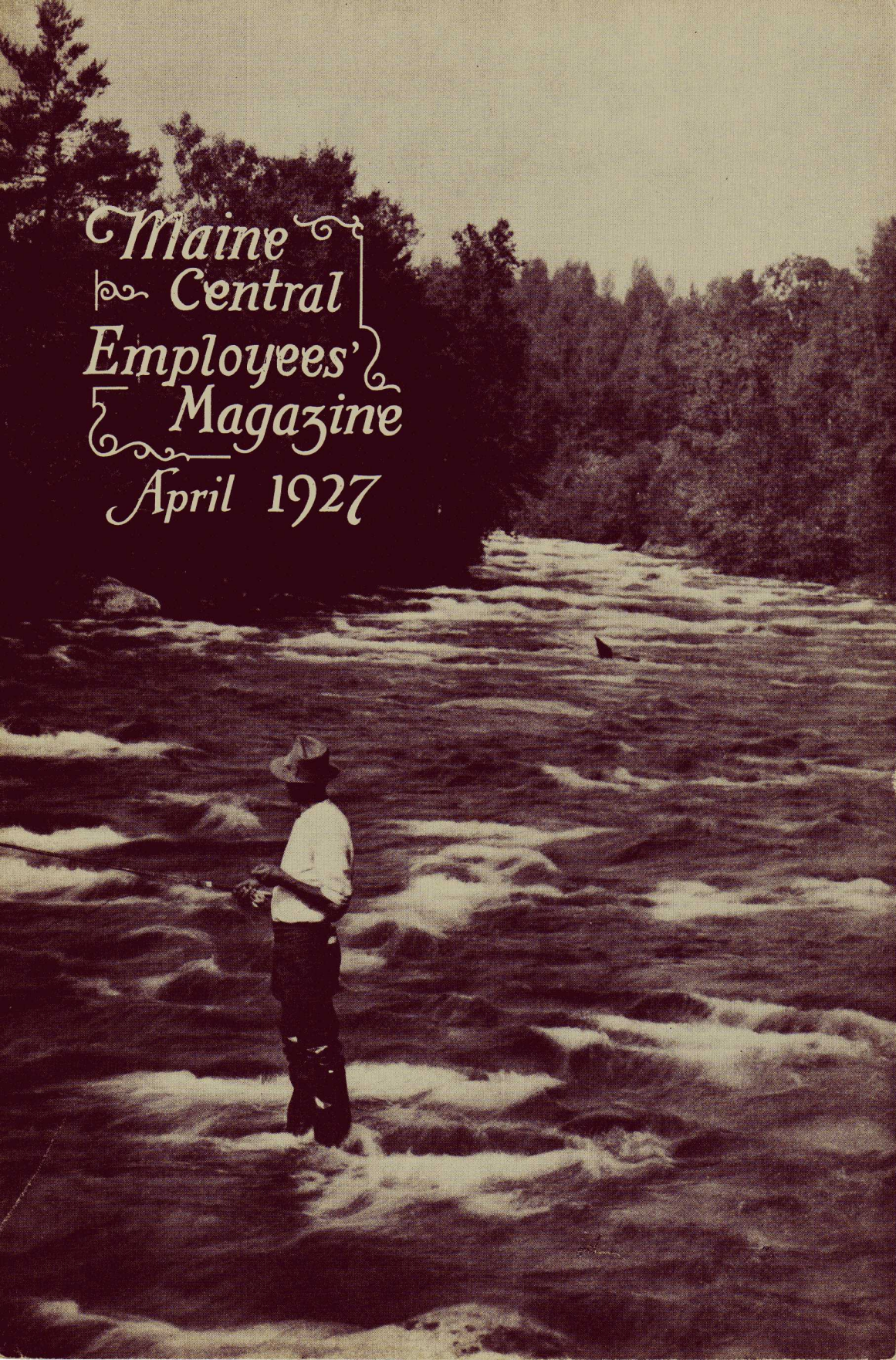


*Maine  
Central  
Employees'  
Magazine  
April 1927*



## The Spirit of '76



By the rude bridge that arched the flood,  
Their Flag to April's breeze unfurled,  
Here once the embattled farmers stood,  
And fired the shot heard round the world.

The foe long since in silence slept;  
Alike the conqueror silent sleeps;  
And Time the ruined bridge has swept  
Down the dark stream which seaward creeps.

On this green bank, by this soft stream,  
We set to-day a votive stone;  
That memory may their deed redeem,  
When, like our sires, our sons are gone.

Spirit, that made those heroes dare  
To die, and leave their children free,  
Bid Time and Nature gently spare  
The shaft we raise to them and thee.

—Emerson.

(This page is dedicated to Patriots' Day, observed April 19th.)

MAINE  
CENTRAL  
RAILROAD

MAINE

EMPLOYEES

Vol. IV

## Wages and Growth in

By SAMUEL O.

THERE is a story told of Mr. Lamb, the famous Englishman, that he remarked one day that he liked a certain man. The man whom he made the remark was not aware that Mr. Lamb was the man referred to. "I do not like him," said Lamb, "and I do not, because if I did I probably should not dislike him so much."

### A Friend to Labor

The purpose of this article is to introduce to railway employees a man they have often heard ill spoken of, but who, it is believed, they would like, if they knew him. This man is the Railroad Capital. The Capital is a large one. It is engaged in the industry in the country. It has been times charged with being unjust and unfair to those who receive low wages.

It may be that Mr. Railroad Capital's natural disposition would be to deal unfairly with railway employees, but it is believed that facts and developments which have occurred on our railroads during the last few years can be presented which show whether intentionally or unintentionally, he has been a good friend to the railroad employees—that he has enabled the employees to gain

f '76



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observed April 19th.)



# MAINE CENTRAL



## EMPLOYEES' MAGAZINE

Vol. IV

APRIL, 1927

No. 4

### Wages and Traffic Show Like Growth in Past Twenty Years

By SAMUEL O. DUNN, *Editor The Railway Age*

**T**HERE is a story told of Charles Lamb, the famous English writer, that he remarked one day that he disliked a certain man. The person to whom he made the remark replied he was not aware that Mr. Lamb knew the man referred to. "I don't know him," said Lamb, "and I don't want to, because if I did I probably could not dislike him so much."

#### A Friend to Labor

The purpose of this article is to introduce to railway employees a person they have often heard ill spoken of, but who, it is believed, they would like, if they knew him. This is Mr. Railroad Capital. The Capital family is a large one. It is engaged in every industry in the country. It is sometimes charged with being unfriendly and unfair to those who work for wages.

It may be that Mr. Railroad Capital's natural disposition would be to deal unfairly with railway employees, but it is believed that facts regarding developments which have occurred on our railroads during the last twenty years can be presented which show, whether intentionally or unintentionally, he has been a good friend to railroad employees—that he has enabled the employees to get better

wages and living conditions than would have been possible if he had not been working energetically on the railroad with them.

#### United States Leads in Wages

It is conceded throughout the world that the wage-earners of this country generally are now receiving higher real wages—in other words, wages with which they can buy more of the necessities, comforts and luxuries of life—than those of any other country.

The wages being paid on American railroads are as much higher than those of British and other European railways as the wages paid in other industries in this country are than those paid in corresponding industries in Europe. Let us consider some developments that have occurred on our railroads which help to explain why it has become possible for them to pay wages that are so much higher than those paid abroad.

#### Increase 175% in Twenty Years

Twenty years ago, in 1906, the average wage received by each railway employee in the United States for his year's work was \$592. Of course, some employees received more than this and some less, but this was the average for all of them. The average wage of all of them in 1925 was \$1,639,



an increase of about 175 per cent. Now, of course, these figures standing alone exaggerate the increase in real wages that occurred.

There also occurred in the meantime large increases in commodity prices and the cost of living; and each dollar of money wages will now buy much less than it would twenty years ago. But, making due allowance for the increases in prices, it would appear that the present average wage of American railway employees will buy at least 55 per cent more of the necessities, comforts and luxuries of life than could be bought with their average wage in 1906.

Furthermore, the length of the working day has been reduced, and as a result most railway employees get their yearly pay for working at least 20 to 25 per cent less hours annually than was done by them for the pay received twenty years ago.

Has railway capital hindered or helped employees to get this increase in their average annual income? Has it been an enemy of the employees or a friend and helper? In 1906 the number of tons of freight carried one mile by the railways per man employed by them was 142,000, while in 1925 it was 234,000, an increase of 64 per cent. In 1906 the number of passengers carried one mile by the railways per man employed was 17,000 and in 1925 it was 20,000, an increase of almost 18 per cent. The carriage of a passenger one mile is commonly assumed to be equivalent to the transportation of three tons one mile, and passenger miles and proportions, are called "traffic units." When we combine the foregoing figures in this way

we find that the number of traffic units handled by the railways per employee, were relatively almost exactly the same.

#### **Increasing the Railroad Plant**

What made it possible for the railways and their employees to handle such a largely increased traffic per man employed, although the working hours of employees were reduced? Was it not mainly the increase in the capacity of the railroad physical plant per man employed? One measure of the capacity of the railroad plant is the total tractive power of locomotives. In 1906 they had 840 lbs. of locomotive tractive power per man employed, while in 1925 this had increased to 1,474 lbs., or more than 75 per cent. In 1906 the total capacity of freight cars per man employed was 39 tons, and in 1925 it was 60 tons, an increase of 54 per cent.

Now, who made possible this increase in the capacity of the railroad plant? Old man Railroad Capital did it. In 1916 the investment in railroad property per employee was \$8,164, while in 1925 it was \$12,516, an increase of 55 per cent.

There is a remarkably close correspondence between these figures. The average increases per men employed were: In total capital invested in the railway plant, 55 per cent; in freight car capacity, 54 per cent; in locomotive tractive power, 75 per cent; in freight and passenger transportation service rendered, 53 per cent; and in the purchasing power of wages paid each employee, 55 per cent. Certainly it is more than a mere coincidence that almost all these increases were in almost exactly the same proportion.

(4)

#### **Capital Is Like Men**

Now, this brings us to a feature of the railroad situation which is of the greatest importance that railway employees should consider. Capital is like men in one vital respect. Capital will not go to work for anybody else. Capital is reasonably sure that it will get as much pay as it could get from anybody else.

The Interstate Commerce Commission after studying the question decided that an adequate amount of new capital cannot reasonably be expected to accept employment in the railroad industry unless it can be upon being paid an average of 5 3/4 per cent annually. The figures in the foregoing seem to demonstrate certain things.

First, in the long run, increases in the real wages of labor—wages measured by their purchasing power—depend upon and go closely hand in hand with increases in the capacity of the railroad industry per man employed.

Second, increases in the output per man employed depend upon increases in the capacity of the railroad industry per man employed.

Third, increases in the capacity of the plant per man employed depend upon increases in the capital invested in the plant per man employed.

*If these are the facts, and the figures above given clearly indicate that they are, in the long run, real increases in the purchasing power of railway wages depend mainly upon increases in the capital invested in the railroad industry. If then, the Interstate Commerce Commission is right in its finding that the railways need to be paid an average of 5 3/4 per cent annually,*

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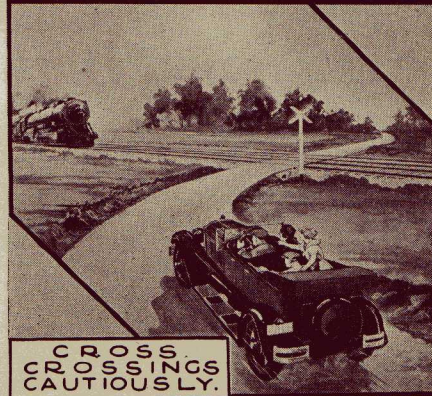
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### Back Seat Safety Aid

**Wait daddy!**  
until the train passes



Those of us who are fathers know from personal experience that the best way to "sell" the old man is first to sell the youngsters. The creator of A. R. A. Safety Bulletins is aware of this, for the Poster shown above is to be given to school children.

The back-seat driver is fabled in song and story as a first class pest. If he can be turned into an asset for the reduction of grade-crossing accidents—that's the height of efficiency.

order to raise and invest adequate amounts of capital, it necessarily follows that it is to the interest of railway employees to help the railways to get a policy of regulation under which they will be enabled to earn this much return on the capital invested in them.

The profits earned by the railways as a whole and by each large group of them are regulated and limited by the government. Therefore, they cannot

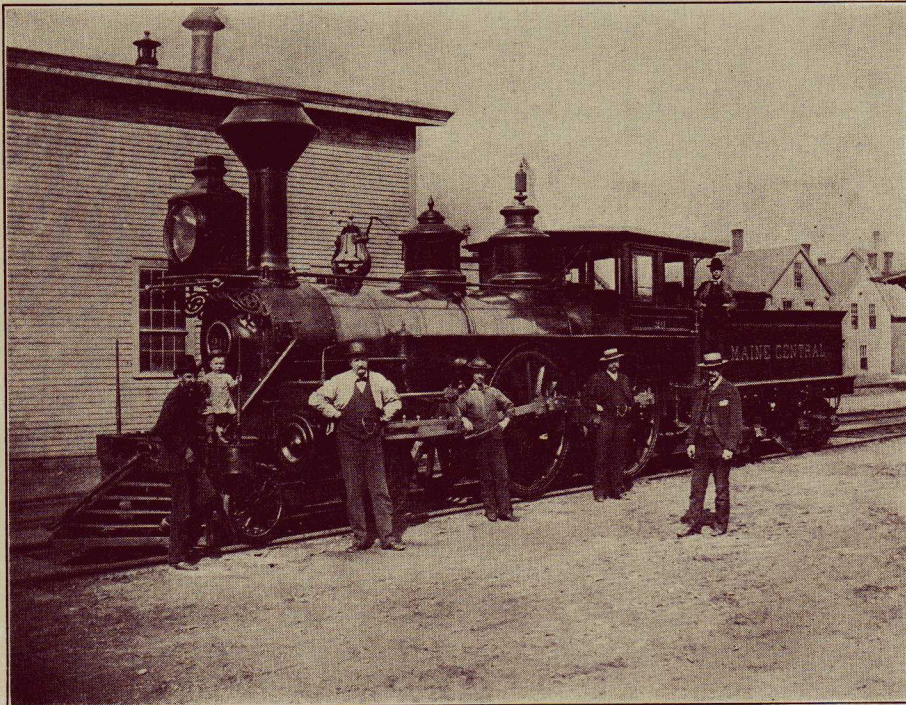


make excessive profits at the cost of labor. It is to the interest of the employees for the railroads to earn at least the average return of 5.75 per cent which the Interstate Commerce Commission says they need, because unless they do earn this they will not

be able in the long run to raise adequate capital, and *the experience of the last twenty years indicates that whatever interferes with the railways earning a fair return on their capital will also interfere with advance in the real wages of their employees.*



## Ex-Wood Burner Built in 1870



Courtesy T. Rodick, Brunswick

### Engine Number 20, Cylinder 15 x 22, Wheels 5-6

Built by Portland Company in 1870—For service in trains Nos. 11 and 64. Sam Carter was the engineer.

This picture was taken at Lewiston Lower Station at the Round House. The man in the white frock is Bill Hammond, Engineer. The man with the oil can is Billy Hennesy, Fireman. Next to Hennesy is Fred Williams, an Engineer, and in front of Williams is Bill Blackden once a Con-

ductor. Standing in the engine cab is J. Scannel, operator at Lewiston Lower, and the man with the little boy at the front of the engine is C. H. Mitchell, once a conductor.

This engine was built for a wood burner and after changed to coal. Picture was taken after the engine was put back on the Branch.

(6)

## Baggage Hand

By M. L. H.

**W**HAT is the right way to handle baggage? The answer is simple one: BE CAREFUL. In order to exercise carefulness, employees should continually keep in mind the word "Careful".

In the careful handling of baggage and its prompt delivery at destination, the railroads will not only be free of many claims, but it will also have a tendency to cause passengers to reflect pleasingly on the good service rendered and not hesitate, when contemplating another journey, to again trust these railroads and entrust to them the handling of their belongings.

### How Grand and Glor

What a grand and glorious journey it must be after a long journey when one's baggage there and in perfect condition as when it was delivered to the railroad for handling. On the other hand, life's darkest moment will be when baggage is delivered and received damaged.

The business of the railroad is to sell service and a very good way to sell this service is by the prompt and careful handling of baggage.

Everyone connected with the railroad has service for sale, and the success of the railroad depends on satisfied customers. It means good service to retain the patronage of all.

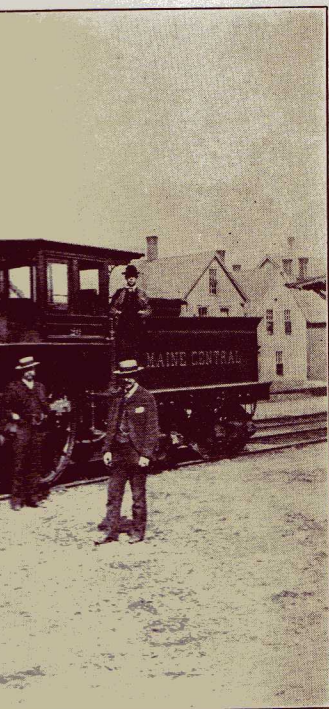
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## Baggage Handling and What It Means

By M. L. HARRIS, General Passenger Agent

**W**HAT is the right way to handle baggage? The answer is a simple one: BE CAREFUL, and in order to exercise carefulness, baggage employees should continually carry in mind the word "Careful".

In the careful handling of baggage and its prompt delivery at destination, the railroads will not only be relieved of many claims, but it will doubtless also have a tendency to cause passengers to reflect pleasingly on the good service rendered and they will not hesitate, when contemplating another journey, to again travel over these railroads and entrust them with the handling of their belongings.

### How Grand and Glorious

What a grand and glorious feeling it must be after a long journey to find one's baggage there and in the same condition as when it was delivered to the railroad for handling. On the other hand, life's darkest moment may well be when baggage is delayed or received damaged.

The business of the railroad is to sell service and a very good way to sell this service is by the prompt and careful handling of baggage.

Everyone connected with the railroad has service for sale, and the success of the railroad depends on its satisfied customers. It must give good service to retain the good will and patronage of all.

### As If It Were Your Own

One of the easiest ways of losing the good will and business of our patrons is to delay or damage their personal

baggage. The delays and damages we know are not deliberate, but occur from various reasons, the outstanding of which is that of not handling baggage the right way.

The same attention should be given the handling of baggage as you would give if handling a case of eggs, or in the same manner you would like to have your own belongings handled, and by so doing claims for breakage will be materially reduced.

### Suggestions to Baggage men

Baggage checkers should examine baggage closely and call owners' attention to any defects before issuing checks. This reduces claims.

Sliding boards or trucks should always be used in unloading baggage from cars.

Baggage handlers should be fully instructed by agent or by his foreman by demonstrating the right way to handle baggage, a baggage truck and the proper method of stacking baggage thereon to avoid upsetting and damaging baggage.

Light weight baggage should always be the last loaded into or unloaded from baggage cars.

### Paying for Other Road's Faults

Train baggage men should make it a point when receiving car from connecting line to note condition of baggage when making record. Trip reports should be retained until all baggage is unloaded at terminals in order that any damages discovered when breaking down piles may be recorded. This particular record re-



lieves the M. C. R. R. from the necessity of assuming responsibility for damage. Always record bad order condition on transfer way-bills when received from or delivered to connecting lines. Failure to do this or to record on trip report results many times in paying for damage happening elsewhere.

**Better Work Necessary**

For the year 1926 we found it nec-

essary to settle on 54 per cent more damage claims than for the year 1925. There should be a better showing, and for the coming year why not everyone aim to make it a banner year in claim prevention?

Suggestions and criticisms regarding the baggage service are always welcomed by the Passenger Traffic Department, Portland, so why not let them hear from you?



## What Patrons Say of Our Service

**CARR FASTENER COMPANY**  
CAMBRIDGE, MASS.

1-21-27.

Mr. Morris McDonald, President,  
Maine Central R. R. Co.,  
Portland, Maine.

Dear Mr. McDonald:

On the morning of Sunday, January 16th, during one of the heaviest snow storms of the winter, I had occasion to make a transfer of trains at Yarmouth Junction. I believe that you will be interested in learning that your agent at that station lived up in every way to the slogan published in your time tables:

"The safety, comfort and convenience of the traveling public is the first consideration of every Maine Central Railroad employee."

In a number of ways he contributed toward giving me a very favorable impression of himself, his company, and the kind of service you are giving. I hope you will pass on to him my appreciation of his effort, and add to them your own commendation.

Very truly yours,  
(Signed) *P. K. Niven.*

PKN-m

**MAINE PUBLICITY BUREAU**  
PORTLAND, STATE OF MAINE

February 1, 1927.

Mr. L. W. Merritt, Ticket Agent,  
Maine Central Railroad,  
Portland, Maine.

Dear Mr. Merritt:

Each fall I send out questionnaires to people who have written us to check up on our services.

In connection with this I note one from Arthur A. Rosenbaum, 525 West End Ave., New York City, in which he comments regarding transportation service as follows:

"Wish to congratulate State on having such a splendid courteous organization as the one at Portland Railway Terminal. Had two unfortunate experiences in Maine (one the death of a brother), through which Mr. Merritt and Mr. Bean helped me with great courtesy in the way of getting accommodations. People remember things like that to the credit of your State."

I felt sure that you and Mr. Bean would be interested to know that your efforts to serve Mr. Rosenbaum were so much appreciated by him.

Yours truly,  
(Signed) *Harrie B. Coe.*



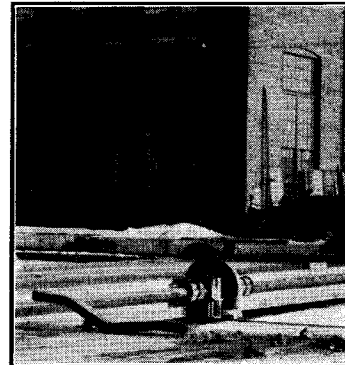
## Railroads M OR

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**A Notable Achievement**

"The 'Railway Age' finds reduction in accidents in fifteen years has been one of

## New Transfer



By A.

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Yours truly,

(Signed) Harrie B. Coe.



## Railroads Made Safe for Democracy on Its Travels

**P**ROGRESS is reported in the job of making the railway safe for democracy on its travels," according to a recent editorial in the Boston Transcript, which continues: "What has been accomplished is the subject of comment by the 'Railway Age' in connection with the awarding of the medals given by Mrs. E. H. Harriman for the best showing in railway safety. The awards for 1925 were made to the Union Pacific, the Duluth, Missabe & Northern, and the Green Bay & Western railways.

### A Notable Achievement

"The 'Railway Age' finds that the reduction in accidents in the past fifteen years has been one of the most

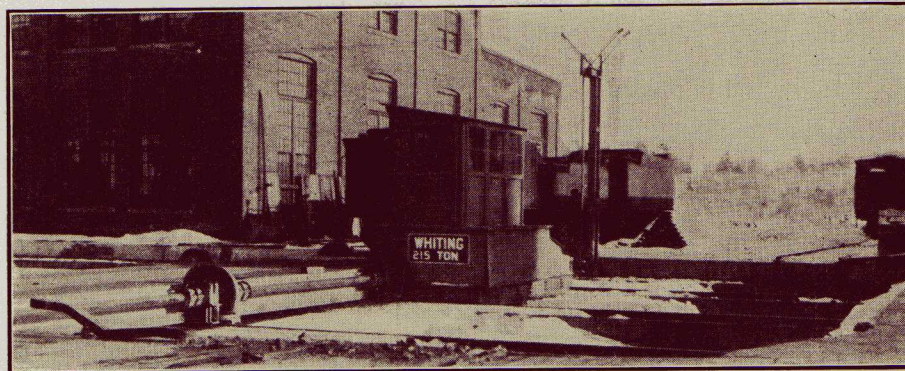
notable achievements of American railroads. It says: "The number of persons of all classes killed in train and train service accidents in 1913 (the year in which the first Harriman medals were awarded) was 10,550, and in 1925 was 6,340, a reduction of more than forty per cent, and the reduction of injuries has been over fifty per cent.'

"How fact may controvert some popular notions is indicated when the figures are analyzed to show the percentages of fatalities caused by collisions and derailments. The accident in which a train is hurled from the track attracts public attention. If cars are overturned and passengers

(Concluded on page 10)



## New Transfer Table For Waterville Shops



By A. A. THOMPSON, Waterville

Another improvement at Waterville Shops that will greatly aid in forwarding work, is the recent installation of a 72-foot, 215-ton Whiting Transfer Table. This

table has been placed at the west end of the Transfer Table Pit and will be used mostly to accommodate the locomotive and boiler shop.



(Concluded from page 9)

are killed long accounts of the mishap appear in the newspapers.

### Photographers on the Job

"The photographers are promptly on hand to illustrate the tale of disaster. So, also, with the accident in which one train crashes into another. But study of the figures by the Interstate Commerce Commission shows that only 3.55 per cent of the fatalities to all classes of persons in 1925 were caused by derailments and only 1.95 per cent by collisions.

"Were fatalities on the railways confined to these two causes there would be only about one-twentieth of the number of deaths. Seven per cent of the deaths in 1925 were caused by accidents to persons getting on or off the cars. In other words, here is a kind of accident more deadly than the derailments and collisions combined. Another four per cent of the fatalities was caused by persons falling from cars and locomotives. Combined, these causes contributed less than a fifth of the total number of deaths. What then caused the great majority of the fatalities?

### A Fatal Habit

"They are chiefly accounted for by two causes. Thirty-eight per cent of the total number of the killed was represented by persons struck or run over by trains at places other than railway crossings. Some of these were doubtless railway employees, but it is apparent that the great American habit of making a foot path of a railway track for the use of school children and children of a larger growth who have no business on the railway premises is one of the most successful

ways in which needlessly to retard the growth of the country. Accidents at railway grade crossings are nearly as deadly. They were the cause of 34 per cent of the fatalities in 1925.

"It appears that while the railroads have been making remarkable progress in reducing the number of fatalities in all other cases, accidents at highway crossings have been increasing. It is small comfort to be told that the rate of increase in the number of accidents is not as great as the rate of increase in the number of motor vehicles.

"There is obvious need of continued and increased effort to reduce the numbers of these grade crossing accidents. What avails it to save a man's life when he rides on the rail in order that he may lose it when he rides on rubber tires?"

\* \*

## Agent Hebb Is Called Real Cooperator

That genial veteran, William Locke, Travelling Freight Agent on the Mountain Road, doesn't believe in keeping good ones to himself. The following is quoted from one of his reports to Freight Traffic Manager G. H. Eaton:

"This week I met a representative of Paradis & Sons, who are operating two hardwood mills at Sawyer's River, at Sherbrooke. He said he wanted to call attention to the cooperation they were getting from our agent, R. M. Hebb at Bartlett, and remarked that they considered it a pleasure to do business with him."

Good for Agent Hebb and for the many more like him, perhaps unsung but not unhonored.

\* \*

A little yell for to-day—"CALL BOY."



# Train Rules

By M. F.

### Order No. 1

No. 48, Eng. 460, wait at Pittsfield 5.15 five fifteen P. M. for Extra 601.

### Order No. 2

No. 48, Eng. 460, meet Extra 601 at Halfway.

No. 48 gets both orders at Pittsfield. It is ready to leave that station at 5.15 P. M. but regardless of the fact that an order to meet Extra 601 East of Halfway, they must remain at Pittsfield 5.15 P. M. to fulfill Order No. 1. Order No. 2 still in effect.

Order No. 2 does not supersede Order No. 1 and Order No. 1 must be annulled. No. 48 can leave Pittsfield unless Order No. 2's running time has expired.

### Order No. 3

No. 8, Eng. 470, run 30 thirty minutes late Bangor to Waterville.

This makes the schedule time between the stations named as late as stated in the order, and any delay in receiving it is required to clear the time as many minutes as it was required to clear the regular schedule time of this train.

Regular schedule time means the time shown in time table to which must be added the time specified in the order, and it becomes the schedule time for the train named until the order is fulfilled, or annulled.

The thirty minutes applies to the schedule time of No. 8 at all stations between Bangor and Waterville, and if No. 8 is late arriving time at Waterville it would not affect the leaving time at Waterville, and No. 8 could leave Waterville on time.

### Order No. 4

No. 2, Eng. 466, run 30 thirty minutes late Gardiner to Richmond and 30 minutes late Richmond to Brunswick.

As only the leaving time is shown in the time table for No. 2 at Richmond and Brunswick, the leaving time at Brunswick, 30 minutes, becomes the arriving



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# Train Rules and Train Orders

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

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receiving it is required to clear the later  
time as many minutes as it was before re-  
quired to clear the regular schedule time of  
this train.

Regular schedule time means the time  
shown in time table to which must be added  
the time specified in the order, this then  
becomes the schedule time for the train  
named until the order is fulfilled, superseded  
or annulled.

The thirty minutes applies to the sched-  
ule time of No. 8 at all stations between  
Bangor and Waterville, and if No. 8 had an  
arriving time at Waterville it would apply  
to the arriving time at that station, but it  
would not affect the leaving time of No. 8  
at Waterville, and No. 8 could be started  
from Waterville on time.

## Order No. 4

No. 2, Eng. 466, run 30 thirty minutes  
late Gardiner to Richmond and 20 twenty  
minutes late Richmond to Brunswick.

As only the leaving time is shown in time  
table for No. 2 at Richmond and Brunsw-  
wick, the leaving time at Iceboro plus the  
30 minutes, becomes the arriving time at

Richmond, and the arriving time at Brunsw-  
wick is the leaving time at Cathance, (the  
last station in the rear where time is shown)  
plus the 20 minutes.

This order is practically two orders, one  
to run 30 minutes late Gardiner to Rich-  
mond and the other to run 20 minutes late,  
Richmond to Brunswick. The 30 minutes  
applies to the schedule time of No. 2 at all  
stations Gardiner to Iceboro inclusive, and  
the 20 minutes applies between Richmond  
and Brunswick, but not to the leaving time  
at Brunswick. While this order is in effect,  
a section of No. 2 cannot be run less than  
30 minutes late Gardiner to Richmond, or  
less than 20 minutes late Richmond to  
Brunswick, but can be started from Brunsw-  
wick on time.

An inferior train running ahead of No. 2  
on this order must be clear at Richmond  
when No. 2 is 30 minutes late at Iceboro  
and must be clear at Harwards when No. 2  
is 20 minutes late at Richmond, as pre-  
scribed by Rule 86, and an inferior train  
in the opposite direction must clear the  
schedule leaving time of No. 2 between  
Gardiner and Iceboro plus 30 minutes, and  
between Richmond and Cathance plus 20  
minutes, less the clearance time required by  
the rules, and must clear the schedule leav-  
ing time of this train at Brunswick.

## Order No. 5

No. 8, Eng. 466, run 50 fifty minutes late  
Vanceboro to Mattawamkeag.

## Order No. 6

No. 8, Eng. 466, run 40 forty minutes  
late Vanceboro to Mattawamkeag.

Order No. 6 does not supersede Order  
No. 5 because the words "instead of" are  
not used, therefore Order No. 5 remains in  
effect after Order No. 6 is issued and No. 8  
must run at least 50 minutes late to fulfill  
Order No. 5 unless this order is superseded  
or annulled.

If Order No. 5 read 40 minutes late and  
Order No. 6 read 50 minutes late, both  
orders would be in effect and both could be  
fulfilled by running 50 minutes late. It is  
not necessary to annul a previous run late  
order when the time is to be increased



unless it is desired to eliminate superfluous orders, as such orders can be fulfilled by running on the latest time, but it must be done when time is to be reduced.

Order No. 6 would not be issued to reduce the time on Order No. 5 without annulling or superseding the preceding order and is only used here to call attention to the rule, that "orders once in effect continue so until fulfilled, superseded or annulled."

**Order No. 7**

No. 8 Eng. 470 wait at Richmond until 4 four A. M. for No. 47, Eng. 460.

The schedule time of No. 8 is as follows:

Richmond	3.53 A. M.
Harwards	3.59
Bowdoinham	4.05
Cathance	4.11

No. 47 (first class) has until 4 A. M. to make Richmond or Harwards and clear No. 8 on this order, but as the schedule time of No. 8 at Bowdoinham and Cathance is later than the waiting time specified in the order, No. 47 may use the schedule time of

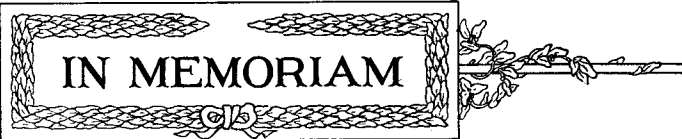
No. 8 to make either of these stations. No. 8 must not leave Richmond until 4 A. M. unless No. 47 has arrived and only train No. 47 may use this order.

The train last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named.

**Order No. 8**

No. 8, Eng. 470, wait at Richmond until 4.05 four five A. M., Harwards until 4.10 four ten A. M., Bowdoinham until 4.15 four fifteen A. M.

When a wait order does not specify what the train will wait for, it must not leave the stations named before the time specified as any train may use it in either direction clearing the later time as many minutes as it was before required to clear the schedule time.



**CAPTAIN WILLIAM VAUGHAN**

Captain William Vaughan passed away at his home 9 Hazelwood Ave. at 4.20 P. M. on February 19th. "Cap," as he was called by his friends and shopmates, was born in Portland on Dec. 16, 1848. His boyhood and school days were spent in that city and when a young man he entered the employ of the Portland Company, where he remained until 1876 when he began working for the Maine Central in whose employ he remained until he retired on August 31, 1921, after 45 years of faithful service.

He was Captain of Company H, N. G. S. M. for several years. The funeral services, conducted by the Rev. E. C. Whittemore, were held at the home on February 22nd, and were largely attended. The bearers were all members of old Company H and at Pine Grove Cemetery where the burial took place, Company G, 103 Maine Infantry had charge. Taps were sounded and a

firing squad fired a volley.

He is survived by his wife, Harriet E. Vaughan, seven children, twenty-two grand children, and one great-granddaughter.

A. A. T.

**PETER J. CONNOLLY**

Peter J. Connolly, age 53, for many years employed in the round house of the Maine Central Railroad at Rigby died recently at a hospital in Portland following a long illness. His health failed him more than three years ago. Mr. Connolly is survived by Miss Mary Connolly of Portland.



**CARD OF THANKS**

I wish to thank the friends who so kindly and generously contributed the sum of money presented during my indisposition.

It is greatly appreciated by myself and family.

J. A. MARTIN,  
Trainman, Lancaster.



**MAINE CENTRAL  
Employees' Magazine**

Vol. IV APRIL, 1927

"For, By and About Maine Central  
Published Each Month  
by the Maine Central Railroad Company  
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, F.  
C. D. Atherton, F.  
Joseph D. Rourke, Sou.  
John F. Dunn, Sou.

Eastern Division  
J. L. Riggie, Superintendent  
C. H. Leard, Bangor Mot.  
C. A. Jefferies, Bangor  
P. N. Carson, Bangor  
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R. H. Johnson,  
E. F. McLain,  
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Portland Division  
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A. F. Smith,  
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P. J. Hanley,  
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A. L. Eastman,  
J. E. Winslow,  
Alfred R. Pugh,

General Offices  
A. W. Sawyer, Motive Power  
Miss Madeline Goudy, Accounts  
Howard R. Bean, Freight

Communications by members of the  
rail family, and by all others interested  
solicited. They may be forwarded "R."  
should be addressed to magazine  
Room 111, 222-242 St. John Street, Portland.

**EDITORIALS**

**WHY WAGES ARE HIGH**

Every member of the Maine  
Family should read the leading  
this issue, by Samuel O. Dunn  
America's leading railroad men.  
very clearly that wages have ad-  
the last twenty years because the  
of railroad men has increased.

He also points out that railroads  
cannot hope for high wages to  
unless railroads pay a fair return  
stockholders. There is nothing  
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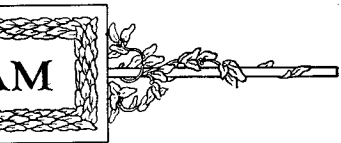


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and fired a volley. Survived by his wife, Harriet E. seven children, twenty-two grand and one great-granddaughter.

A. A. T.

**PETER J. CONNOLLY**

Connolly, age 53, for many years in the round house of the Maine railroad at Rigby died recently at in Portland following a long illness health failed him more than years ago. Mr. Connolly is survived by Mary Connolly of Portland.



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Eastern Division  
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C. H. Leard, Bangor Mot. Pow. Dept.  
C. A. Jeffers, Bangor Car Dept.  
P. N. Carson, Bangor Ticket Office  
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S. A. Frost, Eastport  
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R. C. Brown, Lewiston  
P. J. Hanley, Lewiston Lower  
S. O. Swett, Rumford  
A. L. Eastman, Bemis  
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**EDITORIALS**

**WHY WAGES ARE HIGHER**

Every member of the Maine Central Family should read the leading article in this issue, by Samuel O. Dunn, one of America's leading railroad men. He shows very clearly that wages have advanced in the last twenty years because the efficiency of railroad men has increased.

He also points out that railroad workers cannot hope for high wages to continue unless railroads pay a fair return to their stockholders. There is nothing new about this. Long ago all railroad men who use

their heads for thinking purposes—both employees and officials—have reached this conclusion.

But it doesn't hurt us to be reminded of the fact that stockholders, who for the most part take their lickings in silence, have rights just as sacred as any one's else.

**EASTERN DIVISION NUMBER**

As far as this month's issue of the MAGAZINE is concerned, the Eastern Division seems to have "come through" with a bang. Not intentionally did the editor start out to issue a special Eastern Division number—the material came in, incidents were called to his attention, more from Down East than from the Portland Division.

That's all right, too, we're all members of the Maine Central Family and the Portland Division has frequently had more than its share of space in the MAGAZINE in times past.

**THE EDITOR'S ADVICE**

An editor, according to the commonly accepted standards of the job is supposed to inform, advise, amuse and instruct. We can leave out the last one, but help has been asked under the second heading.

"I am in a terrible state of mind," writes a trainman running out of Bangor. A young heiress in Brewer wants to marry me—My! she's a peach, too. But, though she's got no money and is quite plain, I really love a girl in Oldtown. What shall I do?"

The answer is easy: Marry the poor girl and send me the other's address.



**Optical Marvels**

A college freshman, who some day no doubt will be known as one of the wise men of the ages, recently in an examination paper gave the following definition:

"A man is a being that can see a pretty ankle three blocks away while driving a motor car in crowded city streets, but cannot see, while crossing a railway track in wide open country, the approach of a locomotive the size of a schoolhouse accompanied by a flock of forty box cars."—*Pipe Progress.*



# Maine Central Family

## Day By Day in Every Way, Day's Getting Faster and Quicker

Day after day Day does it; derailments mean nothing in Day's young life.

As Extra 308 East was approaching Dennysville at 6.45 A. M., on March 1st, with a 17-car train, in charge of Conductor T. E. Day and Engineman H. E. Albee, at a speed of 18 to 20 miles an hour, a broken rail put ten cars off the irons.

### Two Went on Easily

"Curve is sharp at this point," said Conductor Day in his report, "so only part of train can be seen at one time from the rear. Engineman Albee felt unusual movement of train and looking back saw head car was derailed and stopped, shock of brakes coming to us on rear at or just before we reached point we could see cars derailing." The head car, the 5th, 7th, 8th, 10th, 12th, 13th, 15th, 16th and 17th cars were found to be derailed.

Quickly rereiling two of the first five cars, Day cut the train and took them to Dennysville, where he reported to Bangor at 7.45 that he thought he would be able to rereil the balance of the cars. He was told to return to place of derailment and continue to work for 150 minutes or until it was thought relief train from Calais would arrive at Dennysville; and he was instructed to be there to take them along to place of derailment.

### Back Again to Dennysville

But 9.40 saw him back again in Dennysville with the balance of his train, reporting all cars rereiled at 9.15 and that the track would be ready for trains to pass at 10.45. This was conservative; at 10.22 the track was ready.

"Of the ten cars derailed, the 12th and 16th cars were the chief problem in rereiling

with car replacers," said Conductor Day in his report. The 12th car, loaded with grain and quite heavy, had truck under west end of car derailed and at angle to track in the direction car was moving. The truck being farthest from the engine, the only thing to do was to back car until contact with rail straightened truck.

### Sixteenth Car the "Key Log"

The 16th car, Hoister 160, also quite heavy, interfered with this to the extent of being cut opposite to the way the 12th was cut and was liable in the backing process to go much worse; also there were all five cars derailed that had to be moved in order to back the 12th car.

"Under the 13th car the rail was bent in a short elbow shape which was too wide for cars to come over without derailing," the report continued, "so we took piece of rail broken out of track (about ten feet long) and placed it on inside and along the bent rail with top under rail and base acting as guard rail—and the cars came over it as slick as a button." The 12th car was easy, the 15th and 16th gave quite a bit of bother, but soon the job was done.

### Strong Letter from the Manager

A letter from General Manager D. C. Douglass to Conductor Day went forward on March 1st—note the date—and read as follows:

*"The Management desires to convey to you and members of your crew, appreciation of the efficient manner in which the main line was cleared and opened for traffic when ten freight cars in Extra 308 East derailed west of Marton, March 1st.*

*"The handling given the case by you is very commendable."*



### Old Hands at the Game

This was not the first time C. Day and his crew received commendation for their efficiency. In an early accident on February 10th, Extra 308 was proceeding down grade near Dennysville when tail pin came out of draw bar between car from engine, draw bar dropped on track, derailing one pair of wheels on 6th car and breaking hanger and bracket on 6th car.

The 3rd car was rereiled by train crew, bleeding air off train and allowing engine to push this car over car-replacer. The other cars were rereiled train was pushed up the hill to where draw bar was located. Draw bar was put back in place, pin located, lock was made from stock and train proceeded after fastening break beam.

Commenting on this accident General Manager Douglass wrote to Superintendent T. H. McLaughlin: "Referring to derailment X310 East, it would appear that this crew was very resourceful in handling the cars and clearing main line."

Fine work, Conductor Day, and crew!



## Waterville Engine Wins Public Honor

In the recent elections Engineman Staples was chosen to serve the term of S. L. Berry as Representative to the Legislature from Waterville and Engineman T. F. Cowan was returned to the Board of Aldermen for the third term. Ward One representative, while Engineman F. L. Edwards was elected to the Board from Ward 2.



## Solved At Last

It seems that George F. Hitchcock, Chief of the Passenger Traffic Department has found a remedy for colds. His advice is to take three cold baths a week. We practice what he preaches by taking the pier at Old Orchard every week before catching the "Canonball" train. M. George you know is one of our regular commuters on the B. & M.



# Family

## Day's Getting Faster

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### Old Hands at the Game

This was not the first time Conductor Day and his crew received commendation for their efficiency. In an early morning accident on February 10th, Extra 310 East was proceeding down grade near Stovers when tail pin came out of draw bar of 3rd car from engine, draw bar dropping on track, derailling one pair of wheels on this car and breaking hanger and break beam on 6th car.

The 3rd car was rerailed by train crew, bleeding air off train and allowing rear to push this car over car-replacers. After cars were rerailed train was pushed back up the hill to where draw bar was lying in track. Draw bar was put back in car, tail pin located, lock was made from some bolts, and train proceeded after fastening up break beam.

Commenting on this accident General Manager Douglass wrote to Superintendent T. H. McLaughlin: "Referring to accident, derailment X310 East, it would appear that this crew was very resourceful in rerailing cars and clearing main line."

Fine work, Conductor Day, and all your crew!



## Waterville Enginemen Win Public Honors

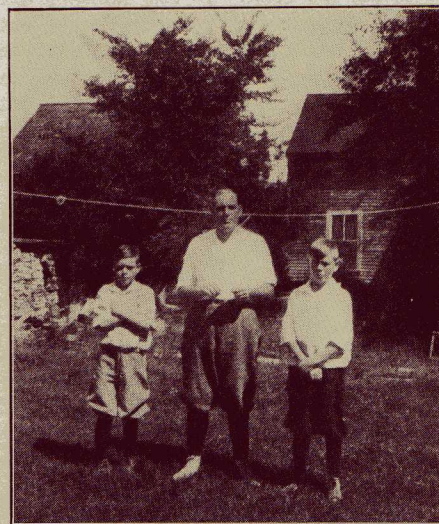
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## Solved At Last

It seems that George F. Hitchborn of the Passenger Traffic Department has a sure remedy for colds. His advice is to take three cold baths a week. We presume he practices what he preaches by diving off the pier at Old Orchard every morning before catching the "Canonball" at 7.02 A. M. George you know is one of the star commuters on the B. & M.

## Allen Wins Patented Mustache Cup



The Passadumkeag Station Force

We've all heard of the man whose job it was to make two blades of grass grow where one grew before. To make two camps show where none showed before is one of the duties of our Industrial Agent, which eventually leads to more freight and passenger traffic.

For a task such as this the best and most powerful ammunition is exact information and exact information a hard kind of goods to collect. Only having about 362 other officials asking them for information, agents are sometimes apt to stall and delay when requested to tell about the ponds, streams, beaches, forests and roads near their stations.

But when a request for this sort of dope was sent recently to Agent J. E. Allen at Passadumkeag he wrote back almost by next mail, giving not only the information asked for, but a great deal more about the territory round about Passadumkeag and enclosing what gladdens the heart of any prospective purchaser—an exact and comprehensive map of the land and water in question.



For this piece of work—above and beyond the natural requirements of his position—he wins the MAGAZINE award of a hand-painted mustache cup through which to strain his soup. If this indispensable article of domestic economy should not suit his fancy he can doubtless trade it with some of the many employees on the Eastern Division who have started a lock-out against the barbers' Union, for something the French would call *plus utile*.

\* \*

## General Office Notes

For what is said to be his first real vacation in about twenty years, President Morris McDonald spent three weeks in Florida during the past month. He timed his absence to correspond to the balmy spring weather Maine enjoyed during the third week in March, and returned to the office in the driving snowstorm which accompanied the first day of Spring (by the calendar).

### Truly Created Traffic

Farm produce doesn't create freight revenue when it lies in the farmer's cellar. An official in the General Office learned on a Sunday some time ago of a fruit grower in Winthrop with a cellar full of nice boxed apples—with no market. On Monday he wired the farmer the name of a buyer—one of Portland's leading grocers. The apples rolled on 340, arriving in Portland at 6.15 Tuesday. At 11 A. M., they were in the store and the same day a substantial check, representing a good price went forward via Uncle Sam. The official in question was not our efficient Industrial Agent, who brings about many such transactions, but our genial Superintendent of Telegraph, James B. Norcross.

### Chief Engineer in Chicago

Chief Engineer B. T. Wheeler attended the convention of the American Railway Engineering Association held in Chicago, week of March 5. Representatives from all railroads of the country were present at this meeting.

The frequent appearances and disappearances of the hirsute adornment on Herman Stover's upper lip reminds one of the old

railroad classic, "Off agin', on agin', gone agin'—Finnegàn".

### Many Casualties Reported

The past month saw a large number of casualties among officials in the General Office. J. McL. Horne, Chief Clerk to the A. S. M. P., is recuperating from a minor operation which necessitated his absence all the past month. He is reported gaining rapidly at home and is expected back at his desk in a fortnight.

Purchasing Agent C. D. Barrows is quite seriously ill at the State Street Hospital in Portland, having suffered a recurrence of the old ailment that proved so troublesome some months ago.

Harold D. Robinson, Assistant to the Chief Engineer, in charge of Bridges and Structures, has completely recovered from his recent operation for appendicitis and is now back at his desk.

The Publicity Agent and Editor proved to his own satisfaction, at least, that a group insurance policy was a good thing, when the grippe or flu bug laid him low early last month.

\* \*

## Bangor Car Department

By C. A. JEFFERDS

Much comment has been started by my stating in last month's issue of the MAGAZINE that Martin Sheppard was one of the best bowlers in the State. As Mr. Sheppard is working so he would find it hard to leave Bangor, he can't go to Portland. But if it could be so arranged, he has stated he is willing to meet all comers at Bangor, and so I repeat, as in last month's issue, *we have in our department one of the best bowlers in the state.*"

### Perpetual Paint Signs

The writer had rather a unique experience during the past week. In the year 1913 Foreman Courtney was painting the office of the General Foreman Car Repairs and while doing so wanted something to use for paint signs. The writer gave him the pasteboard backs of some M. C. B. stubs, in those days each bill having a pasteboard back.



This week he was again painting the station and was using these same signs which the writer gave him. The dates were still readable and on Courtney's attention to it, he said he remembered it and no doubt would last him for sometime.

H. N. Latham, Carman, has left his position and has taken a position as

## Guardians of the



The "shot" above shows Section Foreman Harry Quinn and his crew in the Charlotte Section, just as they were about to extract a few kinks and twists from the road bed. I do not know all the

## Smoky City Breeze

By J. F. DUNN

You have undoubtedly read many times that the Rigby Terminal was opened on Dec. 16th, 1923, but it whispers to you that only some part





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Publicity Agent and Editor proved to our satisfaction, at least, that a life insurance policy was a good thing, when the grippe or flu bug laid him low last month.

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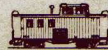


This week he was again painting the station and was using these same little signs which the writer gave him and the dates were still readable and on calling Mr. Courtney's attention to it, he smiled and said he remembered it and no doubt they would last him for sometime.

H. N. Latham, Carman, has left our service and has taken a position as salesman

for the La Salle Extension University of Boston. Good luck, Henry! The boys presented him with a fountain pen and pencil which he no doubt can use in his new position.

The many friends of Charlie Jordon will be sorry to learn he has been off duty, sick, for several weeks. Mr. Jordon has a family of nine, so we all hope for his early recovery.



## Guardians of the Rail, Charlotte Section



The "shot" above shows Section Foreman Harry Quinn and his crew on the Charlotte Section, just as they were about to extract a few kinks and twists from the road bed. I do not know all the boys but

wish to say that the "face in the brush" is not the celebrated Mr. Trotsky, but Mr. Quinn himself. He joined the Service as Trackman in 1898, and became Foreman on July 1, 1900. E. F. McL.

## Smoky City Breezes

By J. F. DUNN

You have undoubtedly read many times that the Rigby Terminal was officially opened on Dec. 16th, 1923, but let us whisper to you that only some parts of this

great terminal were opened at that time and since then various other parts have been opened from time to time. During the past month, an event which brought great joy to the hearts of the Rigby Folk occurred. The Thornton Heights sewer project was finally accepted by the City of South Port-



land and the necessary hook-ups were made which allowed Rigby a connection into the same. Only those at Rigby realize how important this forward step really is. It is a safe gamble that health insurance rates will be cut in half and we sure are thankful.

\* \*



## M. C. R. R. Defeats C. N. R. Bowlers

The Maine Central boys rolled a good game to win over the Canadian Nationals by a margin of 40 pins.

"Johnny" Corcoran held all records with 140 for high single and 320 for 3 string total.

Individual scores were as follows:

M. C. R. R.				
Name	1st	2nd	3rd	Total
Heniger	97	89	97	283
Haggerty	81	93	90	264
Corcoran	85	95	140	320
Smart	107	106	84	297
May	105	108	88	301
<b>Total</b>	<b>475</b>	<b>491</b>	<b>499</b>	<b>1465</b>

C. N. R.				
Name	1st	2nd	3rd	Total
Cavellere	90	114	107	311
Feehan	78	117	80	275
Geary	77	85	111	273
Rankin	82	93	92	267
Sheldon	96	120	83	299
<b>Total</b>	<b>324</b>	<b>529</b>	<b>473</b>	<b>1425</b>

Though the Fabyans gained a bit during the past month, the Kennebagos still hold the lead in the General Office League by a comfortable margin. During the same time the Portlands passed the Kineos, and the

Mooseheads dropped behind the Rangeleys.

Standing	Won	Lost	Percent
Kennebagos	66	26	717
Fabyans	59	33	641
Somerset	50	42	543
Portland	50	42	543
Kineos	48	44	522
Concords	41	51	445
Fryeburys	40	52	435
Rangeleys	39	53	424
Mooseheads	39	53	424
Megantics	28	64	304

### 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 Single, Kennebagos, 875.

### Individual Averages

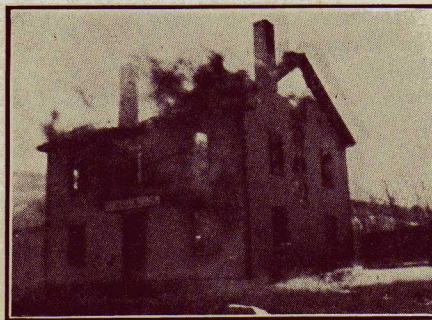
C. May 95, Corcoran 95, L. E. Hawkes 92, Haggerty 92, Stover 92, Bean 91, C. Welch 91, Hamel 91, Mills 90, Warford 90, Thompson 90, Dole 89, W. E. Paine 89, Nagle 88, Heiskell 88, Oberg 88, Whittaker 87, Phillips 87, Bishop 87, Lamsbourne 86, J. T. Welch 84, Caldwell 83, Landers 83, Rand 82, Martin 82, Bird 81, H. W. Paine 80, W. Welch 87, Pride 76.

\* \*

## Bemis Crew Fire Fighters

By A. L. EASTMAN

Here is the picture of the Sumit House as it was burning. Don't think because I had the camera that myself and crew didn't



It Stopped Right There



hustle to keep the fire out of the grass in the field and save the snow and piles of new ties. We carried water for two hours and sure stepped

\* \*

## Engineering Official Chicago Convention

Signal Engineer M. Sutherland, Wick, E. McKenney, Waterville, master Division No. 2, H. W. Stetsland, General Supervisor Maintenance, Way, Harry Homans, Bangor, Road Division No. 3, and F. E. Avery, Wick, Supervisor of Signals, attended the Convention of the American Railway Engineering Association held in Chicago of March 5th.

\* \*

## Quick Work Saves of Fellow Employee

The prompt action of John L. 257 York Street, Portland, in dropping a fellow employee, Ward D. Carter, beneath a moving engine in the yard at Rigby Terminal, whence he had probably saved the life of the latter on March 11th. As the wheel of the engine was about to pass over the shoulders of the prostrate man, Mr. Carter snatched him from between the rails as the wheel did pass over Mr. Carter's arm, however, necessitating its amputation at the elbow.

The two men were repairing a hoist on a car in the yard. As they worked the engine pulled a number of cars to the side, uncoupled, and started to move slowly away. As the engine moved directly beside the men, Mr. Carter, on an errand behind Mr. Niles, and so, stepped on a plank which lay across the ice between the tracks. The plank and Mr. Carter went down, falling between the track between the engine and the men. Mr. Niles heard the rattle of the wheels turning from his work, saw his co-



heads dropped behind the Rangeleys.

**Standing**

	Won	Lost	Percent
agos	66	26	717
s	59	33	641
ets	50	42	543
d	50	42	543
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on 90, Dole 89, W. E. Paine 89,  
8, Heiskell 88, Oberg 88, Whittaker  
lips 87, Bishop 87, Lamsbourne 86,  
Welch 84, Caldwell 83, Landers 83,  
2, Martin 82, Bird 81, H. W. Paine  
Welch 87, Pride 76.

♦ ♦

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Fighters**

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**Engineering Officials At  
Chicago Convention**

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master Division No. 2, H. W. Stetson, Port  
land, General Supervisor Maintenance of  
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257 York Street, Portland, in dragging a  
fellow employee, Ward D. Carter, from  
beneath a moving engine in the yards of the  
Rigby Terminal, whence he had fallen,  
probably saved the life of the latter Friday,  
March 11th. As the wheel of the engine  
was about to pass over the head and  
shoulders of the prostrate man, Mr. Niles  
snatched him from between the rails. The  
wheel did pass over Mr. Carter's left fore-  
arm, however, necessitating its amputation  
at the elbow.

The two men were repairing a hot box on  
a car in the yard. As they worked, an  
engine pulled a number of cars to a track  
beside them, uncoupled, and started to  
move slowly away. As the engine was  
directly beside the men, Mr. Carter went  
on an errand behind Mr. Niles, and in doing  
so, stepped on a plank which lay on some  
ice between the tracks. The plank slipped  
and Mr. Carter went down, falling across  
the track between the engine and tender.  
Mr. Niles heard the rattle of the plank, and  
turning from his work, saw his companion

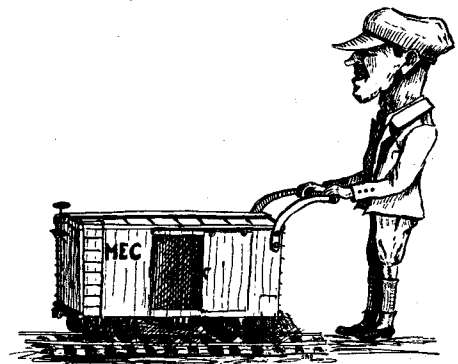
lying across the track on which the engine  
was moving. With but a split of a second  
in which to act, he sprang across the seven  
or eight feet separating him from Mr. Car-  
ter, seized his clothes and pulled him back.  
Quick as he was, he could not prevent the  
arm from being crushed.

The injured man is 70 years old and has  
been employed 40 years on railroads. Last  
reports were that Mr. Carter's condition is  
improving.

♦ ♦

**Oakland and Kineo  
Notes**

By W. H. MARSHALL



**"Where Do You Work-a, John?"**

The above cartoon of Trainman John  
DaPrato, was suggested by the song,  
"Where Do You Work-a, John?" It is the  
product of the inspired pen of Operator S.  
W. Plummer at Madison, better known as  
"Sy." DaPrato is one of the few, if not  
the only Italian in train service on the  
Maine Central.

Signs of spring have arrived. Third  
Trick Operator A. B. Marshall is reported  
as having seen the first robin and Signalman  
O. E. Perry has laid aside one sheep-skin  
coat, there being two more coats and an  
oversize vest to take off before summer.

Miss Case, Caretaker at Embden, was  
calling on friends in town recently.

Friends of Edmund and Graydon Tenan  
sympathize with them in the loss of their  
father at Cherryfield March 11th.



## Oldtown Optimists Deliver Some Hot Ones

By V. A. CUNNINGHAM

"Mary had a little lamb, but now the lamb is dead, and "Honk" Hewes has her in his dinner box, between two hunks of bread."

### Read Him Like a Book

Clerk Ashey recently lost his check in a restaurant and when he told the cashier, she leaned forward and looked at his vest, and said, "Beef Stew, Boiled Dinner, Brown Gravy and apple sauce, 35c."

Agent Dennis—"Life is not all beer and skittles."

Operator Prouty (awakening with a start)—"What's that? Beer in kettles? Where?"

Dan West is trying to diet, and Carl Henry is dying to try it.

Cy Messer—"What was that terrible howling over at your house last night?"

Conductor Haney—"My wife found a 50-cent piece in my pocket, that was the eagle screaming for help."

### He Liked the Mustard

The beehive is the emblem of industry, so when a well-filled hornet's nest was found in the yard the other day the many flexible minds looking on began at once to consider ways and means of getting a little service out of them. After much earnest consideration it was decided to prepare a sandwich with several able-bodied and very angry hornets concealed therein and present it to Joseph Black at the dinner hour.

This was done before an eager and admiring audience and after the last crumb had disappeared his startled friends heard him exclaim, "Boy, that was some sandwich, especially the mustard on it".

Conductor Godfrey—"Say an idea rattles around in your head like a . . . 'er. . . ."

Yard Clerk Preble (finishing)—". . . like a clerk's pay in a coin envelope."

### Insurance Is the Subject

Agent Dennis to Lady Motorist—"Look here, young lady, you nearly ran me down three different times to-day."

Lady Motorist—"Oh, I am so sorry. I am an insurance agent, can't I sell you a policy?"

Agent Dennis—"How long are you going to be in town?"

Where the sun doesn't shine the doctor does, "but remember, old timer, it never is wise to take all the dope your neighbors advise."

## The Man Who Signs C M in B X



### Operator George McCrum

Once upon a short while ago, Sir George, Knight of the Key and sounder, tired and bored with life in his own bailewick, decided to take his fair lady and seek adventure in far off lands. Booklets and pamphlets, timetables and folders, what a time the bold Knight had, getting ready to venture forth. Even the Weather, turned out to bid the hardy adventurer God Speed, and his many friends pondered on his hardy-hood. Verily Forsooth, his first adventure was with a plate of Flapjacks and Coffee in



the domain of One Knight Coolidge realm of Washington. Sir George, at many a Knightly Joust with the and Fork, won easily, and continue merry way, seeking more worlds to conquer. Then one day he arrived in the kingdom of Florida, and laying aside his heavy armor, he bought himself a suit of B.V. Fearing the Attacks of an Unworthy who might take advantage of him, he laid aside the new raiment and again donned his Heavy Armor. Forsooth Quoth he, "What Profits a man to win many battles and then be vanquished by a Peerless Knight?"

"A Horse, A Horse, My Kingdom Come." Cried the valiant Knight Sir George, "This is a Great Kingdom and I would conquer it." Then rose from the forest a Fiery Dragon, and Sir George, seeing the terrible monster, cried, "Beast, it is I Sir George, Knight of the Key and Sounder and I wouldst ride thee down." Many were the adventures of Bold Sir George, and upon his return to his own domain, the tales of Jousts and tournaments and knightly encounters experienced in far off Kingdoms were related to all and sundry that gave them an ear.

## Woodland Wide Awake

By R. H. JOHNSON

During the year 1926, there was shipped from this station 2,253 cars of newsprint paper, a total weight of 54,000 tons, an average of 4,500 tons per month. This is an increase of 216 cars over the year 1925 and an increase in weight of 102,000 tons per month over 1925. During the year 1926 more newsprint paper was shipped by the St. Croix Paper Company than in any year previous.

## Popular Employee J. I. C. C. Staff

By H. R. BEAN

J. T. (Joe) Welch, head of the auditing department, who has served sixteen years in the Auditor of Freight Accounts



### Some Hot Ones

MIAM

Motorist—"Oh, I am so sorry. I insurance agent, can't I sell you ??"

t Dennis—"How long are you going town?"

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the domain of One Knight Coolidge, in the realm of Washington. Sir George, trained at many a Knightly Joust with the Knife and Fork, won easily, and continued on his merry way, seeking more worlds to conquer. Then one day he arrived in the kingdom of Florida, and laying aside his heavy armor he bought himself a suit of BVD's, but Fearing the Attacks of an Unworthy Foe who might take advantage of him, He laid aside the new raiment and again donned his Heavy Armor. Forsooth Quote he, "What Profits a man to win many a table battle and then be vanquished by Pleurisy."

"A Horse, A Horse, My Kingdom for a Horse," Cried the valiant Knight Sir George, "This is a Great Kingdom, and I would conquer it." Then rose from a small brook, a Fiery Dragon, and Sir George, seeing the terrible monster, cried, "Avaunt, Beast, it is I Sir George, Knight of the Key and Sounder and I wouldst ride thee for a horse." Many were the adventures of our Bold Sir George, and upon his return to his own domain, the tales of Jousts and Tournaments and knightly encounters experienced in far off Kingdoms were jovially related to all and sundry that gave eager ear.

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### \* \* Popular Employee Joins I. C. C. Staff

By H. R. BEAN

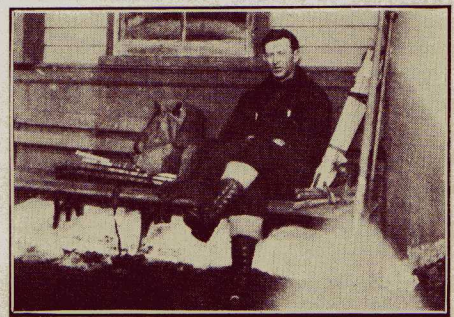
J. T. (Joe) Welch, head of the abstracting department, who has served sixteen years in the Auditor of Freight Accounts office,

has resigned to accept an important position in the Bureau of Accounts in the Interstate Commerce Commission. He has long been active in Brotherhood circles where he won alike the confidence of those he represented and the respect of the Management. All join in wishing him the utmost success in his new work

### \* \* Calais Shop Notes

By E. F. McLAIN

Here is the most original of all fish stories, imparted to the writer by the fishermen themselves. This worthy pair are members of the W. K. Family. Lewie Maxwell is night Baggage Master at Calais Station, while Sterling "Trigger Tracy," or "Tracy the Outlaw," fires the shop boiler three to eleven.



Trigger Tracy and Equipment



Lewie Maxwell Poses with a Few He Borrowed for the Occasion



### They Caught a Beauty

Itemized story of trip is diary form follows: "Arrived at the pond. Set up, fished a few hours, and made a good catch (getting warmed up). Caught one beauty. Five pounds easy. Couldn't tell exactly, 'cause it was so cold the scales wouldn't work. Took tip-ups down.

"Tramped to Charlotte Station to catch train. Took a few snaps. Trigger thinks he's attractive and makes Lewie take his picture. Meanwhile fish are in basket which is locked. A sly crook steals into the scene.

### Enter the Villain

"Mrs. Quinn's cat takes advantage of their careless actions, sneaks up to basket, unlocks same, picks fish over till he gets the 'big one' and runs. Both boys look up simultaneously. Both are fighting mad. They rush to basket, grab remaining fish and hurl them at retreating cat. The snow is so deep they can't find them again.

"All gone. Sad, sad, sad; not to say melancholy."



## The Editor Corrected

To the Editor:

Wanted: "Every single member of the Maine Central Family to do his part to reduce Loss and Damage Claims," you say in the March MAGAZINE.

We single members think that this is a corking idea, but what is the matter with letting the married members do their part too?

(Signed)

"Committee of Inquiry"

The Editor admits he shot only one barrel of his double-barrelled suggestion shotgun last month. We reckon the answer should be that married men have enough experience with loss and damage at home without causing any of it on the job.



### The Editor Saves M. C. Property

The Editor, while in Augusta supervising the make-up of this MAGAZINE, saw a fire on one of the railroad ties. Grab-

bing a pail of water he rushed to the scene and quickly extinguished it, thereby saving the Maine Central Railroad Company one rotten tie.—*The Printer.*



## Vapor From Vanceboro

By H. D. DAVIS



Successful Vanceboro Nimrods

The Vanceboro organization and others on the line are extending their sympathy to General Agent and Mrs. B. Jackman in the recent death of their daughter Ruth—Mrs. H. A. B. Culligan—of Fredericton, N. B., at Calais Hospital following a serious operation.

The cut shown above gives a belated story of a hunting trip in the vicinity of Tomah. It was handed me by our veteran hunter and freight handler E. J. Crocker. Another picture, which unfortunately cannot be reproduced, shows nine deer and a moose and speaks louder than words praise for the good hunting in that region.

The hunters reading from left to right are Operator Thos. Crocker, Allie Crocker, B. & A. employee, E. J. Crocker, himself, Engineman Eddie Cahill and Engineer Wesley Crocker.



## Wants More News Items

By JOHN P. GOUD, Accounting Dept.

I read with interest the article under Calais Notes by E. F. McLean, on Trials of a Local Correspondent, in regard to news items. I cannot agree with him that items from Calais are not read with interest by members of the Railroad family in all parts of the State.

(22)



In my case, I have several friends in Calais, and I always read the Calais Notes to see if any of their names appeared in the line-up. No doubt others do the same. I don't figure that these news items are written for Calais folks so much as for their friends in other places.

So I say give us more news items.

## Recent Group Insurance

IN spite of the fact that no single accident was made for death or dismemberment to any member of the Maine Central Family, group insurance-benefit payments made by the Travelers Insurance Company since the last report were the highest in any month since its inception.

Nine employees during the past year have collected the maximum sick pay for 13 weeks. An unusual number of accidents took place, 20 of the payments being for that amount. Evidently the Manager's article on accident prevention which appeared in the last issue of the MAGAZINE, had not had time to get in its good effects.

Auditor Payrolls Fred S. T. again reports a significant gain in group insurance holders, many new applications come in at the end of February, and non-medical-examination went into effect. He points out that new employees are required to take an examination, and they apply for the policy any time within five months after joining the force.

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

Name	Location
Clarence A. Conners	General Office
Blanche M. Lowe	Motive Power Dept.
Irving W. Russell	Auditor Frt. Accts.
William C. Stollard	Engineering Dept.
Dudley Alleman	Supt. Car Service
	Publicity Agent
	Engineering Department
H. H. Robinson	Portland
Fred W. Doughty	So. Portland
Martin Grisko	So. Portland
Albert S. Thrasher	Clinton
John T. Curran	Portland
Albert Allaire	Augusta
Willis C. Baker	Brunswick
Joseph P. Brennan	Bangor
John Leclere	Brunswick
A. Morrow	Cookshire, P. Q.



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 employee, E. J. Crocker, himself,  
 man Eddie Cahill and Engineer  
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### More News Items

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 written for Calais folks so much as for some  
 of their friends in other places.

So I say give us more news items.

A certain Mr. Crock of the Waterville  
 Ticket force introduced something unique  
 on the 17th of March in the observance of  
 St. Patrick's Day by appearing on the  
 station platform with two green marker  
 flags attached to his coat-tail. It has been  
 alleged that Crock was in two sections that  
 morning.



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 ing:

Name	Location	Reason
<i>General Office</i>		
Clarence A. Conners	Motive Power Dept.	Sick
Blanche M. Lowe	Auditor Frt. Accts.	Accident
Irving W. Russell	Engineering Dept.	Sick
William C. Stollard	Supt. Car Service	Sick
Dudley Alleman	Publicity Agent	Sick
<i>Engineering Department</i>		
H. H. Robinson	Portland	Sick
Fred W. Doughty	So. Portland	Sick
Martin Grisko	So. Portland	Sick
Albert S. Thrasher	Clinton	Sick
John T. Curran	Portland	Sick
Albert Allaire	Augusta	Accident
Willis C. Baker	Brunswick	Sick
Joseph P. Brennan	Bangor	Sick
John Leclere	Brunswick	Sick
A. Morrow	Cookshire, P. Q.	Sick
<i>Motive Power Department</i>		
John A. Paradie	Gilbertville	Sick
Lorrell Reed	Bangor	Sick
Prince H. Shedd	Mattawamkeag	Accident
Gardiner A. Smith	Carmel	Sick
William S. Sawyer	Auburn	Sick
John C. Weart	Passadumkeag	Accident
<i>Stations, Portland Division</i>		
Robert L. Brackley	Portland	Sick
John J. Campbell	Portland	Sick
Francis L. Ellis	Portland	Sick
Frank S. Prescott	So. Portland	Sick
Alex M. Westberry	So. Portland	Sick
Joseph S. Grant	Waterville	Sick
Stanley Meserve	Waterville	Sick
Daniel Murry	Waterville	Sick
Myer Rosenthal	Waterville	Accident
Edward R. Smith	Waterville	Sick
J. Abbott Adams	Fairfield	Accident
Erving E. Lord	Fairfield	Sick
Fred Marcia	Fairfield	Accident
Walter Rancourt	Oakland	Sick
Joseph Roderick	Oakland	Accident
Michael F. Tulley	Fairfield	Sick
William L. Blake	Waterville	Accident
Fred Brown	Rockland	Sick
James E. Conners	Bartlett, N. H.	Sick
Frank L. Dwelley	Bangor	Accident
Domnick Federico	Rumford	Sick
George G. Johnson	Vanceboro	Sick
Belden R. King	Bangor	Sick
George E. Moon	Ellsworth	Sick
John Trowell	Bangor	Sick
<i>Stations, Eastern Division</i>		
John Armstrong	Pittsfield	Sick
Patrick J. Kelleher	Auburn	Sick
Hiram Patten	Oakland	Sick
George A. Plummer	Newport	Sick
William Sprague	Litchfield	Sick
<i>Stations, Eastern Division</i>		
Everett J. Crocker	Vanceboro	Accident
Edward H. Gilmore	East Hampden	Sick
Henry Harvey	Bangor	Sick
John P. Hynes	Bangor	Accident
Frank R. Lawrence	Brewer	Accident
Willard E. Pierce	Bangor	Sick
<i>Engineers and Firemen</i>		
William T. Leonard	Bangor	Accident
Samuel H. Lancaster	Bangor	Sick
R. J. McCormic	Waterville	Sick
F. C. Patterson	Bingham	Sick
Frank G. Small	Portland	Sick
<i>Trainmen</i>		
Charles E. Billings	Portland	Sick
James F. Bendelow	Portland	Sick
Albert W. Crosby	Fairfield	Sick
William Gleason	Lancaster, N. H.	Sick
Alfred N. Johnson	Portland	Sick
Fred L. Merrill	Waterville	Sick
Claud J. Murphy	Bangor	Sick
Merrick R. Pray	Portland	Sick
W. S. Peabody	Portland	Sick
<i>Station, Portland Terminal</i>		
Charles A. Fickett	So. Portland	Sick
William J. Kelliher	Woodfords	Sick
Patrick Kilmartin	Portland	Sick
Michael Mullen	Portland	Accident

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

Miles of Road Operated.....1121.04  
 State of Maine..... 980.42  
 State of N. H..... 99.50  
 State of Vt..... 36.02  
 Province of N. B..... 5.10

Mileage Road Owned..... 645.47

Mileage Road Leased..... 454.79

Miles Trackage Rights..... 20.78  
 Miles First Main Track..1121.04  
 Miles Second Main Track .86.76  
 Miles Additional Main Track 2.76  
 Miles Yd. Track & Siding 368.49

Miles of Track in Use.....1579.05

Revenue Passengers  
 Carried in 1926.... 2,159,247

Number of Passengers  
 Carried one Mile...108,355,815

Revenue Frt. Hauled  
 in 1926..... 7,704,978 tons

Freight Train Car Miles  
 1926..... 66,098,332

Passengers Carried One  
 Mile per Mile of Road.. 96,639

Ton Miles, Rev. Frt.,  
 per mile of road.... 778,756

Average Haul, Pass... 50.182 miles

Aver. Haul, Rev. Frt. 113.326 miles

Aver. Rev. per Passen-  
 ger per Mile.....3.58 cents

Aver. Rev. per Ton of  
 Freight per Mile.....1.669 cents

Number of Locomotives..... 226  
 Passenger.....56  
 Freight.....140  
 Switching..... 30

Total Passenger Train Cars..... 312  
 Passenger Cars..... 158  
 Combination Cars..... 22  
 Baggage Cars..... 50  
 Other Passenger Train Cars 82

Total Freight Train Cars.....7408  
 Box Cars.....3735  
 Eastman Heater Cars..... 783  
 Coal Cars.....1206  
 Rack Cars..... 952  
 Cabooses..... 118  
 Other Freight Train Cars . 614

Company Service Cars..... 486

Ferry and Steamboats..... 4

Total Performance of  
 Locomotives.....5,681,972 miles  
 Freight Service.....2,246,212 miles  
 Passenger Service...2,086,056 miles  
 Mixed Service..... 187,838 miles  
 Special Service..... 2,100 miles  
 Switching Service...1,004,233 miles  
 Work Service..... 155,533 miles

Aver. Miles per Ton of Coal 15.96

Aver. Miles per Pint of  
 Lubricants..... 10.79

### Maine Population and Area

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
<b>Total</b>	<b>29,895</b>	<b>768,014</b>