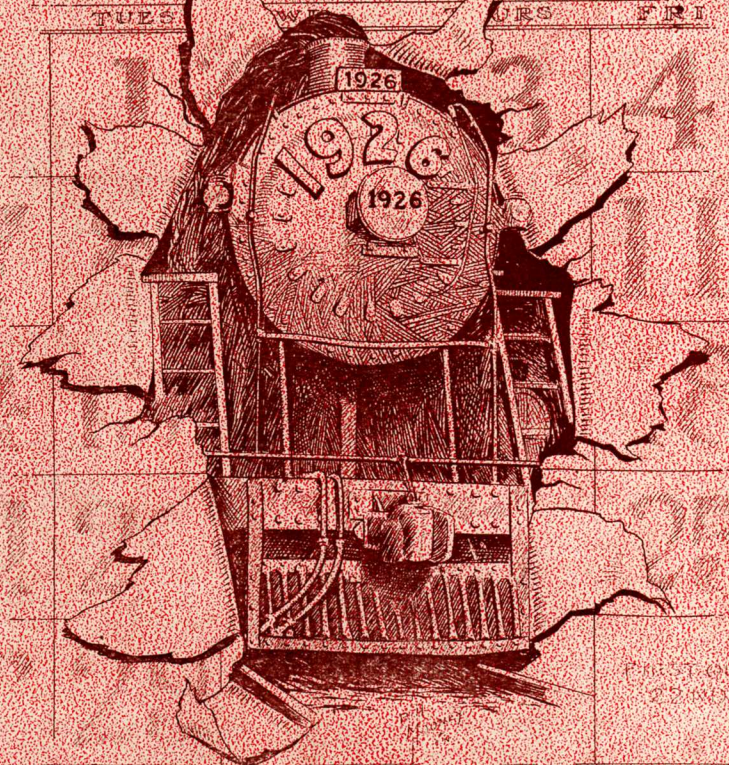


# MAINE CENTRAL EMPLOYEES MAGAZINE

FOR  
BY AND  
ABOUT  
MAINE  
CENTRAL  
EMPLOYEES

1925 DECEMBER 1925

TUES WED THURS FRI



JANUARY, 1926

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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 III

JANUARY, 1926

NO. 1

## MAGAZINE CORRESPONDENTS

### Portland Terminal

Miss A. Z. Donahue	Freight Office	John F. Dunn	Rigby
C. D. Atherton	" "	Herbert Jackson	Thompson's Point
Joseph D. Rourke	South Portland	John A. Webber	Superintendent's Office

### Eastern Division

J. L. Riggie	Superintendent's Office	V. A. Cunningham	Old Town
C. H. Leard	Bangor Motive Power Dept.	R. H. Johnson	Woodland
C. A. Jefferds	Bangor Car Department	E. F. McLain	Calais
P. N. Carson	Bangor Ticket Office	S. A. Frost	Eastport

### Portland Division

E. W. Tibbetts	Brunswick	A. F. Smith	Lewiston
E. E. Walker	Augusta	R. C. Brown	Lewiston
A. A. Thompson	Waterville	S. O. Swett	Rumford
W. H. Marshall	Oakland	Miss A. T. Monahan	Lancaster
	W. E. Winslow	Lancaster	

### General Offices

A. W. Sawyer	Motive Power Dept.	Miss Madeline Goudy	Accounting Dept.
	Howard R. Bean	Freight Accounts	

## 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!

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School Teacher: "Willie, do you know what becomes of the boys who use bad language when they're playing marbles?"

Willie: "Yes, Miss. They grow up and play golf."—*Clipped.*

### A JOKE ON THE COP

Cop on shore: "I'm going to arrest you when you come out of there."

Man in water: "Ha! ha! I'm not coming out. I'm committing suicide."—*Awgwan.*

### A NATURAL FEELING

"Last night I made an awful mistake."

"That so? How come?"

"I drank a bottle of gold paint."

"How do you feel now?"

"Guilty."

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**AUGUSTA**

# Maine Central Employees'

## :: Magazine ::

VOLUME III

JANUARY, 1926

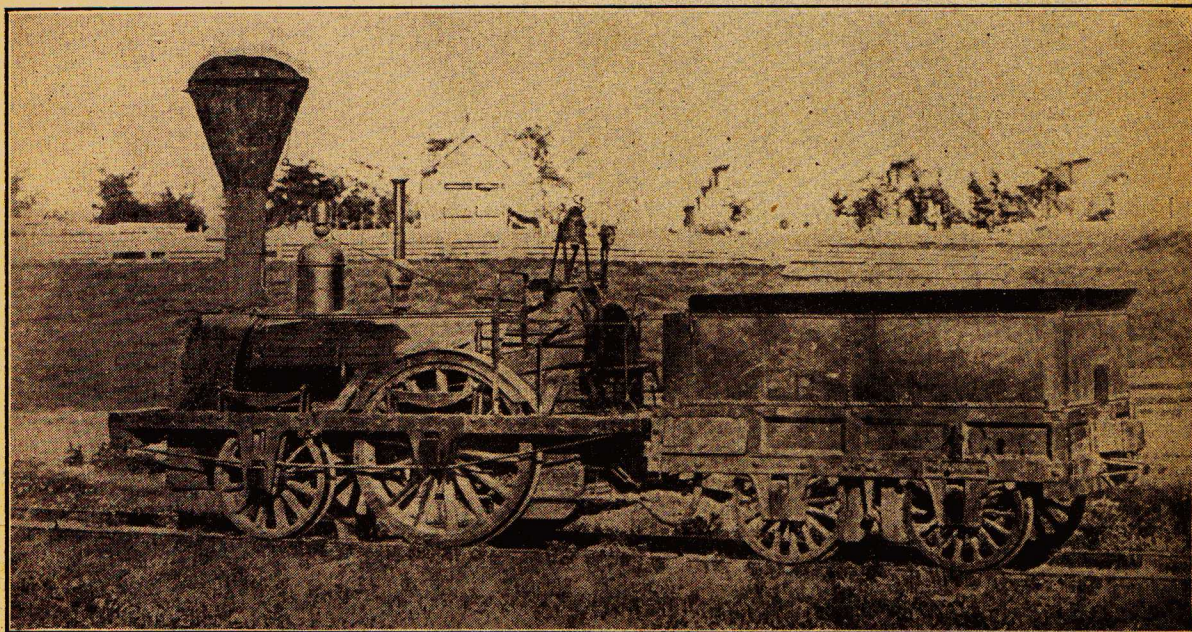
No. 1

### Bangor, New England's First Terminal

Railroad history of Maine begins in Bangor. It might well be said that the railroad history of New England starts in that city. While there has been controversy as to whether the old Veazie railway, or one in Massachusetts, was in operation first, there is no question but what the Maine line was the first in all New England to handle both freight and passenger traffic. Many claim that it was the second road in the country to do a general railroad business. The Massachusetts road was built to transport granite from a quarry to tide water. It was operated by horses and not by steam.

Authorities differ as to which was the first road in the country to handle passengers and freight, the Baltimore & Ohio or the road between Albany and Schenectady, N. Y. The latter road was opened in 1831, five years before the Maine road. This would indicate that it was the second and the Veazie road the third in the country.

A charter for the railroad between Bangor, Orono, Old Town and Milford was granted by the legislature of 1832. That year the road was graded part of the way. It was not completed, however, and put in operation until Thanksgiving day, 1836. While its

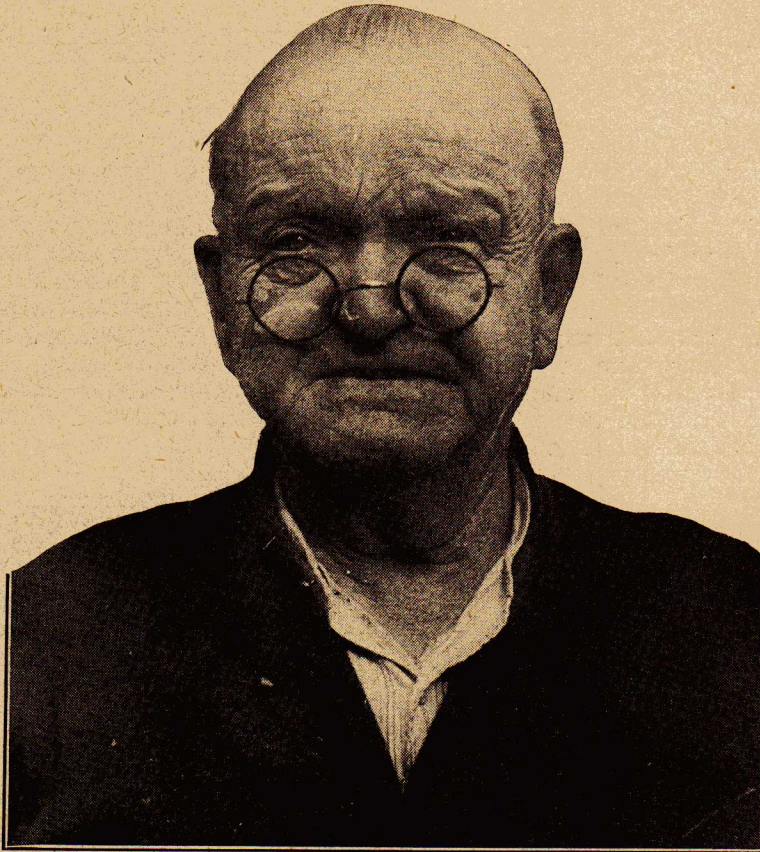


MAINE'S FIRST LOCOMOTIVE, THE PIONEER, BUILT IN ENGLAND BY STEPHENSON  
AND OPERATED BETWEEN BANGOR AND OLD TOWN

chartered name was the Bangor, Old Town & Milford Railroad this line was best known as the Veazie Railroad from the fact that Gen. Samuel Veazie of Bangor was one of the prime movers in its construction and in the financing of the road.

The road was about 12 miles long and cost approximately \$500,000 for construction, station buildings and car equipment. The

Today, there is in active service with the Maine Central one who was an employe of the old Veazie road. Frank T. Swan, store keeper at the Bangor round house, son of Nathan Swan, is that man. He is one of the oldest railroad men in the country, if not the oldest, in point of continuous service, having been railroading for 66 years. He is now 78 years of age and remarkably active. His



FRANK T. SWAN, STOREKEEPER AT BANGOR ROUNDHOUSE, WHO WORKED ON OLD VEAZIE RAILROAD AND HAS BEEN 66 YEARS A RAILROAD MAN

fare between Bangor and Old Town was 37½ cents. The one train, in charge of Conductor Nathan Swan, made three round trips from Bangor each day. The road was in operation until 1869, when in December of that year it was shut down. This resulted from the completion of the European & North American Railroad, now the Maine Central's eastern division, to Vanceboro. The new company took over the rights and properties of the old company.

father was railroading for 64 years, so that the pair, father and son, have worked 130 years at railroading, which is more years than this mode of transportation has existed.

To Mr. Swan, the writer is indebted for most of the information concerning the first Maine railroad used in this article.

It is he who knows the details of the first locomotive used on that road, the Pioneer, built in Newcastle, Eng., by Stephenson, inventor of the locomotive, in 1832 and brought

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to Bangor on a sailing vessel. It weighed 7½ tons, scarcely as much as a single driving wheel on some of the present-day machines. It had two drivers, one on either side, and two pony trucks. These wheels were wooden, with iron tires or rims. It was of the droop hook type with no cut off. It went ahead or backed at full speed; there was no graduating the speed. This, probably, was why it was not used in shifting. There was no cab and neither the engineer nor the fireman paid any attention to the road ahead; that was done by a man seated on top of the first car of the train. He signaled the engineer by means of a bell. The engine crew devoted their time to operating the machine.

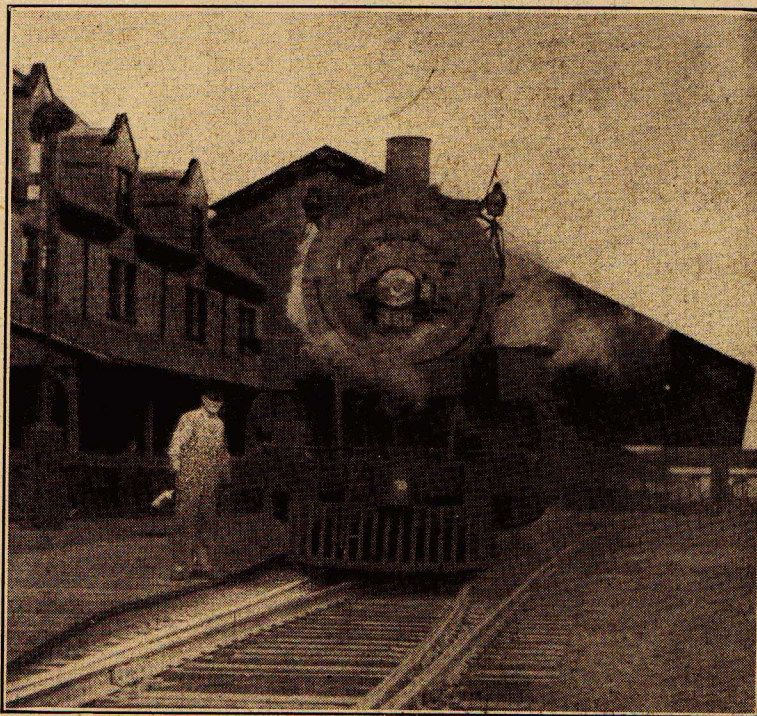
There were no brakes on the locomotive wheels, but the tender was equipped with such an apparatus. This brake was operated at the side by a level, as were the brakes of an old stage coach.

The fire box was 2x4 feet, with a copper crown. This crown was sold as junk for \$900, when the Pioneer was dismantled. The heating surface was not as large as it should have been. This was a defect of all the early

locomotives. Because of this the water had to be heated before it went into the boiler. To accomplish this, all water tanks were constructed with a flue or chimney passing up through them, so as to warm the water.

Originally the rails consisted of strips of strap iron spiked along the surface of timbers. The spikes had a disagreeable habit of working loose and letting the rail spring up to punch holes in the bottom of cars. This constituted a serious menace. All section men carried a bag of pine plugs. When they found a spike which had drawn out, one of these plugs was driven in and then the spike pounded into that, to hold it more firmly.

This wooden rail with its strap iron gave place after a few years to what was known as the chair rail and then this was replaced by the double chair rail. These were about 14 feet long and weighed 36 pounds to the yard. Still later the "T" rail was introduced. This is the kind of rail now in use by the railroads. Those rails weighed about 45 pounds to the yard or about half what a yard rail now weighs and decidedly much less than a main line rail of today.



FLYING YANKEE READY TO RACE OUT OF BANGOR UNION STATION ON  
RUN ACROSS THE STATE OF MAINE. ENGINEER TURNER AT SIDE.

Passenger cars on this road, like those of all the first roads, were modeled after the old stage coaches. They were about 18 feet long and passengers were locked in. The conductor collected the tickets through the windows. Half an hour before leaving time, in winter, two ten-gallon cans of hot water were placed in each car. These were replaced by two fresh cans just before the train started. This constituted the heat for the 12-mile run between Bangor and Old Town.

Freight cars were originally 14 feet long, but were gradually increased to 30 feet and the year the road was abandoned one of 32 feet was constructed.

When the road went out of commission its car equipment consisted of a baggage car, two passenger cars, nine 14-foot flat cars, ten 18-foot flat cars, one 30 and one 32-foot flat car and nine 10-foot box cars. The baggage and passenger cars had brakes of the old stage-coach type, but practically all the freight cars were brakeless. The method of braking them was to thrust a heavy stick between the spokes of the wheels and let it come up against the sill of the car.

During the years that this road operated, another company operated a line of steamboats on the Penobscot River between Old Town and Medway, then known as Nicatous, and during high pitches of water to Mattawamkeag. The falls at Howland were passed by means of a lock, similar to those used on canals.

These boats were of the wheelbarrow, or huge sternwheel style, common on southern

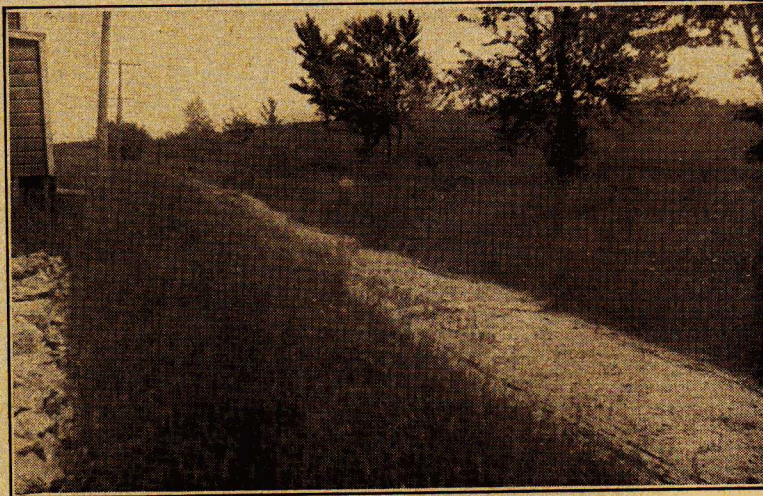
and western rivers, and were flat bottom. They did not have great speed, but were safe.

For a few years after the old railroad passed out of existence and the European & North American was operating, the boats continued to run, but their business was light and, like the old Veazie road they, too, had to quit.

### Our Cover Design

Notice our cover design. Thing we like best about it is that it is 100 per cent. Maine Central. Bill Mooney, who designed it, is a Maine Central man, one of the Bangor crew, and it is especially fitting that he should have worked out the design which is being used this month, for this, as mentioned elsewhere, is "mostly a Bangor number." Mr. Mooney has made other sketches for the magazine and, we believe, will contribute more in the future.

While we are about it, let us say just a word about the number of members of the Maine Central family who have a knack for sketching. Quite a bit of it has appeared from time to time in the magazine and more will be used. Hallorhan's work at Rigby has been excellent. His groups have made a hit. There are others and the editor will be delighted to see specimens of their work. He won't promise to use all of them, but whenever there's an opportunity, preference will be given to such work.



SECTION OF MAINE'S FIRST RAILROAD AT STILLWATER. IT IS NOW USED AS A PUBLIC HIGHWAY.

## Bangor as a Railroad Center

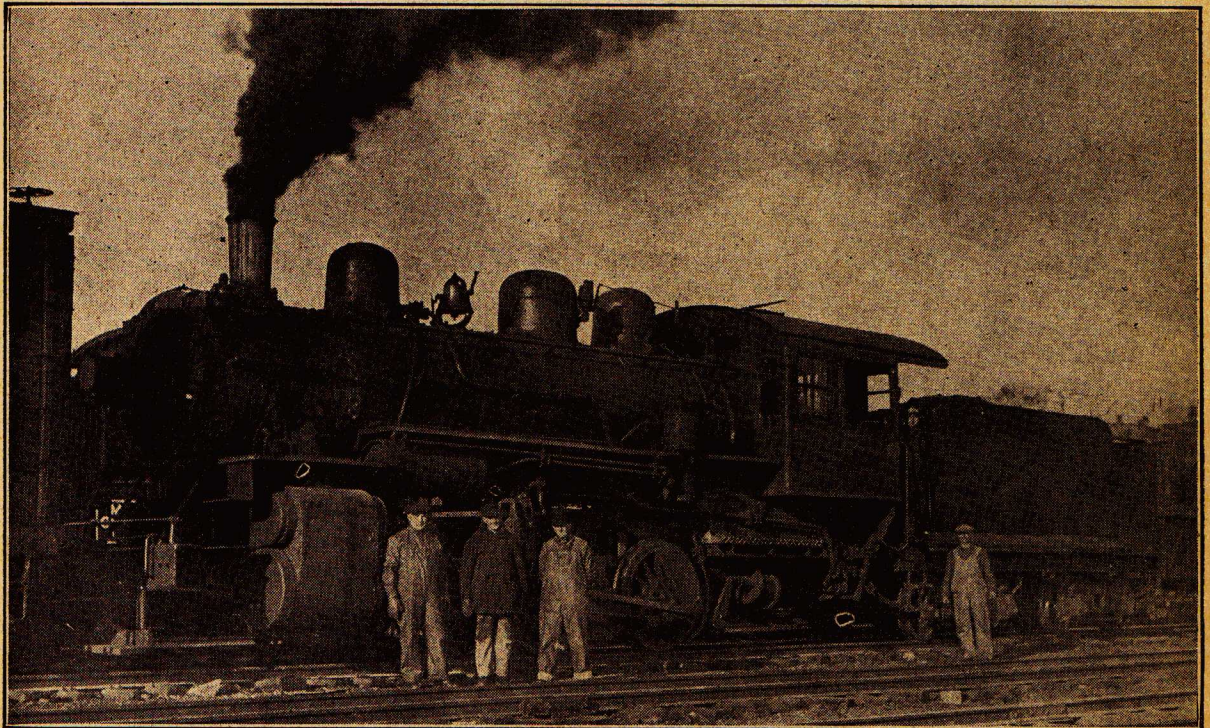
BY C. H. LEARD

As a railroad center, Bangor is second only to Portland. It is the headquarters of the Eastern Division of the Maine Central Railroad; the eastern terminal of the Western Division and the headquarters of the Bangor & Aroostook Railroad. More than 1,000 railroad men make their home in the city and its suburbs and their annual wages amount to about \$1,500,000.

The city of Bangor is the natural gateway to eastern and northern Maine. It is the trading center for those sections of the State. In this city are located numerous prosperous jobbing houses, while a small army of traveling men representing wholesale houses of

other cities make their headquarters in the city. This explains why there is such a tremendous origination of freight at Bangor, which adds to the business of the road. Bangor's importance from a railroad standpoint is also shown by the fact that the local freight office there maintains close contact with all industries of eastern and northern Maine, most of which have headquarters in the city.

An idea of what Bangor means in a railroad way is to be had from these figures. During the week ending Nov. 11, last, 6,275 freight cars were moved in and out of the city. These figures, nor any of those which



FRONT STREET SWITCHER, BANGOR AND CREW: FRANK BURKE, CONDUCTOR; A. W. DAIGLE AND H. B. FINLEY, BRAKEMEN; W. W. LEAVITT, ENGINEER, AND W. T. LEONARD, FIREMAN. THIS ENGINE AND CREW HANDLE PRACTICALLY EVERY CAR GOING THROUGH BANGOR.

follow, do not include local freight originating in or consigned to Bangor merchants. These figures deal with through cars. For the month of November, 23,433 freight cars passed through the city. This was an increase of 1,275 over the corresponding period in 1924. On November 10, 1134 cars were put through the Bangor yard.

The layout of the Bangor yard is such that practically every car going through must be handled twice; that is, switched. It must be cut out of the incoming train and shunted onto storage yards and then, later, hauled out and made up into the train which is to carry it out of the yard. Frequently it is necessary to handle a car three times. This makes it remarkable that so great a number can be put through in such short space of time. Ordinarily 13 switchers and crews are used, but the abolition of classification has made it possible to do away with three.

In addition to this through traffic handled in the Bangor yard, the switchers must take care of an average of 60 cars loaded at the local freight sheds and 40 unloaded there. In addition to these 100 cars, each day finds many loaded and unloaded at platforms and in the yards.

On December 15, there had been loaded on the eastern division and passed through Bangor 202 carloads of Christmas trees. They went to practically every State east of the Mississippi. Of this number 112 cars came from east of Washington Jct., on the Calais branch.

\* \* \* \* \*

All trains of the Eastern Division are handled from the train dispatcher's office in Bangor. This includes those on the 56.08 miles stretch between Vanceboro and Mattawamkeag, said by United States officials to be the busiest single track section in New England during the winter months. In addition to the Maine Central trains which operate on this section, between Nov. 20 and April 20, next, of each year, the Canadian Pacific Railway trains handling that road's trans-Atlantic business, freight and passenger, between St. John, N. B. and Montreal, make use of this track. This means an average of 24 trains a day, with as high as 31 on this short line.

During the first 15 days of December 217 freight and 50 passenger trains of the Canadian Pacific were handled on this section, which with the 96 Maine Central trains, gave a total of 363 trains operated over that 56

miles of road. In the same period 508 branch trains were handled on the Eastern Division. There arrive at Bangor Union Station 20 passenger trains daily, while 18 depart from there.

To handle this volume of traffic, keep trains on schedule and convenience the public calls for clear heads and nimble wits in the train dispatcher's office. Results which have been attained, not alone this year, but in those of the past, attest to the fact that this office measures up to the demands made upon it. This same holds true with the entire Eastern Division outfit, from Supt. McLaughlin down through the list. They are on the job, always. Figures already given, tell the story of how Bangor yard men, under general yard master Fraser, snap stuff through that part of the division and send it on toward its destination.

\* \* \* \* \*

Bangor, also, is a coal port of no small importance during six months of the year. From mid-April until mid-November or early December the Penobscot River is open to navigation. In that period Bangor's supply of coal, as well as that for a large area of Eastern Maine and much for the Canadian Pacific's Maine Division, passes through the city.

To handle this freight the Maine Central has established a coal discharging plant of the most modern type. This is in charge of J. H. Callan. The last cargo to be discharged this year was on Dec. 11, although the schooner did not get away until the 12th. This past season has been the biggest in several years. Approximately 165,000 tons of commercial coal was discharged there during the season. This was for the Canadian Pacific and for pulp and paper mills located along the lines of the Eastern Division. No Maine Central coal is discharged here.

October was the banner month. There were loaded at the discharging plant 657 cars of coal from vessels. This represented 29,854 tons.

The largest cargo of coal discharged during the year was that of the steamer Elizabeth, July 7, of nearly 5,000 tons and the smallest 1,281 from the schooner Rassapeag. Not a single delay of consequence was had due to failure of the Maine Central's discharging plant.

The schooner Josiah B. Chase was the last craft to discharge at Bangor, and before she got clear of the river, newspaper readers all

(Continued on Page 21)

## A Word With Correspondents

Just a little chat between ourselves. Wanted to have it last month, but couldn't seem to find a place for it. This little talk is about the short-comings of the chap who's trying to edit the publication. See, he's just a pinch hitter, an emergency crew, as it were. Roy Hiles, who has been making a rattling good magazine since last May, went into bad condition right after he put the November number to bed—newspaper lingo for to press—and a Medic guy put him in bed likewise. He's still there.

Yes, Roy's been decidedly a sick lad, but the last word which came down to the office was that he was showing improvement, though it will be some little time before he's able to get into harness again, which is a matter of regret to all.

Meantime, the chap who's writing this is endeavoring to fill the place and he's looking to you all for help. So far he's been getting it. Everybody seems to want to help. It's appreciated. Two reasons why it is appreciated: First: Shows the Magazine is liked; second: proves that Roy Hiles has been getting the work systemized, which is good.

Now, if you'll all get your copy for the next number and all others in as early as possible, it will help. Just because the notice says "By the 20th of the month," isn't to be accepted that it shan't be earlier. Get it in by the 15th, if you can. Here's the reason. This Editor has a full-fledged job beside this which has to be cared for seven days in the week and as many nights. He's doing this editorial work in between, on trains, in hotel rooms and nights and Sundays at home—when there. You can see how early copy helps in getting it to the printer.

Another thing: Please, oh, please, you who make use of the typewriter, double space your copy. Single spacing saves paper, but it's—I *haint* going to use the word, on editors and printers. Please double space.

Again, in both the December and this numbers I have had to put a number of interesting items onto the waste basket switch because

there wasn't anything to indicate where they belonged. They might have dealt with any one of several departments in Portland or in Bangor, Waterville and, perhaps, some other places. Hiles, probably, would have known, but this Editor isn't well enough acquainted with the family to be able to pick them out at this time.

Just another: Please don't say yesterday, today, tomorrow or any day of the week, such as Wednesday, Sunday or Monday, in telling about events. If it is absolutely necessary to designate the day when the event transpired, give the day of the month. Reason: To tell about something in this issue of the magazine which took place on Tuesday, Dec. 8, and refer to it as "on Tuesday" and no more, means little. If you say "on Dec. 8," Tuesday would be excess baggage. See the point?

Now, friends, this is not in the way of a scold. It is just intended as a friendly little chat to make clear to you some ways in which you can help in the work. I'd like to write each one of you a personal letter about things but it's impossible. As opportunity offers I'm going to drop in on you for a chat. Get your clubs ready; I'm used to it.

And now, friends, just do a heap of well wishing for the quick recovery of the real editor, Roy Hiles.

### An Early Locomotive

Stored in a small framed building at the University of Maine is a relic of early railroad days. It is a locomotive used on a road which but few present day railroaders have ever heard of. This was the Whiting road. It extended from Machias to the town of Whiting on the Machias river. The distance was about eight miles. This was a lumber road; that is, it was built and exclusively used in transporting manufactured lumber from the mills at Whiting to tidewater at Machias. This locomotive, known as the Tiger, was very similar in design to the Pioneer, Maine's first "bullgine," as they used to call them, a photograph of which appears elsewhere.

## Maine Central Employees' Magazine

"For. By and About Maine Central Employees"

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Advertising rate cards sent on application.

LeRoy D. Hiles, Editor and Manager  
Kenneth E. Whittle, Advertising Manager

JANUARY, 1926

### EDITORIAL

#### Mostly About Bangor

We have set forth very clearly in the above caption what this number of the MAINE CENTRAL EMPLOYEES' MAGAZINE is. Bangor is being featured. The Queen City, as it has long been known, assuredly deserves this. It is the original railroad center of Maine and New England and continues to be one of the most important in Maine. Many, however, of the family are unaware of either of these facts. In this issue we have endeavored to give them some knowledge on the subject and, we venture, there are those in the city itself who will gather important and heretofore, to them, unknown facts concerning their home town.

That is the purpose of the MAINE CENTRAL MAGAZINE, to enable the members of the family to become better acquainted with each other and with the distant portions of the road.

This is a far-flung system, when you stop and think it over. From Calais way down in the sunrise county on the edge of the United States and from Vanceboro also in the same county and at another point on that self-same edge, to Portland represents a vast area of country, as does the stretch from Rockland on the shores of the Atlantic up along the Mountain division, through the White Mountains and into the great Province of Quebec. Neither of these areas take into consideration those great territories covered by the Somerset, the Dover-Foxcroft and the Rumford Falls lines, all of much size.

When you stop and consider all this great country which our railroad serves; the dis-

tances represented, is it strange that folks up at Lime Ridge know little about Bangor or Eastport and the men who look after the company's affairs at Mattawamkeag have but a vague idea of what the Mountain Division means? The MAINE CENTRAL EMPLOYEES' MAGAZINE is endeavoring to help them to know each other better, which is the reason this number is mostly about Bangor.

#### Pete and the Two Tens

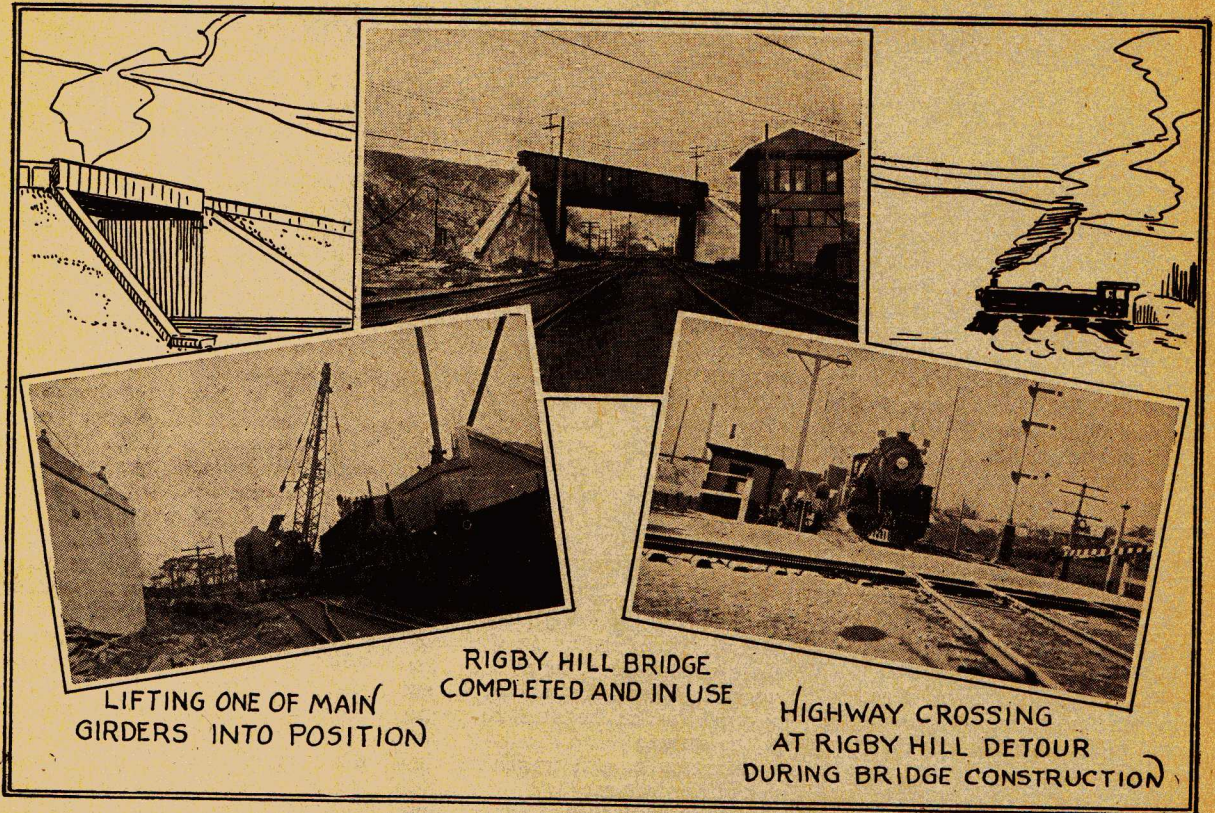
Pete Hendley, first trick ticket agent at the Main Street station in Lewiston, was selling tickets for the early morning train out. It was one of those excursion rate to Boston days which have come since the Pine Tree Limited came into being. Two men stepped up to the window. Each called for a ticket to Boston and return. Pete knew them both, but they were strangers one to the other. Pete stamped the strips and passed them out together with a pen, for these tickets had to be signed by the passenger. One signed and passed the pen to the other. As the second took the pen, Pete picked up a ten-dollar bill, stepped to the cash draw, got out the change and stepped back to the window.

The man who was signing the ticket looked as the first man took the change for the ten. "I gave you a ten," said he. Pete never batted an eye, but got his change from the cash draw and handed it over. The two men left the station and went to Boston. Pete went about his duties.

Next day, the second man came into the station and going up to the ticket window passed a ten-spot to Pete. "I found it in my coat pocket last night when I got back from Boston," he explained, "I must have put it there, instead of laying it on the shelf, when I reached for the pen."

Would you or I have taken that course? I wonder would we. Pete was wise to do it, but that doesn't prove that all of us would have acted that way. As he explains, it would have done him no good to argue. He was licked from the start. He knew that but one ten had been given to him, yet he could not well charge either of the two patrons of the road with attempting to beat him out of the money—\$10. He had to take a chance that the one who was wrong was honest. He took it with a smile. It was the best, but could you and I have done it?

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LIFTING ONE OF MAIN GIRDERS INTO POSITION

RIGBY HILL BRIDGE COMPLETED AND IN USE

HIGHWAY CROSSING AT RIGBY HILL DETOUR DURING BRIDGE CONSTRUCTION

## New Rigby Bridge Is In Use

Rigby bridge, which is the more dignified title bestowed upon the overhead crossing at the Rigby terminal by the city of South Portland, has now been in use a bit more than a month. Some old timers will, perhaps, best locate this structure if told that it is a modern steel and concrete one replacing the old wooden "Skunk Hill bridge" at South Portland. It was open to the public November 23. Its construction had been in progress about five months, during which time a detour had been in use.

This bridge, being on the noted Portland-Kittery highway, one of the most traveled roads in Maine, is an important one. The detour necessitated a grade crossing during the heaviest period of the summer automobile traffic. As high

as 15,000 automobiles a day made use of this road and the gates at this crossing were raised and lowered more than 250 times each day. It is pleasing to note that not an accident of serious consequence occurred at the crossing during the construction period.

This Rigby bridge is 93 feet long and 40 wide, with a five-foot sidewalk. Its main girders weigh 30 tons each. The floor is of reinforced concrete. A single track electric road makes use of the bridge together with the highway. The bridge was completed within the estimate of \$120,000.

The old bridge was narrow, had no sidewalk and was divided in the middle by a timber and board partition. One-half was devoted exclusively to trolley travel, the other had to handle all the auto-

mobile travel. The approaches were narrow and the place was a constant menace. This is all changed by the new bridge. Approaches are as wide as the rest of the highway and there is ample room for all cars to pass on the bridge or approaches.

Reconstruction of the bridge has made possible three tracks passing under the bridge, instead of two, as before, which is a benefit in Terminal Company work.

### FORESIGHT

"Well, Bunk has retired. He accumulated a big fortune last year."

"How come?"

"He put in junk shops at all important grade crossings."

—From the New York Telegram.

## Famous "Lazy Eight" Engine

Here you see one of the famous old Maine Central engines of the Eastern Division. It was number eight, built by the Portland Company and in after years was renumbered 51. The "Lazy Eight," as she was known to railroad men, at the time the picture was made, which was in the spring of 1897, was hauling trains 19 and 64 between Bangor and Mattawamkeag, leaving Bangor late in the afternoon, returning the following morning. A large percentage of the passengers at that time were woodsmen and river-drivers. Train 19 handled a section for the Bangor and Aroostook Railroad as far as Old Town where it was transferred to their own line.

William Ayer, now deceased, was the conductor of the train, Tom Gallison was in the baggage car and Frank E. Mincher, who is now a successful jeweler and farmer in Bangor and Orrington, was brakeman. A. W. Nickerson who is now an engineman haul-

ing trains on the Bucksport Branch, was at that time fireman and Frank H. Robinson was the engineer. Mr. Robinson, whose father was for a number of years General Foreman at Bangor, is now covering the 1st Relief job at Bangor Engine House and has been running an engine for nearly thirty years. Mr. Nickerson has also practically completed thirty years in engine service with the Maine Central. The Messrs. Nickerson and Robinson are shown in the cut.

### POSITIVE PROOF

Father was sitting in the arm-chair one evening, when his little son came in and showed him a new penknife which he said he found in the street.

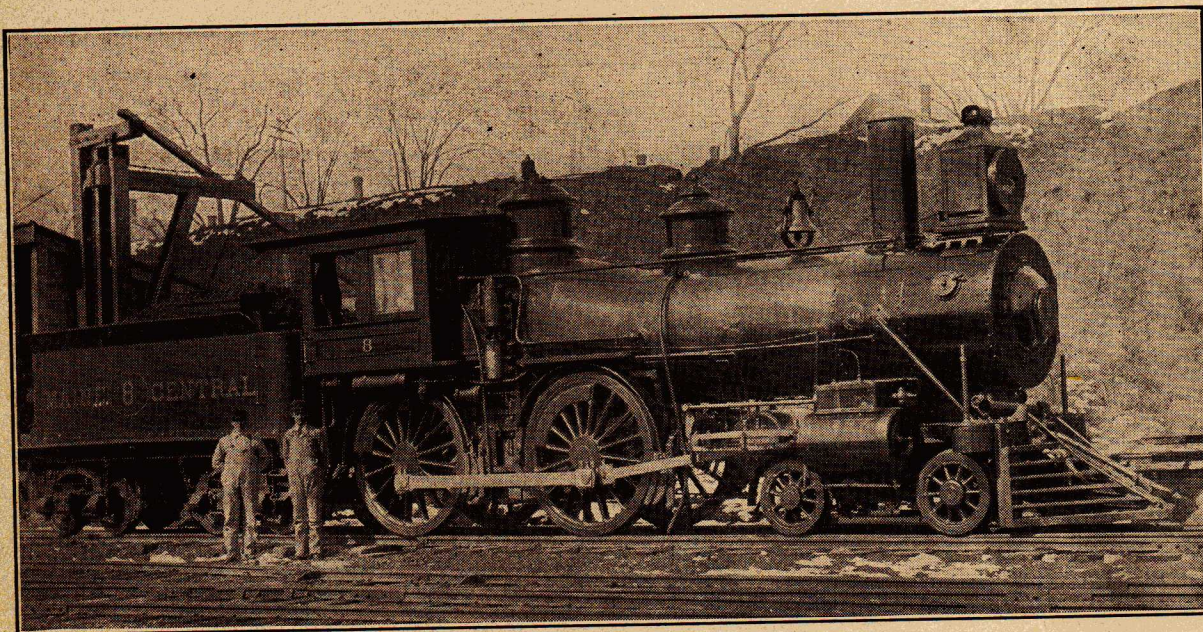
"Are you sure it was lost?" inquired the father.

"Of course it was lost! I saw the man looking for it!" replied the youngster.

## Office Clerks Elect

At the regular meeting of Maine Central General Office Lodge, No. 374, Brotherhood of Railway and Steamship Clerks, held in Pythian Temple, Dec. 10th, these officers were elected:

President, H. D. Cummings; vice-president, H. J. Foster; recording secretary, P. M. Glasscock; financial secretary-treasurer, C. I. Pickett; Sergeant-at-Arms, F. R. Landers; chaplain, L. R. Grant; outer-guard, C. W. Mills; inner-guard, E. J. Nagle; chairman executive board, F. E. Morton; members executive board, B. M. Lowe and J. A. Orchard; chairman protective committee, J. T. Welch; members of protective committee from the freight audit office, C. I. Pickett and E. C. Whitney; member of protective committee from the Motive Power Department, R. M. Warford; members of protective committee from Traffic Department, Clarence Anderson and Malcolm Allen; member of protective committee Superintendent Air Service, J. A. Orchard; member of protective committee from Freight Claim Agent, H. W. Gurney; member of protective committee, E. V. Berwick.



LAZY EIGHT, A NOTED EASTERN DIVISION LOCOMOTIVE OF 35 YEARS AGO



## Who's Who and Why at Bangor

By C. H. LEARD

*(Not only did Mr. Leard acquire and prepare the information concerning the Bangor folks, but he captured photographs of them. These have been corraled into one group and will be found on the next two pages. —Editor.)*

Friends, brothers and sisters of the Maine Central Family, have you any realization of what a group of executives and workers we house here in Bangor? They're as fine a group as any road ever had gathered together. Most of them are modest. They'll talk about anything else under the sun but themselves, so I'm going to do some talk for them.

This might be done in a general way, but 'tis the writer's fancy just now to be biographical, possibly miscroptic, in order that the rest of the Family may know about we folks in Bangor, who figure in the affairs of the Eastern Division.

As a starter, I'm going to take T. M. McLAUGHLIN, superintendent of the Eastern Division, with headquarters at Bangor.

The President of a large pulp and paper company having mills on the Eastern Division of the Maine Central, as well as mills in the Middle West, recently told me that one of the most accommodating men that he transacted business with was "Tommy Mack," as Mr. McLaughlin is familiarly known to his most intimate friends. The gentleman referred to also added that the service his company received from the Maine Central, equalled or surpassed any railroad over which their commodities were handled. This compliment coming as it did from such a big manufacturer speaks very highly for Superintendent McLaughlin, his

organization and the entire Maine Central System.

Commenced as trainman in 1884 —worked during the summer and fall of that year as trainman on 31 and 32, a mixed passenger and freight train that operated between Mattawamkeag and Bangor, leaving Mattawamkeag at 6 o'clock A.M., doubling the road, doing all local work between Mattawamkeag and Old Town. In the fall, worked as trainman with Conductor H. C. Bean who was in charge of train picking up pulpwood piled along the right-of-way for delivery at the pulp mills in Lincoln which was completed in 1883. After he got through on trains 31 and 32 in 1884, he worked with Mike Haggerty, Haggerty being the conductor on trains 98 and 99, freight, which in addition to making round trips between Old Town and Bangor did all switching at Old Town, Milford and Great Works.

Commenced again the following summer as trainman with Conductor Hammond on 31 and 32. Later in the summer and fall worked as trainman with Conductors Burr and Bridges on what was called the Stillwater Job, operating between Bangor and Stillwater. Was out of service the following winter, due to reduction in force.

May 1, 1886, Mr. McLaughlin again took up railroading but a different branch, being appointed Station Agent at Greenbush, and in October of the same year, went to Lincoln as night telegrapher. From the position at Lincoln he went to Benton as Agent, commencing these duties December 7, 1887, remaining there until June, 1889, when he took up the work as spare telegrapher and covered many different offices all over the system, including Fabyans and Twin Mountain. This was while Scott's Junction was under construction; that line was completed

and he was made Agent at Lunenburg on October 7, 1889. He remained at Lunenburg until Nov., 1898, when he was appointed Agent at North Conway; remained there until Nov., 1901, when he was appointed to the important position as Agent at Rockland. In 1912 the Company gave him his first Official Position which was Assistant Superintendent of the Portland Division with headquarters in Waterville, and on January 1, 1918, the Company further recognizing his executive ability, appointed him to his present position as Superintendent of the Eastern Division.

His principal pastime is hunting and fishing.

W. E. KINGSTON, Assistant Superintendent, Bangor. One of the favorite officials that holds office with this Company, and having headquarters in Bangor, is W. E. Kingston, who won his worthy promotion to Assistant Superintendent of the Eastern Division on January 1st of this year. His connection with the Maine Central began in 1891, when he was given the position of Operator at Tomah. It is truthfully told that as long as he remained there he never had a cross word with any of his neighbors (there are none). From Tomah he was transferred to Operator's job at Danforth, Waterville and Vanceboro, respectively, and in 1898, on account of marked ability as a telegraph operator, was called into Dispatcher's Office at Bangor and in less than a year's time, was promoted to Dispatcher. On July 1, 1917, he was advanced to Chief Train Dispatcher. Mr. Kingston's one failing is building hen houses or garages, doing most of the work between the hours of 4.00 A.M. and 6.00 A.M., making all the noise possible, at least this is what some of his neighbors report.

(Continued on Page 18)

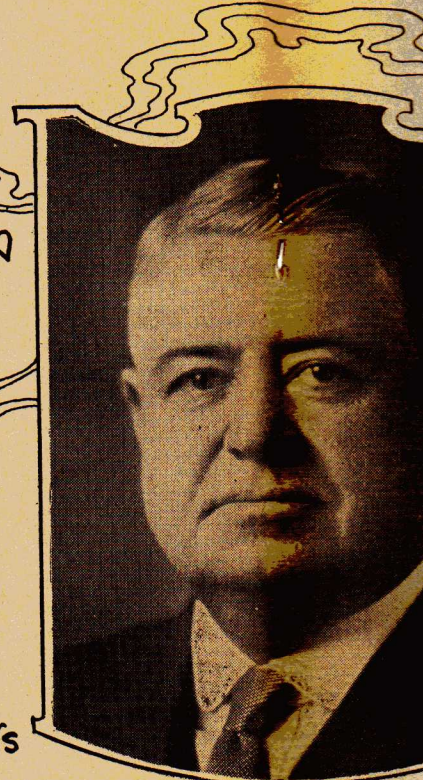
# MEN IN EXECUTIVE AT BANGOR



S. FRASER  
GEN. YARD MASTER



E. A. JOHNSON  
SUPT. BRIDGES AND BLDGS



T. M. McLAUGHLIN  
SUPT. EASTERN DIV.



HARRY A. BARNABY  
STATION AGENT



JAMES E. GIBBONS  
FREIGHT AGENT



THOMAS CROWLEY  
CHIEF TIE INSPECTOR

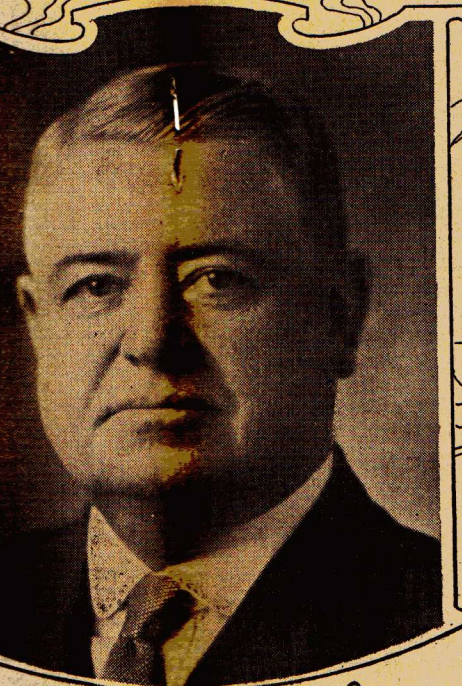


HARRY HOMANS, - ROADMASTER



FRANKS S. WHITNEY  
GEN. FOREMAN MO  
POWER DEPT.

# CUTIVE POSITIONS BANGOR



T. M. McLAUGHLIN  
SUPT. EASTERN DIVISION



B.A. BRACKETT  
TICKET AGENT



E. E. QUIMBY  
NIGHT FOREMAN ENG. HOUSE



W. E. KINGSTON  
ASST. SUPT.



A. H. BONNEY  
SUPT. CAR DEPT.



FRANKS S. WHITNEY  
GEN. FOREMAN MOTIVE  
POWER DEPT.



A. J. McCORMACK  
CHIEF TRAIN DISPATCHER



J. W. FURROW - FOREMAN OF LOCOMOTIVE  
REPAIRS