

Maine
Central
Employees'
Magazine

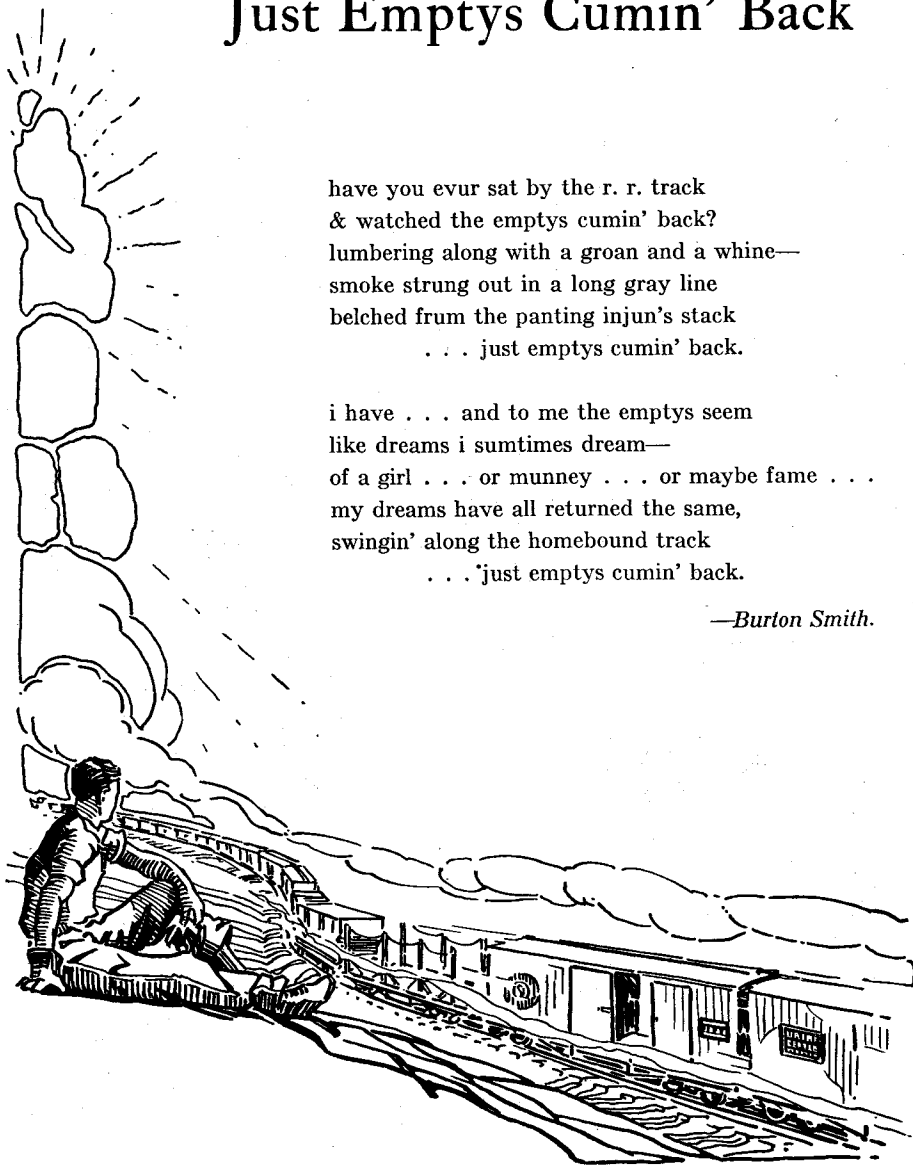
February 1927

Just Emptys Cumin' Back

have you evur sat by the r. r. track
& watched the emptys cumin' back?
lumbering along with a groan and a whine—
smoke strung out in a long gray line
belched from the panting injun's stack
. . . just emptys cumin' back.

i have . . . and to me the emptys seem
like dreams i sumtimes dream—
of a girl . . . or munney . . . or maybe fame . . .
my dreams have all returned the same,
swingin' along the homebound track
. . . just emptys cumin' back.

—Burton Smith.



Grand Old Army Efficiency

By M. C. M.

Illustrated by F. R.

CRASH!****The placid h
that has heretofore reigne
pages of the MAGAZINE is herew
torn to shreds. A compariso
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Echo Answers "Why"

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and the train crews lay it
loaders and stowers. I say th
lies on both of you.

Luckily not on every man i
department—but on you few
passing non-cooperators who
only of your own small indivi
and forget that railroading mu
closer and better team work
winning football eleven.

Not Enough Team Wo

A stower loads, stows, tri
levels down freight in a prop



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. IV

FEBRUARY, 1927

No. 2

Grand Old Army Game Hands Freight Efficiency a Terrible Wallop

By M. C. MANNING, Freight Claim Agent

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

CRASH!****The placid harmony that has heretofore reigned in the pages of the MAGAZINE is herewith to be torn to shreds. A comparison of the Freight Claim Payments on account of ROUGH HANDLING in 1925 and 1926 causes me to approach the Maine Central Family through these pages and ask—"HOW COME?"

Echo Answers "Why"

You know the answer even better than I. It's nothing more nor less than the grand old army game of passing the buck that has caused "Rough Handling and Concealed and Unlocated Loss and Damage" on the Company's 1926 books to exceed the figure for 1925. The Agents pass the buck to the Operating Department and the train crews lay it on the loaders and stowers. I say the blame lies on both of you.

Luckily not on every man in every department—but on you few buck-passing non-cooperators who think only of your own small individual job and forget that railroading must have closer and better team work than a winning football eleven.

Not Enough Team Work

A stower loads, stows, trims and levels down freight in a proper and

efficient manner to carry and withstand rough handling. The train crew open the car at the first way station and take out part of the freight. Do they arrange what is left in the car? Do they trim and level down so that it will not fall down and break? Do they carefully remove freight from the truck in the freight shed or give the truck handles a push? In all these respects the records show too much buck-passing and not enough team work.

You have heard the one about the trainman and the apples that he was so carefully unloading from a car, carrying in his arms and so very carefully placing on the shed floor. The Claim Agent came along, was duly amazed and asked him—"Do you always handle freight in that manner?" To which the trainman replied—"No! Man, those apples belong to me."

As if It Belonged to You

Why shouldn't you all handle freight as though you owned it and had an interest in it? The Company employs you to take an interest in things and for the efficiency of your efforts. If you shed men and terminal employees do not stow, trim, level,

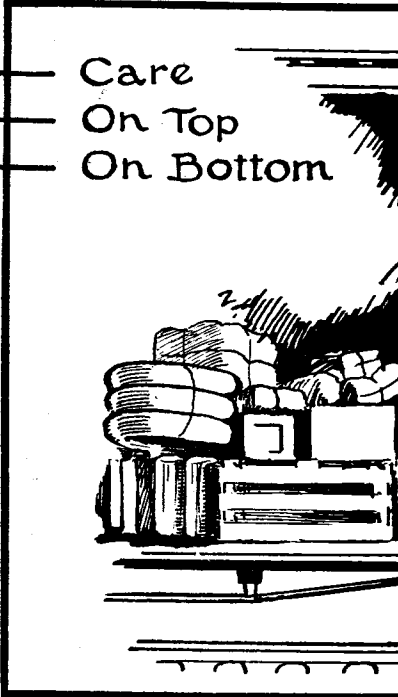
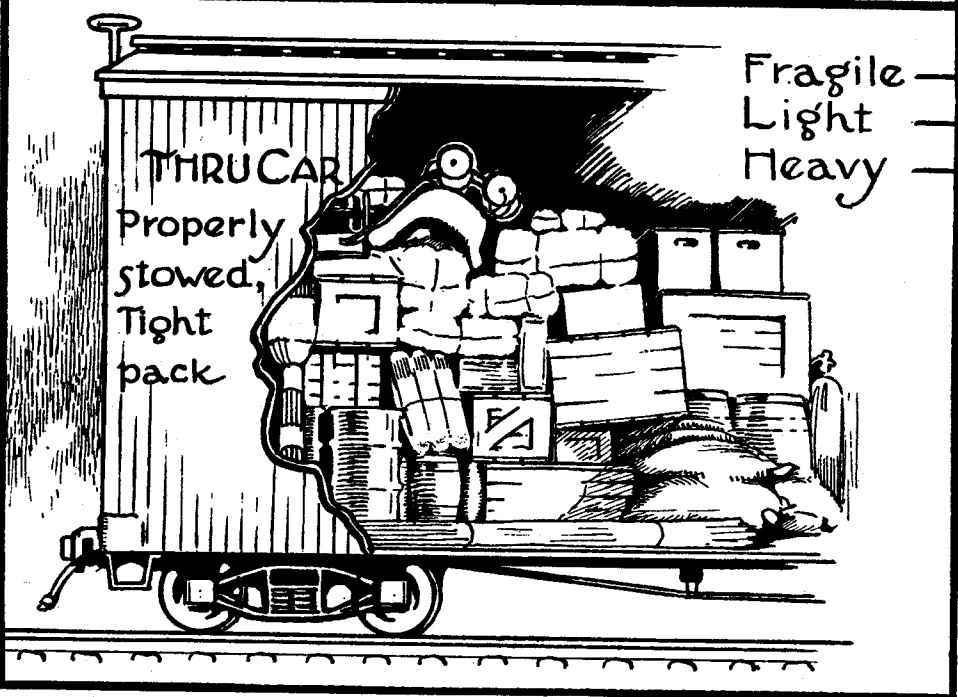
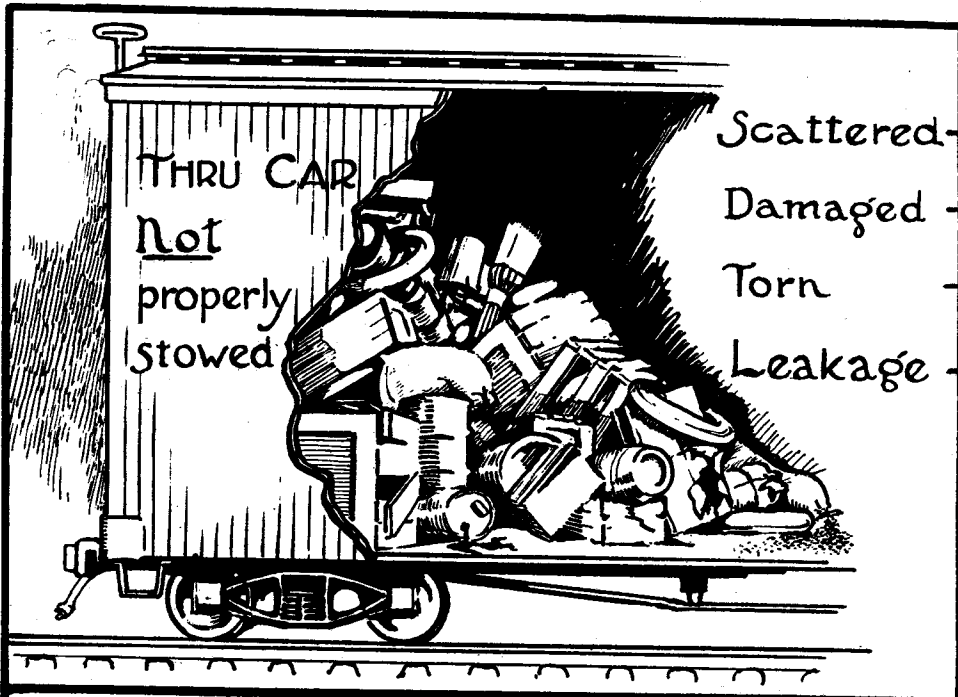
Cumin' Back

the r. r. track
s cumin' back?
a groan and a whine—
long gray line
ing injun's stack
pty's cumin' back.

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s dream—
ney . . . or maybe fame . . .
returned the same,
nebound track
pty's cumin' back.

—Burton Smith.





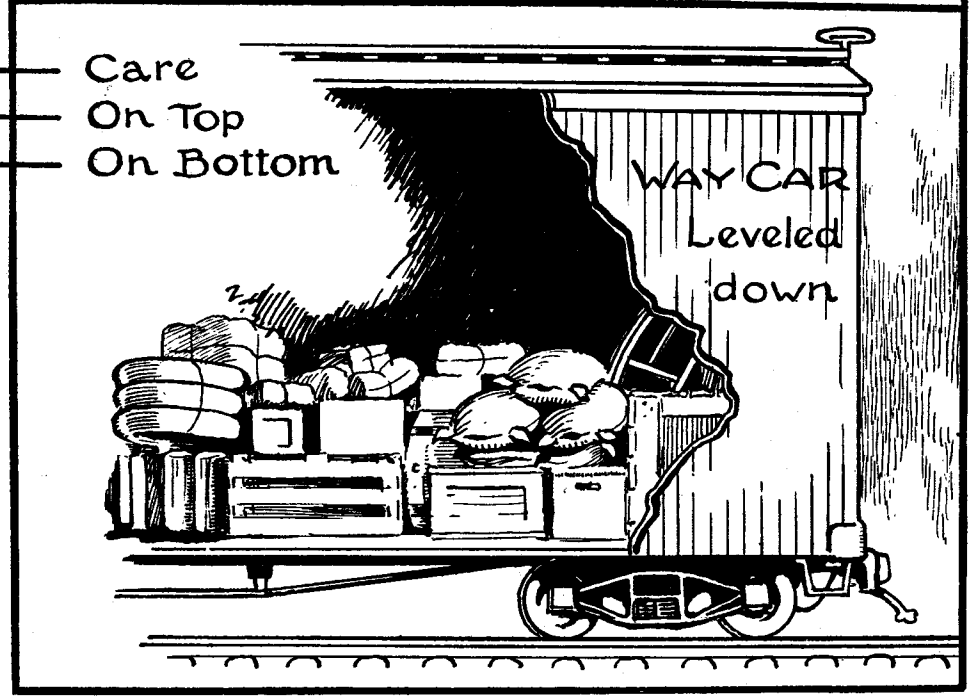
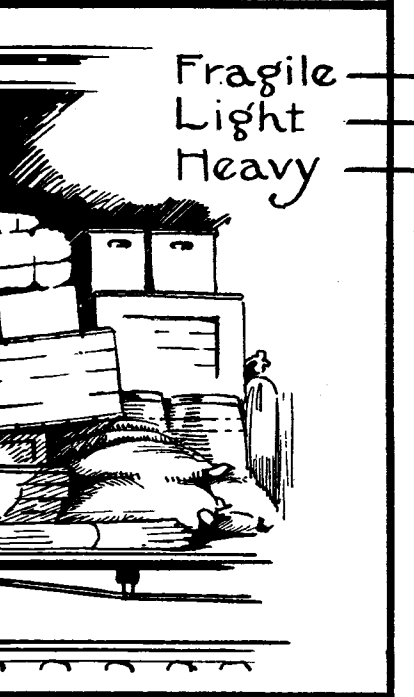
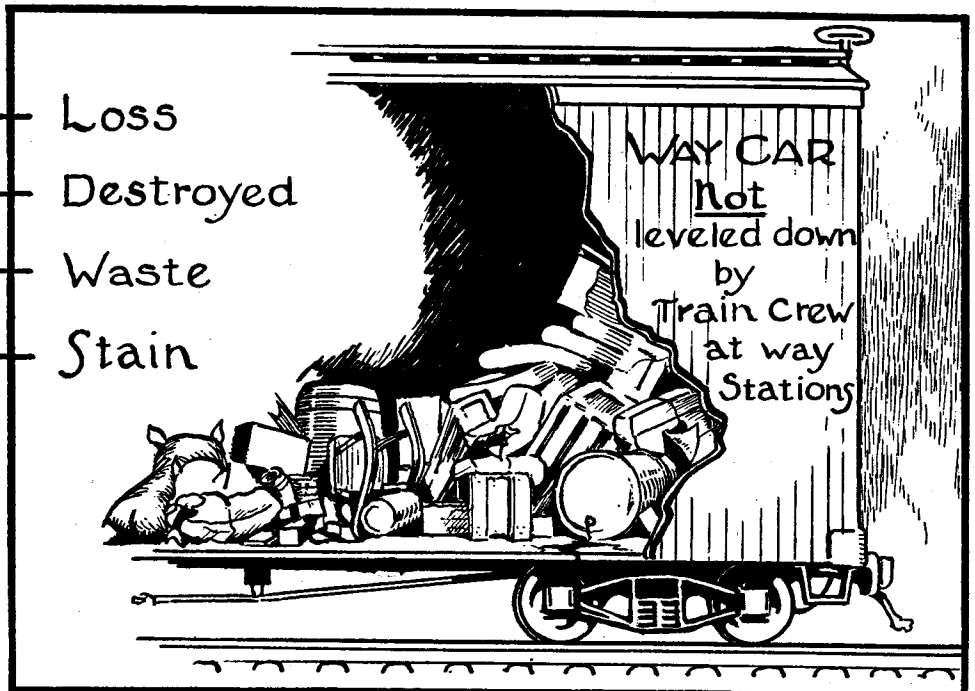
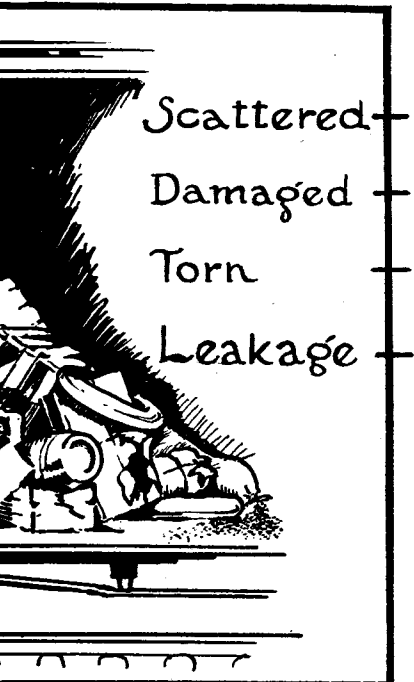
and tight pack freight, who but yourselves are responsible for this increase in Rough Handling causes?

ably with last year—yet there is greater damage.

The gross business compares favor-

ably with last year—yet there is greater damage. The Loss and Damage Claim Account at the present writing will be

in the neighborhood of \$50,000 over half of that amount, \$26,000 for Rough Handling Causes. It is unreasonable to me. Furthermore



with last year—yet there is damage.
 Loss and Damage Claim Ac-
 at the present writing will be

in the neighborhood of \$50,000 and over half of that amount, \$26,000, is for Rough Handling Causes. It seems unreasonable to me. Furthermore it seems reasonable for me to think that if every man that handles or hauls a piece of freight gave his cooperation to reducing Rough Hand-



ling that we could materially reduce this \$26,000 yearly waste. Other causes in the Freight Claim Loss and Damage Account have been reduced approximately \$20,000 in 1926. Why no corresponding improvement in Rough Handling?

Think it over, you in the majority who have an interest, who do believe in and practice team work, and try and convince others that cooperation is to their interest. All pull together and everybody work in the interest of Claim Prevention. It can be done but it cannot be done unless you do it.

Checkers, Loaders and Stowers do your part by loading freight to combat Rough Handling. Stow properly. Heavy freight on car floor, light merchandise on top. Tight pack your stowing, and level down the load. Trainmen do the same when unload-

ing freight from way cars. If this is done continually every day throughout the year, the results will be the reward of your combined efforts.

Day-in and Day-out Proposition

It is a case of constant and vigilant application of prevention of damage every day of the year. Apply it yourself, teach it to others, talk it over among yourselves.

I will be pleased to receive letters, tips, or advice that will in any way serve to prevent damage.

Think of it, over 50 per cent of the entire Loss and Damage Account for the year 1926 attributable to causes of Rough Handling! Something must be done and the measure of successful Freight Claim Prevention rests in the hands of you who handle and haul the merchandise. Practically all of this damage is preventable.



Grade Crossing Accident Campaign Made Good Progress in 1926

THOUGH they still try to "beat the train," the Maine Central campaign to eliminate grade crossing accidents made splendid progress in 1926. Under the direction of M. F. Dunn, in charge of the Road's Safety Work, the Maine auto-riding public was urged, besought, entreated, advised and commanded to Cross Crossings Cautiously.

By means of warning posters prominently displayed in stations and at crossings, by screen presentation of warning slogans and pictures in mov-

ing picture houses, which deserve high praise for their cordial cooperation, in printed literature, in magazines and in newspapers, was the Safety doctrine preached.

So successful was Mr. Dunn's campaign of education that the record of accidents at grade crossings on the Maine Central Railroad in which automobiles were involved stands as follows:

| 1925 | | 1926 | |
|---------------|----------------|---------------|----------------|
| <i>Killed</i> | <i>Injured</i> | <i>Killed</i> | <i>Injured</i> |
| 2 | 4 | 2 | 6 |

(6)



Though 1926 showed a merical increase in total cars should be borne in mind the auto and truck registration made a 7156 increase over figure, which taken together large gain in the total number of-state cars represents a 10 increase in the number of vehicles using the roads. Another worth considering is the increase in trains run in 1926 over 1925

In Use On M



PORTRAYED above is a Plymouth gasoline locomotive in use on the Chesuncook-Chamberlain Railroad, a logging road deep in big woods, now under construction by the Great Northern Paper Company to open up the Chamberlain territory. Parts of the road are in use and a recent report

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year, the results will be the
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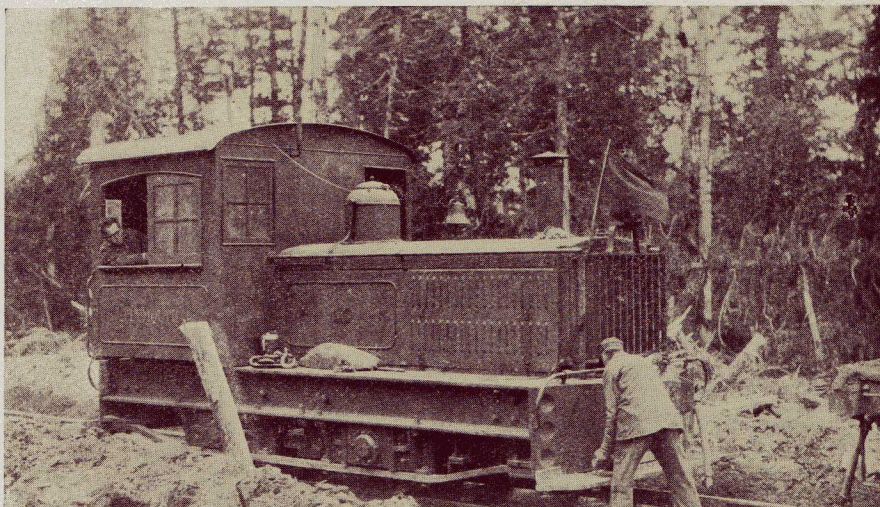
Though 1926 showed a slight numerical increase in total casualties, it should be borne in mind that Maine auto and truck registration last year made a 7156 increase over the 1925 figure, which taken together with a large gain in the total number of out-of-state cars represents a 10 per cent increase in the number of motor vehicles using the roads. Another factor worth considering is the increase in trains run in 1926 over 1925.

With a figure as small as the total casualties from this cause luck plays an important part. The two deaths this past season resulted from a single accident, in which two Washington County youths were struck by No. 429 between Unionville and Cherryfield.

The good work will go on. In 1927, we will all try to convince the auto-riding public that a one-ton gas buggy is sure to come out second best in an argument with a 1000-ton train.



In Use On Maine's Newest Railroad



Courtesy Great Northern Paper Company

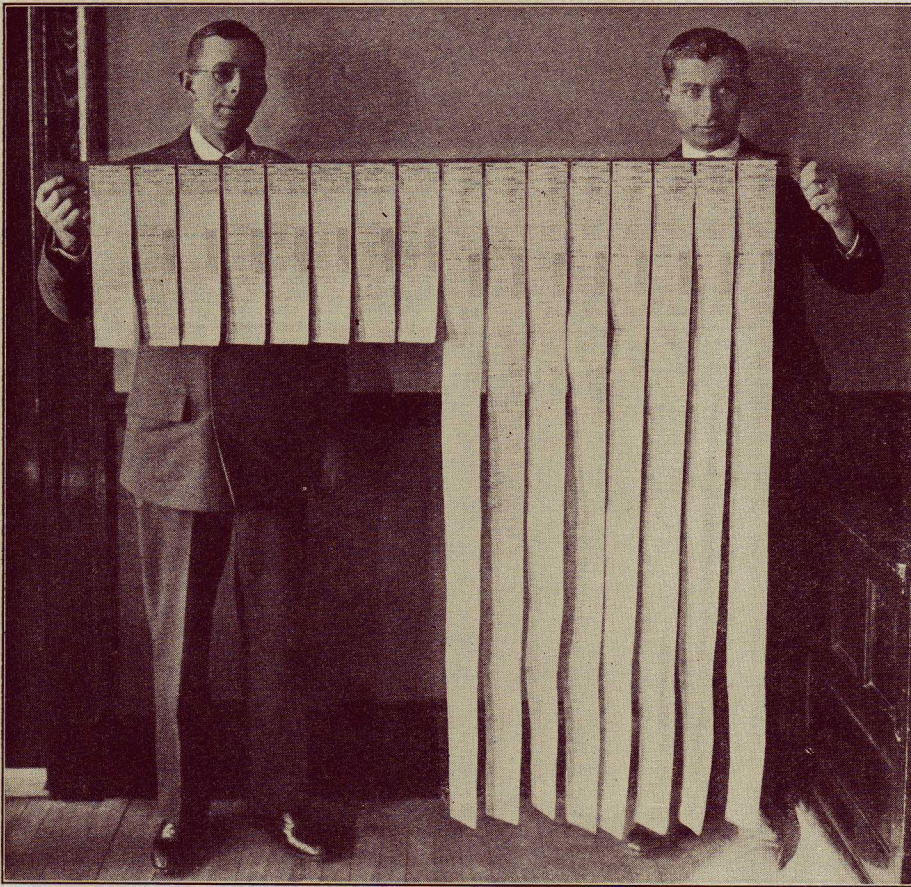
PORTRAYED above is an 18-ton Plymouth gasoline locomotive in use on the Chesuncook-Chamberlain Railroad, a logging road deep in the big woods, now under construction by the Great Northern Paper Company to open up the Chamberlain Lake territory. Parts of the road are now in use and a recent report in THE

NORTHERN presaged its early completion.

Steam locomotives are in use on the Seboomook Lake and St. John Railroad, another logging road. When this equipment was passing through Portland some irreverend trainman observed the initials "S. L. & S. J." and slightly remarked: "Some Locomotive and Some Junk."



A High Spot of Service To The Traveling Public



Exactly a yard and a half of paper needed to visit the Golden Gate

PAPER mills furnish the Maine Central with a heavy volume of Freight Traffic and the Maine Central, believing in cooperation, returns the compliment by its tremendous use of paper and paper products. A single sale of paper ticket is shown above, which will carry a party from Gardiner many thousands of miles from the blue Atlantic to the calm Pacific—and way stations.

The handsome gentlemen portrayed above are shown displaying their handiwork which illustrates one phase of the service the Maine Central offers its patrons. Just previous to the holidays, Henry N. Bates, Ticket Agent at Gardiner, had a request for eight (8) round-trip tickets Gardiner to San Francisco. As all our Agents are not supplied with the necessary tariffs and forms for making up such

(8)



tickets, a request was made Passenger Traffic Department

Train schedules were checked, side trips figured, cost of tickets calculated, properly limited and reservations for the entire party arranged. In fact every possible worked out in order to assure passengers a comfortable rail

This illustrates what the Passenger Traffic Department is doing up our agents all over the Maine. Many agents take care of tickets of work themselves. Any request a Maine Central representative has prospective business in mind represents service to the public. If the local office cannot properly adequately handle, may be referred to the General Offices in Portland.

The tickets shown above were a party of eight over the Maine carriers:

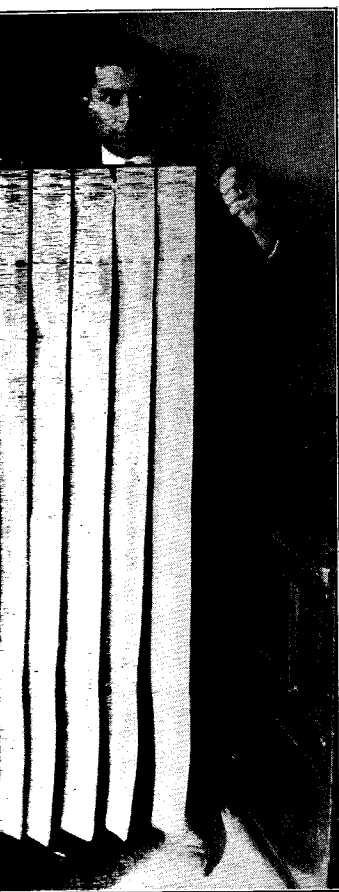
Group Insurance 24-Hour

Another claim settled 24 hours after information reached the insurance company featured the group insurance situation month. This was the case of Mr. Hamilton, employed at the Old Engine House, who lost his right eye as a result of an injury occurring on January 15th.

Removal Found Necessary

Entering the cab of locomotive Engine House at 6.20 a.m., Mr. Hamilton slipped and fell forward. The bracket struck his eye, inflicting a serious injury. He immediately went to the hospital where he was taken to the Eastern General Hospital by a doctor. Fortunately an examiner for the insurance company. So serious was the injury that the right eye was removed on the same day.

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tickets, a request was made upon our Passenger Traffic Department.

Train schedules were checked out, side trips figured, cost of tickets tabulated, properly limited and Pullman reservations for the entire trip arranged. In fact every possible detail worked out in order to assure the passengers a comfortable rail journey.

This illustrates what the Passenger Traffic Department is doing to back up our agents all over the System. Many agents take care of this class of work themselves. Any request on a Maine Central representative that has prospective business in sight or represents service to the public, which the local office cannot promptly or adequately handle, may be forwarded to the General Offices in Portland.

The tickets shown above will carry a party of eight over the following carriers:

Maine Central to Portland, B. & M. and New Haven to New York via State of Maine Express, Pennsylvania to Chicago via Washington, Chicago and Alton to St. Louis, Rock Island to Denver, D. & R. G. to Salt Lake City thence Western Pacific to San Francisco. Returning, the tickets are routed via Southern Pacific to Los Angeles, Santa Fe to San Diego. San Diego and Arizona to Yuma. Southern Pacific to New Orleans, L. & N. to River Jct., Seaboard to Jacksonville, R. F. & P. to Washington, Pennsylvania to New York, N. Y. N. H. and H. and B. & M. to Portland thence Maine Central. One side trip is included in the itinerary from Del Monte Jct. to Del. Monte and return.

Transportation lines profited to the tune of \$1852.48 in addition to Pullman charges. Carl C. Barrett and George Caldwell are shown holding the tickets.



Group Insurance Scores Another 24-Hour Base Hit

Another claim settled 24 hours after information reached the insurance company featured the group insurance situation last month. This was the case of Oliver R. Hamilton, employed at the Oldtown Engine House, who lost his right eye as a result of an injury occurring on January 16th.

Removal Found Necessary

Entering the cab of locomotive in the Engine House at 6.20 a.m., Mr. Hamilton slipped and fell forward. The throttle bracket struck his eye, inflicting serious injury. He immediately went home and thence was taken to the Eastern Maine General Hospital by a doctor who was luckily an examiner for the insurance company. So serious was the injury that the right eye was removed on the same day.

Charles Leard, Chief Clerk in Mr. Whitney's office, immediately phoned the Bangor claim department of the insurance company, advising them of the accident and stating that notice of loss was going forward to Payroll Auditor Fred S. Twitchell in the afternoon mail.

Over 500 to One

The Bangor adjuster asked to have a copy of the accident report sent to him direct. Mr. Leard complied with this request, the adjuster receiving the report on January 19th at 9.10 A. M. Going to Mr. Whitney's office at once, he received completed "employer's statement," and from there proceeded directly to the hospital, having previously investigated the accident. Detained in the waiting room of the



Train Rules

By M. F.

hospital for nearly a half hour, he did not reach Mr. Hamilton's room until 11.25 A. M., when in the presence of Mr. Hamilton's physician, he presented to the injured man the company's draft for \$500.

Mr. Hamilton's application for insurance was not made until December 22nd. In less than a month, his dollar in payments had secured him \$500 reimbursement for his unfortunate loss. The claim adjuster later remarked that in all his long and varied experience he had never noted such genuine appreciation of the benefits of insurance as expressed by Mr. Hamilton in this instance.

Gain Noted in Train Crews

A large number of new applications for group insurance have come in during the last month, the gain being particularly notable among trainmen and enginemen.

Except in the case of those who have recently signed up, insurance certificates have been sent to all those who have applied for them. If any employee has failed to receive his certificate, or if certificate contains any error such as misspelled names, either of insured or of his beneficiary, the matter should be reported at once to the head of his department.

A large number of claims have been settled all over the System, most of which arose from sickness. A number of injuries, however, are included in the causes of disability payments. A large number of men are receiving their \$10 a week regularly, over twenty-five in Portland being on this list.

Among those who have returned to work and whose claims have been settled in full by the insurance company are the following:

| Name | Location | Reason |
|-------------------------------|------------------------|---------|
| <i>General Offices</i> | | |
| Dana C. Douglass, | General Manager, | sick. |
| Clifford P. Hawkes, | Auditor Freight Accts, | sick. |
| Thomas McMulkin, | Motive Power, | sick. |
| Blanche E. Reed, | Auditor Agencies, | sick |
| Harold R. Cummings, | Engineering Dept., | sick. |
| <i>Engineering Department</i> | | |
| George Argrave, | Portland, | injury. |
| James Beaumont, | Portland, | sick. |
| Trafton Doherty, | Thompson's Crew, | tumor. |
| Eugene Greeley, | Lewiston, | sick |
| Doris Knowles, | Brewer, | injury. |
| Leo Kelley, | So. Portland, | injury. |
| Hosea D. Libby, | So. Portland, | injury. |
| Sam Lemay, | Rigby, | injury |
| Lee Ray Burnham, | Leeds, | sick. |

Motive Power Department

- Archie Brochie, Waterville, Rheumatism.
- Alfred J. Burke, Portland, boils.
- Robert J. Brackley, Portland, abscess
- I. Eugene Foster, Fairfield, scarlet fever.
- Bradley Johnson, So. Portland, injury
- Peter J. Lutrell, Portland, sick.
- Henry M. Lynch, Bangor, bronchitis.
- John Martell, Portland, sick.
- A. George Martin, Portland, sick.
- Patrick McFarland, Rigby, bronchitis
- Austin T. Miller, Rigby, grippe.
- Arthur P. Pelletier, Waterville, accident.
- Telephori St. Onge, Waterville, grippe.
- Lewis M. Wheeler, Calais, bronchitis.
- Oliver R. Hamilton, Oldtown, lost eye.
- Wilbur S. Johnson, Bartlett, sick.
- Wm. H. Richson, So. Portland, neuralgia.
- John H. Dyer, So. Portland, abscess on leg.

Stations

- Fred J. Hennessey, Brunswick, throat.
- Henry Harvey, Bangor, stomach trouble.
- John P. Hynes, Bangor, nephritis.
- Lawrence H. Holmes, Freeport, throat.
- Carl M. Olsen, Dexter, ulcer.
- George W. McLeur, Newport, cold.

Enginemen

- Charles J. Denney, Waterville, injury.
- S. W. Getchell, Waterville, sick.
- R. C. Mower, Auburn, sick.
- Oscar R. Thomas, Portland, accident.
- Howard W. Sawyer, Portland, grippe.

Trainmen

- Frank R. Burke, Bangor, injury.
- John G. Haggerman, Portland, sick.
- Harold Hewes, Bangor, sick.
- Joe Poulin, Waterville, accident.
- Levi Berry, Lewiston, sick.

Portland Terminal Co., Station

- Theodore P. Hill, Portland, sick.
- Mathias O'Toole, Portland, asthma.
- Wm. H. Tierney, Portland, sick.



How Many of These Signs Have You Seen on the 1927 Fords?

- Nash Can
- Sick Cylinders
- Puddle Jumper
- Four wheels—all tired
- 100 per cent a Meri Can
- 99 per cent static
- Danger! 2000 jolts
- Struggle buggy
- Baby Lincoln
- Little Bo Creep
- Why girls walk home
- Teachers Pet, of course they do
- Dis Squeals

Order No. 1

No. 3, Eng. 450, has right over Eng. 451, Brunswick to Richmond.

Both these trains are first class 18 is superior by direction. They reverse their superiority between stations named. If No. 18 reaches before No. 3 arrives, it may pass any point it can make between 18 and Brunswick and clear the leading of No. 3. If the two trains meet at Brunswick, No. 3 takes. If they meet at any point between Brunswick and Brunswick, No. 18 siding and notify No. 3 of its arrival.

Order No. 2

No. 350, Eng. 610, has right over Eng. 455, Bowdoinham to Freeport.

No. 25 first class—No. 350 second. On this order No. 25 may go to a siding it can make between Freeport and Bowdoinham and clear the leading of No. 350 five minutes.

If the second named train reaches a point last named before the other it may proceed, keeping clear of the first train as many minutes as was before required to clear it rules.

Order No. 3

Extra 469 East has right over Eng. 470, Augusta to Waterville. Riverside until 3.40 three forty and Winslow until 3.55 three fifty.

On this order Extra 469 is made to No. 102 between the points named must not leave any of the stations named in advance of the time specified.

No. 102 may go to any one of the named points they can make and clear the specified time five minutes.

Order No. 4

Extra 469 East has right over Eng. 470, Augusta to Waterville. Riverside until 3.40 three forty. No. 102, Eng. 470.

This order is similar to Order No. 3 except that it makes the leading



Train Rules and Train Orders

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

Motive Power Department
 ...hie, Waterville, Rheumatism.
 ...rke, Portland, boils.
 ...rackley, Portland, abscess
 ...oster, Fairfield, scarlet fever.
 ...nson, So. Portland, injury
 ...trell, Portland, sick.
 ...ynch, Bangor, bronchitis.
 ...ll, Portland, sick.
 ...Martin, Portland, sick.
 ...Farland, Rigby, bronchitis
 ...Miller, Rigby, grippe.
 ...elletier, Waterville, accident.
 ...t. Onge, Waterville, grippe.
 ...heeler, Calais, bronchitis.
 ...amilton, Oldtown, lost eye.
 ...Johnson, Bartlett, sick.
 ...nson, So. Portland, neuralgia.
 ...er, So. Portland, abscess on leg.

Stations
 ...nessey, Brunswick, throat.
 ...rey, Bangor, stomach trouble.
 ...nes, Bangor, nephritis.
 ...t. Holmes, Freeport, throat.
 ...en, Dexter, ulcer.
 ...McLeur, Newport, cold.

Enginemen
 ...Denney, Waterville, injury.
 ...hell, Waterville, sick.
 ...er, Auburn, sick.
 ...omas, Portland, accident.
 ...Sawyer, Portland, grippe.

Trainmen
 ...urke, Bangor, injury.
 ...ggerman, Portland, sick.
 ...res, Bangor, sick.
 ...Waterville, accident.
 ...Lewiston, sick.
Portland Terminal Co., Station
 ...Hill, Portland, sick.
 ...Toole, Portland, asthma.
 ...rney, Portland, sick.

ny of These Signs Have You
een on the 1927 Fords?

linders
 e Jumper
 wheels—all tired
 per cent a Meri Can
 per cent static
 anger! 2000 jolts
 Struggle buggy
 Baby Lincoln
 Little Bo Creep
 Why girls walk home
 Teachers Pet, of course they do
 Dis Squeals

Order No. 1
 No. 3, Eng. 450, has right over No. 18, Eng. 451, Brunswick to Richmond—

Both these trains are first class and No. 18 is superior by direction. This order reverses their superiority between the stations named. If No. 18 reaches Richmond before No. 3 arrives, it may proceed to any point it can make between Richmond and Brunswick and clear the leaving time of No. 3. If the two trains meet at Richmond or Brunswick, No. 3 takes siding. If they meet at any point between Richmond and Brunswick, No. 18 must take siding and notify No. 3 of its arrival.

Order No. 2
 No. 350, Eng. 610, has right over No. 25, Eng. 455, Bowdoinham to Freeport. No. 25 first class—No. 350 second class. On this order No. 25 may go to any station it can make between Freeport and Bowdoinham and clear the leaving time of No. 350 five minutes.

If the second named train reaches the point last named before the other arrives it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the rules.

Order No. 3
 Extra 469 East has right over No. 102, Eng. 470, Augusta to Waterville. Wait at Riverside until 3.40 three forty P.M., Vassalboro until 3.45 three forty-five P.M. and Winslow until 3.55 three fifty-five P.M.

On this order Extra 469 is made superior to No. 102 between the points named and must not leave any of the stations mentioned in advance of the time specified.

No. 102 may go to any one of the designated points they can make and clear the specified time five minutes.

Order No. 4
 Extra 469 East has right over No. 102, Eng. 470, Augusta to Waterville. Wait at Riverside until 3.40 three forty P.M. for No. 102, Eng. 470.

This order is similar to Order No. 3 except that it makes the leaving time of

Extra 469 at Riverside, Vassalboro and Winslow 3.40 P.M. and allows No. 102 to go to any of the stations named that they can make and clear the time specified five minutes.

If Extra 469 arrives Riverside before 3.40 P.M. they may proceed before the expiration of the time specified provided No. 102 has arrived.

Order No. 5
 Extra 601 East has right over Extra 602 West Clinton to Pittsfield. Wait at Burnham Junc. until 3.30 three thirty P.M. for Extra 602 West.

Extra 602 West must be clear or protected at Burnham or any intermediate point at 3.30 P.M. on this order. Extra 601 East must not leave Burnham until 3.30 P.M. unless Extra 602 West has arrived.

When the Extra thus made superior is directed by train order to wait at a designated intermediate station until a specified time in accordance with Example 3 of Form E, the inferior extra must be clear of main track at the specified time.

♦ ♦

What She Preferred
 First Female Stenog.—I like a man with a past. He is so interesting.

Second F. S.—I like a man with a future. He is more interesting.

Third F. S.—I like a man with a present, and the more expensive the present is the more interest I take in him.—*Wall Street Journal*.

We wonder how the accounting office checks the way bills.

Clerk: "What is this stuff; it's billed 'Batts?'"

Agent: "If it's for a garage or electrical store it's batteries; if it's billed to a drug store or sporting goods store it's Baseball Bats."

Clerk: "It's billed to a dry-goods store."
 Agent: "Oh, that's cotton batting."



MAINE CENTRAL Employees' Magazine

Vol. IV FEBRUARY, 1927 No. 2

"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 |
| A. L. Eastman, | Bemis |
| 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

LONGEST ELECTRIFIED RAILWAY

The Chicago, Milwaukee & St. Paul Railway claims the distinction of being the world's longest electrified railroad, with 649 miles of its main line through the mountains of Montana, Idaho and Washington powered by white coal, according to the DELAWARE AND HUDSON COMPANY BULLETIN.

The electrification of this part of the road is said to release 162 steam locomo-

tives by the employment of 61 electric locomotives. Another saving of 265,000 tons of coal and 35,000,000 gallons of fuel oil are affected. The juice is generated at 22 hydro-electric plants.

KATY CLAIMS TWO RECORDS

The M-K-T claims world's records for non-stop trains as well as for fuel performance, according to the TRAIN DISPATCHER.

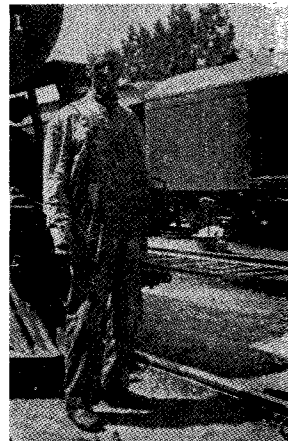
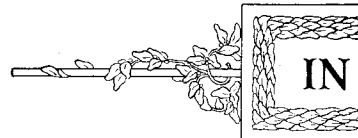
Regular 75 stock and time freight train Engine 734 departed Franklin, Mo., 7.05 p. m., August 6th, and arrived Baden, Mo., 2.55 a. m., a distance of 180 miles in 7 hours and 50 minutes, the story recites. This is not a speed record, as the speed was held to about 30 or 35 miles per hour in order to gain a better fuel performance. Train consisted of 75 revenue loads and two water cars, 3,797 tons, using 22,140 pounds of coal or an average of 32 pounds per gross ton mile. A total of 686,986 gross ton miles was hauled. Train actually went from terminal to terminal without making a stop, only slowed down at Mc-Kittrick, which is about half way, to change firemen.

SIX THOUSAND IN ONE GROUP

Employees and officials of the Western Lines of the Illinois Central, their families and friends to the number of six thousand, celebrated the Road's fourth annual outing at Independence, Iowa, last summer. Special trains assembled the crowd.

IF engineers on the railroads were to disregard one-tenth as many rules of safety as the average automobile driver, so many disasters would occur that there would not be enough boards and commissions in the country to conduct half the investigations.

—From the Trenton (N. J.) Gazette



GEORGE R. HAYNES

Fifty-two years in the service company, loved and esteemed by those who knew him, and credited as one of the best railroad engineers in the State. He passed away January 5th at his home, 101 Coyle Street, Portland, Maine, at the age of seventy-two years old.

Born in Medford, Mass., in August, 1855, he came to Maine in 1858 and settled in Waterville. It was here that he first began working for the Maine Central Railroad. He fired the first Flying Yankee train in 1883. Before the year was over he was promoted to engineer.

He had a clear record covering forty years of running a locomotive, and during the years he had been running a locomotive he had never injured a railroad passenger. He had the respect and admiration of his fellow railroaders and always displayed an excellent moral character, even to his enemies. He was kind hearted and a man of sterling character.

He is survived by his widow, Mrs. Mary Haynes, by a brother, Edward S.



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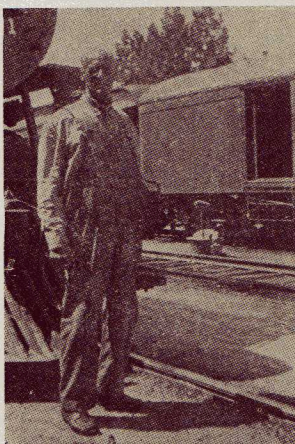
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IN MEMORIAM



GEORGE R. HAYNES

Fifty-two years in the service of the
 company, loved and esteemed by all who
 knew him, and credited as one of the best
 railroad engineers in the State. This is
 the record of the late Mr. Haynes, who
 passed away January 5th at his home, 52
 Coyle Street, Portland, Maine. He was
 seventy-two years old.

Born in Medford, Mass., in August, 1855,
 he came to Maine in 1858 and lived in
 Waterville. It was here that he first began
 working for the Maine Central in 1873.
 He fired the first Flying Yankee when it
 was put on in 1883. Before the second
 season he was promoted to engineer.

He had a clear record covering forty-four
 years of running a locomotive, and in all
 the years he had been running a locomotive,
 he had never injured a railroad man or
 passenger. He had the respect and love of
 his fellow railroaders and always a man of
 excellent moral character, even tempered,
 kind hearted and a man of sterling worth.

He is survived by his widow, Alice M.
 Haynes, by a brother, Edward S. Haynes,

of Syracuse, N. Y., and a sister, Mrs.
 Mortimer E. Adams of Portland.

Mr. Haynes was affiliated with the An-
 cient Free and Accepted Masons, Eastern
 Star, and the Brotherhood of Locomotive
 Engineers.

His funeral which was held on January
 9th was attended by many friends and
 relatives.

MICHAEL C. NORTON

Michael C. Norton, employed many
 years by this Company, died Friday, Janu-
 ary 7th at his home, 149 Brackett Street,
 Portland, Maine, after a long illness. He
 is survived by a wife, five sons and two
 daughters. His death is mourned by many
 intimate friends.

CHARLES L. PERRY

Charles L. Perry of Waterville, on Janu-
 ary 12th, dropped dead just before he
 was to have started his daily work as
 boilermaker in the Waterville Shops. An
 attack of influenza had left him in a
 weakened condition, heart failure being the
 immediate cause of his death.

Mr. Perry had been in the employ of the
 Road since November, 1922.

He is survived by his wife and two
 daughters.

AUGUSTUS S. WENTWORTH

Augustus S. Wentworth, formerly em-
 ployed by the Maine Central for a period
 of forty-three years, died at his home at
 South Windham, January 20th after a long
 illness. Owing to ill health, he was obliged
 to resign from the service six years ago.

He is survived by a wife and three
 daughters. Funeral services were held
 January 21st at his house at So. Windham.



Maine Central Family

Recent Activities of the Oldtown Optimists

By V. A. CUNNINGHAM, Oldtown

Agent Dennis to Truckman (sternly)—
“How is it I find you smoking in this freight shed?”

Truckman—“I guess it must be those rubber soles, Boss.”

No, I am sure it's not as cold as it's going to be, as Crossing Tender Joe La-Bree is still wearing his black derby. The few cold mornings so far have just slid it ahead a bit where it would warm his brow.
BUT—40° BELOW AND THE DERBY WILL GO.

Clerk Ashy went up to New York on his vacation and wanted to see Brooklyn Bridge. After a while he found a great structure. After walking along under it for about three miles with open-eyed admiration, he asked a cop what they put so much of it on the ground for.

And the cop said, “Why, you darn fool, you are looking at the elevated.”

“One reason for retaining your hair,” said the smooth-tongued city slicker to Operator Lavallee, shaking a gaily-labeled bottle under his nose, “is that a heavy head of hair is often a protection in an accident.” Now we claim statistics will show that the bald and unbald men hit by falling safes, pianos and steel girders sustain almost equal amount of damage.

Section Foreman Felix Shorette:—“Oh, boy! Look at it snow. Will some of you optimists tell me the bright side of that?”

“Sure, Felix,” is our reply, “it's lucky it's not snowing snow balls.”

Charles E. Longley, Crossing Tender at Milford, has the distinction of being the first local man to receive compensation for injuries received off the job. While acting as Fire Chief of the Milford Fire Dept. at a fire in Costigan, a floor collapsed beneath him, causing many bruises and sprains and necessitated a lay off of nearly two weeks. He had signed for policy less than a week before receiving his injuries, receiving his compensation a few days later. A week later he received his policy.

Romance and Royalty

Continued

We beg to apologize for an oversight in omitting a part of the manuscript appearing under the above title in last month's MAGAZINE. Conductor Haney advises that his contribution was badly decapitated and was about a tree, instead of a knee, a tree that “used to sway by the right o-way,” a tree that was composed largely above ground of those things that are making the silk stocking manufacturers rich,—Limbs.

He says that they are very beautiful when you make a study of them and are entitled to a great amount of feeling. I once knew such a tree and studied each rugged limb for hours. After an argument with a bull in a pasture, I appreciated their beauty at once, on my arrival, especially those limbs nearest the ground.

Romance and Royalty is a poem and you only have to practice on it long enough to make it rhyme, it goes kind of sad and slow, like the first trip back to the old job, after vacation.



Left to right: A. L. Dennis, Agent; H. E. Tourtillotte, Freight Clerk; V. A. Cunningham, Cashier

ROMANCE AND ROYALTY *Concluded*

“My God,” cried the Princess, “your hand off my knee,” as she clutched wind upon her limbs, and eternity.

“If you must loot my wealth of f as gentle as you can, and not sha rob my boyish bob, like other railroa

For our Princess, you see, was apple tree.

P. S.: Consider the words of t Joyce Kilmer:

“Poems are made by fools like
But only God can make a tree.”

♦ ♦

Amazing Invention Brings Relief to Sufferers

By B. J. SIROIS, Clinton

In the December number of the MAGAZINE your correspondent from the Mountains inquired as to a remedy to stop hairs falling off—a wig. Should you think the attached ad, (which I have cut out of the January number of SCIENCE AND INVENTION) to be of any help to the afflicted man please pass the good word along.



The Remedy

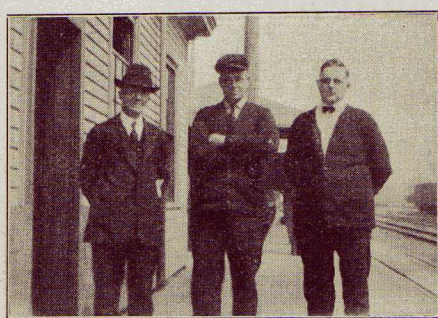


Family

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ROMANCE AND ROYALTY

Concluded
 "My God," cried the Princess, "Take
 your hand off my knee," as she felt the
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The Remedy

Traffic Expert Gives Simple Directions

The TRAFFIC WORLD quotes the follow-
 ing from the letter of one tariff expert to
 another:

Yours of 26th to hand, and con-
 tents noted. You fail to say what
 Speiden tariff?

Is it 462A, which was superseded
 by supplement X29 with the excep-
 tion as noted in paragraph B marked
 I which applies to everything except
 as specified in Note 9, which takes
 the same rate as other commodities
 as listed under class four in Speidens
 63, except where rule 91 refers to
 supplement 408J, in which case unless
 otherwise specified use the com-
 modity rate if same does not conflict
 with R. S. T. 49 as explained in foot
 note;* in which event turn around
 twice, sneeze; and close all tariffs.

You and I can figure freight rates!
 A. E. H.



Engineers Wallop Maintenance of Wayers

One memorable Friday evening last
 month, a team consisting of five big
 leaguers, mind you 5-A-No. 1 bowlers laid
 aside their blue prints and protractors and
 decided to show their friendly enemies
 from across the hall just which ones were
 supreme on the alleys.

John Corcoran led the barrage, with a
 high string total of 305. Thompson was
 the high single string man with 115 pins to
 his credit, and also a second high string
 total of 293.

After the smoke had cleared away, the
 result showed a lead of 144 pins. Lam-
 bourne of the losers was the most con-
 sistent bowler and bowled them over for a
 string total of 271.

The next time they meet, the fur is sure
 to fly.



Little Things That Make Railroading America's Most Efficient Industry

Safety Poster Saved a Life

Tank Truckman R. F. Jones, employed in the Frisco's shops at Springfield, Mo., had seen safety posters around the walls but had probably paid little attention to them except to the one on "Prone Resuscitation" which happened to interest him. It was lucky for Foreman Williams that Jones had noticed this, for the other day

he started to climb into an engine tender on which a frayed electric line wire had grounded. The full force of the current passed through Williams' body and he was apparently a goner when pulled free, but Jones remembered his dope on resuscitation and soon had Williams' air going again, so that he was around next day as good as ever.

He's Taking a Chance With His Camera



Katy Advertises Individual

"The Sooner," a new express train between Kansas City and Oklahoma City, not named after the well-known b... dog but rather after an interesting i... in the early history of Oklahoma. Large portions of this state were open to homesteaders, they lined th... sas border, being held back by States cavalry, until the rifles crack... the scheduled hour and all dashed o... iine pell mell. They claimed the lar... desired on the basis of first-com... served. A few of those who were sneak over the border ahead of tim... naturally found roosting in the m... sirable lots when the crowd arriv... were termed "Sooners". Hence the use of the term to name a train whi... to Oklahoma City in a hurry.

This train is being extensively adv... in the Southwest and prominent in... vertising, according to the M-K-... PLOYEES' MAGAZINE, are pictures... men who ride in the cab, set off to t... of a drawing of the locomotive p... through the night. Different ads f... "The Man Who Pulls the Sooner Thr... "The Captain of the Sooner," "Th... Who Fires the Sooner," etc. The... given personality by telling the... about the personalities of the me... handle the train.

Rough riders Barred

The G. M. & N. NEWS records usual incident featuring the smooth roadbeds in that part of the co... Pulling a loaded log train 40 mile... Montrose to Laurel, Miss., failed to a... ten sleeping turkeys who had parked... selves thereon the previous evening... owner of the turkeys probably thou... was saving money on roosts, but fa... realize that his trespassing turkeys... be given a free ride. What happed... the birds when dawning day found... in the freight yards at Laurel, the... fails to relate.

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Katy Advertises Individuals

"The Sooner," a new express train between Kansas City and Oklahoma, was not named after the well-known breed of dog but rather after an interesting incident in the early history of Oklahoma. When large portions of this state were thrown open to homesteaders, they lined the Kansas border, being held back by United States cavalry, until the rifles cracked on the scheduled hour and all dashed over the line pell mell. They claimed the land they desired on the basis of first-come-first-served. A few of those who were able to sneak over the border ahead of time were naturally found roosting in the most desirable lots when the crowd arrived and were termed "Sooners". Hence the Katy's use of the term to name a train which gets to Oklahoma City in a hurry.

This train is being extensively advertised in the Southwest and prominent in its advertising, according to the M-K-T EMPLOYEES' MAGAZINE, are pictures of the men who ride in the cab, set off to the side of a drawing of the locomotive plowing through the night. Different ads feature, "The Man Who Pulls the Sooner Throttle," "The Captain of the Sooner," "The Man Who Fires the Sooner," etc. The train is given personality by telling the public about the personalities of the men who handle the train.

Rough riders Barred

The G. M. & N. NEWS records an unusual incident featuring the smoothness of roadbeds in that part of the country. Pulling a loaded log train 40 miles from Montrose to Laurel, Miss., failed to awaken ten sleeping turkeys who had parked themselves thereon the previous evening. The owner of the turkeys probably thought he was saving money on roosts, but failed to realize that his trespassing turkeys might be given a free ride. What happened to the birds when dawning day found them in the freight yards at Laurel, the story fails to relate.



If you are not too busy next Tuesday evening, between the hours of six and eight, just drop in at the Congress Square Alleys, on Forest Avenue, and watch the boys smash the pins. They will all be there, as the bowling season is now in full swing, and enthusiasm in the sport is running high, wide and lofty.

League Standing

The week of Jan. 11th the Kennebagos topped the list of the ten teams from the General Offices, having won 49 strings, losing only 15 with a percentage of 766.

Waldo Paine of the Kineos holds the record at the present writing for high single string, he having bowled them over for a total of 136. Not bad a-tall. This same gentleman also holds the record for high three strings total 334.

John Corcoran leads the pin smashers with an average of 96, Charles May a close second, 95 and Edward Haggerty, Charles Welch and Leon Hawkes each tied for an average of 93.

Other averages are as follows:

| | | | |
|------------------|----|-----------------|----|
| Herman Stover | 91 | Russell Warford | 84 |
| Howard Beane | 90 | Robert Smith | 84 |
| W. E. Paine | 89 | Harry Caldwell | 84 |
| Charles Mills | 89 | F. R. Landers | 83 |
| Edward Nagle | 89 | Fred Thompson | 83 |
| Don Heiskell | 88 | Harvey Rand | 83 |
| Herbert Oberg | 88 | James Martin | 82 |
| James Dole | 88 | Delmont Bishop | 82 |
| George Whittaker | 87 | Philip Bird | 81 |
| James Phillips | 87 | H. W. Paine | 79 |
| Martin Plummer | 84 | William Welch | 78 |
| Albert Lambourne | 84 | James Pride | 75 |
| Joseph Welch | 84 | | |



Kennebagos hold high team singles record of 324 and high team total of 875.

Team standing is below:

| Name | Won | Lost | Per Cent |
|------------|-----|------|----------|
| Kennebago | 49 | 15 | 766 |
| Somersets | 38 | 26 | 594 |
| Fabyans | 38 | 26 | 594 |
| Kineos | 34 | 30 | 531 |
| Portlands | 32 | 32 | 500 |
| Mooseheads | 30 | 34 | 469 |
| Concords | 29 | 35 | 453 |
| Rangeleys | 25 | 39 | 391 |
| Fryeburys | 23 | 41 | 359 |
| Megantics | 22 | 42 | 344 |

◆ ◆

North Conway Notes

By A. H. DURGIN

We enjoyed a call from Traveling Passenger Agent S. W. Hapgood January 5th.

The company is realizing considerable revenue from the transportation of slab wood from the mills at Bemis and Sawyer's River. Three carloads were received at North Conway in January. These mills are cutting ties for the B. & M. R. R.

Operator Durgin and wife passed the week end (Jan. 22 to 24) at Wiscasset. Operator Gagner substituted during his absence.

The many friends of C. H. Willey, Chief Clerk in Roadmaster's office, Bartlett, extend their sympathy in the loss of his mother, Mrs. E. L. Willey, who passed away Dec. 31st at North Conway.

◆ ◆

On the Cover

Cover for this month's issue reproduced through the courtesy of Milford Baker, of the Baker Studio, Bingham, Maine.

◆ ◆

Weldon—What would you call a man who has a smile for everybody?

Sheldon—A bootlegger.—*Stollen.*

Our Jack Spink Helps Out Henry Southworth

By J. F. Dunn, Rigby



Portland's Harry Lauder

Many prominent railroad men in and about Portland are proving to be as prominent in club life as in business. Among these is Master Mechanic H. A. Southworth of Rigby, who is a charter member of the Portland Civitan Club, which holds its noon day luncheons each Monday at the Falmouth Hotel.

It was up to "Henry" to provide the entertainment for the gathering of Monday Jan. 8th. He did himself proud in the presentation of the local Scotch Songster and Humorist Jack Spink.

Jack needs no introduction to the road folks of Maine from either the point of an entertainer or a railroad man. His employment in the Portland Railway Company as a carman has been of long duration and at the present time is at Cumberland Mills Yard.

On a Par with the Best

As an entertainer, Jack is on a par with the best of them. His specialty is songs and dialogues and being of Scotch descent comes naturally by it. He has often been referred to as Portland's Harry Lauder. Jack has also passed as a gloom chaser in many railroad circles.

In a well arranged programme of song and story, Mr. Spink brought round a round of applause from the audience at a gathering of Civitans. Mrs. Edith played a piano accompaniment to his songs as "She's the Last of Me", "I Like a Sailor", "When I Meet McKim", "The End of a Rose". Our Jack was in full Scotch costume.

◆ ◆

General Office Notes

Joseph J. Doane, Assistant to the Passenger Agent and Sherman's good, Traveling Passenger Agent, at the Boston Railroad and Steamship annual meeting and banquet held at the Hotel Somerset on January 10th.

Our Editor and Publicity Agent Alleman was present at the annual convention of Railroad Advertising held at the Hotel Palmer, in Chicago of January 17th.

A new addressograph machine recently purchased and installed in Reeves' office. The new machine operated by electricity, and has many improvements over the hand machine. It saves much time and is invaluable in filling out tariffs, bulletins, filling mailing lists, etc. The old machine has been set up in the Freight Department.

Effective January 17th, Leo F. formerly chief clerk in Mr. H. T.

Jack Spink Helps Henry Southworth

By J. F. Dunn, Rigby



Portland's Harry Lauder

prominent railroad men in and Portland are proving to be as prominent club life as in business. Among Master Mechanic H. A. Southworth of Rigby, who is a charter member of the Portland Civitan Club, which holds its day luncheons each Monday at the Southworth Hotel.

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In a well arranged programme of song and story, Mr. Spink brought round after round of applause from the appreciative gathering of Civitans. Mrs. Edith Down played a piano accompaniment to such airs as "She's the Last of Me", "I Like to be a Sailor", "When I Meet McKay" and "The End of a Rose". Our Jack appeared in full Scotch costume.



General Office Notes

Joseph J. Doane, Assistant to General Passenger Agent and Sherman W. Hapgood, Traveling Passenger Agent, attended the Boston Railroad and Steamship Agents annual meeting and banquet held at the Hotel Somerset on January 10th.

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A new addressograph machine has been recently purchased and installed in Mr. Reeves' office. The new machine is operated by electricity, and has many new improvements over the hand machine. It saves much time and is invaluable in sending out tariffs, bulletins, filling regular mailing lists, etc. The old machine has been set up in the Freight Department.

Effective January 17th, Leo R. Coyle, formerly chief clerk in Mr. H. T. Leigh-

ton's office, Auditor of Agencies, was appointed to the position of Traveling Auditor, with headquarters in Portland. The latter position was recently made vacant by Arthur P. White who, a short time ago, was transferred to the position of chief clerk in the Passenger Traffic Department.

The marriage of Mildred Sweet, formerly of the Freight Audit Department, to Mr. Irving Choate took place on January 3rd. Their many friends regret that they are to make their home in Boston where Mr. Choate is located in business.

Henrietta Fickett of the Revision Bureau has recently become engaged to Allan Murray of the Motive Power Department.

Edith Clark, stenographer in the Freight Traffic Department, has returned to her duties after an illness of two weeks.

Walter Robinson has been appointed Chief Clerk in the Auditor of Agencies' Office.



New Roundhouse at Eastport



By E. F. McLAIN, Calais

Above we have a picture of one of our most recent construction achievements.

This two stall house was erected by a crew of men under the supervision of L. D. Smith.

It was necessary to build this new roundhouse, so great has been the increase in fish traffic, from which much revenue is gained. It's a real business with these people in the most easterly city of the United States.

Much pride is taken in this new engine-house by its faithful keeper, George W. Lank.



Railroading on the Rangeley Branch

By "RANGELEY ROOSTER"



Half Way Through the Summit Slide of June, 1917

[EDITOR'S NOTE: Along the same line as the man who ran his ad upside down to attract attention, last month we used the above picture without explanation. Here's the dope.]

My diary tells the story of slide west of summit as follows:

Sunday, June 17, 1917: Rain all day. Called crew at 5 P.M. Worked 10 hours.

Monday: Clearing. Washouts. Went to work 5 A.M. Worked two days overtime.

Tuesday: Worked at slides on Section 218.

Wednesday: Cloudy. Finished work at slides. C. S. Osgood, Roadmaster; John Dodds, Extra Gang Foreman; Fred Watson, Bridge and Building Carpenter; John Bradeen and Bony Buote, Laurence B. Fisher, Charles N. Jaques, Geo. Storer, A. C. Hodsdon, A. L. Eastman, Track Foremen.

Wednesday noon, as we were transferring mail, baggage and express, E. L. Lovejoy, our superintendent, said, "When will you have the track ready?"

I told him, "Tonight," and sure enough No. 213 rolled over it on time.

The picture above shows the slide partially cleared up, where we stopped work Tuesday night.

I am hoping to catch a Lynx or Bobcat to take up to the Sportsman's Show at Boston on Jan. 29th. I am going, as the "Missing Link."



Marital Bliss

First Trainman—Where are you going in such a hurry?

Second Trainman—I'm running to stop a fight.

First Trainman—Who's fighting?

Second Trainman—My wife and I.—*Exchange.*

(20)



Maine Central Rel Hold Annual Me

Monday, February 28th, is the date for the annual meeting of the Maine Central Railroad Relief Association. The organization begins the year in a manner considered most satisfactory by its friends and members. It was organized in 1887, with Elton A. Hall, then superintendent of the Portland Division, as its first president.

This association now has forty years of constructive, helpful service behind it, during which time, it has paid over \$1,000,000 dollars to policy holders and their families. Its reserve on January 1st of 1917 of over four thousand dollars is the splendid evidence of permanence and safety.

The Maine Central Railroad Relief Association roster of two thousand one hundred and twenty can well be proud of the accomplishments of their organization.

A more complete and detailed report of the Association will appear in the next issue of the MAGAZINE.



Mountain Road It

By J. E. WINSLOW

Late last month, after completing a round trip on train 163 to Portland, Fireman L. B. Connary of Lancaster slipped on ice in Richmond and fell, striking his face and cutting it very badly.

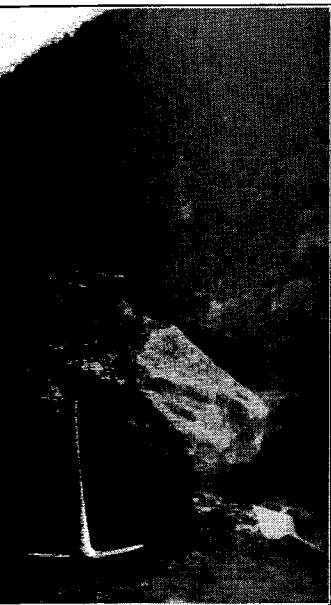
Algernon S. Dodge of the Engineering Department, Portland, has been appointed Assistant Roadmaster at Lancaster in place of J. F. Collins, who resigned.

L. B. Connary of Lancaster, formerly Clerk in Roadmaster's office at Lancaster and for the past year Clerk in the Power Department, Lancaster, has taken position as Chief Clerk in the Roadmaster's office of the Portland Railway Company. We are sorry to lose him, but our loss is Portland's gain.

Mrs. E. W. Fiske is taking position vacated by L. B. Connary and Miss M. Gillespie is taking position vacated by Mrs. Fiske in the Motive Power Department at Lancaster.

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A more complete and detailed account of the Association will appear in the March issue of the MAGAZINE.

✦ ✦

Mountain Road Items

By J. E. WINSLOW

Late last month, after completing run on train 163 to Portland, Fireman L. P. James of Lancaster slipped on ice in Rigby Terminal and fell, striking his face on a rail and cutting it very badly.

Algernon S. Dodge of the Engineering Department, Portland, has been appointed Assistant Roadmaster at Lancaster in place of J. F. Collins, who resigned.

L. B. Connary of Lancaster, formerly Clerk in Roadmaster's office at Lancaster and for the past year Clerk in Motive Power Department, Lancaster, has recently taken position as Chief Clerk in the Roadmaster's office of the Portland Terminal Company. We are sorry to lose "Pete," but our loss is Portland's gain.

Mrs. E. W. Fiske is taking position vacated by L. B. Connary and Miss Evelyn Gillespie is taking position vacated by Mrs. Fiske in the Motive Power Department, Lancaster.

Concerning Our Agents Food For Thought

We have had two principal excursions on our line during the past month, one to Portland on account of the Auto Show, and the other to Boston, this you already know. But the questions are, "How much business do you solicit for the company?" "Do you talk it up to people outside of business hours?" "Do you tell them that they can go to Boston for approximately the price of one fare?" "Do you do your part to make these excursions successful for the Company?"

It is doing these little things, doing just a little more than we are paid to do, working all for one, and one for all, cooperating in all stages of the game, that makes the Maine Central Family one of the best in the great army of Railroad workers.

✦ ✦

Gene Tunney Loafs a Week in Vicinity of Moosehead Lake

Recently we have had the honor of transporting over our rails the one and only Gene Tunney, from Portland to Kineo Station and return.

The present champion caused a lot of excitement on the Kineo Branch, the natives coming from far and near to meet the trains and get a peek at the world's champion pugilist and erstwhile linguist and scholar.

Tunney spent his vacation at Tomhegan camps on Moosehead Lake, and almost every day, accompanied by several others, he put on the webs and snowshoed across the lake to Rockwood to meet No. 253 and incidentally get the mail from home.

Conductor Emery who has been running on the Kineo Branch for quite some time, avers that the police force at Lake Moxie was all "het up" over his coming, because he had been reading considerably in the papers of late about Tunney's proposed trip and had also heard him speak over the radio. The champ fulfilled all expectations.



Efficient Helmsman at "Elm City" Station

Woodland Wide Awake

By R. H. JOHNSON

It has been some time since we were able to contribute to the MAGAZINE, this caused mostly by lack of doings in railroad circles in this vicinity. However, since the snow has arrived and business is picking up it makes us feel we are back to the good times again, so here goes for a few items.

No Wings Visible

Jason Hartford, trackman, has installed a new "Kolster Radio" in his home to help pass away the long winter evenings. Jason says, "It's a Bird", but in looking it over we have failed to see the WINGS as yet.

Eugene Strout, Station Baggage Master, spent a Sunday recently on the St. Croix River, with some old parts of Umbrellas, a few pieces of wood and some red flannel, also a little box of bait. He reports only one fish in the river when he arrived on the ice and when he left he brought that one home with him.

Worth Waiting For

We hope by the time these notes go to press, Section Foreman J. W. McClure will have received his radio. It has been ordered for some time and it looks now as if he would have to send someone to Kansas City after it. Never mind, Jim, it will be good when it comes.

F. R. Hall, Baggage Master on trains 438-439 and 440-441, who had the misfortune to hurt his foot while switching in Woodland yard, is gaining slowly and will be able to return to work in a short time.

We understand from Trainman H. C. Norwood that he received a radio for a Christmas present.

While Agent Holmes was laying off, he made a visit with Mr. Burt Pullen, Agent at Milltown, and from what we can learn some of the conversation ran along like this:

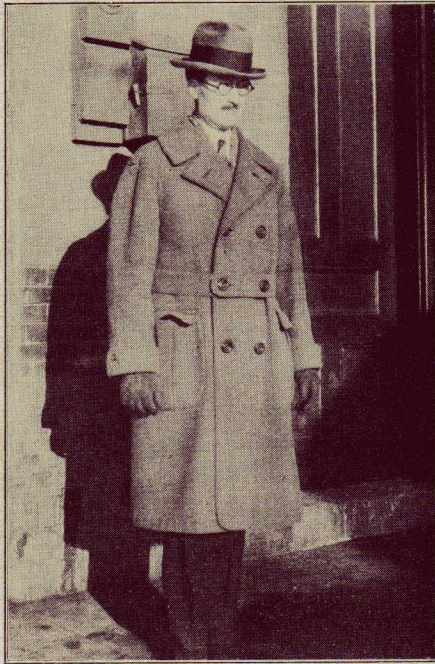
Holmes: Give us a match will yer?

Pullen: Here, don't throw the match stump on the floor.

Holmes: What will I do with it?

Pullen: Take it with you.

Moral: Keep the floor clean.



H. Travers, Gen. Agt., Waterville

This gentleman needs no introduction to the members of our family or to the traveling public. As a matter of fact the personnel of the army of workers in and about the Waterville Station might be very different were it not for the courteous and efficient manner in which H. T. handles the various passenger and freight problems that come under the jurisdiction of a General Agent.

You will search a long time—and far, before you will find a more loyal worker for the good of the Maine Central Railroad than he. Always eager to cooperate, fair in his decisions, and ever ready to give aid to those in need.

♦ ♦

You don't have to read this, because its only filler copy.

Watch Your Step, S. H.

Car Inspector S. H. Bailey was way home to take the train at M station he had the misfortune to slip on the ice and fall. Aside from getting a surprise so early in the morning he was the worse off account of the fall.

Cunningham's Crew recently made repairs to the railroad bridge at Bar

We know one thing and that is Trackman John Hall is going to keep his day and date throughout this year. He has been seen taking a calendar home with every night to date.

On January 4th, several of the carpenters from Cunningham's crew were at the station and put new planks in station platform and made other necessary repairs.

In keeping with other stations on the line, we shipped from here eleven Christmas trees during the third week of December.

♦ ♦

Keen Kingman Kon

By T. G. Kelley

Section Foreman J. E. Meagher took a two weeks' vacation, visiting his daughter in Melrose, Conn. Joe got just in time for the deep snow.

Tracy on the Job

Operator C. V. Tracy is working a little trick at this station.

Miss Olive Leach, daughter of H. W. Leach, has undergone an operation at the Eastern Maine General Hospital in Bangor. She is getting along fine, and hopes for a speedy recovery.

Worth Waiting For

Baggage man S. M. Gould has his plow going again; says she works well. Now if the members of the Maine Family will all be patient and look to next month's issue they will see a lot of Sandy's Plow.

We will soon be loading hardwood at Drew now. M. E. Sprague is operating the hardwood concern, and it is at 150 carloads or thereabouts.

Land Wide Awake

By R. H. JOHNSON

It has been some time since we were able to contribute to the MAGAZINE, this mostly by lack of doings in railroad in this vicinity. However, since the trains arrived and business is picking up we feel we are back to the good again, so here goes for a few items.

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At Hall, Baggage Master on trains 440-441, who had the misfortune to hurt his foot while switching in the yard, is gaining slowly and will return to work in a short time.

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Agent Holmes was laying off, he visit with Mr. Burt Pullen, Agent down, and from what we can learn the conversation ran along like this: Give us a match will yer?

Here, don't throw the match stump on the floor.

What will I do with it?

Take it with you.

Moral: Keep the floor clean.



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Car Inspector S. H. Bailey was on his way home to take the train at Milltown station he had the misfortune to slip on the ice and fall. Aside from getting a little surprise so early in the morning he is none the worse off account of the fall.

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We know one thing and that is sure, Trackman John Hall is going to know the day and date throughout this year, he has been seen taking a calendar home with him every night to date.

On January 4th, several of the Carpenters from Cunningham's crew were here and put new planks in station platform and made other necessary repairs.

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♦ ♦

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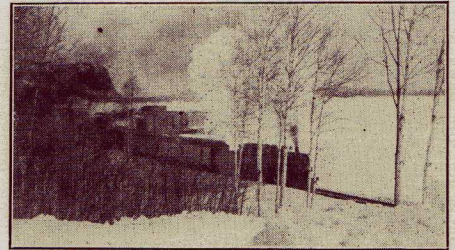
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We will soon be loading hardwood logs at Drew now. M. E. Sprague who is operating the hardwood concern, estimates it at 150 carloads or thereabouts.

Kineo Branch Notes

By W. H. MARSHALL, Madison



No. 254 Leaving Kineo Station

Conductor W. L. Young claims that there was a big mistake in the January number of the MAGAZINE in regards to his Royal Highness selling out his interests in "The Merry-Go-Round" at Embden, and wishes to state that it has been learned that Frank G. Grimes has always held fifty-two per cent of the stock in that enterprise and the caretaker at Embden holds the remaining stock.

Mr. Young claims it is true about the "Hot Dog" stand at Solon being closed, except instead of being called a "Hot Dog" stand it should have been printed as a Candy and Confectionery stand, where they sell and serve hot rolls, etc. Mr. Young expects this joint to be opened next spring under new management.

We wonder if this means that Mr. Young will be out of luck or will he hold the controlling stock as in the past season. We will leave this for Lineman John Hughes to find out and let you know at the end of the season.

♦ ♦

Call-boy (sticking his head in the door of the bunk-house): Is Mike Howe here?

Chorus of Enginemen: What do you think this is, a barn-yard?

Call-boy: I'm looking for old Coates.

Chorus: G'wan, this ain't no second-hand store.

Call-boy: Well, do you know anything about Smith's whereabouts?

Chorus: He bought a new pair yesterday and threw the old ones away. Now get out!

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

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