

September  
1926

Maine  
Central  
Employees'  
Magazine



# Timetables of Another Day

No. 26.

## Androscoggin Railroad.

### CHANGE OF TIME.

COMMENCING MONDAY, DECEMBER 19, 1864.

Train No. 1 Leaves		Train No. 3 Leaves	
Farmington, . . . . .	8.30 a. m.	Brunswick, . . . . .	2.40 p. m.
East Wilton, . . . . .	8.45	Little River, . . . . .	3.05
Wilton, . . . . .	8.55	Lisbon, . . . . .	3.15
North Jay, . . . . .	9.07	Crowley's, . . . . .	3.25
Jay Bridge, . . . . .	9.20	Arr. at Lewiston, . . . . .	3.40
Livermore Falls, . . . . .	9.28		
East Livermore, . . . . .	9.40	Train No. 4 Leaves	
Strickland's Ferry, . . . . .	9.50	Lewiston, . . . . .	3.10 p. m.
North Leeds, . . . . .	9.58	Crowley's, . . . . .	3.25
Leeds Center, . . . . .	10.07	Sabbatisville, . . . . .	3.40
Curtis' Corner, . . . . .	10.30	Leeds Crossing, . . . . .	4.00
Leeds Crossing, . . . . .	10.30	Quits' Corner, . . . . .	4.20
Sabbatisville, . . . . .	10.50	Leeds Center, . . . . .	4.30
Crowley's, . . . . .	11.10	North Leeds, . . . . .	4.30
Arr. at Lewiston, . . . . .	11.25	Strickland's Ferry, . . . . .	4.40
		East Livermore, . . . . .	4.48
Train No. 2 Leaves		Livermore Falls, . . . . .	5.00
Lewiston, . . . . .	10.55 a. m.	Jay Bridge, . . . . .	5.08
Crowley's, . . . . .	11.10	North Jay, . . . . .	5.20
Lisbon, . . . . .	11.19	Wilton, . . . . .	5.32
Little River, . . . . .	11.31	East Wilton, . . . . .	5.42
Arr. at Brunswick, . . . . .	11.55	Arr. at Farmington, . . . . .	5.55

Above are pictured two time tables of another day—official time tables, mind you. We take a lot of pride in "modern" railroading, but considering what they had to do with our old-timers certainly held up their end.


On the left appears a time table of the old Androscoggin Railroad, effective December 19, 1864, when many former members of the train crew were "tentin' on the old camp ground" along the Potomac and the Rappahannoc. Note the running time between Farmington and Lewiston. Not

so awfully bad for the old days.

The human touch in the time shown on the right, printed in the early nineties, is its most interesting feature. A few of us remember George Knapp, and know that the prominence accorded him was not undeserved. But no matter how deserving no conductor's picture appears in modern time tables. Foolish of us, of course, but sometimes we wonder if the complete banishment of sentiment in our mechanical age is the wisest course after all.



**Maine Central Railroad**  
OFFICIAL TIME-TABLES.



GEO. H. KNAPP.

Mr. Geo. H. Knapp was born in East Livermore, October 2, 1825, and consequently was at the time of his death about 54 years of age. Early in life he became connected with railroads. He was a member of a crew, in laying the iron for the Leeds & Androscoggin road most of the distance to Farmington. He then went to Lewiston as fireman on the government railroad train running between Fairfax and Wilton. Here he



# MAINE EMPLOYEES

Vol. III

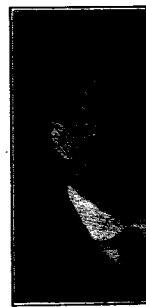
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## Every One Who Has a Finger in the Second of Efficiency

By CAROL FRANKLIN

THE amount of fuel burned per unit of work done by locomotives is the best measure that can be

used to determine the degree of efficiency of railroad operation. There are some conditions, largely climatic, which are beyond the control of man, and at times influence fuel consumption to some extent. In making comparisons between different pieces of these factors must have proper consideration.



Carol Franklin

For those who are not familiar with the methods and terms used in connection with determining results and making reports relating to fuel consumption the following explanation may be of some assistance.

In freight service the unit used is pounds of coal used to move 1000 tons one mile; in passenger service the pounds of coal used to move one

Another Day

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MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. III

SEPTEMBER, 1926

No. 9

## Every One Who Signs the Payroll Has a Finger in the Coal Pile

### The Second of a Series of Articles on the Efficient Use of Coal

By CAROLL FRANK, Fuel Supervisor

THE amount of fuel burned per unit of work done by locomotives is the best measure that can be used to determine the degree of efficiency of railroad operation. There are some conditions, largely climatic, which are beyond the control of man, and at times influence fuel consumption to some extent. In making comparisons between different periods, these factors must have proper consideration.

For those who are not familiar with methods and terms used in connection with determining results and making reports relating to fuel consumption, the following explanation may be of some assistance.

In freight service the unit used is pounds of coal used to move 1000 gross tons one mile; in passenger service it is the pounds of coal used to move one car

in passenger service one mile, so the terms used are pounds coal per 1000 gross ton miles and pounds coal per passenger train car mile. This includes fuel burned not only actually handling trains on the road but also all fuel used in cleaning, rebuilding and maintaining fires while locomotives are held at terminals.

#### Stops Most Important Factor

It is a simple matter to say that good operation result is a good fuel performance, but the main point is to know what the essentials are and how to work out those methods which will produce the right kind of operating conditions. The first and most important thing is to eliminate stops. To accomplish this to the fullest extent requires the cooperation of more men than is generally realized.

First there must be locomotives of proper design, maintained in such a condition that they can be relied upon to do the work required without stops. Next, cars must meet the same re-



Carol Frank



quirement. Then there must be fuel of such quality that necessary steam pressure can be maintained at all times. Finally there must come the service of men who are highly trained and who can be depended upon to have their duties completed on time.

### Team Work One Hundred per Cent

The closest kind of cooperation is one of the most important requirements to produce efficient operation. It must exist between the different departments as well as between the different individuals in the various departments: It is not of the ordinary kind where men stand ready to assist when required, it is the kind where men must know what their duties are, when to complete the performance of same, and do it on their own responsibility and finish absolutely on the minute.

To show how vital this is, we will consider the problem of train handling. The actual working out of the train movements is done by train dispatchers, under the direction of Division Superintendents. The dispatchers very rarely come into personal contact with the numerous men whose work they direct, but depend upon them to provide information so accurate that plans can be made, orders issued far in advance of the actual moves to be made.

### When Every Minute Counts

Many times the failure, by even the short space of one minute, to complete the performance of a given task will result in delays to the various trains involved amounting to hours, and very often five minutes results in something in the nature of a disaster, so far as efficiency is concerned.

The conditions under which the dispatchers work are not unlike those in many other branches of railroad work, but indicate very clearly what exacting kind of team-work is necessary in railroad operation.

The hourly cost for freight train operation is from \$25.00 to \$30.00, so it is very easy to see that it only

requires the loss of four hours' time on one train, or the average loss of one hour each on four trains to amount to \$100.

### Between Portland and Bangor

It has been established after extended study of the subject, that for fuel alone, in freight service, it costs from \$1.50 to \$5.00 to start and again build up the speed to the same rate as it was before being stopped. There are many conditions which influence the cost, such as size of locomotive, tonnage of train, speed that has to be maintained, character of track rela-

tive to grades and curves, and of fuel, which in a large measure is determined by the distance that is to be transported.

In 1924, study was made to determine the difference in fuel consumption on locomotives handling freight trains between Portland and Bangor, making the run in the same

time as compared with those making the run in the longest time for each 24-hour period. The average time was 2½ hours greater for the train using the longer running time, than for the train making the quicker movement. The average cost of fuel per trip was \$9.00 greater for the slow-moving train, because of the 2½ hours longer time used.



### Too Valuable to Waste

The average hourly cost of freight train operation is figured at \$25.00. 2½ hours cost \$62.50 for each trip. For the 60-day period reached an impressive amount of \$3750. Does this not show that in railroad operation, the minutes, each and every one, should receive serious and respectful consideration? Are they not too valuable to waste?

There are many things that should be done, and many more that should be done to reduce the number of stops on freight trains, many of them requiring large capital investment. These must come gradually. There are many other things which

### Freight Fuel Record Shattered

*Fuel performance for June, 1926, was 127 pounds per gross ton miles, as against 129 for the same month 1925, which was the previous low record since the creation of the position of Fuel Supervisor.*

*Passenger service fuel consumption was 15.2 per passenger car mile as against 14.9 the same month 1925, probably accounted for by increased speed of passenger trains.*



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There are many things that are being done, and many more that can be done to reduce the number of stops on freight trains, many of them requiring large capital investments; these must come gradually. But there are many other things which can

be done and which depend more upon the interest of the individual than upon elaborate plans; more upon doing the simple commonplace things, that too often are neglected while we dream of things impossible. There is no one thing more simple, and which will bring greater returns, than reducing the number of stops in freight

train movements. It is possible for men in every branch of operation to assist constantly in improving this condition.



### The Same as the President

The person in most common capacity can help to eliminate stops just the same as the President or General Manager, and the cost is the same regardless of who does the trick. The operating problem is not a one man's job, it is every man's job. Remember that the slowing up on the part of any one man usually results in the slowing up of numerous other men. Remember the big object to accomplish first is the elimination of freight train stops, for it matters but little how it is brought about, the result is enormous saving in operating costs.

American railroads are keenly alive to the importance of fuel saving and are making remarkable progress in this line, as is shown in the following remarks made by A. E. Clift, Senior Vice-President of the Illinois Central System, before the annual convention of the International Railway Fuel Association held in Chicago last May.



### Farther Than Ever Before

"Fuel on the railroads is going farther today than ever before. Fuel consumption per unit of freight service was reduced 6.5 per cent from 1924 to 1925 and 19.3 per cent from 1920 to 1925. Fuel consumption per unit of passenger service was reduced 5.3 per cent from 1924 to 1925 and 14.3 per cent from 1920 to 1925.

"On the basis of the traffic handled in 1925, the saving of fuel consumed in freight and passenger service in 1925 amounted to 24,467,000 tons as compared with 1920 and 7,302,000 tons as compared with 1924. The value of this fuel at 1925 prices was \$73,400,000 for the savings under 1920 and \$22,900,000 for the savings under 1924. These economies were due very largely to the more efficient and more scientific use of fuel.

The above paragraphs recite the performance of Class I railroads as a whole. Below are given figures on corresponding savings effected in fuel use on our own Road. Every Maine Central employee has a right to take pride in the fact that we have far surpassed the fine accomplishment of the rest of the American railroads.

#### Maine Central Fuel Saving

##### Freight Service

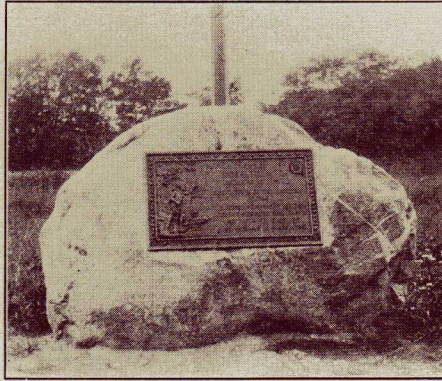
1925 over 1920	28.4%
1924 over 1923	15.6%
1925 over 1924	9.5%

##### Passenger Service

1925 over 1920	0.0%*
1924 over 1923	9.2%
1925 over 1924	2.0%

\*Replacement of old cars with heavier steel equipment of much greater weight accounted for the increase in fuel consumption in the Passenger Service of 11.2% during the period 1920 to 1923. In the next two years, 1923 to 1925, fuel economy brought the figures back to exactly the same point, a saving of 11.2%.

### Historic Spots Along Our Lines



Scenes of historic interest abound along the lines of the Maine Central Railroad. Pictured here this month is a boulder erected by the local chapter of the D. A. R. to mark the route of Arnold's brilliant but ill-fated march up the Kennebec to Canada during the War of the Revolution

It is located beside the Arnold Trail near Old Point Camp Ground, Madison, within sight of where this route crosses our right of way.

Almost within stone's throw of this spot stands a more ancient memorial of an even earlier event in our Colonial history—Father Rasle's monument, which will be mentioned in an early issue.

+ +

### After 13 Years' Service

By Madeline Goudy

After completing almost thirteen years of very efficient service in the office of the Engineer Maintenance of Way, Mrs. Margaret Murphy Judge resigned recently. She will be greatly missed by her many friends and carries with her their best wishes for much happiness in her new home.



### In Step with Railroad Agreements

THE recent creation of two System Boards of Adjustment by agreement between the Maine Central Railroad Company and the Portland Terminal Company on one hand and the Brotherhood of Maintenance of Way Employees and the Association of Shop Craft Employees on the other, will remove the possibility of future friction regarding differences and insure continuance of the amicable relations now existing between management and the large number of employees engaged in the Engineering and Mechanical Departments.

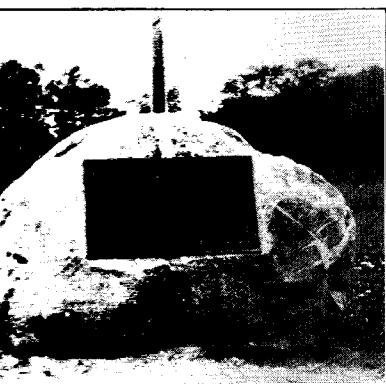
#### No Power to Change Rules

Created in accordance with the Railway Labor Act of 1926, the System Boards of Adjustment are the result of mutual agreement between the management and the different groups of employees involved in each case. They are designed to dispose of certain grievances and disputes which may arise in the future without recourse to any outside agency. While they have no power to make rules or establish working conditions or rates of pay, the Boards do cover interpretations and applications of agreements concerning rates of pay, rules or working conditions which cannot be settled between the operating officer and the employee or employees involved.

While not strictly under the heading of this article it might be of interest to consider for a moment the possibility



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## In Step with Railway Labor Act, New Agreements Mean Continued Peace

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While not strictly under the head of this article it might be of interest to consider for a moment the possibility

of a dispute concerning rates of pay, rules or working conditions which cannot be settled to the mutual satisfaction of the management and any group of employees.

### Courts of Last Appeal

These System Boards of Adjustment have no power to consider or pass on a dispute of this character. Either party, or parties jointly, may request the services of the Board of Mediation at Washington, and failing of an amicable settlement with that assistance, may submit the dispute to arbitration under the provisions of the Railway Labor Act.

Let us examine these two agreements step by step. Let us take the machine apart, in other words, and see what makes it go. The Boards set up by these agreements are the courts of last appeal in matters on which they have jurisdiction and make a majority decision. Their decisions may be of vital effect to any one of us and it is important that we know just where they get their power.

To referee possible cases of differences between the company and members of the Brotherhood of Maintenance of Way Employees, a four-member board has been created, composed of Trackman Marstin T. Simmons, Thomaston, chairman of the board; Bridge and Building Assistant Foreman James S. Farnham of Portland. For the management, the members are Engineer Maintenance of



Way C. S. Robinson and Superintendent Bridge and Buildings E. A. Johnson of Bangor.

### Equal Representation

These members are appointed for a term of one year subject to re-appointment. The first two are employees of the Railroad and the last two, officials. The possibility of a vacancy is cared for by the provision that in such a case, a successor would be appointed within 30 days by the same authority that made the original selection.

The board, itself, has selected its own chairman and vice-chairman to serve alternately. For the next six months, then, an employee will head this group, for the succeeding six months an official.

Regular monthly meetings will be held in Portland unless there is no business to come before the board or unless it seems wise to hold the meeting elsewhere. While in session, the Railroad will pay its representatives for the time they spend in this work and the Brotherhood will pay its members on the Board of Maintenance of Way employees covered.

### Many Groups Covered

The employees of the Maintenance of Way Department covered by this board are: Foremen, yard, section, extra crew, coal crew, fence crew; assistant foreman, section, extra crew, coal crew; laborers, section, extra track crew, fence, coal—and other laborers employed in the Maintenance of Way Department; snow plow and flangerman, steam shovel engineer, steam shovel cranesman, steam shovel

fireman, foreman brick mason, brick mason, assistant foreman, carpenter, gateman and painter, road and bridge carpenter, gateman and painter, stone cutter, stone mason, hoisting engineer, carpenter helper, stone mason sender.

The respective Boards will carefully consider each case properly submitted to it and the decision by a majority of members is final and binding.

The agreement is signed by Vice-President and General Manager D. C. Douglass for the Company. Pledging good faith of the brotherhood and agreeing to abide by the decisions of the Board, we find the names of the following appended to the agreement: Sherman G. Elkins, General Chairman, John Crimmins, Marstin T. Simmons, Ray B. Dixon, James S. Farnham.

### Agreement Practically Identical

The agreement took effect on the first of last August and will remain in full force and effect until terminated by 30-day notice in writing by either party.

The agreement between the Association of Shop Craft Employees, Motive Power Department, and the Railroad company is practically identical except as to the employees covered and the size of the Board of Adjustment, which is six in this case instead of four.

Representing the Association of Shop Craft employees on the System Board of Adjustment are Machinist Bertram L. King, Chairman, Bangor Engine House; Machinist George Eddington, Waterville Shop; and Passenger Car Inspector Thomas E. Oakes, Portland Union Station, to



represent the association. Ass Superintendent of Motive Power F. Noyes, Vice Chairman; Fuel Supervisor Carrol Frank; and Chief to the Vice President and General Manager M. F. Rolfe represent the Railroad.

### Should Welcome Agreement

All mechanics, helpers and apprentices and car cleaners employed in the Motive Power Department are covered by this Board.

In addition to the members of the Board named above, this agreement

## Every Employee

OUR new slogan quoted still lacks mathematical precision, but the little cherry-cards for your "Traffic Tips" met with gratifying results.

From Colebrook, N. H., clear to Woodland and many intermediate points, these little messengers winged their way into the Maintenance office, showing that many employees of the Maine Central family are interested in the well being of the above and beyond their immediate positions.

### Will Nail It to the Wall

It goes without saying that it is the business of the travelling freight and passenger agents to dig up this information, but no one of them can be in more than one place at the same time and it is physically impossible for them to completely cover our enormous territory. Carrying out the principle of team-work, many employees





an, foreman brick mason, brick  
n, assistant foreman, carpenter,  
man and painter, road and bridge  
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was signed by A. J. Pine, P. D. Kelley,  
E. J. Honey, C. L. Shepard, L. D. H.  
Drew, L. H. Campbell, E. L. Grant,  
Chas. M. King, and A. E. Stevens for  
the Association of Shop Craft Em-  
ployees and by Vice President D. C.  
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All members of the Maine Central  
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**Every Employee a Business Getter**

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"Traffic Tip" cards so that our spec-  
ialists can track all possible business  
to its lair and nail it to the wall.

**Some Sample Tips**

Freight Traffic Manager George H.  
Eaton expressed himself as delighted  
with the way readers of the MAGAZINE  
are taking hold of the "Traffic Tip"  
idea. "This is just one of the ways,"  
he declared, "that we can all work  
together for our mutual benefit and  
for the good of the Road as a whole.  
The moment we receive the informa-  
tion carried by the 'Traffic Tip' cards,  
it is immediately placed in the hands  
of our travelling freight agents who  
look the matter up and carry to the  
prospective shipper or receiver of  
freight complete, accurate and specific  
information as to the superior services  
offered by the Maine Central Rail-  
road."



Mr. Eaton called attention to the case of E. G. Young, Clerk at Colebrook, N. H., who used a card to advise of the contemplated construction of three large hydro-electric dams in his locality which will result in the creation of a large amount of freight traffic. He also mentioned cards received from Section Foreman Charles Burrill at Fairfield advising of lumber shipments; P. Holmes, Agent at Woodland, telling of grain shipments now routed via standard lines; Cashier Chester A. Keene, Rumford, giving notice of a carload of furniture going to Kelsey City, Florida.

**More if You Need 'Em**

As an example of the benefits resulting from the prompt passing along of information by means of the "Traffic Tip" cards, General Passenger Agent M. L. Harris mentions the case of John C. Flint, Freight House Foreman at Auburn, who used a card to advise his department of a prospective traveller to Detroit. "As a result of Mr. Flint's tip to the MAGAZINE, we will sell this man and his wife a ticket to Detroit through the White Mountains by way of Montreal. Not only will this friend of Mr. Flint have a pleasant and beautiful ride but the Maine Central will benefit infinitely more than it would if he had travelled by some other route."

In the vast majority of cases one card a month will supply the needs of the readers of the MAGAZINE. In cases, however, when more than one is needed they will be gladly forwarded. A line at the bottom of the card, "More Cards Needed" is all that is necessary. You write three words and we do the rest.

**Train Rules and Train Orders**

By M. F. DUNN,  
Train Rules Examiner

*Editor's Note: With this article we begin a series of train order problems, similar to those which members of the operating force wrestle with in their magazines, but with this difference—the interpretations of Mr. Dunn's articles will always agree with Maine Central Railroad practice, while the problems appearing in "The Railroad Trainman" and similar publications sometimes do not.*

**Preliminary Statement**

It should be understood that the examples shown in these articles are only used to illustrate the fundamental principles on which the rules for the movement of train orders are based.

EASTWARD WESTWARD  
A B C D E F G

Order No. 1—No. 323, Eng. 515, meet Extra 141 West at D.

Order No. 2—Extra 141 West has right over No. 323, Eng. 515 D to B.

Order No. 1 makes a positive meeting point for No. 323 and Extra 141 at D:

On arrival of Extra 141 at D it receives Order No. 2 but cannot leave D because Order No. 1 is still in effect and Rule 220 specifies that orders once in effect continue so until fulfilled, superseded or annulled.

Order No. 2 does not supersede Order No. 1 therefore Order No. 1 must be annulled before Extra 141 can proceed, unless their running orders expired at D and new running orders are issued, in which case Order

(Concluded on page 17)



**Maine Central  
Employees' Magazine**

"For, By and About Maine Central Employees"  
Published Each Month  
by the Maine Central Railroad Company  
devoted to the interests of the company  
and its employees.

Communications by members of the Central family, and by all others interested are earnestly solicited. They may be forwarded "R. R. B." and should be addressed to magazine headquarters, Room 244, 222 John Street, Portland.

DUDLEY ALLEMAN, Editor

**MAGAZINE CORRESPONDENTS**

**Portland Terminal**

Miss A. Z. Donahue, Freight  
C. D. Atherton, Freight  
Joseph D. Rourke, South P  
John F. Dunn, Thompson  
Herbert Jackson,

**Eastern Division**

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C. A. Jeffers, Bangor C  
P. N. Carson, Bangor Ticke  
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**General Offices**

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

SEPTEMBER, 1926

**EDITORIAL**

**STREET CORNER TALK**

What do railroad men talk about? weather, sports and the kiddies, say anyone else. But in one thing railroad men are particularly those in the operating end—unique and distinct from other cla workers.

For they talk shop. As they stand



## Train Rules and Train Orders

By M. F. DUNN,  
Train Rules Examiner

*Editor's Note: With this article we begin a series of train order problems, similar to those which members of the operating force struggle with in their magazines, with this difference—the interpretations of Mr. Dunn's articles will always agree with Maine Central Railroad practice, while problems appearing in "The Railroad Trainman" and similar publications sometimes do not.*

### Preliminary Statement

It should be understood that the problems shown in these articles are used to illustrate the fundamental principles on which the rules for the movement of train orders are based.

WARD      WESTWARD  
A B C D E F G

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John F. Dunn,	Rigby
Herbert Jackson,	Thompson's Point

#### Eastern Division

J. L. Riggie,	Superintendent's Office
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C. A. Jeffers,	Bangor Car Dept.
F. N. Carson,	Bangor Ticket Office
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S. O. Swett,	Rumford
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Miss Madeline Goudy,	Accounting Dept.
Howard R. Bean,	Freight Accounts

SEPTEMBER, 1926

## EDITORIALS

### STREET CORNER TALK

What do railroad men talk about? The weather, sports and the kiddies, same as anyone else. But in one thing railroad men, particularly those in the operating end, are unique and distinct from other classes of workers.

For they talk shop. As they stand in the

terminal, as they meet on the street they stop and argue over the way "16" was ordered to pass "25" a week ago last Tuesday.

Have any carpenters, electricians, mill hands ever laughed at you for doing this? Be proud of it if they do. You've got something the other fellow hasn't. You've got a job that works your head as well as your hands; a job that means an alert, growing mind. Still more you've got a hobby in your job. Lucky is the man whose work is also his play.

### A WORTHY EXAMPLE

"Coming from the ranks where he well learned to obey, he was thus able to command when placed in authority. His many promotions never lifted him off his normal plane, but only ignited a greater love for his men."

Just read that again, it's worth it.

We quote from the tribute paid a departed official by our Rigby correspondent, by a man with a natural ability of expression who was lifted beyond himself by deep intensity of feeling. Never have we heard a finer tribute to a superior officer by one who worked with him.

And it is more than a tribute to a superior officer. It is a sermon. These words could well serve as a gleaming beacon to lighten the pathway of any man who has his life still to live.

Here is an ideal for every official to live up to. Here is a goal for every employee to strive for. "He learned to obey"—"He was able to command." How near this is to the Master's comfortable words: "Well done, thou good and faithful servant; thou hast been faithful over a few things, I will make thee ruler over many things; enter thou into the joy of thy Lord."

Any man who approaches this ideal can do as "Father Garry" had a right to do when he laid down the working tools of life—look backward with satisfaction and forward with confidence, serene in the knowledge that his world is just a little better because he passed this way.



IN MEMORIAM

“Father Garry” Has Left Us

George H. Garrison, 1861-1926

“GARRY’S dead!” A very brief sentence but one of very great grief, so great that it paralyzed for a moment the entire works of Rigby Terminal when, at about 10.30 o’clock, Monday morning, July 26th, a telephone message brought this sad, sad news of the passing of our general foreman, George H. Garrison, after a critical illness of only a few days.

Mr. Garrison had been ailing since the first of the year, but, keeping most of his misery to himself, he stayed at his desk where he performed his tremendous duties and actually died in harness. He was forced to go home the previous Monday and after being confined to his bed for a few days submitted to an operation, the aftermath of which resulted in his death. This was the climax of nineteen long years of faithful service to a terminal serving the Maine Central and Boston & Maine Railroads and the Portland Terminal Company.

Was an “Empire Stater”

Mr. Garrison was born at Albany, N. Y., May 2, 1861, the son of the late Thomas

and Eliza (White) Garrison. His boyhood was spent in the capitol seat of the Empire State and he was a product of the public school system of that city. Being the son of a prominent New York Central Railroad engineer, he, like many other boys longed for the day to come when he himself might be admitted to this great industry, and at an early age hired out as a locomotive fireman on the Boston and Maine Railroad.



George H. Garrison

It was not long before he was advanced to engineer and ran both freight and passenger trains on the Hoosac Tunnel Division. From that position he was promoted to round-house fore-

man at Mechanicsville, N. Y., and was later transferred to a similar position at Rotterdam Junction, where he jointly served both the Boston & Maine and New York Central roads. A few years hence found him at Boston in charge of the round-house, serving the Eastern and Western Divisions of the Boston & Maine.

His wife, who alone survives is Miss Effie Tobey of Schenectady. She has interested herself in club and welfare work since coming to Rigby. They had two sons, George H. and Frederick O., who were well known to older railroad workers about the city as they as boys worked at various times at the different houses and shops at Rigby Terminal. Grief visited Mr. Garrison in 1916 when death took his son Frederick, Jr., and again in 1917 when his father passed away, each being in his prime manhood.

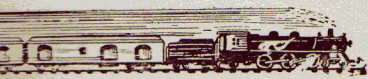
Near Half Century Service

Mr. Garrison’s business life has a record of integrity, fair dealing and understanding. He gave 46 years of his life to railroad service and was one of the best known men in his line in this country. Only a couple of years before the writer was traveling from New York to Montreal and in delivering his message the conductor was asked his line and location. The conductor then asked if he knew George Garrison and receiving an affirmative answer felt a friendly conversation.

In 1907, Mr. Garrison came to Rigby and became foreman of Round House No. 3 at Thompson’s Point and upon the establishment of the Portland Terminal Company in 1910 he was transferred to House No. 3 as division foreman in charge of the Portland and Terminal divisions of the Maine Central Railroad and Portland Terminal Company and also served the Portland end of Boston & Maine Power Department.

From Thompson’s Point to Rigby

The fire of 1922 brought him to Rigby at Thompson’s Point where he remained until the erection of Rigby, at which time he moved to the new terminal as general foreman in charge of the round house. This was a consolidation of all the old round houses and forces of the same. It was a great capacity which he was serving when his recent illness laid him low.



## as Left Us

1861-1926

(White) Garrison. His boyhood was spent in the capitol seat of the Empire State and he was a product of the public school system of that city. Being the son of a prominent New York Central Railroad engineer, he, like many other boys, longed for the day to come when he himself might be admitted to this great industry, and at an early age hired out as a locomotive fireman on the Boston and Maine Railroad.

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man at Mechanicsville, N. Y., and was transferred to a similar position at Ham Junction, where he jointly operated both the Boston & Maine and New York Central roads. A few years hence he was promoted at Boston in charge of the round-house serving the Eastern and Western Divisions of the Boston & Maine.



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### Near Half Century Service

Mr. Garrison's business life has been a record of integrity, fair dealing and human understanding. He gave 46 years of his life to railroad service and was one of the best known men in his line in this part of the country. Only a couple of years ago the writer was traveling from New York to Montreal and in delivering his pass to the conductor was asked his line of work and location. The conductor then asked if he knew George Garrison and upon receiving an affirmative answer fell into a friendly conversation.

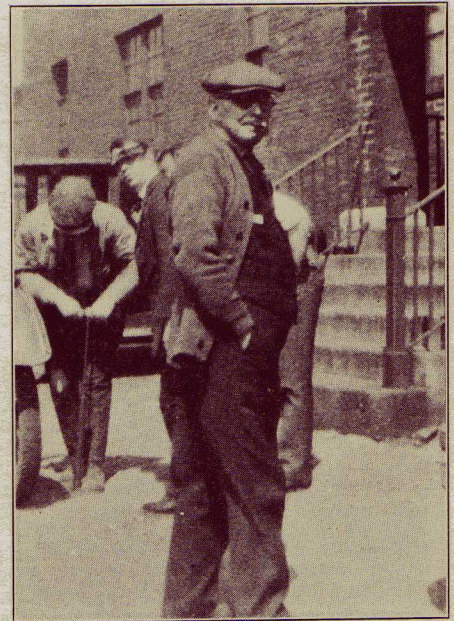
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The fire of 1922 brought him back to Thompson's Point where he remained until the erection of Rigby, at which time he was moved to the new terminal as general foreman in charge of the round house which was a consolidation of all the old houses and forces of the same. It was in this capacity which he was serving when his recent illness laid him low.

### A Friend Indeed

The picture shown on this page was snapped this past June unknown to Mr. Garrison. He has just alighted from his car and about to enter the office building when his attention was called—and "click" went the camera.



On the Job at Rigby

He was a friend indeed and a friend in need to all who knew him and aside from his various railroad titles was warmly referred to by railroaders as "Dad," "Father" and "Garry." A man with a big heart and keen human understanding and feeling, he was respected and loved by the little multitude who worked under him.

Mr. Garrison was a member of Portland Lodge No. 1, F. and A. M.; was very active in the Knights of Birmingham, a Masonic railroad side order; was a member of Division No. 40, Brotherhood of Locomotive Engineers; and was also a member of the New England Association of Railroad Veterans.



By special arrangements the remains of our late general foreman were brought to his home, 32 State Street, so that those of his many friends and co-workers who would be unable to attend the funeral services might obtain one last look and pay a final tribute. It was very soothing to his widow to see the response on Wednesday evening.

**A Day of Mourning**

Thursday, July 29th, the funeral day broke to gray skies overcast with mournful clouds and an occasional beam of light. It was truly a mournful day not only at the deceased's late residence but also at Rigby. Mr. Garrison's desk was cleared of its business and draped in black. A beautiful basket of flowers placed over the black, bespoke the heart and mind of the Plant.

From noon on the residence was visited by hundreds more of condolers who viewed the still figure which lay there in its coffin buried in a most gorgeous display of floral tributes. Tributes from his friends, from his fellow-workers, remembrances of his own road from the President down to the

youngest man in the service, from the Boston & Maine and points in New York, all clustered there about the casket of a peacetime hero.

**Not Forgotten in Death**

At 2.30 P. M. the services began, with the Rev. Harold Booth of the Stevens Avenue Church officiating for the third time in the family. Mr. Booth eulogized the dead and was followed by the Masonic rites, conducted by Portland Lodge No. 1, F. & A. M. Every arm of the Railroad was represented.

A delegation consisting of Wm. Carroll, Car Insp.; Harry Hunter, Dist. Loco. Insp.; Wm. E. Chase, Fuel Supr.; and Geo. K. Goodhue, Local Auditor, represented the Boston & Maine Railroad. H. F. Noyes, A. S. MP.; J. E. Marden, C. C. I.; Robert Burns and Geo. Leard of Lewiston; and Geo. W. Gilman of Brunswick, represented the Maine Central. The Terminal was represented by Supt. C. H. Priest and Gen. Ydmstr. J. L. Quincy of the Transportation Dept.; and P. K. Jenkins, G. F.; J. E. MacWilliam, G. F.; F. H. Bennett, G. F.; W. F. York, F. R. C. S.; W. N. Whitehouse, E. H. F.; A. F. Pillsbury, E. H. F.; T. S. Browne, F. of R.; and Guy Steves, E. H. F. from the Motive Power Department.

**In the Valley of the Shadow**

The honored pallbearers were Frank Tucker, H. A. Southworth, M. M.; J. E. Mills, C. C. to the M. M.; and Robert Sturgeon, Engr. Following the services at the house the funeral cortege was formed which bore the remains to its final resting

place in the family lot at Forest City Cemetery. Here, as at the house, a great throng had gathered. As the procession wound its way into the cemetery the gray sky took on a deeper shade of mourning, a chill wind broke from the East, and the clouds dropped forth tears of sorrow.

Standing there in that sorrowful setting, associates with heads bared and bowed, as the earthly remains of George H. Garrison were lowered into the grave, one could not help but be touched with the great grief of the widow, but there was a brightness to be seen in the high esteem in which this

man was held. Relief was brought as he called to mind that wonderful of the 42nd Psalm "Yea, though I shall fear no evil, for Thou art with me." These soothing words spoken to Almighty God as the Great Creator of this universe, but as we call to mind the life of our departed general it seems easy to apply the above as a loving tribute to him.

**A Shepherd of the Flock**

Truly "Father" Garrison was the shepherd of the mechanical flock of Rigby. He was the big dad to each and every one. He was the counsellor and advisor who was divinely fitted to discharge his duties. Coming from the ranks where he learned to obey, he was thus able to command when placed in authority. His promotions never lifted him off his plane, but only ignited a greater love for his duties and a greater love for his people. It is hard indeed to put in writing words that animated him and us.

We cannot find words to express our sorrow to his widow, because we know our loss is near as great as hers. We can say that we hope that Mrs. Garrison will consider us as her boys till the end of our part.

JOHN F. D.

**WILLIAM A. WHITE**

For 22 years freight agent at Westport William A. White, retired, died on August 20th after an illness of six weeks. White was the son of the late John and Louisa White. He was twice married. His first wife, Mary Russell, died several years ago. His second wife, by whom he lived, was Miss Ella Lermond of Westport. Mr. White was a life-long resident of Westport. Funeral services were held at home on August 23, the Rev. H. W. White officiating. Mr. White retired from Central service about four years ago.

**MYRON A. BOWIE**

Myron A. Bowie, a former resident of West Baldwin, died very suddenly on August 18th as the result of a shock

*Word from the Widow*

Portland, Maine  
July 30th, 1926

To All:

It is difficult to put into words the message of appreciation my heart would convey, but I know you will understand.

I have been deeply touched by the expression of love and respect for my beloved husband, George H. Garrison, and your many kindnesses to me, in this my hour of sorest need.

In exquisite flowers, "God's messengers," in offers of assistance, in kind words, expressions of true friendliness, you have done everything possible to lighten my burden, and I am truly grateful.

As long as memory lasts, among its most precious treasures, will be the comfort and help you have been to me, you, his co-workers and fellow associates—his friends and mine.

Gratefully yours,  
Mrs. G. H. Garrison.



gation consisting of Wm. Carroll, Jr.; Harry Hunter, Dist. Loco. M. E. Chase, Fuel Supr.; and Geo. Hue, Local Auditor, represented on & Maine Railroad. H. F. S. MP.; J. E. Marden, C. C. I.; Burns and Geo. Leard of Lewiston; W. Gilman of Brunswick, representing the Maine Central. The Terminal presented by Supt. C. H. Priest and Mr. J. L. Quincy of the Transportation Dept.; and P. K. Jenkins, G. F.;

**Widow**

J. E. MacWilliam, G. F.; F. H. Bennett, G. F.; W. F. York, F. R. C. S.; W. N. Whitehouse, E. H. F.; A. F. Pillsbury, E. H. F.; T. S. Browne, F. of R.; and Guy Steves, E. H. F. from the Motive Power Department.

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Standing there in that sorrowful setting, the people with heads bared and bowed, as the mortal remains of George H. Garrison were lowered into the grave, one could not be touched with the great grief of the widow, but there was a brightness in the high esteem in which this

man was held. Relief was brought to one as he called to mind that wonderful passage of the 42nd Psalm "Yea, though I walk through the Valley of the Shadow of Death, I shall fear no evil, for Thou art with me." These soothing words spoken in exultation to Almighty God as the Great Shepherd of this universe, but as we call to mind the life of our departed general foreman it seems easy to apply the above quotation as a loving tribute to him.

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JOHN F. DUNN.

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For 22 years freight agent at Waldoboro, William A. White, retired, died on August 20th after an illness of six weeks. Mr. White was the son of the late John and Louisa White. He was twice married; his first wife, Mary Russell, died several years ago. His second wife, by whom he is survived, was Miss Ella Lermønd of Warren. Mr. White was a life-long resident of Waldoboro. Funeral services were held at his home on August 23, the Rev. H. W. Webb officiating. Mr. White retired from Maine Central service about four years ago.

**MYRON A. BOWIE**

Myron A. Bowie, a former resident of West Baldwin, died very suddenly in August as the result of a shock which he

suffered while on duty as brakeman on the Mountain Division.

He was one of a family of eight children and was born in Baldwin, January 16, 1889, the son of Mr. and Mrs. Lewis J. Bowie. Beside a host of friends, he leaves his widow, Mrs. Annie Bowie, three sons, Wayne, Malcolm and Leavitt Bowie, three sisters and four brothers.

Funeral services were held at Bartlett, N. H., with Greenleaf Lodge No. 117 of Cornish conducting the services. Members of the Conway Lodge of Masons, many of them railroad men and close friends of Mr. Bowie, joined in line with Cornish Lodge. The pall bearers were picked from the train crews which have always been intimate with Mr. Bowie. Burial was at the family lot at West Baldwin.

**ROBERT M. ROGERS**

Towerman Robert M. Rogers passed away very suddenly, while at his work, on July 9. Mr. Rogers was born in Brewer, Maine, sixty years ago and went west when a young man. He returned a few years later, entering the employ of the Maine Central where he remained until his death. He was a faithful employee and was well liked by all fellow workmen.

Mr. Rogers was a member of the Knights of Pythias, Fathers' Council of the American Legion and was an officer in the Brotherhood of Railway Station Employees. Funeral services were held at his home on Hazelwood Avenue at 2 P. M. Tuesday, July 13, Rev. W. F. Berry of the Methodist Episcopal Church officiating; the Knights of Pythias service was also given.

Mr. Rogers leaves a widow, a daughter, two sons and eleven grandchildren as well as many friends. A. A. T.

**An Expression of Thanks**

Charles Ouellette lost a boy by drowning here recently and wishes to thank his fellow employees through the MAGAZINE for their sympathy and flowers.

Mr. Ouellette is brakeman on the merry-go-round, or 125, 126, 319 and 320.



# Maine Central Family

## The Passing of Teddy

### Another Four-Footed Railroad Worker

By E. W. Tibbetts and L. S. Bailey

Picture to yourself a cold snowy night in a small village with the wind howling down its main street, whistling around

you beheld at your feet a stray pup and as you stooped to pat it, imagine your feelings as its warm tongue licked your hand.



**Buck and Ted at the Crossing**

the corners of its brick hotel, bringing fresh gusts of snow with it as if the storm had stopped and was starting all over again its savageness.

Now imagine that you were the night watchman of this village, that you are the solitary guardian of its inhabitants between the hours of nine p. m. and five a. m. Imagine how you would wish for company this night as you hovered in the protecting lee of a doorway between your rounds. Imagine your surprise and thankfulness as

Such was the coming of Teddy to Freeport. As he came so he remained the solitary companion of our Night Watchman every night rain or shine for the last five years

Now as I am endeavoring to write about Teddy, his master Mr. Buck will please step to the rear and remain in the background till such time as I will need his presence.

Teddy is a full size Scotch Collie and as is characteristic of his breed needed little training. All he does he has picked up by himself.

( 16 )

Teddy has been known to stop automobiles with but one headlight burning cars proceeding on the wrong side of the street and to bring to the attention of the master anything out of the ordinary by his barking.

#### A Real Railroader

Mr. Buck, his master, also ten minutes to the end of the double track and crossing on School and Bow Streets from ten to six p. m., three hours.

Teddy was there, always on duty, and a railroader should be and did not allow other dogs on the railroad neither did he allow small children to play there.

#### He Knew the Motor's Voice

One hundred feet from Mr. Buck's shanty is an east bound block and a cautionary signal goes up. Mr. Buck by the coat and tugged up the crossing gates were lowered in a position. At 3.55 p. m. or thereabouts he picked out the exhaust of Section Foreman Ducette's Motor car from all other vehicles going over the crossings and Mr. Buck lower the gates.

So you see Teddy was a remarkable servant serving two masters, the village in general and the Railroad.

On Wednesday, July 21, which was a day down in the history of New England as one of our hottest days, Teddy died of a sudden prostration.

#### His Last Act

His last act was to notify his master of the approach of Section Foreman Ducette's motor car; shortly after this he was stricken with a stroke and died at his master's side.

We, his friends, will miss him, but we will cherish his memory as our pal and friend.

I like to think that perhaps in Heaven he needed a dog like him in Heaven and we shall be delighted in the Hereafter to be able to meet Teddy there.

✦ ✦

### Calais Notes

By E. F. McLain

W. A. Wheelock and the Mrs. ... returned from a pleasant sojourn on the Maine coast.





# Family

## Teddy Railroad Worker

. Bailey

ld at your feet a stray pup and as  
ped to pat it, imagine your feelings  
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crossing

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## Calais Notes

By E. F. McLain

W. A. Wheelock and the Mrs. have re-  
turned from a pleasant sojourn along the  
Maine coast.

Charlie Philbrook is wearing a broad  
smile these days. It was a girl and weighed  
10½ lbs. WOW! \_\_\_\_\_

Steve Wilder, Carpenter, met with a  
painful accident recently. While at work  
in the car shops a heavy piece of lumber  
struck his hand tearing away the ligaments  
of the wrist. But he is a "tough-one" and  
is back to his job again. \_\_\_\_\_

We are glad to welcome Ed Bleakley,  
Brakeman, back on the Branch again.  
After recovering from injuries received in  
the wreck at Marion, he and Mrs. B. took  
a trip across the continent. Ed reports a  
wonderful trip but says the State of Maine  
looks good to him. \_\_\_\_\_

Second Track Operator Hayford, Calais,  
is on the sick list and Operator Tracy from  
Mr. Desert Ferry is substituting. Tracy  
is Greg Wynne's right hand man. \_\_\_\_\_

"Mac," genial first trick operator at  
Calais station, recently had a few days off  
with the wife and kiddies. Of course Mac  
had a good time.

\* \*

### TRAIN RULES AND ORDERS

(Concluded from page 10)

No. 1 is fulfilled so far as Extra 141 is  
concerned.

No. 323 at B holding both orders 1 and 2  
cannot leave B against Extra 141 as Order  
No. 2 restricts 323 between B and D.

No. 323 could not assume that Extra 141  
would not leave D without fulfilling order  
No. 1 as they would not know but what  
Extra 141 had running orders to D only  
and received a new running order on arrival  
there. In this case Extra 141 could proceed  
on Order No. 2 as they are then a new train.

When meet and right orders are issued  
in conjunction with each other, the meet  
order should always follow the right. If  
Order No. 1 gave Extra 141 right over No.  
323 and afterward a meet is made between  
the two trains at C for instance, then both  
trains could proceed to the meeting point.  
In this case No. 323 would have to take  
siding as the right order makes Extra 141  
the superior train within the limits named.



## General Office Clerks Feast at Dunstan

Illustrated by F. R. Landers, Clerk, Office Auditor Freight Accounts

FOR a ten-year-old youngster, Maine Central General Office Lodge No. 374, Brotherhood of Railway Clerks, proved itself to be a very healthy child at its annual dinner dance, marking the 10th anniversary since its organization. From the time that Joe Welch called the hungry members and their guests to order till the time when the last car pulled out from under the sheltering porch of the Moulton House, there was not a note of anything but pleasure, good feeling and pride in the organization and in the Railroad of which it is a part.

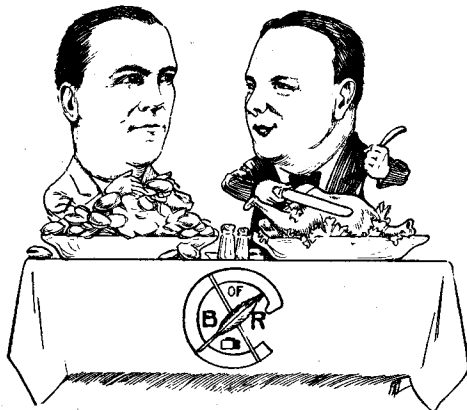
### Shore Dinners Confusing

More formally, Joseph T. Welch, Chairman, Maine Central General Office Protective Committee, was the efficient toastmaster of the occasion, taking charge after the members and their guests had been plentifully supplied with their selection of shore, steak and chicken dinners, the first named of which caused some confusion among the visiting brothers from the Middle West.

The first speaker was George W. Peterson, General Chairman of the System Board of Adjustment, who touched briefly on the formation of the Lodge ten years ago, and traced its growth to the present time. He was followed by Edward A. Fitzgerald of Rotterdam Junction, N. Y., a national organizer of the Brotherhood, who stressed the spirit of fraternalism which should exist in this great group.

### Maine's Fame Spreading

The next speaker was the General Chairman of the Boston & Maine Board of Adjustment. H. D. Ulrich, who was present with Mrs. Ulrich and who declared that the fame of Maine was spreading throughout the country.



**"Prexy" Fitzgerald Inhaled a Shore, but "Vice" Bryceland Thought He Better Stick to Chicken**

In a very pleasant vein the next speaker, Worthy Vice Grand President of the Brotherhood C. R. Bryceland, kept his hearers in an uproar, closing with a few well chosen remarks on organization methods.

As a national figure whose duties carry him from one end of the country to the other, Worthy Grand President of the Brotherhood E. H. Fitzgerald of Cincinnati was in-

troduced as the main speaker of the evening. He mentioned the strides taken by the Brotherhood in the last ten years, in which time it has advanced from tenth to third place among the groups of railway labor organizations.

### Emphasized Cooperation

Extending greetings from over 100,000 fellow workers in the United States and Canada, President Fitzgerald pointed out the close cooperation and good feeling existing between the management of the Railroads of the country and the organization.

"If you members of this organization will continue to conduct yourselves as you have

in the last ten years," he declared. "The present prestige and high standing of our organization will always endure." He pointed out that the interest of the officials and employees in the success of the railroads were identical and urged that common problems be met with good will.

Well over 100 attended the dancing following the dinner.

♦ ♦

## The Big Happy Family

By V. A. Cunningham

Here we are one big happy family in every respect except one—we do not like one, it is only on rare occasions one ever hears a railroad man raise his voice—beyond his lung capacity. It is true that there are times when a member of the family gets slightly peeved, but at the time when one of Felix Shorett was engaged in digging a hole, asked to look through his glass eye, and Felix said, "So what do you want it for?"

### Right to Look Severe

The second member of the family was Felix Shorett. "I want to tie it on the end of a string and shove it down this hole to see what the shovel is hitting down there." No one would grant that Felix was looking severe at least in this instance.

Another instance I remember was when a promising young trainman believed he had a bright future in the barber business and left the road to open a shop. Some of the boys who had spent many days out on a gravel train began to wonder that they were losing their strength and their trusty safety would not remain stubble.

### Tears in Their Eyes

Thinking of their buddy who had gone into business, they decided to give him the pleasure of making them proud and forthwith hied to his palace. When the first victim, C. H. Haney, was seated in the chair and got a good tight grip on the handle, he inquired timidly, "Does that really hold good?"

The ex-shack replied, "Yeh, but



## ast at Dunstan

auditor Freight Accounts

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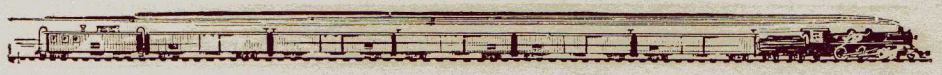
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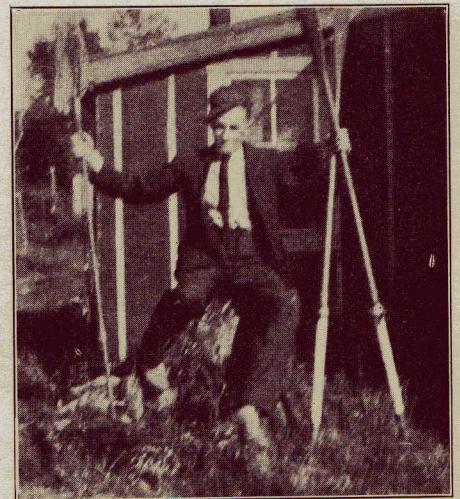
go hard." Soon beads of perspiration stood  
out on Haney's face and he howled, "Rusty  
old link and pin, but that rason pulls hard"  
—and the budding barber sweetly replied,  
"What do you care, you don't have to  
pull it."

All the boys that got shaved in that shop  
agreed that it was very painful to them  
when this boy left the family and there  
were actually tears in their eyes when they  
left his shop.



## Thoughts o' Fishin'

By R. T. Taylor, Kennebago



When the snow is on the mountain, and  
the ice is on the lake,  
How I long to go a-fishing for the trout I  
hope to take.  
So when spring doth clear the mountain of  
its wintry snow and frost,  
Then I think of rod and fish-hook and how  
much each one will cost.

When the ice is out the river and the trout  
begin to jump,  
Then it is I take my fish-rod and get out  
by some old stump,  
Where I know the beauties linger and are  
waiting for a fly,  
So I cast one on the water in a pool that's  
handy by.



Pretty soon a trout will take it, then it is  
I'll have some fun,  
As he pulls upon the riggin and the line  
begins to run.  
So I fish and fish contented and a trout  
doth soon arise.  
Then it is I have a struggle for to land my  
precious prize.



## This Man's Work Helps Every One of Us

"That was great! After your talk the people here will have a better idea of what the Maine Central means to them, and it will show in the way they treat us," declared Agent D. C. Warman with emphasis.

### Aiding New Industries

His remarks were addressed to Industrial Agent William G. Hunton; "Uncle Will," as he is affectionately known to so many members of the Maine Central family. The occasion was the annual outing of the Upper Kennebec Valley Boards of Trade, held early in August, which Mr. Hunton had just addressed on the subject of the mutual dependence and benefit of our Road and the commerce and industry along the Kennebec.

Speaking to upwards of 200 representatives of Madison, Norridgewock, North Anson, Solon and Bingham, Mr. Hunton described the work our Road is doing through his Bureau to aid in the location of new industries and to build up agriculture all over Maine.

### In Terms of Flesh and Blood

His presentation "sold Maine Central service" is the most effective way possible—not by dry statistics of freight and passenger car lines, but on the basis of human relationships.

He asked his bearers to consider the Maine Central Railroad, not as steel and coal and stone and paper but in terms of the men who run the trains, man the stations and toil in the shops. Without these men and their activities, he asserted, in a few short years the Valley of the Upper Kennebec would be once again a part of the big north woods.

### Measured in Goodwill

Mr. Warman was there. He caught the idea. Based on his own reception of Mr. Hunton's words, together with the enthusiastic comments of his local friends and neighbors, he realized just how much our Industrial Agent's remarks would mean to him as a railroad man—in terms of business easier done, more respect for his position, for our company, in short, what it would mean in terms of Goodwill.

Hardly a week passes but Mr. Hunton appears before an audience somewhere between Portland and Vanceboro; no day goes by but he meets and solves some individual problem in connection with that great outside, never-sleeping force—The Public.

Every one of us, from President to Crossing Tender, is benefited because "Uncle Will" Hunton serves so effectively in one of the most exacting positions on the Road.



## UAUTOIST

**STOP** when approaching the crossings.  
For your judgment demands that you should;

And you never can tell at what moment,  
Trouble starts up in under the hood.

**LOOK** on both sides for the warnings,  
That the railroads have placed there for you;  
But they are no good to the heedless,  
Who hold down their heads and run through.

**AND** the auto is still doing business  
For the graveyards and hospitals, too;  
But you can't blame a piece of machinery,  
For the things that its driver will do.

**LISTEN** now folks, and remember,  
Don't let your own mind go astray;  
For you know there are hundreds of people,  
Who are careless and killed every day.

—Sparky.



Not long ago, a woman entered a five- and ten-cent store and addressed the clerk as follows: "Give me one of these five-cent mouse traps, please, and hurry up, I want to catch a train."—*Railway Life.*

( 20 )



## Railroad Ravin



## Brunswick Brie

By E. W. Tibbetts

We have some very smart me switchers here, but Red Gammon out as first. He is an inventor. applied for a patent of his invention but hopes to soon.

### Can't Make a Trade

You know some people are always the bowl off from their corn c Ed Hennessey seems to have more than most and Gammon got his in by watching Ed trying to light th his pipe, the bowl having dropp usual.

So Red invented this contrivance the bowl always attached to the s has offered him a dollar and f cents and swears that he won't p



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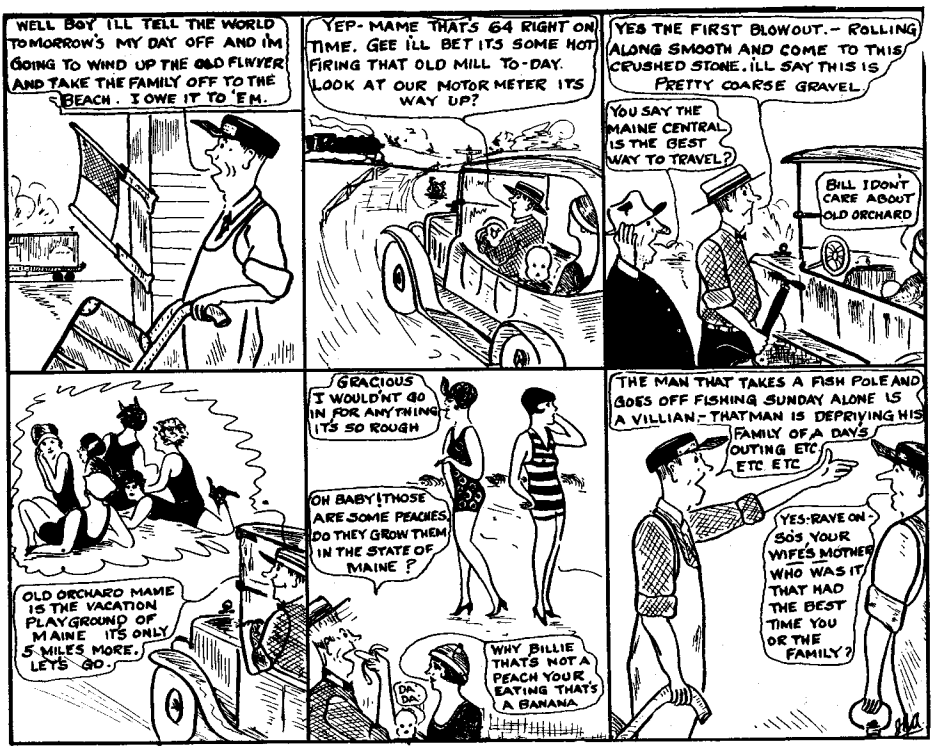
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**Railroad Ravings**

By J. A. Anderson  
 Brunswick, Draftsman



**Brunswick Briefs**

By E. W. Tibbetts

We have some very smart men on our switchers here, but Red Gammon stands out as first. He is an inventor. He hasn't applied for a patent of his invention yet, but hopes to soon.

**Can't Make a Trade**

You know some people are always losing the bowl off from their corn cob pipes. Ed Hennessey seems to have more trouble than most and Gammon got his inspiration by watching Ed trying to light the stem of his pipe, the bowl having dropped off as usual.

So Red invented this contrivance to keep the bowl always attached to the stem. Ed has offered him a dollar and forty-nine cents and swears that he won't pay more,

but Red wants a dollar fifty and until they come to terms the outside world won't hear of it as that dollar and fifty is to patent it.

♦ ♦  
**Bangor Car Department**

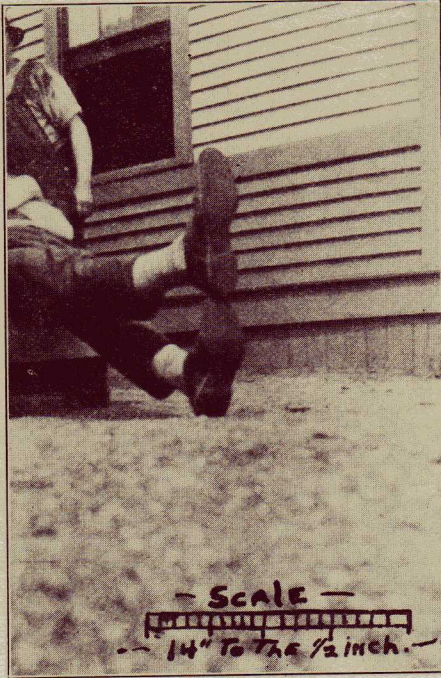
By C. A. Jeffards

Much comment has been heard on Brewer's new fire alarm system, which is a siren and is patterned after the latest in that line. As Brewer is up and coming, getting modern equipment before Bangor, it is presumed that Bangor will now get a modern fire alarm the same as Brewer.

Instruction car No. 200, with M. D. Billington in charge, has been in our midst for the past two weeks giving examinations, etc. We are always glad to see Mr. Billington with his ever ready smile.



## Bangor Shopman Holds Canalboat Record



*Feel, feel, beautiful feet,  
The bigger they are, the bigger they are*  
—Anon.

Not for just an hour, not for just a day, not for just a year, but ALWAYS.—Yes, Mam, them's permanent and I don't mean perhaps so.

It was lunch time at the Bangor Freight Repair Shop. The sun was beating down, in a feverish manner, on the konks of those that discriminate in after-lunch resting and a slight breeze, blowing up the old Penobby, caused the nasal hairs to tickle.

### They Flittered and Fluttered

Cameramen were flittering and fluttering, among couplers and truck bolsters, with their new fifty cent Sneakers on, trying to snap the feet of one P. Pinkham whose shoes are so big that, in winter, if so desired, he can knock the heels off and use them for Skiis.

At last, and in a body horizontal, feet

vertical position, he was caught with his cap down, by these greedy and back-biting cameramen, and snapped with his shoes on, the results pictured on this page.

No-o-o-o-o-o, I don't mean boxes that his shoes come in. I mean the shoes. The boxes that the shoes come in he sells to the many piano houses in Bangor and vicinity and are used as piano boxes to make piano shipping safe for home use.

### Towns Bid Feverishly

I have now on hand six pair of his old discarded shoes and am in touch with several small towns that want them for snow-plowing in the winter and stamping out grass fires in the summer, and "I hope to kiss a cow" they're effective, as Aunt Lydia would say.

Speaking about blow-out patches, the soles of Pinkham's shoes would make excellent ones for anyone that sports 37 x 5" tires, and enough leather can be obtained from one pair of his shoes to belt all the machinery in a good sized mill.

### A Five-Passenger Saloon

Yes, he has an Auto. Engine by Oldsmobile, body by Fisher. Tires by Sears & Roebuck. He says that it is a five-passenger Saloon, no I mean Sedan, but I fail to see how five can be seated comfortable in said car after Pinkham drags his feet in and gets them placed. His first car was a Ford. It is said that he had to get rid of it because every time he wanted to put his foot on the brake it would cover all three pedals and he was in a "go-ahead, reverse and stop" condition all the time that he possessed said thing.

Well, I have said enough about this big-hearted, good-natured boy, in fact, I think I have said too much for my benefit and the day before the next issue of the MAINE CENTRAL EMPLOYEES' MAGAZINE is circulated around I will hit for the "Tall and Uncut" and there I will stay until calm once more reigns over the temper of one P. Pinkham.

### Standing Score

Pinkham.....14"  
Mullen.....13½"

*"FPM signing off, Good-day.*



## Waterville Brie

By A. A. Thompson

J. M. Dudley, International M. C. A. Secretary, passed a few the Waterville "Y" recently.

Carman Geo. D. Branch spent tion at North Pond.

### A Challenge

The boys at the Shops would arrange a game of baseball with Northern Maine Junction or Bangor the game to be played at Northern or Bangor. Louis A. Pooler is the write to.

Machinist Nelson King and family their vacation at North Pond.

George Mountfort, E. H. and Bogren were recent visitors at Bangor.

Carman P. T. Grant has put his boat in North Pond. All hands get fish stories.

♦ ♦

## Traffic Men Fro

A number of members of the Maine Central family were absent from the on the afternoon of August 17, who could have been found at the annual of the Portland Railway and Street Traffic Association, held on that Dunstan.

♦ ♦

## Some Prognostica

J. Arthur Colby of the Audit rolls office started on his annual to Cornish, August 8th, and as usual his absence the city suffered another fire.

A singular thing about J. Arthur was formerly a call man in the department, is his ability to forecast storms, elections and other happen doubt many serious conflagrations might have been) were averted singularity of J. Arthur.



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**A Five-Passenger Saloon**

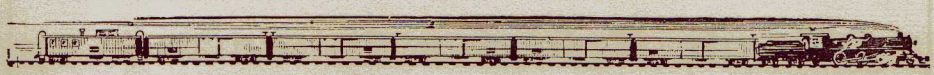
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**Waterville Briefs**

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Machinist Nelson King and family spent their vacation at North Pond.

George Mountfort, E. H. and F. K. Bogren were recent visitors at Bar Harbor.

Carman P. T. Grant has put his motor boat in North Pond. All hands get set for fish stories.



**Traffic Men Frolic**

A number of members of the Maine Central family were absent from their desks on the afternoon of August 17, when they could have been found at the annual outing of the Portland Railway and Steamship Traffic Association, held on that date at Dunstan.



**Some Prognosticator**

J. Arthur Colby of the Auditor's Pay-rolls office started on his annual vacation to Cornish, August 8th, and as usual during his absence the city suffered another serious fire.

A singular thing about J. Arthur, who was formerly a call man in the Fire Department, is his ability to forecast fires, storms, elections and other happenings. No doubt many serious conflagrations (that might have been) were averted by this singularity of J. Arthur.

**Augusta Locals**

By E. E. Walker

The many friends of George R. McCurdy who has been employed at this station for the last fifteen years, the last seven as foreman of the freight house, will be interested to hear that he has severed his connection with this company to accept the position of Chief Engineer of the Augusta Fire Department. The best wishes of all employees at this station go with him.

"Charlie" Dore, yard brakeman, is back on the job again after a two months lay off following an operation for appendicitis.

Harry Walker of the office force has recently returned from an auto-camping tour of New Brunswick, Nova Scotia, Cape Breton and Quebec and reports a fine trip.



**Tall Timber Tales**

By "Rangeley Rooster"

I guess "Fat" Allen, Trackman Section No. 219 at Summit, did see a bear at "Ten Degree," because the bearings were all burned out of the "Pede Car" when he got back from his tour of inspection. Better buy a closed car, "Fat."

Trackman Thibeault and Agent DeLong have received a visit from the stork, future Rdm. and Supt. Both are boys.



**Eastern Division Items**

By J. L. Riggie

Edmund H. Bleakley has returned from a pleasure trip to the Pacific and resumed work August 9th. Eddie was injured in the derailment at Cliffords Stream, January 29th, and has not worked since the accident.

Conductor Charles F. Crone returned from an auto trip to Old Orchard and York Beach August 2nd. He made the trip with the "Bird of a Car" and made the run from his home in Brewer to Woodfords on four gallons of gas. Fred apparently did not have full tonnage over the hills.

# Handy Reference Information About the M.C.R.R.

<p>Miles of Road Operated . . . . . 1154.59          State of Maine . . . . . 1013.97          State of N. H. . . . . 99.50          State of Vt. . . . . 36.02          Province of N. B. . . . . 5.10</p> <p>Mileage Road Owned . . . . . 645.47</p> <p>Mileage Road Leased . . . . . 487.92</p> <p>Miles Trackage Rights . . . . . 21.20          Miles First Main Track . . . 1154.59          Miles Second Main Track . . 87.18          Miles additional Main Track . 2.76          Miles Yd. Track &amp; Siding . 381.13</p> <p>Miles of Tracks in Use . . . . . 1625.66</p> <p>Revenue Passengers          Carried in 1925 . . . . . 2,197,977</p> <p>Number of Passengers          Carried one Mile . . 108,446,099</p> <p>Revenue Frt. Hauled          in 1925 . . . . . 7,403,651 tons</p> <p>Freight Train Car Miles          1925 . . . . . 62,737,985</p> <p>Passengers Carried One          Mile per Mile of Road . . . 90,461</p> <p>Ton Miles, Rev. Frt.,          per mile of road . . . . . 712,818</p> <p>Average Haul, Pass. . . . . 49.339 miles</p> <p>Aver. Haul, Rev. Frt. . . . 115.421 miles</p> <p>Aver. Rev. per Passen-          ger per Mile . . . . . 3.58 cents</p> <p>Aver. Rev. per Ton of          Freight per Mile . . . . . 1.669 cents</p> <p>Number of Locomotives . . . . 232          Passenger . . . . . 61          Freight . . . . . 141          Switching . . . . . 30</p>	<p>Total Passenger Train Cars . . 320          Passenger Cars . . . . . 165          Combination Cars . . . . . 23          Baggage Cars . . . . . 50</p> <p>Total Freight Train Cars . . 7682          Box Cars . . . . . 3732          Eastman Heater Cars . . 878          Coal Cars . . . . . 1214          Rack Cars . . . . . 962          Caboose . . . . . 121</p> <p>Company Service Cars . . . . . 488</p> <p>Ferry and Steamboats . . . . . 4</p> <p>Total Performance of          Locomotives . . . . . 5,567,619 miles          Freight Service . . . . . 2,155,669 miles          Passenger Service . . . . . 2,102,694 miles          Mixed Service . . . . . 198,174 miles          Special Service . . . . . 2,791 miles          Switching Service . . . . . 987,605 miles          Work Service . . . . . 120,686 miles</p> <p>Aver. Miles per Ton of Coal . 16.38</p> <p>Aver. Miles per Pint of          Lubricants . . . . . 10.65</p> <p style="text-align: center;"><b>Maine Population and Area</b></p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">County</th> <th style="text-align: left;">Sq. Miles</th> <th style="text-align: left;">Population</th> </tr> </thead> <tbody> <tr><td>Androscoggin . . . . .</td><td>459</td><td>65,796</td></tr> <tr><td>Aroostook . . . . .</td><td>6453</td><td>81,728</td></tr> <tr><td>Cumberland . . . . .</td><td>853</td><td>124,376</td></tr> <tr><td>Franklin . . . . .</td><td>1789</td><td>19,825</td></tr> <tr><td>Hancock . . . . .</td><td>1522</td><td>30,361</td></tr> <tr><td>Kennebec . . . . .</td><td>879</td><td>63,844</td></tr> <tr><td>Knox . . . . .</td><td>351</td><td>26,245</td></tr> <tr><td>Lincoln . . . . .</td><td>457</td><td>15,976</td></tr> <tr><td>Oxford . . . . .</td><td>1980</td><td>37,700</td></tr> <tr><td>Penobscot . . . . .</td><td>3258</td><td>87,684</td></tr> <tr><td>Piscataquis . . . . .</td><td>3770</td><td>20,554</td></tr> <tr><td>Sagadahoc . . . . .</td><td>250</td><td>23,021</td></tr> <tr><td>Somerset . . . . .</td><td>3633</td><td>37,171</td></tr> <tr><td>Waldo . . . . .</td><td>724</td><td>21,328</td></tr> <tr><td>Washington . . . . .</td><td>2528</td><td>41,709</td></tr> <tr><td>York . . . . .</td><td>989</td><td>70,696</td></tr> <tr><td style="text-align: right;">Total</td><td style="text-align: right;">29,895</td><td style="text-align: right;">768,014</td></tr> </tbody> </table>	County	Sq. Miles	Population	Androscoggin . . . . .	459	65,796	Aroostook . . . . .	6453	81,728	Cumberland . . . . .	853	124,376	Franklin . . . . .	1789	19,825	Hancock . . . . .	1522	30,361	Kennebec . . . . .	879	63,844	Knox . . . . .	351	26,245	Lincoln . . . . .	457	15,976	Oxford . . . . .	1980	37,700	Penobscot . . . . .	3258	87,684	Piscataquis . . . . .	3770	20,554	Sagadahoc . . . . .	250	23,021	Somerset . . . . .	3633	37,171	Waldo . . . . .	724	21,328	Washington . . . . .	2528	41,709	York . . . . .	989	70,696	Total	29,895	768,014
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(Position) .....

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