

Maine
Central
Employees'
Magazine
March 1927



Vacationland

Have you heard of the wonderful Road, I say,
That is run in such a logical way?
It has run just sixty years to a day,
Thro' the heart of the good old Pine Tree State
Hauling the passengers and the freight—
Of the towns and cities along its way,
Have you heard of this Great road, I say?

Now in most railroads, good or not,
You always will find a weakest spot—
Poor rolling stock, or roadbed rough,
Or service poor, or some such stuff.
But M. C. officers, true and tried,
With loyal workers at their side
Went after weak spots with single mind,
Determined to make them hard to find.

So a call went out the country o'er
For good material, more and more—
Good cars, the best of every kind—
And engines, the best that he could find,
To smoothly move the mighty load
And make, forsooth, a Perfect Road.
And the Perfect Road's motto should be—
"Good S-E-R-V-I-C-E."

So you, who sit in crowded mart,
Or in stuffy office, with aching heart,
Long for the green of the woods and dream
Of the splash of the trout in the silv'ry stream,
Or to float on a lake near a wooded hill
And gaze in its depth, so cool and still,
Where Nature reflects with paint brush true

The trees and the clouds and the azure blue—
Or would lie by the seaside, a sultry day,
Watch the circling gulls in their endless play,
And at night rest in a cottage berth
And be lulled to sleep by the pounding surf—
Your vacation time not far away,
Would know where to take your rest and play—
Just write in your note book in good plain hand
"M. C. R. R.—Vacationland."

With Apologies to Oliver Wendell Holmes.

—Dinty.

MAINE
CENTRAL
RAILROAD

MAINE
EMPLOYEE

Vol. IV

Clear Accident Forethought

By D. C. DOUGLASS.

DURING the year 1926, four employees were killed and 236 injured in reportable accidents on the Maine Central Railroad and Portland Terminal, as compared with a casual list of four killed and 234 injured in 1925.

The four fatal accidents in 1926 were as follows:

An Engineman was crushed between tender and car while getting on his engine.

An employee was struck by an engine while walking on track.

A Section man was run over by a section motor car.

An Engineman was struck by a passing train while inspecting an engine.

Three Kinds of Accidents

So much for the fatal accidents. About our 1926 toll of 236 injured. The Interstate Commerce Commission, in classifying accidents, makes three main divisions: (1), Train Accidents; (2), Train Service Accidents; and (3), Non-Train Accidents. They are defined in the following terms:

- (1) Train accidents cover accidents to trains resulting in injury to persons and damage to property.
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MAINE CENTRAL



EMPLOYEES' MAGAZINE

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No. 3

Clear Accident Record Aim For 1927 Forethought Can Win This Goal

By D. C. DOUGLASS, Vice-President and General Manager

DURING the year 1926, four employees were killed and 236 injured in reportable accidents on the Maine Central Railroad and Portland Terminal, as compared with a casualty list of four killed and 234 injured in 1925.

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(1) Train accidents cover accidents to trains resulting in injury to persons and damage to property.

(2) Train service accidents cover

accidents in connection with the operation of trains causing injury to persons but not damage to property.

(3) Non-train accidents cover casualties that do not result directly from the operation or movement of trains, locomotives or cars.

A reportable accident is one which incapacitates an employee from performing his duty for more than three days in the aggregate during the ten days immediately following the accident.

What Happened in 1926

On this basis, Maine Central casualties (deaths and injuries) in 1926 are divided as follows:

	Killed Injured	
Train Accidents	0	9
Train Service Accidents	3	46
Non-Train Accidents	1	181
Total	4	236

But we want to go further than that, we want to know where the greatest number of accidents occur and what causes them. Obviously it is the non-train accidents which cause injury in the greatest number of cases.

(3)

—Dinty.



These accidents in 1926 may be classified as due to the following causes:

	Killed	Injured
Shop machinery, stationary engines, and motors, cranes, etc.	0	2
Use of hand tools apparatus	0	7
Flying particles	0	12
Explosives and inflammable, hot or corrosive substances	0	1
Collapse or fall of objects	0	31
Handling rails, ties, bridge timbers, etc.	0	19
Maintenance of way and section hand cars	0	6
Maintenance of way and section motor cars	1	10
Handling freight or supplies	0	23
Falls of employees	0	36
Miscellaneous non-train accidents	0	34
Total non-train accidents to employees	1	181

The Maine Central Railroad in August, 1925, adopted the "All the Year, Every Year" Safety Program, inaugurated by the Safety Section of the American Railway Association, having for its object the reduction of all railway casualties.

Safety Campaign Started

In order to attain this goal, a systematic safety campaign was arranged, consisting of circulars and illustrated bulletins issued monthly, calling attention to specific causes of accident and suggesting ways and

means for their prevention. These circulars are distributed to supervising officers, agents, yardmasters, conductors, and foremen of sections, round houses, freight houses and shops.

The bulletins are posted on bulletin boards in round houses, shops, yard offices and at principal stations. Supervisory forces are urged to give monthly circulars careful study and to see that the employees under them perform their duties in a safe way.

It is a well known fact that at least



90 per cent of all accidents are careless or unsafe practices and can be avoided by the exercise of care. It is the duty of the person in charge to see that his men are properly instructed in safe methods of their work, and to promptly report all dangerous practices which come to his notice.

It is the hope and aim of the Association that this Safety Campaign may be of the same educational and benefit to employees and accrued to the public through

Maine Central

THE Maine Central Railroad Relief Association may justly be called an institution within an institution organized under the laws of the State of Maine way back in November, 1887. It has functioned for a period of forty years, for the benefit of employees and employees and their families at present time under the capable leadership of its President W. Stanley Geoch is rendering to the two thousand one hundred and thirty members a service that is inestimable in monetary value.

Its First President

Mr. Elton A. Hall, former Superintendent of the Portland Division had the honor of being the first president with Mr. E. G. Foster as Secretary and Treasurer.

Its inception was brought about by the growing need of an insurance fund for sick and injured at a moderate



A Safety Record's Worth Working For

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	Killed	Injured
lors, cranes, etc.	0	2
.....	0	7
.....	0	12
substances	0	1
.....	0	31
.....	0	19
.....	0	6
.....	1	10
.....	0	23
.....	0	36
.....	0	34
.....	1	181

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90 per cent of all accidents are due to careless or unsafe practices and can be avoided by the exercise of proper care. It is the duty of the man in charge to see that his men are properly instructed in safe methods of doing their work, and to promptly correct all dangerous practices which come to his notice.

It is the hope and aim of the Management that this Safety Campaign may be of the same educational value and benefit to employees as has accrued to the public through the

“Careful Crossings Campaigns” of the past five years, and to this end the co-operation and support of every employee is earnestly solicited.

It is our earnest hope that we can eliminate accidents in 1927 in so far as is humanly possible. If we all work together for this end, if we agree to banish carelessness, if we do our thinking about accidents before they happen instead of waiting till we are laid up—then there can be about 240 less accidents on the System in 1927 than in 1926.



Maine Central Railroad Relief

THE Maine Central Railroad Relief Association may justly be called an institution within an institution organized under the laws of the State of Maine way back in November 1887. It has functioned for a period of forty years, for the benefit of our employers and employees and at the present time under the capable direction of its President W. Stanley McGeoch is rendering to the two thousand one hundred and thirty-five members a service that is inestimable in monetary value.

Its First President

Mr. Elton A. Hall, former Superintendent of the Portland Division, had the honor of being the first President with Mr. E. G. Foster of the Engineering Department acting as Secretary and Treasurer.

Its inception was brought about by the growing need of an insurance for sick and injured at a moderate cost,

which would apply under all circumstances. In the old line companies, employees in the Train and Engine service found rates very high if not prohibitive, as the hazard of such employment was not considered a desirable risk.

The Relief Association took care of this condition, insuring the men with a policy covering accident, sickness, permanent disability and death.

Figures Show Good Work Done

Annual reports of the Association during the past forty years show that over one million one hundred and seventy-six thousand dollars has been paid the policy holders and their families.

Right at the present time the Association was never so strong financially. On January 1st, 1927, it had a reserve fund of over \$94,000 which is a splendid guarantee of its safety and permanence.



Membership Grown by Leaps and Bounds

Both in assets and membership the Association has gone steadily forward during the past year. Two hundred and four claims for sickness and accident were paid in 1926 amounting to \$7,633.50. The rate since March 1st, 1926, being nine dollars (\$9.00) per week, or one dollar and fifty cents (\$1.50) per day for six working days.

Covers Broad Field

Sickness, accident, permanent disability and death either from accident or sickness, no matter where or under what conditions. A glance at the names of the financial and advisory committee is an assurance of expert advice, and the conduct of the Association along safe and conservative lines.

President
W. Stanley McGeoch
First Vice President
Robert Sturgeon

Second Vice President

Fred V. Berry
Secretary-Treasurer
Eugene Decker
Directors

I. A. Turner, S. Gallison, P. G. Smith, Wm. Edevean, F. H. Ramsdell, E. G. Foster, W. B. Drew, Eugene Decker, W. S. McGeoch, C. J. McMann, C. T. Vose, Robert Sturgeon, Mark Donlan, M. F. Dunn, George H. Skillings.

Finance Committee

L. M. Patterson, H. N. Woodbury, C. H. Blackwell.

Advisory Committee

D. C. Douglass, G. S. Hobbs, G. F. Black, P. M. Hammett, M. F. Dunn, B. Jackman, E. W. Cummings, F. H. Parknan, J. W. Webb, B. E. Cornell, N. Killman, P. A. Bradford, P. N. Watson, F. S. Whitney, F. J. Runey, F. E. Whitmore, F. W. Hammond, A. H. Durgin, E. W. Voter, H. W. Stetson, and H. S. Hopkins.



Income Tax Returns

Statements of earnings of employees and officials for income tax purposes covering the year 1926 have been distributed by his Department, according to Payroll Auditor Fred S. Twitchell.

Unless specifically requested this information was furnished only to single employees who earned \$1500 or over and to married employees who earned \$3500 or over during the calendar year, as it is unnecessary to make income tax returns to the U. S. Government unless income exceeds these amounts. Others who desire them may obtain these statements on request.

* *

A Scotchman made a wager of a dollar with a Jew that he could stay under water the longest time. They both drowned.

(6)

Promotion

Edgar A. Guest has given us a splendid bit of advice in the following lines:

Promotion comes to him who sticks
Unto his work and never kicks,
Who watches neither clock nor sun
To tell him when his task is done;
Who toils not by a stated chart,
Defining to a dot his part,
But gladly does a little more
Than he's remunerated for."

—Pere Marquette Magazine.

* *

The Depot Was Lost

Chinaman: "You tellee me where railroad depot?"

Citizen: "What's matter, John? Lost?"

Chinaman: "No! me here. Depot lost."



Freight Ast

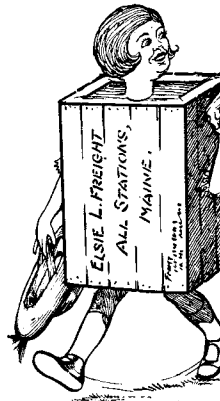
M. C. Manning speaking
Freight a

AS we are all well aware, the clivities of Miss L. C. L. are to stray from her companion Bill. She will wander off and herself in the most undiscovered places. Far too often agents fail to report such L. C. L. Freight on hand on Form F 73.

To keep the child from going astray Send Bill along he knows the way

Actually! What I Mean

How many agents check their Freight Shed when they make up their Form F 73? I mean actually and absolutely check the



shed, not make the F 73 up memory or the vouchers in the Well, we will give you all the of the doubt and presume that you it, but what we don't understand how this stuff will show up, especially when Agents are transferred.

They say a new broom sweeps old Fact is, some of the new Agents Elsie for us and in some very

Too



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Secretary-Treasurer

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The Depot Was Lost

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en: "What's matter, John? Lost?"
aman: "No! me here. Depot lost."

Freight Claim Prevention Astray Freight

M. C. Manning speaking and introducing Miss Precious Elsie L. Freight and her brother Bill W/B

AS we are all well aware, the proclivities of Miss L. C. L. Freight are to stray from her companion Way-Bill. She will wander off and conceal herself in the most undiscoverable

places. Far too often agents fail to report such L. C. L. Freight on hand on Form F 73.

Actually! What I Mean

How many agents check their Freight Shed when they make up their Form F 73? I mean actually and absolutely check the

shed, not make the F 73 up from memory or the vouchers in the rack. Well, we will give you all the benefit of the doubt and presume that you do it, but what we don't understand is how this stuff will show up, especially when Agents are transferred.

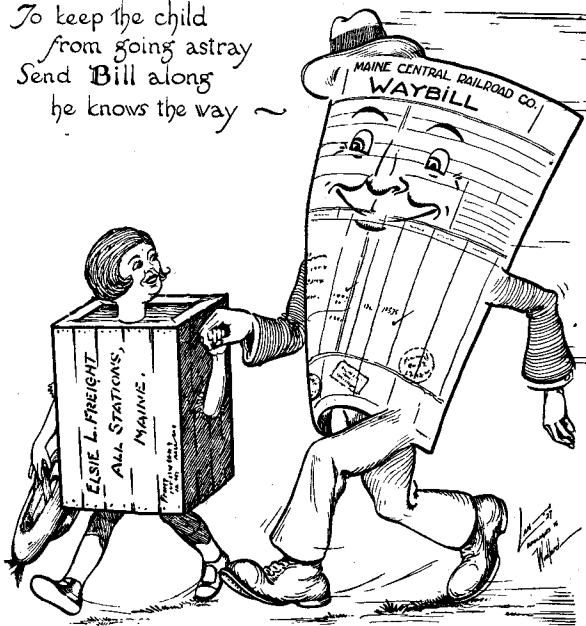
They say a new broom sweeps clean. Fact is, some of the new Agents find Elsie for us and in some very com-

promising places sometimes. However, she likes to play hide and seek so it's up to you to do the seeking.

Fun with the Train Crews

Elsie has a lot of fun with Conductors and Train crews. Brother Bill (W/B) will accompany her all right but when they go to look for her she is hiding and the crew don't want to play seek so they dump the waybill on the Agent and once more Elsie is separated from Bill and goes

To keep the child from going astray Send Bill along he knows the way



Too Precious To Lose

merrily on her way astray once more and in many instances lost, never to return or be found. Where so many astray shipments disappear to is a mystery to us. Simply sunk without trace—what the Huns used to call *spurlos versenkt*.

In the interests of prevention, I have borrowed a certain file. I will not name any stations or divisions as



a matter of policy. The number of pieces carried past destination in trains was as follows: Division A, 55 pieces; B, 79; C, 17; D, 30; E, 27; F, 32; G, 6; H, 3, a total of 249 pieces, carried past destinations the month of November, 1926.

A Good Alibi?

Agents, come to my assistance and mention this to such Conductors and Train Crews as do not read this article. We want them to be sure and know about this.

We will now give the Conductors and Train Crews something on the Agents and Terminals to rebut any disposition on the part of certain parties with an attitude of 100 per cent performance.

This file I have states that Terminal A loaded astray 297 pieces in November, 1926. This Terminal Agent will argue that of the thousands of pieces handled that 297 pieces is a very low percentage of the business handled. Perhaps that is a good alibi.

With Attendant Losses

However, the fact is unchanged that 297 pieces of our patrons' merchandise were misloaded with the attendant losses and claims. B misloaded 14 pieces; C, 56; D, 14; E, 36; F, 174; G, 32. These seven Terminals misloaded 623 pieces in November, which is a fair average of what is done every month by them or a yearly average of over 7000 pieces by these prominent Terminals.

All this does not cover freight mishandled by Train Crews, carried past, set off at the next station and carried back for which agents fail to make astray waybills and of which there is no record.

Needs Fatherly Care

Unquestionably there is ample opportunity for a vast improvement and this improvement cannot be accomplished without interest and co-operation. Our child, Elsie L. Freight, needs the fatherly care and attention which we all supposedly give our children.

Prevent her from going astray. See that "Bill" accompanies her and that she gets in the right car and alights at the correct destination. Show the interest in her that you should and protect the interest of the Company in whose service we are all engaged.

Lost—One Piano

In conclusion, let me tell you about losing a Piano. Yes! We lost one and the writer went to St. John, N. B., Vanceboro, Calais and other points in an effort to find same. Yes! We found it on a tip at point of shipment in a warehouse; it had never been shipped, yet a bill of lading had been issued and a waybill made showing the car into which loaded.

The moral of which is, be alert—for all is not that which it seems to be. Furthermore, we want the co-operation of every individual who handles a piece of freight. See that it is in a proper package, properly and legibly marked, properly loaded into the correct car, properly stowed, trimmed and levelled down, tight packed and properly accompanied with the revenue waybill and properly unloaded at the correct destination, likewise proper notification and delivery—result, everybody pleased.



**Franklin Agent
Some Of Our**

By J. C.

To the Editor:

I have just received a new sup Maine Central Passenger Folders. change that has been made in the of this folder is wonderful. It is bu over with the spirit of co-operation.

Try This on Yourself

If after looking this folder over, y that it is great to be working for the Central you can rest assured that y terest is 100 per cent, but on the othe if you do not feel a thrill or get any in- inspiration from it you can bet that your interest is not what it should be. This is the move we have needed for some time, co-operation in every department.

Constructive criticism is the best tonic and should be more freely used. I believe the heads of our different departments should be urged to practice this in their dealings with the men employed under them. A satisfied worker anywhere will do more and more. Let us have considerably more operation and constructive criticism

Part of Every One's Job

Now to come back to the Pa Folder. First: We note the chang cover design and makeup. Either it is Maine Central. Note the ar page 4, from our General Passenger Have you ever told the traveling and the shipping public that YOU be glad to help them in any way yo and that it was part of your job to and that anything you could do

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Franklin Agent Frankly Discusses Some Of Our Common Problems

By J. C. ESTEY, Agent, Franklin

To the Editor:

I have just received a new supply of Maine Central Passenger Folders. The change that has been made in the make-up of this folder is wonderful. It is bubbling over with the spirit of co-operation.

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If after looking this folder over, you feel that it is great to be working for the Maine Central you can rest assured that your interest is 100 per cent, but on the other hand if you do not feel a thrill or get any inspiration from it you can bet that your interest is not what it should be. This is the move we have needed for some time, co-operation in every department.

Constructive criticism is the best tonic and should be more freely used. I believe the heads of our different departments should be urged to practice this in their dealings with the men employed under them. A satisfied worker anywhere will do more and save more. Let us have considerably more co-operation and constructive criticism.

Part of Every One's Job

Now to come back to the Passenger Folder. First: We note the change in the cover design and makeup. Either side up, it is Maine Central. Note the article on page 4, from our General Passenger Agent. Have you ever told the traveling public and the shipping public that YOU would be glad to help them in any way you could, and that it was part of your job to do this, and that anything you could do to help

them would be a pleasure to you? Have you?

Second: Pages 5 and 6. How to Read a Time Table. Doesn't that just say, Let's get acquainted and note that ANY Maine Central agent or representative will be glad to help and assist you?

A Splendid Addition

The third point to observe is the notice on each page calling your attention to the fact that References are on this page. This is a splendid addition to the Folder.

Then on page 10 we find the pictures of the trees in Maine. This is a timely thought.

Next we find added small maps of different sections. This also is in keeping with the new improvements of the Folder.

Another new feature is a schedule of Pullman fares. This is a much needed item and will be greatly appreciated. It is nice to know what you pay for. See

The editor gratefully acknowledges and prints with pleasure the accompanying unsolicited comments from Agent Estey of Franklin. This shows the kind of interest in the Company's problems that is bound to help us all.

Not only does Mr. Estey discuss constructive criticism—he gives us the benefit of some. If his suggestions are not adopted, at least it will not be because they have not been thoroughly thought over.

These pages would be more interesting and valuable if more members of the Maine Central Family would speak their mind like Mr. Estey.

—The Editor.

pages 15 and 16.

A Much-Needed Tonic

And now just take a look at pages 17 and 18. Notice that Slogan. What are you doing to back it up? Read this over twice and get it into your system. It is good tonic and we all need it.

Of course we must offer a little of what we think is constructive criticism and say that our large map should show more of the smaller lakes and ponds on the Maine Central. SEEMS as if this should be done.

Page 24 shows a nicely worded ad for business and notice again that little black



and white cut, References on this Page.

The two Crack Trains of Maine deserve your attention.

Lots to Eat in Maine

Page 28: "Who will move it?" Route your shipments via Maine Central R. R. Co. Notice the Service idea. We are here to make them go and we do it all the year.

Page 36: Heading the page we find our PINE TREE LIMITED. It has been rightly said this is some boat.

Same page: The SamOset Company, a young child we are going to be proud of.

On the next page we find the Industrial Department with pictures that speak of contentment. Lots to eat in Maine.

Page 38: Traffic Representatives; a fine list of able men, and may we expect to see the local representatives listed in the near future.

Pages 39 and 40 show a splendidly-worded ad of our Glorious Winter Sports.

Co-operation the Keynote

And lastly, remember it is co-operation by all that will save money and make it. If you don't feel that this is your business and your Road, you have no good reason for staying with us.

Just this one more item and I will sign off. Get your February MAGAZINE out, look at that disgraceful report on ROUGH HANDLING of FREIGHT. What are you going to do about it? We have just started this year and if 50 per cent of the entire Loss and Damage Account was for Rough Handling last year it will be more this year unless we have better and more co-operation. WE MUST CUT DOWN THIS USELESS LOSS.

I THANK YOU.



"Satisfied Customer" Pays His Tribute to Maine Central Service

Copy of a Recent Letter

ARTHUR MILLER
20 MERCANTILE ST., BOSTON, MASS.

Boston 9, Mass., Xxx. 13, 1926

Mr. C. H. Priest, Supt.,
Portland Terminal Company,
Portland, Maine.

Dear Sir:

This is just to thank you for the wonderful service you rendered in moving cars of Apples from Maine Central Points to Boston for the S/S DEVONIAN, and I can truthfully state that in all my years connection with the perishable industry I have never seen better service rendered or cars moved with greater dispatch than was the case with this particular steamer, and it only shows what co-operation will do, and I wish you every success in your future undertakings.

It will interest you to know that we had twenty-four (24) carloads of apples move through your terminal, and they all connected with the S/S DEVONIAN in spite of the fact that she sailed a day sooner than was advertised to sail.

Faithfully yours,

(Signed) *Arthur Miller.*

Snapped on the Bri



Extra 60

Every Emplo

TRAFFIC Tip Cards still con- provide opportunities for tea- to the many members of the Central family who look beyond t- mediate jobs and give the Comp- extra bit of cooperation which wi- long run help themselves and ev- else on the payroll.

Co-operation Appreciat

One of the most interesting tips in some time comes from M. E. Scale Supervisor at Waterville, w- the orange-hued messenger to ac- dustrial Agent W. G. Hunton that- from Quebec is seeking a locatio- poles and make ties.

"I am writing to Quebec," decl- Hunton, "suggesting that an amount of this sort of timber is at Lily Bay and near Spencer. M- has started something that may l- heavy tonnage. Such co-operation help in the work of the Industrial and is much appreciated."

Baggage Master Gets Passer

Four passengers secured for a Olamon Station was the report fro-



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R
N, MASS.

Boston 9, Mass., Xxx. 13, 1926

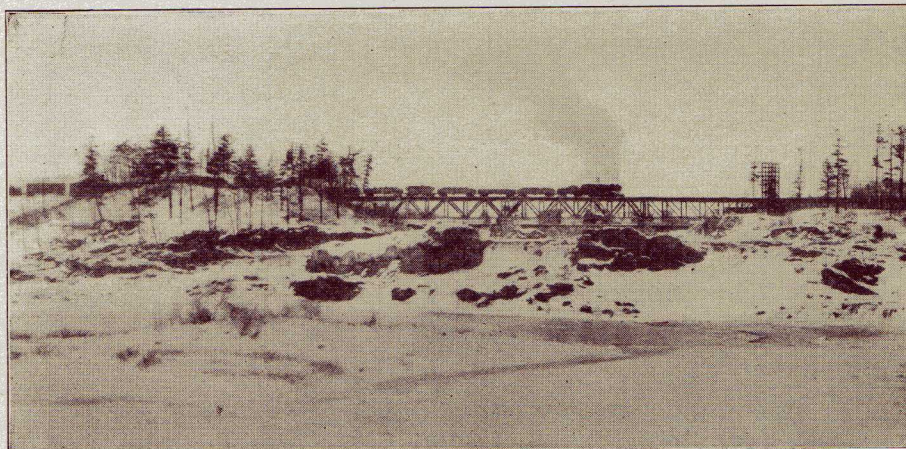
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han was advertised to sail.

(Signed) *Arthur Miller.*



Snapped on the Bridge that Joins the Twin Cities



Extra 604 East on Lewiston Bridge

Every Employee a Business Getter

TRAFFIC Tip Cards still continue to provide opportunities for team work to the many members of the Maine Central family who look beyond their immediate jobs and give the Company that extra bit of cooperation which will in the long run help themselves and every one else on the payroll.

Co-operation Appreciated

One of the most interesting tips received in some time comes from M. E. Powell, Scale Supervisor at Waterville, who used the orange-hued messenger to advise Industrial Agent W. G. Hunton that a party from Quebec is seeking a location to cut poles and make ties.

"I am writing to Quebec," declared Mr. Hunton, "suggesting that an immense amount of this sort of timber is available at Lily Bay and near Spencer. Mr. Powell has started something that may lead to a heavy tonnage. Such co-operation is a big help in the work of the Industrial Bureau and is much appreciated."

Baggage Master Gets Passengers

Four passengers secured for a trip to Olamon Station was the report from O. P.

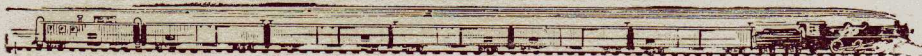
Foss, Baggage Master at Mechanic Falls, which was only one of the many cases of co-operation with our Passenger Department during the past month, according to General Passenger Agent M. L. Harris.

Freight Traffic Manager G. H. Eaton called a tip from G. E. Stevens, Agent at Machiasport, the most interesting recently received. As a result of this information about shipments to New York, Mr. Eaton is sending Commercial Agent J. E. O'Donnell to Machiasport to look the matter up.

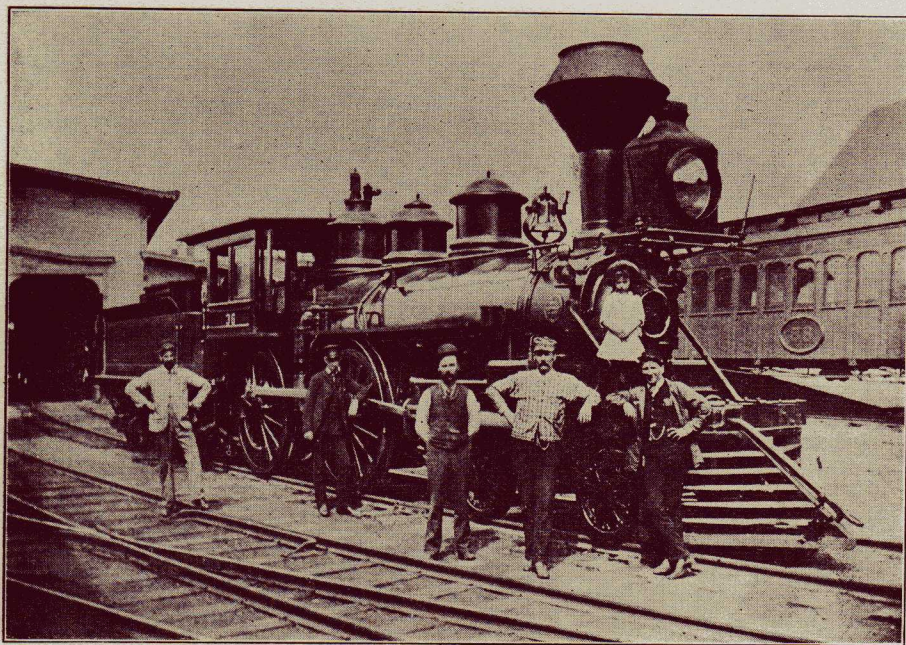
From Rag Dust to Royalty

Our well-known MAGAZINE correspondent V. A. Cunningham of Oldtown wins the fur-lined cuspidor this month for the most varied assortment of Traffic Tips. Freight from Rockwood and Spencer, carloads of rag dust and lumber, as well as dope on passenger movement, are included in his field of knowledge, showing he thinks of other things besides romance and royalty.

Many members of the Maine Central Family have forwarded Traffic Tip Cards since our last issue and all that we ask is that you keep up the good work.



One Of The Old Timers At Lewiston Lower



Courtesy H. T. Rodick, Brunswick

The Union No. 36 used to haul Nos. 12 and 17 Mondays, Tuesdays 6 and 13 Skowhegan End. This engine was built by Baldwin Locomotive Works, Cylinders 15 x 24, 5 ft. wheels. It was originally built for an exhibit at the World's Fair and after the Fair it was bought by the Maine Central. Major Lowe used to be engineer and Al Penny was fireman.

This engine has trimmed more Grand Trunk engines in a race from New Gloucester to Danville Junction diamond than any other engine that the M. C. R. R. has ever owned. Very smart and fast. After run-

ning on the Back Road she was put on the Lewiston-Bath line.

The picture was taken at Lewiston Lower Station way back in the dark ages. You can see the old depot in the rear of the engine. In this particular picture are shown Charles Nutting, Engineer; George Breen, Fireman; standing near the pilot, Charles Leavitt, switchman Lewiston Lower Yard, is also shown. The man with both hands on his hips is Charles Mitchell, baggage master.

Does anyone know who the fifth and sixth persons are?



Train Rules and Train Orders

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

Order No. 1

Engine 601 run extra Waterville to Bangor, meet Extra 602 West at Pittsfield. Pittsfield is at west end of double track.

When Extra 601 East reaches Pittsfield it may proceed to Hermon Pond, the opposite end of double track, as authorized by the

(Concluded on page 22)

(12)

Group Insurance Of Claims

ANOTHER principal-sum featured the operation of Central group insurance during the past month. From an insurance point of view the most interesting development was the payment of the thousand-dollar claim of the late Milton Moon who was killed while working on the steamer Pemaquid. Under the terms of the policy the claims are not payable until proof of death is furnished and as nobody witnessed his accident and his body was not recovered, it was practically impossible to furnish proof of death in the exact sense of the term.

Broad-gauge Policy

Again the Travelers Insurance Company demonstrated its broad-gauge policy, for the claim was promptly paid after careful investigation had proved there was no doubt that the fatal accident had occurred.

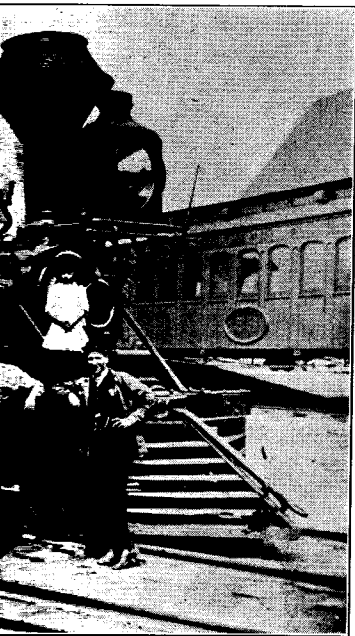
Since Maine Central Group Insurance went into effect on November 22, 1922, over 100 claims have been paid, over 50 of them during the last month. Most of these claims exceeded \$100.

At the same time during the past few months a large number of new applications for group insurance have been coming in, many evidently from new employees. It was apparent that the company were made to get policies before February 22nd, after which date it became necessary for old employees to take a physical examination at their own expense before receiving a policy. New employees, it was pointed out, may take out a policy without examination, any time up to six months after they enter the service.

Employees covered by group insurance who are off on account of sickness or disability should notify their foreman at once. Failure to do so may result in delayed benefits. Further, to make a valid claim they must have had a doctor at least "Sick enough to draw damage benefits enough to have a doctor," is the idiom.

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

Lewiston Lower



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picture was taken at Lewiston Station way back in the dark ages.

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Charles Nutting, Engineer; George Fireman; standing near the pilot,

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Train Orders

s Examiner

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double track, as authorized by the (Concluded on page 22)

Group Insurance Pays Large Number Of Claims Past Month

ANOTHER principal-sum payment featured the operation of Maine Central group insurance during the past month. From an insurance point of view the most interesting development was the payment of the thousand-dollar claim of the late Milton Moon who was lost off the steamer Pemaquid. Under the policy, claims are not payable until *proof of loss*, and as nobody witnessed his accident and his body was not recovered, it was manifestly impossible to furnish proof of death in the exact sense of the term.

Broad-gauge Policy

Again the Travelers Insurance Company demonstrated its broad-gauge business policy, for the claim was promptly paid after careful investigation had proved that there was no doubt that the fatal accident had occurred.

Since Maine Central Group Insurance went into effect on November 22nd last, over 100 claims have been paid, over sixty of them during the last month. Many of these claims exceeded \$100.

At the same time during the past month a large number of new applications have been coming in, many evidently from older employees. It was apparent that efforts were made to get policies before February 22nd, after which date it became necessary for old employees to take a physical examination at their own expense before receiving a policy. New employees, it should be pointed out, may take out a policy without examination, any time up to three months after they enter the service.

Employees covered by group insurance, who are off on account of sickness or injury, should notify their foreman at once. Failure to do so may result in delayed benefit payments. Further, to make a valid claim, they must have had a doctor at least once. "Sick enough to draw damages—sick enough to have a doctor," is the idea.

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 Office</i>		
Edythe Mary Clark	Ft. Traffic Manager	Sick
Vivian R. Cragie	Supt. Portland Div.	Sick
Alan W. Titcomb	Engineering Dept.	Sick
Horace G. Parkman	Engineering Dept.	Sick
<i>Engineering Department</i>		
John Richards	So. Portland	Sick
Harold W. Curtis	Brunswick	Sick
Harold Fournier	Brunswick	Sick
Isaac H. Lewis	Waterville	Sick
Leon R. Lawrence	Pittsfield	Accident
Reuben Robinson	Danforth	Accident
William E. Davis	Rumford	Sick
Bertral D. Brooks	Deadwater	Sick
George D. Walker	Brownfield	Sick
James Dowe	Portland	Sick
John Kendall	Rockland	Accident
<i>Motive Power Department</i>		
Childric M. Herrick	Portland	Accident
Fred A. Rich	Portland	Sick
Bertram M. Stewart	Portland	Sick
Thomas Conley	Portland	Sick
John J. Whittier	Portland	Accident
William R. Chenbert	Waterville	Sick
William A. Chase	Waterville	Sick
Irving J. Foster	Waterville	Sick
Chas. B. Goodrich	Waterville	Sick
Fred E. Jordan	Waterville	Sick
Edward Welch	Waterville	Sick
Leslie F. Robinson	Waterville	Sick
Russell Tarr	Lewiston	Sick
Andrey Z. Goodine	No. Me. Junction	Sick
William Scott	Vanceboro	Sick
Harley A. Prince	Lancaster	Sick
<i>Stations, Portland Division</i>		
Harry J. Bean	Augusta	Sick
Claude S. Bills	Oakland	Accident
Frank N. Blaisdell	Oakland	Accident
James A. Colby	Woolwich	Sick
Everett D. Heald	Leeds Jct.	Sick
Joseph Norman	Brunswick	Accident
Charles A. Wilson	Dixfield	Sick
<i>Stations, Eastern Division</i>		
Milton Moon	Steamer Pemaquid	Death
Fred A. Brown	Bangor	Accident
James J. Devere	Brewer	Sick
Milton R. Crocker	Veazie	Sick
Fred English	Oldtown	Sick
Charles E. Longley	Milford	Accident
W. M. Russell, Jr.	Vanceboro	Sick
<i>Enginemen</i>		
W. E. Roach	Brunswick	Sick
Harold V. Millett	Mechanic Falls	Sick
Joseph York	Rockland	Sick
<i>Trainmen</i>		
Louis A. Bernir	Lancaster	Sick
S. R. Murphy	Waterville	Sick

(Concluded on page 22)



MAINE CENTRAL Employees' Magazine

Vol. IV MARCH, 1927 No. 3

"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

- | | |
|--------------------------|-------------------------|
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| C. D. Atherton, | Freight Office |
| Joseph D. Rourke, | South Portland |
| John F. Dunn, | Rigby |
| <i>Eastern Division</i> | |
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| C. A. Jefferds, | Bangor Car Dept. |
| P. N. Carson, | Bangor Ticket Office |
| V. A. Cunningham, | Oldtown |
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| S. O. Swett, | Rumford |
| A. L. Eastman, | Bemis |
| J. E. Winslow, | Lancaster |
| Alfred R. Pugh, | Rockland |
| <i>General Offices</i> | |
| 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

IT MAY BE YOU

Nine accidents out of ten can be avoided by due and reasonable care. Sadder even than the thought of widows and orphans, of empty sleeves, of decreased earning capacity—is the thought that most of these tragedies of railroad life are so unnecessary. The time to prevent accidents is before they happen. Unsafe practices and to a less extent faulty equipment may get by day after day and year after year. Yet tomorrow they may result in some horrible accident.

The man in charge is responsible for cut-

ting out these causes of accidents. If he sees you taking a foolish chance it's his business to land on you like a ton of brick.

But the man in charge hasn't eyes in the back of his head. Safety First is your individual responsibility, and Safety First begins about eight inches left of your right shoulder and ten inches straight up. In many cases the other fellow's loss may be our gain, but accidents benefit no one. And remember the next accident report may name YOU.

MAINE CENTRAL RELIEF

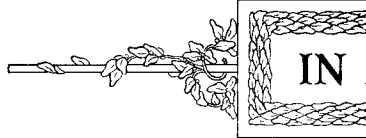
Few organizations can point to so fine a record as the Maine Central Railroad Relief Association, which completed its fortieth year of service late last month. Nothing can last this length of time unless it performs a useful purpose and renders a needed service. With forty years of experience to its credit, with a sound financial structure, with a set of capable, efficient officers, and with a loyal membership—the next few years should see the Maine Central Railroad Relief Association more successful than ever before.

HOW THE PUBLIC THINKS

On time day after day, our trains steam into a hundred stations, and on time depart. Does the public boarding and alighting from these trains realize the marvelous team-work, the exact planning, the efficient execution of orders that makes this on time operation possible?—It does not.

But let the "Bangor Limited" No. 1 reach Bangor ten minutes late and see what the passengers say. And particularly those waiting in the depot for some one arriving on the train. Why does the public forget the 99 and remember the one?

The editor's milk is deposited on his back porch punctually at 6.45 a. m. Day after day—storm, rain or shine—quarter of seven finds it ready. But one morning at 6.50 when the editor took the ashes out, no milk was to be seen. Not till 7.01:30 did it arrive. And the things said about the milkman in the meantime are decidedly not fit for repetition in this religious publication. Patrons of railroads and dairymen seldom appreciate their blessings.



Sad Drowning Of Mi

ON Tuesday evening, January 17, just previous to the landing of the Maine Central Steamer Pemaquid at Bar Harbor, Milton Moon, age 19, died by drowning. He had been employed on Maine Central boats, plying between Mt. Desert Ferry and points in Frenchman's Bay for the past two years or more and was the eldest son of Mr. and Mrs. Alvin Moon of the Ferry. The elder Mr. Moon has been a valued employee of this Company for a number of years.

Channel Draggd

When the Pemaquid docked at Bar Harbor, young Moon was found missing by the other members of the crew and when a search of the boat was made and he could not be located, Capt. Norton, who was in command of the steamer was notified. It was discovered that he had made the heaving line fast to the extra mooring line used at night, a duty he had been in the custom of doing regularly.

All Tuesday evening and all day Wednesday, the channel and harbor in the immediate vicinity of the accident was searched by Capt. Norton and members of the Pemaquid, augmented by Harbor





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Sad Drowning Of Milton Moon Of Mt. Dessert Ferry

ON Tuesday evening, January 25th,
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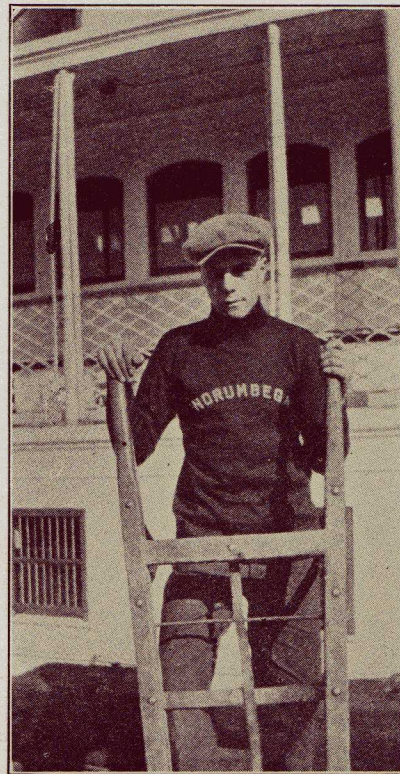
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All Tuesday evening and all day Wednes-
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 diate vicinity of the accident was searched
 by Capt. Norton and members of the
 Pemaquid, augmented by Harbor Master

McKay, Chief of Police Gerry of Bar Har-
 bor and the crew of the Sea Coast Mission
 boat "Sunbeam." The channel has been
 dragged and a thorough search for Mr.
 Moon's body has been
 made but all efforts
 have been in vain, and
 at the time this is
 written, February 15th,
 the body has not been
 recovered.

A Fine, Clean Boy

It is the belief of
 those in close touch
 with the accident that
 Mr. Moon's body could
 have remained on the
 surface of the water
 but a few seconds as
 the great suction from
 the propellers would
 undoubtedly have a
 tendency to draw it
 under. Much sympa-
 thy is expressed to Mr.
 Moon's parents and
 relatives in the loss of
 Milton, a boy who was
 so thoughtful of them
 in every way and one
 who was so popular
 among his friends, ac-
 quaintances and all
 employees on the Maine
 Central with whom he
 came in contact. He
 was a most praise-
 worthy, honorable and



Milton Moon

upright young man.

Capt. Norton, under whose command he
 sailed, speaks of him in words of highest
 praise as a thrifty, clean living boy and one
 that will be greatly missed.



Reward Offered

The accompanying picture of Mr. Moon was taken during the summer months when he was a part of the crew manning the Maine Central Steamer Norumbega. Both Mr. Moon's parents and the Management of the Maine Central, through Supt. McLaughlin, have offered rewards for the finding of Mr. Moon's body, and it is the earnest wish of everybody that it will be located ere long. It was a most deplorable accident and one that cast a dark gloom over all employees of the Maine Central Railroad Company on the Bar Harbor Branch.

C. H. LEARD.

SHERMAN L. BERRY

Hon. Sherman L. Berry of Waterville, for a long time employed as freight clerk and later freight agent at Waterville, before entering business for himself, died suddenly at his home 5 Appleton Street, Saturday, February 5, after a brief illness. He was sixty years old.

Few men were more widely known throughout the state, due to his fraternal business and legislative service. That a great many mourn his passing was evidenced at once by the many letters of sympathy that were sent to his bereaved wife.

He was a member of the Maine House of Representatives, and very prominent in political affairs of the state, a member of the Odd Fellows, a thirty-second degree Mason, and a member of Kora Temple of the Mystic Shrine.

ARTHUR A. STEBBINS

Arthur A. Stebbins, editor of the BOSTON & MAINE RAILROAD EMPLOYEE'S MAGAZINE, died suddenly at his home last month in Brookline. He was formerly superintendent of the Montpelier & Wells River and the Barre & Chelsea Railroads, coming to the B. & M. in 1918 as assistant secretary of the safety department.

FRANK C. McCAUSLAND

Humanity throughout the Eastern section of the country was put to task to cope the great storm which swept the coast on Sunday, February the 20th, and although those on land believed that they were put to the test, few gave thought to their brethren giving battle on the briny deep. The workers about Rigby Round House were shocked as they gleaned the news dispatches of the 21st, to learn that one of their former associates' life was sniffed out by this great storm while rendering a service to his country.

We all remember the friend that we had in the personage of Frank C. McCausland, who entered the railroad service as a laborer at Round House No. 1, Sept. 4th, 1918, where he continued in various capacities until he resigned Jan. 8th, 1922. At the opening of Rigby, Frank hired out as a clerk and later served very efficiently as store clerk in the machine shop until Sept. 21st, 1924, when he resigned to enter Northeastern University in Boston.

During vacation periods he always found a job waiting for him at Rigby.

Having left school at an early age, he determined to make a success of his life and while in the employ of the railroad gave many hours to study. Being uncertain as to the next step to take, he confided his thoughts in our late general foreman, George H. Garrison, and was advised to take advantage of his opportunities.

It seems strange that at the age of twenty-three he should be called to give an account of his stewardship, but it puts our hearts at ease to know that he gave his life in aiding his fellowmen. J.F.D.

J. N. ETCHIE

Machinist J. N. Etchie, of the Round House force, passed away very suddenly on Jan. 12th at his home 188 Water Street. Funeral services, conducted by the Rev. Auguste Bocquel, were held at the residence and burial was in the Pine Grove cemetery, Waterville. A. A. T.



Tank Car On B.

It is a well-known scientific fact that tightly corked bottles of certain brewed fluids often "let go" with a crash. In the same manner tanks carrying liquids that produce vapors at high temperatures require valves to prevent the possibility of an up the right-of-way.

Through the courtesy of Mr. E. W. Mersereau we are able to reproduce the picture shown below of a tank car owned by a well-known company.



Narrow Gauge Tank Car
Standing on car (left to right)—T. Mersereau, tank car maker's helper. On ground (left to right)—M. M. Caswell, master mechanic.



FRANK C. McCAUSLAND

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Maine Central Family

Tank Car On B. & S. R. R. No Longer Fears Combustion

It is a well-known scientific fact that tightly corked bottles of certain home-brewed fluids often "let go" with a loud crash. In the same manner tank cars carrying liquids that produce vapor pressures at high temperatures require safety valves to prevent the possibility of tearing up the right-of-way.

Through the courtesy of Mechanical Draftsman E. W. Mersereau we are enabled to reproduce the picture shown below of a tank car owned by a well-known oil company.

This car, running on the Bridgton and Saco River Railroad, is used in the transportation of gasoline. For the owners, Maine Central and Bridgton and Saco River Railroad forces applied a five-inch standard safety valve to the dome of the tank.

Now on hot days the vapor can escape safely and peacefully. The larger picture shows the crew who did the work, and the oval insert at lower left shows the work itself.



Narrow Gauge Tank Car with Safety Valve Applied

Standing on car (left to right)—Thomas Martell, boilermaker; Donald Avery, boiler-maker's helper. On ground (left to right) Walter Brown, Fred Unnold, machinist; M. M. Caswell, master mechanic; E. A. Crosby, General Manager.



Wit and Wisdom Picked up by the Oldtown Optimists

By V. A. CUNNINGHAM, Oldtown

Lady (rushing up to ticket window)—“Oh! I am so agitated. I thought my train had gone.”

Operator Prouty (calmly)—“Lady, did you ever see a horse sneeze in a nose bag?”

Lady—“No, I don't believe I ever did.”

Operator Prouty—“Then you don't know what agitation is.”

Operator Bowley (to customer at ticket window)—“I would be glad to make up your obituary, 'er, ah, itinerary.”

Passenger—“Say, young feller, where is that ticket for anyway?”

How Cold It Was!

Conductor Godfrey—“You want to put in an extra set of shoe strings this morning, boys, for it's cold enough for a cane, it's so cold you can taste it.”

The Office Force (as one man)—“What do yer mean you can taste it?”

Conductor Godfrey—“Why, it's bitter cold.”

Conductor Glaster surprised us the other day by appearing in a new hat. It was a nice hat all but the color. It isn't his fault if he has to take a 6½ when he needs an 8½, that's the style, and I don't see how he is to blame if it does make him look like an ice cream cone with ears.

Whistles Badly Needed

Oldtown has a very able bevy of hard-fisted typists. They use the Hunt & Peck system entirely. All our machines have a bell but what they need is a whistle.

The thick pea soup fog has invaded Oldtown yard so much recently, that it has made it very dangerous for a landlubber to venture out there without some means of getting bearings. It was at first suggested that we put out a bell-buoy at the various points of danger, but as this point is always an unknown quantity it was thought more practical to put in singing-boys, and each trainman was instructed to sing loudly as they creep through the fog.

Rusty Tendons Twang Forth

Many weird sounds were heard when some of these rusty tendons of harmony twanged forth forgotten melodies but it is no longer unsafe to cruise Oldtown Yard in a fog, and the local Nut-Crackers can inspect their cars without one ear turned up to the wind to catch the rumble of approaching wheels, as Oldtown's Melodie Boys guarantee to penetrate anything within half a mile through an atmosphere as heavy as cheese.

All casual passers-by pause and listen with rapt admiration, as little Carl Henry's rich soprano comes thro the fog in “Seven Days without Eating Makes One Weak” and then off to right Conductor's Haney clear basso rings out that old ballad of the stocking laundry, doubtless reminiscent of his early apprentice days, “Your nose knows, when we wash clothes.”

Guaranteed to Repel

And then back about ten cars, Joe Black's captivating tenor is heard in, “The honey in her smile has turned to vinegar, since she wed the Pickle King.” Conductor Osgood, hearing this, takes due warning before approaching with switcher Number Two, and replies with, “My baby has the skin I love to touch, but I don't touch it much.”

Too much cannot be said for this arrangement and we heartily recommend it to other yards, for use in times of danger, as for some reason no one will get near any of these voices.

The Oldtown Canoe Company have an order from the R. H. Macy Co. of New York for 400 canoes, and Andy Applebee, Bill Clerk, is getting pessimistic. He thinks they will ship them one at a time, and he is trying to get them to ship them all in one car.

Yard Hums with Industry

Oldtown yard is a busy place this winter, with 250 cars in the yard practically all the time and the P. C. F. Co. at Great Works

unloading 50 cars of pulpwood daily and loading 8 cars of paper. Yard Clerk must be made of rawhide, for he walk many, many miles daily with snow at times waist deep, but he is able to pick them up and lay them



Some of the Oldtown Optimists

Left to right: F. C. Preble, Yard Clerk; A. W. Ford, Express Driver; A. L. Applebee, Bill Clerk; A. L. Dennis, Agent; H. E. Tourtillotte, Clerk; Fred Stowe, Express Agent.

Harry A. Dudley has been assigned third trick in the Round House, replacing Oliver R. Hamilton, who recently lost an eye in a very painful accident. Mr. Hamilton, by the way, is improving rapidly and has been seen on the street recently.



Al Smith Sends Heartfelt Sincere Good Wishes

Ever alert to the possibilities of a widespread knowledge of Maine's recreational advantages, General Passenger Agent Harris recently sent letters by the well-known dog team which travelled from Maine, to Albany, N. Y.

The following letter was sent to our honored Alvin T. Fuller of Massachusetts by Alfred E. Smith of New York, as valedictorian to mayors of Boston, Portsmouth and Newburyport:

“By the most primitive means of transportation, this message comes to you from a company that furnishes the modern means of conveyance to the North where Jack Frost reigns supreme, an ardent playfellow for all who enjoy winter sports.

ed up by the
mists

Oldtown

Rusty Tendons Twang Forth

weird sounds were heard when these rusty tendons of harmony forth forgotten melodies but it is never unsafe to cruise Oldtown Yard and the local Nut-Crackers can their cars without one ear turned the wind to catch the rumble of whirling wheels, as Oldtown's Melodie guarantee to penetrate anything half a mile through an atmosphere as thick as cheese.

usual passers-by pause and listen in admiration, as little Carl Henry's piano comes thro the fog in "Seven without Eating Makes One Weak" then off to right Conductor's Haney also rings out that old ballad of the laundry, doubtless reminiscent of his apprentice days, "Your nose when we wash clothes."

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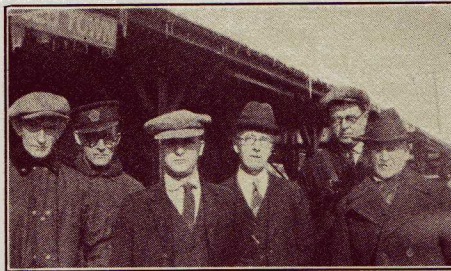
Oldtown Canoe Company have an order from the R. H. Macy Co. of New York for 400 canoes, and Andy Applebee, who is getting pessimistic. He thinks it will be impossible to ship them one at a time, and he is trying to get them to ship them all in one car.

Yard Hums with Industry

Oldtown yard is a busy place this winter, and the cars in the yard practically all the time. The P. C. F. Co. at Great Works



unloading 50 cars of pulpwood daily and loading 8 cars of paper. Yard Clerk Preble must be made of rawhide, for he has to walk many, many miles daily with the snow at times waist deep, but he is still able to pick them up and lay them down.



Some of the Oldtown Optimists

Left to right: F. C. Preble, Yard Clerk; A. W. Crawford, Express Driver; A. L. Applebee, Bill Clerk; A. L. Dennis, Agent; H. E. Tourtillote, Freight Clerk; Fred Stowe, Express Agent.

Harry A. Dudley has been assigned to third trick in the Round House, relieving Oliver R. Hamilton, who recently lost his eye in a very painful accident. Mr. Hamilton, by the way, is improving rapidly and has been seen on the street recently.



Al Smith Sends Harris Sincere Good Wishes

Ever alert to the possibilities of a wider spread of knowledge of Maine's recreational advantages, General Passenger Agent Harris recently sent letters by the well-advertised dog team which travelled from Minot, Maine, to Albany, N. Y.

The following letter was sent to Governors Alvin T. Fuller of Massachusetts and Alfred E. Smith of New York, as well as to mayors of Boston, Portsmouth, and Newburyport:

"By the most primitive means of winter transportation, this message comes to you from a company that furnishes the most modern means of conveyance to the territory where Jack Frost reigns supreme as an ardent playfellow for all who enjoy winter sports.

"Maine has winter attractions as varied and delightful as anything Switzerland can boast, and is attracting tourists in the white months as in the summer season.

"It is our sincere hope that you can find time during the next few weeks to throw off for the moment your heavy cares of office and spend a few days in Maine, enjoying for yourself the varied pleasures of the many winter sport attractions Maine so cordially extends to you."

Which drew the following reply:

State of New York
Executive Chamber
Albany

January 31, 1927

"Dear Mr. Harris:

I am deeply appreciative of your letter, which came to me via sled dog mail. I am deeply appreciative of your kind sentiments and for the invitation which you extend to me to spend a few days in your State. I would like nothing better but, of course, it would be impossible for me to leave the State during the legislative session in order to participate in the winter sports of which I have heard so much.

With sincere good wishes and kind regards, I am

Sincerely yours,

(Signed) Alfred E. Smith".

Mr. Harris is said to have abandoned his former advocacy of Coolidge's reelection, feeling that the warmth of Al's letter indicates that Maine will have another cabinet officer when, as and if Al gets in the White House.



A Correction

Mr. Burton Smith, through whose courtesy we received the clever little poem, "Just Emptys Comin' Back," which appeared on Page 2 of last month's issue, advises that this came merely *through* him and not *from* him. Sorry, Mr. Smith.



Wanted

Every single member of the Maine Central Family to do his part to reduce Loss and Damage Claims.



Kennebago Bowlers Retain Bowling League Lead

The Kennebago bowlers still hold the reins in the General Office League, and as this month's MAGAZINE went to press, they were eight strings ahead of their nearest competitors, the Fabyans, who last month were tied with the Somersets for second honors.

Standing	Standing		
	Won	Lost	Percent
Kennebagos	62	22	738
Fabyans	54	30	643
Somersets	48	36	571
Kineos	46	38	548
Portlands	45	39	536
Concords	38	46	452
Fryeburges	35	49	416
Mooseheads	34	50	405
Rangeleys	32	52	381
Megantics	26	58	309

League Records

High Average, C. May, 95.
 High Single String, W. E. Paine, 136.
 High Three Strings, W. E. Paine, 334.
 High Team Single, Kennebagos, 324.
 High Team Total, Kennebagos, 875.

Individual Averages

C. May 95, Hamel 95, Corcoran 95, Stover 92, L. Hawkes 92, Haggerty 92, C. Welch 91, Bean 90, Mills 90, Warford 89, Thompson 89, Heiskell 88, Nagle 88, Phillips 88, W. E. Paine 88, Dole 87, Oberg 87, Lambourne 86, Bishop 86, J. T. Welch 84, Caldwell 83, Landers 83, Smith 83, Rand 82, Martin 82, Bird 81, H. W. Paine 80, Dunphy 78, W. Welch 78, Pride 77.

—Howard Bean

The Rigby Night League

By J. F. DUNN

Here's some red hot results of the Rigby Night Bowling League which spills 'em on the Monument Square speedways just after the sixteenth episode of the weekly tournaments. Judging from the figures below there sure is something doing among the gas-eaters. Bill Mudd is right out front claiming two-thirds of the leather medal with a high average of 96, and gets a gold star in 'rithmetic for high three strings of 343. Johnny Geary, the sturdy boiler-burster of the sleep-chasers' crew takes the honors for high single with a 132 total.

The big (?) is how Team No. 1 leads the league in the reverse order and gets the frosted cake for team honors.

	Standing		
	Won	Lost	P.C.
Team No. 3	32	28	.533
Team No. 2	32	28	.533
Team No. 4	32	28	.533
Team No. 1	24	36	.400

	Records		
	Player	Score	P.C.
High Average	Bill Mudd	96	
High Single	John Geary	132	
High Three Strings	Bill Mudd	343	
High Team Total	Team No. 1	1148	
High Team Single	Team No. 1	422	

Averages

Mudd, 96; Geary, 95; Garvin, 92; Marcroft, 92; Prew, 92; Kane, 89; Welch, 89; Shaw, 88; Fralerty, 87; Sweatt, 86; Bishop, 86; Harrington, 85; Nally, 85; Moulton, 85; Devine, 84; Barthold, 83; Grace, 81.



General Office Notes

Robinson on the Mend

H. H. Robinson, Roadmaster, Portland Terminal Company, was operated on Monday, February 14th, at the State Street Hospital for an attack of appendicitis. As the MAGAZINE went to press Mr. Robinson was reported as resting comfortably.

Hapgood in Fast Company

Traveling Passenger Agent S. W. Hapgood accompanied the special party of snowshoers from Lewiston to Manchester, N. H., the first of last month.



Railroad Raving



Calais Notes

By E. F. McLAIN

Trials of a Local Correspondent

News items of interest are conspicuously absent. Indeed they are plentiful as the above saying is. As I try to think of some few paths interesting to all, I can't help pathize with the young gentlemen of the MAGAZINE. Some want me to write a humorous article on some friends they hold a grudge against, who would that I mention 99 7/8% of on the payroll at Calais.

While others expect an article down here in the sticks, as some buds in Bangor like to say, if M

The Rigby Night League

By J. F. DUNN

Here's some red hot results of the Rigby Bowling League which spills 'em on Monument Square speedways just after the nineteenth episode of the weekly tournaments. Judging from the figures below, it's sure is something doing among the bowlers. Bill Mudd is right out front with two-thirds of the leather medal with a high average of 96, and gets a gold medal for arithmetic for high three strings of Johnny Geary, the sturdy boiler-maker of the sleep-chasers' crew takes the honors for high single with a 132 total. The big (?) is how Team No. 1 leads the league in the reverse order and gets the cake for team honors.

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General Office Notes

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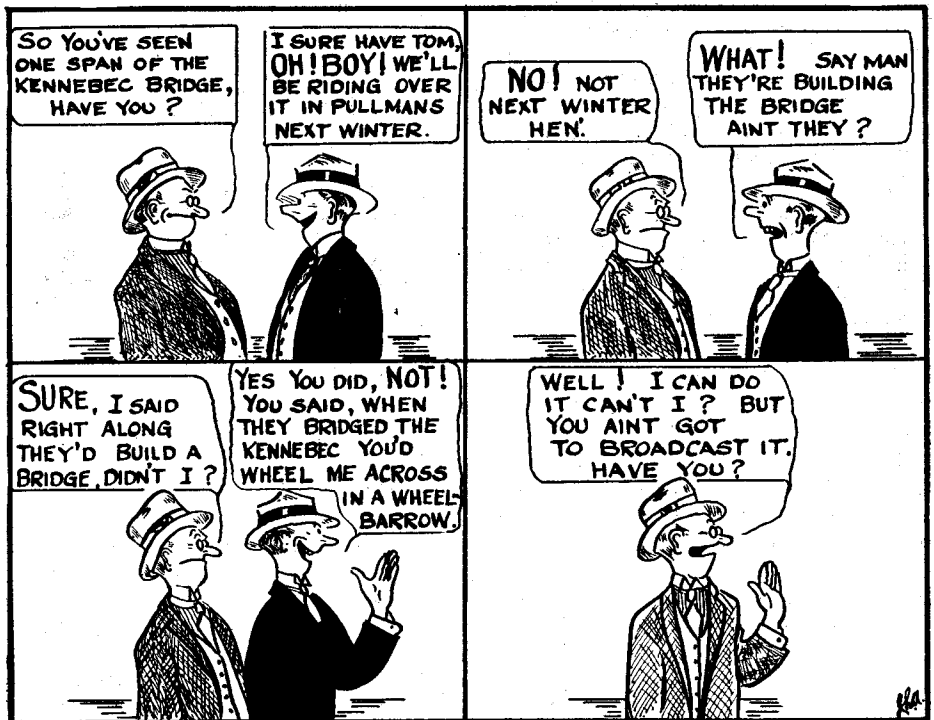
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Railroad Ravings

By J. L. Anderson
 Brunswick, Draftsman



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News items of interest are conspicuous by their absence. Indeed they are about as plentiful as the above saying is original. As I try to think of some few paragraphs interesting to all, I can't help but sympathize with the young gentlemen who edit the MAGAZINE. Some want me to write a humorous article on some friend whom they hold a grudge against, while others would that I mention 99 $\frac{7}{8}$ % of each man on the payroll at Calais.

While others expect an article similar to some of Arthur Brisbane's work. Now down here in the sticks, as some of the buds in Bangor like to say, if Mr. So and

So's wife has twins we know it nearly as quickly as Mr. So and So himself. And if, perchance, it should be triplets we are aware of it long before Mr. So and So gets over the shock enough to realize the full seriousness of a promise made in the heat of the moment at the foot of the altar. So you see what I am coming at, if everybody knows about these little incidences long before the MAGAZINE is published the stuff is stale when they read it.

Now Mr. Wall in Portland doesn't care who has twins in Calais. If I could say about four issues ahead of the actual occurrence, "Mr. So and So's wife will have triplets four months from this date, namely, Friday, the 13th," I might get a kick out of my readers and would positively get several from Mr. So and So. This is what I mean by no news items.



Train Rules and Orders

(Concluded from page 12)

third paragraph of Rule 87, when moving in accordance with Rule 151, unless it receives an order that double track will be used as single track, or an order that either train will run against the current of traffic, in which case Extra 601 must meet Extra 602 at Pittsfield as directed.

The third paragraph of Rule 87 reads as follows:

"A train authorized by time table or train order to move on single track against an opposing train to, or meet at a station, at end of double track, will run to double track switch, and when trains have orders to meet at such station, the train moving from single to double track may go to opposite end of double track."

This part of Rule 87 is not standard and was adopted to eliminate the necessity of stating in orders similar to the one above quoted, that the trains would meet on double track east of Pittsfield, and is intended to apply only when trains are moving with the current of traffic under normal conditions of operation as prescribed by Rule 151.

After Order No. 1 is received, it becomes necessary to run Extra 601 against the current of traffic and the following order is issued:

Order No. 2

Extra 601 East has right over opposing trains on Westward track Pittsfield to Newport.

Rule 220 states that train orders once in effect continue so until fulfilled, superseded or annulled, therefore Extra 601 East cannot leave Pittsfield after receiving Order No. 2 until Extra 602 West has arrived, or that part of Order No. 1 reading "meet Extra 602 West at Pittsfield" is superseded or annulled, for the reason that Order No. 2 giving Extra 601 right over opposing trains does not supersede the order to meet Extra 602 West at Pittsfield, under the conditions mentioned.

In case it is necessary to run Extra 601 East against the current of traffic between intermediate points on double track, say

from Newport to Etna, it must be borne in mind that the order to meet Extra 602 West at Pittsfield is still in effect and must be annulled before Extra 601 can leave Newport unless Extra 602 has arrived.

✦ ✦

Group Insurance

(Concluded from page 13)

W. H. Roach	Portland	Sick
Walter H. Kimball	Portland	Sick
Charles E. Billings	Portland	Sick
<i>Portland Terminal Station</i>		
Edward F. Collins	Portland	Sick
Albert H. McDuffie	Portland	Sick
Walter H. Tapley	Portland	Sick
P. H. J. Robinson	Portland	Sick
William P. Stone	Portland	Accident
Edwin H. Whiteley	Portland	Sick
P. H. McFarland	Portland	Sick

✦ ✦

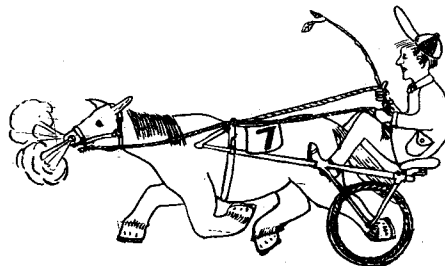
The Kingman Kut-ups

Their Money on Bobby

Now we have all heard of Corbett and Dempsey on the come back, and perhaps you readers have heard about people when getting to a certain age they usually have a hobby. Well, when I was over to Springfield Fair last year watching the races, I couldn't help noticing the great string of horses there were there.

Of all the good looking horses there was one that took my eye—and say, boys, he sure was a peach. When he was brought out for the first work out the crowd just went wild, all you could hear them say was: "I'm going to bet on Bobby Braden! He is going to be the winning horse."

I will never forget that horse as he came



Operator H. A. Prouty
His Hobby Bobby Braden

down the home stretch on the He sure was a picture, that is to you who are lovers of pretty horses. A right side of me, very pretty, and she took great interest in the horse that time the races began, the lady excited that she jumps up and "Why I could just love the man that that horse. Who is he anyway?"

Then I heard some one say: "V is Operator H. A. Prouty and Bobby Braden."

The lady was so shocked at what she had made that on giving a false teeth went scrambling to the grand stand.

And so far into the night—

✦ ✦

Oakland Note

By W. H. MARSHALL

The many friends of Freight Conductor Mrs. E. L. Hutchins sympathize with her in the loss of their infant son, who died January 23 at the age of three months. Both Mr. and Mrs. Hutchins wish to thank all those of the Maine Central who have contributed to the flower fund, or in any other way, during their bereavement.

Young in Charge

Conductor Al Crosby of the Westport Bingham local is off sick at this time. His many friends trust that he will be back with the boys soon. W. L. Young is "full charge" of this extra now, and you all expect a first-class job now.

L. A. Tibbetts, Jr., at Solon, Maine, is so interested in the Merry-go-round at Solon and closed his Hot Dog stand at Solon on account of old age and cold weather. Cold weather may have had lots to do with it, but we all know that Walter Young is

Paid in a Hurry

First-Trick Crossing Tender Fred Blaisdell returned to work Feb. 6th after several weeks' illness. Mr. Blaisdell was sent from Oakland to receive benefit from new insurance, having received only a day or so after returning



...port to Etna, it must be borne in
...at the order to meet Extra 602
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* *

Group Insurance

(Concluded from page 13)

Each	Portland	Sick
Kimball	Portland	Sick
Billings	Portland	Sick
<i>Portland Terminal Station</i>		
Collins	Portland	Sick
McDuffie	Portland	Sick
Tapley	Portland	Sick
Robinson	Portland	Sick
Stone	Portland	Accident
Whiteley	Portland	Sick
Farland	Portland	Sick

* *

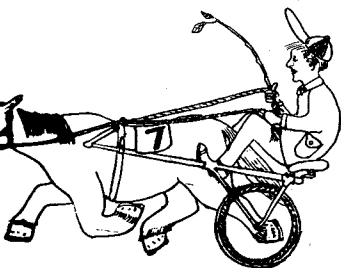
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Operator H. A. Prouty
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He sure was a picture, that is to you readers
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The lady was so shocked at the break
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And so far into the night—

* *

Oakland Notes

By W. H. MARSHALL

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that the reason Walter Young sold his in-
terest in the Merry-go-round at Embden
and closed his Hot Dog stand at Solon was
on account of old age and cold weather.
Cold weather may have had lots to do with
it, but we all know that Walter isn't old.

Paid in a Hurry

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dell returned to work Feb. 6th after two
weeks' illness. Mr. Blaisdell was the first
from Oakland to receive benefit from the
new insurance, having received his check
only a day or so after returning to work.

Audit Freight Accounts Notes

By HOWARD BEAN

Frank R. Landers, well-known illus-
trator, whose sketches have frequently
appeared in these columns, has tendered
his resignation to take effect at once.
Frank's sport cartoons in the PORTLAND
SUNDAY TELEGRAM have attracted state-
wide attention and have won him the position
as cartoonist and illustrator with the Port-
land, Maine, Publishing Company, which
issues the PORTLAND PRESS HERALD and
EXPRESS, besides the SUNDAY TELEGRAM.
While his many friends in the Maine Central
Family will regret his departure, all will
join in congratulating him on taking up
the line for which his artistic talents so well
fit him.

Mrs. Preble Vantique, nee Madeline
Walsh, until her marriage last fall employed
in the "big room," dropped in recently to
pay a visit. Preble, himself, is an old-time
member of the force, having spent about
16 years in the office. He is now with the
I. C. C., with headquarters in New York
City.

* *

Bangor Car Department

By C. A. JEFFARDS

A. A. Libby, Car Inspector, is one who
has had many troubles during the past
months. Mr. Libby was laid up in the
hospital several months, after which he
bought a place in East Corinth which he
lost recently by fire.

A Challenge

It is not known generally but the
Bangor Car Department has one of the
best bowlers in the state as one of its
employees, same being Martin Shep-
pard. The writer would like to see him
matched with some Maine Central
star from Portland, for a stated number
of strings.

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

<table border="0" style="width: 100%;"> <tr> <td>Miles of Road Operated.....</td> <td style="text-align: right;">1121.04</td> </tr> <tr> <td> State of Maine.....</td> <td style="text-align: right;">980.42</td> </tr> <tr> <td> State of N. H.....</td> <td style="text-align: right;">99.50</td> </tr> <tr> <td> State of Vt.....</td> <td style="text-align: right;">36.02</td> </tr> <tr> <td> Province of N. 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