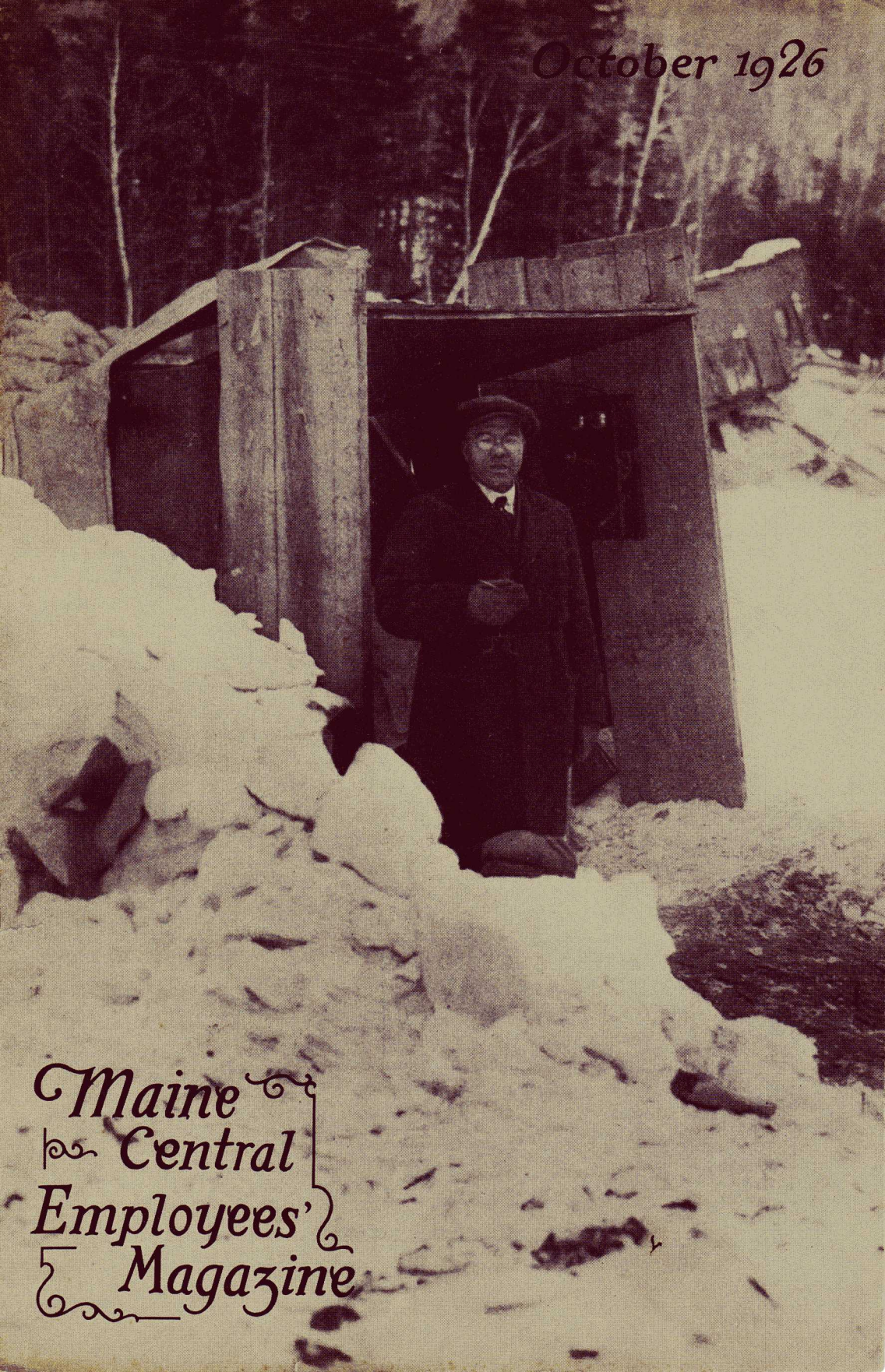


October 1926



Maine  
Central  
Employees'  
Magazine



## Another "IF"

(With apologies to Kipling and to all who read it)

If you can keep your seat when all behind you  
Are losing theirs and blaming it all on you,  
If you can spill the soup back in the diner,  
And keep on good terms with the diner crew;  
If you can haul the train to suit the brakeman,  
And work the lever where the fireboy thinks you ought,  
If you can take water only when the dispatcher thinks you  
need it,  
And then arrive in town right on the dot:

If you can kick and win your point by kicking,  
If you can ride a mill that's good and old and lame,  
If you can draw a coal heaver or a fireman,  
And treat these two animals just the same;  
If you can make one big pile of all your earnings  
After paying your expenses on the other end,  
And make your better half think you're honest,  
And not spending it all on some flapper friend:

If you can run a scrap-heap that's all to pieces,  
That has done her stuff twelve months in the pool,  
And when she lets go and trims off all her side rods  
Then stop and build her over with a kit of Rigby tools;  
If you can make your heart and nerve and sinew  
Do their stuff on a thick and foggy night,  
And dodge a flock of flivvers on every crossing,  
And keep your raven locks from turning white:

If you can sit in crowds and hold your end up,  
When tales are told of others' high speed runs,  
Or shatter all the rules in the standard rule book,  
And not hear one word from "Matty" Dunn;  
If you can fill each unforgiving minute  
With a mile and a quarter of distance run,  
And not exceed the fifty mile an hour limit,  
Then you'll be an *ENGINEER*, my son!

MAINE  
CENTRAL  
RAILROAD

MAINE  
EMPLOYEE

Vol. III

OC

## Management N For Rail

By SA

Editor

IN MANY parts of the country  
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MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. III

OCTOBER, 1926

No. 10

## Management Not Solely Responsible For Railroad Problems

By SAMUEL O. DUNN

*Editor of the Railway Age*

**I**N MANY parts of the country railway employees, especially those in train service, recently have opposed the establishment of motor bus or truck lines to compete with the railroads. In other cases where motor truck service has been established they have solicited local business men to ship by railroad rather than truck.

### Deprive Them of Jobs

In assuming this attitude toward motor transportation railway employees have been prompted by recognition of the fact that it is to their interest to have people travel and ship by railroad. They have in many instances seen motor bus and truck service established in competition with the railways with the result of forcing the railways to reduce the number of trains operated and the number of men employed by them.

Whether the establishment of motor bus or truck service to compete with the railways between any given points is justifiable depends upon the conditions. In opposing it in many in-

stances, however, the employees have shown a natural human tendency to look with disfavor upon anything which tends to deprive them of their jobs.

### Wages Depend on Earnings

There is still a broader aspect of the railway situation that employees may well consider in their own interest. The total earnings the railways make depend upon two things. These are the amount of traffic they get and the passenger and freight rates they are allowed to charge for handling it. The total wages they can pay depend in the long run on the total earnings they make. It necessarily follows that in the long run the wages they can pay depend largely or mainly upon the rates they are allowed to charge. A railway has no source whatever from which to get the money to pay wages except from what shippers and travelers pay it for transportation.

### Labor the Biggest Item

Of course a railway has to pay for many other things besides labor, but



labor is the biggest item. Out of each dollar they earned in 1925 the railways paid eight cents for locomotive fuel; eighteen cents for materials and supplies; two cents for loss and damage of freight, injuries to persons and insurance; three cents for depreciation or retirements of property; seven cents for taxes; two cents for the rental of equipment and jointly used property; one cent for salaries to its officers and forty-one cents in wages to employees.

### Only Six Cents to Owners

The foregoing figures account for what was done with 82 cents out of every dollar that was earned. They paid in addition 12 cents for interest on their bonds and other fixed charges and had left out of each dollar earned a balance of six cents with which to pay dividends on stocks, etc.

Now, payment for all these things will continue to be necessary if the railways are to continue to run. The amount that can be paid out for anything and everything, including labor, depends and always will depend upon the amount earned. If rates are made too low, and in consequence total earnings are made too small, there must be retrenchment all along the line—in the wages paid to employees as well as in every other direction. The lower rates and earnings are made the fewer men the railways can employ and the harder they will be forced to struggle to maintain the wages paid to each man.

### Mutual Fair Play Essential

It is a curious fact that although the wages that can be paid depend upon the earnings that can be made,

and earnings upon the rates that the Interstate Commerce Commission fixes, railway employees have seldom done anything to help the railways to get reasonable rates fixed, and many of them have even helped to make the public believe that rates were too high and should not be advanced or should be reduced.

Of course rates should not be made unreasonably high, but it seems plain enough that in their own interest the employees should co-operate in efforts to make and keep them high enough to pay all the costs necessary to running the railroads, including fair wages to the employees.

### Three Classes Concerned

The "railroad problem" directly concerns three classes of people. These are the employees who receive wages, the investors who furnish the capital for building, enlarging and improving railway properties and the patrons of the railways who pay freight and passenger rates.

The railroad problem, therefore, is that of establishing fair relations between the wages paid, the net returns earned for capital and the service rendered to and the rates paid by travelers and shippers. There must be fairness and co-operation between all these parties if the problem is to be solved in the interest of all of them. If there is to be such co-operation all the parties must study the problem and try to give a square deal to all.

\* \*

### Poor Fish!

Consider the fish \* \* \* If he didn't open his mouth, he wouldn't get caught.—*Jack-o-Lantern.*

(4)



# Every One Who Has a Finger

By CAROLL FRANK

THE greatest field for saving is in doing the small things in the actual line of duty. The little things not properly done lay the foundation for the greatest losses in operation.

In a previous article reference was made to the absolute necessity of all things in connection with operation moving at a consistent and uninterrupted speed; that this depends upon design, maintenance of equipment as well as upon the men who are actually doing the operating.

When locomotives are built and put into service it goes without saying that they are in fit condition to produce the best results but from the moment they enter service they must be maintained in proper condition.

### Cleanliness Next to Godliness

Boilers must be kept clean and free from scale and mud. This must be done at least once a month. If not properly done great loss in fuel results on account of scale offering many times the resistance in the transmission of heat through the heating surfaces, also there is danger of explosions resulting in loss of life, injury to persons or damage to property.

Boiler tubes must be kept clean



Carroll Frank





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 -Lorenson.



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

By CAROLL FRANK, Fuel Supervisor

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Boiler tubes must be kept clean

from cinders and soot. Neglect to do  
 this makes an unreliable steam pres-  
 sure and much greater fuel consump-  
 tion on account of decreased heating  
 surfaces.

Maintenance of machinery such as  
 piston packing, valve gear parts and  
 adjustments, connecting rod bearings,  
 appliances such as stokers, feed water  
 heaters or inspirators, air compressors,  
 air reverse gears, boosters and various  
 other appliances must have constant  
 attention of a fine finished character.  
 It cannot be the kind that gets by  
 today and has to be done again to-  
 morrow.



Carroll Frank

**Little Leaks Add Up**

Prevention of loss through steam  
 leaks in safety valves and all steam  
 joints, which at a passing glance may  
 not seem great, are a constant source  
 of waste and losses in fuel mount very  
 rapidly when permitted to exist.

Proper attention must be given to  
 draft appliances such as keeping  
 smoke boxes free from air leaks, main-  
 tenance of super-heater dampers so  
 that they will not only open when  
 steam is admitted to the cylinder but  
 the damper plate will be in the right  
 position when open. Superheater  
 connections cannot be permitted to  
 leak, exhaust nozzles and other ap-  
 pliances in the smoke box must be  
 maintained in proper line and sizes.  
 Grates and ash pans must be in con-  
 dition to freely admit air to the fire  
 box.





### An Unlucky Number

These are some of the many problems that have to be met by the shop men and when not properly done, affect fuel consumption to a degree as great as the things connected with operation. The shop men have a responsibility relative to fuel consumption just as great as any body of men on the Railroad.

Some time ago tests were conducted at the University of Illinois to determine the increase in fuel consumption on locomotives with valves out of square as compared with locomotives with valves in proper condition. The increase on the average found on one road at that time was 13 per cent. It seems fair to assume that this is a fair example of what it costs in fuel to run locomotives with any of the essential parts not properly maintained.

### A Hot Time in the Ash Pit

About 20 per cent of all fuel burned on locomotives is used at terminals in building, cleaning and maintaining fires while they are doing no work. For each four tons saved in operation engine house forces must save one ton in order to have the same percentage of saving of all coal burned. In this direction much can be done by carefully supervising and instructing new men, by furnishing ash pit men and hostlers with proper information relative to dumping fires on locomotives

due for boiler washing and other repairs which require cooling of boilers or where engines must be kept out of service more than eight hours.

Maintaining of fires of a moderate size against the flue sheets, keeping steam pressure down to a reasonable point until a reasonable time before locomotive is due out, avoiding use of hook and in every way possible following practices which will insure fires on locomotives which are to be delivered from engine house to road crews free from clinkers with not too heavy fires and particularly with the grates properly covered with coal that is coked. Under no circumstances, should green coal be allowed to remain on the grates.

### Large Savings Possible

The things above mentioned and various others are some ways through which a large saving can be accomplished. It remains in the hands of engine house forces not only to save in these ways but also the kind of work done by them determines the degree of service that may follow through the entire trip after engines are delivered to the road crews.

The responsibility of engine house forces regarding fuel saving is much more important and far-reaching than is generally recognized and should never be lost sight of by the men who do this work.

## A Gain and Loss in July Fuel Performance

	July 1926	July 1925
Pounds of coal per 1000 gross ton miles	136	140
" " " " passenger car mile	15.3	15.1

Freight service for July, 1926, as compared with July, 1925, shows a decrease of four pounds per 1000 Gross Ton Miles, while Passenger service shows an increased consumption of two pounds per Passenger Car Mile.

## Every Employ

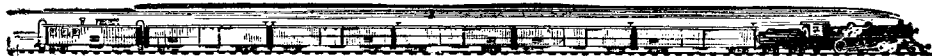
**T**RAINMEN, trackmen, men, clerks; foremen, switchmen, no one shirks the "Traffic Tip" Road's gain. They pour in like summer rain.

Which brainstorm having su we are pleased to report th cheerful little messengers of p new business continue to read MAGAZINE from employees and officials all over the System. Passenger Division, Eastern Division; Operating Department, Office Forces; no one a monopoly on the use of "Traffic Tip" cards to wise up our Passenger and Freight Traffic Departments possible new business lurking in sticks.

### It Helps the Agents

"It is not generally known, declared General Passenger Agent L. Harris, "how advantageous for agents to sell tickets clear through to final destination, and so increase their total sales. So many times a patron will ask for a ticket only to Boston or New York, when going to Pensacola or Mexicali."

In this connection he called attention to the "Traffic Tip" received from Frank Blaisdell, Switchman at Pittsfield, who used a card to tell a party about to travel from Bangor to Havana, Cuba, with the result our Bangor office force was in a position to go after this business with their eyes open and their ears pinned back. This is only one of the recent results of our Business Growth campaign on the Passenger side.



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### Fuel Performance

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## Every Employee a Business Getter

**T**RAINMEN, trackmen, shop-  
men, clerks; foremen, switchmen;  
no one shirks the "Traffic Tip" for our  
Road's gain. They pour in like the  
summer rain.

Which brainstorm having subsided  
we are pleased to report that the  
cheery little messengers of possible  
new business continue to reach the  
MAGAZINE from employees and of-  
ficials all over the System. Portland  
Division, Eastern Division; Operating  
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A "Traffic Tip" card from A. L.  
Dennis, according to Freight Traffic  
Manager George H. Eaton, called his  
Department's attention to a possible  
movement by truck and gave his  
travelling agent an opportunity to  
get in touch with the shipper and  
secure a number of cars' business by  
all-rail line.

### Now via North Stratford

In another instance, he pointed out  
how a "Traffic Tip" card from  
Leverett L. Hartley of Waterville  
brought to his notice business from  
the West moving against our long-  
haul route. The matter was taken up  
with the shipper who now routes his  
shipments from points in Michigan  
to Waterville via North Stratford.

Lack of space—that bane of an  
editor's existence—prevents mention  
of further examples of how loyal  
members of the Maine Central Family  
are using "Traffic Tip" cards for their  
intended purpose. Among the recent  
pinch hitters in this ball game are:  
Chas. H. Leard, Engine House, Ban-  
gor; H. W. Leach, Kingman; E. A.  
Roods, Trainman, Brunswick; W. C.  
Miner, Cornish; James E. Bradley,  
Gen'l Offices, Portland (2); B. Bruns,  
Foreman, Lewiston; H. J. Ellis, Dix-  
field; Mark J. Donlon, Portland; H.  
W. Blaisdell, Dexter; R. B. Spaulding,  
Troutdale; J. W. Webb; C. T. Eld-  
ridge; and W. S. Kelley.

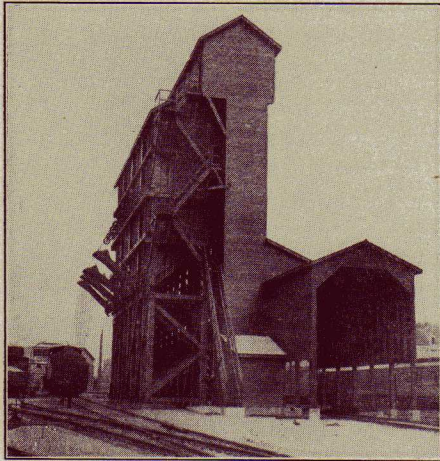
"Traffic Tip" cards give our Pas-  
senger and Freight Traffic depart-  
ments a matter of fourteen thousand  
eyes and fourteen thousand ears if  
YOU use them.





## Three New Landmarks on the System

AS the Woolworth Building stands out against the sky-line of New York, so in five Maine communities rise towering signals of Maine Central efficiency in the form of coal pockets



Lewiston Coal Pocket

testifying to the accuracy of the Road's slogan, "In Step with Modern Transportation Methods."

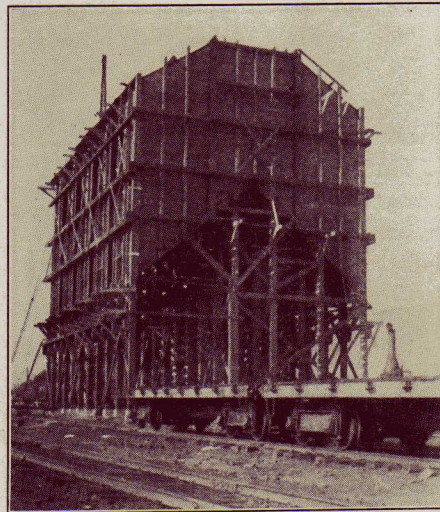
Before the construction of coal pockets at Rigby and Waterville, it was generally necessary to shovel coal out of the cars, then into tubs and thence into the tenders. In the last few weeks three new units have been put into operation, at Lewiston, Bangor and Rumford.

At each of these plants coal is now discharged by gravity into pits, lifted by electrically-operated chain elevators to the top of the pockets and discharged into bins. From there it is shot by gravity into the tenders waiting below.

Bangor, like Waterville and Rigby,

has discharge chutes which give approximate measure of coal delivered, but this added refinement was not considered necessary in the case of the Lewiston and Rumford coal pockets.

The Lewiston pocket, the first of the three to be completed, was placed in operation on August 23rd. It has a capacity of 500 tons. The famous old "skidoo" number seems to be a favorite with the Engineering Department, for on September 23rd, just one month after Lewiston, the Bangor and Rumford pockets were placed in operation. Rumford with 500 tons capacity and Bangor with 2000, will hold a lot of coal.



Bangor Pocket during Construction

Forty average coal cars will be required to fill the Queen City pocket, which, with the average discharge load into tenders of seven to eight tons, can then coal up well over two thousand engines.

## Boost For

EVERY employee on this R should ask himself this "What is my duty to the R outside of my regular working from which I draw my salary my duty and obligations cease the shop whistle blows and I b in the required hours for which paid?" Are there no other justly due the Railroad which y perform to help insure steady e ment.

There are, and one of the important of those is boosting Railroad, soliciting and try obtain new business, living you in such manner that you will b sidered an asset by the commu which you live, by living and r ing your actions so that peopl whom you come in contact will and have confidence in you an talk for the Railroad which boosting.

In the matter of soliciting nev ness, some may say, "Oh, it is r business to get out and try to g man to travel by our Railroad have paid agents to do that My work is in the shops, yards or on the road. Let him ea money as I earn mine."

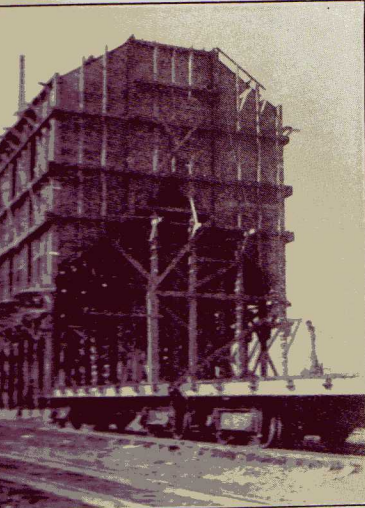
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## on the System

charge chutes which give approximate measure of coal delivered, is added refinement was not considered necessary in the case of the Queen City and Rumford coal pockets. The Lewiston pocket, the first of the new ones to be completed, was placed in operation on August 23rd. It has a capacity of 500 tons. The famous old "50" number seems to be a coincidence with the Engineering Department building on September 23rd, just one month after Lewiston, the Bangor and Rumford pockets were placed in operation. Rumford with 500 tons capacity and Bangor with 2000, will produce a lot of coal.



**Rumford Pocket during Construction**  
The average coal cars will be required to fill the Queen City pocket, with the average discharge into tenders of seven to eight tons. They can then coal up well over two hundred engines.



## Boost For Bigger Business

By William Sultzter

**E**VERY employee on this Railroad should ask himself this question, "What is my duty to the Railroad, outside of my regular working hours, from which I draw my salary? Do my duty and obligations cease when the shop whistle blows and I have put in the required hours for which I am paid?" Are there no other duties justly due the Railroad which you can perform to help insure steady employment.

There are, and one of the most important of those is boosting your Railroad, soliciting and trying to obtain new business, living your lives in such manner that you will be considered an asset by the community in which you live, by living and regulating your actions so that people with whom you come in contact will respect and have confidence in you and your talk for the Railroad which you are boosting.

In the matter of soliciting new business, some may say, "Oh, it is not my business to get out and try to get that man to travel by our Railroad; they have paid agents to do that work. My work is in the shops, yards, office or on the road. Let him earn his money as I earn mine."

That may be nearly right, from a theoretical view point but employees who take that attitude towards the Railroad which employs them have not the right spirit in the matter; they are due for a rude awakening to the fact that there are other duties for them to perform just as important as

those they get paid for.

They will realize that these other duties which they are not absolutely compelled to do have a financial effect on those duties for which they are paid. In short, your boosting is making friends for the Railroad and when you make friends for the Railroad, it makes more business for the Railroad, which means more work for you, meaning more money, prosperity and better times for everyone employed by the Railroad.

Request your friends and their friends to travel on our Road; or, if you know of a shipment of goods, see to it that it goes just as far as it possibly can by the Maine Central Railroad. Talk to the merchants with whom you trade and impress them with the fact that they are part of the circle. The more business that they give to our Railroad, the more work the Railroad will be able to give you and the more money you will have to spend with the merchants.

With apologies to The Right Way Magazine.



### The Favorite Lesson

Teacher (in grammar class)—Willie, tell me what it is when I say, "I love, you love, he loves—"

Willie—That's one of them triangles—where somebody gets shot.—*Notre Dame Juggler.*

"Are you still engaged to Miss Redwitz?"  
"No."  
"You lucky man! I pitied you when you were. How did you get out of it?"  
"I married her."

—*The Right Way Magazine.*





# Train Rules and Train Orders

By M. F. DUNN

*Train Rules Examiner*

EASTWARD WESTWARD  
A B C D E F G

Westward trains have even numbers.  
Eastward trains have odd numbers.  
Westward trains are superior to eastward trains of the same class, unless otherwise directed.

- Order No. 1. Train No. 8, engine 470, meet No. 47, engine 460 at D.
- Order No. 2. Train No. 8, engine 470, meet No. 47, engine 460 at E instead of D.
- Order No. 3. Order No. 2 is annulled.

Under this combination Order No. 2 supersedes Order No. 1 and Order No. 3 annuls Order No. 2, leaving Nos. 8 and 47 without a positive meeting point.

Both are first class trains and 47 being the inferior train by direction, must keep clear of No. 8, and make its own meet on this train as prescribed by Rule 88.



### Fair Enough

Trainman—Sam, Sam, wake up!  
 Sam—I can't.  
 Trainman—Why can't you?  
 Sam—I'm not asleep.—*Exchange.*

### Howdy

“So you are a salesman, are you? What do you sell?”  
 “I sell salt. I'm a salt seller.”  
 “Shake.” —*Exchange.*



Father Rasle's Monument, Madison

## Historic Spots Along Our Lines

QUIET and peaceful above Norridgewock lies the Upper Kennebec Valley today. But time was when that word held ghastly menace to the dwellers in Southern Maine.

Where the smoke of 252 and 257 now streams forth as the banner of civilized progress, weird signal fires blazed by night and smokes went up by day carrying messages of blood from one dark-skinned aborigine to another.

Some there are who relate that the

simple mind of the savage could the deeds of horror perpetrated white settlers near the sea. They blame on a European, a Frenchman called Sebastian Rasle, whom they held with all the attributes of a fiend in form.

Others believe Father Rasle a devout Christian who labored bravely and unafraid among his savage charges.

Over two hundred years have passed since the last warwhoop rang out.

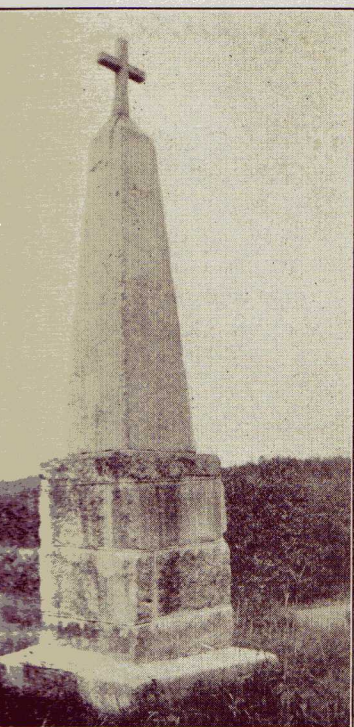
## This Crew Makes

THREE well-known faces in the Kennebec Valley points are shown below. The distinguished gentleman in the center is none other than J. J. (Joe) Cote of Waterville. On the fact that Joe is an A No. 1 and a 100 per cent railroad man, we have very little to say about him. He has won medals for hot air, but this time he has won the MAGAZINE'S monthly award for in-and-day-out efficiency, for pushing



Miller and Cote





Rasle's Monument, Madison

## Historic Spots Along Our Lines

ET and peaceful above Nor-  
lock lies the Upper Kenne-  
lley today. But time was when  
ord held ghastly menace to the  
s in Southern Maine.

re the smoke of 252 and 257  
reams forth as the banner of  
d progress, weird signal fires  
by night and smokes went up  
y carrying messages of blood  
one dark-skinned aborigine to

ere there are who relate that the



simple mind of the savage could not plan the deeds of horror perpetrated on the white settlers near the sea. They lay the blame on a European, a French priest called Sebastian Rasle, whom they endow with all the attributes of a fiend in human form.

Others believe Father Rasle a simple, devout Christian who labored long, alone and unafraid among his savage charges.

Over two hundred years have passed since the last warwhoop rang out on the

Kennebec. The enraged Colonists finally arose and swept the Indians from their village with rifle, fire and sword. Standing in the doorway of his rude chapel Father Rasle went down on that bloody day—to reward or punishment, who knows?

The mystery that surrounds this almost-legendary hero—or villain—of early Maine history lends interest to the monument pictured above, located a short distance below Madison, where it can be seen from the right of way.



## This Crew Makes Kineo Efficiency Sparkle

**T**HREE well-known faces at Upper Kennebec Valley points are shown below. The distinguished looking gentleman in the center is none other than J. J. (Joe) Cote of Waterville. Outside of the fact that Joe is an A No. 1 conductor and a 100 per cent railroad man, there is very little to say about him. He wins no medals for hot air, but this time he cops the MAGAZINE'S monthly award for day-in-and-day-out efficiency, for putting his

job over without undue "blah" and red fire and perspiration. His prize is a pink-enameled hitching post to tether his Buick while he's away from his purring plaything.

Did the extra Pullman on 253 go over the hill last summer? Not once when Joe was on. Maybe it wasn't eloquence, but it could have been nothing less than mesmerism that made all Joe's passengers move out of the extra into the regular Pullman so he could set it out at North Anson on

every single run. Mr. Runey has it in for Joe; he bet he couldn't keep it up—and lost. What's more, passengers think Joe's doing them a favor when he hustles them into the car ahead. How *does* he do it?

A. Miller is the next member of this star aggregation. Maybe Mother knows whether it's Arthur or Arnold—unless we examine birthmarks we can't tell these heavenly twins apart.

Finally comes Pullman Conductor C. F. Hughes who follows the swallows to a balmy clime and will soon be making 'em smile on the A. C. L.



Miller and Cote and Hughes





# Maine Central Employees' Magazine

"For, By and About Maine Central Employees"  
Published Each Month

by the Maine Central Railroad Company, and  
devoted to the interests of the company  
and its employees.

Communications by members of the Maine  
Central family, and by all others interested  
are earnestly solicited. They may be for-  
warded "R. R. B." and should be addressed to  
magazine headquarters, Room 244, 222-242 St.  
John Street, Portland.

DUDLEY ALLEMAN, Editor

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Miss Madeline Goudy,	Accounting Dept.
Howard R. Bean,	Freight Accounts

OCTOBER, 1926

## EDITORIALS

### GOODWILL—WHAT IT MEANS

"Do you work for the Maine Central?  
My gosh, I'd hate to be tied up to an  
organization like that." Unless you are as  
thick-skinned as a rhinoceros, your whole  
day would be spoiled by a remark such as  
this from an outsider.

But how this does pep one up: "So you  
work for the Maine Central? You must

get a lot of satisfaction out of being con-  
nected with a company that means as much  
to Maine as the Maine Central Railroad."

The difference between these two atti-  
tudes lies in that intangible, elusive com-  
modity known as goodwill.

It is a fair statement that today our  
Road stands higher in the public estimation  
than it has for years—deservedly so we  
feel. It is of advantage to each and every  
one of us that this is so, advantageous  
socially, spiritually and financially.

Let's remember this. As a goodwill  
builder nothing is known to equal an out-  
spoken pride in their work and their con-  
nection by the rank and file of workers in  
any organization.

### LITTLE LEAKS BULK BIG

Foreigners frequently criticise America  
for being the most wasteful nation on  
earth—and they are doubtless right. Henry  
Ford is alleged to have said, "We waste  
more than we use. We waste men, materials,  
everything. Consequently we work too  
hard and too long to accomplish what, in  
the end, amounts to very little."

Railroads are probably no worse and  
certainly no better in their waste of ma-  
terials than other American industries.  
Labor is only one requirement for the con-  
duct of a railroad—the bill for materials  
and supplies is almost half as great as that  
for wages and more than twice as much as  
any other single item.

We are delighted to present to the Maine  
Central family an interesting series of  
articles of eliminating fuel waste. But fuel  
waste is only one of the thousand and one  
wastes which put together make a tre-  
mendous drain upon the Treasury.

Men who would rather be shot than take  
five cents of the company's money have  
been known to heave a monkey wrench  
into the river just because they cracked a  
thumb with it.

Thoughtlessness is the great cause of  
waste and this thoughtlessness and the  
waste with it is slowly and surely decreasing  
along with the growing knowledge that the  
Railroad's business is everybody's business  
and that the Railroad's Treasury is every-  
body's pocketbook.

(12)



### CONSPICUOUS BY THEIR ABSENCE

In common with every other place in the  
world, Maine has certain disadvantages,  
but against these, it has many over-  
riding advantages. One advantage rarely  
recognized is the absence in Maine  
of politicians who blame everything  
the dry weather to  
granddaddy's rheu-  
matiz on the railroads.

To hear some of  
these western bally-  
hoo artists spout, one  
would think a rail-  
road was a cloven-  
hoofed demon going  
about seeking whom  
it might devour. And,  
except at election  
time, all railroad men  
from President to  
crossing tender are  
tarred with the same  
stick.

Luckily this type  
of anti-railroad prop-  
aganda is almost con-  
spicuous by its ab-  
sence. It's up to all  
of us to keep it so. At  
rare intervals this  
disease in a mild form  
breaks out here and  
there in our state.  
Whenever one of us  
sees it, it's his duty  
to himself and to all  
the rest of us to step  
on it, to crush it out  
with a few common-  
sense ideas about the  
absolute dependence

of Maine prosperity on Maine Railroads.

### THE COST OF ACCIDENTS

Greater than the loss of more  
than a thousand million dollars in wages,  
than the loss of working time equivalent  
to 750,000 men being out of work a  
year, are the tears and sorrow and  
aches accidents bring to the folks at  
home.

Since the Safety Movement was  
fifteen years ago, the number of rail-  
road accidents in relation to the number  
of road employees has been greatly re-

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**CONSPICUOUS BY THEIR ABSENCE**

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To hear some of these western ballyhoo artists spout, one would think a railroad was a cloven-hoofed demon going about seeking whom it might devour. And, except at election time, all railroad men from President to crossing tender are tarred with the same stick.

Luckily this type of anti-railroad propaganda is almost conspicuous by its absence. It’s up to all of us to keep it so. At rare intervals this disease in a mild form breaks out here and there in our state. Whenever one of us sees it, it’s his duty to himself and to all the rest of us to step on it, to crush it out with a few common-sense ideas about the absolute dependence

of Maine prosperity on Maine Railroads.

**THE COST OF ACCIDENTS**

Greater than the loss of more than a thousand million dollars in wages; worse than the loss of working time equivalent to 750,000 men being out of work a whole year, are the tears and sorrow and heartaches accidents bring to the folks at home.

Since the Safety Movement was started fifteen years ago, the number of railroad accidents in relation to the number of railroad employees has been greatly reduced.

It should be reduced still more. No safety device that inventive genius can produce is equal to the human mind. The human mind in each and every one of us can cause or prevent accidents.

Accidents on the Maine Central are luckily few and far between. They should and would be even fewer if instead of saying “It’s my neck, I’ll take a chance,” we’d think of the possible effects of an accident on the folks at home.

**NO LONGER SPEED DEMONS**

Way back in 1893, the railroad world’s record of 112.5 miles an hour was established. As far as we know, it has never since been equalled. It’s not our job to see how fast we can run from Waterville to Bangor but rather to how safely and with reasonable promptness we can carry the passengers and freight intrusted to us.

You will note also that no longer do the big systems advertise 18-hour trains between New York and Chicago. It has been found that 20 hours is plenty fast enough

for the job—and a great deal safer. As in most everything else, moderation in railroad speed has been proven the wisest policy.



Congress could do nothing that would serve more to stabilize all classes of commerce and industry than to adopt a hands-off policy toward the railroads. The greatest need of the railroads today is identical with what it has been for the last few years—to be let alone.—From the St. Louis Times.

*The Railroad Booster*

*A number of Maine Central locomotives are now equipped with a “booster”, an auxiliary engine attached to the trailer truck, and brought into play when additional energy is necessary, as in starting a heavy train, or in taking tonnage over a hard grade.*

*The transportation system may be likened to a loaded train, making the grade to dividend-paying success. The extra effort needed to go over the top may be supplied by a “booster”—the loyalty and faithful service of the men who are the railroad.*

*There are only about three thousand four hundred and seventy-nine ways in which each and every one of us can act as a railroad “booster.” Should there be discouragement in the thought that even though we perform these little extra duties and put an added bit of care and forethought into our daily tasks we are likely to be right where we are now a year hence? Surely not—ten years will give a better and a different answer.*

*But best of all a railroad “booster” gets a much bigger “kick” out of his job than an “I-don’t-give-a-damner.” Try it out if you don’t believe it.*





## IN MEMORIAM

# “Jimmy” Asnault Has Passed On

James Asnault, Superintendent Mountain Division  
1859-1926

**J**IMMY was a live wire. No matter what was going on, he had a finger in the pie. He was free and open-hearted; put himself out to help others, too much for his own good sometimes. He was one man in a hundred.” In these simple words, one of our leading officials summed up the character of the late James Asnault, who departed this life at his home in Lancaster on August 28th last. Respected by all who met him, beloved by all who knew him, he was quiet, unexcitable, cool and resourceful—the ideal type of the last generation of railroad men.

### He Loved His Fellowmen

His parents died when he was very young and he was brought up by relatives with scarcely a day's schooling. He educated himself to a remarkable degree, aided by his innate characteristic of love for all that was good and beautiful in life.

“If you wish to say anything regarding my father,” writes Raymond Asnault, “Jimmy's” only son, who with his wife survives him, “Write him as one who loved his fellowmen. A lifetime of service on the Maine Central, day after day packed with kindly deeds. The only way his family heard of them, however, was from outsiders. Many a railroad man's troubles, he took on his own broad shoulders. Of course, to the company itself, he was faithful even unto death.”

### Cleared the Track

“Here is a very typical story of ‘J. A.’ The summer of 1925, he spent in Lancaster,

N. H. One day while on a picnic with Mrs. Asnault he saw three or four cows, on the railroad track. Although under sentence of death, and knowing what any exertion meant, he drove the animals back into their pasture and replaced the fence bars. Five minutes later a train went by. The owner of the cattle told me this story.

“Mr. Asnault was taken to the Lancaster hospital on July 4th. Too much cannot be said of his bravery during the stern battle with Death. In his conscious moments, he thought only of his wife and how to spare her suffering. In his delirium, he lived continually his life on the Maine Central. Many times in the sad watches of the night, I soothed him by saying that the wreck was cleared up, or that he could rest for his run was over.

### Matched His Courage

“Matching her husband's courage was the faithful devotion and unceasing care of his wife. Day and night, saw her at the hospital, from the beginning to the end. Dad never saw her face but it wore a calm smile. She kept her tears until his struggling spirit found release.

“The fight ended August 28th, at 6.33 P. M. Services were held August 30th in Lancaster. The Maine Central very kindly sent a special car and that afternoon we took him to Portland over the road he had helped to build. Interment came the next morning at Forest City Cemetery.

### Friends Still Loyal

“His friends were loyal in death life. Mr. Fiske, station agent at Lancaster received the body as soon as it left the hospital. And there in the home of a friend he slept peacefully until taken to the church. To enumerate the men and women in Lancaster and all over the Maine Central who helped mother and myself, in our hour of trial, would be impossible. Mr. Collings, Mr. Winslow, and Mr. Crosman, and Mr. Runey, in their efforts to lighten our burden were untiring. And likewise were all those who during his life had called themselves the friends of ‘Jim.’ It was a wonderful testimonial of affection that transcends human passing.

“You know, I can never visualize my father as sitting quietly down in the corner of the place he called Heaven. It would be unnatural. But I can see him in full strength and vigor gloriously in some dear land where pain and suffering can never be. There, it must be, he dwells, radiant in the health he found he knew on earth.”

The following employees were bearers at Mr. Asnault's funeral on August 30th: W. Fiske, Agent; E. A. Crosby, Conductor; J. F. Carney, Trainman; O. W. Randall, Train Despatcher; E. Magoon, Yard Foreman; W. H. Matson, Station Foreman.

### First Railroad Experience

Born in the province of Quebec, his first railroad experience was driving a mud dumpcart during the construction of the Bridgton and Saco River Railroad. Then his promotion was steady and culminating in the superintendency of the Mountain Division in 1917.

High School

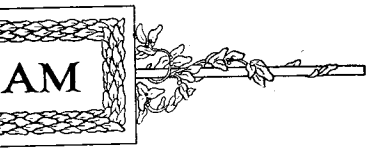
August, 1917  
January, 1918

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### First Railroad Experience

Born in the province of Quebec, his first railroad experience was driving a mule and dumpcart during the construction of the Bridgton and Saco River Railroad. From then his promotion was steady and rapid, culminating in the superintendency of the Mountain Division in 1917.

"James Asnault was a thorough railroad man in all branches. He was a man respected by all with whom he came in contact. A hard worker, he never allowed any man to do more work than he on any job he tackled," declared Frank J. Runey,

Superintendent of the Portland Division, in summing up Mr. Asnault's capabilities.

### An Example of Quick Thinking

"I remember an occasion when he was freight conductor taking a train consisting of 35 empty flat cars from Bartlett to Lancaster. In those days, there were no air brakes. About two miles west of Bemis, the train broke apart, leaving the rear with the cab and ten flats. On account of the curved track, at this

point, the head end did not know of the break. 'J. A.' and the flagman were on the cab. He dropped the rear of the train to Bemis and stopped on the main line between the switches.

### It Worked Out as He Planned

"Switch points were not known in those days. In their place stub switches, so called, were used. 'J. A.' figured that as soon as the head end got to a point where they could see the rear they would discover their loss and stop, and in stopping, be liable to break in two again on account of no brakes set on the cars they had with the engine. He also figured that there was a possibility of the head brakeman being on the cars that might break apart and come down the grade.

"All the possibilities of the situation flashed through his brain. Instructing his flagmen to go to the west switch at Bemis and line it for the side track, he, himself took a position at the east switch. Here is

(Concluded on page 18)

### High Spots of his Career

	1859	Born.
August,	1882	Construction service.
January,	1883	Bridgton & Saco River R.R.
February,	1883	Freight brakeman, Port-
	1890	land & Ogdensburg R.R.;
		Baggageman, promoted
		to Conductor, filled posi-
		tion work train, freight
		and passenger Conductor
August,	1896	Roadmaster 5th Division.
December,	1905	Superintendent Washing-
		ton County Ry, until
		consolidation with East-
		ern Division and then
		appointed Asst. Supt.
		Eastern Division.
July,	1917	Superintendent Moun-
		tain Division.
December,	1924	Retired.





# Maine Central Family

## New Camp Being Built by Two Eastern Division Engineers on Tomah Stream

A Country Famous Throughout New England for its Excellent Sport



They Look Happy

Last fall some mention was made in an issue of the MAGAZINE of the "Double C Outfit," the story having to do with a mighty hunting expedition on which the two C's were accompanied by an invited guest, Engineer R. A. Lowell of the Eastern Division. Every one on this end of the line knows that when the "Double C" duo is referred to it means A. W. Crocker and E. C. Cahill, two of the younger element allowed to haul trains east of Bangor.

### They're Mere Boys

Now these two boys, for they are mere lads, rather hold the idea that they are good and valuable men—really assets to the Company and you know they ARE highly and well thought of by all. I fear I cannot be as complimentary as perhaps I ought in writing of these boys, especially the case of Mr. Crocker and the reason for this is owing to the fact that he is the local chairman of the Brotherhood of Engineers and in the pursuit of his duties as such is quite frequently inclined to criticise this office force and its methods and this quite severely at times—in fact fairly often.

We are showing you a picture of the new camp just being built on the banks of Tomah Stream in a country that is noted far and near for its good fishing and hunting, by "Crocker & Cahill, Inc." Many the weird story of big fish lost and mighty game missed will be told in the future as the boys sit around the fireplace in their cosy new camp.

### See "C & C"

The snap taken in the doorway of the camp shows Mr. and Mrs. Crocker. Mrs. Crocker is also an enthusiastic devotee of outdoor life, and it is easy to tell by the extreme look of pleasurable contentment on their faces that they have just finished their first meal of famous square tails from Tomah Stream in their new camp. If Mr. Crocker could only wear a smile like he has in the picture when he comes into the office

with some BIG KICK the world was brighter for the poor office force.

We regret very much indeed not able to present a picture of the other member of the "Double C" crew but on his extreme bashfulness it was impossible to get him to face the camera. Another Central employee who in the future will fish or game, in or out of season, are easily requested by Crocker & Cahill, to take the matter up with them.



## The Old Town Ody

By V. A. Cunningham

Tell a kid he can't have any more candy and his whole soul craves candy though his appetite had collapsed because he received the paternal ultimatum, and various are the reasons why he has just one more piece, but the important reasons why we should part with the Banjo Clock, that are given us by these Maine Central boys, would probably be the most persistent kid that ever lived in the running.

### Not Likely to Weaken

They will walk into the office and carelessly around and pretend they don't see that clock at all, but after examining the good old weather and other live things they will suddenly notice the clock then they will try to coax, swap or trick us into trading for a substitute to our walls. So this may be an opportunity to warn all banjo clock hunters the cream of the MEC diplomat has tried to adopt that clock without losing our grip on it.

We don't even dare to send it for repairs any more, but have it repaired in our presence, under heavy guard.

### Experts Fell Down

When such able persuaders as Supts. Wheeler and Kingston, Trav. Agt. Hapgood and Gen'l. Pass. Agt. give up in despair there is not much more to be done for any second-raters to remove this beautiful and ancient timepiece from its place of honor in the Old Town except over someone's dead body.





# Family

## Two Eastern Division Mah Stream

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By V. A. Cunningham

Tell a kid he can't have any more candy,  
and his whole soul craves candy, even  
though his appetite had collapsed before he  
received the paternal ultimatum, and many  
and various are the reasons why he should  
have just one more piece, but the ingenious  
reasons why we should part with our  
*Banjo Clock*, that are given us by some of  
these Maine Central boys, would put the  
most persistent kid that ever lived out of  
the running.

### Not Likely to Weaken

They will walk into the office and look  
carelessly around and pretend they don't  
see that clock at all, but after exhausting  
the good old weather and other live topics,  
they will suddenly notice the clock and  
then they will try to coax, swap or try to  
kid us into trading for a substitute to adorn  
our walls. So this may be an opportune  
time to warn all banjo clock hunters that  
the cream of the MEC diplomats have  
tried to adopt that clock without weaken-  
ing our grip on it.

We don't even dare to send it out for  
repairs any more, but have it repaired in  
our presence, under heavy guard.

### Experts Fell Down

When such able persuaders as Asst.  
Supts. Wheeler and Kingston, Trav. Pass.  
Agt. Hapgood and Gen'l. Pass. Agt. Harris  
give up in despair there is not much hope  
for any second-raters to remove this beau-  
tiful and ancient timepiece from its lofty  
place of honor in the Old Town office,  
except over someone's dead body.

Inspector Geo. Bass was with us recently  
and ran his eagle eye over our milling,—  
he says he got badly sunburned on his  
weak end at Saponic Lake,—Can this mean  
he didn't wear a hat?

### Relieved to Death

Auditor Arthur White says to avoid a  
cold you should breathe deeply 25 or 30  
times at intervals through the day and it  
will kill the cold bugs. They cannot stand  
this great volume of air and the quantity  
and frequency soon proves fatal to them—  
we don't doubt it, for we have known hot  
air to make a lot of well folks sick.

Joe LaBree, Crossing Tender, says the  
Maine Central Relief is a great thing except  
when they overlook you in making the  
monthly deductions on the pay-roll for  
several months, then it's not so good for  
they “Relief” you of about half of your  
week's pay.

### Scenes of Terrible Carnage

The cooler weather has caused the flies  
to become sticky and was driving the bald  
and near bald-headed help at Old Town  
frantic. The customary twitch of the  
scalp failed to discourage them as they  
strolled merrily back and forth, occasionally  
pausing to do a little fancy skating on a  
particularly shiny spot that caught their  
fancy. Finally unable to stand being  
tickled to death, said help with the afore-  
said barren domes, passed the hat and  
taxed all those unfortunate enough to be  
present two bits each to purchase many  
cans of fly-tox and a spray gun.

Ex-Sergeant Preble, having had some  
experience fighting—he has been married  
about three years—was given charge of the  
gun with instructions to shoot to kill and  
not to ask for quarter or give one,—unless  
we needed more ammunition. Now an  
attack brings forth the cry, “Quick, Zeke,  
the gun”, and then the carnage is awful.  
A few of the smaller ones get through the  
grill, but there are hundreds of stretcher  
cases left behind.

Brakeman Happy Buchanan is unsafe to  
the peace and quiet of any place. A man  
who works as hard as he does to educate  
a poor old maid's parrot when she isn't



around would throw a banana peeling in front of a man with rheumatism and St. Vitus dance.

F. C. Preble, H. E. Tourtillotte and A. L. Applebee all took their vacation during July and August—and are all pepped up for the winter's grind.

Joseph Lenfest is laid up with a broken knee cap, the result of a painful accident while at work on the Milford section. Joe has the sympathy of us all and we hope for his speedy recovery.

#### Protests at Bear Traps

F. X. Lavalley, third-trick operator, says he has to step high, wide and lively in the early morning hours, and this must be true as he stepped into a waste paper basket the other morning and done a swan dive through the office furniture. He says he is going to put a notice on the bulletin board, that if they are going to set bear traps in the freight office they must put fences around them.

Voice on the telephone: "I want one of those cars with the cracks on the side."

Ashley: "You mean a Rack car?"

The Voice: "Yeh—if that's what you call 'em."



#### "JIMMY" ASNAULT PASSES ON

(Concluded from page 15)

how he figured: if the train did break apart again and part of the cars ran back, he would put them through the side track and if no brakemen were on the cars, he would leave the stub switch at the east end at derailed position and derail the cars. But if the brakeman was on the cars, he would then line the switch for the main line and let them go in hopes that the brakeman would be able to stop them before they reached Bartlett, as there was some up grade between Sawyers River and Bartlett.

"The case worked out exactly as he figured. The head stopped, the slack ran back and ten more cars broke away and ran down the mountain—without the brakeman. There stood 'J. A.' and watched

them come. As soon as he saw that there was no brakeman aboard, he derailed the ten cars at the east switch at Bemis, then went to Sawyers River Station, called an operator, reported to Supt. Jonas Hamilton and ordered a relief train. For this action, he received a letter of commendation and a personal check of \$50 from Vice-President and General Manager Payson Tucker."

#### A Final Tribute

As far as Mr. Asnault was concerned, no one would ever have heard this interesting anecdote any more than the fact that he once rescued two men from drowning in the St. Croix River. As usual, he kept it very quiet.

In sympathy with his oft repeated remark, "No fuss, no fuss," let this be our final tribute and his epitaph.

"He was a real railroad man."

*Editor's Note: The photograph reproduced on the cover, is printed by permission of the International Film Service, Inc., New York City. It shows Mr. Asnault on duty during the clearing of the famous Bemis wreck in January, 1918, one of the worst wrecks the system ever saw.*

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#### WILLIS HOLBROOK

---

On August 30th, Willis Holbrook, who for many years was employed in the Passenger Room at Waterville Shops, passed away at his home on Oak Street at the age of 66 years. A widow and a sister survive him. A. A. T.

---

#### DANIEL M. AVERY

---

Many members of the Maine Central Family will remember Daniel M. Avery, veteran railroadman who died last month at York Village aged 77. For many years he was employed by the old Portland and Rochester Railroad, and later entered the employ of the Worcester, Nashua and Portland Division of the Boston and Maine Railroad, serving at Deering Junction from 1910 to 1920.



## Rockland Riteup

By A. R. Pugh

One of the popular Maine Central conductors has qualified as a poet and contributed to the cause with a clever poem concerning Hen Comins. Of course, it might be expected, there will be some among the readers who will quarrel between the lines than the author intended in them, even to the point of insisting that there is a cause best known to why the lines were written.

It's funny that none of the other Agents have had anything like it done to them. Since Hen read the poem he lengthened his belt, enlarged his vest and bought a new hat, size nine and one

The Hon. Pome reads thusly:

#### An All-Round Hen

He's on the job from morn till noon  
His buddy is his faithful pipe,  
He tries to use us all just right,  
Who—Hen Comins.

He meets all trains with smile and cheer,  
The ladies are each one a dear,  
Short skirts and bobs will draw his eye,  
Who—Hen Comins.

From office yard and steamboat  
You'll find him roaming 'round the track,  
Always a boost and ne'er a knock,  
Who—Hen Comins.

No cinch for such a little man,  
His crew all step at his command,  
We will all do whate'er we can,  
Whom—Hen Comins.

—Drawes

#### Disclaims Responsibility

I had the privilege of conversing with Editor of one of the Country's magazines the other day, and had a pleasant chat with him for fifteen or twenty minutes. He dropped off in Rockland business and come in to see me, that I greatly appreciated.

In the course of the conversation, Alleman expressed his pleasure at





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It's funny that none of the other General  
Agents have had anything like it dedicated  
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He's on the job from morn till night,  
His buddy is his faithful pipe,  
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His crew all step at his command,  
We will all do whate'er we can, for  
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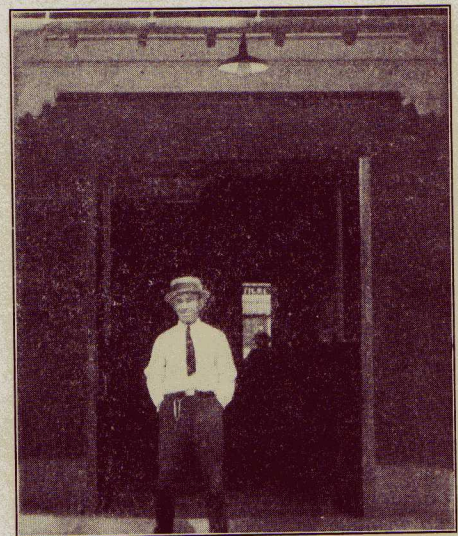
—Drawes Mah

#### Disclaims Responsibility

I had the privilege of conversing with the  
Editor of one of the Country's leading  
magazines the other day, and had quite a  
pleasant chat with him for fifteen or twenty  
minutes. He dropped off in Rockland on  
business and come in to see me, a stunt  
that I greatly appreciated.

In the course of the conversation Mr.  
Alleman expressed his pleasure at finding

Rockland such an industrious city, and  
spoke very highly of our fine passenger  
station. Having his camera with him, he  
took a picture of the station, which was  
quite proper.



#### Ye Scribe of Rockland

But, without any provocation on my  
part, and with malice aforethought, he  
lined me up against the building and took  
a photographic reproduction of my facial  
map. Whether he will use it for the comic  
section of the Boston Sunday American or  
clutter up a page of our nice MAGAZINE  
with it, I do not know.

But I disclaim any responsibility for the  
act, and will not be responsible for any  
cancellations of subscriptions to the pub-  
lication on this account. In passing, I want  
to add that I find Dud to be some Guy.

#### A New World's Record

Anse Glidden, Conductor of the early  
morning freight out of Rockland, rises to  
announce that he is dog-gone glad that it is  
about time to get back on the old schedule  
and leave at 6.45 A. M. instead of 5 A. M.  
Getting up at three thirty A. M., so as to  
get to work at 4.30 isn't all it's cracked up  
to be, so he says.





In this, he has my hearty endorsement, for I have been making the same hours for several months, and I too will be glad to get those two hours extra sleep in the morning. Incidentally, I claim the record for dressing, eating and getting to work, having made the official time of six minutes flat from time of opening my eyes. Hen Comins can testify to the veracity of this statement (if he will).

**More than This Required**

Leo G. (Red) Chase, who was so painfully bruised by falling from the roof of a box car to the ground several weeks ago, is now able to be about again, though still unable to resume his duties as brakeman on the yard switcher. Red allows as how it will take more than a tumble from a box car to put him out of commission.

While these lines are being written (or rotten) words are being uttered on the other side of the office where L. M. Valley, second trick operator, is drawing off pros and wishing his vacation had started. He hopes to get started next week sometime. For his own good we hope he does, because his supply of adjectives must run short very soon and he prides himself on never being obliged to repeat anything.



**Big Passes for Little**

A supposedly true story which has to do with free transportation:

In Bangor we have a small ferry boat, that plies across the Penobscot River carrying passengers between Bangor and Brewer, charging the exorbitant fare of three cents per passenger. Some time ago the Captain of the Boston boat of the Eastern Steamship Company had occasion to visit Brewer and stepping on to the Bon-Ton, which is the name of the small ferry boat, offered the Captain (who is the entire crew) the usual three cent fare. The Captain of the Bon-Ton passed it back with this reply, "That's all right, Captain, I may want to go to Boston sometime."

**Waterville Jottings**

By A. A. Thompson

Carman and Mrs. Girard Gosselin passed their vacation with relatives in Canada. Carmen C. H. Sessions, F. P. Farwell, E. E. Johnson and Victor Gibson attended the Quebec Exposition. Carman and Mrs. Jos. Pelerin are the proud parents of a twelve-pound boy. We are advised that Carman "Bill" Norton gets his pay at the Station now rather than at the shops. Asst. Foreman and Mrs. A. A. Williams, together with Fireman and Mrs. Thurl Severy, have returned from an automobile trip through New Brunswick, Canada and the White Mountains. Asst. Foreman and Mrs. R. H. Clark with their daughter Emily have returned from a few days vacation at China Lake.

The sympathy of all fellow workers is extended to Carman and Mrs. Daniel Murray in the loss of their son, Verne.

**Beans a Foot Long**

Clerk C. R. Plummer has returned from a vacation passed at his camp at Bakers. Machinist Foreman and Mrs. Herbert Proudman have returned from a vacation passed in Old Orchard and Boston. Car Inspector Foreman and Mrs. F. M. Elliott recently entertained the Daughters of Veterans at their cottage at Messalonskee Lake. Again this year we find that Section Foreman William Tucker has some garden beans over a foot long, etc! Paint Shop Foreman J. H. Bradburn has returned from Red Bank, N. J., where he passed a week with his family. Carman Charles Murray is confined to his home by illness. Carman and Mrs. C. E. Furber have closed their cottage at Southport for the season.

Carman I. F. Ames has returned to work after several weeks' illness. Ticket Agent A. W. Lint and Chief Clerk Frank Downs are making extensive repairs on their homes. The sympathy of all fellow workers is extended to Stenographer Daisy Severy, in the loss of her father whose death occurred on August 16th. Clerk Arnold

**Railroad Raving**



Dow has returned from a vacation at North Pond. Any one desiring wish Bath should place their order with Carman E. E. Roberts.

**L. A. B. L. E. Outing**

The outing of the Ladies Auxiliary Brotherhood of Locomotive Engineers which was held on August 18th at the cottage of H. H. Doe at Messalonskee Lake, was well attended and all had a grand good time. At noon a fine dinner was enjoyed and at night the men and the ladies in a bountiful supper. The afternoon and evening, bathing and cards were enjoyed.

A fire, which was kept confined to the chimney, recently occurred at the home of Carman Helper W. H. Blake on Cambridge Street. Carman C. H. Garfield at





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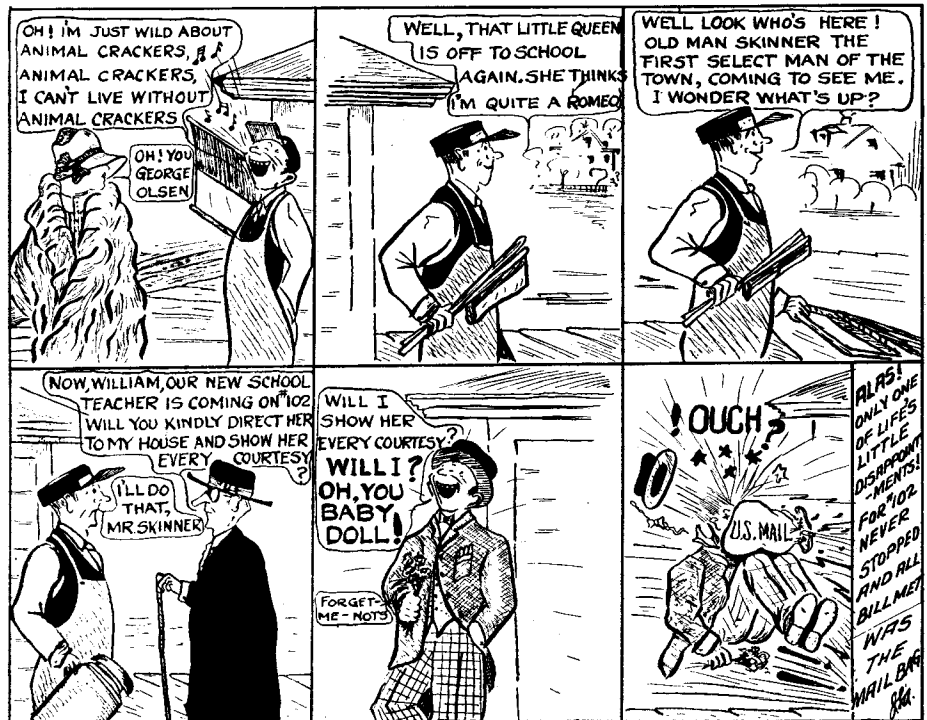
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## Railroad Ravings

By J. L. Anderson  
Brunswick, Draftsman



Dow has returned from a vacation passed at North Pond. Any one desiring a Turkish Bath should place their order with Carman E. E. Roberts.

### L. A. B. L. E. Outing

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A fire, which was kept confined to the chimney, recently occurred at the home of Carman Helper W. H. Blake on Campbell Street. Carman C. H. Garfield and Car

Cleaner L. L. Ward tried the fishing in the Kennebec recently. Starting with three angleworms they returned with three good-sized black bass. Carman Perley Hanson passed his vacation at his camp at Moose Pond.

Machinist Helper and Mrs. Herbert E. Rose have returned from a visit with relatives in Springfield, Mass. Electrician and Mrs. R. E. Patterson passed their vacation at Owls Head. Truck Driver George Finimore has returned from a short vacation. Stenographer Beatrice M. Light has returned to work in Master Mechanic Ramsdell's office after an illness of several months. Machinist and Mrs. George Mountfort are the proud parents of a fine baby girl. Ed King and Leo MacDonald of the Mill Room force have returned from Massachusetts where they attended all of the boxing exhibitions.



## Who's Who at Bangor Freight Repair Shop

Second Series

*Blessings on thee, Little Man,  
Head of bone and iron hand.  
Wow! You wield a mean paint brush,  
And make the little box cars blush.*

**W**ELL, here we are again with the stage all set and ready to star as it's hero, Raymondo Johnifus Patricka Whalen Wheeler.

Now, my dear friends, Ray as we call him, isn't long and slender like his name, (you can't judge a book by it's exterior parts) he is just one of the young and dashing care-less set, whose life story is liable to be found in the "True Story Magazine" in any of it's future editions. Could I have described this boy in sweeter words, than the above? No!—Not even if I had mentioned the "Police Gazette".

Yes, Raymond has a record. No, not a police record but a very clean record as being the Repair Shop's funniest Clown. He's as dry as a desert and twice as dusty and he thinks that Breakfast, Dinner and Supper are just grand. Morning, Noon and Night are are his greatest past-times, and his favorite

songs are, "No matter how healthy a bow-legged girl is she's always in bad shape" and "That's enough from you said the milk-maid—as she moved over to milk the next cow".

Raymond is not dead, he's single and is

the owner of one of those big Cleveland T. cars and finds it much nicer than a closed job because the nights are cold now and the use of "Arm-strong Heaters" are in great demand.

A few days ago I asked him what he thought of "Re-incarnation" and he replied, "I never think about it, I don't like flowers".

Raymond says that the greatest surgical operation ever performed was "Lansing, Michigan," and the greatest engineering feat was "Wheeling, West Virginia," in fact he's so dumb that he thinks "Farther Away" is a priest.

The next question is, "Who's" going to be "Who" in next month's issue of the MAGAZINE. As the barber says when he has finished scraping the Alfalfa from a man's countenance from ear to ear: "YOU'RE NEXT!!" So mind your eye and don't get hurt.

*FPM signing off,  
Good-day.*



**Ramondo Patrika**

◆ ◆  
"When did you first become acquainted with your husband?"

"The first time I asked him for money after we were married."—*Berlin Schmutzige Wasche.*

( 22 )

## "Ike" Hands One R Back to Friend "A

I heard a step on the old shop stair  
A familiar sound it was to me,  
Arthur Thompson, I felt sure,  
Was coming up the boys to see.

He's a good old scout with his smile  
And twinkling eyes so full of fun,  
He likes to gather up the news  
And send it in when all is done.

He likes to hit me up sometimes  
About bathing beauties and the like  
And when he does it makes him sm  
To think he's got a joke on "Ike."

And then he hits "Ed" Mitchell up  
About his farm up Hinckley way.  
He then inquires how 'taters are  
And how about the price of hay.

Carrol Murry gets a dig  
About his saddle horses fine  
And teaching ladies how to ride  
He couples up his name with mine.

I am not sore at Arthur, no,  
I like to read his pithy news  
About the boys around the shop  
Now I must stop, I've lost the mus  
—Isaac F. Ames—Wate

◆ ◆

## Popular Trainma Married

Wednesday, September 1st, wi  
the marriage of Miss Katherin  
McGonigle of Peaks Island to Fra  
Doherty one of the most popular  
trainmen on the Portland Division  
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## Night Repair Shop

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Raymond says that  
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e.



## "Ike" Hands One Right Back to Friend "Art"

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—Isaac F. Ames—Waterville.

+

## Popular Trainman Married

Wednesday, September 1st, witnessed  
the marriage of Miss Katherine Mae  
McGonigle of Peaks Island to Francis H.  
Doherty one of the most popular young  
trainmen on the Portland Division. The  
newlyweds left on an extended trip through  
Canada after which "Frank" resumed his  
task of running extra out of Portland.

## "Safety First" --- What Does it Mean?

"Safety First" is not a question of dollars  
and cents; it is a question of saving human  
life, the most valuable thing in the world,  
which, when once gone, can never be  
brought back. It is trying to save men  
from losing their legs and their arms which  
never can be put back. It is trying to save  
the making of widows and orphans, destitu-  
tion and misery. Neither the officers nor  
the laws can do it. But the workmen can  
do it if they try.—R. C. Richards.

+

## Tall Timber Tales

By "Rangeley Rooster"

When the deer are plenty I don't have  
to go hunting. The "Missus" just steps  
out in our back yard and shakes her apron,  
and they jump against one another and  
break their necks.

Any of you Rockland boys in Track De-  
partment can come up on No. 213 and  
back on No. 214, and take your pick of the  
lot, for a peck of clams and a two-quart  
Mason jar of cider.

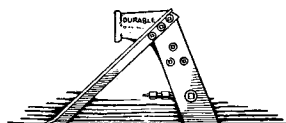
The only trouble with this part of the  
system, is there are two weeks poor sledding  
in the middle of August. Next month I  
will tell you about the flies and the "Dope"  
I made.

+

"Muriel's fiance is teaching her to drive  
the car."

"Yes, I know. When I saw them last  
evening he was demonstrating the clutch."  
—Victoria Buzzer.

African girls, we hear, are clamoring for  
American clothes. Has all our uplift work  
in the Dark Continent gone for naught?—  
Little Rock, Arkansas, Gazette.



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

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

Mileage Road Owned . . . . . 645.47

Mileage Road Leased . . . . . 487.92

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 & Siding . 381.13

Miles of Tracks in Use . . . . . 1625.66

Revenue Passengers  
 Carried in 1925 . . . . . 2,197,977

Number of Passengers  
 Carried one Mile . . 108,446,099

Revenue Frt. Hauled  
 in 1925 . . . . . 7,403,651 tons

Freight Train Car Miles  
 1925 . . . . . 62,737,985

Passengers Carried One  
 Mile per Mile of Road . . 90,461

Ton Miles, Rev. Frt.,  
 per mile of road . . . . . 712,818

Average Haul, Pass. . . . . 49.339 miles

Aver. Haul, Rev. Frt. . . . 115.421 miles

Aver. Rev. per Passen-  
 ger per Mile . . . . . 3.58 cents

Aver. Rev. per Ton of  
 Freight per Mile . . . . . 1.669 cents

Number of Locomotives . . . . . 232  
 Passenger . . . . . 61  
 Freight . . . . . 141  
 Switching . . . . . 30

Total Passenger Train Cars . . . 320  
 Passenger Cars . . . . . 165  
 Combination Cars . . . . . 23  
 Baggage Cars . . . . . 50

Total Freight Train Cars . . . 7682  
 Box Cars . . . . . 3732  
 Eastman Heater Cars . 878  
 Coal Cars . . . . . 1214  
 Rack Cars . . . . . 962  
 Caboose . . . . . 121

Company Service Cars . . . . . 488

Ferry and Steamboats . . . . . 4

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

Aver. Miles per Ton of Coal . 16.38

Aver. Miles per Pint of  
 Lubricants . . . . . 10.65

### Maine Population and Area

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
<b>Total</b>	<b>29,895</b>	<b>768,014</b>