

Who's Who

(Continued from Page 15)

A. J. McCORMICK, Chief Train Dispatcher, Bangor. A very much pleased young man was Arthur McCormick when he accepted his first railroad position as Assistant to the Agent at Bucksport, 21 years ago. He soon learned the art of telegraphy and the Maine Central put him on their list as a spare telegraph operator. His first regular assignment was the Night Operator's position at Mattawamkeag, and in 1910 he was transferred to the Superintendent's Office in Bangor, and having served a year in the telegraph office here, was promoted to Train Dispatcher and in 1924 was appointed Chief Dispatcher.

HARRY HOMANS, Roadmaster, Bangor. On June 14, 1911, a young man graduated from the University of Maine, and the following day was to leave for Florida to enter the employ of one of the large railroads of that State. On account of his aged mother, who had rather he would have remained in Maine, he called up Mr. T. L. Dunn of Portland and sought employment; the consequences are that the following day, June 16th, Harry Homans entered the employ of the MAINE CENTRAL in the engineer's office. It was not long before he was appointed Assistant Roadmaster at Lewiston, and later was transferred to the same position at Mattawamkeag. On the resignation of F. E. Holmes as Roadmaster at Bangor, it was only natural that Mr. Homans was appointed as his successor. Practically all of Mr. Homans' spare time is devoted to the beautiful flower gardens surrounding his pretty home in Bangor.

E. A. JOHNSON, Superintendent of Bridges and Buildings, Bangor. A professor in one of the engineering courses at University of Maine once called one of his students into his office and inquired of the young man what line of business he thought of following when he had completed his college career. The student answered that he had hardly made

up his mind, but there was one thing he was certain of and that was he would not take up Railroad work. That young man was Elbridge A. Johnson. However, he was not long out of college before he had become affiliated with the MAINE CENTRAL RAILROAD in its engineering department. His first big job was the supervision of building Thompson's Point Shops; another large undertaking shortly after, that was in charge of Mr. Johnson, was the construction of Bangor Union Station and the laying out of the passenger yard. In July, 1912, Mr. Johnson was promoted and transferred to Bangor as Superintendent of Bridges and Buildings, having charge of territory east of Waterville. He is quite prominent socially in Bangor and is a popular member and officer of the Masonic Club.

JAMES E. GIBBONS, Freight Agent, Bangor. Thirty-two years ago, James E. Gibbons entered the employ of the Maine Central Railroad as yard clerk. Six years later he was made Chief Clerk in Bangor Freight Office and for the past 17 years has very ably filled the position of Freight Agent. Mr. Gibbons is not only a popular official with employes, but is most favorably thought of by the business men of Bangor with whom he continually comes in contact. He is a past vice-president of the Rotary Club, and also a member of the Penobscot Valley Country Club, and they do say how "Jim" yields a very mean stroke at golf.

FRANK S. WHITNEY, Superintendent Locomotives and Engine House. Mr. Whitney, who is a native of Dover-Foxcroft, has charge of locomotive shops and engine houses east of Northern Maine Junction, and all engines and engine crews in that territory. He first went Railroad in October, 1881, as a locomotive fireman; in December, 1884, he went West and ran an engine on the Oregon Railroad Navigation Company Line. He returned to the Maine Central as an engineman on December 15, 1888. While in engine service on this road, he hauled through passenger trains 71 and 2, 8 and 19

and 29 and 102 between Bangor and Portland for the greater part of the time.

Mr. Whitney after six years of running an engine on the Maine Central, was recognized by the Maine Central Management as a man of keen mechanical ability and sound judgment, and on this account, November 1, 1904, was promoted to his present responsible position of General Foreman. One who has been intimately associated with him for a number of years, states that he has never yet known of an instance wherein an engine was disabled out on the road but what Mr. Whitney could immediately issue the proper instructions for either putting the engine into shape to complete the run or getting it into the nearest terminal, in fact he has always been able to cope with any emergency that has presented itself.

He is a member of the Tarratine Club, The St. Johns Comandery, The New England Railroad Club, The New England Association of Railroad Veterans, and holds life membership cards in the Elks Club as well as Kora Shrine of Lewiston.

On November 1, 1898, he was married to Miss Lucy Brockway of Dover-Foxcroft, and since the death of Mrs. Whitney, which occurred on August 17, 1913, he has made his home at the Bangor House. He is a favorite official among all the employes and has as his principal hobby, Automobiling.

THOMAS CROWLEY, Chief Tie Inspector, Bangor. Thomas Crowley, Chief Tie Inspector for the Maine Central system, has his office at Bangor, and is one of the time-honored employes of the road. He began as Clerk for H. A. Logan, who was the first roadmaster that the Maine Central had who was a graduate civil engineer. In 1902, Mr. Crowley was appointed Chief Tie Inspector and his duties carry him to all parts of the territory served by the Maine Central. When asked how many ties the road used in a year, Mr. Crowley stated that for renewing old ones, the yearly requirement averaged 450,000 ties, and of course if new trackwork is to be done, extra ones are needed. More than one-

half of those purchased are bought on the Eastern Division between Bangor and Vanceboro. The next largest source of supply is the Moosehead Lake Country.

S. FRASER, General Yardmaster, Bangor. Perhaps there are but one or two men on the entire payroll of the Maine Central who began a railroad career as early as did Samuel Fraser, for when he was 15 years of age, he was a brakeman on the Canadian Pacific, and when but 16 years old (weight 221 lbs.) he was appointed General Yardmaster at Ignace for the C. P. R. For a number of years he ran trains out of Winnipeg, and it is an interesting story to listen to Mr. Fraser relate experiences of handling trains in those early days in the Canadian Northwest with the thermometer hovering around 70 degrees below zero, and engines freezing up every 5 or 6 miles. Mr. Fraser afterwards returned to the east and ran trains on the Boston & Maine Railroad for about 10 years. In 1899, Mr. Fraser was called to the Maine Central Railroad and was appointed General Yardmaster at Bangor; he has been supervising the handling of trains in and out of Bangor ever since. He is one of the charter members of Anna Temple, Mystic Shrine.

B. A. BRACKETT, Ticket Agent, Bangor. When William Bailey was Station Agent at Freeport, a good many years ago, Burt Brackett was a youngster, hardly out of his knee breeches, running around the streets of Freeport. The gate-tender at that station was to be away for two weeks and Burt was offered the job and accepted it. The regular tender failed to return and Mr. Brackett remained on the job until the following spring. In the meantime, while the opportunity presented itself, he learned telegraphy and shortly was sent as telegraph operator to Monmouth; here he remained for about six and a half years, and was then transferred to Ticket Agent at the old Exchange Street Station in Bangor. When Mr. A. W. Benson resigned as Ticket Agent on March 31, 1917, Mr. Brackett was appointed to succeed him. He is a 32d Degree Mason, member of

Anna Shrine and is very popular with the traveling public.

HARRY R. BARNABY, Station Master, Bangor Union Station. Mr. Barnaby is barely on the sunny side of 70 years of age. (He says 68, but our record shows he was born Oct. 29, 1859); the youngest of a family of 12. He was born in Eastport, Maine, and at an early age went to live with an uncle in Brooklyn, N. Y. When 14 years of age he started to go to sea, and during his career on the water, visited every port in the world except in Australia, making 24 round trips across the ocean. At the age of 17 he drifted to Texas, where he was engaged as cow-puncher for a year. His next move was to New Orleans, La., where he amused himself for 8 months rolling cotton. His first vote was cast for James A. Garfield.

In 1881 he came to Bangor to visit his oldest brother and was persuaded to enter the railroad service. Prior to this visit, he had never seen the brother. Following is his railroad service record:

June 16, 1881, Brakeman, E. & N. A. Ry. (now Maine Central) between Bangor and Vanceboro; Jan. 3, 1883, Conductor, Stillwater Train; Oct. 1, 1883, Yardmaster, Bangor; Dec. 1, 1897, General Yardmaster, Bangor; Oct. 1, 1898, Train Baggage Master (account ill health); July 29, 1907, Station Master, Bangor Union Station.

E. E. QUINBY, Night Foreman, Bangor Round House. When F. W. Richardson was transferred from Night Foreman at Bangor Engine House to Foreman at Waterville Engine House, the Management was looking for a man to fill the Bangor vacancy, and Mr. E. E. Quinby, one of the younger engineers of the Eastern Division, was selected for this responsible position. Mr. Quinby began his railroad life as a fireman, having been hired by General Foreman Frank S. Whitney in 1905. In 1912 he had satisfactorily passed his examinations for promotion and was made an engineman. It was due to his successful career as an engineer and his mechanical fitness that he was appointed Night Foreman of Bangor round house. Mr. Quinby is the step-son of

Edward Veazie and Mr. Veazie is the grandson of General Veazie who was the sole owner of the Old Veazie Railroad that ran between Bangor and Old Town. E. E. Quinby's grandfather was J. E. Merritt who was a very well-known and prominent railroad man in eastern Maine a number of years ago. Mr. Merritt was the Master Mechanic of the old European and North American Railroad at Bangor. It was he who rebuilt the old John Elliott, an engine that has been much written and talked about in the State of Maine.

J. W. FURROW, Foreman Locomotive Repairs, Bangor. In 1889 there was a young boy from Lincoln who got a job as water boy on the work train that was putting the spur track into the Bangor Power Station, but he was not long on the job before he caught the eye of V. H. Foss who was Roadmaster in charge of the work and shortly the boy, John W. Furrow, was sent to the Mountain Division as Storekeeper under Mr. Foss who was extending the Company's line to Scott's Junction. After the crew had completed its work, on this new construction, Mr. Furrow returned to the Eastern Division and did spare braking, in fact it would appear he was a general utility man for all departments on the entire division. If a brakeman was needed Furrow was called upon; if a section foreman on any part of the division was away, Furrow was sent to fill the foreman's place until he returned. If an extra work crew was put on for a day or a month or more, he was put in charge of that crew. It was he that had charge of laying the steel for the right-of-way from Montague to Howland. Shortly after this, he was transferred to the Motive Power Department and in 1904 was appointed Night Foreman of Bangor Engine House, then after a few years was made Foreman of Locomotive Repairs at Bangor, having jurisdiction of all engine repairs and dispatching under General Foreman, F. S. Whitney.

A. H. BONNEY, General Foreman Car Department, Bangor. About 26 years ago there was a

young man sweeping platforms and handling baggage and mail at Union Station, Portland, and drawing the munificent salary of \$1.00 per day. This boy was ambitious and while performing his duties around Portland Station, had his mind on something better. He studied and aimed to that end and his early ambitions have been realized to a considerable extent, for today he is General Foreman of Car Repairs at Bangor, having charge of all car work at Bangor and Northern Maine Junction and points east with a large force of men under his command. Mr. Bonney, for this was the young man, did not work long in the station service when he was transferred to car repairer at Thompson's Point under W. J. Maynard, and when P. G. Smith was appointed Master Mechanic at the Point, Mr. Bonney was made "Gang Leader," having charge of a crew repairing cars in the Shop Yards. After two years he was appointed Asst. Car Shop Foreman and on October 1, 1923, the Management sent him to the Eastern Division as General Car Foreman. Mr. Bonney and family since coming to Bangor have made untold friends in the city. He is a member of the Odd Fellows and an active worker in the Masonic Club.

Bangor Car Department repairs from 45 to 60 cars per day; some of the repairs being classified as light while many of the cars overhauled require heavy repairs. During 1924 Bangor Car Department painted practically 150 freight cars by machinery, that is, painted by an air sprayer.

From 15 to 25 passenger cars per day are repaired by Mr. Bonney's force at Bangor.

ONE ON DAD

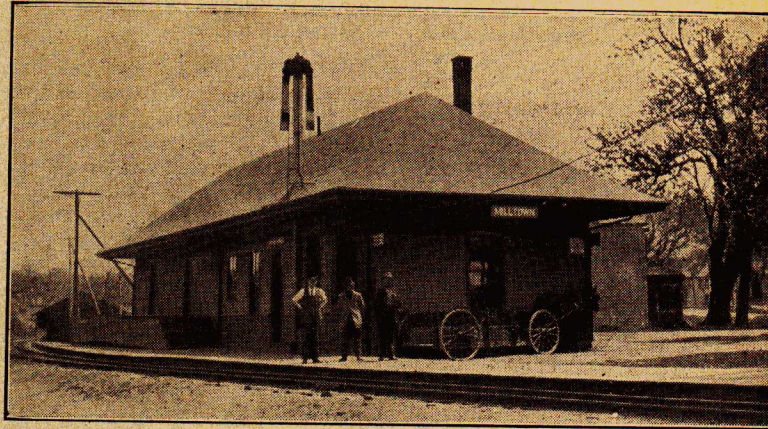
Little Mary (aged four)—"Johnny, do you believe in Satan?"

Johnny (about ten years old)—"Naw, he's like Santy Claus. He's your Dad."

TRUTHFUL WAITER

Diner—"Waiter, are those sandwiches fresh?"

Waiter—"Don't know, sir; I've only been here two weeks."



STATION AT MILLTOWN, MAINE

Milltown Getting the Business

Milltown on the Washington County section of the Eastern Division is developing business. A new distributing branch of the Milliken-Tomlinson, wholesale grocers of Portland, has been established there and it is proving a business increaser, which is making Agent Bert Pullen feel that the place is actually on the map. The Portland concern does a considerable busi-

ness in this part of Eastern Maine and the result is that a branch at Milltown spells added freight for the station.

Agent Pullen is one of those agents who makes friends with the road's patrons and everyone in Milltown, whether or not they come in contact with him in a business way, knows and likes Bert.

Revenge is Whiskers

You have heard of a woman driving a man to drink or crazy, but whoever heard of a woman driving a man to whiskers?

It can be. Conductor Albert Smart, local freight between Waverille and Bingham, proves it. No hearsay either. Information came from Conductor Smart himself.

When Smart entered the freight office at Madison one morning, he was taken for a stranger. A trampish looking man with a half-grown beard, an old pipe stuck in his mouth and looking as if he had not slept for a week. On close examination by the crew at Madison, it was found to be none other than Conductor Smart.

Usually when a man has had all day Sunday with nothing to do but sleep, he can at least wake up long enough to shave in order to make a

good appearance next day. Therefore we all wanted an explanation. Here it is: "It's r-r-r-revenge!



My wife has bobbed her hair and I am never, never going to shave again!"

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Roy's Christmas Card

LeRoy D. Hiles, editor of the Maine Central Employes' Magazine, who has been off duty because of ill health for the past two months, was sent a Christmas card by the employes of the Journal Printshop at Lewiston, where the magazine is printed. It was unique in that it was a reproduction of the December number's cover, minus the Christmas tree. In place of that was the words: "Merry Christmas to Roy" and the signatures of all the workers in the shop. They made sure that it reached Roy, who is a favorite with all, by having Joe Morse, Superintendent of the Print Shop, take the card and a handsome potted plant to Portland and make the delivery.

Never Trust Early Ice

Just because small boys can skate on the early ice is no reason for a full grown, adult man taking chances. Foreman G. A. Smith of Section 53, agrees to this. He knows that you never can tell where the frazzle ice begins and the real thing ends by the looks of the ice. You learn by the weight test.

He knows.

How come?

'Twas the day before Thanksgiving, as the old-time stories always started. Foreman Smith was at the Hermon Center station. There's a small brook close by, which leads down to the famous Hermon Pond, home of white perch, horn-pouts and pickerel. 'Twas during the noon hour. Foreman Smith was standing on the station platform. Saw a small boy skating on the icy surface of before-mentioned brook.

"Doubt if it's safe," Foreman Smith told himself. Then he decided to speak to the boy about it. Down to the brook he meandered. Gingerly he tested the shore-ice with his toe. All safe, he told himself and set forth to warn the lad on the skates. His test wasn't far-reaching enough. Good engineers would say they were superficial, lacking in definite data or something of the sort. Anyway, when about half-way across, Foreman Smith started for the bottom. No

elevator, however propelled, ever made better progress. He made the bottom. Made it quickly, but the trip down didn't beat the yell for help which he let out. That yell was heard at Northern Maine Junction, before his feet hit the mud of the brook's bed.

He was waist deep in the ice-cold water and nary a one came running to his rescue. Even the small boy on skates made haste to put distance between the hole and himself.

Realizing that he was in a hole—a wet one—the Foreman thrashed his way to shore. It was much like a snowplow with a double header back of it, bucking the drifts of a real winter snow storm; and the noise was more so.

A Word of Explanation

Some of the correspondents who have sent in matter may be disappointed to find part or all of it left out of this issue of the Maine Central Employes' Magazine. This has been unavoidable, and not because the material was not desirable. It was a case of pick and choose. The acting editor may have selected unwisely—probably has—but he did his best and so far as possible, all of this matter will be included in the next issue. This applies with extra force to those articles which were accompanied by photographs.



Bangor as a Railroad Center

(Continued from Page 10)

over the country learned about her predicament. Two powerful tugs battled with the ice for two days before she was taken out of the ice-coated river.

It is a question whether people of Bangor realize what an important factor the Maine Central is to the city's prosperity. If most of them give it any thought it probably is with the service as a transportation company in mind. But it helps in another way. There are in Bangor nearly 800 employes of the road. The greater number of these are heads of families, so that there are, practically speaking, 800 families in Bangor and vicinity, who gain their livelihood from the Maine Central. The average monthly payroll of these employes is \$65,000, which is spent with the merchants of Bangor.

During the winter from 50 to 100 additional employes are required to care for snow in the Bangor yard and adjacent territory, which means additional employment and money to be circulated at what is supposed to be the dull business period of the year.

If to the number of Maine Central employes living in Bangor there be added the 352 Bangor & Aroostook workers, who live in the city and the \$671,000 paid them annually, it will be seen that the railroads are a decidedly important feature in the prosperity of the city's retail storemen.

FORCE OF HABIT

Passenger (formerly telephone girl)—"Porter, why didn't you call me as I told you?"

Sleeping-Car Porter—"Ah did, lady. Ah sho' did. Ah sads. "Seben-thirty, ma'am," and you sads "Line's busy."

—New Haven Register.

HOOT, MON!

The Scotch have discontinued wearing rubber heels—they give too easily.

ILLUSTRATED CIRCULAR No. 27
AMERICAN RAILWAY ASSOCIATION
FREIGHT CLAIM DIVISION
 Chicago, Illinois

PROPER
SEALS

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Freight Claim Prevention

BY M. C. MANNING, F. C. A.

Tyden Seals

This Company has adopted for use the Tyden Seal. A little metal bulb attached to a short length of tin with a slot. This does not seem very important, does it? In fact it looks rather insignificant and feeble when attached to the hasp of a box-car door and yet, it represents all the protection of a padlock, more in fact, as it also bears the impression of the office responsible for making the car-load secure against theft, but this little metal bulb on the end of a piece of tin must be properly manipulated to be effective as protection. The application of the self-locking seal should be in consecutive numerical order and applied to the pin and hasp to prevent slipping pin through without breaking seal, and after slot end is inserted into bulb it must be given the pull test to make sure that seal is locked.

Before breaking a seal, it should be very carefully examined to see if it has been tampered with, and if there is indication of misuse, a report should be made to the Superintendent at once.

Seals must be kept and applied in consecutive numerical order and previous to use protected by a lock and key to prevent their loss.

A correct record must be kept of seals to avoid the embarrassment that accompanies investigation when necessary information is not available.

Five hundred and ninety of the leading railroads of the United States are using the Tyden Seals exclusively. All but five railroads in the United States of five hundred miles or more have adopted the Tyden Seal as standard. It is also used upon every railroad in Canada, Mexico, Cuba and Central America; by every Express Co. in U. S., Canada and Mexico; by the Federal Train Inspection Department. Used exclusively for many years by the Customs Department

and every other Department of the U. S. Government that uses Car Seals; nearly all Electric Lines which are using seals; by more than 8000 private shippers including Meat Packing Industries, Elevators, Automobile Companies, Flour Mills, Manufacturers, Wholesalers, etc.

The principal features of the Tyden Seal are Security, Legibility and Convenience of Application.

THREE FEATURES EMBODIED IN TYDEN SEAL

Feature No. 1—QUICK APPLICATION.

The Tyden Seal is self-locking. No sealing-iron required. Instantly and also easily applied to high doors, end doors, top doors and hatches. Saves time for your sealer. Saves time for your yardman in taking records. Enables your yardman to quickly have cars ready to pull. Does away with delays at terminals and stations. Saves the time your train crew would necessarily have to put in waiting. Saves the time and exertion necessary to get a good impression with a sealing-iron.

Locking one of the seals tells the story better than words.

Feature No. 2—PERFECT LEGIBILITY.

Initials of your road and consecutive number embossed on each seal. There are no duplicates; therefore, it is impossible to remove a seal and put on another like it. Whenever a seal is removed, one with a different number has to be put on. Makes it impossible to secure record without examining seal. Cannot know consecutive number of the seal by knowing loading point.

Your seals will be as plainly lettered and numbered as those received today. You will not have illegible or blank seals. Not necessary to guess at impressions. Seals will be strung on wires in

numerical order, one hundred on each wire, packed in boxes of 5,000, each box showing the commencing and closing number of the seals it contains.

Feature No. 3—ABSOLUTE SECURITY.

Each Tyden seal is a self-locking lock that cannot be removed from a car door without being destroyed. Examine the mechanism of the seals with the bulbs removed. See how the two rings form a positive tumbler lock that cannot be manipulated.

Used by more than 90% of the entire railroad mileage in the United States and Canada. Among the roads making up this mileage are: D. L. & W.; B. & O.; N. Y. N. H. & H.; B. & M.; C. R. R. of N. J.; Grand Trunk; Mich. Central; P. M.; Great Northern; Can. Nat'l; Can. Pac.; A. T. & S. F.; Rock Island; Burlington; I. C.; C. & N. W.; Soo Line; C. M. & St. P.; C. C. & St. L.; Wab.; C. & A.; C. & E. I.; C. I. & L.; N. Y. C. & St. L. Lines; Mo. Pac.; Frisco; D. & R. G.; Union Pac.; M. K. & T.; Tex. Pac.; St. L. & S. W.; I.; G. N.; L. & N. N.; C. & St. L.; M. & O.; C. & O.; N. & W.; S. A. L.; Gulf Coast Lines; M. C. R. R.

Some of these roads have used the Tyden Seal for twenty years, many for more than ten years, and some have adopted them recently. The Tyden Seal has proven its worth. Ask any users of the Tyden Seals what satisfaction it is giving.

The use of the Tyden Seal will become operative on the Maine Central Railroad and Portland Terminal, Jan. 1, 1926. Circular of Instructions as to use of seal and Instructions relative to use of Card record of distribution, will be in the hands of all concerned in ample time to permit of a thorough understanding prior to Jan. 1, 1926.

Seals should be properly applied and locked and the accompanying illustrated Circular by the American Railway Association published herewith in this issue illustrates better than words the proper methods of application. When the Seal is properly applied, always give it a pull to find out if it is properly locked.

All join in the slogan that "Proper Sealing Prevents Stealing."

Wanted-- Rubber-Headed Calf

BY V. A. CUNNINGHAM

Joseph LaBree, sectionman, has a calf. It is a young calf. Something like two weeks of life had passed for the calf when the incident here to be related occurred. Occurred, that's the word, for there was nothing set, prepared or scheduled about it. It was an unexpected occurrence. Joe took to that calf. His heart warmed for it. They were becoming pals. But for what occurred that morning, the calf might be following Joe about like a German police dog and guarding his lunch kit when out on the road.

As it was, this thing occurred. Net result: Joe said all the things he learned at his mother's knee from the Good Book, only he said them through clinched teeth and the affinity for the calf was somewhat shattered.

This is the how of it:

On the fated morning, Joe LaBree went to the barn. With him he took a large-sized bucket. This was placed upon the floor, and Joe stooped to look into it. Whether it was an effort to imitate Joe or just an act prompted by the natural curiosity of her sex isn't known. Doesn't matter much. Whatever the cause, the calf, with dreamy eyes gazed down into the bucket, too. There was something about the innards of the bucket which didn't please the calf. Maybe it was a sudden attack of tummy ache—young ones frequently have such things—the calf isn't telling. What is known is: The calf with a scornful or a soulful, which has not been determined, bleat raised her head.

And now, before proceeding further, I wish to say that it is a baseless fabrication, the story which Joe is insinuating around Old Town, Milford, Argyle, Edgington Bend and Bradley to say nothing of Webster and Stillwater, to the effect that what ailed the calf was I. No, sir! I did not tickle that calf then or at any other time with the live end of an electric wire. Just because I was around and just because I haw-hawed gives no man warrant to accuse me of such a thing. I resent it, but hold no personal ill-will for the calf or Joe.

But, returning to the main line, the calf's head came up with suddenness and force. It would have parted a stone wall, had there been one in its path. A hard-headed William Goat would have been envious of the way that head landed. But there was no stone wall there. Nope; just Joe LaBree's face.

Say, I once saw the Flying Yankee kiss a cow, this was up between Tomah and Forest, and that was all I could think of as the calf's head landed.

Poor Joe LaBree!

He was lifted from his attitude of prayer into that of a diving girl swimming on her back. He didn't remain there long. His getaway was one of the finest leaps for life, combination back hand-spring and human parachute acts ever seen on or off the stage. I tried to tell Joe so, but he was saying things along the line indicated in the brief digression back a ways and then he says, says Joe to me: "But, Big Boy, you gotter get me a calf with a rubber head!"

Mystery of Two Bucks

BY C. H. LEARD

Some readers will remember the cartoon published in one of the 1924 Fall Numbers of the Magazine, showing the acute attack of "Buck Fever" enjoyed by Engineman R. A. Lowell of the Eastern Division.

Mr. Lowell has again been hunting and has just returned, having his usual unfortunate luck. However, this year it would almost appear to the layman that Lowe!! was a victim of rather peculiar, if

not deceptive circumstances. It hardly seems possible that a friendly companion would be what is termed double-crossed by the other two members of the party, and especially where all three are working together in harmony as engineers on the same Division, belonging to the same Brotherhood, Lodges, etc., but yet from all that can be learned, this is exactly what happened to Lowell.

A. W. Crocker, E. C. Cahill and Mr. Lowell all left for a week's hunting trip in the country surrounding Tomah. The writer happened to see these boys when they were laying in their supplies the day previous to their departure, and three more happy, lovable and enthusiastic lads would be hard to find. It is now almost unbelievable to think that the two "C's," meaning Crocker and Cahill, could play such a trick as they did on a comrade.

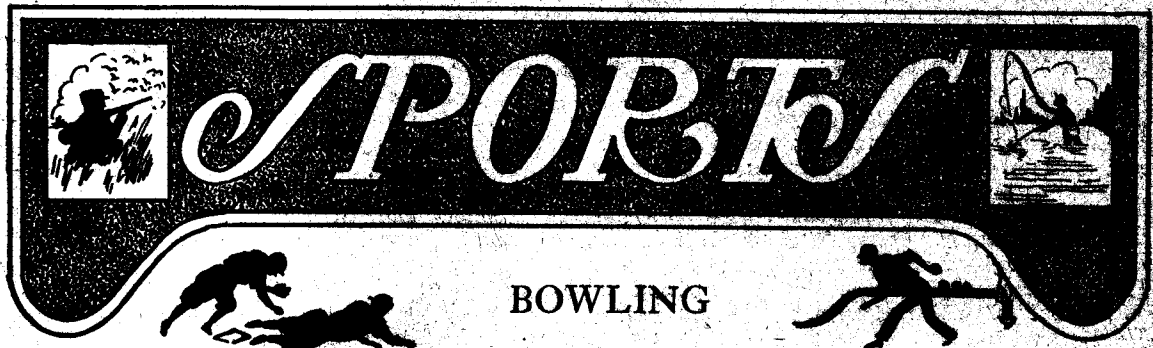
For an entire week, poor Lowell had waded through water, at times clear to his waist; had climbed over blow-downs and out of pitfalls without as much as seeing a chipmunk or hedgehog, to say nothing of deer. Discouraged and disheartened by the fact that no game had been shot by any of the party, he decided to come home on 92 early one morning, and did so.

As he was leaving camp for the station, just as dawn was breaking, the two "C's" started out, presumably to hunt or at least they gave Lowell this impression, but the fact has leaked out that they went to bring in two large bucks that they had shot during the week and the bucks were beauties, each tipping the scales at over 200 lbs.

It is persistent rumor that the "C's" did not want to share any of their wild meat with the other partner and so let him come to Bangor with the idea that of deer there were nix.

There is a bare possibility that this is just talk by the "Stove-pipe Committee," but I am giving it to the Maine Central readers as it was related to me. If true, I fail to see where any brotherly love entered into the trip and I think it only fair that the facts should be

(Continued on Page 32)



BOWLING

M. C. Defeats Woodfords Club

BY JOHN GOUD

The Maine Central Bowling Team won another game, when they defeated the strong Woodfords Club Team on the Woodfords Club Alleys. The Maine Centrals won all three strings and the total by a margin of 87 pins. The Woodfords Club is one of the strongest teams the Maine Centrals have been against yet, but the Maine Centrals came through winners by the wide margin of 87 pins. A return game will be rolled at the Congress Square Alleys, Friday, Jan. 8th. Pearson was the high man of the evening with a total of 89-97-107-293. The following are the scores:

MAINE CENTRALS			
Waite	92	93	88-273
Pearson	89	97	107-293
May	102	100	87-289
Smart	101	96	88-285
Goud	79	87	100-266
Totals	463	473	470-1406

WOODFORDS CLUB			
L. A. Peterson	91	95	96-282
Hinckley	91	74	71-236
McCullum	90	94	84-268
Anderson	80	95	90-265
Norris	89	81	98-268
Totals	441	439	439-1319

M. C. Wins From E. Deering

The Maine Central Bowling Team defeated the East Deering Club at the East Deering Club Alleys on Thursday night, Dec. 17,

by a margin of 49 pins. The Maine Centrals won the first string by 4 pins, and the second by 49 pins, while the East Deering Club won the third string by 4 pins. The Maine Central Bowlers were given a fine reception by the East Deering Club members. They treated us to apples and soda and showed us through the Club House. Carl Berry, Manager of the team, very kindly took his auto and brought the boys into the city. These favors were greatly appreciated. Another match between the two teams will be rolled after New Year's at the Congress Square Alleys. The scores:

MAINE CENTRALS			
Goud	98	86	88-272
Waite	88	102	97-287
Hawkes	91	105	81-277
McCullum	93	105	88-286
May	94	98	84-276
Totals	464	496	438-1398

EAST DEERING CLUB			
Flaws	84	84	82-250
Powell	82	88	79-249
Knight	100	94	88-282
Sheldon	102	90	90-282
Buckley	92	91	103-286
Totals	460	447	442-1349

M. C. Defeats Rigby Night League Team

At the Congress Square Alleys, the Maine Central Gen. Office Bowling Team won another victory by defeating the Rigby Night League Team. The contest developed into a close battle in the third string, when the Rigby Team were only eight pins behind at one time near the end of the

match, but the Maine Centrals came through with a few spares and at the end, led the Rigby Team by a margin of 25 pins. The grand totals were, Maine Centrals 1380; Rigby 1355. Smart, of the Maine Centrals, was high man for the evening with a total of 106-91-107-304. Smart made a fine total, as this is his first game this season. Following are the scores:

MAINE CENTRALS			
Waite	89	101	76-266
Smart	106	91	107-304
Pearson	97	94	89-280
May	92	92	85-289
Goud	98	83	80-261
Totals	482	461	487-1380

RIGBY NIGHT LEAGUE TEAM			
Sweatt	76	82	105-268
Kane	81	104	92-277
Costello	86	89	81-266
Shaw	91	87	101-279
Welch	92	98	90-230
Totals	426	460	469-1345

Maine Central League

STANDING TO DEC. 19			
	Won	Lost	P.C.
Mooseheads	35	13	729
Megantics	30	18	626
Concords	25	23	521
Kennebagos	24	24	500
Fryeburys	23	25	479
Portlands	23	25	479
Somersets	23	25	470
Rangeleys	20	28	417
Kineos	19	29	386
Fabyans	18	30	375

High Average, Pearson 103.
High Individual String, Small 154.
High Individual 3 Strings, May, 372.

High Team String, Fryeburghs, 422.

High Team Total, Portlands, 1138.

AVERAGES: Pearson 103; May 99; H. P. Hawkes 98; Goud 97; Corcoran 97; Waite 96; Smart 94; L. Hawks 94; Mills 93; Foster 93; McCullum 92; Allen 92; Small 92; H. Bean 90; Grant 90; Stover 90; Malloy 89; Nagle 89; Talbot 88; Heiskell 88; Brown 87; Welch 86; Cain 86; Caldwell 85; Reagon 85; Paine 84; Barron 84; C. P. Hawks 84; Whitney 83; Gass 82; Oberg 82; Shaw 81; Clarity 81; Clarke 81; Horton 81; Smith 81; Jones 80; Vose 80; Rand 78; Elgee 66.

Bowling Notes

Charles May and John Goud, two Maine Central bowlers, are contemplating a trip to Calais before the close of the bowling season, where they will take on Constantine and Kennison, two Calais railroad men. They will probably roll a 20-string match, 10 strings each night. Constantine and Kennison have visited Portland for the past two seasons, and both times May and Goud have been returned winners. Last season, May first and May second, 10 strings were rolled each night at the Mon-

ument Square Alleys. The first night, May and Goud won by 149 pins, while the second night they won by 80 pins. May and Goud are now waiting to hear from the Calais men in regard to their game this season. The Calais men insisted that May and Goud must come to Calais this season, and bowl them on their own alleys. This was agreed to. A great time is anticipated by the Portland bowlers.

* * * *

The Maine Central Bowling Team has games pending with the Woodfords Club, the East Deering Club, Rigby, Milliken-Tomlinson Co., and probably the Lewiston Maine Central Team.

Rigby Morning League

STANDING TO DEC. 20TH

	Won	Lost	P.C.
Team 2	37	11	.771
Team 4	33	15	.668
Team 1	17	31	.354
Team 3	17	31	.354

High Single, Marcroft 131.
 High 3-Strings, Kelley 336.
 High Team Single, Team 4, 519.
 High Team Total, Team 4, 1429.
 AVERAGES: Kelley 103; Mudd

92; Marcroft 91; Siteman 91; McCarthy 90; Coleman 90; Geary 89; McFarland 88; Lanciault 87; Nally 87; Wright 86; Campbell 85; Devine 84; Stevens 81; Hopkins 81; Demers 81; Quinn 79; Grace 77; Fifield 72; Burnham 72.

Eastport Bowlers Interested

Interest in the coming bowling contests between teams of Maine Central Railroad at Eastport is at fever heat, and soon will launch their prowess on the alleys in competition for the much envied laurels in the championship for the coming winter schedule. The teams are made up as follows:

Office: E. J. McInnis, Capt., J. A. Leighton, J. E. Andrews, J. H. Marks, S. A. Frost.

Sea Street Tribe: David Johnson, Capt., Albert Stevens, John Craig, P. E. Huntley, Merrill Bowden.

Sectionmen: Simon Trott, Capt., Charles Lodge, George Hall, Henry Stevens, William Noble.

Trainmen: LeBaron Merrithew, Capt., Byron Rutherford, William Healey, Charles Connors, W. H. Myers.

Financial Report

\$101,765 Surplus After Charges In November

The statement of Maine Central operating results for the month of November—made public December 26—shows surplus after charges of \$101,765, as contrasted with a surplus of \$47,445 in November, 1924.

The surplus after charges from January 1st to November 30th, 1925, is \$1,043,084. In the corresponding period in 1924 the surplus was \$292,139.

President McDonald's statement in full follows:

	November 1925	November 1924	Decrease
Freight Revenue.....	\$1,175,671	\$1,265,295	\$89,624
Passenger Revenue.....	259,954	250,212	Inc. 9,742
Railway Operating Revenues.....	1,572,496	1,657,684	85,188
Surplus after Charges.....	101,765	47,445	Inc. 54,320

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

	1925	1924	Decrease
Railway Operating Revenues.....	\$18,463,323	\$18,655,850	\$192,527
Surplus after Charges.....	1,043,084	292,139	Inc. 750,945

MORRIS McDONALD.

MAINE CENTRAL FAMILY

Eastern Division

By J. L. RIGGIE

Herman A. Manuel who entered the service as trainman Sept. 13, 1916, resigned Nov. 14 and moved his family to Southwest Harbor where he is engaged in business. The "Unknown Soldier," as he was referred to by some of the boys that were members of the 14th Engineers—the unit that he served with overseas—has the good wishes of many friends in the Maine Central family. "Herm" will no doubt have a number of callers from among his former railroad associates next summer when the wheeling gets good.

Joseph J. O'Connell went back to his old love, Costigan Station, Dec. 15. News of many pulpwood sticks headed for that station has brought Joe out of obscurity; a Nontelegraph Agency having been established to be maintained until March 1st of the coming year.

Mrs. Addie M. Googins, wife of Austin H. Googins, who is employed as yard clerk at Bangor, died December 15. Mrs. Googins has been a resident of Bangor for over forty years and a wide circle of friends join with the family to mourn her loss. Surviving besides her husband are two daughters, Mrs. Benjamin Petrie of South Brewer, and Mrs. Frank Gavin of Boston; one sister, Mrs. Blanch A. Cullison of Bangor and one brother, Charles W. Clark of Bangor. Mrs. Googins was a member of Mt. Kineo Lodge, N. E. O. P., and a past worthy mistress of the auxiliary to the Orangemen.

Charles A. Godfrey, one of our efficient Conductors, who has been located at Calais for several years, is now working out of Bangor.

George A. Tewhey, operator in "SU" office, Bangor, announces the arrival of a baby boy. When all the recent arrivals have grown up there will be plenty of prospective railroad talent.

Miss Madeline A. Callan, daughter of popular "John," foreman at the Bangor coal discharging plant, has joined the Maine Central family in the capacity of clerk and stenographer at the Bangor Freight Office.

J. E. Robert, formerly agent at Lime Ridge, does not intend to get too far away from the Canadian border—he has bid in 1st trick at Danforth.

Alex McKenzie, light tender at Bangor, who was fatally injured Nov. 26, has been succeeded by John E. Byard.

The anchor ice in the Penobscot River has attracted considerable attention since December weather set in. Opposite Bangor Union Station it resembles scenes such as our Arctic explorers have described. The last vessel that was discharged at our Bangor Coal Plant was extracted from the ice flow after an SOS call for assistance that came none too soon.

The situation at the Water Works just east of the city where the supply of water for the city is pumped from the river, caused no little apprehension. At one time it was feared that even the steam pumps, which are the last resort, would be put out of commission on account of the back flow of water due to ice jams. In order to conserve the supply of water, locomotives operating into Bangor were filled to capacity at the nearest watering points.

J. S. Loftus and F. F. Comber, members of the force in Superintendent's office, Bangor, have recently joined the already crowded ranks of radio fans. We expect to hear them relate what is going on in the remote corners of the earth before long.

On Dec. 16, the one and only hard thinking Roadmaster, Mr. Harry Homans, was observed in an unusual role—he was looking pleasant for the photographer. We hope they do you justice, Harry.

They may look like you but will never sound familiar.

John H. Callan is dismantling the coal discharging plant for the winter. Ice fishing will come next.

William Dunn has commenced his usual winter's work as pumper at Tomah.

Thomas S. Burns is filling in on third trick at Kingman until the job is bid off.

D. A. Foster covered first trick at Danforth during absence of J. E. Robert who visited his family at Lime Ridge.

Handsome Eddie Westcott of the car service department was a business visitor in Bangor recently.

J. E. Allen, agent at Passadumkeag, was observed on the streets of Bangor, December 16th.

B. Jackman, general agent at Vanceboro, was a visitor in Bangor, December 16th.

Leslie E. McCrae, who recently underwent an operation at the Stinson hospital, has resumed his duties as ticket clerk at Bangor. Mrs. Onata Quinn substituted during his absence and will continue assisting the regular force during the holiday rush.

It is whispered that James A. Cosgrove, the good-natured Owl Trick Dispatcher at Bangor, has taken up the art of chewing gum as a pastime.

"Don't be mistaken and don't get misled—

Jimmie don't do it on duty, but does it in bed."

Old Town

By V. A. CUNNINGHAM

William E. Robbins, brakeman, has been granted leave of absence to serve as acting scale repairman and assistant to scale repairman Marshall Powell with headquarters at Waterville.

Joseph N. McKenzie, brakeman, has been appointed crossing tender at Bosworth Street, Old Town, relieving Edward F. Graham, resigned.

E. L. Dolan, freight checker, has just bought a speedy horse and expects to break all the local ice records this winter. He claims that in a recent test this horse did a mile in 2.15—two hours and fifteen minutes; of course this included the time it took to grain him.

Dr. Jackson, Health Officer, was just in and gave us the once over and said it was a mighty discouraging place to put a doctor that was looking for business. Dr. Jackson came to us fresh from an inspection of one of our leading restaurants, where the proprietor inquired if the Doctor could make any suggestions for the improvement of his business, and the Doctor replied that the only thing that he could see that would be an improvement was, "A loud needle and a Sousa record on the phonograph during the soup course."

George Stevens, the man who sells groceries wholesale in a retail way, with the Assistant Superintendent of the A. & P. stores in this State, was in to see us one day this week. George has just completed his cottage at Eddington Pond and is all ready to fish and tell about it, as soon as he can pick up a good second-hand bean-hole somewhere.

Harry E. Tourtillotte, freight clerk, had his picture taken last Saturday night. It was his Saturday afternoon off, so he had several hours rest before the ordeal. He was able to return to work Monday morning as usual.

Anyone visiting Rusty Spinney's dooryard after dark is warned to whistle and make lots of noise, because Rusty is sitting on the woodpile in the shed with a shotgun across his knees, waiting for the cat that stole his fish. The only bad cat I know of in this neighborhood belongs to Conductor Haney, South Main Street. I have learned on good authority that this cat stays out nights and everything, and also that Conductor Haney cannot give a satisfactory explanation of where this cat was on the night in question. The police seem unable to cope with this situation and although they have a mass of clues and other information, all their explanations sound fishy. If any of you folks have a kitty that you would not like to see come home

with a frayed or moth-eaten look, keep it away from Rusty's.

Carl Henry, brakeman, genial, good-looking and a stylish stout, is now dealing out galloping shunts on the Milford Switcher.

The Western Union outfit has gone to Braintree, Mass. Their new pole-line through this district is a model of modern copper circuit work and required a great amount of skill and hard labor, as each pole had to be set in a certain spot which required a great many times drilling a hole in solid ledge and cementing the pole in place and is a great improvement over the old zigzag hit-or-miss method that resulted in a pole-line looking like a hog-back fence.

Conductor Harry Cronkhite, who met with the painful accident near Costigan several weeks ago, while piloting the Western Union outfit out of Olamon, is able to be out for a short time each day, and recently got down as far as the station. He thought all the shouting outside was because the band was coming or something, but it was just the boys greeting Harry.

Miss Margaret A. Miles has returned from a week's vacation. She was relieved by third trick operator C. R. Bowley, who was relieved by J. O'Connell from Milford.

These are busy days at Old Town with the boom in Florida demanding hundreds of Old Town-but canoes and the embargoes making Agent Dennis' life miserable. I have been wondering if some of those folks are buying canoes to see if they can find the lots they bought in the submarine gardens.

Elden Dolan, freight checker, is suffering from that new disease called flattened ear,—caused, they say, by his going to sleep with the head-phones on.

J. J. Barnett, car inspector, has returned from a trip to various cities in New England, including Rutland, Vt., and when I asked him why he went there, he said because he thought there would be room for one more. Is that a reason, or what have we, that must have been the reason why he didn't go to Montreal—there wasn't room for another railroad man.

Rusty Spinney—Now this is where I fool you folks, for I ain't saying a word. There is a reason—and I don't post-'em.

Before I forget it I want to invite all you folks to my 25th wedding anniversary. I haven't been married twenty-five years, but I need the silver.

I understand that Cy Messer, baggage master, and other nursery salesmen, are learning that new song, "The Cherry Tree you sold me last year turned out to be a Peach."

Handling Old Town Yard is a man's size job and requires the constant attention of our ablest men. Two of the big men out there are Carl Henry and Dan West.

Frank Preble said someone told him that moth balls would kill moths and he bought a pound, but couldn't hit one of the darn things.

Conductor Alvin Haney blew into the office recently wearing a black look, so I asked him what the trouble was and he said, "Do you think there is any chance of there being a shortage in the supply of dried walrus meat?"

Now that he has a bank account, Elden Dolan is threatening to get married and in spite of our warnings he says he is going to do it if it takes every cent of the \$13 he has saved up.

Most people think that a guy that can do two things at once is pretty smart, but I have been known to do four things at once—listen to the radio, read the paper, smoke and rock the baby.

And last but not by any means least, A. L. Dennis, Agent—I'm no fool, you don't catch me cracking any jokes about him.

Kingman

BY T. G. KELLEY

Operator Burns is handling the third trick here.

Kingman station is one of the oldest and busiest on the Eastern Division. In October, 78 cars of potatoes were shipped from here, beside a lot of local freight. Total shipments of potatoes from this station in 1924 were 242 cars.

Operator Kelley has a new Studebaker coupe, while Baggage Master Sandy M. Gould continues

to travel about with his Lizzie. He says she has considerable age and four wheels all TIRED!

Section Foreman J. E. Meagher is pushing his chest forward at the rest of us, since he has a radio and can listen in to his heart's content after the day's work is finished.

We've been having trouble with the train order signal light. Persisted in not burning. Mike Butler, veteran block signal light man, came along, took the case in hand, made a professional study of the case and diagnosed it thusly: "She needs an air vent in her fountain." He was right. The light now burns.

A considerable amount of business is expected at Drew this winter, as M. E. Sprague who operated for pulpwood at Sly Pond last winter, is to have a hardwood operation at Drew this season.

Operator J. J. O'Connell, who has been doing third trick here, has gone to Costigan, where he is fitting in as agent.

A Happy New Year to all members of the Maine Central Family.

Waterville

By A. A. THOMPSON

The bowling alleys at the "Y" are being kept "hot" these days. "Al" Penney has them in good condition.

The sympathy of all fellow-workers is extended to Peter McCarron in the loss of his mother.

Bobbie Boucher of the engine house office force, states that his faithful steed, "Sparky," only hits on three during the rough going.

Reports from Fred Pooler, who has been confined to the Elm City hospital for a long time, state that he is improving.

Misses Leora and Fabiola Tar diff together with Mrs. Daisy Severy have returned from a visit in Boston.

Asst. Supt. Geo. H. Foster passed a few days in the big woods around Mars Hill.

The sympathy of all fellow-workers is extended to Byron Curtis in the loss of his father.

The sympathy of all fellow-workers is extended to Wm. Higgins in the loss of his daughter, Mrs. Daniel Clifford.

Mr. and Mrs. L. H. Campbell and daughter, Marguerite, visited in Amherst recently.

Mr. and Mrs. L. A. Small visited relatives in Portland recently.

Foreman Herbert Proudman has returned to work after an illness.

Mr. and Mrs. J. W. Mason have returned from a visit with their daughter in Rochester, Vt.

After following the sea for many years and visiting many and various ports, together with weathering many a gale, it fell to Daniel Panno, of the passenger room force, to have to be marooned off the Maine coast and only two miles from the mainland! One week and Dan and a party of friends motored to Sargentville where they boarded the ferry for Deer Isle at which place lived some of Dan's relatives who had a large quantity of clams and lobsters all ready for the party; and all went well until the weather became very boisterous and it was decided that it would be best to start for home. So, after bidding good-bye, they proceeded to the ferry and were told that the weather was too rough for crossing but to come back in a little while and it would be all right.

Three times they returned and found that it was impossible for the ferry to make the trip and at last they gave up hope and acknowledged they were marooned with the mainland only two miles away! The following afternoon they made the trip in safety and now when friendly inquiries are made about "getting marooned," all that Dan cares to say is "Hush."

The marriage of Geo. P. Beckett, Jr., of Waterville and Miss Terrio of Caribou occurred at the Notre Dame Church on Nov. 23d in the presence of relatives and friends. The couple planned an easy getaway by having the wires of the friends' cars disconnected but these were easily fixed and they were pursued and caught at Newport where they were given a "send off" before they boarded the train for Caribou where they spent their honeymoon. The baggage was decorated inside and outside and the couple were showered with rice and confetti. On their return they

will make their home with Mr. Beckett's parents on Autumn Street.

The death of Vital Bolduc, who was known as Vede Bolduc and worked at the shops for a long time, being retired a few years ago, occurred on Dec. 2d at his home, 109 Water Street, at the age of 96 years and 6 months.

Asst. Roadmaster J. W. Randall passed away at the State Street Hospital in Portland on Nov. 16th; the funeral was held from his parents' home in Freeport on the following Thursday. Mr. Randall graduated from U. of M. in the Class of 1909 and entered the employ of the M. C. R. R. in the Engineering Dept. at Portland, later being assigned to the Roadmaster's office at Waterville. The sympathy of all is extended to the parents, wife and children who survive.

Engineman and Mrs. D. O. Wade have gone to Sarasota, Fla.

Engineman George R. Haynes is in Florida.

Miss Frances Louise Sargent and Herbert J. W. Hanson were united in marriage on Dec. 9th at 8 P.M. at the United Baptist Parsonage by Rev. Benj. Beatty. They will reside in Waterville. Mr. Hanson is a machinist in the Erecting Shop.

Nubert Estabrook and Mildred Vigue, both of Waterville, were united in marriage at the Notre Dame Church on Nov. 30th. The double ring service was used and the bride was attended by her father, while the groom was attended by his father, Yard Conductor Fred Estabrook. A dinner was served after the ceremony at the home of the bride on Water Street. The bride is employed at the Wyandotte Woolen Mill and the groom is a clerk at the Waterville Yard Office. They left for a honeymoon to be passed in Portland and Boston and on their return will make their home with the groom's parents on College Avenue.

The sympathy of all fellow-workers is extended to E. R. French in the loss of his brother.

Emile Hall passed Thanksgiving and Christmas at his home in Damariscotta.

Albert Nelson and Ted Grant are frequent visitors in Chatham.

Master Mechanic and Mrs. F. H. Ramsdell entertained Roadmaster and Mrs. Lloyd Brean and daughter Beverly over Thanksgiving.

The marriage of Carroll A. Phillips of Waterville and Mrs. Emma B. York of Bear Point, Nova Scotia occurred at the First Baptist Parsonage in Rockland, Maine, on Nov. 21, 1925 at 6.00 P.M. The Rev. Benjamin P. Brown performed the double ring ceremony, after which the couple left for a short honeymoon which was passed in the western part of the state. Mrs. Phillips has been living with her sister, Mrs. Edward Hopkins of South Thomaston for some time and Mr. Phillips has been in the employ of the M. C. R. R. as clerk for 14 years. They have taken an apartment at 16 Park Street, where they will be at home to all their friends. On Nov. 20th E. E. Lord, in behalf of the Clerks, Foremen and Fellow Employees, presented Mr. Phillips with a chest of Rogers Silver and extended to him all kinds of good wishes, and Carroll responded in a fitting manner.

On Dec. 9th at 5.15 P.M. at the Elmwood Hotel, Charles E. Wolman of Waterville and Miss Florence Fein of New York City were united in marriage by A. J. Cratty, J. P. After the ceremony a wedding supper was served. On Sunday, Dec. 13th, the Jewish ceremony was performed, after which a reception was held. The couple will reside with Mr. Wolman's parents for a short time while their apartment is being furnished. Mr. Wolman has been in the employ of the M. C. R. R. as Storekeeper for the past two years. On Dec. 11th in behalf of the Clerks and Foremen, Ernest Cote presented Mr. Wolman with a chest of Community silver and he replied in a fitting manner.

NOTICE

I wish to thank the Foremen, Clerks and Employees of Maine Central Shops at Waterville for their beautiful gift at the occasion of my wedding.

C. A. PHILLIPS.

Friends of Bill Chase of the air brake room force, report that he has purchased a R. C. Westinghouse regenerative radio set and sits up until the wee small hours

tuning in. The neighbors are all friendly toward Bill and want to stay so, but say that they hope after he learns to handle the thing that some of the birds with the queer squeaks will migrate.

Towerman Willis Bailey is "laying off" on account of blood poisoning.

Engineman H. H. Doe has "bid off" the work out job in the absence of D. O. Wade.

P. L. Vigue has returned to his work in Waterville yard after an illness.

Engineman Joseph Butler is very ill at his residence on College Avenue.

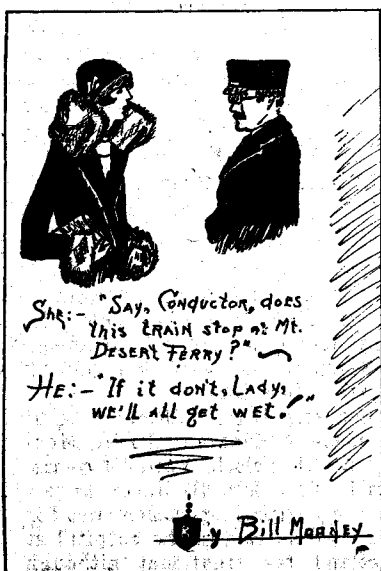
Foreman "Al" Smith and "Al" Parker have completed roofing the car casting store and are now getting the old freight room in condition for the new floor which will be similar to the one in the new freight shop. While this work is going on, Master Plumber C. D. Sayward is taking the opportunity to renew the water and sewerage lines.

Captain William Vaughan, retired machinist, celebrated his 77th birthday on Dec. 16th at his home, Hazel Avenue. Most of his family either were with him or called during the day. He also received calls from neighbors and friends. "Cap" was born in Portland and went to work for the Portland Co. in 1865, remaining there until 1876,

at which time he entered the employ of the Maine Central at the shops at Waterville. These shops were located where the Y. M. C. A. now stands. He remained in the employ of the Maine Central until August 31, 1921, when on account of repeated attacks of rheumatism and his length of faithful service, he was retired. Being confined to his home by rheumatism the Captain smokes his pipe, listens to his Victrola and talks with the ever-welcome caller with a great deal of interest. An interesting fact that must not be omitted is that in November, Mr. and Mrs. Vaughan celebrated the fiftieth anniversary of their marriage. Both were born on the same street in Portland just a few houses apart and grew up as playmates. We extend congratulations to both of them.

Clifton Alexander of the air brake room force walked out of the shops the other night, went over to the parking space, patted "the bus" a couple of times, stepped on the starter and said, "Come on, chile!" But something was missing! To those who were to ride with Alex it was the "purr"—to Alex himself it was sympathy. My, how that boy did talk and if he ever scratched his head he did that evening. As he lingered and worked, the darkness began to fall and his friends went home to supper and the stars and moon came out to watch him regulate this and that, and then crank some more. After cranking until he could crank no more he decided that the trouble must be in the timer, so he walked to the garage (half a mile away) and bought a new one. After attaching this he managed to get home on three cylinders, put the car in the garage and went to supper. After a good meal his spirits revived and he went out to "look her over." After lifting the hood and scratching his head, he said to his little daughter, Beverly, who stood beside him, "What do you think of it?" And she said, "Oh, papa, don't those wires look funny!" Someone had changed the wires leading to the spark plugs. Alex. needs more sympathy now.

Miss Frances Noble, of the freight office force, passed the week



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end of Dec. 13th with her friend, Miss Gladys Ames of Skowhegan.

The anxiety of the friends of Leverett Hartley has been relieved. He has been getting very round-shouldered, but now—he has used his razor.

Fred O. Spares and F. G. Andrews have returned from Pittsburgh where they attended the conference of the Railroad Y. M. C. A.

Raymond Reny is to be congratulated on his good judgment. At last he admits that he needs a new pipe.

Raymond Bechard of the freight house force, is the proud "Daddy" of twin girls born Dec. 11th. Congratulations to Mr. and Mrs. Raymond.

Chas. Sessions and Leigh Ramsdell have returned from a trip of four days spent at Nicatous Lake at camps run by Leigh's father. They brought back a deer apiece and both claim the deer walked up to them and said, "I'm yours," when they saw their bow ties! Our vocabulary is insufficient at a time like this.

On Wednesday evening, Dec. 2d, John Booth, Wm. Black, Robert Armstrong, Ernest Haskell, Arthur Smith, Herbert Finnimore, Harold Finnimore, Ralph Barnes, Adelbert Marston and Thomas Moreau had a dinner party. This "Squad" was in charge of "General" Herb. Finnimore who had as aides "Colonel" Black, "Captain" Smith and "Sergeant" Haskell. After the dinner the party, with the exception of "Commodore" Booth who had an engagement in Bath, adjourned to the theatre.

John Jordan has passed his radio set on to Harry Tuck.

Carl Davis has been appointed assistant roadmaster.

Thurl Severy, M. B. Pope, Arthur and Charles Ladd had a successful hunting trip at Mars Hill.

Eastport

By S. A. FROST

With the completion of the new warehouse of the Eastern Warehouse Co., at Eastport, every convenience is offered for the storage of sardines. The building is 260

ft. long by 50 wide and will afford a storage of 150,000 cases. The agent, J. H. Marks, adds no little to the attractiveness, and may be found ever ready to please the patrons.

Zeke Haskins says:—"Eastport will be the biggest DAM place in the United States after Dexter Coopers gets through with it.

Eastport is looking forward to a very prosperous 1926. With the fishing packers finding a rising market, and the business of preparing for the start of the herring tides, there is every indication that business will be booming with travel and general business.

Oakland.

By W. H. MARSHALL

The hunting season closed November 30th, after a very successful season, and figures show that deer have been very plentiful in the territory of the Kineo branch this year, considering that each hunter was allowed but one. This year there were 556 deer transferred at Oakland from the branch, while last year there were 564.

Uncle Dud, assistant baggage master, has the whole station bunch guessing. A short time ago he informed us that he was doing all of his trading at the Cloverdale Store, and we wonder if he really meant it, because he appeared the other day with a new frock. Some of the boys asked Uncle Dud if he had bought the perfectly good garment, at a smoke and water sale, but he answered them shortly, saying, "I bought it where I always do my trading!"

Since the last issue of our magazine, death has called home one more member of the Maine Central Family, second trick crossing tender, S. H. Skillings. The following clipping from the Waterville Sentinel shows the love and esteem in which the deceased was held by all who knew him.

Sylvester Hoyt Skillings died at his home on Pleasant Street, Monday at 11 o'clock, aged 74 years. April 30th, Mr. Skillings underwent a surgical operation and for many weeks was in the hospital at Portland for treatment although

he recovered sufficiently to return to his home in town. He never regained his health. He was born in Embden, Nov. 7, 1851, the son of Obed Skillings and Esther Delling Skillings. Fifty-two years ago he married Miss Abbie Henderson of Anson. For the past 38 years the family had resided in Oakland. Mr. and Mrs. Skillings were the parents of nine children, seven of whom are now living, Harold having died in infancy and Leonard when a young man. Mr. Skillings was a member of the old Free Baptist church in town and was always keenly interested in all church activities. For many years he was employed on the section of the Maine Central Railroad and later was gate tender at the Maine Central crossing in Depot Square where he worked up to the time of his illness, thus completing fifty years of faithful service for the Maine Central Railroad. Mr. Skillings was a man of general education and had many friends throughout the community. He was a member of Amon lodge of Odd Fellows and belonged to the Knights of Pythias lodge of Norridgewock. Beside his widow, he is survived by three daughters and four sons, Mrs. Carrie Peavy, Mrs. Ethel Publicover and Herbert Skillings of Oakland; Samuel Skillings of Dover-Foxcroft; Mrs. Esther Stone of Attleboro, Mass.; Vernon Skillings of Worcester, Mass., and Alanson Skillings of York; a brother, Alanson C. Skillings of Mattawamkeag beside six grandchildren, Clarence Edmond Skillings of Dover-Foxcroft, Frederick Wilson Stone and Patricia Anne Stone of Attleboro, Mass.; Thelma Frances Skillings, Naomi Ruth Skillings and Robert Vernon Skillings of Worcester, Mass. Funeral services were held at the United Baptist Church, Thursday morning at 11 o'clock. Rev. Benjamin Beatty of Waterville officiated, assisted by Rev. F. S. Bernauer. Amon lodge of Odd Fellows will attend in a body and hold their services and interment will be in the Middle Cemetery.

Doug Warman, Agent, Madison is still putting on the same double windows he was last month. He's like the man shingling

his barn. When it is cold, it is too cold to put them on, and when it is warm enough to put them on, he don't need double windows.

Augusta

BY ELLIS E. WALKER

Harry Freeman and Rosario Paquette of Section 18 are out with a challenge to meet all comers at "barnyard golf." Address communications to Harry Freeman, care of Section 18.

Peter McCourtney and his crew of painters are brightening up things around the station at present.

Every train receives a good load of mail at this station, as this is the busy season for both of the publishing houses; extra men and teams are employed to handle this increase.

Things are quiet around here now, but always remember, no news is good news. Happy New Year.

No Mister for Guy C. Hewey

Mr. Hewey??? Well, I should say not; just plain Guy and a regular "Guy" at that. General Car Foremen may come and General Foremen may come and men may go but Guy stays on forever.

He did fall from grace in 1905 and left the Maine Central family, going to an adjoining road but in less than a year he repented, said he was sorry, and came back to the Maine Central fold and has been a Foreman in Bangor Car Department ever since, serving under Messrs. W. F. York, P. G. Smith, who is now Asst. to Supt. Motive Power, and his present General Foreman, Mr. Bunney.

What Hewey doesn't know about repairing, renovating and restoring decrepit, dilapidated and infirm old box cars isn't written

in the testament. His men look up to him not as a King or Prince but a Royal Devil of a good fellow and they don't mean "May be" either.

Four Blasts Are Leo's Self-Starter



Four blasts of the air whistle at Bangor Machine Shop signifies there is trouble out on the road and it also means that Leo Beaulieu nearly jumps out of his shoes when he hears them, for he is the

Major-General of Bangor wrecking crane.

Hardly before the echo of the whistle dies down, Leo has the big doors of the crane building swung open and clouds of black smoke coming out of the wrecking crane stack, and is ready for the engine hauling the wrecking

train to hook on and leave town. If things don't move as swiftly as he thinks they ought, the air is filled with French and English sulphuric words, as Leo is always anxious to get to the scene of action.

He is also the Handy-Andy of the Motive Power Department. If the Foreman is away, it is Leo that substitutes; if a shop motor or an electric headlight refuses to percolate and no regular electrician is on duty, get Leo. If there is a steam fitting job or work on water pipes and steam fitters are off, get Leo. If one of the new boosters refuses to boost, or one of the stokers refuses to stoke, or if the Motor Car refuses to motor, or if the office force wants a broken leg on an old chair repaired, get Leo. In fact, it is, get Leo most of the time around Bangor, AND THAT'S THAT!!!!

The caricature of Mr. Beaulieu was made on a day when he was acting as Foreman of Locomotive Repairs, which accounts for the worried and depressed look upon his countenance. Acting as Foreman also accounts for the "standing dickey" and natty little bow tie.

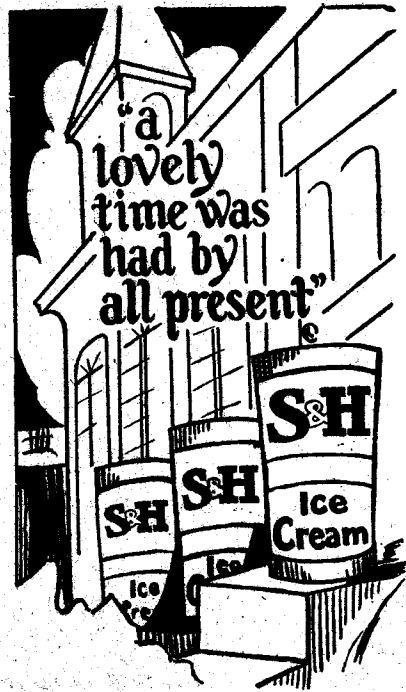
Mystery of Two Bucks

(Continued from Page 24)

heralded to the big wide world so that any of the boys contemplating a hunting expedition, will steer clear of inviting the "double C" outfit to join them.

Their version of the yarn is that after saying good-bye to Lowell, they struck out through Lee Swamp and Cahill captured a big buck, and while carrying this to camp he and Crocker sat by the wayside to rest and take a couple of puffs, when buck No. 2 appeared on the horizon; he gave one big blow, took a couple of mean jumps and as he started the third, Crocker drove a bullet through his right ventricle and thus ended the buck and this tale.

The most important problem just now in sartorial circles—clothes hangars or mooring masts for balloon trousers?—Chicago Daily News.



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