all the kids.

Tosti's "Goodbye" is now being sung by the wearers of the B. V. D.'s in this climate.

Leonard Grant returned a short time ago from a pleasant trip in search of the poor innocents. Nothing doing there. This honest fireman said he saw lots of tracks, but they were cow tracks.

Mrs. Andrew Bayliss, who suffered a very serious accident when she slipped and fell through a window, is rapidly gaining use of her arm.

John Gadis, Wiper, recently approached me with a rather unique question: "When is twenty dollars not worth as much as fifteen dollars?" he queried. I was mystified to a fare-you-well and told the gentleman so. "Well," he replied, "I was offered five dollars for a quarter of my cow by Ed Laskey, Bill Glass, Bill Gardner and Fred Hollingdale each, making twenty dollars in all. Well, I sold the cow for fifteen dollars to a reliable party."

Mrs. Lewis Stayer returned recently from a trip to Boston. Lewie had to stay at home and feed the chickens.

Hollis Grant has returned to work. He slid in with a dejected look and it was not necessary to ask him if he shot anything on his trip to the big sticks.

## Oakland

By W. H. MARSHALL

Since the last issue of our magazine death has claimed another member of the Maine Central family. Fred Thomas, light man of section 41, died at his home here, November 9 after a short illness.

Our regular second trick Crossing-Tender, Mr. Skillings, who is convalescing from a serious operation, which he underwent last spring, spent his seventy-fourth birthday, Nov. 7, very quietly. His many friends hope to see him back at his old post in the near future.

Eastern Division Conductors Haycock, Cronin and F. A. Brown, are running the following trains on the Portland Division, No. 18 Bangor to Waterville, No. 124 Waterville to Oakland, No. 5 Oakland to Waterville and No. 3 Waterville to Bangor, while Portland division crews of 127 and 71, are running through to Vanceboro.

Foreman F. W. Strout, Section 41, and spare crossing-tender Patten, were members of a hunting party just returned from Misery Siding. As near as we can tell, all they got was the experience and three squares a day, but cheer up, Foster, you are only allowed one deer (Dear) this season.

Charles Lord returned from Somerset Junction the other day with a fine doe. Charles says that he caught it in a bear trap last summer, while working at Somerset Junction, and has had it tied up, until he got ready to kill it. We believe his story, as he went up on 253 one day and back the next on 254.

Operator V. R. Palmeter and family spent Sunday, Nov. 15th, with friends here.

Agent R. H. Bowen spent Sunday, Nov. 15th, with his family in Portland.

We are very sorry to learn that Baggage Master C. W. Walton will leave us to accept a position guiding in the White Mountains next summer. Charles is said to have gained considerable fame, while in that territory on his vacation this fall. His many friends wish him the best of success in his new work.

Morris Manson, former freight checker here, has accepted a position as driver with the American Railway Express Co.

With the close of October the position of freight checker was abolished, and E. L. Hutchins, who has been covering the position, has accepted a position at the Oakland branch of the Berst-Forster-Dixfield Co.

## Lancaster, N. H.

By J. E. WINSLOW

Effective Nov. 1st, there were three clerk telegrapher positions established at Lancaster, the first trick bid in by H. E. Gregoire, former Agent at Sawyerville; second trick by L. G. Garon, formerly Agent at Cookshire Junction, and third trick by J. E. Winslow, formerly chief clerk to Superintendent Mountain Division.

L. B. Connary, formerly clerk in the roadmaster's office at Lancaster, took a position as clerk in the motive power department at Lancaster when his position was abolished Nov. 1st.

Ninie M. Fiske, formerly clerk in the agent's office at Lancaster, whose position was also abolished Nov. 1st, took a position as clerk in the motive power department at Lancaster.

John A. Kingsley, clerk, Lancaster, bid in the station baggage master's position and F. S. Marshall, formerly clerk, is working spare at the engine house, Lancaster.

J. A. Laverdiere, formerly agent at East Hereford, is taking a two months leave of absence.

John Parker, Ralph Haycock, Wright Niles, Harry Fellows and Owen Butcher, all employed at the Lancaster engine house and shops, went hunting at Terrill's Cut, between Paquetteville and St. Malo; they were gone only two and a half days, and brought back five deer with them. Who beats that?

Harry Hartford, car inspector, Lancaster, who was badly injured a couple of months ago, has returned to work.

## Old Town

By V. A. CUNNINGHAM

Rusty Spinney of the Coffin-Spinney team of signal experts, known to his associates in this part of the railroad world as "The Lawyer," on account of his ability to talk, has just asked me to announce his challenge to any man, woman or child to mortal combat in a talking contest, to be held at any time or place within sight of the Maine Central Railroad. The rules to be catch-as-catch-can, with one or both hands tied behind.

Only the English language will be used, any challenger using any other will be guilty of a foul and disqualified. Caboose language is designated as a foreign language and will be barred.

Rusty, he claims, took the belt from Daniel Webster in two straight heats. I do not remember the contest.

His description of the contest is: "I gave Webster a five-minute lead and overtook him in three minutes; in the second round, I loaned Daniel the use of my vocabulary and at the end of two minutes the referee stopped the contest, as he said it was brutal; Daniel had gone cross-eyed with the strain!"

I am sorry to say it, but information has come to me, that leads me to believe that not all of this is true, in fact I have information that leads me to believe that Mr. Spinney never spoke to Mr. Webster in his life, let alone to have known him well enough to have raced him in the talkway.

I am sorry to have to say this, but I believe the truth should be told at all times, but to be very conservative, it is safe to say that if Lawyer Spinney had been on the S51 when it went down, there would have been no one drowned, as there would have been so much air coming out of that boat, no water would have ever got in.

One of our boys has been having trouble with his car and has taken it up with the factory as follows: The Forge Motor Co., Detroit, Mich.

Dear Mr. Forge:

You will no doubt remember me as I bought one of your cars in 1920.

I am sorry to say that after five years of earnest effort in trying to make it go, I have concluded that there is something the matter with it, as I have overhauled everything connected with it except the name plate and the guarantee.

Lately the car has appeared dependent and to have periods of abstraction, and has shown a tendency to stray from the highway and climb trees and telephone-poles, without any provocation whatever.

This practice of ignoring the rudder is at times painful and nerve-racking as you will no doubt gather, when you examine the oatmeal box I am sending you by parcel post, which contains the earthly remains of what I bought for a good Forge car and which I supposed was fully guaranteed.

An unfortunate combination of a greasy road, a passing car and a large pine tree, has convinced me that I was entitled to a liberal adjustment or a new car.

If your guarantee does not cover mental depression in your cars, please advise the cost of a new one, including postage, as a Forge car is the only car I ever could repair with a corset spring and a clothesline.

These cars are so intelligent, it is hard to get them past a garage; even in a strange town some unerring instinct in your car will always locate the local garage.

You may use this letter in part or in its entirety as an advertisement or in a testimonial over my signature.

Yours for a new car,  
Elden L. Dolan.

Freight Checker, Old Town, Maine.

It has been a matter of pride to your bred-in-the-bone railroad man that acts of chivalry to lady patrons are instinctive, and so pronounced is this instinct that when away from the road, your true railroad man will respond as readily to feminine distress wherever found as if he were collecting real iron men for it.

This laudable feeling was jazzing up the cockles of Clerk A. L. Applebee's heart when he was returning from his wood-lot early one morning recently after carrying thence

his crew of wood-choppers. Returning through the fog of early morning, he perceived a female figure hurrying along the highway in what appeared to be a distressful and unusual manner.

Swinging his tin-hoss up beside her, he inquired if she would like a ride, and she replied, "No, thank you, I am just walking back from one now."

Section Foreman Felix Shorette and wife, went to Boston recently to visit Mr. Shorette's brother who is confined in the Boston City Hospital with a broken arm, and reports he found him resting comfortably. On his return home, he nearly followed his brother's footsteps. While he was putting up his banking about the house, he was holding the stakes while his son drove them with an axe; the axe unfortunately hit Felix's hand instead of the stake, making a very painful injury but not breaking any bones.

The old wooden water tower that has been a land mark for many years in Old Town Yard, has disappeared forever; the wreckers have completed the dismantling and only four cement piers remain to mark the spot.

Operator Charles R. Bowley, our local Butter and Egg man, reports these commodities scarce and high at his source of supply—where is that cheerful liar that wrote, "When the rooster crows, everybody knows that there will be eggs for your breakfast in the morning."

Our genial and soft-spoken Baggage Master, Cy Messer, is sporting a new blue frock and cap.—Cy will dress if he don't lay up a cent. P. S.—I am glad to see the fellow who sent Cy the boy's size baggage truck, took my warning and sent him a big one,—I was getting worried about that.

I asked Section Foreman, Felix Shorette, to give me his impression of Boston in 500 words, and he said, "I can give it to you in less than that. Boston is like a lot of other places, the only change that was apparent, was that they have lowered the quality and increased the price."

This vital information, coming as it does, from a member of the prohibition party, should be very

valuable to anyone looking for authentic, first-hand information.

Since the one deer law went into effect, isn't it wonderful how many of the ladies are shooting deer.

The Western Union outfit has returned to Old Town for a few more weeks of work in his district, under Foreman W. E. Havey.

The world's most ignorant man was with us a few days ago and coming into the office he pointed out the window to a harmless-looking flivver chafing the platform outside, inquired, "Isn't that one of those Forge cars?" Bet he was the fellow who didn't know beans when he met a thousand on a plate.

## Mr. Libby Was Guest

Frank M. Libby, for seven years connected with the law department of the Maine Central and the Portland Terminal Company, concluded his services on November 30th, to resume the private practice of law in Portland. That evening he was the dinner guest of his associates in the department at the Cumberland Club. During the evening, on behalf of himself, Charles H. Blatchford, general solicitor; George E. Fogg, assistant; Frank D. M. Foster, claim agent and Fred R. Libby, claim adjuster, General Counsel Edward E. Wheeler gave Mr. Libby a handsome solid gold fountain pen and solid gold pencil.

## A Just Talk

(Continued From Page 7)

dow, whirling flakes of snow—and turning back to the TREE—the tree of the blessed Damozel and of the CHILD. She—this correspondent, for it is a woman—is to have the Railroad Man's Christmas—away from home. So those of you lads who drive the job, may perhaps take comfort in that you are not alone. Empty the heart—alone, makes a poor Christmas. Prayers for all the good lads; compliments to them and A Merry Christmas.

A. G. S.

## The Pine Tree Limited

(Continued From Page 11)

an important conference, without interrupting his office routine of the day. He would still be at home with his family for the evening. With them could enjoy an evening of good music over the radio.

So it was on every hand. People were praising the new train as a renewed indication of the effort which the Maine Central was making to give to the people of this State. In this connection it may not be out of place to state that right now the management of the road has under consideration the extension of the train's east bound service through to Bangor.

In every way the train is coming up to expectations. It is giving a service which is in line with the railroad idea. Indications are that the public will show its appreciation by increased patronage.

## Merry Christmas to All

(Continued From Page 12)

helpfulness toward all with whom you come in contact, to love and not to hate, to forgive and to forget. It is a spirit not only for these December holidays, but for all the days in the year. Cultivated and lived up to, it makes the possessor's life more happy, more prosperous and more worth while.

It is in that spirit that the Maine Central Employees' Magazine wishes all a Merry Christmas. It has the desire to be friendly, chummy, to be helpful and to bring about close friendships between one and all of the Family and to so conduct itself that when next the Christmas time comes, we shall all know each other better and that we shall have come closer together in a newer bond of fellowship than ever before.

So it is that the Magazine says to you all: May your Christmas be Merry, your New Year be happy, and may prosperity, health, comfort and well-being be with you and yours and all throughout the days and the years to come.

## Freight Cars in Better Condition

Despite the fact that the number of cars loaded with revenue freight has been greater so far this year than for any corresponding period on record, fewer freight cars were in need of repair on October 15 than at any time since March, 1924, according to reports filed by the carriers with the Car Service Division of the American Railway Association.

The number in need of repair on October 15 was 174,206 or 7.5 per cent of the number on line. This was a decrease of 5,365 under the number on October 1 and 23,020 cars under the number in need of repair on October 15, 1924, at which time there were 197,226 or 8.5 per cent.

Freight cars in need of heavy repair on October 15 totaled 135,782 or 5.8 per cent, a decrease of 3,769 compared with October 1. Freight cars in need of light repair totaled 38,424, or 1.7 per cent, a decrease of 1,596 compared with October 1.

Hubby (intoxicated): "I (hic) been out with chiffonier."

The Wife: "Chiffonier, why you don't know what you are talking about. A chiffonier is a swell little dresser."

Hubby: "Yes, that's her."

Will Rogers suggests Jack Dempsey for secretary of war and guarantees that with Dempsey in charge there'll be no fighting.

She: "Don't you just love driving?"

He: "Yes, but we're in town yet."  
—*Patton's Monthly*.

Student: "Say, Professor, how long could I live without brains?"

Prof.: "That remains to be seen."

### "WHEN A FELLER NEEDS A FRIEND"

It was a Pike County woman who indited a note to the teacher concerning the punishment of her young hopeful. The note ran thus:

"Dear Miss: You rite me about whippin Sammy. I hereby give you permission to beat him up any time it is necessary to learn his lesson. He is just like his father—you have to learn him with a club. Pound nolege into him. I want him to get it and don't pay no attention to what his father says—I'll handle him."—*Right of Way Magazine*.

### PROOF OF HIS WISDOM

Solomon's 777th Wife: "Sol, are you really and truly in love with me?"

Solomon: "My dear, you are one in a thousand."

And she snuggled closer.—*Columbia Jester*.

Two Hebrews walking in a park on a cold day.

1st Hebrew: "Why don't you say something?"

2d Hebrew: "Why don't you?"

1st Hebrew: "Do you think I want to get my hands cold?"

### CLOSER HOME

Teacher: "What are the products of the West Indies?"

Frank: "I don't know."

Teacher: "Yes, you do. Where do you get your sugar?"

Frank: "We generally borrow it from next door."

### OBSERVING JOHNNY

"Mother," said Johnny as they were returning from a summer afternoon visit, "what did Mrs. Brown have that screen across the corner of her room for?"

"That, my boy," answered the mother with a feeling of pride at his youthful observation, "was used to hide something she did not care to have inquisitive eyes see."

"Then is that why you looked behind it when Mrs. Brown was out of the room, mother?" was Johnny's unexpected rejoinder.

### HOW HE LOST HIS FIRST CASE

A young lawyer, pleading his first case, had been retained by a farmer to prosecute a claim against a railroad for killing twenty-four hogs. He wanted to impress the jury with the magnitude of the injury.

"Twenty-four hogs, gentlemen. Twenty-four; twice the number there are in the jury box."

### IT GOT HIM

A school teacher who had been telling a class of small pupils the story of the discovery of America by Columbus ended it with: "And all this happened more than 400 years ago."

A little boy, his eyes wide open with wonder, said after a moment's thought: "Gee! What a memory you've got!"



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**"DAM" IN SCOTS**

A Scottish clergyman, who was a very keen golfer, used to puzzle the friends with whom he played by muttering "Loch Lomond" in ferocious accents every time he fozzled a shot.

"Excuse me," his partner said frankly, "but why do you say 'Loch Lomond' every time you miss a shot?" The minister's eyes twinkled. "Loch Lomond," he explained with a chuckle, "is the biggest dam in Scotland."

**A DELIBERATELY FRIENDLY ACT**

The judge fixed his eye severely on the prisoner.

"Flaherty," he demanded, "why did you dump your hod of bricks on your friend Nolan?"

"Ye see, Judge," explained the offender, "oi once told Nolan that if he was hard up for money to come to the building where oi was workin' and oi'd do him a favor, and whin oi saw him comin' along the street, dead broke, oi dropped the bricks down on his head, knowin' he had an accident policy."

**THEN SHE BOILED**

Wife: "Didn't I tell you to watch for the time the stew boiled over?"

Henry Peck: "I did. It was just half-past three."

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**THRIFT**

A man who is noted for squeezing his pennies and who smokes a cigar until it is necessary to stick a pin through what is left, met a friend and engaged in conversation. Finally the friend gazed intently at his close-fisted friend and remarked: "Say, Fred, your chew's on fire."—*Literary Digest.*

**WHOO! YIP!**

"Rastus, is this good whisky?"  
"Yas, suh, boss, that is Block and Tackle liker."

"Block and Tackle, what do you mean, Rastus?"

"Jes' take a drink, walk a block, and you'll tackle anything."—*The Alkalite.*

**LAST CALL**

A certain lady called the grocery counter on the telephone. After she had sufficiently scolded the person who answered, she added, "And what's more, the next order you get from me will be the last I'll ever give you."

"It probably will, madam," said the voice at the other end of the phone, "you're talking to Dunham, the undertaker."—*The Alkalite.*

**THE CONTRARY SEX**

"An' yo' say dat little twin baby am a gal?" inquired Parson Jones of one of his colored flock.

"Yessah."

"An' the other one. Am dat of the contrary sex?"

"Yessah, she am a gal, too."—*Frisco Magazine.*

**CATCH THE CAT, PLEASE**

"Please, Miss Brown, may I have my arrow?"

"Yes, dear, certainly," the next door neighbor answered beaming. "Where did it fall?"

"I think," the small boy replied, "it's stuck in your cat."—*Baltimore Trolley News.*

**AND SOAP**

"I can give you a double room with bath," announced the small-town hotel clerk. "Will that be satisfactory?"

"Give me a room with a double bath," replied the experienced traveler, "so I'll be sure of a couple of towels."

**SAVED HIM A BILL**

Ding: "What did your wife say last night when you came home?"

Dong: "The darling never said a word. And I was going to have those two front teeth pulled out anyhow."

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