

*Maine
Central
Employees'
Magazine*



November 1926



Careful There, Brother!

How often, when we cross the street, or hazards in the shop do meet, our minds are wandering from our work and all our safety senses shirk, somebody gives a warning shout, "Hey, Buddy, watch your step; look out!" We stop and look with foolish grins and dodge in time to save our skins.

'Tis not alone the brainless fools who disregard the safety rules. The careful man will sometimes slip; he needs a friendly warning tip when he forgets that danger's near, or ignorance prevents all fear.

Bill's mind is at the baseball game while Bill is underneath a crane. Give him a warning loud and clear to catch his inattentive ear. He'd surely do the same for you, or any member of your crew.

Co-operation oft' you've heard in safety sermons on that word. But getting down to simple facts, it's made of kindly deeds and acts. You help your pal and he helps you; that's fellowship and safety, too.

— *National Safety News*



MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEE

Vol. III

No.

Management in Employ

"YES, I know I ought to be careful of my accident and health insurance. It's the only square thing for me and the kids. But it's too much to handle and bother and red tape. I know I should be, but I'd forget to pay up on it and then where'd I be?"

Employees' Idea in the First Place

How many times have these words been spoken in excusing failure to do what we know is a necessity for married men and the only safe course for bachelors.

Now the "ifs" and "tomorrows" that have kept Maine Central employees from protecting themselves are overcome, for the Maine Central and Port-



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Management Agrees to Cooperate in Employees' Insurance Plan

YES, I know I ought to carry accident and health insurance. It's the only square thing for the wife and kiddies. But it's too much fuss and bother and red tape. Chances are I'd forget to pay up on the dot and then where'd I be?"

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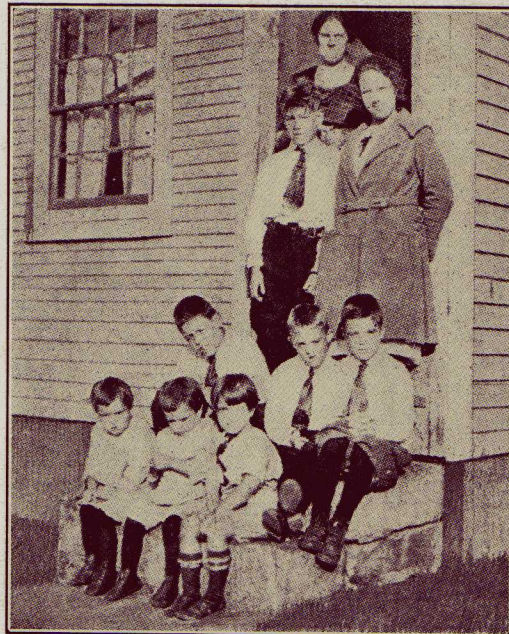
Now the "ifs" and "tomorrows" that have kept Maine Central employees from protecting themselves are overcome, for the Maine Central and Port-

land Terminal Companies are offering to solve the insurance problem for their employees and officials. The idea came from a group of employees in the Portland General Offices who wanted protection for their unit, but when the great advantages of such insurance were discovered it was decided to offer the whole Maine Central family from President to Crossing Tender the benefits of the plan.

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Tremendous Saving

Only insurance experts realize the tremendous saving, not alone in bother, but in actual dollars and cents, from a large body of men and women acting together to protect themselves against acci-



The family of the first employee to die after the New York, New Haven and Hartford Railroad took out Group Insurance. Did they need \$1000.00?



dent and ill health.

For the insignificant weekly sum of 25 cents — 2 thin dimes and a nickel — Maine Central employees and officers may receive \$10 a week if injured from any cause whatsoever, while away from work, up to 13 weeks' limit; \$10 a week if sick enough to have a doctor, up to 13 weeks limit, starting after the first week, but including the first week if they're out a month; \$500 for the loss through accident of a hand, a foot or an eye; \$1,000 for the loss of two such members; or their families receive \$1,000 in case of accidental death from any cause whether at work or away from work.

This plan stands by itself and has no bearing whatsoever on wages, working conditions or any other relation between the employees and the management.

There is no age limit under the plan. No examination is needed. The only requirement is that each employee or official order the Company to make the 25 cent deductions from his pay envelope to cover the cost of the insurance. Once the policy is issued it is non-cancellable except at your own request.



The man who is ill needs as good care as the man who is injured.

You Pay Your Own Way

The management claims no credit for originating the idea. Nor does it plan to bear the expense of the insurance which will fall on each employee and official who decides to share in the benefits of the plan. What the Company will do is to

relieve each individual of the bother and worry of making the contract with the insurance company and of collecting and paying the money.

This means a tremendous amount of additional work and responsibility for our Auditor Payrolls Department, but it also means an equally great saving in the cost of the insurance. The insurance company writing the policies is the Travelers of Hartford, Connecticut, one of the largest and most progressive "old-line" companies in the world.

Three-Quarters Must Agree

There is just one "IF" to the insurance plan. This idea of insurance must be agreed to by three-quarters,

75 per cent. of each of the ten groups into which the employees and officials of the Maine Central family is divided. Group 4, for example, consists of 25 train dis-



patchers. Nineteen of these sign an order directing the Company to deduct 25 cents from their weekly pay envelopes, or the plan is as far as dispatchers are concerned. Other groups, in the same way, accept or reject the insurance. The whole matter will be explained to you in detail, in the very early days, by a representative of the Travelers Insurance Company.

Who's Who

The Maine Central officials will probably be divided into I. C. C. classifications for wages.

- Group 1. Executives, Officials and General—and 1-31, inclusive and
- Group 2. Maintenance of Way inclusive, and No. 1
- Group 3. Maintenance, Equipment inclusive
- Group 4. Train Dispatchers.
- Group 5. Station Agents and exclusive
- Group 6. Passenger Station and Nos. 99-108 inclusive No. 33
- Group 7. Floating Equipment inclusive
- Group 8. Crossing Tenders and
- Group 9. Conductors, Train Division Nos. 127 and
- Group 10. Enginemen and Fire exclusive and 141 to 1

Total Employees and Benefits

MAINE CENTRAL RAILROAD COMPANY and/or Portland Terminal Company			
APPLICATION AND PAYROLL DEDUCTION AUTHORITY			
NAME OF EMPLOYEE McDonald Morris		PAYROLL NUMBER OF DEPT. Executive	
LAST	FIRST	MIDDLE	
222	St. John	Portland	Maine
ADDRESS OF EMPLOYEE			
NAME OF BENEFICIARY McDonald Mrs. Morris		RELATIONSHIP TO EMPLOYEE Wife	
LAST	FIRST	MIDDLE	
199	Western Promenade	Portland, Maine.	
ADDRESS OF BENEFICIARY			
NO.	STREET	CITY	STATE
	SEX M	RACE W	AMOUNT OF INSURANCE \$1,000 PRINCIPAL SUM \$10.00 WEEKLY INDEMNITY
IMPORTANT			
1. NAME OF EMPLOYEE SHOULD BE WRITTEN SMITH, JOHN ASA, NOT SMITH, J. A.		3. DATES OF BIRTH AND EMPLOYMENT SHOULD BE WRITTEN IN ORDER OF MONTH, DAY, YEAR, AS 4-20-78, AND NOT APRIL 20, 1878.	
2. NAME OF BENEFICIARY SHOULD BE WRITTEN SMITH, MARY, NOT SMITH, MRS. JOHN ASA, NOR SMITH, MRS. J. A.		4. SEX, USE M FOR MALE, F FOR FEMALE. RACE, USE W FOR WHITE, N FOR NEGRO.	
I HEREBY AUTHORIZE <u>Maine Central Railroad Company</u>			
TO DEDUCT THE SUM OF \$ <u>0.25</u> PER <u>week</u> FROM MY WAGE TO APPLY TOWARD THE PREMIUMS FOR INSURANCE PROVIDED FOR IN THE POLICY, OR POLICIES, OF GROUP INSURANCE ISSUED BY THE TRAVELERS INSURANCE COMPANY, HARTFORD, CONNECTICUT, TO			
Oct. 22 1926	SIGNATURE <i>Morris McDonald</i>		
DATE OF APPLICATION			

The First Application for Insurance



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Maine Central Terminal Company	
EMPLOYEE'S NAME	
Executive	
Maine	
RELATIONSHIP TO EMPLOYEE	
Wife	
Portland, Maine.	
AMOUNT OF INSURANCE	
\$1,000 PRINCIPAL BUMP \$10.00 WEEKLY INDUENITY	
EMPLOYMENT SHOULD BE WRITTEN IN ORDER OF AS 4-26-18, AND NOT APRIL 20, 1826.	
FOR FEMALE. RACE, USE W FOR WHITE, N	
Company	
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It is hoped that before the December issue of the MAGAZINE is off the press, every one of the ten groups will be "over the top," with well over three-quarters of the employees and officials in each group cherishing as one of their most prized possessions one of the Travelers Insurance Company certificates showing they are protected by the new Maine Central policy.

Who's Who in the Ten Groups

The Maine Central and Portland Terminal Company employees and officials will probably be divided on the basis below, which follows the I. C. C. classifications for wage statistics.

	Approximate Number
Group 1. Executives, Officials, Staff Assistants—Professional, Clerical and General—and Yardmasters and Assistants. Divisions 1-31, inclusive and 120 to 126 inclusive.....	1155
Group 2. Maintenance of Way Structures. Division Nos. 34 to 60, inclusive, and No. 113.....	1927
Group 3. Maintenance, Equipment and Stores. Division Nos. 61-89 inclusive.....	1773
Group 4. Train Dispatchers. Division No. 90.....	25
Group 5. Station Agents and Telegraphers. Division Nos. 91-98 inclusive.....	396
Group 6. Passenger Station and Freight Station Employees. Division Nos. 99-108 inclusive. Janitors and Cleaners. Division No. 33.....	527
Group 7. Floating Equipment Employees. Division Nos 115-119, inclusive.....	62
Group 8. Crossing Tenders and Gatemen. Division Nos. 123 and 124	240
Group 9. Conductors, Trainmen, Yardmen and Switch Tenders. Division Nos. 127 and 131 to 140, inclusive.....	711
Group 10. Enginemen and Firemen. Division Nos. 128 to 130, inclusive and 141 to 148, inclusive.....	600
Total Employees and Officials Entitled to Group Insurance Benefits.....	7416

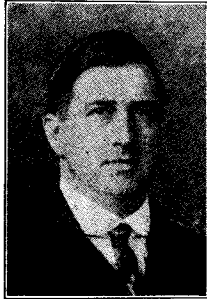




Every One Who Signs the Payroll Has a Finger in the Coal Pile

By CAROLL FRANK, Fuel Supervisor

FUEL consumption is influenced to a large degree by handling of cars in yards. Making up trains so that the loaded cars will be ahead of the empty ones gives a great advantage by bringing the load nearer the source of power and also creates much better condition as related to the shifting of slack between the cars. Slack action in trains is a big problem when there are often seventy-five and sometimes over one hundred cars coupled together, particularly on roads of a hilly nature.



Carroll Frank

Yard Checking Helps

In trains having cars to set out en route, the drop cars should be placed at head end of train to save switching and time on the road.

When trains are made up in yards, care in checking is necessary so that when once set in train there will be no necessity of setting out cars not properly billed, not having bills, marked without repair card or other causes which will cause delay while making over the train after road crews are on hand to prepare for the run.

Proper information should be given regarding class of locomotive so that

train can be made up with proper tonnage and there will be no need to change after engine crew arrives.

It Looms Large

One of the most important matters relative to fuel economy is the question of having trains dispatched at times when they can make the run with the least conflict with other train movements. This is a matter that looms large in its relation to fuel consumption and should receive careful study and attention by Yard Masters and Dispatchers, as the number of stops and length of time on runs are two of the most vital factors influencing fuel consumption.

Proper inspection of cars must be given to detect defective draft gear, bad general condition of brasses, lubrication, etc., as well as air leaks and other defects in the brake equipment which will cut down defects to minimum and reduce the number of stops en route for setting off cars. Stops brought about by small defects bring us back again to those two expensive factors, the actual stops and the interference with other train movements.

Must Stop the Leak

Air leaks place too great a requirement on the compressor, cause insufficient air pressure to insure safe operation and dragging brakes. Brakes that drag cause exactly the same drain on the fuel supply as too

heavy tonnage in trains.

Particularly in cold weather slack in trains to be tested should be stretched out and careful attention given to stop all leaks. Maintenance against leakage in air line in shops and yards must be good. The same applies to steam leaks in connection with heating equipment in passenger trains and heating plants for stations, shops and other buildings.

A Bank on Main



Courtesy Baltimore and

Another Twenty-Five Dollars Gone

There is no way to determine exact cost resulting from leaks on steam lines, so it is impossible to say in dollars and cents but in connection with the cost of setting off cars on account of hot boxes that has been definitely established, the cost to set off car, send men to repairs and again get the car in motion approximately \$25.00, a part of which is for fuel. From this example it is easy to see that inspection may increase fuel

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Freight service for August
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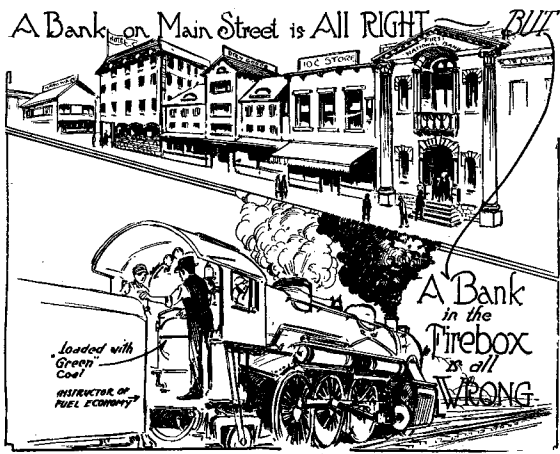


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sumption to a large degree.

Trains that are ready to move out
of the yard should have the right of
way over switches; signals should be
cleared so that no stops will be neces-
sary while the train in passing onto
the main line.



Courtesy Baltimore and Ohio Magazine

Well Begun Half Done

The cost in
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necessarily use leads, block tracks and
stop switching in a part of the yard
so the time lost by yard crews is
greatly lengthened if trains are stopped
after starting and before they have
cleared the yard. A good start may
be the one biggest factor in laying the
foundation for a good trip and all
connected with yard operation are
responsible for fuel consumption the
same as the crew when the train is
on the main line.

In the next installment road opera-
tion will be the subject.

Freights Lose in August Fuel Performance

	August 1926	August 1925
Pounds of coal per 1000 gross ton miles	138	136
" " " " passenger car mile	15.1	15.2

Freight service for August, 1926, as compared with August, 1925, shows increase of two pounds per 1000 Gross Ton Miles, while Passenger service shows a decreased consumption of .1 pound per Passenger Car Mile.



Every Employee a Business Getter

VIOLET is a favorite color in the Maine Central family—no we didn't say violent. We are referring to the new dress for the "Traffic Tip Cards" in last month's issue of the **MAGAZINE**, which were used in greater number than ever before to enlighten, instruct and inform our passenger and freight departments of possible new business which may be obtained over the System.

Thrown for a Loss

In the unending football game between rail and rubber the latter was thrown for a ten-yard loss as a direct result of a tip from Clerk Wilfred E. Binette of Waterville. He used a "Traffic Tip Card" to tell of a carload of household goods soon to leave Fairfield for a point in Aroostook county, with the owner wavering between auto truck and freight car. A freight traffic solicitor, following up this lead, secured the business for an all-rail shipment.

"The competition of the motor truck," declared Freight Traffic Manager George H. Eaton, in commenting on this incident, "particularly on our smaller shipments, is one of our gravest problems. The motor car cuts into our freight traffic as well as into our passenger business, reduces our tonnage and means less work and more men on the spare board. It is gratifying to see that employees realize this and are working with us to combat our 'rubber' competition."

An Ever-Present Problem

The matter of long-haul is ever before us. Freight Cashier Chester A. Keene of Rumford remembered

this when he heard that one of his neighbors was to move to Oregon. He used a "Traffic Tip Card" to relay this information with the result that the disciple of the spirit of "Westward Ho" has been seen by a freight traffic representative and will doubtless send his household goods over the mountain.

A Much Better Salesman

"In November we will run excursions to Boston from practically every station on the System," said General Passenger Agent M. L. Harris, in discussing the "Traffic Tip" situation. "It occurs to me that this is an ideal place to get in a few strong licks for Better Business. In this case pass the tip direct to the passenger. Your neighbors, the butcher, the baker and the candlestick maker, and particularly Mrs. Bu., Mrs. Ba., and Mrs. C. S. M., will take advantage of the reduced rates to Boston if somebody tells them about it.

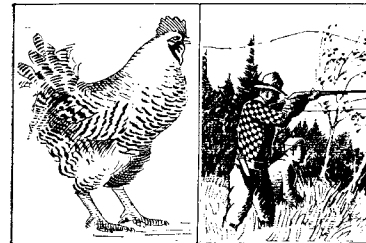
"Why not get your better half to help you on this. The chances are she is a better salesman than you are, and she's also likely to realize even better than you do that more business for the Maine Central means more shoes and radios and washing machines in your home. In this case you'd send us in a 'Traffic Tip' *after* instead of *before* the trip was made. Just try it and see what a lot of pleasure you get out of writing on a 'Traffic Tip Card,' 'Mrs. John Smith whose address is North Wales, made a trip from there to Boston as a result of a tip I gave her about our reduced rates.'"

(8)



Among the other members of the family who sent in "Tips" during the past month were: C. J. Messer, Passenger Agent, Old Town; Leo J. Clark, Clerk, Old Town; L. S. Bailey, Agent, Brunswick; Geo. E. C. ... Agent, Maranacook; I. C. Wa ... Agent, Columbia Falls; E. W.

Latest Edition "Sells" M



Some of the Illustrations

SERVE the public, but to the public something of what it means, is the idea behind a number of innovations in the latest edition of the Maine Central passenger magazine due off the press at the time the new issue of the **MAGAZINE** is published.

The First Consideration

In a personal message to the Maine Central patrons, President McDonald stresses the fact that the safety, comfort, convenience of passenger travel is the first consideration for the 7400 men and women who make up the Maine Central family.

Few people realize how safe the roads have made travel. At this point Mr. McDonald tells the story of an "Accident insurance com



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Latest Edition of Passenger Folder "Sells" Maine Central Service



Some of the Illustrations in the Latest Passenger Folder

SERVE the public, but tell the public something of what Service means, is the idea behind a number of innovations in the latest edition of the Maine Central passenger folder, due off the press at the time this issue of the MAGAZINE is published.

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Few people realize how safe railroads have made travel. On this point Mr. McDonald tells the public: "Accident insurance company's

statistics show that passengers traveling over the Maine Central Railroad are less liable to injury than when in their own homes.

"On an average, one of our patrons could ride on the Maine Central Railroad a distance equal to one hundred thousand times around the earth at the equator without the necessity of being laid up for repairs."

Stories Without Words

In line with the belief of the old Chinese philosopher who declared that a picture is worth ten thousand words, the new passenger folder contains numerous illustrations. Not only is there portrayed a hunting scene which will cause the red blood



to tingle in every sportsman's veins, but more prosaic though none less important matters such as agriculture and industry also find a place.

One hitherto vacant gap in the folder is devoted to a pictorial representation of forest tree types available for commercial purposes in Maine Central territory. Another section is devoted to a statement setting forth the advantages of farms along our lines, and telling of the services of our Industrial Bureau in bridging the gap between supply and demand for farms and farm products.

Maps and Still More Maps

So that travellers may better understand the routes they are to take, additional maps have found a place in

the folder. Besides the large "system map" with which all Maine Central travellers are familiar, sectional maps are now presented showing the Maritime Province Service, the Mountain Road or so-called Crawford Notch Route, and the Rockland Branch. It is understood that additional maps may find a place in later editions.

Freight traffic may supply the major portions of our revenues, but whether we like it or not the public will probably continue to think of us in terms of passenger service. Therefore it is important to every member of the Maine Central family that the public should fully realize the extraordinarily high grade of service the Maine Central is rendering.



Train Rules and Train Orders

By M. F. DUNN

Train Rules Examiner

EASTWARD WESTWARD A B C D E F G

Note: It has been suggested that if station names instead of letters were used in Train Order Examples in these articles they would be more readily understood, and this will be done in future.

The following combination is used to demonstrate the importance of understanding when an order is superseded:

Order No. 1: No. 11, engine 469, run thirty minutes late, Deering Junction to Brunswick.

Order No. 2: No. 11, engine 469,

run fifty minutes late, Deering Junction to Brunswick.

Order No. 3: Order No. 2 Two is annulled.

Order No. 2 does not supersede Order No. 1, because the words "instead of" are not used; therefore both orders are in effect and can be fulfilled by No. 11 running fifty minutes later than scheduled time, between the points named, but if the dispatcher should find it necessary to annul Order No. 2 to avoid delay to No. 11 this train must fall back on and respect Order No. 1.

If Order No. 2 specified that No. 11 would run fifty minutes late instead of thirty minutes late, then Order No. 2 would supersede Order No. 1, and when Order No. 3 was issued it would leave No. 11 without any orders to run late.



It should be borne in mind that the only way one order can supersede another is by adding the words "instead of" to the prescribed form.

Order No. 4: No. 102, engine 469, take siding at Deering Junction. No. 11, engine 469, Winslow.

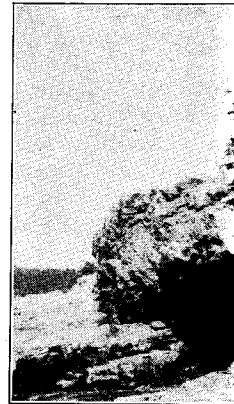
Order No. 5: No. 102, engine 469, meet No. 11, Winslow.

Historic Spots

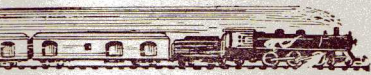
FEW places in the United States surpass Mr. Desert Island in historic associations. Discoveries

named by the French Baron Champlain in 1604, it was shortly thereafter settled by his countrymen.

This colony was soon broken up by the English Samuel Argall, but it was later by the French king to the great lac. This title was so good that after the British flag had been established forever from these shores the Cadillac family possession was confirmed in 1787 by the General of Massachusetts.



Anemone



der. Besides the large "system with which all Maine Central orders are familiar, sectional maps were presented showing the Mar- Province Service, the Mountain or so-called Crawford Notch, and the Rockland Branch. It is understood that additional maps and a place in later editions. Night traffic may supply the portions of our revenues, but whether we like it or not the public probably continue to think of us in terms of passenger service. There is important to every member of the Maine Central family that they should fully realize the exceptionally high grade of service the Maine Central is rendering.

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Order No. 2 specified that No. 11 run fifty minutes late instead of forty minutes late, then Order No. 1 would supersede Order No. 1, and Order No. 3 was issued it would supersede Order No. 11 without any orders to the contrary.



It should be borne in mind that the only way one order can supersede another is by adding the words "instead of" to the prescribed form.

Order No. 4: No. 102, engine 460, take siding and meet No. 11, engine 461, at Winslow.

Order No. 5: No. 102, engine 460, meet No. 11, engine

461, at Vassalboro instead of Winslow.

Order No. 5 supersedes Order No. 4 and No. 11 must take siding at Vassalboro, as the rules prescribe that when a train is directed by train order to take siding for another train, such instructions take effect only at the point named in that order, and do not apply to the superseding order unless so specified.

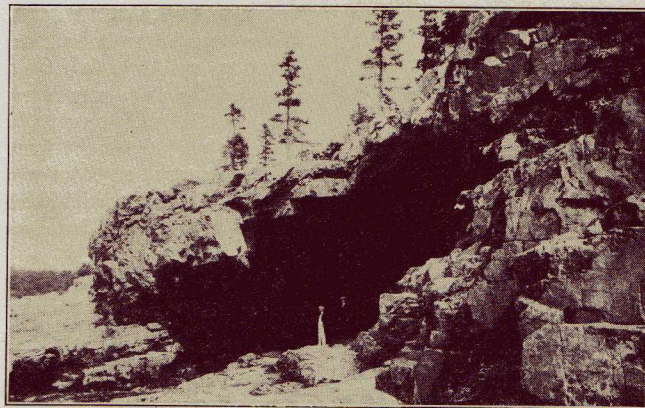


Historic Spots Along Our Lines

FEW places in the United States surpass Mr. Desert Island in historic associations. Discovered and named by the French Baron Champlain in 1604, it was shortly thereafter settled by his countrymen.

This colony was soon broken up by the English under Samuel Argall, but it was later ceded by the French king to the great Cadillac. This title was so good that even after the British flag had been banished forever from these shores, the Cadillac family possession was confirmed in 1787 by the General Court of Massachusetts.

The contrasts of nature presented by Mount Desert Island beggar description: Bleak mountains beside sheltered cove; frowning precipice and smiling meadow; heaving ocean and placid mountain lake; rippling trout brook and the thunder-



Anemone Cave near Bar Harbor

ing salty surf of the mighty Atlantic.

The picture shown above portrays Anemone Cave a short distance from Bar Harbor on the Atlantic Drive. This marvelous grotto is worn wide and deep under the rock, and is named from the wonderful sea growths found in its deep recesses.



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 forwarded "R. R. B." and should be addressed to magazine headquarters, Room 244, 222-242 St. John Street, Portland.

DUDLEY ALLEMAN, Editor

MAGAZINE CORRESPONDENTS

Portland Terminal

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

Eastern Division

J. L. Riggie,	Superintendent's Office
C. H. Leard,	Bangor Mot. Pow. Dept.
C. A. Jeffords,	Bangor Car Dept.
F. N. Carson,	Bangor Ticket Office
V. A. Cunningham,	Old Town
E. H. Johnson,	Woodland
E. F. McLain,	Calais
S. A. Frost,	Eastport
H. D. Davis,	Vanceboro
T. S. Kelley,	Kingman

Portland Division

E. W. Tibbetts,	Brunswick
E. E. Walker,	Augusta
A. A. Thompson,	Waterville
W. H. Marshall,	Oakland
A. F. Smith,	Lewiston
R. C. Brown,	Lewiston
P. J. Hanley,	Lewiston, Lower
S. O. Sweet,	Rumford
Miss A. T. Monahan,	Lancaster
J. E. Winslow,	Lancaster
Alfred R. Pugh,	Rockland

General Offices

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

NOVEMBER, 1926

EDITORIALS

ALL SHOULD COME IN

The new accident and health insurance plan, discussed elsewhere in this issue, makes just one more reason why the Maine Central family is a good family to belong to. We can all share in the benefits of group insurance because the management said "yes" to a request from a relatively small group of employees that it help them put it into effect.

"If it's good for you," said the management, "why isn't it good for other members of the Maine Central family." Another "yes" being forthcoming, the opportunity is now open to every employee and official of the Maine Central Railroad and Portland Terminal Companies to benefit from the provisions of this insurance.

The whole body of employees will probably be divided into ten groups. Three-quarters of the employees in any one group must accept the plan before it becomes effective in that particular section. Herein lies the big reason that everyone should sign up. Perhaps you are single with not a relative in the world and with lots of money in the bank. You might think you didn't need this insurance. But don't forget that if you hold out, you may keep some married man with a flock of ten kids from getting this insurance that he needs as badly as an engine needs a boiler.

FULLY AS IMPORTANT

It is a common habit to refer to transportation as America's second great industry, following only agriculture. But where would farm products be if there were no railroads to haul them to market? Ninety per cent of them would rot in the fields and the fields would lie fallow another year unless adequate transportation means were assured.

We believe that transportation is as essential to civilization as any other force. We don't say it comes first any more than we claim lungs are more important than hearts—one couldn't get much pleasure out of life minus either organ.

Each one of us is a small but important unit in the great army that furnishes America with its most efficient commodity—transportation.

ALL IN STEP

If a regiment of soldiers ever paraded across a bridge they would shatter the strongest structure ever erected. They would do it because they marched in step. Apparent impossibilities can be accomplished by a group of men who work together, think together, act together.

(12)



The 7400 employees in the Maine Central family can be a great force for the State's life. In matters that concern common welfare, we should take action towards their solution.

LET GEORGE DO IT

"Let George do it" is still too common the attitude of readers of the Magazine. This is your magazine to do with as you see fit, to print the news you are interested in, to tell you things you want to hear about.

The able staff of correspondents, scattered all over the System, aided by the editor's feeble efforts, cannot produce the sort of MAGAZINE the Maine Central should have.

Stories, pictures, tips and suggestions ought to pour into this office like letters to a mail-order house. It matters not whether you can write in a precise spencerian hand; no difference whether you write on bond paper, wrapping paper or tissue paper; photographs may be 1" x 2" or 10" x 20"—all is grist for our mill. It's the editor's job to convert such raw material into a readable, finished product. Keep him busy.

VALUABLE POSITION

If your job pays you \$100 per month it's worth \$20,000. That amount invested at 6 per cent, not a low rate by any means, would pay you no more than these wages. If you draw down your investment each month, it's equal to a \$25,000 investment. A man with a capital of \$50,000 is as pretty well off even in this day.

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...s good for you," said the manage-
...why isn't it good for other members
...Maine Central family." Another
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...open to every employee and official
...Maine Central Railroad and Port-
...terminal Companies to benefit from
...visions of this insurance.

...whole body of employees will prob-
...divided into ten groups. Three-
...s of the employees in any one group
...cept the plan before it becomes
...e in that particular section. Herein
...big reason that everyone should
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...by a group of men who work to-
...think together, act together.



The 7400 employees in the Maine Cen-
tral family can be a great force for good in
the State's life. In matters that effect our
common welfare, we should take common
action towards their solution.

but even that amount wouldn't return him
a cent more than \$250 a month. We've
got pretty good jobs, haven't we?

KEEP THEM MOVING

If you work for the Maine Central Rail-
road you are entitled to a copy of the
MAINE CENTRAL EMPLOYEES' MAGAZINE
but there are barely enough to go around.

LET GEORGE DO IT

"Let George do it" is still too commonly
the attitude of readers of the MAGAZINE.
This is your magazine
to do with as you see
fit, to print the news
you are interested in,
to tell you things you
want to hear about.

The able staff of
correspondents,
scattered all over the
System, aided by the
editor's feeble efforts,
cannot produce the
sort of MAGAZINE
the Maine Central
should have.

Stories, pictures,
tips and suggestions
ought to pour into
this office like letters
to a mail-order house.
It matters not whether
you can write in a
precise spencerian
hand; no difference
whether you write on
bond paper, wrapping
paper or tissue paper;
photographs may be
1" x 2" or 10" x 20"—
all is grist for our mill.
It's the editor's job
to convert such raw
material into a read-
able, finished product.
Keep him busy.

**An Appreciation of
American Railroads**

"I often wonder how many people
ever give thought to what transporta-
tion really means to this country. I
am quite sure we don't think enough
about that. We don't stop to think
that in every nation of the world
progress is always in direct riation to
the development of its transportation
systems.

"Those of you who know the West
can realize what a tremendous aid to
the development of that great terri-
tory the railroad has been and how
utterly impossible it would ever have
been to band together the East and
West of the United States without
these means of communication.

"There is no question but what our
whole industrial structure would fall
to the ground without the transporta-
tion structure, as goods cannot be
consumed unless there can be trans-
portation from one place to another."

**Statement of Eric C. Hopwood, Editor of the
"Cleveland Plain Dealer" at Annual Con-
vention of The American Railway Magazine
Editors Association in Cleveland, September
30 and October 1, 1925.*

You may be a superior
individual who smiles
with disdain at the
jokes the editor thinks
funny and who re-
gards as a "lotta
bunk" the material
that your fellow em-
ployees toil to pro-
duce. All right, that's
your privilege.

But—
If you waste a
MAGAZINE and par-
ticularly if you allow
several copies to catch
dust on the upper
shelf, you are playing
a dirty trick on some
other member of the
Maine Central family.
This is the reason so
many men fail to see
our family periodical.
It will help us all, if
you keep copies from
getting sidetracked.

R. R. Y. M. C. A's
Greater than the
present large number,
more railroad men
should join the "Y."
No man can afford
to pass up any chances
for increasing his

bodily comfort or mental peace. But more
important no organization stands out more
clearly for all that is best in railroading
than the "Y". A great man once said:
"Those who are not for us are against us."

Clubs—and Clubs

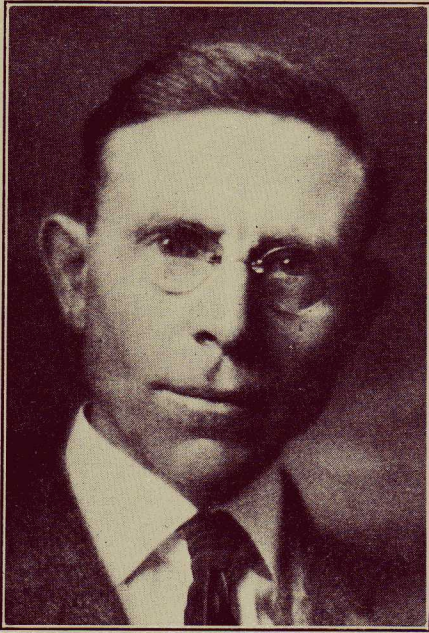
"Do you believe in clubs for women?"
"Yes, if kindness fails."—Exchange.

VALUABLE POSITIONS

If your job pays you \$100 per month,
it's worth \$20,000. That amount of money
invested at 6 per cent, not a low rate by
any means, would pay you no more than
these wages. If you draw down \$125 a
month, it's equal to a \$25,000 investment.
A man with a capital of \$50,000 is regarded
as pretty well off even in this day and age,



IN MEMORIAM



JOSEPH E. MOORE

WHEREAS, The Almighty Ruler of the Universe has seen fit in his infinite wisdom to take from our midst our dearly beloved friend and brother, Joseph E. Moore, and

WHEREAS, We realize and deeply regret the loss of this estimable friend, to the community, to his friends, and more particularly to his bereaved wife, and family, now

BE IT RESOLVED, That we, the members of the Shop Crafts Association of the Maine Central Railway, extend to the wife and family of our deceased friend and brother, Joseph E. Moore, our sense of sincere sympathy which we feel in their great bereavement, and

BE IT FURTHER RESOLVED, That a copy of these resolutions be sent to Mrs.

Joseph E. Moore and family; a copy to the MAINE CENTRAL EMPLOYEES' MAGAZINE, and a copy spread on the minutes of this order.

A. J. PINE,
General Secretary,
Shop Crafts Association.

FRANK SHORT

With the passing of Engineer Frank Short, this Company has lost a valuable employee, we brother workmen have lost a dear friend, and the world has lost a real man. Of hardly a fault could this man be accused. The smallest tot playing on the roadside to the most elderly man on the job loved Frank for what he was. Of sound, sturdy character and genial personality he was respected by all.

Stricken at Ayers Junction while on duty, he was rushed to his home in St. Stephen, N. B. Everything possible was done in order that he might recuperate, but all earthly assistance failed and Engineer Frank answered the last call for the long run into the Great Kingdom.

Coincidental with his death is the fact that he died on October 3rd, his 59th birthday. He was born October 3, 1867.

He leaves three sisters, Mary, Annie and Eleanor, and two brothers, George and Fred, all of St. Stephen, N. B.

The members of his family have the heartfelt sympathy of the entire community.

Many employees attended the services conducted by Father O'Flarrity at the church of the Holy Rosary. The beautiful flowers and wreaths tendered by the different departments mutely express the love and comradeship he so enjoyed on this earth.

A good man gone to his heavenly rest.
E. F. McLAIN, Calais.

Maine C

Sun of Prosperity of Rockland

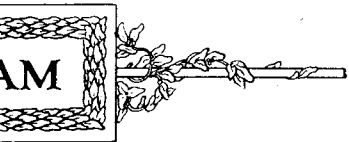
By A. R.

RECENT developments seem to predict a big future for the Rockland Branch of the old M. & N. Although there still exist many doubts concerning the Kennebec Bridge, regardless of the fact that the structure is taking shape, there are plenty of people who know that in a few short months the old order of things at Bath and Rockland will pass into history.

A \$2,000,000 Plant

As to Rockland's future, things look rosy. The New England Cement and Lime Company's plant, located just over the Thomaston line, is really a Rockland institution. The railroad business is concerned, and the plant is nearly ready for business. In the past two weeks Roadmaster B. B. had his crews down there putting a spur track into the plant and the article appears in print the work is completed.

This immense plant, constructed at a cost of about two million dollars, is equipped with the most modern word in efficient equipment for the manufacture of lime. Work on the cementing part will be started at once. When complete, the whole structure will be of the best in the country. And it is still a little early to predict the management sees the day is distant when the plant will be at full capacity and requiring a large number of cars a day to handle the daily



Moore and family; a copy to the
CENTRAL EMPLOYEES' MAGAZINE
and a copy spread on the minutes of

A. J. PINE,
General Secretary,
Shop Crafts Association.

FRANK SHORT

The passing of Engineer Frank Short and his family has lost a valuable member. We brother workmen have lost a friend, and the world has lost a real man. It is hardly a fault could this man be the smallest tot playing on the part of the most elderly man on the Maine Central for what he was. Of sturdy character and genial personality he was respected by all. He died at Ayers Junction while on duty. He was rushed to his home in St. Stephen, N. B. Everything possible was done in order that he might recuperate, but earthly assistance failed and Engineer Short answered the last call for the Maine Central into the Great Kingdom. The Maine Central with his death is the fact that he died on October 3rd, his 59th birthday. He was born October 3, 1867. He has three sisters, Mary, Annie and Edith and two brothers, George and William of St. Stephen, N. B. All members of his family have the sympathy of the entire community. Employees attended the services conducted by Father O'Flarrity at the church of the Holy Rosary. The beautiful wreaths tendered by the departments mutely express the comradeship he so enjoyed on the Maine Central. He has now gone to his heavenly rest.

E. F. McLAIN, Calais.



Maine Central Family

Sun of Prosperity Seen Rising Over the Waters of Rockland's World-Famous Harbor

By A. R. Pugh, Rockland Correspondent

RECENT developments seem to predict a big future for the Rockland Branch of the old M. C. R. R. Although there still exist many skeptics concerning the Kennebec Bridge, regardless of the fact that the structure is fast taking shape, there are plenty of us left who know that in a few short months, the old order of things at Bath and Woolwich will pass into history.

A \$2,000,000 Plant

As to Rockland's future, things certainly look rosy. The New England Portland Cement and Lime Company's plant, located just over the Thomaston line, is really a Rockland institution, so far as railroad business is concerned, and they are nearly ready for business. For the past two weeks Roadmaster Brooks has had his crews down there putting the long spur track into the plant and before this article appears in print the work will be completed.

This immense plant, constructed at a cost of about two million dollars, is the last word in efficient equipment for the manufacture of lime. Work on the cement burning part will be started at once, and when complete, the whole structure will be one of the best in the country. And although it is still a little early to predict accurately, the management sees the day not so far distant when the plant will be running at full capacity and requiring a large number of cars a day to handle the daily output.

Will Help Whole System

With this vast amount of lime and cement being turned out, a large part of it to be moved by rail, it can easily be seen what it will mean to Rockland's prosperity, and to the Maine Central. What helps this section must needs help the whole System, and what helps the System will help the whole State, and in this way the industry means much to the country at large.

There is no question that the use of lime and cement is far from the peak, for statistics covering the last decade show a steady increase in their use.

Everyone Is Optimistic

And then another cement and lime company has already started preliminary surveying in the north-end section of Rockland, and has bought up quite a stretch of land on the water-front where their plant is to be located. This company also has unlimited financial backing, and the ultimate construction of this second new plant is assured. So all in all Rockland is going to have a new era in its industrial life.

With the new bridge across at Bath, and the present new development in the cement and lime business, coupled with the Rockland and Rockport Lime Company that has been doing business for two generations, and is now turning over to the Maine Central from fifteen to twenty-five carloads a day, is there any wonder that every one down this way, from quarry-man to the highest railroad officials is plainly optimistic over the future?

And I don't mean maybe!



Sherlock Holmes Had Nothing on Agent Rowe

THE goats of railroading are doubtless the small-town local agents. They are officially supposed to know more about freight tariffs than freight traffic solicitors, more about passenger schedules than a G.P.A., and more about train movements than a rules examiner.

Far worse is that fellow you hear so much about—old General Public. He expects local agents to be a sort of cross between Solomon, the Angel Gabriel, the Encyclopedia Britannica and half a dozen major and minor prophets. The things that agents don't have put up to them aren't worth asking.

So a local agent has to do something quite unusual to break into the columns of the MAGAZINE. Not only does he frequently perform unique and unusual bits of service to the travelling and shipping public, but Local Agent Charles Rowe of Waldoboro has also a long and meritorious record of usual, ordinary and commonplace service rendered, day in and day out, month after month, year by year.

The stunt which wins for him the MAGAZINE monthly award for unique and unusual service occurred several years ago. Families drift apart. A lady, let us call her Mrs. Smith, had spent the last 20 years in Japan and during that time had corresponded only fitfully with her brother in this country, a resident of New York.

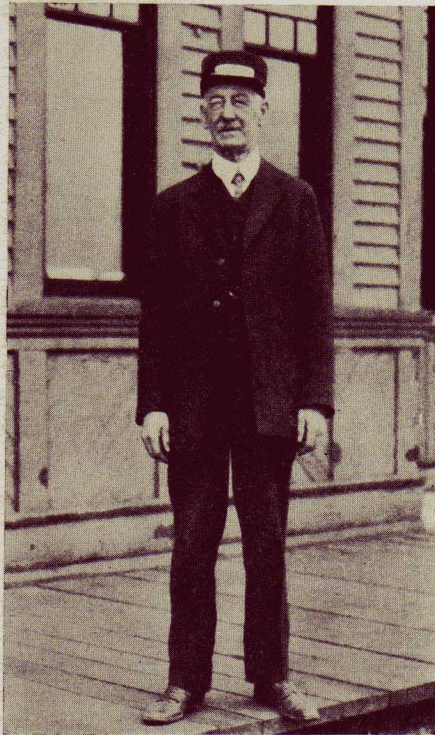
Coming unexpectedly to this country, she immediately hid herself to the Metropolis, expecting to be received with open arms by her brother's family—only to find his apartment closed for the summer and absolutely no clue available as to his exact whereabouts.

She had a vague recollection that he summered somewhere along the Maine Coast. So, picking out Waldoboro as a likely place, she descended one morning on Charlie Rowe and demanded that he produce her brother.—*And he did it.*

No, it isn't necessary to spoil the story by saying that the missing brother was at that moment in the freight house. It was

no easy matter to locate him.

With a directness that would have put a district attorney to shame and an imagination such as brought world-wide fame to one Sherlock Holmes, Rowe pro-



Agent Charles Rowe, Waldoboro

ceeded to extract from the searcher a lot of apparently unimportant information about the *kind* of a place the missing brother chose as his summer abode.

Knowing the coast counties like a book from his long railroad experience, Charlie Rowe soon made up his mind that there were only about six places in Maine that had the different characteristics described to him. One by one he started to call these six places—and in the fourth he found the missing brother.

For this high-class piece of sleuthing he wins the MAGAZINE'S prize of a fur-lined, copper-bound humidior in which to park the 50-cent perfectos which local agents always smoke.



George's Car Is Trained to Step Lightly

Some of the members of our L. department are credited with the ability to walk on eggs, but to Assistant Editor George E. Raynes goes the honor of training his auto to step lightly with effect. All the more credit is given because this is the first year he has owned a car.

The other day a neighbor's kid rode his bike directly back of George's car on the driveway of his Yarmouth home. The result was more than a collision—it was clean over the blame thing. But because his machine is trained that it did not go down hard enough to damage the car beyond what a few twists of the steering wrists could return to A1 condition.

The question naturally arises, where does a car does George drive? He is now enjoying a well earned vacation, but probably be back soon telling how he got over the skim ice on the end of Cape Cod one chilly Fall morning.



Lewiston Railroad Rollers Start Rig

They opened the bowling season on the 7th by journeying to Mechanic Falls and defeating the fast town team of the Granite by a score of 66 pins. The Paper won the first two strings by a small margin but the Railroaders came back strong on the last string.

Langley set the pace with 110, McLeod was a close second with 100. Langley also had high total with 271. McLeod, 271. Rollins, 259; Madden, 241. Huntoon, 241. Total, 1318.



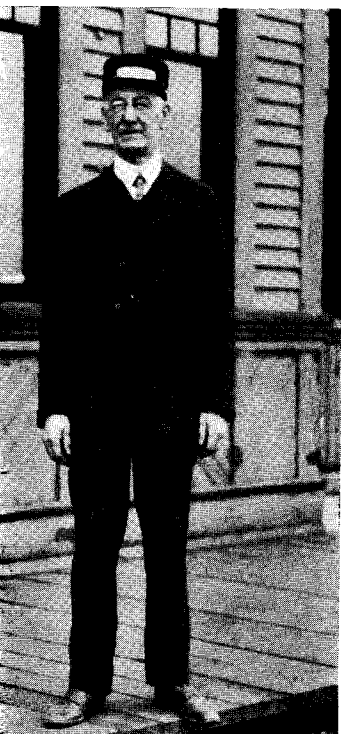
Horticulture

Stenographer—Bob, dear, when you are married, will you still continue to grow flowers every day?

Clerk—No, I'll give you a box and you can grow your own.—L. *Information Bulletin.*



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The other day a neighbor's kid parked his bike directly back of George's car in the driveway of his Yarmouth home. The result was more than a collision—he drove clean over the blame thing. But so well is his machine trained that it didn't bear down hard enough to damage the bicycle beyond what a few twists of George's wrists could return to A1 condition.

The question naturally arises, what kind of a car does George drive? He is now enjoying a well earned vacation, and will probably be back soon telling how he drove over the skim ice on the end of Casco Bay one chilly Fall morning.

* *

Lewiston Railroad Rollers Start Right

They opened the bowling season October 7th by journeying to Mechanic Falls and defeating the fast town team of that town by a score of 66 pins. The Papermakers won the first two strings by a small margin, but the Railroaders came back strong in the last string.

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Horticulture

Stenographer—Bob, dear, when we are married, will you still continue to give me flowers every day?

Clerk—No, I'll give you a box of seeds and you can grow your own.—L. I. R. R. *Information Bulletin.*

Most Boys' Ambition



TO LOOK AS
 HANDY AND EFFICIENT
 AS A RAILROAD
 ENGINEER.

A compliment to all Railway Engineers, tendered by Cartoonist Gaar Williams in the Chicago Tribune of August 16, 1926. Reproduced by courtesy of the Chicago Tribune.

* *

Radio Reservations Made at Augusta

Mails and telegraph are apparently getting too old-fashioned for some of the patrons of the Maine Central Railroad, it would seem from the case of a Camden summer resident who used the "air" to make a Pullman reservation from Augusta. His experience proves that the Road's slogan "In Step with Modern Transportation Methods" is not applesauce.

Desiring a later connection than No. 80 out of Rockland, William Justice Lee of Camden and Winter Park, Fla., caused the ether to oscillate in such a manner that Frederick Best, amateur owner and operator of station I-BIG at Augusta, copied down this message, "Reserve lower berth Augusta Boston 10.50 Sunday night, September 12."

Through the prompt and efficient action of Operator H. P. Lowell, on duty at the time, Mr. Best states that the reservation was immediately made and Mr. Lee so ad-



vised, only three minutes being required for the actual transmission and reception of the two messages.

As to the cast of this little drama: Mr. Lee is one of the foremost exponents of high frequency radio, as well as a constant frequency specialist, operating amateur station I-BCY at Camden in the summer. Mr. Best is well known in amateur radio circles in Central Maine. Operator Lowell is, of course, a well-known member of the Maine Central family. The Maine Central is always prepared to serve those that

approach it afoot, on horseback, on rubber, by mail, telegraph, or as in this case, by radio.

◆ ◆

Fire Sale?

Mr. A.—Your wife seems all broken up. What has happened to her?

Mr. B.—She got terribly upset.

Mr. A.—How's that?

Mr. B.—She was helping at a church rummage sale, took off her new hat for a minute, and somebody sold it for thirty-nine cents.—Clipped.

Bangor Car Department Office Crew Six Years Ago



Pictured above are the office crew and some of the men employed in the Bangor Car Department the summer of 1920. Reading from the left to right front row we find:

F. C. Coughlin, Clerk; P. G. Smith, Gen. Foreman; Miss Lena Golden, Stenographer; Olive Kierstead, Clerk; W. B. Dailey, Chief Clerk; C. A. Jefferds, Time Clerk.

Standing in second row: C. E. Kelley; Wm. Gray; Gus McKay; M. J. Willey; H. A. Jefferds; M. C. Lord; Oscar Page standing alone in rear.

Of this group only four are now working in Bangor: C. E. Kelley, Miss Lena Golden, C. A. Jefferds and H. A. Jefferds.

F. C. Coughlin is Clerk at Northern Maine Junction. Oscar Page is off on leave of sickness. M. C. Lord is off duty account of sickness. Miss Olive Kierstead is now Mrs. Rueben Simpson of Bucksport.

P. G. Smith has been transferred to Portland as Assistant Superintendent Motive Power.

C. A. JEFFERDS.

(18)



Railroad Raving



Waterville Jottin

By H. A. Thompson

Some very close Horseshoe Pitch tests take place at the Shops du noon hour. Among the experts are Patterson, Clifford Alexander, Townsend, Clarence Littlefield, Olor, Charles Trainor.

Machinist P. M. Severson has put a home on Boutelle Ave. Boil Foreman Thomas Rogers has returned from a vacation which he spent in the woods." Machinist Helpers, Cha Albert Vigue, have returned from where they went to attend the wedding of "Charlie's" daughter. If there is any doubt that a good time was enjoyed—ask them!



it afoot, on horseback, on rubber, telegraph, or as in this case, by



Railroad Ravings

By J. L. Anderson
Brunswick, Draftsman

Fire Sale?

—Your wife seems all broken up. What happened to her?
—She got terribly upset.
—How's that?
—She was helping at a church fire sale, took off her new hat for a dollar and somebody sold it for thirty cents.—Clipped.

Crew Six Years Ago



group only four are now working for: C. E. Kelley, Miss Lena C. A. Jefferds and H. A. Jefferds. Coughlin is Clerk at Northern Junction. Oscar Page is off on sickness. M. C. Lord is off duty on sickness. Miss Olive Kierstead is. Rueben Simpson of Bucksport. Smith has been transferred to as Assistant Superintendent Mo-

C. A. JEFFERDS.



Waterville Jottings

By H. A. Thompson

Some very close Horseshoe Pitching Contests take place at the Shops during the noon hour. Among the experts are Ralph Patterson, Clifford Alexander, Harry Townsend, Clarence Littlefield, Otis Taylor, Charles Trainor.

Machinist P. M. Severson has purchased a home on Boutelle Ave. Boiler Shop Foreman Thomas Rogers has returned from a vacation which he spent in the "big woods." Machinist Helpers, Charles and Albert Vigue, have returned from Canada where they went to attend the wedding of "Charlie's" daughter. If there is any doubt that a good time was enjoyed by all—ask them!

Foremen Enjoy Annual Dinner

The evening of Sept. 23rd was the time chosen by the Foremen for their Annual Shore Dinner and The Merri-Lu Coffee Shop at Smithfield was the place. There was no mistake in the selections, for the evening was fine, the dinner and service couldn't have been better, and the dining room which is very pretty was made more attractive by decorations for this occasion. After all had eaten their fill and a little more, cigars were lighted and Donald Bartlett, the son of Foreman J. M. Bartlett, tuned in the radio set that he had installed for the evening and the Tunney-Dempsey fight was received with a great deal of interest. The guests of the evening were: F. H. Ramsdell, J. C. McMulkin, N. A. Askew, H. P. Richardson, J. F. Abbott



and J. H. Hall. The Foremen present were: E. C. Bickford, I. J. Foster, W. H. Bragg, M. F. Rhoades, James O'Neil, T. M. Leighton, A. A. Williams, C. H. Sessions, E. E. Finnimore, H. Proudman, J. T. Prince, C. H. Chester, J. M. Bartlett, C. H. Gibson, J. E. Trainor, F. W. Richardson, F. M. Elliott, R. H. Clark.

Operator and Mrs. H. C. Conlogue are on a leave of absence from their duties at Waterville Yard and Elliott's Office and are touring the west. Conductor A. W. Crosby is on the sick list. Operator E. M. Beane is substituting in Waterville Yard. Foreman Chester Ellis of Waterville Freight House is now on a regular schedule between Waterville and Augusta.

Their Sixty-second Anniversary

Frederick D. Lunt and his good wife, Mary I. Lunt, observed on October 4th the 62nd anniversary of their marriage. Both are well and happy and received many callers during the day. Among the expressions of good wishes were a set of resolutions and a huge bouquet from the Waterville Loan and Building Association of which Mr. Lunt has been a director for 25 years, and a bouquet from "neighbors." The "Colonel" was connected with the Maine Central for 47 years, thirty-four of which he was Blacksmith Foreman.

Mrs. Henry Gleason, wife of Carman Gleason, has returned from the Elm City Hospital where she was a patient for several weeks. Storekeeper A. C. Butler passed his vacation at Lily Bay and reports a very successful hunting trip. Carman Helper and Mrs. Errol Gilman are the proud parents of a daughter born Sept. 26th. Clerk E. C. Herring, who has been confined to a hospital, is able to be out again. Asst. Foreman S. A. Pugsley has returned from his vacation which he spent in Nova Scotia. Carman Helper and Mrs. Gordon Bell are being congratulated upon the arrival of a daughter.

The "North" Was Right, Anyhow

Carmen A. E. Jones and W. L. Hutchinson would like to make a correction thru the columns of the MAGAZINE regarding

You're Not Hurt Worst in an Accident



—National Safety News

Conductor "Pat." Jacobs of train announcing and "peanut rolling" fame. It was stated recently that he received his early training in North Philadelphia but they claim that North Palermo is correct—now have a good time, boys, but don't fight!

Painter Fred Thibodeau returned to work recently after the summer's lay off and he had many experiences to relate. The first part of the summer "Tib." packed his tent and dunnage into the Jewett and started out. Before he landed in Waterville again he covered 8,000 miles and as he says, "Did I have a good time? I'll say I did!"

Thomas L. Kidd, who has been Welding Instructor on this district for the past four years, has been assigned to the New Haven and will make his headquarters at Hartford. All the boys wished "Tom" all kinds of success when he bade them good bye.



"Hoot" Made a Scoundrel Did He Get Any Better

You all know J. "Hoot" Gibson, Not the one of World-wide fame; He wrangles the Morse for the Term But he get's there just the same.

Just a short time ago Mr. Gibson Asked for a few days relief; To go down to Washington County That is our sincere belief.

Before going, he purchased a flivver, That set him back eighty-five bills; To make the trip down to his home Through a country of swamps and

He sure must have found a sucker, Among the Natives of Eastern Maine For somebody purchased that tin car So "Hoot" came back on the train.

Now "Hoot's" back with his nose on a grindstone, For we know how discouraged he felt When he spends more money on velvet It will be with a handle and four wheels

—Spa



New Hampshire News

By J. E. Winslow

C. E. Hartford, Stationary Fireman Lancaster, met with an auto accident Oct. 12th, in which his car was damaged and he received injuries to his scalp and little finger and was taken to Lancaster Hospital.

Twin sons were born to Fireman Mrs. L. J. James, Lancaster, on Oct. 14th, but one of the twins died two days later.

Superintendent F. J. Runey and Fireman Runey are in town for a few weeks' vacation.



Practical Girl!

Clarence (ardently)—When will you promise to share my lot, dear?

Winnie (sweetly)—Just as soon as I can build a house on it, big boy!—Culler

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"Hoot" Made a Scoot Did He Get Any Boot?

You all know J. "Hoot" Gibson,
Not the one of World-wide fame;
He wrangles the Morse for the Terminal,
But he get's there just the same.

Just a short time ago Mr. Gibson
Asked for a few days relief;
To go down to Washington County,
That is our sincere belief.

Before going, he purchased a flivver,
That set him back eighty-five bills;
To make the trip down to his homeland,
Through a country of swamps and hills.

He sure must have found a sucker,
Among the Natives of Eastern Maine;
For somebody purchased that tin can,
So "Hoot" came back on the train.

Now "Hoot's" back with his nose to the
grindstone,
For we know how discouraged he feels;
When he spends more money on vehicles,
It will be with a handle and four wheels.
—Sparkey.

New Hampshire Notes

By J. E. Winslow

C. E. Hartford, Stationary Fireman,
Lancaster, met with an auto accident
Oct. 12th, in which his car was badly
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Twin sons were born to Fireman and
Mrs. L. J. James, Lancaster, on October
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later.

Superintendent F. J. Roney and Mrs.
Roney are in town for a few weeks' vacation.

Practical Girl!

Clarence (ardently)—When will you
promise to share my lot, dear?

Winnie (sweetly)—Just as soon as you
build a house on it, big boy!—Culled.

Brunswick Briefs

By E. W. Tibbetts



Barnyard Golf Champions

There are a few around here who knew
Tunney would lick Dempsey (after the
battle).

The Hudson knock, "that they will pass
everything but a gasoline tank," still holds
true, or at least you have to put gasoline
in the tank once in a while and it doesn't
pay to *think* you have enough gas. You
must *know* or you will come to grief. So
Gil Powers found out when he had to walk
about a mile to get gas enough to get to
town one morning lately.

Henry Stubbs, recently employed at the
Block Signal Department at Brunswick,
wishes to thank his fellow workers through
the MAGAZINE, for their great help in his
recent sickness.

Blackie Levesque and Tom Powers,
employed at the Brunswick coal shed, have



proclaimed themselves as champion horse-shoe pitchers of Brunswick. Each one thinks it is nothing to put thirty-five ringers on in an hour.

The men employed at the Signal Department, also the Car Inspectors, think they are some berries, too, when it comes to that game, but according to report they will have to do a lot of practicing. Blackie Levesque also plays shortstop on the Brunswick ball team.



An Eastern Division Tale

One Time I work on the Eastern Division a ver nice division I meet 1 Frein his name Was *Gordon*. Now I mus tell you what dis feller do. *Gordon* he ver nice boy he *Drew* de ticket at de bazaar dat win de *Widow-pitlock*. She also ver nice lady. Bemby *Webster* he go wit her some time before he get mad and he call *Gordon* the *Greenbush* and sed you *Folsom* and *Gordon* he hit him so hard he sen him to *Mount Hope*.

Den *Gordon* he buy the old *Todd Farm* near the big *Forest der Bangor*. He done de *Great Work*. Bob Hinch he go fish one day and run in *To-Mah Pitlock* he say *Orono* you can't fish in my *Meadow Brook*. De Widow she send her Brother *Dan-Forth* to beat him and Bob he say you go *Veazie*, I send you back to de *Oldtown* were you come from. Now Bob he live in de *Forest* like a *King-man Eaton Fish*.—Anon.



Antiques!

"I got a rare old gift for Christmas, one of Caesar's coins."

"That's nothing. I got some of Adam's chewing gum."—*Wide Awake*.

Huck—I fell through a window this morning.

Ted—Get hurt?

Huck—Yes, got a pane in my side.

—*Borrowed*.

He—You look like a sensible girl. Let's get married.

She—Nothing doing. I'm as sensible as I look.—*Selected*.

Who Can Beat This Irish Potato?



Which Is Joe Burns?

Aroostook and Piscataquis and Penobscot are said to be some pumpkins in the spud game, but in little old forgotten Cumberland there was raised this year a potato which will put them all to shame.

A master gardener is in our midst in the person of Baggage and Mail Handler Joseph L. Burns of the Eastern Baggage Room, Portland Union Station. On his land at East Deering, Joe this year produced on an exceedingly small plot seven and a half bushels of Murphies, members of the Spaulding Rose faction, all of them big, strapping fellows. The prize of the lot he brought with him to work the other day and great was the excitement when it tipped the Baggage Room scales at two and three-quarters pounds.

Come on, you Maine Central gardeners. Who can beat it? We'll bet Joe's spud takes the System banner.



Have a Heart, Auntie!

"Will you let me kiss you if I give you a penny?" asked the little boy's aunt.

"A penny!" he exclaimed. "Why I get more than that for taking castor oil."—*Union Pacific Magazine*.

Think it over, then put it over.



To See Ourselves Others See Us

Commissary Agent J. S. Coombs in charge of our dining cars, passes the following as some of the written comments on this phase of our Maine service, handed to his Stewards by fied patrons:

D. C. 1200, 8'21'26: "Having a delicious breakfast."

D. C. 1203, 8'22: "Am now at breakfast having had no dinner. I am clean up the dining car. Splendid service, train, etc."

D. C. 1201, 8'23: "Good eats in the dining car."

D. C. 1200, 8'14: "Just passed Portland and am having a really fine breakfast."

D. C. 1203, 8'14: "Darn good breakfast."

D. C. 1203: "Splendid meals and service on the Maine Central. Great courtesies, touring and camping. Don't miss the chance to come here and see the wonderful sights."

D. C. 1200, 8'31: "Greetings from the Alleghash. Fine meal and excellent service."

D. C. 1201, 9'1: "Having a fine dinner."

D. C. 1200, 9'3: "An excellent meal has served me an excellent meal. The Maine Central."

D. C. 1200, 9'3: "I am returning from the most wonderful two days at Mt. Kineo House. I never expect to see a more beautiful than the sunset from the top of Mt. Kineo where we climbed day evening."

D. C. 1200, 9'4: "Just finished a good breakfast."



Tall Timber Tall

By "Rangeley Rooster"

I tried all kinds of fly dope—"Skoot," "Fisherman's Friend," etc.—forms, tube, tablet and tank car.



**Who Can Beat This
Irish Potato?**



Which Is Joe Burns?

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**To See Ourselves as
Others See Us**

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D. C. 1200, 8'21'26: "Having a most delicious breakfast."

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D. C. 1201, 9'1: "Having a fine dinner."

D. C. 1200, 9'3: "An excellent steward has served me an excellent meal. I'm for the Maine Central."

D. C. 1200, 9'3: "I am returning from a most wonderful two days at Mt. Kineo House. I never expect to see anything more beautiful than the sunset from the top of Mt. Kineo where we climbed yesterday evening."

D. C. 1200, 9'4: "Just finished a very good breakfast."



Tall Timber Tales

By "Rangeley Rooster"

I tried all kinds of fly dope—"Skeeter-Skoot," "Fisherman's Friend," etc., in all forms, tube, tablet and tank car. I spread

it on as thick as "Trudie" did for her swim. Heavens, how they bored me!

So I mixed up a concoction in a bottle, took it out on the job, about a quarter mile from where we took the rail motor car off the "iron." We were putting in ties. Worked about two hours and no flies.

One of the crew said, "Where are the flies?"

Says I, "Keep still or they will hear you, Buddie."

But when we went to dinner we found out where they had gone. They were all swarming around that bottle of fly dope. I had forgot and left it on the car.



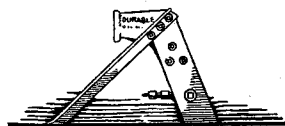
**Protection Satisfactory
but Coverage Nix**

"When does an insurance policy mean protection," is a problem which has proved puzzling to Pay Clerk A. E. Burdick. Like all careful men, he recently secured a fire insurance policy on his newly constructed garage, but instead of parking it unopened in the northeast corner of his desk drawer, something prompted him to read it.

Imagine his surprise when he found he was protected against fire and conflagration damage to hay and harness, hogs and horses,—but that he was not allowed to keep an auto on the premises. By mistake he had been given a form to cover barns.

He wrote the company that he appreciated their kindness in thus considering the possible losses to property he might own some day, but that he would like to keep a car in his garage, because that was what it was built for.

Of course he got a new policy in jig time and not only that but he also got eight cents back, the rate on garages being slightly lower than on barns.



Right Hand, Left Hand---Always a Little Behind Hand

There was once a feller named Winslow
With whom all my pleadings were vain.
He would always get round at 9.10 with his
milk
To go on the 9 o'clock train.

So I wired to the Super this message
"Please set the milk train back an hour,
Or when Winslow is late in the A. M.
His milk will lay over and sour."

At 10 then, the milk train was scheduled,
And I sighed with relief once again.
The very next morning Friend Winslow
Appeared with his milk at 10.10.

So then to the General Manager
A pitiful letter I wrote:
"The way you are running this milk train
Is getting poor Winslow's goat.

Your milk train should go at 11,
If it would connect with Winslow,"
And the Manager answered politely,
And said, "Very well, be it so."

I gave a glad cry of rejoicing,
But my joy was short-lived, I swan,
For the next day at just 11.30,
Good Winslow came round with his can.

Then a letter to Congress I penciled,
"If his Country and Winslow you'd
save,
I pray thee, call out the Militia
And make this old railroad behave."

So they called out the Army and Navy,
The S. P. C. A. and the Klan,
The Lame and the Halt and the Lazy,
The populace rose to a man.

They stormed at the gates of the railroad,
And they cried, "Viva Winslow or bust!"
"Set back your old milk train an hour,
Or we'll rip up your two streaks of rust."

The answer came quickly and sadly,
"Go in peace, we will do as you say,
At twelve we will now run our milk train."
Forsooth, I had cause to be gay.

But, O Horrors! Next day when the milk
train
Had departed on time at 12 noon,
Dear Winslow appeared at 12.30,
And I dropped to the floor in a swoon.

By my bedside in prayer, then I pleaded,
"Lord, help this slow son of a gun,
Send a train to accommodate Winslow,"
And the answer came: "It can't be done."

"When the Last Great Day is approaching,
And the World stands for judgment in
line,
The trumpet shall sound one hour early,
That Winslow may be there in time."
—Dinty.

Editor's Note:—And it ain't only milk, either.

