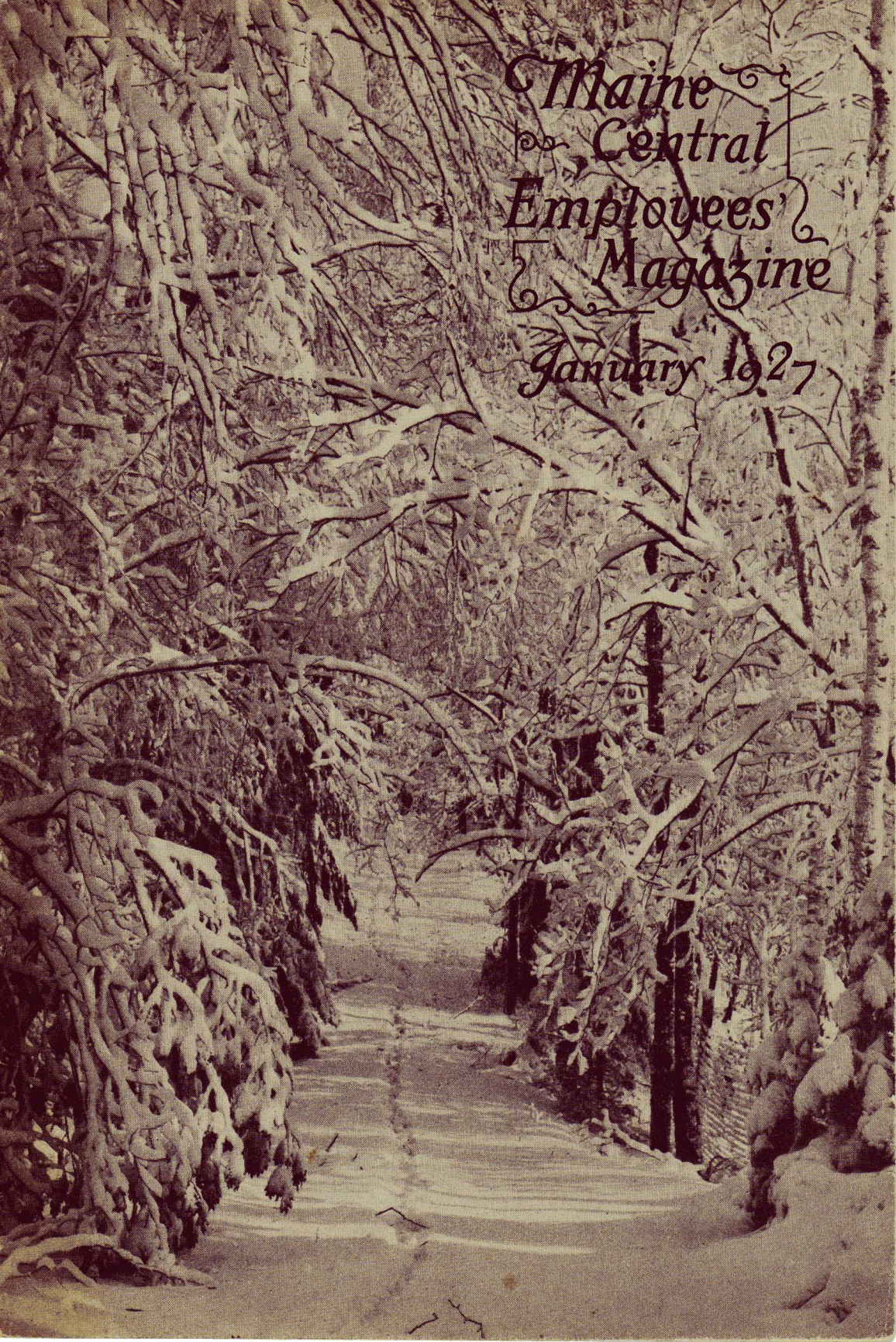


Maine  
Central  
Employees'  
Magazine

January 1927



## An Owl's Reverie in a Country Station

The curfew tolls the knell of parting day.  
The day man leaves his sounder, mill and key.  
The Agent homeward plods his weary way  
And leaves the joint to darkness and to me.  
The sweet perfume of Edgeworth fills the air,  
As I have next day's car report complete,  
I gently tip back in the office chair  
And on the desk before me park my feet.

High o'er me on their shelves so dark and gray  
Two rows of Tariff Binders frown on me,  
Wherein whose narrow cells are filed away  
Wierd cuss-word puzzles of the I. C. C.  
The mysteries those sombre Binders hold  
And problems that their dark archives contain,  
Would knock all Greenleaf's toughest problems cold  
And render Euclid's "Forty-Seventh" tame.

Now if to ship a Whatsis you should pine  
From Skiddymacootpeg, Maine, to Zambarzee—  
You first peruse Official Binder Nine  
Page thirty-seven, item No. 3.  
"A Whatsis goes first class"! it says, but wait—  
Exceptions should be read in Binder One,  
Sup, forty-one to the exceptions state  
Use third class for your Whatsis, that is fun.

Now Various Commodities, we should read  
Page Umpty nine, rule 5 in Binder 8,  
Says Whatsis should go three times first indeed  
When shipped in barrels, boxes, bulk or crate.  
Now we have got the class all doped out fine.  
What routing shall our valued Whatsis take?  
Shall it go the P. D. Q. and all rail line?  
Or Rail, Canal and River, Rail and Lake?

But hold, ere we our Whatsis ship, for see  
An embargo, like a dismal cloud doth fall,  
On all deliveries at far Zambarzee  
So we cannot ship our Whatsis after all.  
So Cross-word fiends of mighty power  
Who stop and o'er these sombre binders bend,  
Beware, at the inevitable hour,  
The Tariff Problems in the Bug House end.

—Dinty.

MAINE  
CENTRAL  
RAILROAD

MAINE

EMPLOYEES

Vol. IV

## Employees' V Central Broadc

IT IS no new thing for the  
Central to "take the air"  
the shipping and traveling p  
its service, but a new featur  
recent series of broadcasts fr  
tion WCSH, Portland, has ma  
with the radio audience.

Peppy music occupied the  
portion of the four half-hour  
tainments sponsored by the  
Central and held on Novem  
and 29 and December 6 a  
Scattered through the perio  
four or five one- and two-minu  
about what Maine Central  
means to Maine, and those p  
of New Hampshire and Ver  
serves.

### They Met the Public

"Who can talk about Main  
tral service better than the me  
are actually out on the road,  
into daily contact with the  
and giving them the kind of  
the Maine Central stands for?  
the thought that prompted t  
clusion in the programs of a v  
enginemane, a veteran conductor  
veteran ticket agent.

As these tried and true publ  
vants did not speak for them  
alone, but for all the men in



# MAINE CENTRAL



## EMPLOYEES' MAGAZINE

Vol. IV

JANUARY, 1927

No. 1

### Employees' Voices Add Life to Maine Central Broadcasts from Station WCSH

**I**T IS no new thing for the Maine Central to "take the air" to tell the shipping and traveling public of its service, but a new feature in the recent series of broadcasts from Station WCSH, Portland, has made a hit with the radio audience.

Peppy music occupied the major portion of the four half-hour entertainments sponsored by the Maine Central and held on November 22 and 29 and December 6 and 13. Scattered through the periods were four or five one- and two-minute talks about what Maine Central service means to Maine, and those portions of New Hampshire and Vermont it serves.

#### **They Met the Public**

"Who can talk about Maine Central service better than the men who are actually out on the road, coming into daily contact with the public, and giving them the kind of service the Maine Central stands for?" was the thought that prompted the inclusion in the programs of a veteran engineman, a veteran conductor and a veteran ticket agent.

As these tried and true public servants did not speak for themselves alone, but for all the men in their

respective classifications, it might be of interest to repeat their remarks and their introductions.

On November 29th, the head end came to bat as follows:

"You are listening to a program from WCSH, Portland, Maine, broadcast by the courtesy of the Maine Central Railroad. You will now hear from Irving A. Turner, in point of service, the Maine Central's oldest engineer—Mr. Turner."

#### **Safety Above All**

Then came another voice: "How many of you, in those days when you wore short pants, stood near the right of way to watch what is now the Bangor Limited roar past and wished you were a locomotive engineer. There is a sense of power in pulling the throttle and feeling the thousands of tons behind you quicken into life, but it's not all a bed of roses. A tremendous responsibility rests on us. Above all else, we haul you safely. Between Portland and Bangor, the road is entirely protected by automatic block signals. In the driving storms of winter, when snow and ice obscure the cab window, we have to thrust our faces out into the raging gale to note the position of each.



# Railroad Ravin



do our share in rendering to the quality of service our stands for.

### The Greater Service

"Our first great duty comes you avail yourselves of our tra- tion system. We sell you ticket or bill your freight an every possible effort to see th work is correctly done in eve- detail.

"But the service we agen- called on to render goes much than selling tickets and makin bills of lading. Particularly smaller places, agents are calle- serve as unofficial chambers o-

"We don't complain, because we know it's necessary, but we are mighty proud of the fact that we don't miss one of these signals and that the public has such absolute confidence in the keenness of our vision and in our unrelaxed vigilance that they know it is safer to ride on a Maine Central train than it is to walk across Monument Square in Portland. Good night."

Unfortunately, Mr. Turner could not be present in person and his remarks were read by another veteran.

### Yanked Off No. 11

On the following Monday, John A. Mace was yanked off No. 11 so he could speak to the radio audience in person. Seated before the "mike", equipped with his well known pink, he was introduced as follows:

"No finer body of men exists in the State of Maine, today, than the Maine Central Conductors, whose courtesy, thoughtfulness and quiet efficiency in their attention to the needs of the traveling public has been such an important factor in putting public regard for the Maine Central on the high plane it stands today.

"We have asked a typical Maine Central conductor, John A. Mace, who for 56 years has been serving you, to say a few words. We take pleasure in introducing one of the best known and best loved men in the State of Maine—Mr. Mace."

### "In Step with Progress"

To which our John replied: "Railroading has changed a lot since I went to work for the Maine Central 56 years ago—but what hasn't? Times have changed in a half century and the changed conditions

of railroading merely means that the Maine Central has kept in step with modern progress. We Maine Central conductors love our work. We love to greet the public with a smile and we appreciate the many smiles and kindly words of greeting we receive in return.

"Service, with all that this great word denotes, has been emphasized and re-emphasized so much by the Maine Central management that it has become second nature to all of us. We want everyone to be happy when they ride on the Maine Central and if we can brighten their trip by little attentions to old people, invalids and children, we figure each trip worth while. Good night."

### Heard in Chillicothe

The fourth program of the series brought to the plate another popular veteran, Henry N. Bates of Gardiner, of whom the announcer said:

"In the last two programs sponsored by the Maine Central Railroad, you listened to a veteran railroad engineer and to a veteran conductor. This evening we will have the pleasure of listening to Mr. Henry N. Bates, Ticket Agent at Gardiner, who has been giving the public Maine Central service since 1881—Mr. Bates."

Though Mr. Bates insists that no one can hear him over the telephone, radio offered no obstacles, for people in New Brunswick, Canada, New Brunswick, New Jersey, and Chillicothe, Ohio, clearly heard him declare:

"Speaking in behalf of our Maine Central army of station agents, local agents and ticket agents, I am delighted to carry to you the message from these men that we are proud to



loading merely means that the Central has kept in step with progress. We Maine Central workers love our work. We love to greet the public with a smile and appreciate the many smiles and words of greeting we receive in

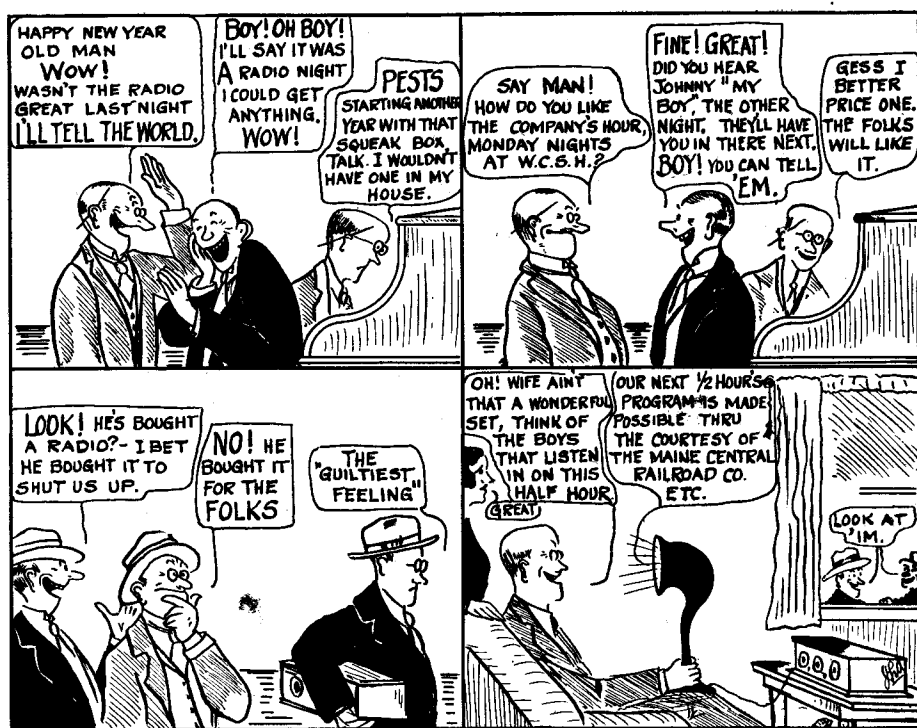
service, with all that this great enterprise, has been emphasized and emphasized so much by the Central management that it has become second nature to all of us. We want everyone to be happy when riding on the Maine Central and if we can brighten their trip by little gifts to old people, invalids and children, we figure each trip worth a "Good night."

**Heard in Chillecothe**  
 The fourth program of the series is due to the late another popular announcer, Henry N. Bates of Gardiner, as the announcer said:  
 "The last two programs sponsored by the Maine Central Railroad, you know, were by a veteran railroad engineer and a veteran conductor. This time we will have the pleasure of introducing to Mr. Henry N. Bates, Station Agent at Gardiner, who has been serving the public Maine Central since 1881—Mr. Bates."  
 Though Mr. Bates insists that no one can hear him over the telephone, we offered no obstacles, for people from Brunswick, Canada, New Brunswick, New Jersey, and Chillecothe, Ohio, clearly heard him declare: "I am speaking in behalf of our Maine Central army of station agents, local agents and ticket agents, I am determined to carry to you the message of these men that we are proud to



# Railroad Ravings

By J. L. Anderson  
 Brunswick, Draftsman



do our share in rendering to the public the quality of service our railroad stands for.

### The Greater Service

"Our first great duty comes when you avail yourselves of our transportation system. We sell you your ticket or bill your freight and use every possible effort to see that our work is correctly done in every last detail.

"But the service we agents are called on to render goes much farther than selling tickets and making out bills of lading. Particularly in the smaller places, agents are called on to serve as unofficial chambers of com-

merce, publicity bureaus and general walking encyclopedias for their communities."

### Pass on the Comments

The program of December 13 concluded the early winter series of radio entertainments. Though the matter has not been definitely decided, it is possible that additional programs may be put on in the next few months. As radio broadcasting is still in its infancy, members of the Maine Central family are earnestly requested to pass on to the office of the MAGAZINE any comments they have heard, favorable or otherwise, on these programs, or any suggestions for their improvement.



# The Genesis of Locomotive Whistles

By E. W. MERSEREAU, Mechanical Draftsman

# Insurance Wor

**G**ROUP insurance has b  
 force just a little over a  
 and fifteen claims have already  
 settled through the offices of  
 Travelers Insurance Company  
 ford, Conn. The policies took e  
 noon November 22 to all mem  
 the Maine Central Family who  
 application cards for the prot  
 and were at that time actually  
 employ of the company. Th  
 claim, \$1,000, was paid to  
 Arthur Thomas of Portland,  
 ficiary of Engineman Oscar R. T  
 who was killed at Augusta on N  
 ber 22nd. Many more are re  
 regular weekly payments.

A number of claims have c  
 the attention of the represen  
 of the Insurance Company, wh  
 to be turned down because the  
 ants were not on the rolls wh  
 policy went into effect. For ex  
 men who were home sick at n  
 November 22nd were not cover  
 insurance benefits, only thos  
 were actually at work at thi  
 sharing in the insurance prot  
 Naturally, men out of service  
 vember 22nd will pay no ins  
 premium until they return to  
 when the 25 cent weekly dedu  
 will begin. This is a temporar  
 dition and will cause little  
 venience after this first month.

A number of new applicatio  
 insurance have been made o  
 members of the Maine Central  
 far outweighing the few who  
 cancelled their policies for v  
 reasons.

**N**O possible connection between the raucous screams of a modern locomotive whistle and the destruction of a load of eggs on a country crossroad in 1833 is apparent to the casual observer, but a definite connection does exist and the ill-fated eggs were directly responsible for the invention of the first locomotive whistle, according to the version of this important piece of railway history related to me by a prominent railroad man.

## When Ox Carts Were Fast

When country roads were all crossed at grade and when people used to sit on their doorsteps and watch the ox carts whiz by, locomotive engineers had no way of giving warning of their approach except by blowing a tin horn. Naturally the engineers' lung capacity determined the volume of sound in giving warning of approaching trains, so the result thus obtained was far from a sufficient warning.

One bright spring day in 1833 a farmer approached a railroad crossing on his journey to market with a load of eggs and butter. Just as he came out upon the track, a train approached. Lustily the engineman blew his horn but the farmer was so deeply immersed in pounds and dozens, shillings and pence, that he did not hear it.

## A Widely Distributed Omelet

Crash! Dozens of eggs and pounds of butter were transformed in a twinkling into an unsalable omelet, widely distributed over the right-of-way.

A claim agent checked up on the case, resulting in the railroad company paying the farmer the value of his butter, eggs, horse and wagon.

A director of the company, Ashland Baxter by name, went to Alton Grange where George Stephenson lived, to see if he could not invent something that would give a warning more likely to be heard.

## An Invention to Order

Stephenson went to work and the next day he had a contrivance which, when attached to the locomotive boiler, and the steam turned on, gave out a shrill, discordant sound.

The railroad directors, greatly delighted, ordered similar contrivances attached to all the locomotives.

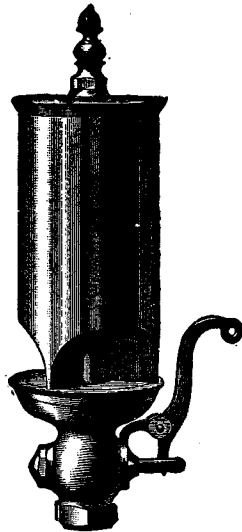
This has developed into the locomotive whistle as we know it.

♦ ♦

## True Both Ways

A good thing to remember  
 And a better thing to do  
 Is to work with the construction gang  
 Not the wreckin' crew.

—Locomotive Engineers' Journal.



This Makes the Noise

## Locomotive Whistles

Mechanical Draftsman

### Widely Distributed Omelet

Whish! Dozens of eggs and pounds of butter were transformed in a twinkling into an unsalable omelet, widely distributed over the right-of-way.

A claim agent checked up on the case, resulting in the railroad company paying the farmer the value of his butter, eggs, horse and wagon.

A director of the company, Ashland Baxter by name, went to Alton Grange where George Stephenson lived, to see if he could not invent something that would give a warning more likely to be heard.

### An Invention to Order

Stephenson went to work and the day he had a contrivance which, attached to the locomotive and the steam turned on, gave a shrill, discordant sound.

The railroad directors, greatly delighted, ordered similar contrivances fitted to all the locomotives.

It has developed into the locomotive whistle as we know it.

♦ ♦

### True Both Ways

One thing to remember and a better thing to do is to work with the construction gang and not the wreckin' crew.

—Locomotive Engineers' Journal.



## Insurance Works Well in First Month

GROUP insurance has been in force just a little over a month and fifteen claims have already been settled through the offices of the Travelers Insurance Company, Hartford, Conn. The policies took effect at noon November 22 to all members of the Maine Central Family who signed application cards for the protection, and were at that time actually in the employ of the company. The first claim, \$1,000, was paid to Charles Arthur Thomas of Portland, beneficiary of Engineman Oscar R. Thomas who was killed at Augusta on November 22nd. Many more are receiving regular weekly payments.

A number of claims have come to the attention of the representatives of the Insurance Company, which had to be turned down because the claimants were not on the rolls when the policy went into effect. For example, men who were home sick at noon on November 22nd were not covered by insurance benefits, only those who were actually at work at this time sharing in the insurance protection. Naturally, men out of service on November 22nd will pay no insurance premium until they return to work, when the 25 cent weekly deductions will begin. This is a temporary condition and will cause little inconvenience after this first month.

A number of new applications for insurance have been made out by members of the Maine Central Family far outweighing the few who have cancelled their policies for various reasons.

Not So Bad If He's Insured

### What's Wrong Here?



**It's better to work safely and make the acquaintance of the nurse when she's off duty**

—National Safety News.

On the whole, as a result of the first month's operation of the Maine Central Group Insurance Plan, it can be said to be working out very satisfactorily.

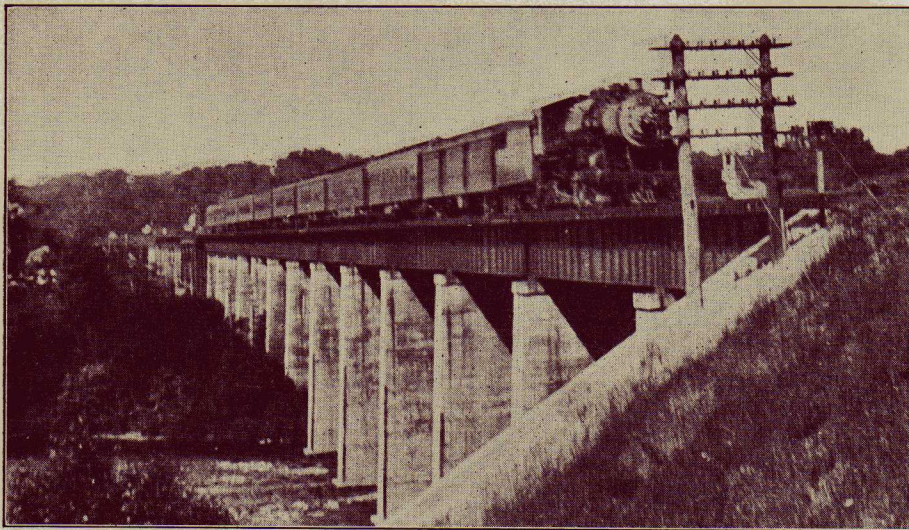
The certificates of insurance have arrived and are now being delivered to all those who are protected under the group policy. Naturally, those who signed up after November 22 will receive their policy a bit later than the others, but all will come forward in due course.

♦ ♦

There are two ways to do everything, the right way and the wrong way. It's all right to sleep in hot, stuffy bedrooms if you're well covered—with insurance. Moral: "Sign up at once for the Me. C. group insurance policy."



## No. 153 Crosses Fairfield Bridge



The picture shown above is reproduced through the courtesy of Charles E. Fisher of Brookline, Mass., president of the Railway and Locomotive Historical Society, Inc. The cut shows Maine Central No. 470, on the first section of No. 153, "The Bar Harbor Express," taken last July as

it crossed the Kennebec River near Fairfield. The train on that day left Waterville with one Maine Central baggage car, one Philadelphia and Reading private car, one Pennsylvania private car, five Pullmans, one Maine Central diner and one Maine Central steel coach.



## Every Employee a Business Getter

"THE Traffic Tip Cards", declared General Passenger Agent M. L. Harris, "mean more than the business they bring in. Every one of us, during the past couple of weeks, has witnessed the immense volume of increased business handled on our System just because a little babe was born nineteen hundred and twenty-six years ago in a lowly manger in Bethlehem. Mountains of mail, car-

loads of express, trains of Christmas trees, coaches full of happy holiday throngs have moved in response to the Christmas idea.

"The Christmas spirit," he continued, "typified by the Christmas card, represents an idea that should not be confined to December 25. It is a word of greeting; a symbol of sentiment; a token of remembrance, and these are ideas that may as well be



expressed in August as at Christmas. "Traffic Tip Cards" give every Maine Central employe an official a chance to perform service to our company which conceivably be productive results.

"We will all gain if each and every one of us regards the little Traffic Tip Cards that come to us each month as the MAGAZINE as a chance to send a valuable message to the company to which we all owe our loyalty. Your Christmas message, if you wish, will be pleasantly received in January."

## Train Rules

By M. F.

### Order No. 1

Extra 520 West run ahead of Eng. 470, Bangor to Waterville—

This is a positive order for the extra to run ahead of No. 8 between Waterville and Bangor named and is only issued when it is necessary to keep the first named train from being the second named train for some particular reason.

### Order No. 2

Eng. 620 run extra Deering Junction to New Gloucester—Run ahead of No. 349 engine unknown, until overtaken—

At New Gloucester Eng. 620 run extra in order to run extra to Lewiston but do not proceed ahead of No. 349 without authority to do so as their right to run ahead of No. 349 expires on arrival at New Gloucester.

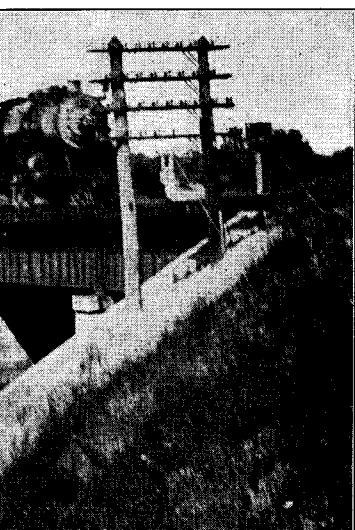
### Order No. 3

Extra 610 West run ahead of Eng. 611, Waterville until overtaken—

Extra 610 hauls into siding at Lewiston and is passed by No. 350 displaying stop signals. The extra must wait for the sections of No. 350 to pass before proceeding unless otherwise directed by train order. No. 350 is named by its schedule number in the above order, therefore all sections



## Field Bridge



...sed the Kennebec River near  
...d. The train on that day left  
...ville with one Maine Central  
...e car, one Philadelphia and  
...g private car, one Pennsyl-  
...private car, five Pullmans, one  
...Central diner and one Maine  
...l steel coach.

## Business Getter

...of express, trains of Christmas  
...coaches full of happy holiday  
...s have moved in response to the  
...mas idea.

...e Christmas spirit," he con-  
... "typified by the Christmas  
...represents an idea that should  
...confined to December 25. It is  
...of greeting; a symbol of senti-  
...a token of remembrance, and  
...are ideas that may as well be



expressed in August as at Christmas. 'Traffic Tip Cards' give each and every Maine Central employee and official a chance to perform a little service to our company which may conceivably be productive of big results.

"We will all gain if each and every one of us regards the little colored cards that come to us each month in the MAGAZINE as a chance to send a valuable message to the company to which we all owe our loyalty, a Christmas message, if you will, that will be pleasantly received in January,

February, March and so on around to January again."

The following "Traffic Tip Cards" have been received during the past month: Leverette Hartley, Bill Clerk, Waterville (several tips received); Charles W. Benson, Lewiston; J. L. Springer, Ayer's Junction; E. J. Bourque, Clerk, Corinna; F. J. Driscott, Clerk, Lewiston Upper; C. J. Messer, Baggage Master, Oldtown; H. D. Spencer, Beecher Falls, Vt.; V. A. Cunningham, Cashier, Oldtown; C. D. Shannon, Agent, Olamon; Stanley Daye, Checker, Waterville.



## Train Rules and Train Orders

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

### Order No. 1

Extra 520 West run ahead of No. 8, Eng. 470, Bangor to Waterville—

This is a positive order for the Extra to run ahead of No. 8 between the points named and is only issued when it is necessary to keep the first named train ahead of the second named train for some particular reason.

### Order No. 2

Eng. 620 run extra Deering Junction to New Gloucester—Run ahead of No. 349, engine unknown, until overtaken—

At New Gloucester Eng. 620 receives an order to run extra to Lewiston but cannot proceed ahead of No. 349 without an order to do so as their right to run ahead of this train expired on arrival at New Gloucester.

### Order No. 3

Extra 610 West ahead of No. 350, Eng. 611, Waterville until overtaken—

Extra 610 hauls into siding at Kennebec and is passed by No. 350 displaying green signals. The extra must wait there for all sections of No. 350 to pass before preceding unless otherwise directed by train order. No. 350 is named by its schedule number in the above order, therefore all sections are

included and when first 350 passes, Extra 610 is overtaken.

### Order No. 4

Extra 450 West pass No. 350, Eng. 632, at Newport—

This order fixes a passing point and authorizes Extra 450 to pass and run ahead of No. 350 from Newport.

### Order No. 5

Extra 450 pass No. 350, Eng. 632, when overtaken—

Under this order Extra 450 is given right to pass and run ahead of No. 350 at any station. Except on parts of the road protected by block signals, when a train receives an order to run ahead of another train the following train must run with caution looking out for the train ahead until the order is fulfilled, but this in no way relieves the preceding train from protecting its rear as prescribed by Rule 99 in case it stops or is moving under circumstances in which it may be overtaken.

✦ ✦

"A chicken," said the colored preacher, "am de mos' usefulest animule dat am made. Yo c'n eat him befoh he am bohn an' afteh he am daid."—*Flashes of Thought.*

# MAINE CENTRAL Employees' Magazine

Vol. IV JANUARY, 1927 No. 1

"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*  
D. W. BISHOP, *Associate Editor*

MAGAZINE  
STAFF CORRESPONDENTS  
*Portland Terminal*

Miss A. Z. Donahue, *Freight Office*  
C. D. Atherton, *Freight Office*  
Joseph D. Rourke, *South Portland*  
John F. Dunn, *Rigby*

*Eastern Division*

J. L. Riggie, *Superintendent's Office*  
C. H. Leard, *Bangor Mot. Pow. Dept.*  
C. A. Jeffers, *Bangor Car Dept.*  
P. N. Carson, *Bangor Ticket Office*  
V. A. Cunningham, *Oldtown*  
R. 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. Swett, *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*

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

### NOW FOR 1927

The old idea of making resolutions on January 1st and breaking them on January 2nd may well be regarded as a thing of the past. But a new year does give us an opportunity we should not overlook to balance our personal books, to check up on our attitude towards life and see just where we stand.

The new year is a good time to check up on ourselves and set certain standards and certain goals to aim at for the next twelve

## Loyalty

Loyalty is a creed, a duty and a sentiment.

It is a creed because the loyal person says, "I believe in my organization, what it is, what it stands for and what it does." The implication is that he will do his best to make it and keep it in the path of its life.

Loyalty is a duty because it implies allegiance. Every member of an organization by the very fact of his membership is bound to obey the laws of the organization.

Loyalty is a sentiment. It implies affection, love and enthusiasm.

These three are not fully expressed in shouting or "rooting." Loyalty to your organization must be lived.

*President David Kinley,  
University of Illinois.*

months. Standards and goals are vastly different from the old New Year resolution idea signed on the dotted line and witnessed by a Notary Public.

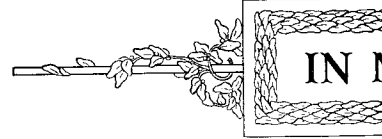
Among the first of the standards we should set for ourselves is the standard of loyalty to the corporation we work for—which is another way of saying to the company that furnishes us the means of translating our goals and hopes and ideas into definite accomplishments.

Preeminent among the desires of every right-minded American should be the goal of owning his own home. The fierce desire for land ownership so broadly distributed among its people, is one of the things that makes America great.

The last goal we should set for ourselves is to keep young. This is not a question of calendar years, for each one of us knows old crabs of 25 much more ancient and decrepit than some youngsters of 69.

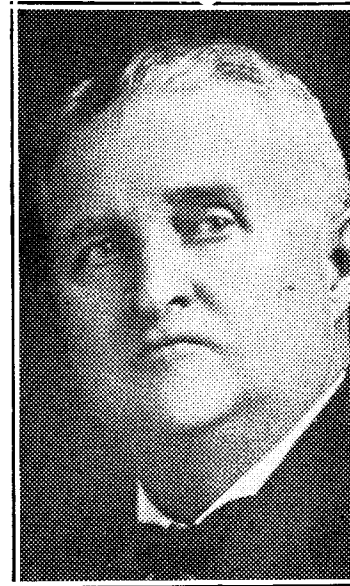
If we keep young, we can pass out as we go down life's pathway, the smile, the kindly word, the heartening slap on the back that will brighten some other life and which in the end gives more to the giver than to the one who receives them.

(10)



F. E. Sanborn

Fred Sanborn For...



F. E. Sanborn

NEWS of the sudden death of F. E. Sanborn on the evening of December 22 at St. Johnsbury caused a great shock to his host of friends all over the system both inside and outside of its circles. Coming from an old and distinguished family, Mr. Sanborn rendered valuable service over a long period of years to the Maine Central which he served in a number of different capacities from 1883 when he retired on account of ill health.

### A Happy Disposition

His jovial, happy disposition and his absolute refusal to be down-hearted



## Loyalty

Loyalty is a creed, a duty and a sentiment.

Loyalty is a creed because the loyal person says, "I believe in my organization, what it is, what it stands for and what it does." The implication is that he will do his best to make it and to keep it in the path of its life.

Loyalty is a duty because it implies allegiance. Every member of an organization by the very fact of his membership is bound to obey the laws of the organization.

Loyalty is a sentiment. It implies affection, love and enthusiasm.

These three are not fully expressed by "outing" or "rooting." Loyalty to an organization must be lived.

*President David Kinley,  
University of Illinois.*

Standards and goals are vastly different from the old New Year resolution written on the dotted line and witnessed by a Notary Public.

Setting the first of the standards we set for ourselves is the standard of the corporation we work for—another way of saying to the community that furnishes us the means of converting our goals and hopes and ideas into accomplishments.

Pre-eminent among the desires of every civilized American should be the goal of making his own home. The fierce desire for ownership so broadly distributed to its people, is one of the things that make America great.

Our last goal we should set for ourselves is to keep young. This is not a question of years, for each one of us knows that we are 25 much more ancient and wiser than some youngsters of 69.

To keep young, we can pass out as we go on life's pathway, the smile, the word, the heartening slap on the cheek that will brighten some other life and in the end gives more to the giver than the one who receives them.

## IN MEMORIAM

### F. E. Sanborn Dies Suddenly

Fred Sanborn Former General Superintendent

1865-1926



F. E. Sanborn

**N**EWs of the sudden death of Fred E. Sanborn on the evening of December 22 at St. Johnsbury came as a shock to his host of friends all over the system both inside and outside of railroad circles. Coming from an old railroad family, Mr. Sanborn rendered valuable service over a long period of years to the Maine Central which he served in a number of different capacities from 1883 to 1923 when he retired on account of ill health.

#### A Happy Disposition

His jovial, happy disposition and his absolute refusal to be down-hearted when

things went wrong have endeared his memory to those with whom he came in contact from the highest to the lowest. Throughout his whole life, retaining in a remarkable degree his bright, youthful viewpoint towards life he was a hale fellow well met whose memory will long remain bright in the minds of his former associates.

Born in November, 1865, in Portsmouth, New Hampshire, Mr. Sanborn received his education in the public schools of Portland and entered the Maine Central service as a freight clerk in Portland in 1882. The succeeding year, he became passenger brakeman, advancing to baggage master in 1886 and to passenger conductor in 1892. From then on his promotion was rapid. In 1901, he became Trainmaster on the Portland Division; in 1903, Assistant Superintendent; in 1905, Superintendent of the Portland Division, becoming General Superintendent in 1917. In 1918, he resigned and was assigned to the duties of claims investigator, retiring on April 30, 1923.

Public office then beckoned Mr. Sanborn. He was appointed Chief of the State Highway Police on September 10, 1924; assuming office in the same month and rendered valuable service in building up the State's constabulary until his retirement on July 10, 1925.

At the time of his death, Mr. Sanborn occupied the position of Assistant to the Vice-President and General Manager of the St. Johnsbury & Lake Champlain Railroad, the Montpelier & Wells River Railroad, and the Barre & Chelsea Railroad.

*(Concluded on page 22)*



# Glorious Winter Sport Urges All to Make a Friend

**O**LD MAN Winter kind of caught us unawares this year. We knew he was on his way but didn't expect him until sometime in January. The football season was hardly over when in he came Sunday, December 5th, officially—with both feet, without so much as knocking, and proceeded to run things. Some prudent people may have been prepared for him, but most folks he took unawares. There were garden tools out in the yard, storm doors and windows were yet unfixed, the water in the sill cock hadn't been turned off and the overshoes were up in the attic.

### A Friend—Not An Enemy

Now, that he is here we want to make the best of it and beat Old Man Winter at his own game, to treat him as a friend instead of regarding him as an enemy. There are a hundred and one ways to do this.

Winter sport is not a new thing, it was enjoyed by our forefathers, although it may not have been highly scientific. Once upon a time, it was thrilling to start a stout pung loaded with boys and girls at the top of a mile-long hill. Rather it was a series of hills, reach one steep enough to furnish momentum for the next.

With the steersman lying flat on the handsled between the shaft of the pung and only his alert heels between you and destination, you plunged with the outfit from hill to hill until you landed at last on the level. It was not a stunt for timid persons to try but it was good fun, and if nothing hap-

pened to that recumbent steersman you could hold a day-long carnival on that big hill and get home with bones whole at supper time.

### Twenty-five Berries an Hour

Snowshoeing was not a sport in the old days so much as a means of getting about when there was no other way. As soon as the roads were broken out the thing to do was to harness the colt and prance away into space with a gallant jingling of bells. Nowadays a ride in a sleigh is a novelty for city-bred folks. It was not long ago, it is alleged, a family in New York paid \$25.00 for a single hour's ride in a sleigh through Central Park.

In Montreal, it's a ride in a Kingfisher sleigh for sight-seeing and fun. Even in our own State, there are those who think that the colt and the "cutter" is better than

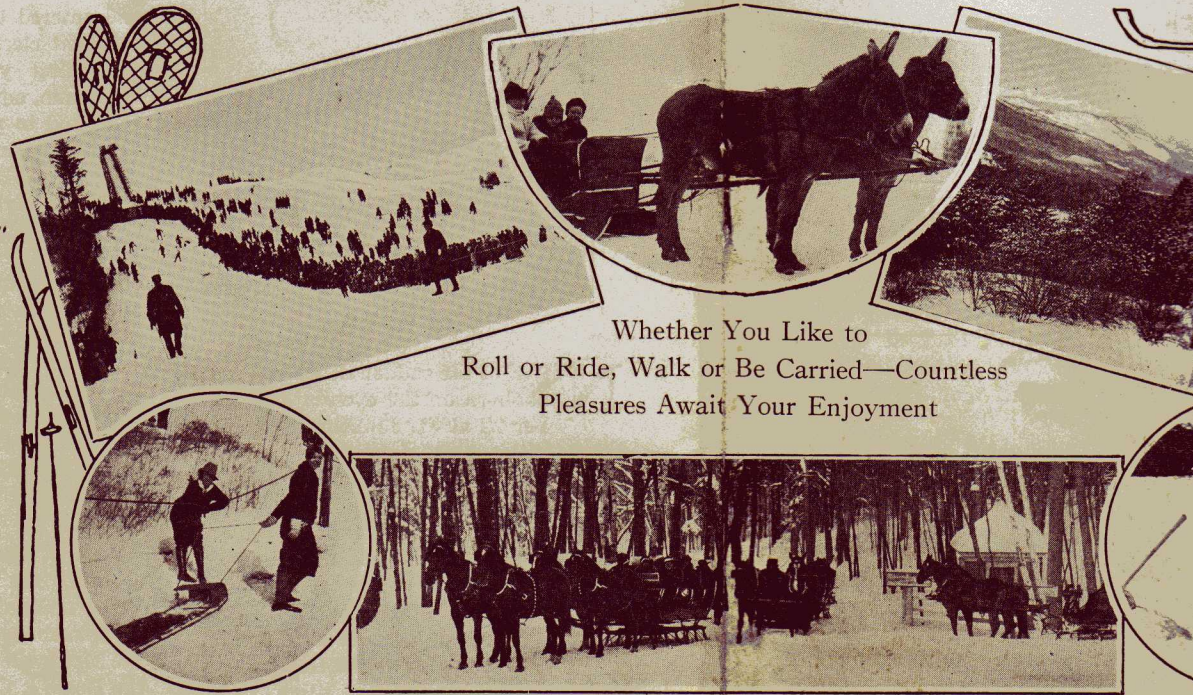
the snowmobile. But it all depends on the spirit of the rider, not upon the conveyance. You can get fun if you have it inside you.

### Winter Sports Make Winter

One can fill a good sized book of winter, but space will not permit the number of the MAGAZINE, so will the brakes right here.

Might add, however, that the un- should try winter sports, for it marks the beginning of the most pleasurable you have ever enjoyed. Just the giving qualities alone are far too in- to be overlooked.

A Maine Central booklet, "GLORIOUS WINTER SPORT in Maine and the Mountains," is designed to transform stay-at-homes into winter sports enthusiasts, who will ride by rail to e-



Whether You Like to Roll or Ride, Walk or Be Carried—Countless Pleasures Await Your Enjoyment



# Port Urges All to Make a Friend of Old Man Winter

o that recumbent steersman you  
ould a day-long carnival on that big  
d get home with bones whole at  
time.

## Twenty-five Berries an Hour

shoeing was not a sport in the old  
much as a means of getting about  
ere was no other way. As soon as  
ds were broken out the thing to do  
harness the colt and prance away  
ace with a gallant jingling of bells.  
ays a ride in a sleigh is a novelty  
-bred folks. It was not long ago,  
eged, a family in New York paid  
for a single hour's ride in a sleigh  
Central Park.

Montreal, it's a ride in a Kingfisher  
or sight-seeing and fun. Even in  
n State, there are those who think  
e colt and the "cutter" is better than

the snowmobile. But it all depends on the  
spirit of the rider, not upon the mode of  
conveyance. You can get fun anywhere  
if you have it inside you.

## Winter Sports Make Winter Traffic

One can fill a good sized book on sports  
of winter, but space will not permit in this  
number of the MAGAZINE, so will put on  
the brakes right here.

Might add, however, that the uninitiated  
should try winter sports, for it may be the  
beginning of the most pleasurable outing  
you have ever enjoyed. Just the health-  
giving qualities alone are far too important  
to be overlooked.

A Maine Central booklet, "GLORIOUS  
WINTER SPORT in Maine and the White  
Mountains," is designed to transform win-  
ter stay-at-homes into winter sport en-  
thusiasts, who will ride by rail to enjoy the

many offerings of Old Man Winter. These  
booklets sell no tickets when they lie on  
the General Passenger Agents' shelves.  
They should be distributed. You can help  
by sending names of people who would be  
interested in this booklet to General Pas-  
senger Agent M. L. Harris, Room 411,  
General Offices, Portland.

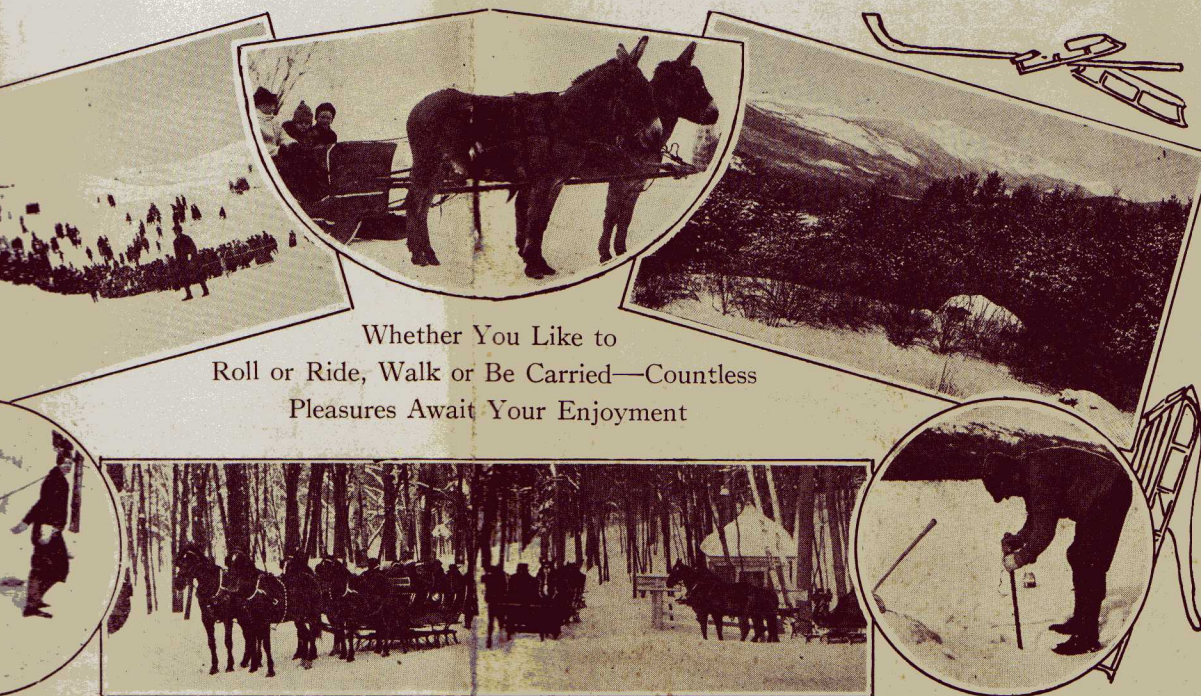


## Maine Central Prominent in Meet at University

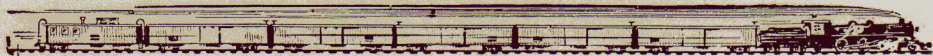
Each year between Christmas and New  
Year's several hundred youngsters from  
Maine farms take a trip to Orono. The  
occasion is the annual State contest of the  
Maine Boys' and Girls' Agricultural and  
Home-Making Clubs, conducted by the  
Extension Force of the  
University of Maine.

This year the twelfth  
annual contest is taking  
place, and this year, as at  
each previous meeting,  
the Maine Central is tak-  
ing a prominent part in  
the proceedings. In the  
first place the visitors will  
ride by rail, autos and bus  
lines being thoughtful  
enough to cease their com-  
petition at this festive  
season of the year.

Secondly, the 1926 meet-  
ing for the twelfth time  
will see Industrial Agent  
W. G. Hunton among  
those present. He will dis-  
tribute to the youngsters  
\$200 in Maine Central  
prizes and will pass out  
his well-known brand of  
sage advice and Yankee  
wit and the ever-present  
kindliness of his personality.



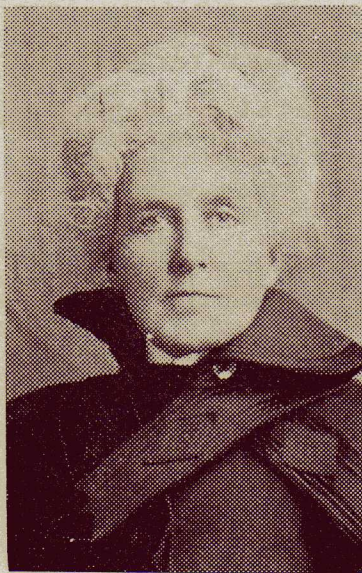
Whether You Like to  
Roll or Ride, Walk or Be Carried—Countless  
Pleasures Await Your Enjoyment



# Maine Central Family

## Popular Oldtown Operator on Leave of Absence

By V. A. CUNNINGHAM, Oldtown



Miss M. A. Miles

No happening in Maine Central Family history at Oldtown has caused more sincere regret among the employees and public alike than the news that Miss Margaret A. Miles was forced by ill health to take an indefinite leave of absence.

Miss Miles had many admirable qualifications that endeared her to both her fellow employees and the public. Always a hard worker her courtesy, tact, loyalty and efficiency was standard by which *Service* could well be measured.

Miss Miles entered the employ of the Maine Central at Enfield as a clerk in 1882 (Nov.), where she learned telegraphy under Agent Avery. Later she went to Kingman as Deputy Agent, as was the custom at

that time, the Deputy Agent transacted all the routine business of the company, the Agents frequently being business men who devoted only a small part of his time to railroad work.

Miss Miles was later transferred to Northern Maine Junction where she served until she came to Oldtown on April 29, 1911, continuing at Oldtown as First Truck Operator and Ticket Agent until illness compelled her to ask to be relieved.

Miss Miles is third on the seniority list of Maine Central Operators, a record to be very proud of, as there are about 400 names on this list and it's largely a list of veterans.

The Maine Central Family hope her recovery will be rapid and she will enjoy continued good health.



## John Goud Comes Right Back at Springer

John Goud of the Auditor of Freight Accounts office comes right back at Cy Springer whose recent pool victory over him was announced in last month's issue of the *MAGAZINE*.

"I note in the last issue of the *MAGAZINE* that Cy Springer takes great credit for winning fifty cents from the writer. Judging by the way he shoots pool, I imagine this is the first cent he ever won at the game. Great stress is laid on the fact that Springer won 50 to 19, but the author of last month's story forgot to mention the fact that on the previous night Cy Springer was trimmed about 50 to 14—by an individual named John C. Goud."

## Ernie Daugherty a "Game" Guy

By E. F. McLain, Calais

J. "Ernie" Dougherty is a good machinist. A guy who can do anything with a lathe and a man. The Company is lucky in having. Ernie is a hunter—so much for that part of the epistle.

### Wanted Just One Look

The writer and Ernie have joined together on numerous foraging expeditions during the last open seasons on the "innocents" and few have been successful. Ernie in fact became so disheartened he grumbled and pleaded for just one look at a deer, just one look was all he wanted but the hunting power who watch the "children of the forests" have driven them back to the Happy Hunting Ground as far as we were concerned.

Ernie vowed that in all his experience which I was impressed as great, he had seen the like. Thus a very successful hunting season closed for us. for that part of this epistle.

### On a Peculiar Scent

The other night Ernie, who was out to 7 A, was wending his arduous work at about 10.30 P.M. when Joe Wheeler's police dog Don under light at Knights Corner, being with all the world, dogs included, loudly called the dog by name, which by this time within a few paces Hero and nosing the ground, in hunting a peculiar scent, I can't say he was after, but "lo and behold" a sharp cry rang forth upon the mid-air this animal reared and with lowered head charged Ernie.

With the quickness of the proverbial he sprang aside and with a desperate cleared the road fence and lighted down the incline on the right of way.

### He Finally Lamped It

With ears pinned back, he ran Paddocky way at a terrific rate, he stopped wild-eyed and breathless in the boiler room where he was surrounded by other good hunters and shooters.



# Family

## Leave of Absence

Oldtown

...ne, the Deputy Agent transacted routine business of the company, the frequently being business men who only a small part of his time to work.

Miles was later transferred to Oldtown on April 29, continuing at Oldtown as First Trick and Ticket Agent until illness led her to ask to be relieved.

Miles is third on the seniority list of Central Operators, a record to be proud of, as there are about 400 on this list and it's largely a list of

Maine Central Family hope her recovery will be rapid and she will enjoy good health.

\* \*

## Goud Comes Right Back at Springer

Goud of the Auditor of Freight Office comes right back at Cy Springer whose recent pool victory over Goud was announced in last month's issue of the MAGAZINE.

In the last issue of the MAGAZINE Springer takes great credit for winning fifty cents from the writer. Judge the way he shoots pool, I imagine he won the first cent he ever won at the pool table. Great stress is laid on the fact that Springer won 50 to 19, but the author of the story forgot to mention the fact that on the previous night Cy Springer had been named about 50 to 14—by an in-lane named John C. Goud."



## Ernie Daugherty Is a "Game" Guy

By E. F. McLain, Calais

J. "Ernie" Dougherty is a good, capable machinist. A guy who can do most anything with a lathe and a man whom the Company is lucky in having. But as a hunter—so much for that part of this epistle.

### Wanted Just One Look

The writer and Ernie have journeyed together on numerous foraging expeditions during the last open seasons on the "poor innocents" and few have been successful. Ernie in fact became so disheartened that he grumbled and pleaded for just one look at a deer, just one look was all he asked, but the hunting power who watches over the "children of the forests" had called them back to the Happy Hunting Grounds as far as we were concerned.

Ernie vowed that in all his experience, which I was impressed as great, he never had seen the like. Thus a very unsuccessful hunting season closed for us. So much for that part of this epistle.

### On a Peculiar Scent

The other night Ernie, who works 11 P to 7 A, was wending his arduous way to work at about 10.30 P.M. when he spied Joe Wheeler's police dog Don under the light at Knights Corner, being at peace with all the world, dogs included, Ernie loudly called the dog by name, which was by this time within a few paces of our Hero and nosing the ground, obviously hunting a peculiar scent, I can't say who he was after, but "lo and behold" as the sharp cry rang forth upon the midnight air, this animal reared and with lowered head charged Ernie.

With the quickness of the proverbial cat, he sprang aside and with a desperate leap cleared the road fence and lighted 90 feet down the incline on the right of way.

### He Finally Lamped It

With ears pinned back, he made his Paddocky way at a terrific rate until he stopped wild-eyed and breathless in the boiler room where he was surrounded by other good hunters and shooters. For fully

five minutes he was unable to answer their frantic questions until finally he gasped, "A wild bull just attacked me".

An old lady making her way homeward that evening told the next morning of seeing "the cutest little spike-horn buck" at Knights Corner that she ever had seen in all her born days.

At last J. Ernest Daniel Boone Dougherty has lamped his game.

\* \*

## Portland Traffic Men Enjoy Winter Banquet

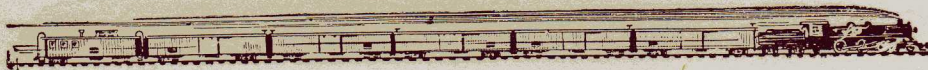
Fifty-nine members of the Portland Traffic Association enjoyed their semi-annual get-together banquet and entertainment at The Falmouth on December 6th. The business part of the program consisted in changing the organization's name from "The Portland Railway and Steamship Association" to that given above, and broadening the membership to include "such other persons interested in traffic as may be recommended by the executive committee."

President G. J. Brown, Portland, representative of the New Haven, presided at the meeting, while genial George Thompson of our Freight Traffic Department performed his duties as Secretary-Treasurer with his usual efficiency. Prominent among the merry-makers were "Bert" Horne of the Wabash, "Wallie" Barrows of the Reading, Frank Nuttall of the A. C. L., Howard Wellman of the Southern Pacific, and Herbert Hewey of the Missouri Pacific.

The absence of "Sim" Provencher, Ticket Agent at Pittsfield, Jim Gibbons, Sam Fraser and Jim O'Donnell of Bangor, and Charlie Hall of the Freight Traffic Department was held to be the only flaw in the evening's festivities.

\* \*

Miss Ann Cawley of the Passenger Department was absent from her duties a few days before the holidays. She only went as far as Chicago this trip making a flying visit to see her brother Tom.



# "Professor Lebina" Mystifies Party of Friends

By A. A. THOMPSON, Waterville

AT the invitation of Prof. George Lebina, who is otherwise known as Mr. George Maheu, boilermaker at Waterville Shops, some of his shop friends visited him at his home the other evening and witnessed an exhibition that was very mystifying to say the least.

George has taken some lessons from the late Houdini and also from some of the masters of mystery in Europe so one can readily see that he is well acquainted with the art. At all times in his exhibition he was the master.

All sorts of examinations and tests were made of the equipment and he offered one hundred dollars to anyone who could find any defect in any part of it. The first feat that was exhibited was that of escaping after being securely tied with a 9/16" rope sixty feet long. He was tied securely for the best "rope tiers" were used and they failed to hold him.

The next was a handcuff act. The first part of this was done before his audience and no one could tell how or when it was accomplished for it was done so easily.

One part of the act caused a great deal of applause. The Professor borrowed a suit coat, put it on, had the hand cuffs placed around his wrists, went into an adjoining room,

and in fifteen seconds was before his audience with the coat on wrongside out and the handcuffs still secured to his wrists. His escapes, from the straight jacket, the double sack, the leg irons and the neck shackle were all quickly and neatly done.

As the hour was getting late, the friends did not have time to witness any more but George has plenty of interesting feats in addition to those already mentioned.

Among them are other bag, packing case, box, trunk, barrel, milk can, etc., feats.



### Deductive Reasoning

Marriage is an institution.

Marriage is love.

Love is blind.

Therefore marriage is an institution for the blind.



SACK ESCAPE



HUNDRED FEET ESCAPE



Takes More Than This to Hold Him



MAILBAG



MILKCAN

# Notes from F

By

An event of considerable importance to two people in particular and of interest to the many friends who were waiting developments took place here in Rockland, when our popular conductor, Fred S. True, took for Miss Lena M. Lawrence of this city. Lena Lawrence for some time has been an efficient clerk in the Lime Rock office here and her close association with the M. C. R. R. makes her seem a member of the official family, which now really become.

The cigars were good and the good all extends due felicitations to the couple.

### Proper Conduct Assured

Chief Clerk S. D. Delano has started New York today on a few days' vacation. Sam didn't say what he intended to see while there, but the Mrs. was so we look for a very proper line of conduct and a safe return.

No one down here has any doubt of Eddy Boody's marksmanship, not any of his party which went up to Moosehead after big game. Ed took weeks' vacation from his arduous job as Round House Foreman for the purpose of helping to rid the state of some of its abundant supply of venison. In three days he was back here with plenty of available space on the old bus occupied by big bucks and does. It has been here that Ed has a farm up that that the game was all tamed and waiting for him.

### Hats Off to Valley

Second Trick Operator L. M. is thumping about with one foot in a plaster cast and using a crutch along to aid him in his locomotion. A couple weeks ago Lester attempted to stop a run-away team of heavy horses hitched to a grain cart which had a passenger a tot of four or five years old precariously on the edge of the seat.



## Party of Friends

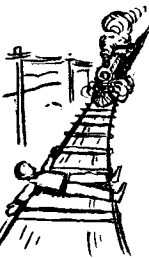
Waterville

part of the act caused a great deal of trouble. The Professor borrowed a hat, put it on, had the hand cuffs secured around his wrists, went into an adjoining room,

and in fifteen seconds was before his audience with the coat on wrongside out and the hand-cuffs still secured to his wrists. His escapes, from the straight jacket, the double sack, the leg irons and the neck shackle were all quickly and neatly done.

As the hour was getting late, the friends did not have time to witness any more but George has plenty of interesting feats in addition to those already mentioned.

Among them are other bag, packing case, trunk, barrel, milk can, etc., feats.



HUNDRED FEET ESCAPE



MILKCAN

### Deductive Reasoning

Marriage is an institution.

Marriage is love.

Love is blind.

Therefore marriage is an institution for the blind.



## Notes from Rockland, the Lime City

By A. R. PUGH, Rockland

An event of considerable importance to two people in particular and of much interest to the many friends who had been waiting developments took place recently here in Rockland, when our popular conductor, Fred S. True, took for his wife Miss Lena M. Lawrence of this city. Miss Lawrence for some time has been a very efficient clerk in the Lime Rock Railway office here and her close association with the M. C. R. R. makes her seem a real member of the official family, which she has now really become.

The cigars were good and the gang here all extends due felicitations to the happy couple.

### Proper Conduct Assured

Chief Clerk S. D. Delano has started for New York today on a few days' vacation. Sam didn't say what he intended to do or see while there, but the Mrs. went along, so we look for a very proper line of conduct and a safe return.

No one down here has any doubts about Eddy Boody's marksmanship, nor that of any of his party which went up across Moosehead after big game. Ed took a two weeks' vacation from his arduous duties as Round House Foreman for the purpose of helping to rid the state of some of its abundant supply of venison. In about three days he was back here with all the available space on the old bus occupied by big bucks and does. It has been rumored here that Ed has a farm up that way and that the game was all tamed and pastured and waiting for him.

### Hats Off to Valley

Second Trick Operator L. M. Valley is thumping about with one foot in a shoe. The other is in a plaster cast and he swings a crutch along to aid him in his locomotion. A couple weeks ago Lester attempted to stop a run-away team of heavy horses hitched to a grain cart which had as its sole passenger a tot of four or five years perched precariously on the edge of the seat.

He managed to get hold of one of the reins and had the horses somewhat checked when they got tangled up with an auto that drove into their path. He was thrown to the ground by the car and the heavy cart passed over his foot, breaking a couple of small bones. His hand and side were also bruised and scratched somewhat and necessitated his being off duty about ten days. That he was not hurt much worse is a miracle and Lester says that he is so thankful that he was not that he hates to complain about being obliged to hobble around with a crutch. It will be two or three weeks yet before he will be able to travel normally. His greatest regret is that the injury interferes with his bowling.

### Laid Up for Repairs

Another member of our crew is laid up for a few days with a painful injury to his leg when he stepped through a broken grate over a manhole in the yard and went in up to his hip. It was feared at first that the member had been broken, but an examination by the doctor who was called showed only bad bruises and wrenched ligaments. This time it was Louis A. Bates, our Car Inspector, so we have one from our office and one from the yard force nursing injuries. We hope there ain't no next.

♦ ♦

## Portland Nimrods Want Legal Limit Raised

Our MAGAZINE would not be complete without a word of the annual pilgrimage of the mighty nimrods Carl Bruns and Eddie Wescott of the Portland General Offices to the wilds of North East Carry—and Moosehead Lake. Carl says he is going to petition the State that each hunter be allowed five deer instead of one. There's so many up in that neck of the woods that he was disappointed if he didn't see at least ten or a dozen each day.



## General Office Clerks Choose 1927 Leaders

By Carleton I. Pickett

Clerks in the General Office Lodge 374, Brotherhood of Railway and Steamship Clerks, held an annual election December 9th. Harold D. Cummings was re-elected to the President's chair. Charles Mills will be the Vice-President. The formidable Sergeant-at-Arms is to be our star cartoonist, F. R. Landers. C. W. Anderson, of the Passenger Traffic Department will fill the chair of Chaplain.

The other officers are: Financial Secretary and Treasurer, Harry Caldwell; Recording Secretary, P. M. Glasscock; Inner Guard, Martin E. Plummer; Outer Guard, Jesse Grant; Executive Board, F. R. Landers, Chairman, P. W. Pearson and H. W. Gurney.

A committee was appointed to consider proper features in connection with installing these officers.

\* \*

## Industrial Agent Visits "Windy City"

Industrial Agent W. G. Hunton during the past month attended the tenth annual convention of Railroad Industrial Agents held at the Hotel Sherman, in Chicago. Representatives from nearly all railroads in the country were present and he reports a very enthusiastic and instructive convention was held.

\* \*

## Kineo Branch Notes

By W. H. Marshall

Lineman John Hughes, Bingham, wishes to thank all M. C. employees through the MAGAZINE, who so kindly helped him financially at the time his wife was sick. Mrs. Hughes is quite well again.

Walter Young has closed his "Hot Dog" stand at Solon and has sold his interests in the "Merry-go-round" at Embden. We wonder why so many changes all at once.

During the hunting season this year we received for transfer at Oakland from the Kineo branch 373 deer, and seven bear. Of this number 199 of the deer were loaded at Kineo Station.

It has been rumored that S. W. Plummer is to be appointed a Deacon of the Congregational Church of Madison for the coming year. We also understand that Stan finds a great amount of happiness, supporting the Church Fairs.

Stan, we wish you all the success in the world in your new undertaking, as we feel that you have at last found your calling.

\* \*

## Ben's Moved

An old crossing tender whose name I'll call  
Ben,  
Had lived in boarding houses in years  
nearly ten,  
When for certain reasons decided to make  
a change,  
Which some thought unwise or at least  
very strange.

So Ben found some rooms adapted to his  
need  
On a certain street where Syrians live and  
breed,  
And is now trying out a long-felt desire  
To cook his own meals by his own kitchen  
fire.

But regardless of the outs Ben seems to be  
content,  
And after a week's trial is glad he took the  
rent.  
His rooms are in back, and thank goodness,  
back so far,  
He seldom hears a sound of the "cussed"  
motor car.

Ben's friends, one and all, he'd be very  
glad to greet,  
In his humble domicile, if they don't come  
to eat.  
He could manage, perhaps, unless all came  
at once  
To borrow a few dishes and prepare a light  
lunch.

—Tyro.

(18)

## Fifteen Years Ago



This interesting photo was taken fifteen years ago at Thompson's Point. From left to right we see: Tom Oliver, painter, long since passed away; and Sparrow, still doing his daily chores.

## News Items

By V. A.

Agent Herbert A. Prouty of Wy... has bid in the first trick at Old... our Correspondent at Kingman... on this event in the December... our MAGAZINE as follows, "Pro... be in his second childhood, he wa... where the bright lights shine." M... takes exception to this and replie... lows, "There is no danger of c... correspondent at Kingman ever... old enough to get into his second c... he is evidently working out for th...



g the hunting season this year we  
 for transfer at Oakland from the  
 ranch 373 deer, and seven bear.  
 number 199 of the deer were loaded  
 o Station.  
 been rumored that S. W. Plummer  
 appointed a Deacon of the Con-  
 nial Church of Madison for the  
 year. We also understand that  
 ads a great amount of happiness,  
 ng the Church Fairs.  
 we wish you all the success in the  
 your new undertaking, as we feel  
 have at last found your calling.



### Ben's Moved

crossing tender whose name I'll call  
 Ben,  
 ed in boarding houses in years  
 nearly ten,  
 or certain reasons decided to make  
 change,  
 some thought unwise or at least  
 very strange.

found some rooms adapted to his  
 need.  
 rtain street where Syrians live and  
 breed,  
 now trying out a long-felt desire  
 k his own meals by his own kitchen  
 ire.

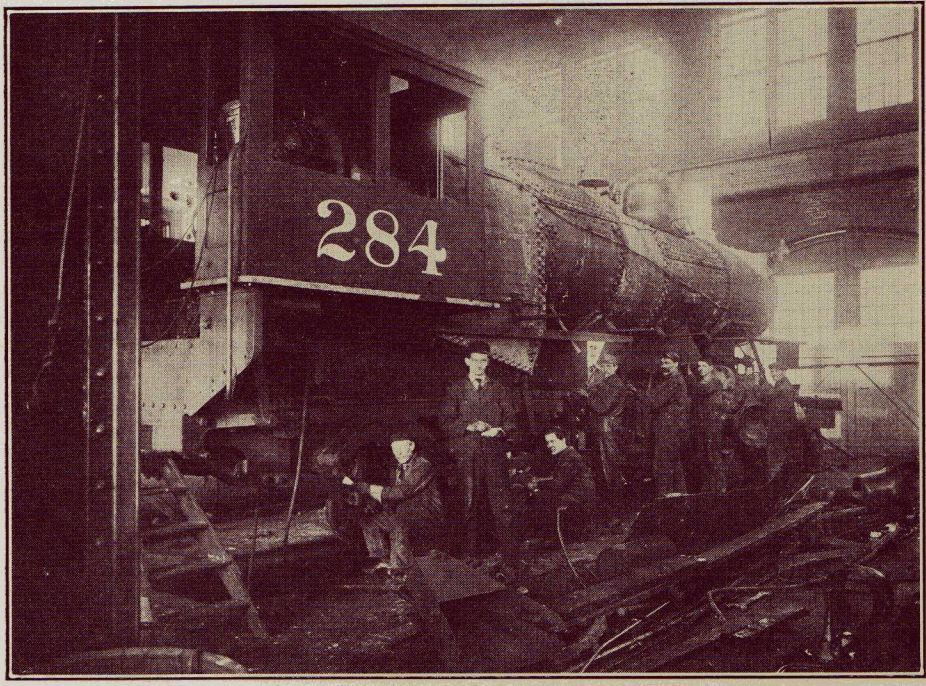
ardless of the outs Ben seems to be  
 content,  
 er a week's trial is glad he took the  
 ent.  
 ns are in back, and thank goodness,  
 ack so far,  
 oms hears a sound of the "cussed"  
 motor car.

riends, one and all, he'd be very  
 glad to greet,  
 umble domicile, if they don't come  
 o eat.  
 d manage, perhaps, unless all came  
 at once  
 ow a few dishes and prepare a light  
 lunch.

—Tyro.

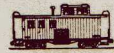


## Fifteen Years Ago in Thompson's Point Shops



This interesting photo was taken fifteen years ago at Thompson's Point. Reading from left to right we see: Tom Parker, painter, long since passed away; Frank Oliver, at that time erecting foreman; Win Sparrow, still doing his daily chores; Carl

Lamont, then apprentice, now machinist; Tom Henry, now employed as section hand; Ralph Carroll, now proprietor of the West End Garage; and A. W. McCullah, now living at North Billerica and until recently employed by the B. & M.



## News Items of the Oldtown Optimists

By V. A. CUNNINGHAM, Oldtown

Agent Herbert A. Prouty of Wytovitlock has bid in the first trick at Oldtown and our Correspondent at Kingman comments on this event in the December number of our MAGAZINE as follows, "Prouty must be in his second childhood, he wants to be where the bright lights shine." Mr. Prouty takes exception to this and replies as follows, "There is no danger of our local correspondent at Kingman ever growing old enough to get into his second childhood, he is evidently working out for the Traffic

Manager's job and if he was running after business as much as he claims to be he would undoubtedly drop some of that surplus avoirdupois."—keep back everybody, give 'em room.

Brakeman Carl Henry was eating dinner the other day when there came a cry of pain, "Hell," he says, "there is a tack in this doughnut."

"Probably thought it was a tire," consoled Conductor Haney.



### The Same Old Face

Man at the grill, looking at clerk—  
“Haven’t I run across your face somewhere?”

Clerk Ashe—“No, it’s always been like this.”

Andy Applebee, Bill Clerk, brings his flivver to work these days carefully wrapped in a woolen blanket,—You can’t be too careful with all this whooping cough going around.

### The Romance of Royalty

Conductor Alvin A. Haney is about to break into print. Says he wants to give the MAGAZINE something good, so I told him to write it as follows, “With a touch of deity, some reference to royalty, a dash of risqué, and plenty of bold and interesting action,” and here is his first manuscript: “My God,” cried the Princess, “Take your hand off my knee!”

Harry Tourtillotte, Freight Checker, rushed into a butcher shop the other morning and threw down a \$20.00 bill saying, “Gim-me a pound of good steak, quick, I’m in a hurry.”

The market man looked at the bill and asked, “Is that all you’ve got?”

Tourtillotte, exasperatedly, “Well, if that ain’t enough, just cut me off \$20.00 worth.”

### Recent Additions

Engineman and Mrs. William Kervin are the proud parents of a fine baby girl.

Carman and Mrs. Augustus King welcomed the arrival of a baby daughter recently.

Master Mechanic and Mrs. F. H. Ramsdell have returned from a visit in Rumford with Roadmaster and Mrs. Lloyd F. Breen.

Felix Shorett, Section Foreman, visited the meat shop the other day and the prices made him groan loudly, “It’s tough,” he says, “when you pay sixty cents for a pound steak.”

“It’s tougher when you pay thirty,” came the cheerful reply.

## On the Brunswick Blotter

By E. W. Tibbits

The following message is broadcast by Mr. and Mrs. Jas. H. Desjardins, the former (of course) serving as Chief Clerk for the Roadmaster at Brunswick:

“We wish to express our sincere thanks for the beautiful wedding present received from employees of the Maine Central Railroad.”

All Brunswick poultry, including chickens, ducks and geese, are warned to beware of a certain fireman and a certain boiler-maker—Stacey Robbins and Fred Bonang, respectfully, no, I mean respectively.

These members of the Maine Central family possess what one would call itchy trigger fingers. It is said to make no difference whether game is wild or domestic. Past records have shown both are in danger when these mighty hunters are around.

♦ ♦

## Mountain Road Items

By J. E. Winslow

In December, Russell James, trackman Section 124, No. Conway, and Owen Spencer, son of Fred Spencer, foreman, Section 124, were successful hunting deer, James bringing down one with seven points and Spencer one fourteen points.

W. H. Whitaker, Agent Fryeburg, and Mrs. Whitaker, operator, returned from attending Maine State Grange at Lewiston, December 17th. During their absence, Operator Palmer acted as Agent and Operator Walker covered first trick. Mr. and Mrs. Whitaker are prominent in the great agricultural fraternity.

♦ ♦

## Spent His Christmas in Florida

While this MAGAZINE is being delivered, George Hitchborn of the Passenger Traffic Department will have returned from his annual vacation spent in Florida in the vicinity of St. Petersburg. George sent back a coconut for a Christmas present that sure was as large as any Maine “punkin”.

(20)

## Railroading



Try a

## Tall Timber Tale

By “Rangeley Rooster”

This is a true tale, and I will be asking a question. You wouldn’t mind that a speckled brook trout could have assistance in placing a steel bridge that weighed many tons?

The story will have to start in November, 1923, before the principal scene of the Logan Stream Bridge in May, 1924.

About the time T. H. Breen and I began work on the abutments of the bridge, I found an old bamboo rod, and at odd spells I rewound it equipped it with a new agate and German Silver trumpet guides.

One Sunday in May had been called by the Management to assemble workmen and material, crane and hoister, to get the new bridge in place, at Logan Stream. N. Watson, Supervisor of Bridge Buildings, came up the night before, 213. After supper was over, he said,

## The Brunswick Blotter

By E. W. Tibbits

Following message is broadcast by Mrs. Jas. H. Desjardins, the former (se) serving as Chief Clerk for the Master at Brunswick:

I wish to express our sincere thanks for the beautiful wedding present received from the employees of the Maine Central Railroad.

Brunswick poultry, including chickens and geese, are warned to be careful of a certain fireman and a certain taker—Stacey Robbins and Fred Borespectfully, no, I mean respectively. The members of the Maine Central Railroad possess what one would call itchy fingers. It is said to make no difference whether game is wild or domestic records have shown both are in when these mighty hunters are

\* \*

## Mountain Road Items

By J. E. Winslow

December, Russell James, trackman No. 124, No. Conway, and Owen, son of Fred Spencer, foreman, No. 124, were successful hunting deer, bringing down one with seven points and one fourteen points.

I. Whitaker, Agent Fryeburg, and J. Whitaker, operator, returned from the Maine State Grange at Lewiston, December 17th. During their absence, Mr. Palmer acted as Agent and Mr. Walker covered first trick. Mr. J. Whitaker are prominent in the agricultural fraternity.

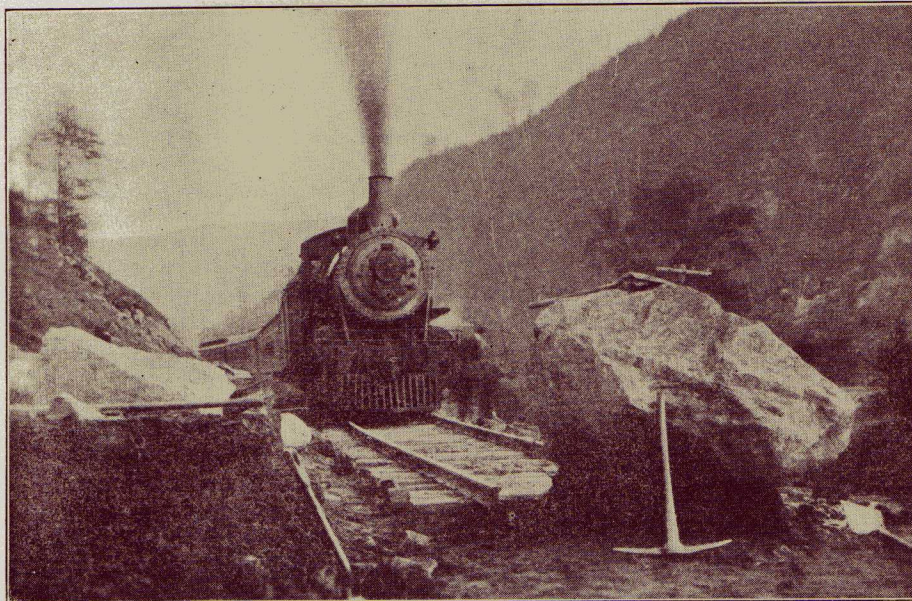
\* \*

## Present His Christmas in Florida

This MAGAZINE is being delivered, Hitchborn of the Passenger Traffic Department will have returned from his vacation spent in Florida in the city of St. Petersburg. George sent a coconut for a Christmas present which was as large as any Maine



## Railroading on the Rangeley Branch



Try and Figure This One Out

## Tall Timber Tales

By "Rangeley Rooster"

This is a true tale, and I will begin by asking a question. You wouldn't think that a speckled brook trout could be of assistance in placing a steel bridge girder that weighed many tons?

The story will have to start in November, 1923, before the principal scene or act, at Logan Stream Bridge in May, 1924.

About the time T. H. Breen and G. R. Russell began work on the abutments of the bridge, I found an old bamboo trolling rod, and at odd spells I rewound and equipped it with a new agate tip and German Silver trumpet guides.

One Sunday in May had been chosen by the Management to assemble with men and material, crane and hoister, to put the new bridge in place, at Logan Stream. P. N. Watson, Supervisor of Bridges and Buildings, came up the night before on No. 213. After supper was over, he said, "Where

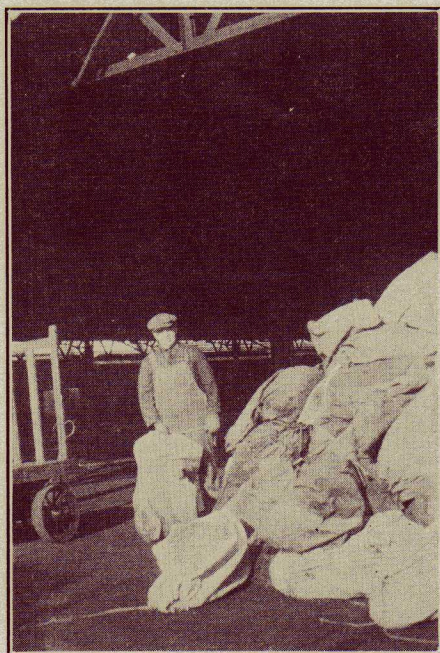
can I get fishing tackle. I would like to try 'em about sunrise."

So I got my renovated split bamboo and told him what was expected of that old fish pole this summer.

When we met the next morning he was smiling as he said, "I got a four and one-half pounder and it is resting as comfortable as can be expected in the ice box at Camp Bemis."

We almost ran like kids the mile to the bridge where we soon ripped out the old trestle and put on the new girder without a hitch. Men who have assisted Mr. Watson on a large number of similar jobs say that they never saw things go so smoothly. And the only loud vulgar language I heard that day was by a little red Irishman who criticized my method of placing a chain around a pile of ties and called me an "Old Grandmother."

We took another look that night at the big feller and called it the end of a perfect day. I shall always believe that psychologically that trout helped us.



## Mountains of Mail at Union Station

Without any exception it was estimated that more mail and express passed through Union Station during the Christmas rush this season than in any previous year, according to reports received from "old timers" who have watched this sort of thing over a period of several years.

The storage rooms were filled to overflowing, and mail bags were heaped many feet high on the platforms carefully guarded by Uncle Sam's Marines. These were daily sights just prior to Christmas. Extra men were employed to handle the rush and the station assumed the aspect of a veritable beehive.



## General Office Gave Santa Claus a Boost

Over eighty dollars was contributed by officers and employees in the General Office Building towards the Portland Evening Express Christmas Fund to buy presents for the poor of this city.

## In Memoriam

(Concluded from page 10)

He is survived by his widow, who has been living in St. Johnsburry, by a son, Daniel W. Sanborn of Portland, now employed in yard service by the Portland Terminal Company, and by a daughter, Mrs. Carroll H. Wentworth of Gorham.

Mr. Sanborn was affiliated with all the Masonic bodies being a member of Ancient Land Mark Blue Lodge, Mt. Vernon Chapter, Portland Council, Portland Commandery of which he was Past Commander, and Kora Shrine, and was a 32nd degree Mason. His funeral which was held in Portland on December 26, was attended by a large number of Maine Central officials and employees.

Mrs. Sanborn, the widow of our former associate, wishes to express through the MAGAZINE a word of appreciation for the many gifts of flowers received from the railroad friends of her late husband.

### MRS. MATTIE McGLINCHY

Mrs. Mattie McGlinchey, Scrubwoman at Oldtown, died at her home in Milford on October 26 after an illness of several months.

She was buried from St. Joseph's Church in Oldtown on October 29th. She leaves to mourn her loss two daughters and three sons and a husband Cora, Sadie, George, Stuart and Harry and Mr. Samuel McGlinchey.

Mrs. McGlinchey's disposition was always most pleasing, optimistic and cheerful, with a kindness and ready wit that endeared her with all who knew her.

She has been greatly missed by all the employees at Oldtown.

V. A. CUNNINGHAM.

### DOUGLASS S. NORRIS

News of the recent death of Douglass Shirley Norris of Bar Harbor will sadden his many friends. Mr. Norris at one time ran on the Maine Central as a Pullman Conductor, leaving to enter the wholesale confectionery business.

( 22 )



## Little Things America's M

By Motor Coach to the Heart of Manhattan

WHEN the Baltimore & Ohio use of the Pennsylvania S New York City some transportation figured that it was of this great road as far as New business was concerned. But an impossible liability has been converted a potential asset by recognizing and using the latest developments in transportation methods. On August 29, a Baltimore & Ohio engine for the first time in years of history pulled a regular passenger train into seeing distance of New York City.

By actual measurement, says the BALTIMORE & OHIO MAGAZINE, passenger just seven steps from the train to a comfortable seat in the Baltimore & Ohio Motor Coaches, which carry them to a ferry boat, whence a view is obtained of the marvelous skyline of the Metropolitan area thence to any one of the numerous convenient stops where they may alight at the central part of Manhattan.

For southbound trains, Baltimore & Ohio coaches pick up New York passengers at a number of different places in the city and carry them across the river to the train door.

Not in the habit of hiding its lights under a bushel, the Baltimore & Ohio is advertising space in papers far and wide to tell the world about the improvement in their service "By Motor Coach to the Heart of Manhattan".

### Roads Swap President

The Central of Georgia Railway and the Illinois Central System swapped presidents recently in a general step-up campaign. The semi-retirement of C. A. Markham as President of the Illinois Central since 1910. Mr. Markham comes chairman of the Board of Directors of the Illinois Central and L. A. ... its President, the latter retiring after his presidency of the Central of Georgia.



## Little Things That Make Railroading America's Most Efficient Industry

### By Motor Coach to the Heart of Manhattan

**W**HEN the Baltimore & Ohio lost the use of the Pennsylvania Station in New York City some students of transportation figured that it was the end of this great road as far as New York business was concerned. But an apparently impossible liability has been converted into a potential asset by recognizing and utilizing the latest developments in transportation methods. On August 29, a Baltimore & Ohio engine for the first time in its 100 years of history pulled a regular passenger train into seeing distance of New York.

By actual measurement, says the **BALTIMORE & OHIO MAGAZINE**, passengers take just seven steps from the train to a comfortable seat in the Baltimore & Ohio Motor Coaches, which carry them onto the ferry boat, whence a view is obtained of the marvelous skyline of the Metropolis, and thence to any one of the number of convenient stops where they may alight in the central part of Manhattan.

For southbound trains, Baltimore & Ohio coaches pick up New York passengers at a number of different places in the city and carry them across the river to the train door.

Not in the habit of hiding its light under a bushel, the Baltimore & Ohio bought advertising space in papers far and near to tell the world about the improvement in their service "By Motor Coach to the Heart of Manhattan".

### Roads Swap Presidents

The Central of Georgia Railway and the Illinois Central System swapped executives recently in a general step-up caused by the semi-retirement of C. A. Markham, who has served as President of the Illinois Central since 1910. Mr. Markham now becomes chairman of the Board of Directors of the Illinois Central and L. A. Downs, its President, the latter retiring from the presidency of the Central of Georgia. At

the same time, J. J. Pelley, operating vice-president of the Illinois Central since 1924, becomes president of the Central of Georgia and of its affiliated Steamship Co. Mr. Downs comes of a railroad family, his father having spent his life time as a section foreman on the Pennsylvania. Mr. Pelley served 26 years with the Illinois Central, coming up through the roadway department. It is interesting to note that Mr. Markham began his railroad career as a section hand on the A. T. & S. F., later serving with the Southern Pacific and the Houston & Texas Central before coming with the Illinois Central.

### Rail Laying Records

The Frisco Lines claim a record in laying rail according to the **FRISCO EMPLOYEES' MAGAZINE**. In a ten-hour working day, a gang of 71 men laid 7683 lineal feet of new 100-pound rail. During the period, the track was closed up for six freight and eight passenger trains, none of which were delayed. The entire length was on curved track, the mile and a half of track consisting of 197 lengths of 39-foot rails, or a total of 108 lineal feet per man.

### Wedding of the Rails

Fifty years ago the past summer was a momentous occasion in Pacific Coast railroad history, when lines north of Los Angeles and south of San Francisco met at Lang, Cal., on the Southern Pacific, and were tacked down with an actual golden spike, thus giving Los Angeles its first rail connection with San Francisco and the outside world.

The scene was reenacted this past summer, according to the **SOUTHERN PACIFIC BULLETIN**, with the same engine that hauled the 1876 crowd of railroad men out of Los Angeles, hauling equipment of fifty years ago. Many were the reunions of veteran railroad men and humorous were the comments on their appearance in costumes of '76.

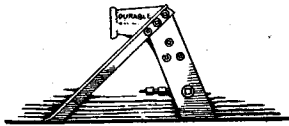


## Individual Roads Boost Whole Industry



### *The* **Railroads and Industries** Are Siamese Twins —

Institutional advertising is the term applied to paid publicity by any company, which benefits all other companies in the same line of business—which boosts the industry as a whole rather than the individual paying the bill. The drawing shown above appeared in an advertisement by the Louisville and Nashville and is just as true of the service rendered by Maine Central or the Santa Fe as it is of the excellent brand of transportation furnished by the L. and N. in the South. Among other roads that have been doing excellent institutional advertising of late we might mention the Burlington, Illinois Central, New York Central, Pennsylvania and the Canadian National.



140  
275