

Maine
Central
Employees'
Magazine
May 1927



Lincoln's *Gettysburg Address*

Delivered November 19, 1863

FOURSCORE and seven years ago our fathers brought forth upon this continent a new Nation, conceived in liberty, and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation or any nation so conceived and so dedicated can long endure.

We are met on a great battle-field of that war. We have come to dedicate a portion of that field as a final resting-place for those who here gave their lives that that Nation might live. It is altogether fitting and proper that we should do this.

But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our power to add or detract.

The world will little note, nor long remember, what we say here, but it can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced.

It is rather for us to be here dedicated to the great task remaining before us, that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this Nation, under God, shall have a new birth of Freedom, and that government of the people, by the people, and for the people, shall not perish from the earth.

(This page is dedicated to the remembrance of Memorial Day, observed May 30.)

MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEES

Vol. IV

Bird's-Eye Views in Company

THE following high lights of the Company's activities during the year 1926, as taken from the sixty-sixth annual report, will prove interesting reading to all members of the Maine Central Railroad.

Tracks and Roadbed

The tracks and roadbed have been maintained in good condition. During the year there have been laid 32 tons of new 100-lb. section steel rail, 32 tons of new 85-lb. steel rail, 6,000 ft. of Barbey frictionless rail, 6,000 ft. of relay rail, 357,657 new tie bolts, 16,001 new rail joints, 16,001 new rail tie plates, 216,900 new rail tie plates, 42,980 new rail anchors, 25,401 relay rail anchors. Several miles of track have been regraded with gravel and cinders, four turntables installed and 49 rebuilds intensively repaired.

Bridges and Buildings

A new 85-foot turntable, several brick engine houses and 500-ton capacity mechanical locomotive repair stations have been constructed at Lewiston Upper, replacing several which have become outgrown.

A new mechanical coaling station with 500 tons storage capacity has been constructed at Rumford.

A new mechanical coaling station with 2,000 tons storage capacity has been constructed at Bangor.



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. IV

MAY, 1927

No. 5

Bird's-Eye View of 1926 Improvements in Company's Physical Property

THE following high lights of what the Company has accomplished during the year 1926, as taken from the sixty-sixth annual report, should prove interesting reading to all members of the Maine Central Family.

Tracks and Roadbed

The tracks and roadbed have been maintained in good condition. During the year there have been laid 7,071 tons of new 100-lb. section steel rail, 32 tons of new 85-lb. steel rail, 26 tons of Barbey frictionless rail, 6,608 tons of relay rail, 357,657 new ties, 15,346 new rail joints, 16,001 rail joints, 384,118 new tie plates, 216,952 relay tie plates, 42,980 new rail anchors, 25,401 relay rail anchors. Seventy-one miles of track have been reballasted with gravel and cinders, four new culverts installed and 49 rebuilt or extensively repaired.

Bridges and Buildings, etc.

A new 85-foot turntable, seven-stall brick engine house and 500-ton storage capacity mechanical locomotive coaling station have been constructed at Lewiston Upper, replacing facilities which have become outgrown.

A new mechanical coaling station of 500 tons storage capacity has been constructed at Rumford.

A new mechanical coaling station of 2,000 tons storage capacity has been constructed at Bangor.

At Waterville a new brick wheel shop has been constructed and an additional transfer table installed at the shops. The wooden bridge over track at North Street has been replaced by a steel structure of greater capacity and width in accord with order of the Maine Public Utilities Commission. The highway grade crossing known as Chaplin Street west of Waterville station, has been discontinued and closed to public travel.

About 56 acres of land advantageously located for gravel pit west of Walnut Hill, has been acquired and opened with service track for use the coming season, gravel at Libby's Pit having been practically exhausted.

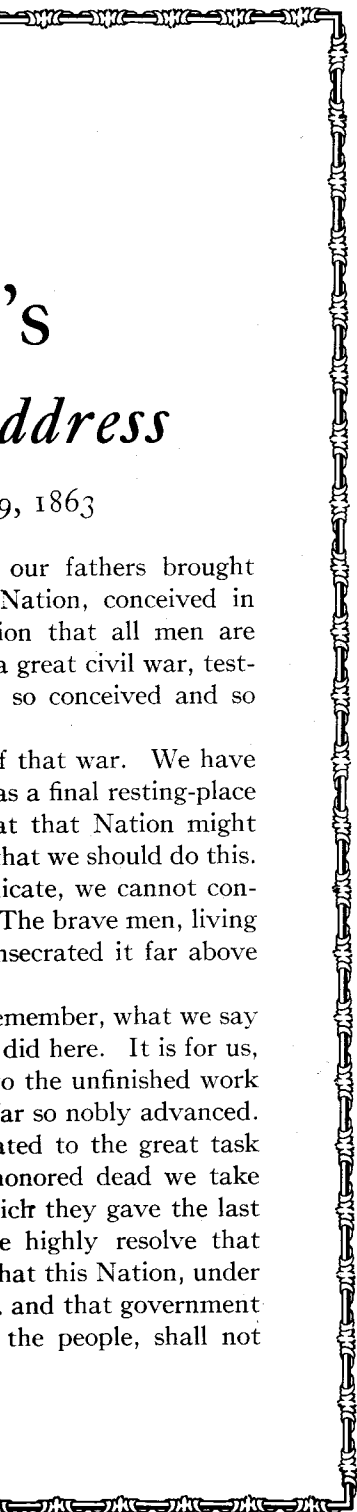
A new 50,000 gallon steel water tank and new standpipe has been installed in place of wooden tank at Cherryfield.

Electric lighting has been installed in the stations at Franklin, Cumberland Center, Columbia Falls, Harrington and Waukeag.

Equipment

Locomotives and cars have been maintained in good condition at the Company's shops.

Substantial savings have been made by closing of Thompson's Point Shop of the Portland Terminal Company, thus concentrating equipment repairs at other points, chiefly at Waterville.



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address

9, 1863

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The brave men, living
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the people, shall not

Memorial Day, observed May 30.)



One new wing snow plow has been purchased.

The following improvements were made to locomotives and cars at the Company's shops: locomotive boosters were applied to two Mikado-type locomotives; mechanical stokers were applied to four Mikado-type locomotives; feed water heaters were applied to three Mikado-type locomotives; superheaters were applied to four locomotives; four baggage cars were rebuilt with steel underframes; two dining cars are now in process of rebuilding with steel underframes.

One hundred thirty-eight Eastman Heater cars owned by this Company have been converted into box cars for general service. It is proposed to convert 300 more of these heater cars into box cars during 1927.

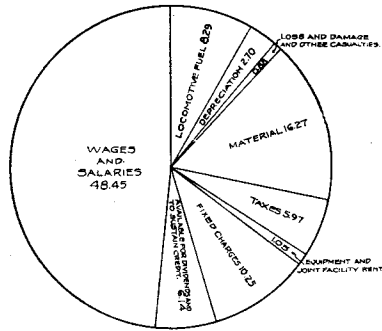
One hundred steel underframe gondola cars are in process of conversion into coal cars by the addition of steel hoppers in floors. Of these, seventeen were completed in 1926 and the remainder will be finished early in 1927. Provision has been made for the conversion of 100 steel flat cars into gondola cars with similar hoppers.

PORTLAND TERMINAL COMPANY

During the year there have been laid five tons of new 100-lb. steel rail, three tons of new 85-lb. steel rail, 716 tons relay rail, 18,556 ties, 429 new rail joints, 1,638 relay rail joints, 19,822 new tie plates, 17,075 relay tie plates, 500 new rail anchors and 3,689 relay rail anchors.

A new steel building service tracks for repairing wheels and axles, and a new steel building for use as a blacksmith shop in connection with car

How THE MAINE CENTRAL RAILROAD COMPANY SPENT EACH DOLLAR OF REVENUE IN 1926



This diagram shows in fractions of One Dollar the nine principal items which comprise the total Maine Central expenditures for year 1926.

Note: "Wages" includes proportion of Portland Terminal payroll. "Fuel" includes proportion of Portland Terminal fuel. "Materials" includes miscellaneous operating expenses. "Fixed Charges" includes interest on bonds and stock, insurance etc. "Loss and Damage" includes miscellaneous income charges.

repairs have been constructed at Rigby.

Where Operating Revenues Went

Another interesting point brought out in the annual report was the distribution of the Company's operating revenue. Wages and salaries, it is pointed out, absorbed almost exactly half of all income, with materials, fixed charges, locomotive fuel, next in order.

A New Summer Train

And it has a name too. "The Down Easter" sounds good, easy to say and it's a train worth bragging about. This new flyer will, commencing July 1st, leave New York 12.10 p. m. Fridays only, carrying through sleeping cars New York to Mt. Desert Ferry, Van Buren and Halifax and Parlor cars New York to Portland. Due to arrive Portland at 10:15 p.m., it affords close connection with all eastbound Pullmans.

Westbound, will leave Portland 7.30 a. m. Mondays only, carrying through Parlor cars to New York due to arrive at Grand Central Terminal at 5.07 p. m.

(4)



A Brief History of Re

IN October, 1887, a small group of employees of the Maine Central Railroad conceived the idea of an insurance association, of, by and for the employees of the road. In whose plan first sprang into being, the names are not indicate; but those who called the meeting are listed, and the list of names which will be recognized by the younger generation of employees.

The warrant for this meeting, which was born the baby which now has grown to honorable manhood, was signed by Horace H. Towle, General Baggage Agent, and later President of the Association; E. Whitney, then a Conductor, later Superintendent, and first President of the Association; Geo. W. York, then a Conductor, and later Treasurer of the Company; Win G. Foster, draftsman; J. A. L. Motive Power Foreman at Portland Point for many years; F. W. Knight, house foreman; H. G. Parkman, foreman, and Thos. P. Shaw, then a foreman, and now a Director of the Corporation.

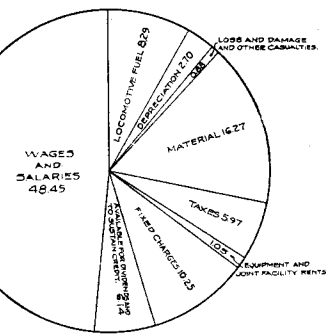
The meeting for organization was held in Portland on November 7th, 1887, and Horace Towle presided as temporary chairman. The list of those who were elected charter members, in addition to the signers of the warrant, includes the following:

Payson Tucker, General Manager; F. E. Boothby, General Passenger Agent; H. F. Dowst, Superintendent Eastern Div.; W. S. Eaton, General

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THE MAINE CENTRAL RAILROAD COMPANY
BY EACH DOLLAR OF REVENUE IN 1926



Shows in fractions of One Dollar the percentages which comprise the total Maine Central for year 1926.

Includes proportion of Portland Terminal payroll. Includes miscellaneous operating expenses other than those named as traveling expenses, insurance, etc. Includes interest for leased roads and various income charges.

have been constructed at

Operating Revenues Went

Another interesting point brought out in the annual report was the distribution of the Company's operating revenues. Wages and salaries, it is pointed out, absorbed almost exactly all income, with materials, fuel, repairs, locomotive fuel, next in order.

New Summer Train

It has a name too. "The Down" sounds good, easy to say and it's worth bragging about. This new train, commencing July 1st, leave New York 1.10 p. m. Fridays only, carrying sleeping cars New York to Mt. Vernon, Van Buren and Halifax and Pullman cars New York to Portland. Due to leave Portland at 10:15 p.m., it affords a connection with all eastbound Pullman-bound, will leave Portland 7.30 a.m. Saturdays only, carrying through Parlor cars New York due to arrive at Grand Central Terminal at 5.07 p. m.



A Brief History of the Maine Central Railroad Relief Association

IN October, 1887, a small group of officers and employees of the Maine Central Railroad conceived the idea of a mutual insurance association, of, by and for employees of the road. In whose mind the plan first sprang into being, the records do not indicate; but those who called the first meeting are listed, and the list contains names which will be recognized by all the old-timers, and may even be familiar to the younger generation of employees.

The warrant for this meeting, at which was born the baby which now has grown to honorable manhood, was signed by Horace H. Towle, General Baggage Agent and later President of the Association; Geo. E. Whitney, then a Conductor, E. A. Hall, Superintendent, and first President of the Association; Geo. W. York, then Auditor, and later Treasurer of the Company; Edwin G. Foster, draftsman; J. A. Pinkerton, Motive Power Foreman at Thompson's Point for many years; F. W. Knight, round-house foreman; H. G. Parkman, Time-keeper, and Thos. P. Shaw, then Paymaster, and now a Director of the Corporation.

The meeting for organization was held in Portland on November 7th, 1887, and Horace Towle presided as temporary chairman. The list of those who were elected charter members, in addition to the signers of the warrant, includes the following:

Payson Tucker, General Manager; F. E. Boothby, General Passenger Agent; H. F. Dowst, Superintendent Eastern Div.; W. S. Eaton, General

Freight Agent; W. F. Pitman, Conductor; S. S. Cahill, Conductor; G. P. Haskell, Foreman Car Repairs; L. W. Foss, Engineer; H. D. Waldron, Clerk, later General Passenger Agent; V. H. Foss, Roadmaster; C. H. Kenison, Master Car Builder; Geo. Nevens, Roadmaster; D. A. Booker, Superintendent Bridges and Buildings; C. E. Rolfe, Cashier; F. Robinson, Foreman Round House, Bangor; Geo. Alden, General Eastern Agent; R. E. Alden, Conductor; W. W. Colby, Auditor; L. H. Foss, Engineer; L. W. Pollister, Conductor; G. J. Allen, Trainman; J. B. Chandler, Conductor; Geo. W. Thayer, General Yard Master; F. D. Rogers, Freight Agent; W. A. Allen, Chief Engineer.


Of those who attended the first meeting, and became charter members of the Association, few are now living. E. G. Foster, who was secretary for many years, is retired and lives in Portland. Thos. P. Shaw, also retired from active service, is a Director of the Corporation, and lives in Portland. Horace G. Parkman is still actively engaged in railroad service, and by the time this appears in print will have rounded out 48 years of continuous connection with the Maine Central Railroad. H. F. Dowst, once Superintendent of the Eastern Division, and later General Manager of the Washington County, is now retired and makes his home in Bangor.

At this initial meeting of the infant Association, Elton A. Hall was elected President, and he remained in this office

Fortieth Birthday Comes This Year

In October of this year, the Maine Central Railroad Relief Association will have rounded out forty years of honorable and helpful existence. It will reach its fortieth birthday in a sound financial condition, with an excellent reserve fund, and with increased benefits to its members. Unquestionably, it now offers greater value in insurance at low cost than ever before in its history.

That the present membership, and employees who are potential members, may know something of the early history of the Association, the subjoined article, prepared by one of the Maine Central family, is presented.



until 1914, when his resignation was reluctantly accepted by the association at its annual meeting. For 27 years, Mr. Hall faithfully and efficiently guided the destinies of the Association, relinquishing the reins only when advancing age made his retirement necessary. In accepting his resignation, the Association adopted and spread upon the records the following resolutions:

“RESOLVED:
That it is with deep regret that we, the members and fellow officers of this Association, accept the resignation of Mr. Elton A. Hall, our President.

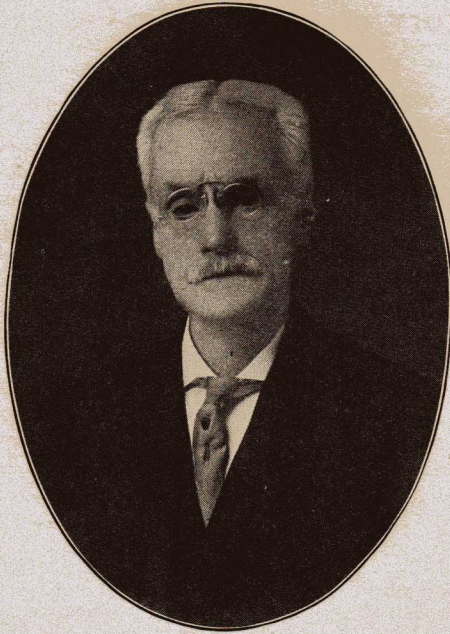
“With many of us, an association of more than 25 years with Mr. Hall in relief matters, we have found him ever patient, courteous and kind, in the consideration of all.

“We shall miss his wise counsel in the conduct of the affairs of the Association.

“We bespeak for him, when relieved of the cares of office, many years of a happy, and comfortable life. It is the vote of this meeting that this shall be spread on the records, and a copy mailed to Mr. Hall.”

Succeeding Elton Hall as President, Horace H. Towle, who had served as Vice-President since the inception of the Association, was in turn succeeded as Vice-President by John Locke, and George Austin was elected second Vice-President.

Mr. Towle was an ardent worker in the interests of the Association from its birth, and devoted much earnest thought and effort to its welfare. He willingly and gladly made long trips to various parts of the Company's lines to talk with members and prospective members about the affairs of the Association, and to the time of his



ELTON A. HALL
First President of the Association

is the present incumbent of the office.

During its forty years' existence, therefore, the Association has had but four Presidents. There have been but three Secretaries: Edwin G. Foster, whose name is found among the original founders of the organization; John A. Webber, whose death occurred in 1926, and Eugene Decker, who succeeded Mr. Webber.


John Webber faithfully served as Secretary for fifteen years, during which period the Directors depended upon him to carry out the intricate and arduous duties of this office efficiently and well; and they found their dependence well placed. After his untimely death, the Directors, at a special meeting, adopted resolutions which were spread upon the records as a permanent memorial of his loyal and faithful service. Mr. Webber's interest in the welfare of the Association was unquestioned, and he gave freely of his time and energy in its behalf.

In the Secretary's records there is much of interest to the historian, and to the older employees especially. There is, for example, an entry made in May, 1898, when the Directors voted to consult counsel as to

death he was one of its most efficient officers and members.

Mr. Towle retired as President in November, 1914, at which time a vote of thanks was tendered him "for the hard work, good work and energy" he had given the Association "during his term of office and for many years previous."

He was succeeded as President by Charles H. Priest, with Robert Sturgeon and Fred V. Berry as Vice-Presidents. The two latter still hold these offices. Following Mr. Priest, Stanley W. McGeoch was elected President, and



the liability of the Association in case of death of members in war. This course, was the conflict with Spain in September of that year occurred the death of a member of the Association while in military service, when Ezra W. ... telegraph operator, died in Canada at Point, New York.

In the minds of many of the employees there will recur memories of the famous annual balls given by the Association in the early days of its history. At the meeting of the Directors in 1887, it was voted to arrange for a ball to be held in Portland City Hall, if it was deemed advisable. Apparently it was deemed advisable, the ball was given, and with success, both socially and financially. It became an annual event until 1898, when it was voted to discontinue the custom.

For months in advance, the Association was in charge of this gala event laboring with necessary preparations, and when the eventful night, the hordes of guests from all parts of the Road entered the hall with their ladies, all the planning and preparation were declared to be justified by the result. Imported talent was procured for the music and entertainment, there was a reception tendered by officers of the Association, a general greeting of old friends, and the night "on with the dance." In the great hall, there was a perfect replica of life size, of a private car; and here Mr. Hall, assisted by officers of the Association, received the guests. That it was a social success is evidenced by the fact that the amount in the Secretary's records of receipts from ball, \$1,246.65."

The growth of the Association in its early days is shown by the Secretary's records of applications for membership. At the first meeting after organization, 75 members were accepted, the following year there were 66, then the number increased to 130 and to 201 in the following two years. At the end of the third year of the Association's existence the membership was 250, a very healthy growth from the first year of members in 1887. Yet the members were not satisfied. They felt that the present officers, that the membership should include the name of every



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the liability of the Association in the event of death of members in war. The war, of course, was the conflict with Spain; and in September of that year occurred the first death of a member of the Association in military service, when Ezra W. Colcord, a telegraph operator, died in camp at Montauk Point, New York.

In the minds of many of the older employees there will recur memories of the famous annual balls given by the Association in the early days of its history. At a meeting of the Directors in December, 1889, it was voted to arrange for a ball, to be held in Portland City Hall, "if found advisable". Apparently it was found advisable, the ball was given, and was a huge success, both socially and financially. This became an annual event until 1898, when it was voted to discontinue the custom.

For months in advance, the committees in charge of this gala event labored to make necessary preparations, and when, on the eventful night, the hordes of employees from all parts of the Road entered the hall with their ladies, all the planning and labor were declared to be justified by the results. Imported talent was procured to provide music and entertainment, there was a reception tendered by officers of the Road, a general greeting of old friends, and then "on with the dance." In the rear of the great hall, there was a perfect reproduction, life size, of a private car; and here President Hall, assisted by officers of the company, received the guests. That it was a financial success is evidenced by the terse statement in the Secretary's record: "Net receipts from ball, \$1,246.65."

The growth of the Association in its early days is shown by the Secretary's record of applications for membership. At the first meeting after organization, 75 new members were accepted, the following month there were 66, then the number jumped to 130 and to 201 in the following two months. At the end of the third year of the Association's existence the membership was 1226—a very healthy growth from the little handful of members in 1887. Yet the officers were not satisfied. They felt, as do the present officers, that the membership roll should include the name of every eligible

employee of the road, and so, in 1890, when the Association was just three years old, a solicitor was appointed to travel over the road to secure applications. This first solicitor to be employed was Frank Gardner, then a trainman and later a passenger conductor. That his efforts bore fruit is evidenced by a vote of thanks tendered him by the Association one year later.

Little by little, the Association improved its financial standing, and only three months after its organization, we find a record that a surplus of one hundred dollars was transferred to a permanent benefit fund. The first record of drawing upon this fund is in 1893, when the death benefit of Rufus K. P. Rideout, a conductor on the Rockland Branch, was paid from the fund instead of making an assessment. Regularly, after this first transfer of funds, amounts varying from one hundred to one thousand dollars were placed in the permanent fund, and the youthful Association began to be a financial power.

In the early days of the Association, death claims were paid by per-capita assessments, and according to the by-laws, the sum of such assessments, not to exceed one thousand dollars, was to be paid to the beneficiary. The first death of a member occurred June 5th, 1888, when Johnson Boothby died in Waterville. At this time the membership was 621, from which it appears that his beneficiary received \$621. There were five deaths during the first year of the Association's existence—Johnson Boothby, Lendall C. Marston, Ira L. Pierce, Albion A. Hopkins and Henry F. Woodbury.

Under the original by-laws, the membership fee was two dollars, except for men engaged in train service, who were then required to pay double this fee. The dues were fifty cents per month, which took care of the running expenses and sick benefits, and the assessments one dollar per death. Shortly afterward, the exception as to train service employees was withdrawn, and all employees were accepted on the same basis.

Commencing January 1, 1915, the method of making assessments to meet death claims was abandoned, and fixed monthly dues substituted. The last assess-



ment made was number 451 dated Dec. 25, 1914, covering the death of Engineman William J. Silk.

In the beginning, as now, there was a maximum age limit for active members, and the by-laws permitted the Directors to elect to honorary membership those who were not eligible for benefits, or who, for other reasons, were not made active members. The first to be thus honored were elected at one of the first meetings of the Board, and included Arthur Sewall, President of the Corporation and once a candidate for Vice-President of the United States; J. A. Linscott, veteran Treasurer of the Company; C. O. Baker, Freight Claim Agent; Amos Pillsbury, Master Mechanic; Wm. Bodge, Conductor; John A. Mace, father of the present veteran conductor, and Nathan Stiles, then Agent at Bath.

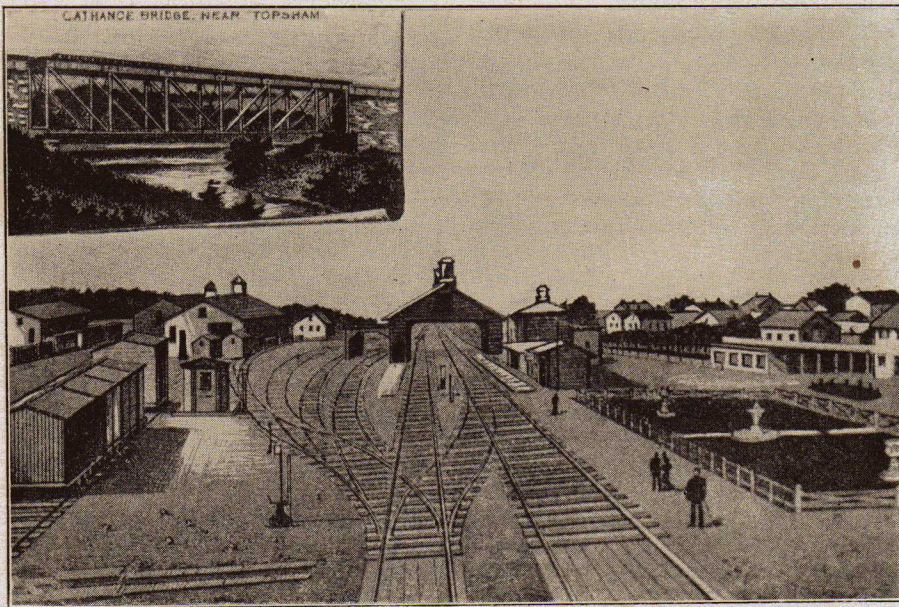
At later dates, the Board elected as honorary members Charles H. Kenison, Master Car Builder; Jonas Hamilton, Superintendent of the Mountain Division; John F. Heald, Claim Agent; H. B. Cleaves, former Governor of Maine; F. A. Wilson, who succeeded Arthur Sewall as President; and W. L. White, Superintendent of the Knox & Lincoln Railroad, later the Rockland Branch of the Maine Central. The late George F. Evans, of beloved memory, was made an honorary member of the Association in 1897, shortly after coming to the Maine Central as Vice-President and General Manager; and Theo. L. Dunn was elected to honorary membership in 1898.

In a succeeding issue of the MAGAZINE, the later history of the Association will be outlined.

Continued Next Month



How They Looked in the Days of Yore



We are indebted once more to H. T. Rodick of Brunswick for this old picture of Brunswick Yard and Cathance Bridge

near Topsham. Somewhat different sight from what one sees today at this busy little terminal on the Androscoggin.

(8)



What Patron

Canadian Pacific Despa

Chicago
April 11
File F-5

Mr. G. H. Eaton, F.T.M.,
Maine Central Ry.,
Portland, Maine.

Dear Sir:

Your file 5-54, of April 11
Marshall Field & Co.,
signee, complimented our re-
lines very highly on the serv-
CP-207870, oil cloth, from W
Me., on April 7th. This car
at 10.30 p. m., April 11th,
delivered to consignees befo
on the 12th.

Yours very truly,

(Signed) W. A. Kitt
G.W.F.A.

CHP:AK

Legislature Passes tion Credit

ALMOST at the end of the
the Legislature, an Act
which may be of great
to members of the Maine Cent
Entitled "An Act to Incorporat
road Workers Credit Union of
creates a corporation which ma
and set up machinery to do a
vestment and loan business for it

Several Portland employees
interested in the Credit Union
have been investigating it for
Their first discovery was that
did not permit the formation
Unions in the State, such as ha
helpful in other places.

Nothing daunted, the matte
sented to the Legislature, with

dates, the Board elected as hon-
 bers Charles H. Kenison, Master
 er; Jonas Hamilton, Superinten-
 the Mountain Division; John F.
 im Agent; H. B. Cleaves, former
 of Maine; F. A. Wilson, who
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Continued Next Month

Days of Yore



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 one sees today at this busy little
 on the Androscoggin.



What Patrons Say Of Our Service

Canadian Pacific Despatch

Chicago, Ill.
 April 13, 1927.
 File F-8258

Mr. G. H. Eaton, F.T.M.,
 Maine Central Ry.,
 Portland, Maine.

Dear Sir:

Your file 5-54, of April 11th.

Marshall Field & Co., the con-
 signee, complimented our respective
 lines very highly on the service given
 CP-207870, oil cloth, from Winthrop,
 Me., on April 7th. This car arrived
 at 10.30 p. m., April 11th, and was
 delivered to consignees before noon
 on the 12th.

Yours very truly,
 (Signed) W. A. Kittermaster.
 G.W.F.A.

CHP:AK

Stevenson, Harrison & Jordan

New York City
 April 12, 1927

Mr. L. W. Merritt,
 Ticket Agent, M.C.R.R.,
 Portland, Me.

Dear Sir:

Thank you for your very prompt
 reply to my wire of reservation, for
 which you have assigned to me Com-
 partment B on Car 54 from Portland
 to New York, on the State of Maine
 Express on the night of May 31.

This is about the quickest trans-
 action I have seen for some time as it
 was nearly noon when we sent out
 wire, which was a day letter, and it is
 now 2.30 when I am wiring this letter.

Very truly yours,
 (Signed) J. P. Jordan.

JPJ:EVS



Legislature Passes Private Bill Permitting Forma- tion Credit Union by Railroad Men

ALMOST at the end of the session of
 the Legislature, an Act was passed
 which may be of great importance
 to members of the Maine Central Family.
 Entitled "An Act to Incorporate the Rail-
 road Workers Credit Union of Maine", it
 creates a corporation which may organize
 and set up machinery to do a general in-
 vestment and loan business for its members.

Several Portland employees have been
 interested in the Credit Union idea and
 have been investigating it for some time.
 Their first discovery was that Maine laws
 did not permit the formation of Credit
 Unions in the State, such as have been so
 helpful in other places.

Nothing daunted, the matter was pre-
 sented to the Legislature, with a request

for a general bill, permitting the formation
 of Credit Unions, and a hearing was held
 on March 25 before the Judiciary Com-
 mittee. This was reported "ought to pass",
 but was sent back to the Committee by the
 House.

It was intimated, however, that a special
 bill, permitting the formation of a Credit
 Union by employees of the Maine Central
 Railroad Company "and/or" the Portland
 Terminal Company, would not be objected
 to.

With the capable assistance of Charles J.
 Nichols, a Portland attorney, a new private
 bill was drafted, resubmitted to the Ju-
 diciary Committee, passed by the House
 and Senate and signed by the Governor on
 April 16th. After the usual 90-day period

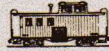


this Act takes effect, and on July 16th, the incorporators can legally proceed to business.

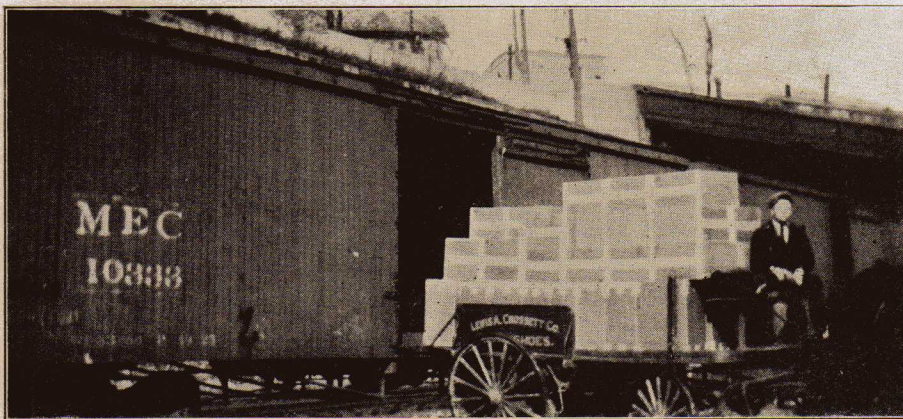
Among those who secured the passage of the bill were Harold J. Foster and George W. Peterson of Portland, representing the clerks' organization, Engineman Maynard L. Hincks, Legislative Agent of the Brotherhood of Locomotive Engineers, Charles F. Donahoe of Boston, member of the Advisory Council of the Credit

Union National Extension Bureau, Norman Halpine of Portland, President Telephone Workers Credit Union of Maine, and William Howe, also of Portland, Clerk of Maine Telephone Workers Credit Union.

In July, or perhaps before that time, the incorporators of the Railroad Workers Credit Union of Maine will doubtless make some interesting announcements.



Freight Shipment Makes Record Run Augusta To Los Angeles



Augusta Shoes About to Make Record Run to the Pacific Coast

You have all heard of race-track records being broken, ocean liners breaking sea-voyage records, and monstrous airplanes making speed and altitude records. This you read almost every day in the newspapers. Well, here's a new record trip, recently made by the Iron Horse with the initial starting point right on our own stamping grounds.

Less than 12 days after a shipment of 184 cases of shoes was loaded into a car at the Augusta station it was delivered to consignee at Los Angeles, Cal., routed via St.

Johnsbury, C. P., Detroit, Wabash, Chicago and A. T. & S. F. Record of the car is as follows:

Left Augusta 1.00 P. M., March 21 in Train No. 326'X; Portland, same day in No. 376; passed St. Johnsbury 8.00 A. M. March 22; Detroit, March 24; Chicago, March 26; Kansas City, March 28; Belen, N. M., March 31; arriving at Los Angeles 5.00 P. M. Saturday April 2nd. The distance covered was 3,416 miles.

This means an average speed of 305 miles a day and 12.7 miles an hour.

(10)



A feature of this shipment is that it was handled promptly at all junctures and speeded along with the least delay. By efficient handling at each stop the car went along over the Mount Mansfield the same night, close connection made at St. Johnsbury with the Vermont Pacific Railway.

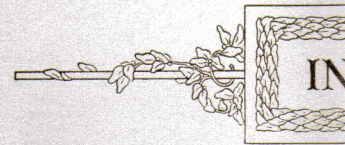
Freight charges amounted to a very good percent of the revenue generated by the Maine Central Railroad on account of the long haul through the White Mountains.

The 184 cases contained 4,416 shoes and were manufactured by the Crossett Co., of Augusta, Maine.



On the Cover

This month's cover shows a picture taken by Milford Baker of Binghamton, N. Y.



N. E. COUGHLAN

Nathaniel E. Coughlan, aged 45, died April 5th while attending a Mass in Portland. Mr. Coughlan was a native of New Brunswick but had been a resident of Portland several years. He had been employed by the Portland Telephone Company. He is survived by his wife, Laura B. Coughlan of 3 Fuller Street.

JAMES H. TODD

James H. Todd of Yarmouth, N. S., was employed as Section Hand, suffering fatal injuries in an accident April 17th at the crossing, four miles west of Freeport, which he later died.

Section crew were on section of track to point between Yarmouth Junction and Freeport where broken rail had been replaced and were taking the section car No. 350 pass but did not succeed.

tional Extension Bureau, Norman
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Credit Union of Maine, and
Howe, also of Portland, Clerk of
Telephone Workers Credit Union.
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was 3,416 miles.
means an average speed of 305
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A feature of this shipment is that the car was handled promptly at all junction points and speeded along with the least possible delay. By efficient handling at Portland the car went along over the Mountain Road the same night, close connection being made at St. Johnsbury with the Canadian Pacific Railway.

Freight charges amounted to \$532.00, a good percent of the revenue going to the Maine Central Railroad on account of the long haul through the White Mountains.

The 184 cases contained 4,416 pairs of shoes and were manufactured by the L. A. Crossett Co., of Augusta, Maine.

♦ ♦

On the Cover

This month's cover shows a photograph taken by Milford Baker of Bingham, whose

fine scenic views have been recently reproduced in the SATURDAY EVENING POST, and other magazines.

This particular snapshot shows the great stone face, or the Indian's Head, on Mount Kineo, on the shores of beautiful Moosehead Lake. The Lake itself, called the most beautiful in the State, lies like a mirror of burnished silver, surpassingly beautiful amidst the violet-tinted hills and mountains, with the massive crag of Mount Kineo towering above it, its face of pure flint rising sheer 1,000 feet from the sparkling water.

In some respects this great stone image resembles the "Old Man of the Mountain" in the Franconia Notch of New Hampshire, although it is not quite so high.



N. E. COUGHLAN

Nathaniel E. Coughlan, age 63, died April 5th while attending a Masonic meeting in Portland. Mr. Coughlan was a native of New Brunswick but had been a resident of Portland several years, having been employed by the Portland Terminal Company. He is survived by his wife, Laura B. Coughlan of 3 Fuller Street.

JAMES H. TODD

James H. Todd of Yarmouth, age 60, employed as Section Hand, sustained injuries in an accident April 17th at Sodom Crossing, four miles west of Freeport, from which he later died.

Section crew were on section car enroute to point between Yarmouth Jct. and Freeport where broken rail had been reported and were taking the section car off to let No. 350 pass but did not succeed in getting

car entirely clear, Engine of No. 350 striking it, injuring Mr. Todd.

His death is mourned by many friends and associates in the Maine Central family.

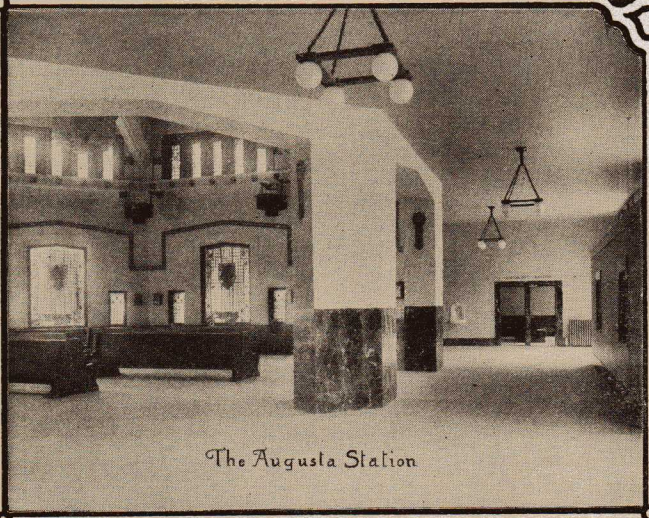
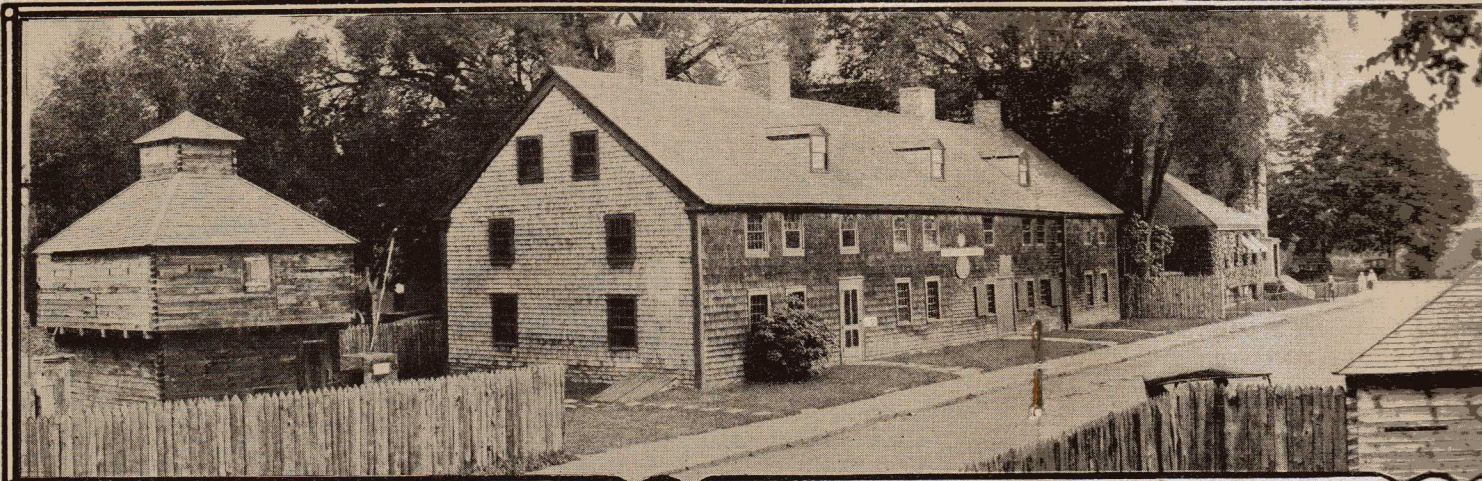
CHARLES VOSE

Charles Vose, a retired Boston & Maine employee and father of Mrs. Harris, wife of General Passenger Agent M. L. Harris, passed away Tuesday afternoon, April 19th. Services were held at Portland, Wednesday afternoon and Mr. and Mrs. Harris accompanied the body to Halifax on the evening train.

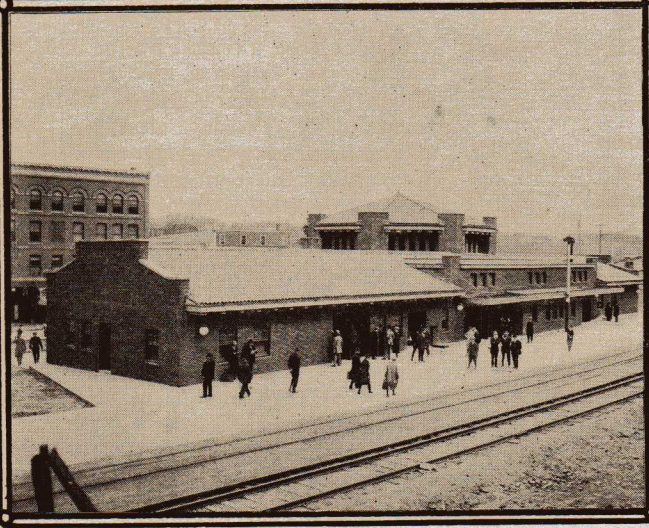
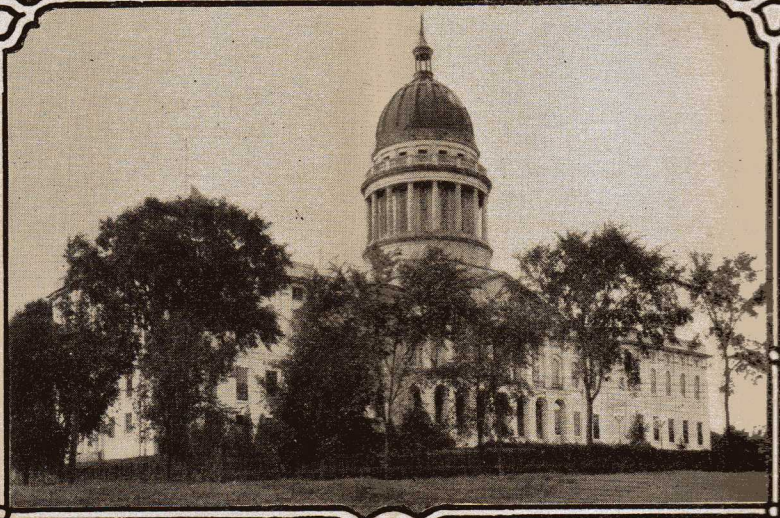
CARD OF THANKS

I wish to thank the persons who so kindly and generously contributed the sum of money presented to me account of death of my son, Trackman James W. Corbett, Section 185, Charlotte.

MRS. JOSEPH CORBETT,
Charlotte, Maine.



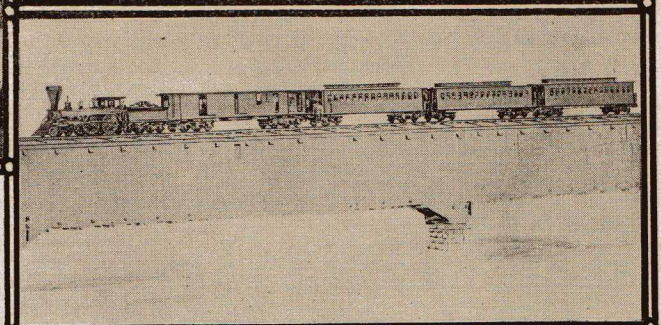
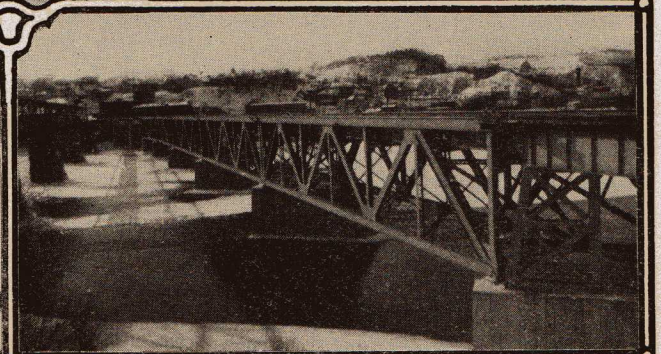
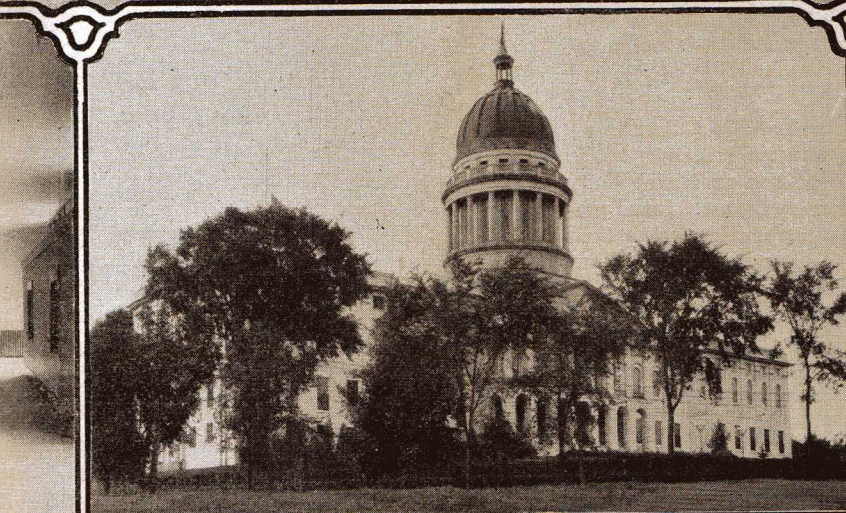
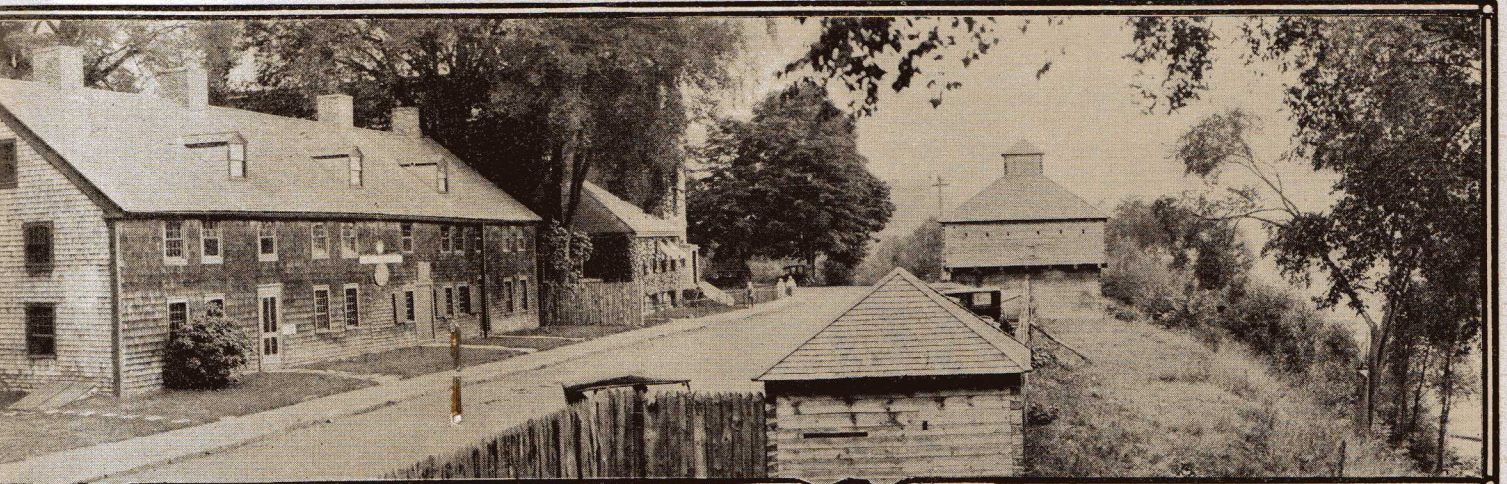
The Augusta Station



AUGUSTA

The Capital of Maine

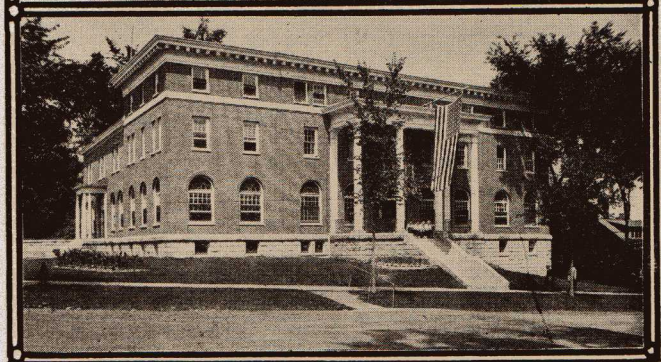
UPPER picture shows Fort Western, built when the Indians' war-whoop rang on the shores of the Kennebec; in the center, the State Capitol; on the left, interior and exterior views of the Augusta Railroad Station; lower right, Augusta Y.M.C.A.; center right, Railroad bridges across the Kennebec; upper, the modern structure and lower, the old bridge built in 1861, with a train of that era.



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The Capital of Maine

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MAINE CENTRAL Employees' Magazine

Vol. IV MAY, 1927 No. 5

"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

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J. E. Winslow, Lancaster
Alfred R. Pugh, Rockland

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

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

EDITORIALS

"THE FINEST TRAIN"

Glancing through railroad magazines and railroad advertising, the editor has recently come upon no less than four different expresses advertised as "The Finest Train in the World". Isn't that splendid! No wonder we say the efficiency of American railroads is increasing.

If its Publicity Agent has anything to say about it, the Maine Central will never advertise "The Finest Train in the World." Such advertising went out of date with the passing of P. T. Barnum.

What's the advantage, anyhow, of comparing the "fineness" of No. 156 and No. 402. The thing that counts both with railroad men and with the public is to make No. 156 just as fine as it is possible to make it and for every man concerned in any way with No. 402 to run that train just as well as it is humanly possible to run it.

The passengers who ride on 402 think no less of themselves than those who travel on 156, and deserve equally courteous, prompt, efficient service.

If we want something to howl about, why not make this slogan a fact: "Less difference between the best Maine Central train and the worst Maine Central train than on any American railroad."

BETWEEN HAY AND GRASS

Spring is here, and our passenger traffic is in the same condition as Maine dairy cows—between hay and grass. Local passengers are taking to their slivvers or their limousines and the summer surge of off-line through traffic has not begun. As a result passenger revenues come down with a sickening thud.

For certain kinds of travel, steam cannot compete with the auto, but many who now ride on rubber would be better off on the rails.

The Maine Central can carry them more safely, more quickly, more comfortably and more cheaply. To tell this and sell this to the public is an advertising problem.

Advertising means more than using the printed word in newspaper, booklet, flyer, leaflet and folder. By far the strongest kind of advertising is that carried by word of mouth.

Maine Central Passenger Traffic needs more advertising. The seven thousand members of the Maine Central Family could accomplish wonders if they'd enlist in the advertising program of 1927 and talk up the benefits of rail travel. Tell your neighbor about them tonight.

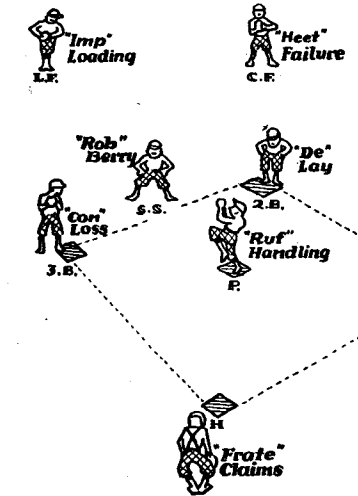
No safety device ever invented can do as much in cutting down accidents as a careful workman.



Maine C

Play Ball - Maine C

By E. I. I.



They're a Fast Aggregat

PLAY ball—Batter up—the game of baseball has opened and all red-blooded persons

There is another season that open. It has never been known. You ask what season? One that whole lot to the Maine Central. The season of Freight Claims.

This aggregation has placed a midable team in the field against. glance over the line-up in the accompanying picture will show.

Up behind the plate is old man Klaims. He stops everything. was ever known to get by him.

In the pitchers box is "Ruf" The fiercer the opposition the bears down. His choots, curves ers are the most baffling that a has ever had to face.

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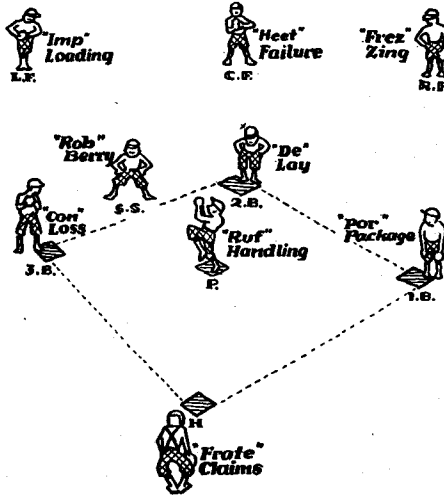
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Maine Central Family

Play Ball - Maine Central Tackles Strong Opponent

By E. I. HILL, Portland, Traveling Agent



They're a Fast Aggregation

PLAY ball—*Batter up*—the grand old
 game of baseball has opened its season
 and all red-blooded persons are happy.

There is another season that is always
 open. It has never been known to close.
 You ask what season? One that means a
 whole lot to the Maine Central Railroad.
 The season of Frate Klaims.

This aggregation has placed a most for-
 midable team in the field against us, as a
 glance over the line-up in the accompanying
 picture will show.

Up behind the plate is old man "Frate"
 Klaims. He stops everything. Nothing
 was ever known to get by him.

In the pitchers box is "Ruf" Handling.
 The fiercer the opposition the more he
 bears down. His choots, curves and bend-
 ers are the most baffling that any batter
 has ever had to face.

Over on first base is "Por" Package who
 handles high and low throws and makes a
 very acceptable player for the position.

Opposition "Makes Its Breaks"

On second is "De" Lay. His movements
 are very deliberate and dilatory but his
 work always shows results.

At short stop "Rob" Berry is an alert,
 aggressive young player. He does his work
 quickly and many of his moves are so
 quick that they cannot be seen until after
 he has completed the play.

Over on the hot corner at third base is
 "Con" Loss. No matter how hard you
 drive them at him, he gets them, he is such
 a smooth worker that it is hard to appre-
 ciate what a lot of ground he covers.

The outfield is patrolled by "Imp" Load-
 ing, "Heet" Failure and "Freeze" Zing. All
 are fast, sure men and rarely fail the team
 in making themselves conspicuous by doing
 the impossible.

Against the above line-up the Freight
 Claim Department has gone to bat. We
 are going to score against them. The game
 will go into extra innings and we are after
 the most capable substitutes to play on our
 team.

If every employee of the Maine Central
 will get into the game we feel sure that our
 opponents will be given a run for their
 money and we can score a few wins during
 the season.



He tried to cross the railroad track
 Before a rushing train;
 They put the pieces in a sack,
 But couldn't find his brain.

—Edward Goshen, Old Orchard.



Oldtown Optimistical Tobasco

By V. A. CUNNINGHAM

For after All He Is only a Dog

Clerk Ashey: I have got to shoot my dog,—he knows nearly as much as I do.

Operator Lavallee: It's too bad to kill him for that.

Spring is here and the barrel-chested help at Oldtown are planning their activities in athletics for the coming season. The following have been assigned to the training table of the checker team: Operator Bowley, Operator Prouty, Clerk Ashey and Signalman Coffin. Rusty Spinney will be the mascot of this team.

Hasn't Seen It Since

Cy Messer: Where is that mail-order garage you had in your back yard?

Conductor Haney: Well, one night I tied the dog at one corner of it and a cat went by.

Signalman Rube (Silent) Coffin says, "It's better to be silent and thought dumb than to speak and remove all doubt."

Engineman Dan West is a great automobile fan. He says that he would never think of leaving home without a spare. Does this mean that if he went walking he would carry a wooden leg under his arm?

Too Many Soloists

The brass band that Oldtown was planning to organize has fell through; it was found we had too many bass-drum soloists.

Roundhouse Foreman Charlie Dubay has probably done more for the would-be auto owners than anyone in Oldtown, for he has arranged for the salesmen to call and take us home on the stormy days only. We knew these salesmen were good for something if we could only find out what it was.

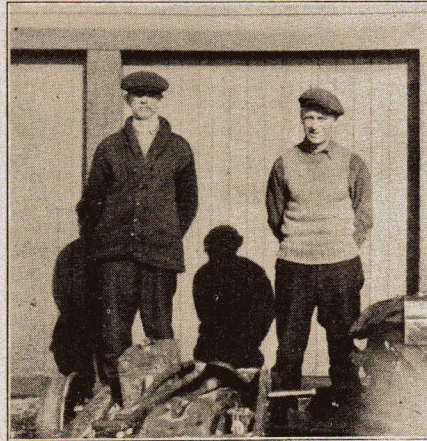
Right the First Time

Voice at the window: Is my bag of buckwheat here?

Clerk (looking through bills): No, not yet.

The Voice: Look here, if I don't get my buckwheat tomorrow I am going to report the whole of you to the delay department.

You have got to admit that Oldtown is GOOD, when the supply department sends us pencils without erasers.



R. D. Coffin, Signalman, and A. H. Spinney, Helper

Criminal Carelessness

Felix Shorette says he is going to sue the company for damages, they blew the quitting whistle while he was carrying ten feet of railroad rail, he dropped it on his foot.

Operator Prouty has changed to "Lucky Strikes"; says he has got to protect his voice.

Even He Has Limitations

Oldtown has a mechanical genius. It's Signalman's Helper Rusty Spinney. If it's clocks, watches or door bells, send them to Rusty. If it's automobiles, radios, voltmeters or coffee grinders, send them to Rusty. If it's electrical wiring, typewriters or sewing machines, send them to Rusty. But if it's lumbago, sciatica, loss of voice or nurse-maid's knee,—send 'em to a doctor.

Carl Henry is a good scout, even if he does think a hydraulic ram is a member of the goat family.

♦ ♦

Trainman (to poultry man)—Gimme a chicken.

Poultry man—Want a pullet?

Trainman—No, I wanta carry it.—*Wall St. Journal.*

(16)

Veteran Engineman in Train Accident

Train No. 168, Engine 289, C. Frank Mills, Engineman Frank Mills left Portland on time April 15th, running at normal speed about one-half miles west of Cumberland middle driving axle broke causing side rod to break. Something came in contact with reach rod releasing the lever, which flew back striking and mangled left leg of Engineman Small.

Train was immediately stopped, the cars or engine being derailed.

Engineman Small was promptly taken to Portland in ambulance and is now at the Eye and Ear Infirmary, reports in which he is getting along nicely.

Engineman Small has been with the railroad for fifty years and this is the first accident in which he has been

♦ ♦

Calais Notes

By E. F. McLAIN

Berry Merrithew, Engineer on the "Fish Freight" that runs in, out, and back, the "Sardine City", is convalescing at this time and hopes to return to work shortly.

Ivan Murphy tells me, this bright morning, that he is a new father. An extension has arrived in his first ten-pound baby girl. Mrs. Murphy is happy.

Birds Busy Down East

I was pleased with Mr. Goudreau's idea on my column and appreciate an idea on local items. No doubt he has us the correct intention of home no. I will endeavor to follow his advice more closely.

Spring is here, and the first bird whispered something to Wash Bailor the new Essex sedan. It's a bird.

I guess some bird peeped a ha Ben Whitney. I saw him in a coach last night. He says the D minds him so much of the Princeton that he can't rest while driving. That's what the trouble was with the last bowling tournament.)

Tobasco

AM



D. Coffin, Signalman, and
A. H. Spinney, Helper

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+

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Veteran Engineman Hurt in Train Accident

Train No. 168, Engine 289, Conductor Frank Mills, Engineman Frank G. Small, left Portland on time April 15th, and while running at normal speed about one and one-half miles west of Cumberland Mills, middle driving axle broke causing the back side rod to break. Something came in contact with reach rod releasing the reverse lever, which flew back striking and breaking left leg of Engineman Small.

Train was immediately stopped, none of the cars or engine being derailed.

Engineman Small was promptly taken to Portland in ambulance and is now at the Eye and Ear Infirmary, reports indicating he is getting along nicely.

Engineman Small has been with this railroad for fifty years and this is the first accident in which he has been concerned.

+

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Ivan Murphy tells me, this bright April morning, that he is a new father. That is, an extension has arrived in his family, a ten-pound baby girl. Mrs. Murphy is fine.

Birds Busy Down East

I was pleased with Mr. Goud's article on my column and appreciate an outsider's idea on local items. No doubt he has given us the correct intention of home notes, and I will endeavor to follow his advice a little more closely.

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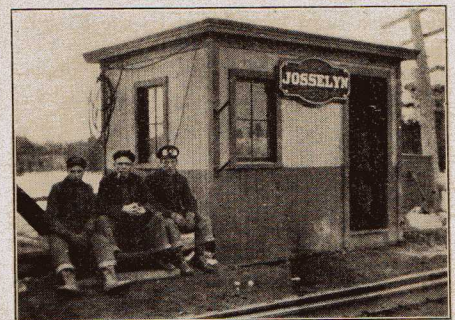
A Hint to Humorists

Magazines went like Sherman's beer last month. The boys claim it's not large enough. How about Webster's Unabridged?

If you are a humorist, a bit musical and want to get a real *kick*, sidle up to Engineman Skinny Gray and in your best tenor, etc., sing "The old Gray Mare, she ain't what she usta be."

+

Where Is this Station?



We are indebted to Operator A. H. McCarrison of Newport Junction for the above picture.

"Probably a lot of employees now working," he says, "never heard of this station, although it was on the main line between Waterville and Bangor.

"The men are Conductor Marshall, Trainmen Sands and Ware who were on a work extra at that time but are all out of the service now."

+

Portland Terminal Notes

By GRACE M. KATON

Sympathy has been extended to Chief Timekeeper James P. Jordan in the loss of his father, who died recently of pneumonia after a short illness. Mr. Jordan, Senior, was a former Grand Trunk Railway employee.

John T. Feeney, Traveling Inspector of the Superintendent's Office force, is receiving sympathy in the loss of his mother. Mr. Feeney is out on a leave of absence account of ill health but expects to take up his duties again within a short time.



Miss Sybil Noyes, former Stenographer in the office of the Superintendent, is substituting in that office for a few weeks. We are always glad to have Miss Noyes back with us.

John F. Conlen, Clerk-Telegrapher, is receiving sympathy in the loss of his mother, a few weeks ago.

Mrs. Margaret R. McFarland, Stenographer, has returned to her duties in the office of the Interchange & Per Diem after a year's leave of absence. Miss Margaret K. Coyne, who has been substituting in her place, has been transferred to the Freight Office force.

Freight Office

Atwood T. Brackett has returned to his duties in the Inward Department after a three months' trip to Hollywood. We are all glad to welcome "At" back as we were afraid he would join the movies while away.

Mrs. Aida H. Doble, Clerk in the office of the Freight Cashier, was called to her home in New Orleans, account death of a sister. Her many co-workers extend sincere sympathy in her sorrow.

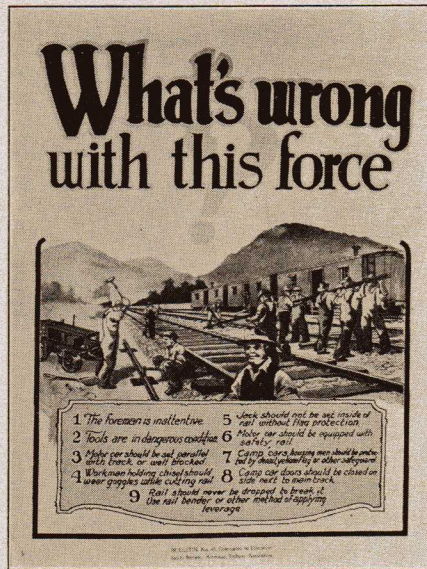
Miss Nancy Donahue, Stenographer, is out on a month's leave of absence account injury to her arm.

George T. Delano, who has been spending the winter at Daytona, Fla., has returned to his duties at the Freight Office feeling just like work after his sojourn.

George H. Skillings, Timekeeper in the Portland Freight House, has returned from a trip to Texas, where he visited his daughter and family at the Army Post at Fort Normoyle, San Antonio. George has reported a most delightful time and trip but is glad to be back in the old State of Maine again.

Harry O. Noyes, Supervisor of Interchange and Per Diem, acting as a messenger of Good Cheer from the Terminal Forces, called on a former well-remembered Yard Clerk, Jack Ainsworth at Kennebunk recently, and presented him with an Easter gift in the form of a purse of money. To say that it was a surprise and gratefully received would be putting it in a very mild way, for "Jack" was surely pleased and wished to extend to the many friends who generously contributed, his thanks and

appreciation. The "purse" was made possible thru the kindness and energy of a certain young lady of the Superintendent's Office force.



Bangor Car Shops

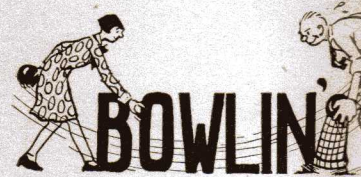
By C. A. JEFFARDS

Martin Sheppard in a twenty-string match defeated Edgar Keith, the crack Bangor Champion recently. Mr. Sheppard collected a total of 2190 pins and Keith 2056, Sheppard winning by 134 pins. Sheppard's best string 134 and his lowest 92. Keith's best 123 and lowest 74.

The many friends in Portland of Al. Weatherbee will be interested to know he has purchased a new 1927 Buick sedan.

Harry Glick, B. & A. Foreman at Millinocket and formerly with the Maine Central as Asst. Air Brake Inspector, was a visitor in Bangor recently with his genial smile.

The Freight Repair track are organizing a ball team from among its ranks. H. R. Merritt seems to be the presiding officer at present. The line-up with its games and defeats will be announced in a later issue of the MAGAZINE.



SPECIAL MATCHES BETWEEN R. R., N. E. T. & T. A. MILLIKEN TOMLINSON COMPANIES

Maine Centrals		
Bean	95	84
Stover	90	104
Haggerty	104	89
Corcoran	88	109
May	82	90

Totals	459	476
N. E. T. & T. Co.		
Halpine	87	101
Pomeroy	104	90
Winslow	92	86
Thomas	89	101
Seal	86	83

Totals	458	461
Maine Centrals		
Mills	81	95
Bean	107	92
L. Hawkes	83	89
Haggerty	85	94
May	85	103

Totals	441	473
Milliken, Tomlinson Co.		
Parker	85	85
Ingersoll	76	81
Johnson	109	97
C. Kane	82	100
Cushman	104	98

Totals	456	461
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Waterville Wheel Shop Proves Valuable Addition

By A. A. THOMPSON

The wheel shop, which has been under construction for several weeks, is



tion. The "purse" was made possible by the kindness and energy of a young lady of the Superintendent's office.

* *

What's wrong with this force



The foreman is inefficient. 5 Clerk should not be sent inside of rail without flag protection. Tools are in dangerous condition. 6 Policy car should be equipped with a safe. 7 Car stop, cover opening men should be under the track or well clear. 8 Car stop, cover doors should be closed on the main holding chains should be closed on the main track. 9 Cars should never be dropped to break it. Use rail bender or other method of applying leverage.

Bangor Car Shops

By C. A. JEFFARDS

Sheppard in a twenty-string defeated Edgar Keith, the crack champion recently. Mr. Sheppard has a total of 2190 pins and Keith Sheppard winning by 134 pins. Keith's best string 134 and his lowest 74. Many friends in Portland of Albee will be interested to know he has purchased a new 1927 Buick sedan. Glick, B. & A. Foreman at Milliken formerly with the Maine Central, Asst. Air Brake Inspector, was a Bangor recently with his genial

Freight Repair track are organizing a team from among its ranks. H. R. seems to be the presiding officer at the line-up with its games and will be announced in a later issue of the MAGAZINE.



SPECIAL MATCHES BETWEEN M. C. R. R., N. E. T. & T. AND MILLIKEN TOMLINSON COMPANIES

Maine Centrals				
Bean	95	84	119—	298
Stover	90	104	84—	278
Haggerty	104	89	86—	279
Corcoran	88	109	100—	297
May	82	90	92—	264
Totals	459	476	481	1416

N. E. T. & T. Co.				
Halpine	87	101	96—	284
Pomeroy	104	90	80—	274
Winslow	92	86	96—	274
Thomas	89	101	121—	311
Seal	86	83	99—	268
Totals	458	461	492	1411

Maine Centrals				
Mills	81	95	99—	275
Bean	107	92	94—	293
L. Hawkes	83	89	114—	286
Haggerty	85	94	86—	265
May	85	103	82—	270
Totals	441	473	475	1389

Milliken, Tomlinson Co.				
Parker	85	85	103—	273
Ingersoll	76	81	94—	251
Johnson	109	97	92—	298
C. Kane	82	100	101—	283
Cushman	104	98	111—	313
Totals	456	461	501	1418

* *

Waterville Wheel Shop Proves Valuable Addition

By A. A. THOMPSON

The wheel shop, which has been under construction for several weeks, is now in

operation and is a valuable addition to Waterville Shops. To those who are in close contact with this work often comes the thought, "How did we get along without it!"

Replaces Wash Room

The space between the Locomotive and Freight shop was utilized for the new shop. Previous to the new arrangement this space held the old Wheel Shop, the Wash and Toilet Room and gave a chance for wheel and tire storage. Now the Wash and Toilet Room is in new quarters west of the Wheel Room.

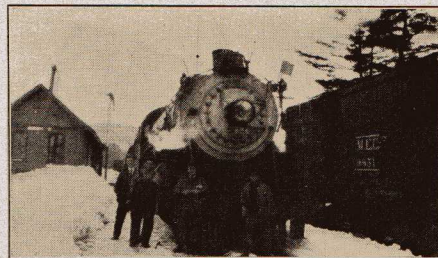
Into this shop come the various small locomotive parts and wheels for cleaning before they go to the Machines for alteration because here are located the vats and track with spraying machine. Here we also find the Driving-Wheel Lathe and the Mill for Tire Boring.

Ten Ton Crane Helps

Other machines in the new shop are the Car-Wheel Borer, Car-Wheel Turning Lathe and 400-ton Motor-Driver Hydraulic Wheel Press for all of the "pulling down" and "re-mounting" of passenger and freight car wheels is done in this room. Also all of the apparatus for removing and "shrinking" driving wheel tires is here. A ten-ton Shaw Crane is a valuable part of the equipment of the addition.

* *

Pulpwood Special Stops to have Picture Taken



In the balmy weather that late April makes us expect in May, this picture may look out of place, but it shows a pulpwood job from Waterville to Rumford, of which

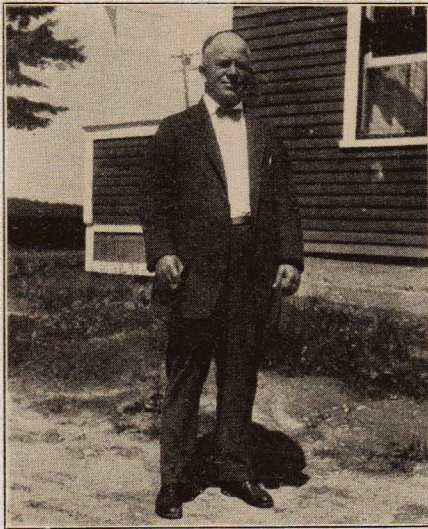


there are many during the winter months. From left to right are seen G. A. Ellis, Agent of Gilbertville, Engineer Hibbard, Conductor Plummer, and Brakeman L. Judkins. Note the snow on March 9th.

This snap reached the *MAGAZINE* via Agent Ellis and was taken by Mrs. A. W. Deane, wife of Operator Deane.

* *

George Seaborn Staples Agent at Pittsfield



A service of 38 years to the public, an old-timer in railroad circles, and exceedingly well versed in the ins and outs of railroad technicalities. George picked up telegraphy way back in 1889 at Redstone, N. H., on the Mountain Road. From Redstone he went to South Windham, then to Twin Mountain as relief operator.

His first steady position was at Belfast under Agent Frank Crowley. From Belfast he was transferred to the Mountain Road again as Agent at Sawyers River. He remained nine years at this station, then went to Colebrook for eight years; then to Sebago Lake Station in 1907; thence to Pittsfield in 1913. He has been agent at Pittsfield for 14 years, making in all his

years of service a fine record for the young fellows to shoot at.

An incident connected with Mr. Staples' middle name "Seaborn" and of special interest to those who know him, is the fact that he was actually born on one of his father's sailing vessels in mid-ocean, his father, Captain Horace Staples, being a seafaring man.

* *

General Office Notes

The engagement of Grace M. Noyes of the Car Service Department to Eugene W. Charles of Westbrook has recently been announced. Miss Noyes has been in the employ of the Company for the last nine years, and very popular with the younger set.

Miss Olive M. Small, stenographer in the Passenger Traffic Department, is at present on a leave of absence.

Leroy E. Leonard of the Freight Traffic Department recently attended a meeting of the Interstate Commerce Commission at Washington, D. C.

Fred L. Strange, Superintendent of Car Service, last month attended a convention of railway executives, held in Atlantic City, N. J.

It is an established fact that spring is now here, for Carl Bruns of the Auditor of Passenger Accounts office has made his first fishing trip. One fine week-end not long ago Carl set out for his favorite stream way up back of North Gray, Maine, and proceeded to make his catch but the wardens beat him to it.

Just as he had the rod all jointed together and was making ready to cast, he heard someone up the stream shouting, "It's no use, old man", and the stranger pointed to a sign nailed to a tree which read as follows: "These waters closed to all fishing for 1927."

Well—maybe Carl didn't do some tall cussing. There was only one thing for him to do and that was to drive back to Portland empty-handed, and empty-hearted.

(20)



Railroad Ravioli



Wide Awake At

*"And, hark, through the vall
O'er Hillside and plain,
The thunder is heard
Of the Narrow-Gauge Train"*

"These words penned nearly half a century ago, by a local scribe, from memory, were recalled to some of our early morning hours when the whistle of the engine of the morning train rumbled at the Portland street crossing, and a woman, when she once gets started, to be silenced until it had lost its way according to a recent issue of the *News*.

"It did not equal the record just set by the Twentieth Century Limited, fifty-four miles with its whistle blowing, but it sent its shrill blast



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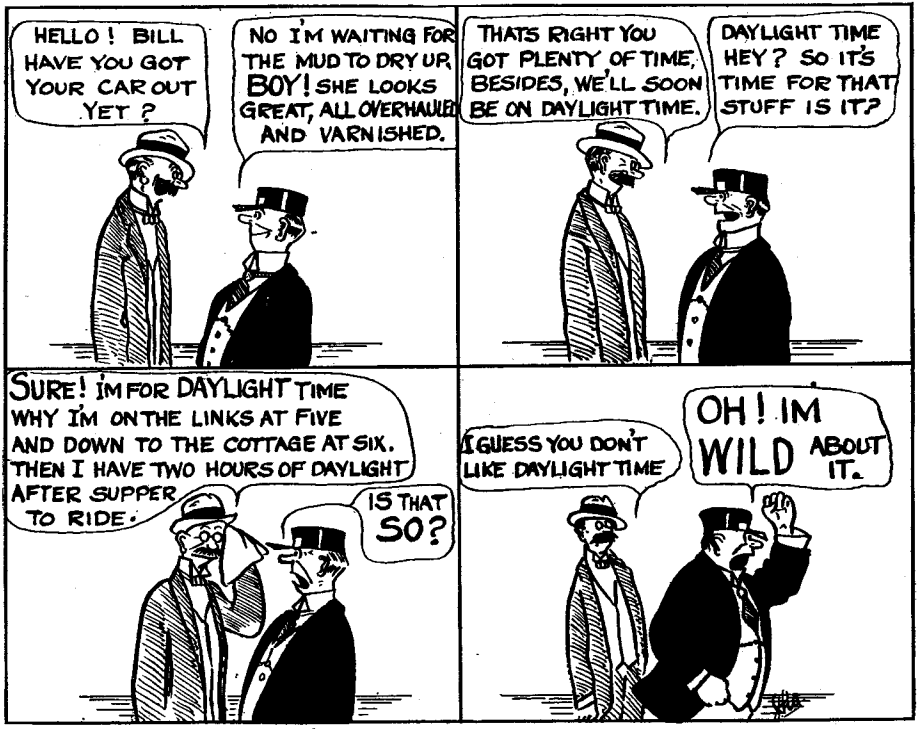
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Railroad Ravings

By J. L. Anderson
Brunswick, Draftsman



Wide Awake At Last

*"And, hark, through the valley,
O'er Hillside and plain,
The thunder is heard
Of the Narrow-Gauge Train."*

"These words penned nearly half a century ago, by a local scribe, of blessed memory, were recalled to some of us in early morning hours when the whistle on the engine of the morning train ran amuck at the Portland street crossing, and like a woman, when she once gets started, refused to be silenced until it had lost its breath," according to a recent issue of the Bridgton News.

"It did not equal the record just made by the Twentieth Century Limited, which ran fifty-four miles with its whistle stuck and blowing, but it sent its shrill blast out into

the still morning air for at least fifteen or twenty minutes.

"Many of us who have not been up before daylight since the Fourth of July tumbled out of bed in the belief that a riot call had been turned in and anxious to be in on any excitement that was moving, even though obliged to lose some of our beauty sleep.

"Of course the general belief was that a fire had broken out somewhere down town and that some whistle was being used as an alarm because the regular fire alarm did not respond."



This Cat Came Back

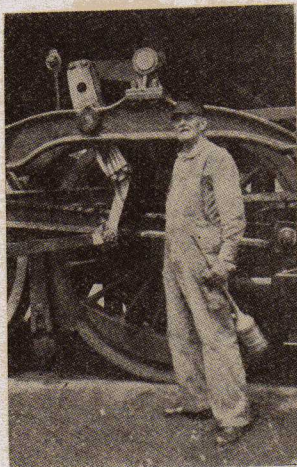
While hunting wire trouble on the railroad bridge at Lewiston, Western Union linemen discovered a burlap bag hanging



across a group of wires. The bag was fished off the wires and found to contain a large coon cat and a brick. Someone apparently had put the cat and brick into the bag with the intention of drowning the cat in the Androscoggin River. So was one of the nine lives saved and presumably "the cat came back."—K. J.

♦ ♦

Over A Million Miles at the Throttle



Irving A. Turner

A record of 21,060 hours at the throttle of the fastest trains in Maine, and a mileage of 1,263,600 miles traveled in the cab of express trains, is a record said to be unequalled by any other railroader in Maine and probably in New England. It belongs to Engineman Irving A. Turner of Bangor.

Mr. Turner is now 69 years old. His eyes are as keen, his nerves as steady as ever they were and, according to all here-say, no young engineer can swing a train over the road steadier or closer to schedule than can Irving.

♦ ♦

Too Sick to Care

A certain official is a very poor sailor, and does not enjoy travel by water as well as by rail. It is sometimes necessary for him to take a trip on the steamer in French-

man's Bay, and he invariably suffers from *mal de mer*—otherwise known as seasickness.

On one occasion he took a trip "round the hills", and after leaving Bar Harbor, the malady seized him with a vengeance. He was leaning limply against the rail, after physical relief, when Captain "Joe" Norton happened along and observed his condition.

"If you're feeling seasick, Mr. —," he said, "you'd better go down into the cabin and lie down".

"I can't," was the reply, "bring the cabin up here!"

♦ ♦

Train Service Employee Urged To Watch Out

Train service employees and officers should watch their step, for it is in this group that the American Railway Association Safety Program, in which we are co-operating, is failing to bring desired results. In all class I railroads in 1926 accidents to Train Service employees increased 1,352 over the total of 1925, while among all other employees there was a decrease of 7,925 accidents.

These are given as the classes of accidents which showed the greatest increase in 1926: Struck or run over by locomotives or cars (we tell the public to *Cross Crossings Cautiously*, but fail to take our own advice); getting on or off locomotives or cars (*Watch your Step* is the slogan here); operating Locomotives, Hand Brakes and Hand Switches (*Keep Your Body in Proper Working Position*); Collisions and Derailments (*Remember the Rules*); Coupling and Uncoupling (*Moving Cars Are Bad Medicine*).

♦ ♦

Twice in the Same Place

A passenger on a New York and Chicago limited train, upon looking under his berth in the morning, found one black shoe and one tan shoe. He called the porter's attention to the error. The porter scratched his head in bewilderment.

"Well, an' don't dat beat all!" he said. "Dat's de second time dis mornin' dat dat mistake's happened!"—*Flashes of Thought*.

Recent Group In

EIGHTY-TWO claims for loss through sickness or accident paid last month to members of the Maine Central Family, holders of insurance policies, by the Travelers Insurance Company. This is a larger total than in any other similar period, and represents a larger total payment, in fact that it included no payments for death or dismemberment. An employee of the result of an accident last month, H. Todd of Yarmouth, but fortunately he held no policy; enough every other member but section crew to which he belonged group insurance policies.

Delay in benefit payments is caused by failure to report sickness as it occurs. This is especially true of trainmen and enginemen. As soon as sickness begins, group insurance policies should notify their foreman, superior or whoever may be their superior.

A new wrinkle in the group insurance policy, about which there was some misunderstanding, has recently been brought out. Weekly payments, it has been decided, must be continued while the sick or injured and drawing benefits. If disability continues beyond the limit of payment, the policy is automatically cancelled at the end of 13 weeks and naturally payments cease at that time. Upon returning to work, however, the policy is put back in full force without any medical examination.

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

Name	Location
Ethel Fuller	General Office
Jacob McLellan	Aud. Frt. Accts.
Horne	Asst. Supt. Mot. Power
James H. Phillips	Dispatcher
Wingate C. Titcomb	Asst. Comptroller
	Engineering Department
Fred A. Elston	Etna
John Greenwood	Portland
Leslie Gamsby	Portland
Everett L. Gray	Winterport
Patrick H. Harrington	Bangor



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Recent Group Insurance Payments Numerous

EIGHTY-TWO claims for loss of time through sickness or accident were paid last month to members of the Maine Central Family, holders of group insurance policies, by the Travelers Insurance Company. This is a larger number than in any other similar period, and represents a larger total payment, in spite of the fact that it included no payments for death or dismemberment. An employee died as the result of an accident last month, James H. Todd of Yarmouth, but most unfortunately he held no policy; strangely enough every other member but one of the section crew to which he belonged holds group insurance policies.

Delay in benefit payments is still being caused by failure to report sickness as soon as it occurs. This is especially true among trainmen and enginemen. As soon as sickness begins, group insurance policyholders should notify their foreman, superintendent, or whoever may be their superior officer.

A new wrinkle in the group insurance policy, about which there was some misunderstanding, has recently been ironed out. Weekly payments, it has been decided, must be continued while a man is sick or injured and drawing insurance benefits. If disability continues past the limit of payment, the policy is automatically cancelled at the end of 13 weeks, and naturally payments cease at that time. Upon returning to work, however, the policy is put back in full force and effect without any medical examination.

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
Ethel Fuller	General Office	
Jacob McLellan	Aud. Frt. Accts.	Sickness
James H. Phillips	Power	Sickness
Wingate C. Titcomb	Dispatcher	Sickness
	Asst. Comptroller	Sickness
	Engineering Department	
Fred A. Elston	Etna	Sickness
John Greenwood	Portland	Sickness
Leslie Gamsby	Portland	Accident
Everett L. Gray	Winterport	Sickness
Patrick H. Harrington	Bangor	Sickness

Joseph Lampron	Westbrook	Sickness
Elroy D. Lawrence	Carmel	Sickness
Sidney Luther	Beecher Falls	Sickness
William C. Nutt	Pittsfield	Sickness
Hezekiah M. Otis	Madison	Sickness
John O'Malley	Vanceboro	Sickness
Benj. F. Parlin	Somerset Jct.	Sickness
Thomas E. Rankin	Wiscasset	Sickness
Frank Richards	Portland	Sickness
Charles A. Stoddard	Portland	Sickness
Arthur Ward	Pembroke	Sickness

Motive Power Department

Archie Douglass	Portland	Sickness
Joseph T. Devine	Portland	Sickness
Childric M. Herrick	Portland	Sickness
Frank Harriman	So. Portland	Sickness
Alexander McKenzie	Portland	Accident
Fred Sutherland	So. Portland	Sickness
Matthew J. Sweeney	So. Portland	Sickness
Alex M. Westberry	So. Portland	Sickness
Edward Bushey	Waterville	Accident
Fred N. Esty	Waterville	Sickness
Joseph S. Grant	Waterville	Sickness
John E. Gowen	Waterville	Sickness
Josiah Hawkes	Waterville	Sickness
John E. Johnson	Waterville	Sickness
P. Francis O'Donnell	Waterville	Sickness
Thomas Simpson	Waterville	Sickness
Joseph D. Volter	Waterville	Sickness
Martin C. Sheldon	Bingham	Sickness
Walter L. Hutchinson	Oakland	Sickness
Abulon Quirion	Fairfield	Sickness
Henry Taylor	Fairfield	Sickness
Edward E. Coleman	Brunswick	Sickness
Robert Hickey	Bangor	Accident
Henry N. Latham	Bangor	Accident
Henry A. Skillings	Bangor	Sickness
Wright E. Niles	Lancaster	Sickness
Fred E. Spofford	Livermore Falls	Sickness
Frank A. Preble	Ellsworth	Sickness

Stations

Norman L. Burns	Winthrop	Sickness
Bernard Desveaux	Waterville	Sickness
Peter J. Hanley	Lewiston	Sickness
Tyson E. Hardy	Pittsfield	Sickness
William H. Morton	Skowhegan	Sickness
B. A. Nichols	Skowhegan	Sickness
Frank E. Pratt	Winthrop	Sickness
Hiram Patten	Oakland	Sickness
S. Elwood Thompson	Sabattus	Sickness
Arthur A. Tardiff	Lewiston	Sickness
Varney B. Smith	Rumford	Sickness
William H. Southard	Wiscasset	Sickness
G. B. Wentworth	Richmond	Sickness
Thos. H. Lyons	Vanceboro	Sickness

Trainmen

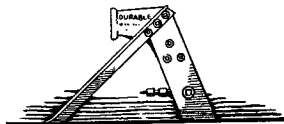
Hiram C. Applebee	Bangor	Sickness
Levi W. Berry	Lewiston	Sickness
George A. Burns	Bath	Sickness
Joseph E. Hamlin	Rockland	Sickness
Harold W. Walker	Waterville	Accident

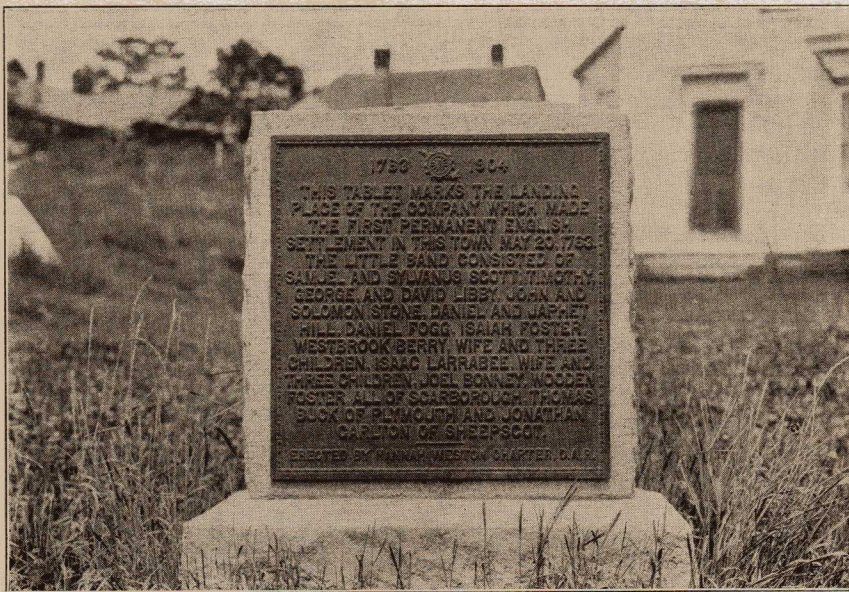
Enginemen

W. L. Allen	Lewiston	Sickness
Joseph T. Aldridge	Bartlett	Sickness
Leon F. Brisson	Lancaster	Sickness
R. C. Mower	Auburn	Sickness
Linwood L. Skillings	Waterville	Sickness
Forest A. Small	Portland	Sickness
Wm. A. Wheelock	Milltown	Sickness

Portland Terminal, Transportation Department

Chas. E. Anderson	Union Station	Sickness
John T. Feehey	Portland	Sickness
Mathias O'Toole	Portland	Sickness
Fred J. Gleason	Portland	Sickness
Lucien J. Dandeneau	Portland	Sickness
Thomas Cornelius	Portland	Sickness
Ferdinand M. Small	Portland	Sickness
James W. Young	Portland	Sickness





Monument to Settlers of Machias---1763

Historic Spots Along Our Lines

MACHIAS was settled in 1763, is the oldest town in Maine east of the Penobscot River, and celebrated the 150th anniversary of its settlement in 1913. The first liberty pole in America was erected in Machias.

The Federal Government has recognized the prowess of the town and its early settlers by naming one of its naval vessels "Machias," and another "O'Brien" in honor of Jeremiah O'Brien, for whom, also, by act of Congress, a statue is to be erected in Washington. The first naval battle of the American Revolution was fought in Machias Bay. The English captured Fort O'Brien at Machiasport at 1812. Machias has a valuable collection of Revolutionary relics on exhibition at the Burnham Tavern, built in 1770, by Job Burnham, and at the Porter Memorial Library.