

December 1926

 **WELCOME**  
**P OF H**

MAINE  
CENTRAL  
RAILROAD

*Maine  
Central  
Employees'  
Magazine*

## The Lightman

At dawn I take my three-wheel car  
And from the west switch sally.  
I clatter over frogs and leads,  
And bicker down the valley.  
In my tray two cans of oil,  
With burners, waste and matches,  
Behind me roosts my dinner-box,  
I get my eats in snatches.  
I pump her to the lower end  
And fill the lights returning.  
Though trains may come, and trains may go  
Those signals must keep burning.

I stop and test each crossing bell,  
And watch the rail and wire.  
And here and there I dodge a freight,  
And here and there a flyer.  
I slip, I slide, I skid, I stop  
On icy rails; I cuss her.  
The wheels, they spin, and I get off  
And up the grade I push her.  
When snow is deep and drifted hard  
And not a wheel is turning,  
I have to walk my daily trail—  
For those signals must keep burning.

There's soot upon my placid brow,  
And on my nose soot lingers.  
There's soot inside my neck and ears,  
And soot upon my fingers.  
My overalls are black with soot,  
From soot I've no protection.  
My under-suit is sooty too,  
I'm "sooted" to perfection.  
Black cracks adorn my finger tips,  
My nails are dressed in mourning.  
Though trains may come, and trains may go,  
Those signals must keep burning.

—Dinty.

MAINE  
CENTRAL  
RAILROAD

MAINE  
EMPLOYEES

Vol. III

D

## Group Insurance First Beneficiary

NOVEMBER 22, 1926, will remain a red letter date in the calendar of the Maine Central for at noon this date the group accident and health insurance provided by the Travelers Insurance Company became effective for all active Maine Central employees who had submitted application cards for this purpose.

### Remarkable Record Established

A remarkable record was established in the payment of a claim under the new policy which arose from the much lamented death of Engineman Oscar R. Thomas of Portland, who got in the way of a locomotive of No. 3 just a few minutes after the policy went into effect.

Of course, Mr. Thomas never knew that he was protected, but the news of his death received in Portland and transmitted at once to the local office of



Employees V

Left to right: Harry W. Anderson, local office, Portland



# MAINE CENTRAL



## EMPLOYEES' MAGAZINE

Vol. III

DECEMBER, 1926

No. 12

### Group Insurance Plan Now in Effect First Benefit Paid Second Day

NOVEMBER 22, 1926, will long remain a red letter date in the calendar of the Maine Central family, for at noon this date the group accident and health insurance policy of the Travelers Insurance Company became effective for all active Maine Central employees who had signed application cards for this protection.

#### Remarkable Record Established

A remarkable record was established in the payment of the first claim under the new policy, which arose from the much lamented death of Engineman Oscar R. Thomas of Portland, who got in the way of the locomotive of No. 3 just twenty minutes after the policy went into effect.

Of course, Mr. Thomas never knew that he was protected, but the news of his death received in Portland and transmitted at once to the local office of

the Travelers Insurance Company, resulted in the payment of a thousand dollar check to his son and beneficiary, Charles Arthur Thomas, less than twenty-four hours after his father's death occurred. This check is reproduced on a succeeding page and young Mr. Thomas is also shown receiving the check from the hand of H. F. Noyes, Assistant Superintendent of Motive Power.

#### Employees Started Plan

The idea of putting this insurance into effect on the Maine Central system first occurred to a group of employees in the Portland office. A committee consisting of Harold J. Foster, Joseph T. Welch, Carleton I. Pickett and Clarence W. Anderson

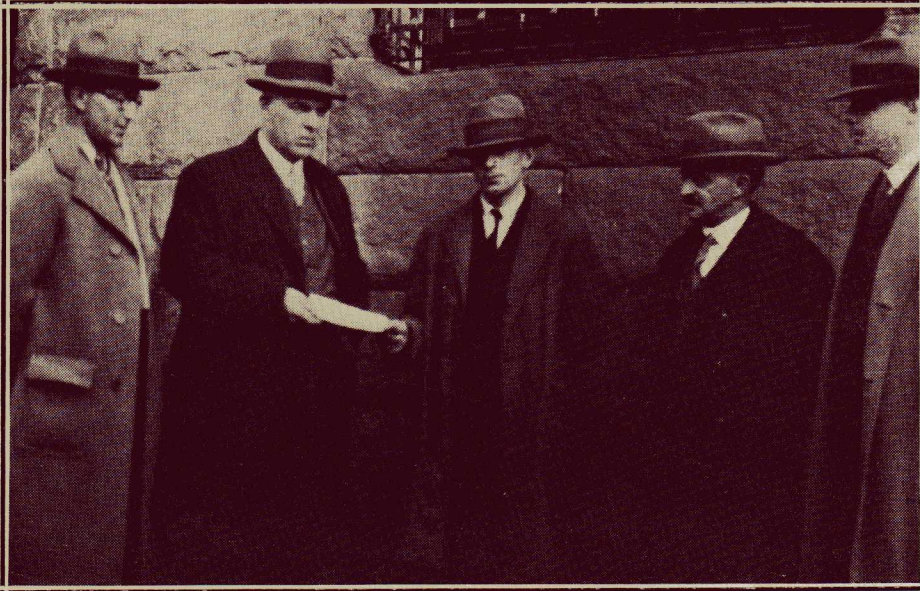
was appointed to wait upon the General Manager and see if some plan could be worked out which would give the general office employees



Employees Who Fathered Insurance Plan

Left to right: Harold J. Foster, Joseph T. Welch, C. W. Anderson, Carlton I. Pickett, all of General offices, Portland.

—Dinty.



**First Death Benefit—Check for \$1000.00 Paid Within 24 Hours After Death of Engineman Oscar R. Thomas**

Left to right: John J. McCarthy, Claims Department, Travelers Insurance Co.; H. F. Noyes, Assistant Superintendent Motive Power; Charles A. Thomas, Beneficiary; J. M. Horne, Chief Clerk, A.S.M.P.; A. M. Dodge, Special Representative Travelers Insurance Co.

the benefits of group insurance which they would pay for themselves by payroll deduction.

Not only was the General Manager receptive to the idea as it applied to the general office, but immediately sensing the tremendous saving of group action in the purchase of insurance protection, he immediately began to canvass the idea of making the insurance apply to each and every employee who desired it all over the system.

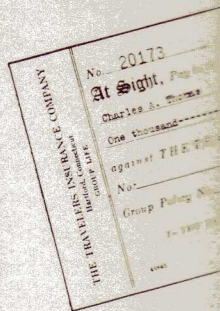
**They Sure Are Travelers**

It is some job to point out the benefits of this protection to a group of men as extremely scattered as are

the members of the Maine Central family, but the tremendous organization of the Travelers Insurance Company, which brought a large number of active young men from their other offices, made it possible to canvass the entire field in a remarkably short time. In Portland, Waterville, Bangor and other large railroad centers the work went over fast, but when going from place to place in certain scattered territory like the Mountain Road, it is rumored that Travelers representatives lived up to their name to the extent that they traveled considerable distances afoot.

So large was the response to the in-

surance plan and so rapid was the work of canvass by the insurance company that in a remarkably short space of time, 75 per cent of the



**This Check Was Paid for Accidental**

total active employees and of the Maine Central Railroad Portland Terminal Company signed up, after which the insurance was formally put in effect.

**Insurance Benefits Explained**

The insurance provides that every Maine Central employee and his family who participates in its benefits receive \$10 a week if injured through no cause whatsoever, while away from work, up to a thirteen-week period; \$10 a week if sick enough to require a doctor up to thirteen-weeks, starting after the first week, including the first week if they are unable to work for a full month; \$500 for the loss through accident, any kind or anywhere, of a foot or an eye; \$1000 for the loss of two such members; or in case of accidental death, either away from work or at work, \$1000 is paid to the wife, son, mother or whoever is named as beneficiary. Unlike most insurance there is no age limit to this protection and no medical examination is required at the start.



**Within 24 Hours After Death**  
Thomas

t, Travelers Insurance Co.; H. F.  
Charles A. Thomas, Beneficiary;  
Special Representative Travelers

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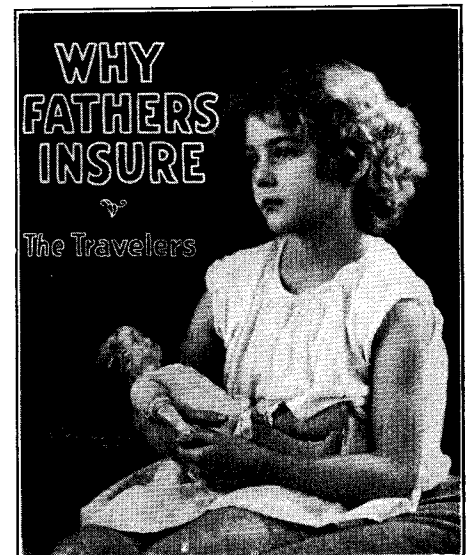
THE TRAVELERS INSURANCE COMPANY  
Hartford, Conn.  
LIFE  
No. 20173  
At Sight, Pay to the order of  
Charles A. Thomas  
One thousand and 00/100  
the sum of \$1000.00  
Dollars, in full settlement of all claims  
against THE TRAVELERS INSURANCE COMPANY on account of Certificate  
No. \_\_\_\_\_ issued on the life of Oscar R. Thomas  
Group Policy No. \_\_\_\_\_ issued to Maine Central Railroad Co.  
By THE TRAVELERS INSURANCE COMPANY  
Hartford, Connecticut  
DATE IN NEW YORK  
November 23, 1926  
Portland, Me.  
J. J. [Signature]

**This Check Was Paid Less Than 24 Hours After  
Accidental Death of Mr. Thomas' Father**

Any men  
joining  
the com-  
pany af-  
ter this  
date may  
obtain  
the bene-  
fits of this  
insurance  
without  
any med-  
ical ex-  
amination  
after they  
have been

in the service two months. But it does  
not pay to put it off too long, for  
after this first two months there is  
only a three-month period during  
which they can apply for insurance  
without expense to themselves. After  
that time, they have to pass a

*(Concluded on page 22)*





## Every Employee a Business Getter

**G**REEN is evidently a favored color in the Maine Central family, for the "Traffic Tip Cards" printed in this tint and included in the last issue of the MAGAZINE, arrived at this office in greater numbers than ever before. They were turned over to the passenger and freight traffic departments and used by the traveling representatives of these two important units of our transportation system as the basis for tracking down new business.

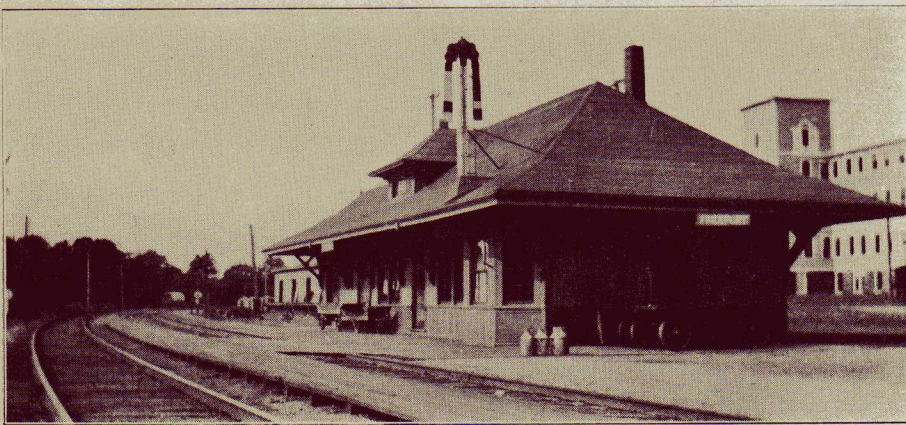
"Traffic Tip Cards", declared General Passenger Agent M. L. Harris, "are developing some new and interesting points of contact. For example, Agent R. B. Spaulding of Troutdale tipped us off to a Bangor man's proposed trip to Florida with the result that our forces there can get in touch with him and sell him a through ticket. Quite a number of cases with which we have made contact as a result of 'Traffic Tips' are lined up

ready to buy a ticket and travel over our lines as soon as they are ready to move later in the winter. The largest job done for us was by Cashier V. A. Cunningham of Old Town, gifted correspondent of this MAGAZINE, who recently accused me in the MAGAZINE of trying feloniously to purloin the office clock. As a result of his tip, we sold three full and two half fare tickets all rail to New York for a party en route to England."

Operator Ernest B. Buswell of North Anson didn't forget his "Traffic Tip Card" when he heard that a fellow townsman planned a trip to Cleveland. As a result of what the "Tip" did the North Ansonite bought his ticket clear through to Cleveland and left the other afternoon on the "Minuteman" from Boston.

Freight Traffic Manager George H. Eaton, after pointing out the increase

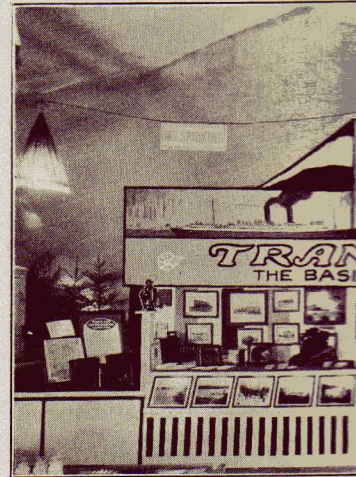
*(Concluded on page 21)*



A Familiar Sight—the Station at Freeport

(6)

## State-Wide T Join in



"Transportation" Was

**E**LEVEN of the transportation companies which provide service to the State of Maine with such efficiency and service acted as a unit in representing the public what they are doing by exhibiting a joint exhibit in the "Maine Market" State-Wide Exposition in the Exposition Building at Bangor the week of November 8, under the auspices of the Harold T. Post of the American Legion.

### Exhibit Most Elaborate

Rail, electric and steamboats were represented in an exhibit which was without question the most elaborate of its kind ever shown in the State as well as one of the most interesting and instructive of the exhibits which crowded the hall to the doors.

Not without a great deal of planning and preliminary work

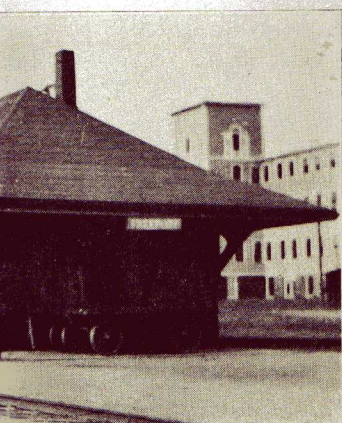
## Business Getter

to buy a ticket and travel over  
as soon as they are ready to  
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ham of Old Town, gifted con-  
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accused me in the MAGAZINE  
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*Concluded on page 21)*



at Freeport



## State-Wide Transportation Interests Join in Service Exhibit



"Transportation" Was Driven Home to Every Exposition Visitor

**E**LEVEN of the transportation companies which provide the State of Maine with such splendid service acted as a unit in telling the public what they are doing by staging a joint exhibit in the "Maine in the Market" State-Wide Exposition held in the Exposition Building at Portland the week of November 8, under the auspices of the Harold T. Andrews Post of the American Legion.

### Exhibit Most Elaborate

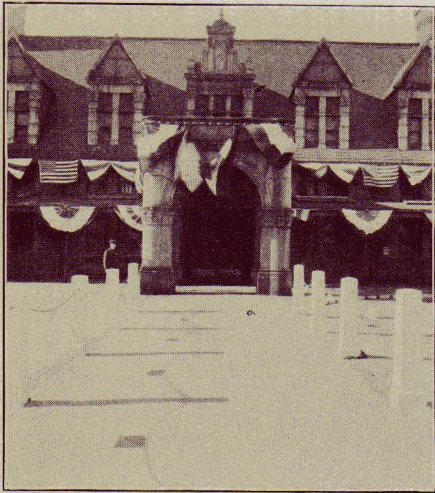
Rail, electric and steamboat lines were represented in an exhibit which was without question the most elaborate of its kind ever shown in this State as well as one of the most interesting and instructive of the many which crowded the hall to its very doors.

Not without a great deal of planning and preliminary work was the

exhibit prepared. For over a month before the Exposition doors opened, representatives of the various companies involved had been meeting in Portland under the capable chairmanship of our Industrial Agent W. G. Hunton.

### The Companies Represented

The line-up of the companies involved and their representatives is as follows: Androscoggin Electric Company, P. E. Weymouth; Aroostook Valley Railroad, A. R. Gould; Bangor & Aroostook Railroad, W. B. Hill, E. C. Richardson; Bangor Hydro-Electric Company, Edward Graham; Boston & Maine Railroad, E. W. Abbott; Canadian Pacific Railway, A. R. Gould; Casco Bay Lines, W. S. Hodgdon; Maine Central Railroad, W. G. Hunton, Industrial Agent, M. L. Harris, General Passen-



**Union Station Greets Grangers**

ger Agent, Dudley Alleman, Publicity Agent; Portland Railroad Company, R. E. Holden, F. D. Gordon; The Robert Reford Co., Inc., J. M. McDougall; Fred A. Gignoux. The last two named are steamboat agents.

**Not a Bathing Beauty**

The most spectacular single feature of the exhibit was a mammoth canvas in oils 48 feet in length which had for its theme "Transportation, the Basis of American Civilization." Unfortunately the bright reds, blues and browns in this picture cannot be reproduced with the ordinary camera and so do not show up in their actual distinctness and beauty in the cut at the head of the preceding page.

For the benefit of those not mythologically up to date, we would advise that the life size figure in the center of the picture is not Venus or any other bathing beauty, but rather Mercury, the Greek God who was supposed to represent railroad and steamboat men in the annual con-

ventions of the Gods held at regular intervals at Mt. Olympus.

**Movement Attracted Crowds**

Movement and color are what attract crowds nowadays, psychologists tell us, and the wigwag signal at the right of the picture was a not unimportant item in packing the crowds into the Transportation booth. This came from Billerica shops, lent by the Boston & Maine and was set up by our own signal department. Outdoors, where a scissors can be rigged, a signal like this can be swung into place without an undue amount of perspiration and profanity. Furthermore a good solid concrete base with steel bolts exactly in place is ready for the reception of the heavy mechanism.

In the Hall, however, as the picture shows, there was absolutely no head room to work in. Nor was it possible to bolt these signals to or through the floor. The fact that the signal was put in place on time and worked throughout the entire exhibit, reflects, the writer feels, a good deal of credit on our signal department.

**A Widely Travelled Engine**

Just to the left of the middle entrance, an exact working model of a steam locomotive may be observed. This was furnished by the courtesy of the Waltham Watch Company of Waltham, Mass., which, together with the makers of the Hamilton watch, rather stress the railroad angle in their advertising. This was a model of the famous 999 type of engine noted for its speed in the days when it was new. This model has an interesting history in that it is shipped

*(Concluded on page 23)*



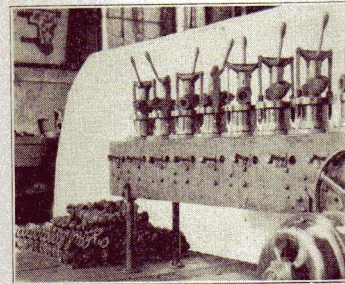
# Waterville Shops Department

By A.

**I**N THE Air Brake Department Waterville Shops are most interesting and labor-saving machines but the boys at the shops are proud of four machines that have worked out, constructed and in operation in that Department are an Angle Cock Grinding Machine, a Hose Dismantling Machine, an Assembling Machine, and a Gauge Tester. The pictures and following descriptions may be of interest to some of the readers.

**Angle Cock Grinding Machine**

An electric motor geared to proper speed imparts reciprocating motion by means of a crank rod and crosshead to a sliding connecting bar. To this bar are attached studs, which are located opposite the unit, and carry clutch arm, free to turn back and forth on socket spindle when clutch is engaged. By means of so



**This Machine Revolutionizes Angle Cock Grinding**





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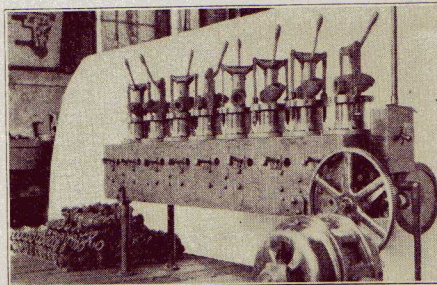
# Waterville Shops Proud of Air Brake Department's New Inventions

By A. A. THOMPSON, Waterville

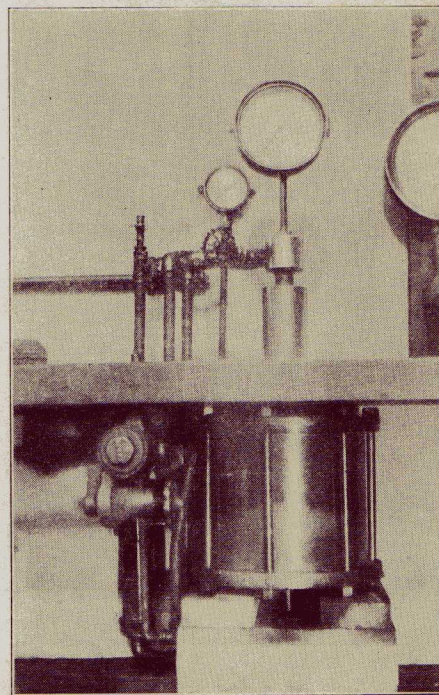
**I**N THE Air Brake Department at  
Waterville Shops are many in-  
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but the boys at the shops are especially  
proud of four machines that were  
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operation in that Department. They  
are an Angle Cock Grinding Machine,  
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unit, and carry clutch arm, which is  
free to turn back and forth around  
socket spindle when clutch is dis-  
engaged. By means of square on



**This Machine Revolutionizes Angle  
Cock Grinding**



**Makes Accurate Tests**

spindle, when clutch is engaged,  
spindle turns back and forth with  
clutch arm imparting motion to angle  
cock plug placed in socket of spindle  
for purpose of grinding.

By means of cams, spindle barrel,  
to which angle cock body is clamped,  
is allowed to turn a portion of a revo-  
lution at intervals, which changes  
position of plug in relation to body.

Average production would be about  
14 or 15 per hour.



# Train Rules

By M. F. L.

This article will be devoted to consideration of questions relative to clearance cards form M. C. 30. Rule 221 states that a clearance card (M. C. 30) is issued to all trains receiving traffic and will show individual numbers of orders delivered with it.

The proper method of making a clearance card is as follows:

First line should show name of train, time and date; second line number of train to whom addressed; third line number of orders. If no orders are delivered, the word "no" should be written after the words "I have." On the fourth line after the words "signal is displayed for" should be shown the number of orders for which signal is displayed. If no signal is displayed for Order No. 1 for train at Vassalboro, the fourth line of the card should read "signal is displayed for." If the signal is not displayed for Order No. 1, the fourth line should show for which signal is displayed. If no signal is displayed for any of the other trains, this line should read signal is displayed for "other trains".

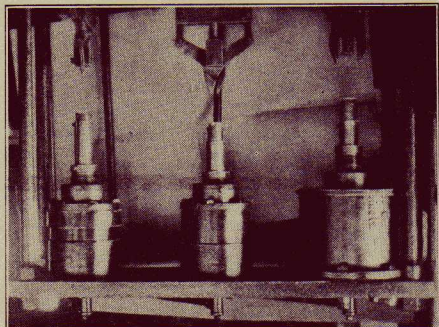
If a copy of order is addressed to a train at meeting or waiting point for all trains affected until all have cleared from one direction, clearance signal is displayed for Operator.

Station register clearance Form M. C. 30 does not clear a train on train orders and when signal is displayed for a train must be accompanied by a clearance card form M. C. 30. When orders have been delivered or when a train has been cleared, it becomes necessary to send further orders to the train at that station, a clearance should be made, the third line of which should read—"I have no further orders for your train."

When orders are sent to a train, the Conductor or Engineman of another train such orders should be accompanied by a clearance card reading as follows:

## The Hose Dismantling Machine

The Hose Dismantling Machine consists of three air cylinders with rams, fastened to suitable frame. Under each ram and fastened to base of frame are centrally located: First, bolt cutting shears; second, band spreader, and, third, hose cutter. When air is turned on and hose in place, ram is moved downward forcing hose against shears, spreader or cutter as case may be, compelling operation of same.



Air Rams the Hose Home

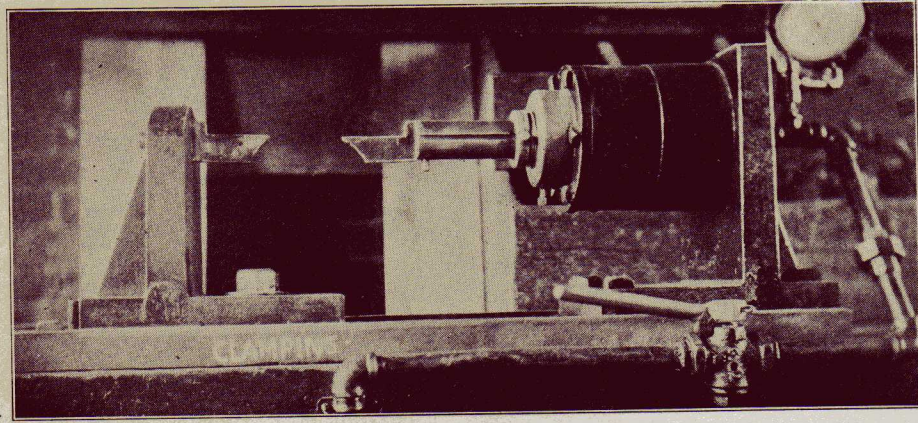
## Hydraulic Gage Tester

This machine, built on old principle of different areas of pistons to increase power, is operated by compressed air. It has a one-inch square area piston to compress light oil to gage to be tested, and is driven by a ten-inch diameter piston with 80 pounds air. It is possible to get 400 tons on gage for Hydraulic Press with thirteen-inch diameter ram.

By using double pressure feed valve on air line any graduation from zero pounds up to 400 tons may be obtained.

## The Hose Assembling Machine

The Hose Assembling Machine consists of a frame to which is fastened a cylinder and brackets located opposite each other. It has finger inserted centrally in end of cylinder ram. As ram moves toward bracket with hose in place, finger engages lug on hose band, forcing band tight around hose and bolt is then inserted and nut put on. With suitable air pressure it is unnecessary to use wrench to tighten nuts.



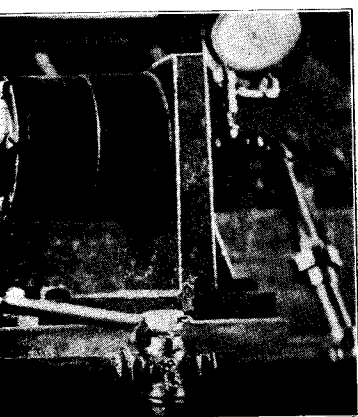
This Hose Assembling Machine Cancels the Wrench

### Hose Dismantling Machine

Hose Dismantling Machine consists of three air cylinders with rams fastened to suitable frame. Each ram and fastened to base are centrally located: First, cutting shears; second, bander, and, third, hose cutter. Air is turned on and hose in ram is moved downward forcing against shears, spreader or cutter may be, compelling operation.

### Hose Assembling Machine

Hose Assembling Machine consists of a frame to which is fastened roller and brackets located opposite other. It has finger inserted in end of cylinder ram. As roller moves toward bracket with hose in ram, finger engages lug on hose forcing band tight around hose. It is then inserted and nut put on. With suitable air pressure it is necessary to use wrench to tighten



Facilitates the Wrench



## Train Rules and Train Orders

By M. F. DUNN, *Train Rules Examiner*

This article will be devoted to a consideration of questions relative to clearance cards form M. C. 30. Rule 221b specifies that a clearance card (M. C. 30) will be issued to all trains receiving train orders and will show individual number or numbers of orders delivered with it.

The proper method of making out a clearance card is as follows:

First line should show name of station, time and date; second line number of train to whom addressed; third line number or numbers of orders. If no orders for a train, the word "no" should be written in space after the words "I have." On the fourth line after the words "signal is displayed for" should be shown the number of train for which signal is displayed. If signal is displayed for Order No. 1 for train No. 1 at Vassalboro, the fourth line of clearance should read "signal is displayed for No 1." If the signal is not displayed for No. 1, the fourth line should show for what train signal is displayed. If displayed for several trains, this line should read signal displayed for "other trains".

If a copy of order is addressed to Operator at meeting or waiting point for delivery to all trains affected until all have arrived from one direction, clearance should read signal is displayed for Operator.

Station register clearance Form M. C. 54 does not clear a train on train order signal and when signal is displayed for a "54" it must be accompanied by a clearance card M. C. 30. When orders have been delivered or when a train has been cleared and it becomes necessary to send further orders to the train at that station, an additional clearance should be made, the third line of which should read—"I have No. 5, no further orders for your train."

When orders are sent to a train in care of Conductor or Engineman of another train, such orders should be accompanied by a clearance card reading as follows:

"To C & E No. 1 Augusta—

"I have No. 72 for Extra 503 West at Kennebec care Conductor No. 1. Signal is displayed for No. 323."

Five copies of this clearance should be made, two for C & E No. 1, two for Extra 503 West and one to be retained by Operator. If orders are received for a train for which signal is not displayed, the fourth line should read—"not displayed."

The first three lines of the clearance are the most important and Conductors and Enginemen are not particularly interested as to what train the signal is displayed for provided it is not for their train, but for the sake of uniformity and to avoid confusion it is desirable that the above method of filling out the fourth line of clearance be followed:

The time shown on first line should correspond with time order was made "complete". The second paragraph of Rule 221 provides that when train order signal is displayed for orders, it must not be restored to "proceed" until all orders have been delivered or annulled, therefore, the signal must not be cleared for a train for which there are no orders, but in such a case a clearance card must be issued.

A clearance card dated before midnight is good after midnight. When orders of a previous date are delivered, the clearance card should show the date as well as the number of the order on the third line.

✦ ✦  
**Dizzy**

Conductor—There's a man sitting back there who thinks the world revolves around him.

Brakeman—Awfully proud?

Conductor—Awfully drunk.—*Exchange.*

Optimist—When is the best time to marry?

Pessimist—If you are young, not yet; if you are old, never.—*Drexler.*



# MAINE CENTRAL Employees' Magazine

Vol. III DECEMBER, 1926 No. 12

"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.

DUDLEY ALLEMAN, *Editor*  
MAGAZINE  
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C. D. Atherton,	Freight Office
Joseph D. Rourke,	South Portland
John F. Dunn,	Rigby

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C. A. Jeffers,	Bangor Car Dept.
P. N. Carson,	Bangor Ticket Office
V. A. Cunningham,	Old Town
R. H. Johnson,	Woodland
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H. D. Davis,	Vanceboro
T. S. Kelley,	Kingman

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W. H. Marshall,	Oakland
A. F. Smith,	Lewiston
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S. O. Swett,	Rumford
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Alfred R. Pugh,	Rockland

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

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 111, 222-242 St. John Street, Portland.

## EDITORIALS

### A "KICK" IN HIS WORK

It used to be painful when your gun kicked you; it used to be serious when a mule kicked you; when your wife kicked you it was a tragedy; a catastrophe had happened when you were "kicked" by the boss.

Now you want to get a "kick" out of what you do, what you eat, what you dr—, no of course not that. "Kick" has a new meaning, the pleasure, the satisfaction, the thrill we get out of anything.

We try to get all the "kick" possible out of life, and lucky men get a lot of it. Luckiest of all are those who get a "kick" out of their work, and railroad men do so more than those engaged in almost any other industry.

### NOT A FAIR CRITICISM

No fair-minded person will deny that American railroads have had a raw deal since 1917. But many people say that the railroads have brought upon themselves much of the unnecessary regulation because of the way they used to act.

A western railroad official had the nerve to strike out recently at this unjustified criticism: "It is untrue," he told an audience of shippers, "that the railroads have brought upon themselves so much unnecessary regulation because of their dishonesty. As a matter of fact, the record shows that in the development of the greatest transportation system of the world today, the railroads of America, there has been less dishonesty than in any other single line of endeavor in the United States."

### WHICH IS RIGHT?

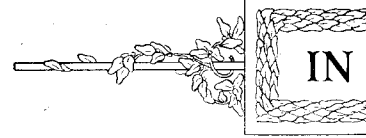
A prominent official of a neighboring railroad suggests that a terrible accident may result from a rear-end collision between the passenger and the freight trains which have appeared at the top of each inside page of our MAGAZINE in recent months.

We might say that Maine Central freights are so wonderfully sure to be on time that they keep out of the way of our passenger trains, but of course our friend is right and the headings are being changed in accord with his helpful suggestion, except on this page, where they are left in their former position to show what we are talking about.

This is a railroad man's MAGAZINE and between ourselves, why question the fact that freight is of greatest basic importance, even though passenger trains have the right of way?

Perhaps, after all, we should have left the freights ahead.

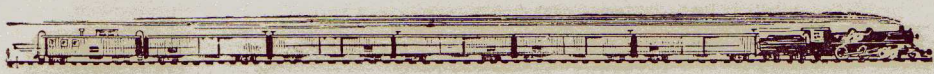
( 12 )



OSCAR R. THOMAS

News of the tragic death of Oscar R. Thomas of Portland came as a blow to his host of friends all over the system, when word was flashed that he had been killed at Augusta, just after 11 o'clock on November 22. Bright, happy, and of good disposition, with always a smile on his face for everyone with whom he came in contact, is the description of "Roary" given by one of his superior officers. Not only in the front office, but among the crews, in the engine houses and everywhere he was known, he was one of the best men on the system.

Death came to Mr. Thomas while he was examining a hot trailer job on engine number 621 on 326's extra, at the shoe factory in Augusta. Even though he failed to note the approach of the engine and straightened up just in time



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**IN MEMORIAM**



**OSCAR R. THOMAS**

News of the tragic death of Engineman Oscar R. Thomas of Portland came as a blow to his host of friends all over the system, when word was flashed that he had been killed at Augusta, just after noon on November 22. Bright, happy, of even disposition, with always a smile or a joke for everyone with whom he came in contact, is the description of "Roary" Thomas given by one of his superior officers. Not only in the front office, but among train crews, in the engine houses and everywhere he was known, he was one of the best loved men on the system.

Death came to Mr. Thomas when he was examining a hot trailer journal on engine number 621 on 326's extra, standing at the shoe factory in Augusta. Evidently, he failed to note the approach of No. 3 and straightened up just in time to be

struck by the bunter on the passenger locomotive. None of the crews of either train saw the accident but his body was almost immediately discovered after the passing of No. 3 and he was carried to the station where a physician, hurriedly called, pronounced death instantaneous.

Mr. Thomas was born October 5, 1883, and had been in the employ of the Maine Central Railroad since June 30, 1908, when he became a fireman. He was promoted to engineer October 15, 1913. At the time of his death, his regular run was 326's extra, No. 323 between Portland and Waterville, and 341's extra and 342's extra between Portland and Brunswick. He resided at 17 Frederic Street, Portland, and is survived by his wife, Mrs. Elizabeth M. Thomas, a son, Charles Arthur Thomas, and a stepdaughter, Miss Marjorie Willard.

The Masonic order conducted Mr. Thomas' funeral, and many members of the Maine Central family were present to pay their last respects to a dearly beloved friend and brother.

**ELLIS FORD**

Ellis Ford, who was connected with the Maine Central Railroad for many years, passed away in Gloucester, Mass., on Oct. 21st. Funeral services were held in Waterville on Sunday, Oct. 25th, Rev. F. S. Walker of the Universalist Church officiating.

Mr. Ford started to work for the Company at Waterville Shops in 1864. He was transferred to Bangor as Foreman in 1865 where he remained until 1873 when he took a leave of absence. Returning in 1875 he worked until 1895 when he was taken ill and was not able to work for a year.

After this illness he returned to work at Waterville Shops where he remained until retirement in 1915.

A. A. T.



**W. F. LORD**

W. F. Lord, for 36 years a Maine Central employee, died at his home in Monmouth on Nov 24. He was born in Litchfield, and had been employed as section foreman at Leeds Junction, Freeport, Readfield, and at Monmouth, retiring a year ago.

Mr. Lord leaves a wife, Mrs. Cora Lord, a daughter, Mrs. Carroll W. Bent of 200 Spring Street, this City, and a brother, Elmer Lord of Gorham, who is instructor of manual training at Westbrook High School. Mr. Lord was a member of the Monmouth Grange and of the Masonic Order, and also attended the Methodist Church of Monmouth.

**EVERETT M. LOMBARD**

Everett M. Lombard, 73, Station Agent at Richville for many years, during which period he had also conducted a grocery store, dropped dead on the night of November 25th in the ticket office. Two years ago he was assaulted and robbed at the station and was in a critical condition for some weeks afterwards, and this together with the shock of the loss of his home and store by fire early in September is thought to have hastened his death.

Mr. Lombard was about his work as usual on the day of this death. Entering the ticket office, he seated himself at his desk and a moment later was seen to fall from his chair. A doctor was summoned and stated that Mr. Lombard was probably dead when he fell from his chair.

Mr. Lombard was born in Richville in February, 1853, the son of William and Sally Cole Lombard, and was the last of six children. He was engaged in farming in his early life, later entering the employ of the Maine Central Railroad as a member of the track crew. Twenty years ago he opened a grocery store at Richville, soon after becoming station agent. On June 26, 1900, he married Miss M. Belle Wedgewood, who survives him, as also a daughter, Miss Mildred Lombard.

**EDWIN A. CAPLES**

With deepest regret we communicate the passing of our friend and fellow-worker, Edwin A. Caples, who was stricken ill on Sunday afternoon, Oct. 31, 1926, and died the same evening at the home of his sister, Mrs. John J. Fairweather.

"Eddie" by which name he was best known, was a Portland boy, educated in the public schools of his native city and was employed for a period of 28 years as a Telegrapher by the Maine Central and Portland Terminal Companies, following this occupation with the latter Company at the time of his death.

His was a pleasing personality, always optimistic and cheerful even though handicapped through an accident in early life and his loss is a severe shock to his legion of friends and acquaintances everywhere.



**Hostling in the Show-Me State**

To THE FRISCO EMPLOYEES' MAGAZINE we are indebted for the announcement of another alleged world's record. On August 25, Hostler Horner at the Monett, Mo., round house, handled thirty engines from 8 a. m. to 12 noon, consisting of 9 engines placed on cinder pit, 12 engines handled from house and given water, sand, etc., preparatory to departure, 9 engines coaled and put in house or off cinder pit. He also made a trip to the station to get an engine and return it to the house, which required about thirty minutes time. In addition, he spotted cinder cars and an engine on which valve work was to be done.

**Travel and Work Much Safer**

It's only one-third as dangerous to work for American railroads and only one-fifth as dangerous to ride on their passenger trains as it was twenty years ago, according to statistics published in the RAILWAY AGE, showing the increasing safety of railway operation.

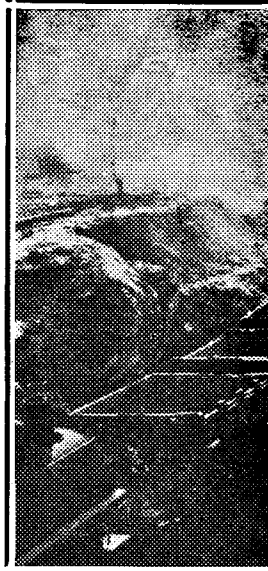


**Maine Central  
Goes For**

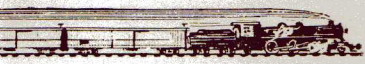
OLD Mother Earth is having a hard time lifted! On the Woolwich shore of the Maine Central Railroad, the right of way is being gnawed foot by foot through a solid ledge, for over 500 years. Charges have pecked their way through the strata, according to a story in the issue of the Portland Telegram and Press Herald. Fully 500 feet yet to be driven for a depth of 25 feet.

**The Busy Hum of Industry**

Perhaps a half mile from the Woolwich shore of the Kennebec



**A Good Start on the  
Woolwich**



**EDWIN A. CAPLES**

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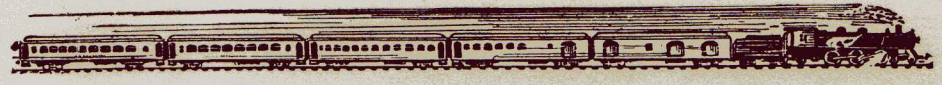


**Struggling in the Show-Me State**

THE FRISCO EMPLOYEES' MAGAZINE are indebted for the announcement of a new world's record. On August 1st, 1926, the engine driver, Walter Horner at the Monett, Mo., engine house, handled thirty engines from 11:30 to 12 noon, consisting of 9 engines on cinder pit, 12 engines handled in engine house and given water, sand, etc., before departure, 9 engines coaled in house or off cinder pit. He also made a trip to the station to get an engine and return it to the house, which required thirty minutes time. In addition, he handled cinder cars and an engine on the cinder pit. The total work was to be done.

**Travel and Work Much Safer**

only one-third as dangerous to work on American railroads and only one-fifth as dangerous to ride on their passenger cars as it was twenty years ago, according to statistics published in the RAILWAY AGE showing the increasing safety of railroads.



# Maine Central Family

## Maine Central Work On Carlton Bridge Cut Goes Forward With Rapidity

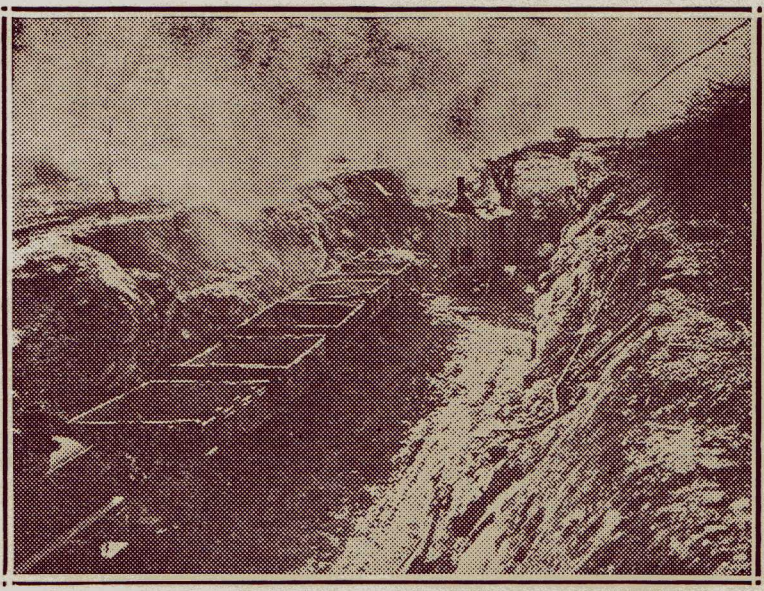
**O**LD Mother Earth is having her face lifted! On the Woolwich approach of the Maine Central Railroad to the Carlton Bridge, the company's 66-foot right of way is being gnawed foot by foot through a solid ledge, for over 500 dynamite charges have pecked their way through the strata, according to a story in a recent issue of the Portland Telegram and Sunday Press Herald. Fully 500 feet yet remain to be driven for a depth of 25 feet.

**The Busy Hum of Industry**

Perhaps a half mile from the cove on the Woolwich shore of the Kennebec River

where Pier Eight rises in all its new-found glory, the approach operations center in the continual "Kerslam!" of exploding dynamite, the rat-a-tatting of the snap hammers, and the clanking and clanging of the steam caterpillar shovel.

With the blast of each shot dust and stones fly into the air and an unearthly crash reverberates out over the waters of the Sassanoa River. Mother Earth ceases to shiver, the rock barrage comes to a clattering end, and the dynamite crew returns to make ready the next blast. The steam snap hammers beat a steady tattoo



**A Good Start on the 1000-foot Cut through the Ledge on the Woolwich Approach to the Carlton Bridge**



into the ledge as they drill deep holes in which a serious workman drops sticks of the "demon powder" with a steady hand.

#### Dynamite Gnaws the Hole

As each stick disappears a second workman tamps it in solidly with a long pole. Without the slightest fuss the process of preparing the next shot goes on while the boss dynamiter watches with keen eyes, hands stuck deep in pockets. "This here dynamite is O. K. provided you keep on the right side of it." The right side appears to be the far side.

Operations cease while the workmen retreat to advantageous positions in readiness for the shooting. The tiny locomotive hurriedly yanks its string of pint of peanuts dump cars out of the way and the big caterpillar tractor shovel seeks safety in distance.

"Kerslam."

#### A Rock Bombardment

After the cessation of each rock bombardment a crew of laborers tackle the broken strata with crowbars, pushing the rock into the gully where the caterpillar shovel waddles up with its greedy saw-toothed bucket in readiness. Down the hurriedly laid track the string of little dump cars comes rattling with the miniature locomotive puffing away manfully behind. The first dump car of the train is pushed up behind the steam caterpillar shovel.

A master hand at the controls of the steam shovel causes that machine to gobble up the blasted rock with the greediness of a monkey with one paw in a fruit store. Puffs of smoke shoot from the stack as the saw-toothed bucket dives into the debris, gobbles up a healthy load, and emerges. Swinging in a wide arc the tractor's pliable boom turns until the rock-laden bucket nearly grazes the cleanly riven walls of the cut.

#### Rails over Rock Fill

Once over the dump cart the steel arm descends and the bucket's load clatters unerringly into place. Occasionally an unusually unwieldy and heavy piece of strata provides a tussle. Then the big teeth of the bucket nose and push, sometimes for minutes, before that particular

rock is grasped and lifted into a dump car. Frequently the shovel bites off more than it can chew.

From the head of blasting operations the track follows the west shore of Back Bay, an indenting arm of the Sassanoa River. For perhaps a quarter of a mile the rails run over a rock fill, made from debris of the cut, and then projects halfway over a cove. Here a log trestle runs about 50 feet from shore and perhaps 20 feet above the muddy waters.

On the other side of the cove a \$20,000 construction job is underway for the Bath Water District. Perhaps 300 feet from the end of the trestle the State Highway and Maine Central Railway tracks swing out of Woolwich, crossing a bare quarter mile to the north.

\* \*

### J. F. Collins Has Left the Service

J. F. Collins, Assistant Roadmaster, Lancaster, has resigned from the service and accepted position as Engineer of the St. Johnsbury & Lake Champlain Railroad, the Montpelier & Wells River Railroad, and the Barre & Chelsea Railroad.

Before his departure the trackmen through W. H. Matson and Thos. Gormley presented him with a Masonic emblem gold ring and a solid gold watch chain which testified to the good will in which he was held by his men.

On October 15th some of the other classes of employees of Lancaster and Portland gave Mr. Collins a banquet at The Elms at Lancaster and presented him with a traveling set.

Mr. Collins goes to his new position with the heartiest good wishes for his success from his former employees and associates.

J. E. WINSLOW.

\* \*

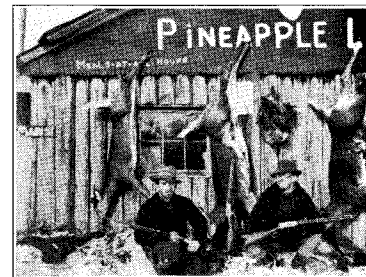
"The Government ought to close that place" (pointing to the jail).

"How come?"

"Look at all the bars."—*Punch Bowl.*

( 16 )

## Plenty of Them Come Out of the Woods



Picture contributed by Conductor W. Gehan, Eastern Division, 10 miles back of Patten, shows HUNTING IS GOOD

\* \*

### Freight Audit No

John Can Bowl but not Play

The members of the Freight Audit were treated with quite a jolt on November 1st when their idol, John Goud of national fame, stepped out of his environment and challenged Cy Springer, also of the Office, to a 50-point game of straight 50c each side.

After being widely advertised the group assembled as the shades of evening closed in. With Mr. Haggett of the Progress Square as official scorer, the game began and shades of horror when the contest had cleared away Mr. Haggett showed 19 points on one side and only 19 on the other. Springer had won. Tuesday, November 30th, John was not saying much but has it that he is practicing for a game about Christmas.

\* \*

#### Years Ago

Mother—Now, Richard, you may see from these pants on the counter a pair like.

Richard O'L.—Here's my choice. You see the cards attached to them? I can't see them. "These pants can't be beaten."





grasped and lifted into a dump car. At last the shovel bites off more than a new.

At the head of blasting operations the work follows the west shore of Back Bay, the leading arm of the Sassanoa River. Perhaps a quarter of a mile the rails are on a rock fill, made from debris of old bridges and then projects halfway over a trestle where a log trestle runs about 50 feet above and perhaps 20 feet above the water.

On the other side of the cove a \$20,000 construction job is underway for the Bath District. Perhaps 300 feet from the trestle the State Highway and Central Railway tracks swing out of the cove, crossing a bare quarter mile to the water.

♦ ♦

## F. Collins Has Left the Service

F. Collins, Assistant Roadmaster, has resigned from the service to accept position as Engineer of the Salisbury & Lake Champlain Railroad, Montpelier & Wells River Railroad, and Green & Chelsea Railroad.

At his departure the trackmen presented W. H. Matson and Thos. Gormley with a Masonic emblem gold watch and a solid gold watch chain which was a token of the good will in which he was held by his men.

On October 15th some of the other employees of Lancaster and Porterville gave Mr. Collins a banquet at The Lancaster and presented him with a gift set.

Mr. Collins goes to his new position with the warmest good wishes for his success from his former employees and associates.

J. E. WINSLOW.

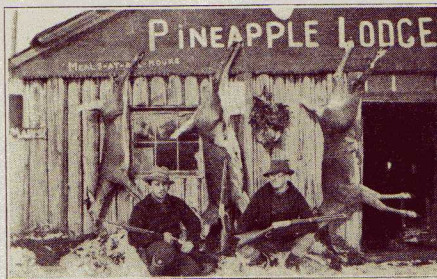
♦ ♦

The Government ought to close that door pointing to the jail. "Come?"

"Look at all the bars."—*Punch Bowl.*



## Plenty of Them Coming Out of the Woods



Picture contributed by Conductor G. W. Gehan, Eastern Division, taken 18 miles back of Patten, shows that: HUNTING IS GOOD

♦ ♦

## Freight Audit Notes

### John Can Bowl but not Play Pool

The members of the Freight Audit Office were treated with quite a jolt on Nov. 29th, when their idol, John Goud of bowling fame, stepped out of his environment and challenged Cy Springer, also of the Audit Office, to a 50-point game of straight pool 50c each side.

After being widely advertised by John, the group assembled as the shades of dusk closed in. With Mr. Haggett of the Congress Square as official scorer, the game began and shades of horror when the smoke had cleared away Mr. Haggett showed 50 points on one side and only 19 on the other. Springer had won. Tuesday, November 30th, John was not saying much but rumor has it that he is practicing for a return game about Christmas.

♦ ♦

### Years Ago

Mother—Now, Richard, you may choose from these pants on the counter a pair you like.

Richard O'L.—Here's my choice, Ma; see the cards attached to them? It reads, "These pants can't be beaten."—*Clipped.*

## Nimrods of Lancaster Stage Successful Hunt

By Ralph Haycock

Hunting in the fall puts a lot of vim into any man's blood. Age does not seem to count in the game at all. Four days of a good week of fine weather is all that any four good solid men need to get their full amount of game.

### Got a Spike-Horn First

Friday, first day a little fine snow falling, made it very nice to bring in a fine spike-horn buck weighing about 150 pounds.

Saturday, a little too much snow on the small bushes made it a little too difficult to see a deer in the woods. But on not getting game we still had a lot of hope left for the next day.

Sunday, being a little noisy, caused by snow melting we were lucky again to get two small deer, one small doe and the second spike-horn buck, both coming close to a hundred pounds.

### Quite a Boy Yet

Monday, with one man without any deer. This man being old Wright Niles, we told Mr. Niles he was too old to shoot a deer any way. To which he replied, "Well, boys, I know I'm looking kind of old, but I'm quite a boy yet."

At noon in came Mr. Niles, his hat in his hand, and a lot of honest sweat on his brow.

"Boys, peel off your extra duds. I've got an old whale up on the hill," he cried. "Oh, go on," some of the rest of the boys said.

So we all started to see what the old boy had in the woods.

### There She Lay

Well to our surprise when reaching the spot, there a deer lay, a nice big doe, 175 pounds of nice meat.

We all made a little noise among ourselves in favor of Mr. Wright Niles.

Our party consisted of Hostler James Buckman, Laborer Wright Niles, Machinist John Parker and Machinist's Helper Ralph Haycock, all employed at the Lancaster Engine House. And to cap it all we came home all of us sober.



## Eastern Division Items

By T. G. Kelley

Here we are again to the front. Owing to the writer here having fish fever we have been unable to put our little story in each month. The fishing sure has been great here this year, trout averaging from nine inches to twenty inches and weighing from one-half pound to two and one-half pounds. And now the deer are seen strung up on a pole out in front of the neighbor's houses.

### More Hardwood to Haul

M. E. Sprague, who operated a hardwood concern at Drew last year, will proceed again in the near future. This hardwood goes to Greenville via Maine Central and Canadian Pacific.

The CP business is beginning to pick up a little now which we hope will continue. It seems good to see the old CP Hogs as we call them run up through here with tons of grain hitched to them which runs up into the dollars.

Baggage man Sandy M. Gould is still running that Ford with the four wheels all (TIRED).

### They Brought Home the Bacon

The writer was in and called on the agent at Wypitlock, H. A. Prouty, who has recently bid in the first trick at Old Town. Prouty must be in his second childhood. He wants to get where the bright lights shine.

Section Foreman J. E. Meagher has been taking a few days off while James Maloon carried the burden on his shoulders.

We are doing a big business here at Kingman. Last year in the month of October we shipped 78 cars potatoes. October, 1926, we shipped 108 cars, an increase of 30 cars. We have shipped as high as 16 loads out in a day, potatoes and pulpwood. Our monthly forwarded report shows a total of \$21,607.95.

Business will not come to you, you must go after it.

♦ ♦

Master Mechanic Ramsdell (to applicant for a job): Are you a mechanic?

Applicant: No, sor, I'm a McCarthy.

## Lena Looks Around

By L. C. M.

*Mt. Desert Ferry*

*Mr. Alleman, Editor:*

*I am sending in a few items for the MAGAZINE, news from the Ferry here. I would love to see them in print in the December issue. If not you know where your waste basket sets.*

*My dear Daddy is a railroad man, Section Foreman of Section 87, and is one who gets the dear old MAGAZINE, of which he and his family does enjoy reading. Hoping you will be able to read this writing and thanking you for the same.*

*If you print items wish you would sign just*

*L. C. M.*

Dorothy Cook, daughter of Mr. and Mrs. Charles P. Cook, Station Agent at Waukeag, is now teaching school in West Franklin.

### He Likes Fords

Humphrey M. Jordan, one of the good old M. C. R. R. Men, is now on a Winter Vacation. But we often see him riding in his New closed Ford Coupe. He also has a Ford Touring Car. Mr. Gordon, seems to like Ford Cars.

Fred Grant, Purser on the M. C. R. R. boat Pemequid, has recently purchased a New Radio Set with loud Speaker. Also his brother Verner Grant, Station Agent at Hancock, has a New Set with loud Speaker.

### Even Jollier Than Usual

William Maney, Freight engineer, must of been happy about something on Saturday, Nov. 20th, As he was seen dancing a two-step and other foot-steps, giving all hands a good smile. Mr. Maney always seems to be jolly and good natured.

### After the Day's Work Is Done

Luther O. Grant, Trackman on Section 87, has a new closed Car, in which he with his family ride after his day's work is done.

## Railroad Ravin



Ernest Dickson, Fireman on Pemequid, is now on a vacation months we hear. His wife, Lolo has a fine grocery store and Gas Tank of Gas, of which she has a lot of

Lester Kief, a trackman, is now in his new house which he had built

### Lucky, Lucky Men

L. A. Martin, Foreman of Section 87, seen with a clean pair of Overalls work on every Monday morning. His wife is not afraid of suds water. She keeps him clean and n

Nella A. Grant, wife of Fred Grant, the Post-Office, and she also sells a line of dry goods. Most all of the R. R. Men has smart wives.

## na Looks Around

By L. C. M.

*Mt. Desert Ferry*  
 Alleman, Editor:  
 am sending in a few items for the  
 AZINE, news from the Ferry here.  
 I'd love to see them in print in the  
 mber issue. If not you know  
 e your waste basket sets.  
 y dear Daddy is a railroad man,  
 on Foreman of Section 87, and is  
 who gets the dear old MAGAZINE,  
 which he and his family does enjoy  
 ng. Hoping you will be able to  
 this writing and thanking you for  
 ame.  
 you print items wish you would  
 just  
 L. C. M.

hy Cook, daughter of Mr. and  
 Charles P. Cook, Station Agent at  
 g, is now teaching school in West  
 n.

### He Likes Fords

hrey M. Jordan, one of the good  
 C. R. R. Men, is now on a Winter  
 n. But we often see him rideing in  
 y closed Ford Coupe. He also has  
 Touring Car. Mr. Gordon, seems  
 Ford Cars.

Grant, Purser on the M. C. R. R.  
 mequid, has recently purchased a  
 dio Set with loud Speaker. Also  
 ther Verner Grant, Station Agent  
 ccock, has a New Set with loud

### Even Jollier Than Usual

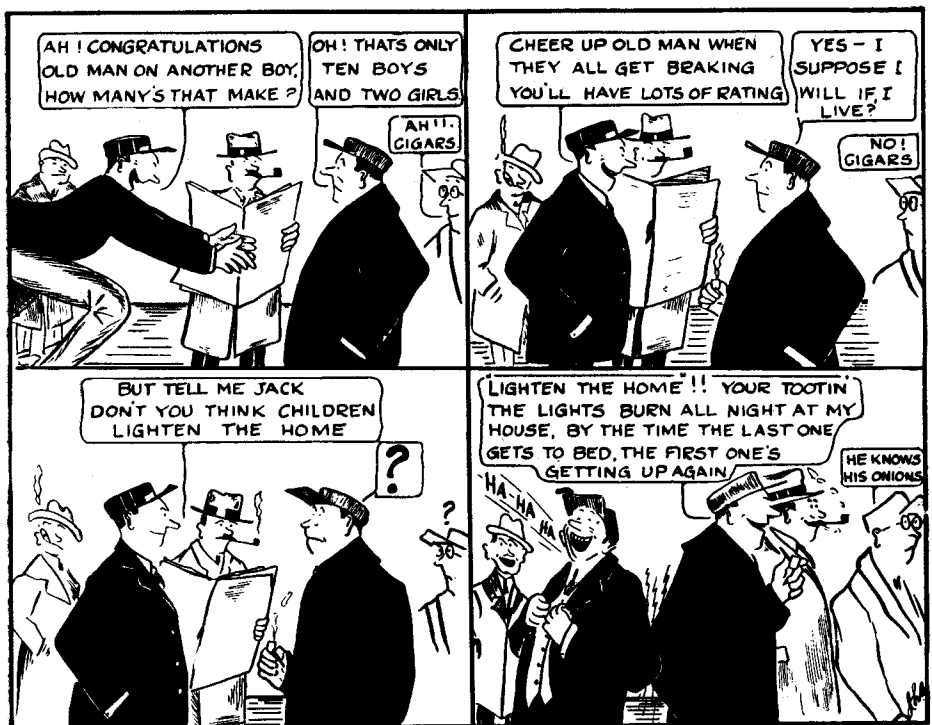
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 ily ride after his day's work is done.

## Railroad Ravings

By J. L. Anderson  
 Brunswick, Draftsman



Ernest Dickson, Fireman on Steamer Pemequid, is now on a vacation for four months we hear. His wife, Lolo Dickson, has a fine grocery store and Gas Tank full of Gas, of which she has a lot of trade.

Sheldon Jordon, Night Watchman on boat, has recently purchased a house on the Cross road so called. And has moved his family in it, has also given the house a new Coat of Paint.

Lester Kief, a trackman, is now living in his new house which he had built last fall.

Charles Jordon is now Cook on the boat. While Allie Ober, Chief Cook, is on a vacation.

### Lucky, Lucky Men

L. A. Martin, Foreman of Section 87, is seen with a clean pair of Overalls and Frock on every Monday morning to his work. His wife is not afraid of soap and water. She keeps him clean and neat.

John Kief, Fireman on boat, is planing for his vacation of two weeks after Dec. 8th, and will take a trip to Massachusetts by auto if there isn't any snow.

### A Broken Brakeman

Friends of William Laurence, Brakeman on Freight train, are pleased to see him again to work, after being unable to work for a time, due to a broken arm.

Nella A. Grant, wife of Fred Grant, has the Post-Office, and she also sells a fine line of dry goods. Most all of the M. C. R. R. Men has smart wives.



**Rangeley Rooster and His Team of Powerful Huskies**

## Tall Timber Tales

By "Rangeley Rooster"

A few years after Capt. F. C. Barker bought Bemis of the "Injuns" for an old pair of shoes, I got a 30-30 carbine, second-hand.

I think its first owner was a drinking man, because when I took "Lucretia" home the first time, my wife said, "Algernon (she calls me that for short) you have been drinking!"

### A Social Error

I says, "Oh, no, Josephine, that's a new kind of tobacco I have been chewing." It did smell as though the previous owner had made a mistake and dipped the cleaning rag into "Old Medford" instead of "Nitro Solvent."

"Lucretia" is certainly a wonderful gun. I can fire her into the woods about breast high and follow the spots where the bullet hit the trees, all day. I have to salt the bullets in warm weather, so the meat won't spoil, before I can get to it. One hundred eighty-six thousand miles nozzle velocity per second, I rate her. I get Thornton Burgess' Animal Lectures via radio by simply snapping clip of lead-in on her hammer.

### A Tense Moment

The only time I ever saw her show any nervousness was her first bear tracks on snow. I was in the lead of a Mr. B. of

Ridlonville, Maine, a Locomotive Engineer. Crawling along on our hands and knees in a blow down on fresh tracks of a monstrous bear, we topped the mountain and could look down on Bemis. Of course we were calm—expecting any minute to have that old bear jump on us. When the mill whistle blew for noon, and Lucretia jumped back and hit Mr. B. on the mouth. It was a tense moment; the screech of that whistle would startle anyone.



## The Lancaster Letter

By J. E. Winslow

Ernest A. Crosby, Conductor at Lancaster, who entered the service January, 1893, resigned effective Oct. 1st, on account of ill health. Ernest has been a faithful employee and we all hope he may be restored to his old-time vigor so he may enjoy the years to come.

Miss Elzada Fiske, daughter of E. W. Fiske, Agent, Lancaster, and a sophomore at the University of Vermont, at Burlington, Vt., has been elected Vice-President of her class. Some popular girl!



We have a man in our force who would like to know if anyone has a remedy for stopping hair from coming out—of a wig.

( 20 )

## Traffic Tip Resu

(Concluded from page 6)

in the number of "Traffic Tip Ca received during the past month, co on the large number of hints rece Leverette L. Hartley, billing and r at the Waterville Freight Station Hartley's efforts," declared Mr. "shows the spirit I like to see. H ciates that work of this sort ab beyond the usual daily routine of knits us closer together and ben great organization and enhances perity, upon which the well-being and every one of us depends."

Among the other members of ou who sent in tips the past month H. Boothby, Agent, Intervale; S. V mer, Telegrapher, Madison; A. E. I Livermore-Falls; J. E. Allen, Agen dumkeag; G. E. Basford, Agent Falls; R. W. Hurd, Billing Clerk, P P. W. Otis, Agent, Lake Moxie; H Lynch, Coach Cleaner, Bangor McCorrison, Clerk, Newport Jun B. Saunders, Telegrapher, Inter Feeney, Switchman, Rigby; R. F Agent, Vassalboro; J. A. Roy, Riverside; W. H. Marshall, Opera land; H. T. Miles, Agent, Etna; H. Agent, East Livermore.



## On the Cover

The cover this month shows Union Station dressed up to wel visitors which thronged the city la to attend the annual sessions of the Grange.

Patrons of Husbandry to the several thousand made Portlan Mecca for this gathering. Lar same individuals will congregate a month in Lewiston for the annual of the Maine State Grange. Their are our interests for agriculture is damental industry, with farm making up a mighty important pr of our freight tonnage.



**Powerful Huskies**

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...Elzada Fiske, daughter of E. W. ...agent, Lancaster, and a sophomore ...niversity of Vermont, at Burling- ...has been elected Vice-President ...lass. Some popular girl!

\* \*

...ave a man in our force who would ...know if anyone has a remedy for ...g hair from coming out—of a wig.



## Traffic Tip Results

(Concluded from page 6)

in the number of "Traffic Tip Cards" received during the past month, commented on the large number of hints received from Leverette L. Hartley, billing and rate clerk at the Waterville Freight Station. "Mr. Hartley's efforts," declared Mr. Eaton, "shows the spirit I like to see. He appreciates that work of this sort above and beyond the usual daily routine of our jobs knits us closer together and benefits our great organization and enhances its prosperity, upon which the well-being of each and every one of us depends."

Among the other members of our family who sent in tips the past month were F. H. Boothby, Agent, Intervale; S. W. Plummer, Telegrapher, Madison; A. E. Lambert, Livermore-Falls; J. E. Allen, Agent, Passadumkeag; G. E. Basford, Agent, Lisbon Falls; R. W. Hurd, Billing Clerk, Pittsfield; P. W. Otis, Agent, Lake Moxie; Henry M. Lynch, Coach Cleaner, Bangor; A. H. McCarrison, Clerk, Newport Junction; G. B. Saunders, Telegrapher, Intervale; D. Feeney, Switchman, Rigby; R. F. Tracy, Agent, Vassalboro; J. A. Roy, Agent, Riverside; W. H. Marshall, Operator, Oakland; H. T. Miles, Agent, Etna; H. D. Cole, Agent, East Livermore.

\* \*

## On the Cover

The cover this month shows Portland Union Station dressed up to welcome the visitors which thronged the city last month to attend the annual sessions of the National Grange.

Patrons of Husbandry to the extent of several thousand made Portland their Mecca for this gathering. Largely the same individuals will congregate again this month in Lewiston for the annual meeting of the Maine State Grange. Their interests are our interests for agriculture is the fundamental industry, with farm products making up a mighty important proportion of our freight tonnage.

## Maine Central Bowling League

### Congress Square Alleys

#### STANDING

Team	Won	Lost	Per Cent
Kineos	21	7	750
Kennebagos	18	10	643
Fabyans	17	11	607
Mooseheads	14	14	500
Concords	14	14	500
Somersets	13	15	464
Fryeburys	13	15	464
Portlands	12	16	428
Rangeleys	9	19	321
Megantics	9	19	321

#### RECORDS

High Average	C. May	96
High Single String	W. E. Paine	136
High Three Strings	W. E. Paine	334
High Team Single String	Kineos	317
High Team Three Strings	Kennebagos	875

#### AVERAGES

Name	Ave.	Name	Ave.
C. May	96	Landers	83
Corcoran	95	Caldwell	83
L. Hawkes	94	J. Welch	82
C. Welch	94	Lamsbourne	82
W. E. Paine	94	Rand	82
Stover	92	Davis	81
Mills	90	Horton	80
Haggerty	90	Bird	79
Bean	89	Smith	79
Whittaker	88	Martin	78
Phillips	87	H. W. Paine	77
Oberg	87	Dunphy	77
Nagle	86	Hebert	77
Dole	86	W. H. Welch	77
Heiskell	86	Pride	72

H. W. CALDWELL,

Secretary.

\* \*

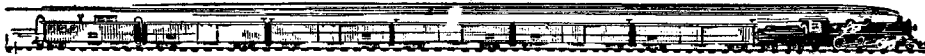
### Running Down a Bark

Old Lady (as car gives a jolt)—Was that a serious accident, conductor?

Conductor—Not to us, madam, we just ran over a dog.

Old Lady—Was it on the track?

Conductor—No, we chased him up an alley.—*Edison Topics.*



## Group Insurance Plan

(Concluded from page 5)

satisfactory medical examination at their own expense.

### May Cost You Something Later

In the same way, men not now insured may make up their minds to share in the benefits of the plan and may do so without expense to themselves any time up to February 22 next, after which they must pass a satisfactory medical examination at their own expense.

Any employee or officer who may cancel his insurance at any time will be required to take medical examination at his own expense, should he ever wish to put his policy in force again.

It cannot be too strongly stressed that both the management and the insurance company are using every means within their power to make it easy and convenient for employees and officers to carry this insurance. The rules covering its effects are quite simple but in their relation to certain classes of employees who may be on and off the payroll, difficulties are likely to arise. The whole matter was taken up and threshed out at a conference including the General Manager, representatives of the Travelers Insurance Company and all the available department heads, with the result that plans are made, in so far as is humanly possible, to meet any situation which may arise.

### A Poor Way to Save Money

It should be borne in mind that insurance paid for on the weekly payroll deduction basis lapses and the protection ceases as soon as pay stops for any reason. Employees and officers who obtain leave of absence, those who are off the payroll through sickness or accident, or those who are laid off on account of reduction in force, may continue their insurance for a period of 90 days by making advance payments for that period or by paying month by month or week by week as they may decide.

This much responsibility rests upon the insured employees and officers. It is up to them to keep up their payments. Anyone who is insured and finds that for any

reason the usual 25 cents per week has not been deducted from his pay should notify his superior officer at once and find out what is the matter. It couldn't mean you were saving anything, for no pay no protection is the basic rule of this insurance plan, and one of the very poorest ways to save money is to do without sufficient insurance protection.

### A Prized Possession

Certificates of insurance will soon go forward to all who signed payroll deduction cards, and should be kept as one of your most prized possessions. The Travelers Insurance Company has guaranteed to pay claims promptly and regularly. They cannot do this unless every one entitled to benefit does his part. This part consists in letting your superior know of disability so that he may report promptly to the Insurance Company when your sickness or lay-off caused by accidental injury has begun.

For such notification, forms are provided, and will be filled in by each superior officer, such as foremen, chief clerks, agents, etc. As in most similar forms, it doesn't pay to leave out the answer to any one question. For example, the date of sickness or accident is not always exactly the same as the time the disability began.

### Record to Be Proud Of

Better answer all questions and be on the safe side. It's very important, too, to put the name of your doctor on this form. Incomplete, erroneous and delayed reports are responsible for more delayed payments of claims than all the other reasons put together. If employees and officers do their part when laid up, we have proved that we are dealing with an insurance company ready to meet us fully half way to hold up their end.

We all have a right to be proud of the fact that the Maine Central is the first American railroad to provide for all classes of its employees and officials the benefits of sick and accident insurance. The fact that we can better provide for our families and dependents as a result of this insurance is just one more good reason why the Maine Central family is a good family to belong to.

( 22 )

## Transportation Ex

(Continued from page 8)

from place to place by the and exhibited at conventions, fairs and similar gatherings. The has seen it in Syracuse, N. Y., and bus, Ohio. Just before coming to it was on duty in Minneapolis, selling transportation and the Waltham water interested observers there.

The beauty of this machine is an exact model, complete in even down to hose, petcocks, brakes, etc. A couple of Maine Central who drifted in from Rigby were as kids about it, calling each other's attention to one after another of the features of this novel machine.

### "Reefer" Draws Interest

At the rear right of the exhibit, on display an exact model of a refrigerator car. While not as spectacular as some of the other exhibits, probably one of the most useful to display, for by its aid, interested could be shown the length to which transportation companies go nowadays in their service. It is difficult to have a better illustration to have on hand attempting to describe the splendid now being rendered by the Maine Railroad in moving marketward the 1926 crop of Aroostook potatoes, which are going in "reefers" each

### One For All—All For One

At the rear center of the booth a model of the Cunard Liner Aquitaur, pictured water transportation and by arrangement of a rear mirror showing



the usual 25 cents per week has not deducted from his pay should notify superior officer at once and find out the matter. It couldn't mean you are getting anything, for no pay no profit is the basic rule of this insurance. It is one of the very poorest ways to get money is to do without sufficient insurance protection.

**A Prized Possession**  
 Policies of insurance will soon go to all who signed payroll deduction and should be kept as one of your prized possessions. The Travelers Insurance Company has guaranteed to pay promptly and regularly. They can't do this unless every one entitled to do his part. This part consists in your superior know of disability so you may report promptly to the Insurance Company when your sickness or injury caused by accidental injury has

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 To answer all questions and be on the safe side. It's very important, too, to put the name of your doctor on this form. Inaccurate, erroneous and delayed reports are responsible for more delayed payments than all the other reasons put together. If employees and officers do their part when laid up, we have proved we are dealing with an insurance company ready to meet us fully half way to their end.

You will have a right to be proud of the fact that the Maine Central is the first railroad to provide for all classes of employees and officials the benefits of accident insurance. The fact that we can better provide for our families and dependents as a result of this insurance is the more good reason why the Maine Central family is a good family to belong to.

## Transportation Exhibit

(Continued from page 8)

from place to place by the company and exhibited at conventions, fairs, expositions and similar gatherings. The writer has seen it in Syracuse, N. Y., and Columbus, Ohio. Just before coming to Portland, it was on duty in Minneapolis, selling transportation and the Waltham watch to interested observers there.

The beauty of this machine is that it is an exact model, complete in every detail down to hose, petcocks, brakes, throttle, etc. A couple of Maine Central engineers who drifted in from Rigby were as tickled as kids about it, calling each other's attention to one after another of the interesting features of this novel machine.

### "Reefer" Draws Interest

At the rear right of the exhibit, there was on display an exact model of a modern refrigerator car. While not as spectacular as some of the other exhibits, this was probably one of the most useful things on display, for by its aid, interested shippers could be shown the length to which transportation companies go nowadays to give them service. It is difficult to think of a better illustration to have on hand when attempting to describe the splendid service now being rendered by the Maine Central Railroad in moving marketward the heavy 1926 crop of Aroostook potatoes, more of which are going in "reefers" each year.

### One For All—All For One

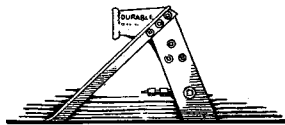
At the rear center of the booth the exact model of the Cunard Liner Aquitania featured water transportation and by a clever arrangement of a rear mirror showed the

interior arrangement of the boat with swimming pools, state rooms, engine rooms, etc. The fact that the writer can glibly recite that this ship is 901 feet long, of 48,000 tons displacement, and that the longest hit Babe Ruth ever made only carried a distance equal to the space between the stern of the vessel and its second funnel, shows that this really was a joint exhibit with railroad men talking about water transportation, trolley men discussing the transcontinental movement of freight and ship captains telling the visiting public about passenger train schedules.

### Something for the Grangers

The Bangor & Aroostook passed out matches and potato chips and representatives of the other companies had quantities of literature to hand to visitors. As the Exposition was held during the session of the National Grange in Portland, our Industrial Department took advantage of the out-of-state attendance to prepare and distribute an interesting little leaflet telling of the advantages of Maine farms. This should attract to the State more farmers, to grow more potatoes, to make more freight traffic, which will in the end mean less men on the spare board.

The President of one of the participating companies writes, "Aside from the material benefits of the advertising arising from our participation in the American Legion 'Maine in the Market' Exposition—which I set very high—I feel that it was a great privilege to meet the representatives of the interests taking part and I sincerely trust that this friendly organization may be perpetuated." This sums up the feelings of all the transportation companies involved.



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

Miles of Road Operated . . . . . 1154.59	Total Passenger Train Cars . . . . . 320
State of Maine . . . . . 1013.97	Passenger Cars . . . . . 165
State of N. H. . . . . 99.50	Combination Cars . . . . . 23
State of Vt. . . . . 36.02	Baggage Cars . . . . . 50
Province of N. B. . . . . 5.10	
Mileage Road Owned . . . . . 645.47	Total Freight Train Cars . . . . . 7682
Mileage Road Leased . . . . . 487.92	Box Cars . . . . . 3732
Miles Trackage Rights . . . . . 21.20	Eastman Heater Cars . . . . . 878
Miles First Main Track . . . . . 1154.59	Coal Cars . . . . . 1214
Miles Second Main Track . . . . . 87.18	Rack Cars . . . . . 962
Miles Additional Main Track . . . . . 2.76	Caboose . . . . . 121
Miles Yd. Track & Siding . . . . . 381.13	Company Service Cars . . . . . 488
Miles of Track in Use . . . . . 1625.66	Ferry and Steamboats . . . . . 4
Revenue Passengers	Total Performance of
Carried in 1925 . . . . . 2,197,977	Locomotives . . . . . 5,567,619 miles
Number of Passengers	Freight Service . . . . . 2,155,669 miles
Carried one Mile . . . . . 108,446,099	Passenger Service . . . . . 2,102,694 miles
Revenue Frt. Hauled	Mixed Service . . . . . 198,174 miles
in 1925 . . . . . 7,403,651 tons	Special Service . . . . . 2,791 miles
Freight Train Car Miles	Switching Service . . . . . 987,605 miles
1925 . . . . . 62,737,985	Work Service . . . . . 120,686 miles
Passengers Carried One	Aver, Miles per Ton of Coal . . . . . 16.38
Mile per Mile of Road . . . . . 90,461	Aver. Miles per Pint of
Ton Miles, Rev. Frt.,	Lubricants . . . . . 10.65
per mile of road . . . . . 712,818	
Average Haul, Pass. . . . . 49,339 miles	<b>Maine Population and Area</b>
Aver. Haul, Rev. Frt. . . . . 115.421 miles	County      Sq. Miles      Population
Aver. Rev. per Passen-	Androscoggin . . . . . 459      65,796
ger per Mile . . . . . 3.58 cents	Aroostook . . . . . 6453      81,728
Aver. Rev. per Ton of	Cumberland . . . . . 853      124,376
Freight per Mile . . . . . 1.669 cents	Franklin . . . . . 1789      19,825
Number of Locomotives . . . . . 232	Hancock . . . . . 1522      30,361
Passenger . . . . . 61	Kennebec . . . . . 879      63,844
Freight . . . . . 141	Knox . . . . . 351      26,245
Switching . . . . . 30	Lincoln . . . . . 457      15,976
	Oxford . . . . . 1980      37,700
	Penobscot . . . . . 3258      87,684
	Piscataquis . . . . . 3770      20,554
	Sagadahoc . . . . . 250      23,021
	Somerset . . . . . 3633      37,171
	Waldo . . . . . 724      21,328
	Washington . . . . . 2528      41,709
	York . . . . . 989      70,696
	Total      29,895      768,014