

Maine
Central
Employees'
Magazine
June 1927



Bath Bridge, Makes New

JUST as fifty-one per cent of ownership carries with it control of a corporation, so the fifty-five per cent payment on the original cost on the maintenance of the Woolwich railroad-highway bridge should carry with it the right to this structure the Maine Central Bridge.

From an economic viewpoint the Bath Bridge is more important to the progress and prosperity of Maine than anything which has happened in years. From a railroad point of view the Bridge is the biggest happening in years. And finally, as a feat of engineering it is adding several new facts for the record books and furnishes fresh evidence of man's mastery of the complex and titanic forces of Nature.

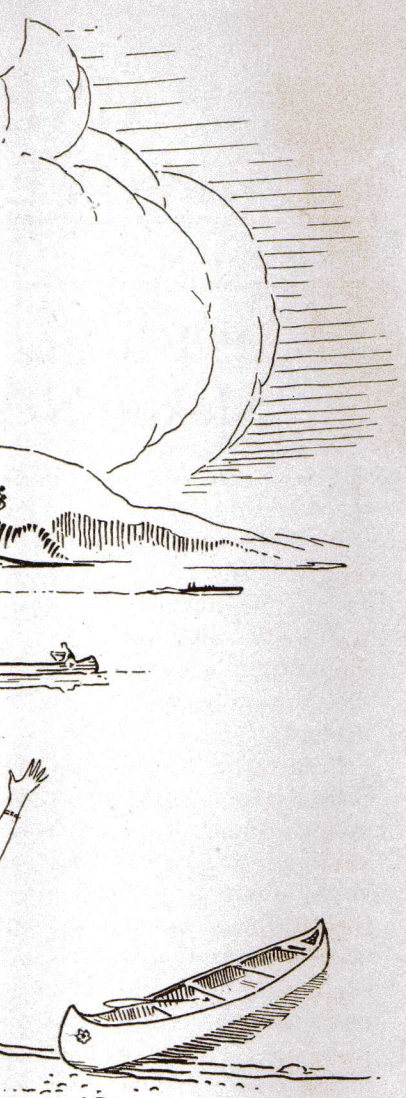
Though it presented a number of serious and complex engineering problems, work on the bridge is well forward according to schedule. Construction work on the bridge is done under contract by the Fortson Construction Company, will be completed by June 1st, and the prediction is heard that trains will run across the spans in October. One span is already in place in the middle of the river and three more, practically completed, will be floated out to their final resting place within a matter of days.



The Lure Of Vacationland

THE scene shown above typifies the lure that "Vacationland," the territory served by the Maine Central, holds for the summer tourist. The attractions and accommodations of this section are fully described in several profusely-illustrated booklets prepared by our Passenger Department. Among these "Vacationland", "Accommodations in Vacationland", "Fishing, Hunting and Canoeing in Maine" deserve particular mention.

You will be conferring a mutual favor if you will send to our Passenger Department, Portland, the names of any out-of-state friends who should know more about Maine, to whom any of these booklets will be gladly forwarded.



vacationland

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MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. IV

JUNE, 1927

No. 6

Bath Bridge, Ahead Of Schedule, Makes New World's Record

JUST as fifty-one per cent of stock ownership carries with it control of a corporation, so the fifty-five per cent payment on the original cost and on the maintenance of the Bath-Woolwich railroad-highway bridge should carry with it the right to label this structure the Maine Central Bridge.

From an economic viewpoint, the Bath Bridge is more important to the progress and prosperity of Maine than anything which has happened for years. From a railroad point of view, the Bridge is the biggest happening in years. And finally, as a feat of engineering it is adding several new facts for the record books and furnishes fresh evidence of man's mastery of the complex and titanic forces of Nature.

Though it presented a number of serious and complex engineering problems, work on the bridge is going forward according to schedule. Construction work on the bridge piers, done under contract by the Foundation Company, will be completed by June 1st, and the prediction is heard that trains will run across the spans in October. One span is already in place in the middle of the river, and three more, practically completed, will be floated out to their final resting place within a matter of days.

The magnitude of the undertaking may best be visualized from the fact that the contract for foundation work calls for the payment of \$1,068,940,



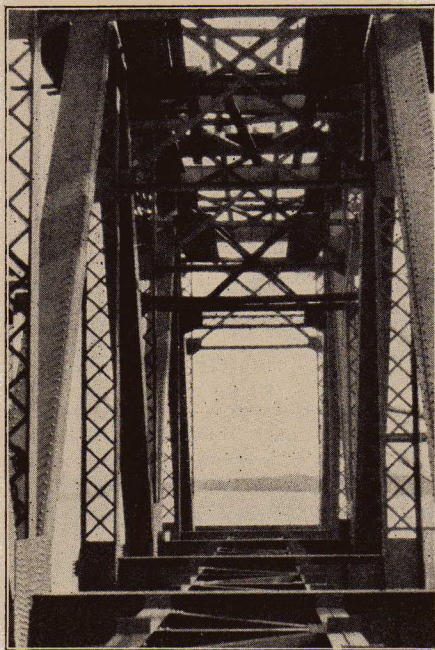
Near the Sand Hogs' Hole—Robert B. Alsop, Superintendent, Foundation Company, who are Building the Piers, and L. E. Thebeau, M. C. General Agent at Bath.

while the contract for the erection of the superstructure will yield the McClintock-Marshall Company \$1,480,000. These items do not include cuts, grading up the fills, lighting,



signal equipment and other incidentals, which will bring the total cost of the bridge up to the neighborhood of three million dollars. Of these expenses the Maine Central will be called on to pay 55 per cent.

One of the piers of the Bath Bridge is called by no less an authority than C. K. Allen, Resident Engineer, the deepest pneumatic pier in the world, extending 118.7 feet from mean tide into the depths of the River. When the five-foot tide rise is placed over that, the lowest part of Pier II will be much deeper than the previous world's record of 115 feet held by the Raritan River Bridge at Perth Amboy, N. J., constructed in 1924. Mr. Allen characterized the work as one of the most difficult jobs he had ever



Span No. 4, the First Set in Place in the Middle of the River

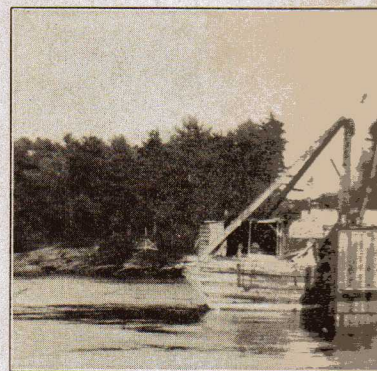
seen accomplished, due to the extreme depth under air, the heavy force of the upstream and downstream tide, and the ice encountered during construction.

In spite of these difficulties, Mr. Allen said, the progress has been very rapid. The character of the clay in the river bed aided in sinking the caissons, and the extensive and complete plant of the Foundation Company prevented the hampering delays that so frequently hold up jobs of this kind.

Every pier that will support the railroad tracks is founded on solid granite ledge. Some of these ledges furnished difficult engineering problems. In Pier One, for example, the granite ledge dropped ten feet in 13 feet lateral distance. The channel piers measure 54 by 25 feet and the others are 40 by 22 feet in area. It might be said that the Bath Bridge is built on a side hill, for it will have a one per cent grade, the Woolwich end being 21 feet higher than the Bath end. This puts the Western side of the Bridge pretty close to the Kennebec, the top of piers on that end being only one foot above high tide.

Mr. Allen has supervised bridge construction in many widely different parts of America, having been instrumental in the erection of the Colorado River Bridge at Austin, Texas, a 119-foot span; the Aurelio Seco Bridge in Southern California, with 14 arches; as well as structures crossing the Brazos, the Colorado, the Red, the Canadian and the Arkansas.

As travelers and railroad men roll across the Bridge in the future they

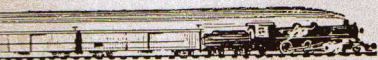


Pouring Concrete into the

will notice and probably comment on the towering superstructure and the men who built it, but how many will give a thought to the heart-breaking toil, the resourceful calculation of the men who put down the piers to record-breaking depth beneath the feet.

Braving "the Bends", pneumonia and poisonous gases, shut like rats below the river's surface, the men who have labored that the piers should be done before the steel was swung into place. That they succeeded is due in no small measure to the exactness of the preliminary surveys conducted under the direction of Engineer Allen and to the magnificent work of Superintendent R. B. Alsop, of the Foundation Company, who day after day kept up the relentless drive, drive, drive that will complete the pier work within a few days—on schedule.

As the Maine Central will be the principal owner as well as the principal user of the Bath Bridge, it is particularly gratifying to know that Engineer Allen and Mr. Alsop advance one further reason for



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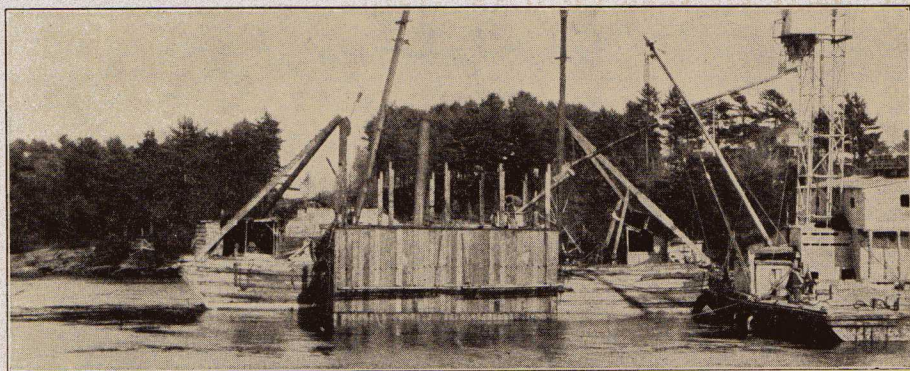
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Pouring Concrete into the Depths of the River to Form Pier 6

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date—the splendid cooperation they
have received from the Maine Central
Railroad, in which they noted par-
ticularly Engineer of Construction A.
H. Morrill and L. E. Thebeau, Gen-
eral Agent at Bath.

The superstructure, the signal sys-
tem, and other phases of the Bath
Bridge will be taken in succeeding
issues.



New Pullmans Banish Uppers and Lower

Comforts of a hotel room with the com-
pactness of a Pullman coach are combined
in a new type of railway sleeping car ex-
hibited by the Pullman Company now in
service between Boston-New York, New
York and Washington and other large
cities. The new cars do away with the old
upper and lower berths but are not con-
vertible into day passenger coaches.

The new-type Pullman contains 14 single
"bedrooms" with full length beds and
equipped with hot and cold water. A fold-
ing table, chair, full-length mirror, electric
fans and shaded lights.



A Brief History Of The Maine Central Railroad Relief Association

(Concluded from last month)

WHILE among the names of well-known railroad men who have been, from time to time, elected as honorary members of the Association were many who have now reached the final terminal of their journey through this life, the roster of active members has contained many names of men no less honored.

Matthew F. Dunn, formerly Superintendent and now Train Rules Examiner, became a member of the Association in 1888, and is at present a Director. F. J. Runey, Superintendent, has been a member for 37 years. Vice-President and General Manager Douglass was elected to active membership in 1900, and P. M. Hammett, Superintendent Motive Power, in 1904. A. J. Raynes, Comptroller, and L. M. Patterson, Treasurer, are interested members. The late F. E. Sanborn, at one time General Superintendent; L. P. Blanchard, formerly Superintendent Car Service; W. H. Keating, Freight Claim Agent; Alonzo Towle, Locomotive Foreman; J. B. Chandler—"Circus Joe"—Conductor; M. F. Healey, Conductor; George Babb, engineer—all now deceased—were actively interested in the success of the Association, and all served from time to time as Directors.

The first Directors of the Association were E. A. Hall, its President; Geo. Whitney, conductor; H. H. Towle, General Baggage Agent; Geo. P. Haskell; G. A. Alden; V. H. Foss, Roadmaster; J. A. Pinkerton, locomotive foreman; F. D. Rogers; S. S. Cahill; L. H. Foss and W. F. Pitman.

Among others who served in this capacity are John Locke, Jr., who was assistant to the General Freight Agent; F. B. Hubbard, at one time Trainmaster; George Billings, engineman; C. F. Keith, travelling engineer; J. W. Gribben, General Yard Master; H. H. Hanson, Agent at Lewiston; G. J. Austin, Conductor; J. B. Norcross, Superintendent of Telegraph; I. A. Turner, the veteran engineman; P. G. Smith, now

assistant to Superintendent Motive Power; J. M. Haines, engineman; S. A. McTaggart, assistant Comptroller; W. B. Drew, formerly Superintendent Car Service, and E. G. Foster, for many years Secretary of the Association.



E. G. Foster, Forty Years Ago

From time to time changes have been made in the by-laws, but in principle they remain the same as originally adopted. In 1914, a proposition was made by an established insurance company to take over the business of the Association, but at a special meeting held Nov. 29th of that year, it was decided to reject the plan. The wisdom of this action has since been manifest, and it is doubtful if favorable action on the proposition would have given to the members the excellent benefits they enjoy today.

At one time, the Association voted to establish, in addition to the existing bene-

fits, an endowment plan which would increase the amount of insurance to a member reaching 80 years of age. Several such claims were paid, when it was found that the cost of insurance would necessarily be increased to care for future claims of the kind, and the by-law was repealed.

Benefits Total 26 Weeks

For years the amount of benefit paid for sickness or disability was six dollars per week. Within recent years this was increased to nine dollars, due to the strong financial condition of the Association; and at the 1927 annual meeting, the amount was still further increased to \$10.50. The limit of time for which such benefits may be paid, for one disability, has always been 16 weeks, excluding the first week, for which no payment was made. This year, however, the Association voted to pay for the first week also, provided the disability was continuous for four or more weeks. A total of 26 weeks' sick benefit may be drawn in any one year.

No Sex

Discrimination

Another by-law change made this year was the elimination of the restriction of membership to male employees. Today any employee, male or female, who is otherwise eligible, may join the Association and participate in its benefits.

Since 1914, when a general revision was made in the by-laws, the funds of the Association have been segregated, and consist of a General Fund, limited to \$

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The Central Railroad Association

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Since 1914, when a general revision was made in the by-laws, the funds of the Association have been segregated, and now consist of a General Fund, limited to \$5,000,

which takes care of the general expenses of administration; a Benefit Fund of \$10,000, to meet claims for death and disability; and a Beneficiary Reserve Fund which is the Association's anchor to windward. The reserve at present is of most gratifying proportions, invested in strong securities.

Outlying Districts Represented

From time to time there has been evidenced a desire on the part of members in

outlying districts for representatives of the officers, to look after the interests of the Association in their respective localities. Recognizing this need, the Directors, early this year, appointed the following representatives: Vanceboro, D. W. Louder; Bangor, C. H. Leard, chief clerk to Motive Power Foreman; Waterville Shop, Frank M. Downs; Lewiston Upper, J. O. Caron; Brunswick, L. S. Bailey; Portland, J. L. Gillis; Rigby, E. W. Grant; Bartlett, F. W. Littlefield; Lancaster, A. B. Crosman. These representatives are prepared to give assistance to members in any dealing with the Association, or to prospective members in making applica-

"The Proof of the Pudding"

Carmel, Maine
April 22nd, 1927

Sec.-Treasurer, M. C. R. R.
Relief Assn.,
Portland, Maine

I cannot let this opportunity pass without extending to you and to the Association my heartfelt and most sincere thanks for so promptly sending me relief after my sickness.

Only a man who has been through a period of illness with its subsequent enforced idleness even though he has several mouths dependent upon him, can realize the great blessing he derives from carrying an insurance against such happenings.

And such a man can truly realize the advantage of sticking to an institution of such high integrity and honesty as the M. C. R. R. Relief Assn. has twice proved itself to be in my case.

The best of good wishes for luck and prosperity you richly deserve.

Thanking you again,
Yours very truly,
(s) Lewis B. Johnson.

The claim referred to in this letter was mailed on Friday morning, April 15, and received by the Secretary of the Association on the same afternoon. A voucher was prepared that night, mailed on No. 11, April 16th, and received by Mr. Johnson on the same afternoon.

tion.

Effective June 1st, Horace N. Woodbury, Portland, will assume the duties of Secretary-Treasurer of the Association vice Eugene Decker resigned.

This means, of course, that the officers have taken a lively interest in the welfare of the Association, and have given to its problems their best efforts and thought.



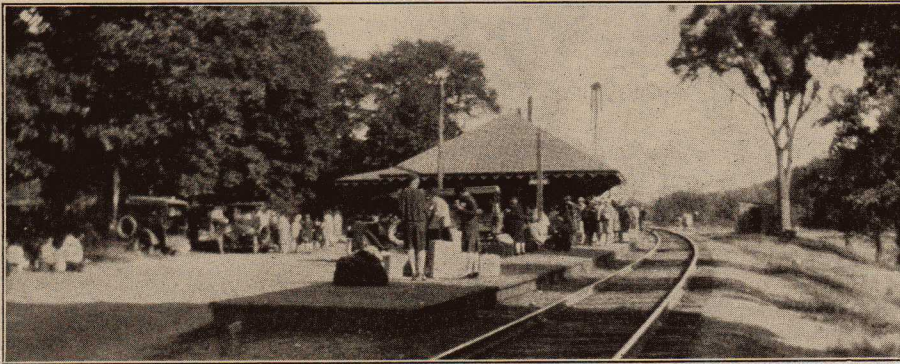
An analysis of the various Boards of Directors throughout the history of the Association shows that these officers were selected quite equitably from all the classes of employees. Trainmen, enginemen, agents and operators, clerks, yard employees, trackmen, shopmen—all have been

represented.

With forty years of honorable, helpful existence behind it, the Maine Central Railroad Relief Association will soon enter its fifth decade, strong financially, strong in the character of the men who are directing its destinies, and proud of its history.



When Tourists Flock to Vacationland



Poland Station at the Height of the Summer Tourist Rush

The tourist season is just before us, when from cities far and near thousands upon thousands of modern cliff dwellers will descend upon us in section after section to enjoy the delights of "Vacationland". The

accompanying picture of Poland Station during the rush comes to us through the courtesy of Baggage-master Clifton C. Mitchell of Poland.



The Whole Is Greater Than Any Of Its Parts ---What This Means In Selling Transportation

By TAMARACK TOM of Washington County

THE Maine Central Railroad was organized for the purpose of selling transportation. In order that a market be attracted it is important that transportation be of a type such as will aid in the selling. This can only be accomplished when all of the facilities of the organization are employed at a high state of efficiency—

which means that each of us within our various departments are doing our best and are striving toward our common objective, i. e., selling transportation profitably. When this goal is reached, and maintained, we shall have an excellent example of a much used term—Cooperation.

(8)



Webster's Unabridged defines "cooperation" as "the performing of an act in harmony and unison"—and that, as it is our job.

I might cite instances wherein the cooperation of some would seem to be to get the work done out of our own office or department as easily as possible without any care for the effect on the general objective, but I am sure that this would not be giving the information to many of you and you would necessarily help us to succeed as a transportation company.

A Powerful Engine Result

Rather let all of us take a moment to consider if we are not, perhaps unconsciously, one of those whose personal interest is the success of his own department without consideration for the organization as a whole. If any of us decide that we are, or even think we might be, inclined in this direction, let us consider both the desirability and the method of true cooperation.

We know that even the best of a single cylinder motor would be of little value as an airplane if each cylinder performed its work with no relation to the other cylinders when, by means of a timing device, they are brought into smooth cooperation. The result is a powerful engine.

Meddybemps--

By TAMARACK TOM

Washington County is blessed with many beautiful lakes and it seems to me that Meddybemps, though not the largest, is the most beautiful of them all.

A Breath-Taking Spectacle

Dotted here and there with small islands, indented with many coves, it presents a breath-taking spectacle whether viewed from the ridges of the hills under or from the hills over which it is reached from Ayers Junction and Ayers lotte.

I suppose most of the out-of-staters obtain their first view of Meddybemps from these hills, and lucky indeed



Just Where We Fit In

Therefore if we would all study our particular job in its relation to the whole, we would gain a new interest in our work, and, by taking the broader view, aiming at one mark instead of several, we would materially aid in welding our organization into a compact unit, which, "hitting on all twelve cylinders" would cause us to be prouder than ever to be known as a member of the Maine Central Family.

Since writing the above, and taking my own advice, I have come to the conclusion that I haven't done my share toward making a success of the *Maine Central Magazine* and although it probably won't get any prize as an idea I would suggest that the Editor institute a contest among Maine Central employees, having them submit articles concerning interesting industries, summer resorts, fishing or hunting territories, located on our line.

(The Editor heartily approves of Tom's suggestion and congratulates him on going further and contributing the interesting story of Meddybemps which follows. We are eager to print more articles like it and hereby offer the grand prize of a fur-lined cuspidor for the best story of this sort; award will be announced in the December Magazine.)



Meddybemps---"Waters of Many Fish"

By TAMARACK TOM of Washington County

who, arriving at about sunset, sees the sun going down behind the tree-clad ridges of the opposite shore. Whether in a calm, when the mirror-like surface is reflecting both the crimson sky and the evergreens flanking the shores or when a breeze ripples the surface and fringes the shore with lacy froth, the picture is beyond adequate description by any but an artist.

From Log Huts to Pretentious

Cottages

Many of the islands, large and small, are occupied by summer camps, ranging from a primitive log hut to the more pretentious cottages of the summer visitors. On the



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to Vacationland



Summer Tourist Rush

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I suppose most of the out-of-state visitors obtain their first view of Meddybemps from these hills, and lucky indeed is he,



southern shore and at the outlet of the lake into the Dennys River is located the sleepy village which takes its name from the lake. Here are camps and boats to let and near here many of the privately-owned cottages which are usually occupied by their owners from the first of June until well after Labor Day. Away up lake on the northern shore, in the mile long sheltered cove known as Dawsons are located the well known Sunset Camps.

The charm of the setting and the splendid fishing is keeping their proprietor scratching to keep abreast of the demand



Sample catch of Black Bass from Meddybemps Lake

for space. Still farther north, several miles by water around Butler's Point but less than a mile as the crow flies, is Lovering Cove, whose shores are fast being lined with cottages and camps. Here is located the Lakeview House, owned and operated by the far-famed Hy Staples, ably assisted by his wife, Alice. Try and find a more beautiful spot and a house where the eats are more toothsome and the welcome more genuine. Words fail me when I try to express the delights of a visit to this hospitable couple.

The Place You've Heard About

Meddybemps is, of course, an Indian name, and, freely translated, means "water of many fish", and believe me those Indians knew their stuff. "Many Fish" is right, and assisting nature thousands of small salmon are planted each year to grow into beauties that will make your heart jump

and your reel sing when they get aboard of your fly leader.

Being a spring-fed lake, Meddybemps has many "trout holes", discovered from time to time by the old-timers and jealously kept secret. Scrappy black bass and delicious white perch are there in abundance. No doubt you have all heard of that place where you had to hide behind a rock to bait your hook. This is it. Come down east sometime and see Meddybemps.



Frank W. Libby Appointed Traveling Freight Agent

The Freight Traffic Department's outside force has been augmented by the appointment of Frank W. Libby of Auburn as Traveling Freight Agent, with headquarters at Lewiston Upper Station to assist C. A. Small, Commercial Agent, in covering the cities of Lewiston and Auburn, and outside territory consisting of Lewiston Branch main line Yarmouth Junction to Hermon Center via Brunswick, West Falmouth via Danville Junction to Kennebec; Skowhegan and Harmony branches; Dover-Foxcroft branch to West Dover inclusive; Rockland branch and Steamer Lines in Penobscot Bay, also B. & M. L. R. R., S. R. & R. L. R. R., W. W. & F. R. R.

Mr. Libby left the Auburn Freight office on May 9th, where he has served for a number of years. His appointment will permit Mr. Small to spend the major portion of his time in Lewiston and Auburn. An office has been opened at Lewiston under his direction, so that Twin City shippers and receivers of freight may have constantly available accurate and reliable information with respect to freight rates, service and routes.



Here's A Funny One

On Friday, the 13th, Train 323 with two engines left Portland in charge of Engine-men Black and White.

(10)



More Business Result

IF you hear of a tip and know it means business for the Company a "Traffic Tip" card—whether Mrs. Whoosis who plans to take a train over our territory, or Mr. So who right now ships his freight via competitive means of transportation who if approached right on the spot would "Ship and Travel via the Central," which every member of our Family knows is our slogan.

This time when the writer went for news the Chief Clerk to Freight Manager said, "The Eastern Division through again with a tip that meant to the Maine Central Railroad. The two tips were received from Agent Allen at Passadumkeag and C. D. Small at Olaman relative to same subject shows that both agents are right on every minute.

"The gist of the tip is that in past years approximately 3000 cords of wood per year have been floated down Penobscot River from Passadumkeag Webster and Basin Mills.

"Both agents figured that this business should be moving in freight cars instead of by water. They notified us by means of these little pink messengers and we immediately sent one of our traveling agents to interview the parties concerned and while we were too late to secure business this season on account of the contract by water having previously been contracted for, we have been assured will move our way after this year."

Since the last report tips have been received from: V. A. Cunningham, Old Town; L. L. Hartley, Waterville; J. E. Rigby; G. B. Saunders, Intervale; Wheaton, Newhall; J. S. Taylor, Minot; D. E. Bridgham, Jonesboro; Guimont, Cornish; B. L. Skinner, Skowhegan; L. A. Burr, Stricklands; L. W. Ritt, Portland; J. E. Crepeau, White



reel sing when they get aboard of leader.
 a spring-fed lake, Meddybemps
 ny "trout holes", discovered from
 time by the old-timers and jealously
 pret. Scrappy black bass and de-
 white perch are there in abundance.
 bt you have all heard of that place
 ou had to hide behind a rock to
 ur hook. This is it. Come down
 etime and see Meddybemps.

* *

Frank W. Libby Appointed Traveling Freight Agent

Freight Traffic Department's outside
 has been augmented by the appoint-
 ment of Frank W. Libby of Auburn as
 Traveling Freight Agent, with headquar-
 ters at Lewiston Upper Station to assist C.
 J. Allen, Commercial Agent, in covering
 the territory of Lewiston and Auburn, and
 the territory consisting of Lewiston
 on the main line Yarmouth Junction to
 Center via Brunswick, West Fal-
 via Danville Junction to Kenne-
 kowhegan and Harmony branches;
 Foxcroft branch to West Dover in-
 Rockland branch and Steamer Lines
 on the Penobscot Bay, also B. & M. L. R. R.,
 R. L. R. R., W. W. & F. R. R.
 Libby left the Auburn Freight office
 on 9th, where he has served for a
 number of years. His appointment will
 be made by Mr. Small to spend the major por-
 tion of his time in Lewiston and Auburn.
 The office has been opened at Lewiston
 in this direction, so that Twin City
 agents and receivers of freight may have
 readily available accurate and reliable
 information with respect to freight rates,
 routes and schedules.

* *

Here's A Funny One

Friday, the 13th, Train 323 with two
 engines left Portland in charge of Engine-
 men Black and White.



More Business For M.C.R.R. As Result Of Traffic Tips

IF you hear of a tip and know that it
 means business for the Company, use
 a "Traffic Tip" card—whether it is a
 Mrs. Whoosis who plans to take a trip, but
 not sure whether she will go by machine or
 train over our territory, or Mr. So and So
 who right now ships his freight via some
 competitive means of transportation, but
 who if approached right on the matter
 would "Ship and Travel via the Maine
 Central," which every member of the
 Family knows is our slogan.

This time when the writer went scouting
 for news the Chief Clerk to Freight Traffic
 Manager said, "The Eastern Division came
 through again with a tip that means much
 to the Maine Central Railroad. This time
 two tips were received from Agents J. E.
 Allen at Passadumkeag and C. D. Shannon
 at Olaman relative to same subject, and it
 shows that both agents are right on the job
 every minute.

"The gist of the tip is that in previous
 years approximately 3000 cords of pulp-
 wood per year have been floated down the
 Penobscot River from Passadumkeag to
 Webster and Basin Mills.

"Both agents figured that this business
 should be moving in freight cars instead of
 by water. They notified us by means of
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Since the last report tips have been re-
 ceived from: V. A. Cunningham, Oldtown;
 L. L. Hartley, Waterville; J. E. Perry,
 Rigby; G. B. Saunders, Intervale; T. T.
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 Minot; D. E. Bridgham, Jonesboro; A. H.
 Guimont, Cornish; B. L. Skinner, Win-
 throp; L. A. Burr, Stricklands; L. W. Mer-
 ritt, Portland; J. E. Crepeau, Whitefield;

Chester A. Lord, Cumberland Mills; C. B.
 Sylvester, Eastport; W. S. Kelley, Rum-
 ford; E. L. Gordon, East Hebron; John C.
 Flint, Auburn; J. W. Webb, Auburn; H.
 M. Card, Farmington.

Fine cooperation. Let's keep the ball
 rolling. SEND IN MORE TIPS.

* *

We Stand Corrected

Last month's *Magazine* contained a
 statement relative to Engineman Irving A.
 Turner of Bangor.

The paragraph reads as follows: "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 ex-
 press trains is a record said to be un-
 equalled by any other railroader in Maine
 and probably in New England."

The number of hours should be approxi-
 mately 50,000 at the throttle instead of
 21,060.

* *

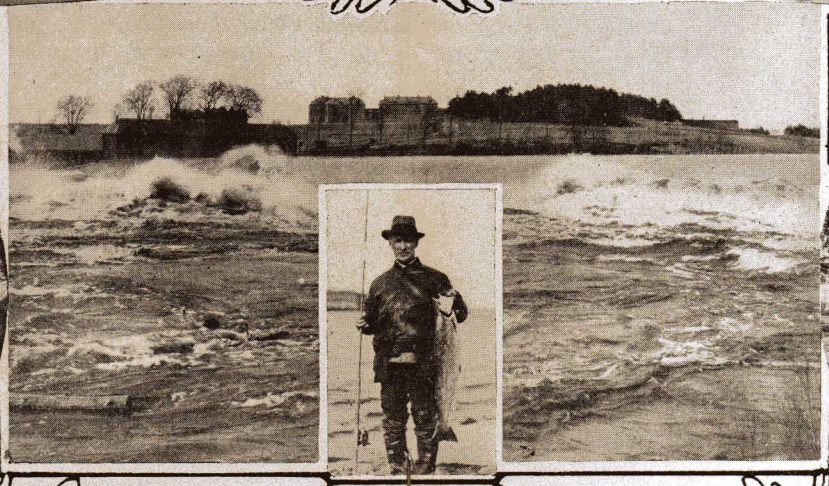
Fuel Supervisor Visits Chicago Convention

Carroll Frank, Fuel Supervisor, attended
 a convention of the International Railway
 Fuel Association held at the Hotel Sher-
 man, Chicago, May 10-13 inclusive.

* *

New Tanks on Tenders Engines 469 and 470

New water tanks on Engines 469 and 470
 with a capacity of 10,000 gallons each have
 recently been put in service. These new
 tanks hold 2,000 gallons more water than
 the old ones and make it possible for either
 one of the big moguls to make the run
 Portland to Waterville without refilling.
 Ordinarily an engine of this type takes
 water at some intermediate tank about
 half way between.

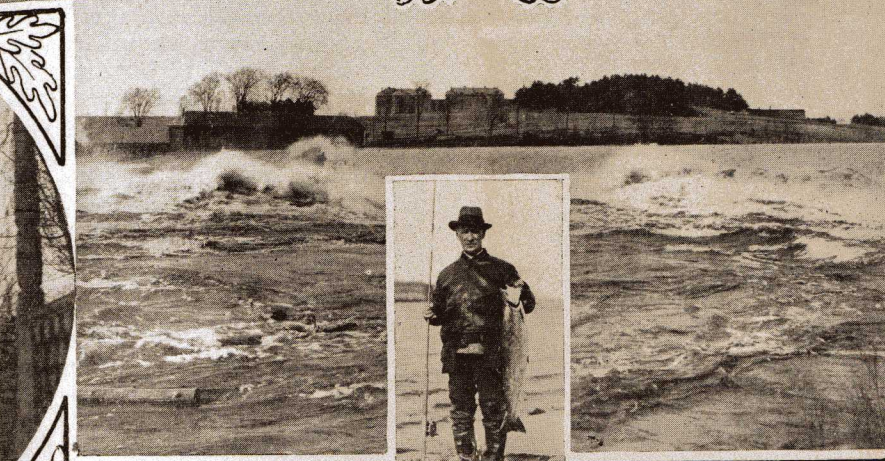
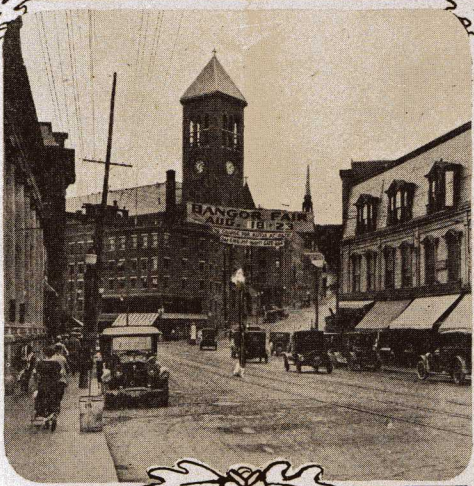


BANGOR

The Queen City of Maine

PICTURE in upper left shows Post Office and Public Library; upper center, Hammond Street and City Hall Tower; upper right, Main Street; left center, Davenport Park and Spanish War Memorial; center, Bangor Salmon Pool with State Hospital in background, insert, Salmon. right center, elm-lined Broadway—not N. Y.; lower left, Union Station; lower right, Penobscot Valley Country Club.

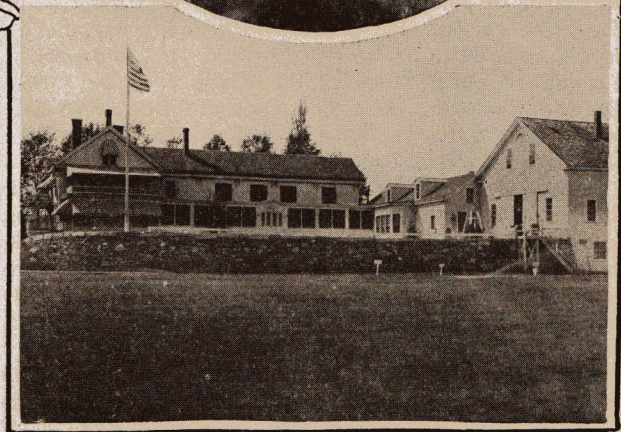




BANGOR

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PICTURE in upper left shows Post Office and Public Library; upper center, Hammond Street and City Hall Tower; upper right, Main Street; left center, Davenport Park and Spanish War Memorial; center, Bangor Salmon Pool with State Hospital in background, insert, Salmon. right center, elm-lined Broadway—not N. Y.; lower left, Union Station; lower right, Penobscot Valley Country Club.





Train Rules and Train Orders

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

SECTIONS

Order No. 1

Eng. 469 display signals and run as first 102 Bangor to Portland.

This is a single order addressed to Eng. 469 and is used when the number of the engine which is to haul the second section is not known.

Order No. 2

Eng. 470 run as second 102 Bangor to Portland.

Order No. 2 must be issued to authorize Eng. 470 to run as second 102. It is also a single order and should be addressed to Eng. 470. If a third section is to be run and dispatcher does not know what engine will be used, he will issue the second order to read as follows—"Eng. 470 display signals and run as second 102 Bangor to Portland." When the last section is to be created, order No. 2 will be used, changing the engine and section number. The last section will not display signals.

Order No. 3

No. 1, Eng. 460, display signals Portland to Waterville for Eng. 461. Second 1, Eng. 461 display signals Brunswick to Richmond for Eng. 462.

This form of order is used when it is necessary to run a section to an intermediate point on its schedule or from one intermediate point to another. It should be addressed to No. 1 and Eng. 461 at Portland and to Eng. 462 at Brunswick. Under order No. 3 first 1 takes down signals at Waterville and proceeds as No. 1; second 1 takes down signals at Richmond and runs as second 1 to Waterville, registering signals displayed Brunswick to Richmond at South Gardiner, the first register point reached after taking down signals. Eng. 462 runs Brunswick to Richmond as third 1 without signals. When signals are displayed to or taken down at a station where there is no train register, conductors must be particular to comply with Rule 96 which is the only provision made for notifying opposing trains when signals are taken

down between register stations on single track.

Order No. 4

Eng. 465, 466 and 467 run as first, second and third 153 Portland to Bangor.

Order No. 4 should be addressed to Eng. 465, 466 and 467 at the initial point and is used when sections are run to the same terminal station and the number of engine on each section is known. The sections will run as directed and all but the last will display signals.

Order No. 5

Eng. 464 display signals and run as second 153 Portland to Bangor. Following sections change numbers accordingly.

When an intermediate section is added, following sections take the next higher number.

Order No. 5 should be addressed to second and third 153 and Eng. 464 and when used in connection with order No. 4 makes Eng. 464 second 153. Eng. 466 then becomes third and Eng. 467 fourth 153.

Order No. 6

Eng. 464 is withdrawn as second 153 at Waterville. Following sections change numbers accordingly.

This form of order is used to cut out an intermediate section and must be addressed to second, third and fourth 153. Eng. 464 drops out and following sections take the next lower number, third 153 into Waterville becomes second 153 out and fourth 153 in becomes third 153 out.

Order No. 7

Eng. 460 instead of 461 display signals and run as second 1 Waterville to Bangor.

Order No. 7 is used when it is necessary to change engines on a section. If Eng. 461 is the last section, the words "display signals and" will be omitted. Following sections do not require copies of this order.

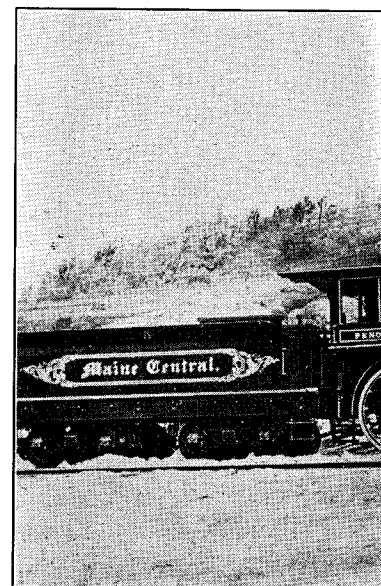
Order No. 8

Second 153 Eng. 469 take down signals at Waterville.

Order No. 8 is used to discontinue display of signals and must be addressed to



Strictly Up T Was President-



Courtesy H. T. Rodick, Brunswick

Engine No. 5 "Penobscot," cylinder 24, 5 foot wheels. Built at Portland 1871, wood burner. Used to haul 13 Mondays, and Nos. 12 and Tuesdays, Lewiston end. O. Louqu

second 153 and following sections. 153 takes down signals as directed following sections must not proceed beyond the point named.

Order No. 9

Eng. 469 and 470 reverse positions second and third 153 Waterville to Bangor.

Before this order is issued, Eng. 469 third and Eng. 470 second 153 and order shows how they will run after positions have been reversed. Then Eng. 469 passes Eng. 470 and becomes second 153 and Eng. 470 becomes third 153 Waterville to Bangor. Conductor

Train Orders

Examiner

between register stations on single

Order No. 4

Eng. 465, 466 and 467 run as first, second and third 153 Portland to Bangor.

Order No. 4 should be addressed to Eng. 465, 466 and 467 at the initial point used when sections are run to the terminal station and the number of engines on each section is known. The engines will run as directed and all but the first will display signals.

Order No. 5

Eng. 464 display signals and run as first 153 Portland to Bangor. Following sections change numbers accordingly.

If an intermediate section is added, following sections take the next higher number.

Order No. 5 should be addressed to Eng. 464 and third 153 and Eng. 464 and used in connection with order No. 4. Eng. 464 second 153. Eng. 466 then third and Eng. 467 fourth 153.

Order No. 6

Eng. 464 is withdrawn as second 153 at Waterville. Following sections change numbers accordingly.

This form of order is used to cut out an intermediate section and must be addressed to Eng. 464, third and fourth 153. Eng. 464 cut out and following sections take the next higher number, third 153 into Waterville becomes second 153 out and fourth becomes third 153 out.

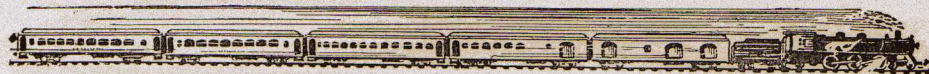
Order No. 7

Eng. 460 instead of 461 display signals and run as second 1 Waterville to Bangor. Order No. 7 is used when it is necessary to run engines on a section. If Eng. 461 is on the last section, the words "display signals" will be omitted. Following sections do not require copies of this order.

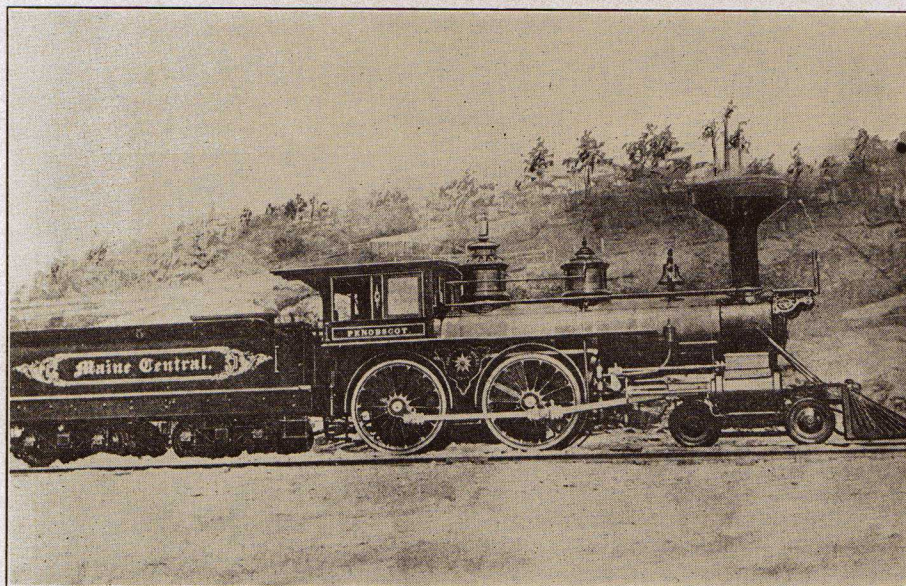
Order No. 8

Eng. 469 and 470 take down signals at Waterville.

Order No. 8 is used to discontinue display signals and must be addressed to



Strictly Up To Date When Grant Was President--The Old "Penobscot"



Courtesy H. T. Rodick, Brunswick

Engine No. 5 "Penobscot," cylinder 15 x 24, 5 foot wheels. Built at Portland in 1871, wood burner. Used to haul Nos. 6 and 13 Mondays, and Nos. 12 and 17 Tuesdays, Lewiston end. O. Louquis was

engineer and Charles Thompson fireman. This picture was taken, according to the best available information, some time in the late seventies.

second 153 and following sections. Second 153 takes down signals as directed and following sections must not proceed beyond the point named.

Order No. 9

Eng. 469 and 470 reverse positions as second and third 153 Waterville to Bangor.

Before this order is issued, Eng. 469 is third and Eng. 470 second 153 and the order shows how they will run after their positions have been reversed. That is, Eng. 469 passes Eng. 470 and becomes second 153 and Eng. 470 becomes third 153 Waterville to Bangor. Conductors and

Enginemen of second and third 153 must have copies of this order and must exchange orders and arrange signals accordingly. Following sections need not be addressed.

When an engine is authorized to run as a section, the conductor who signs the order should enter the designation of the train so created opposite his signature on the order in the column headed "Train" regardless of the address.

When sections are run to an intermediate point of a schedule, the orders must specify which section or sections shall assume the schedule beyond that point.



IN MEMORIAM

Charles Dana Barrows 1871-1927

"Through thirty-three years," declared President Morris McDonald, commenting on the death of Purchasing Agent Charles Dana Barrows on May 12, "both as an employee and as an officer, he served the Maine Central Railroad efficiently and conscientiously. His host of friends all over the System will mourn his loss."

Born November 12, 1871, at Lowell, Mass., Charles Dana Barrows, second child of Charles Dana, Sr., and Marion (Merrill) Barrows, passed only the first six years of his life in his native place. He was six years old when his parents removed to San Francisco, Cal., and it was in that Western State that he received his early education.

In 1889, Mr. Barrows came east and entered Dartmouth College, from which he was graduated with the class of 1894. On November 12th of the same year he entered Maine Central service as clerk in the offices of the General Passenger Agent. On November 16, 1895, he was transferred to the supply department, and was appointed Purchasing Agent, August 1, 1898. This highly responsible position he continued to fill to the time of his death, discharging its duties with the utmost efficiency and to the satisfaction and benefit of the Company.

"Mr. Barrows did not confine his activities to the business world, but was on the contrary exceedingly active in well-nigh every respect of the community life," according to Biographical Sketches of Maine Men, which continues, "He was especially conspicuous in the social and club circles of Portland, and was a member of the Cumberland and Country Clubs. He was devotedly fond of outdoor life of every kind and especially of such sport as golf and tennis.



CHARLES DANA BARROWS

"He was united in marriage April 2, 1910, with Mrs. Henry St. John Smith, who preceded him across the Great Divide.

"Such is the record of Charles Dana Barrows, one of the most substantial and representative citizens of Portland. His was a life of honor and trust. He was a consistent man in all that he ever undertook and his career in all his relations of life was utterly without pretense and one of integrity and unswerving honesty. He was held in the highest esteem by all who knew him.

Mr. Barrows is survived by a sister, Miss Alice Barrows of Washington, D. C., and a brother, Malcolm D. Barrows of

Melrose, Mass. Private funeral services were held at the home of Mrs. H. Beyer, Cape Elizabeth, followed by burial at Evergreen Cemetery.

JOHN E. TERRILL

Engineman John E. Terrill of Falls died April 29th. He was born 28, 1869, entered service as Fireman 18, 1899, and was promoted to Engineman April 20, 1904, and worked in that capacity on the western end of the Mountaineer until Nov. 10, 1926, when on account of ill health he was obliged to lay off.

He was in the Maine General Passenger Service in Portland a month last fall, then returned home. He was operated on a few days before his death but did not return to work. Funeral services were held in the church at Beecher Falls and a large number of relatives, friends and fellow employees were present.

CARDS OF THANKS

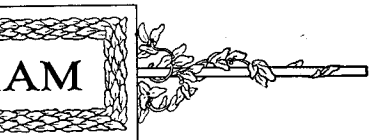
I wish to thank the many friends who kindly and generously contributed money presented in my recent funeral service, which is greatly appreciated by myself and family.

W. W. KEENE, Trainman
Bing

To the Officers and Employees of the Maine Central Railroad, I wish to express my deepest appreciation for the words of sympathy, and assistance in searching for the body of my son, L. Moon, who was lost from the train at Pemaquid on January 25, 1927.

ALVIN F. MOON

We want to thank the train crew of 165 and the railroad employees at Falls, G. A. I. to B. of L. E., Division B. of L. E., and the Motive Power Department, Maine Central Railroad.



VS 1871-1927



CHARLES DANA BARROWS

was united in marriage April 2, with Mrs. Henry St. John Smith, preceded him across the Great Divide. This is the record of Charles Dana Barrows, one of the most substantial and representative citizens of Portland. His life of honor and trust. He was a great man in all that he ever undertook and his career in all his relations of life utterly without pretense and one of integrity and unswerving honesty. He was held in the highest esteem by all who knew him.

Barrows is survived by a sister, Alice Barrows of Washington, D. C., and a brother, Malcolm D. Barrows of



Melrose, Mass. Private funeral services were held at the home of Mrs. Henry G. Beyer, Cape Elizabeth, followed by interment at Evergreen Cemetery.

JOHN E. TERRILL

Engineman John E. Terrill of Beecher Falls died April 29th. He was born March 28, 1869, entered service as Fireman July 18, 1899, and was promoted to Engineman April 20, 1904, and worked in that capacity on the western end of the Mountain road until Nov. 10, 1926, when on account of ill health he was obliged to lay off.

He was in the Maine General Hospital in Portland a month last fall, then returned home. He was operated on a few days before his death but did not survive. Funeral services were held in the church at Beecher Falls and a large number of his relatives, friends and fellow employees were present.

J. E. W.

CARDS OF THANKS

I wish to thank the many friends who so kindly and generously contributed the sum of money presented in my recent bereavement, which is greatly appreciated by myself and family.

W. W. KEENE, Trainman
Bingham.

To the Officers and Employees of the Maine Central Railroad, I wish to express my deepest appreciation for the kindly words of sympathy, and assistance in searching for the body of my son, Milton L. Moon, who was lost from the Steamer Pemaquid on January 25, 1927.

ALVIN F. MOON.

We want to thank the train crew of No. 165 and the railroad employees at Beecher Falls, G. A. I. to B. of L. E., Division 40 B. of L. E., and the Motive Power Department, Maine Central Railroad, for the

beautiful flowers which were sent in our time of trouble. We also want you to know that we sincerely appreciate the many kindnesses which you have done during the illness of our father, Engineman John E. Terrill.

Mr. and Mrs. John A. Terrill
Mr. and Mrs. Richard Cote
Mr. and Mrs. Chester Wheeler
Mr. and Mrs. Wilfred Gaulin



Conductor S. C. Foster Breaks Two Ribs In Fall

Conductor Guerdon C. Foster of Portland suffered two broken ribs and a shoulder blade May 17 when he fell between two moving freight cars at Danville Junction.

Mr. Foster was riding on top of a freight car while his train was making a transfer to the Grand Trunk tracks. A sudden jolting of the train threw him between the cars. He landed on the drawbar and rods between the cars, but managed to kick himself clear of the moving train. He struck the ground so heavily that he was knocked unconscious.

Trainmen picked him up and he was rushed to the Lewiston Hospital. The upper part of his body and arms were badly bruised. He is reported as resting as comfortable as possible.



New Gravel Pit Opened

The new Gravel Pit of about 56 acres advantageously located west of Walnut Hill has been opened for use within the last month.



Lost a Leg to Save a Dog

Jake Houser, employed on the New York, Ontario and Western, saved a dog's life recently but it cost him his leg. He was running a gasoline car over the road when he came on a dog standing on the track deep in some canine reverie and oblivious to everything pertaining to railroads. Houser applied the brakes so quickly the car overturned crushing a leg so badly that amputation was necessary.



MAINE CENTRAL Employees' Magazine

Vol. IV JUNE, 1927 No. 6

"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.

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D. W. BISHOP, *Associate Editor*
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C. D. Atherton, *Freight Office*
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John F. Dunn, *Rigby*

Eastern Division
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C. H. Leard, *Bangor Mot. Pow. Dept.*
C. A. Jeffers, *Bangor Car Dept.*
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General Offices
A. W. Sawyer, *Motive Power 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

TRANSPORTATION AND PROSPERITY

Efficient railroad service is necessary to prosperity. Railroads must move the products of farm and factory; the buying power of their payrolls affects America from Eastport to Los Angeles. But in another way that is often overlooked railroad efficiency affects every customer of cross-road store and metropolitan emporium.

In former years merchants were forced to tie up enormous funds in their inventories, to keep their shelves stocked with goods not needed for six months. Dis-

tributors, too, had to carry tremendous quantities of material, as they could not rely on prompt deliveries of merchandise.

Times have changed. Improved transportation efficiency since the days of government control now permits jobbers and merchants to operate on a hand-to-mouth basis, since they know orders can be promptly filled and new goods quickly delivered.

This makes it cheaper to do business. It means lower prices and bigger profits. Even more important it stabilizes industry, and prevents the extremes of frenzied prosperity and deadly depression.

INTEREST AND RESULTS

The president of a large Middle Western manufacturing concern recently sent to 75 per cent of his company's employees a splendid tribute for their loyalty, efficiency and interest in their work. The other 25 per cent, he declared, took no interest in the company, thought more of their pay than of their work—to them he stated he would be glad to have them quit as soon as they could find other jobs.

In every large organization are employees who don't believe in their work, who take no interest in it, who are continually wishing for a "better chance". Your "chance" will never come if you belong to the 25 per cent, for advancement must be earned. It's a pretty safe bet that if your work isn't interesting to you your results are not interesting to anyone else.

RAILROADING, A MAN'S JOB

"If you are impatient to get rich quick, don't go to work for a railroad. Try Wall Street or the movies," said Vice-President Walker of the New York Central, recently.

"If reasonable earnings, which may become quite large, combined with a lot of strenuous fun, appeal to you, perhaps you will like the business.

"There is work for every taste, and the practical certainty that no man will lose his job except by his own fault. He will not see the effort of years wiped out merely because business happens to run into a dull spell."

(18)



Eugene Decker



Photo by Adams

Eugene Decker

Few recent appointments have been as popular as that of Eugene Decker, who has been promoted from his position in Portland to the position of Purchasing Agent on May 16th, vice Charles D. E. Decker, deceased.

Mr. Decker's appointment to this important position of responsibility, in the purchase of vast amounts of material and supplies, may well prove an inspiration to younger men who "can't see any sense in their work."

Subordinate to a comparatively young man in apparently perfect health, his position for one moment faltered in his determination to give the very best he had in his work in hand. His constant devo-

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LOADING, A MAN'S JOB

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Maine Central Family

Eugene Decker Appointed Purchasing Agent



Photo by Adams

Eugene Decker

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Mr. Decker's appointment to this important position of responsibility, involving the purchase of vast amounts of material and supplies, may well prove an inspiration to younger men who "can't see any future in their work."

Subordinate to a comparatively young man in apparently perfect health, he never for one moment faltered in his determination to give the very best he had to the work in hand. His constant devotion to

duty, often at the expense of his own leisure hours, his grasp of the intricate problems of department and his unflinching good humor and equanimity, won him alike the respect of the Road's officials, the many representatives of outside concerns with whom he came in contact, and all subordinates with whose work he had to do.

Mr. Decker entered Maine Central service as operator at Thompsons Point on June 26, 1893, was transferred to the Portland Freight office August 16, 1903, and appointed Chief Clerk to the Purchasing Agent March 3, 1913, holding this position until his present appointment.

He is perhaps best known to the Maine Central Family from his position as Secretary-Treasurer of the Maine Central Railroad Relief Association, in which capacity he has contributed a great deal to the strengthening and upbuilding of this valued organization.

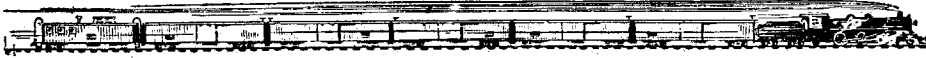


Calais Notes

By E. F. McLAIN

Miss Grace Haycock, popular clerk in Ben Whitney's office, has but recently returned from Portland, where she was a guest at a banquet given by the Lady Clerks of the Engineering Department. Miss Haycock reports a delightful time and is loud in praise of the entertainment provided for the enjoyment of the guests.

Leonard Grant, Harry Kenison, Berry Merrither, Colm Peasley, Pink Eary, and Fred Watkins are improving in health and all should be working again shortly. The above group represent every ailment and disease known from appendicitis to the stomach ache.



This Family is growing, what I mean. In the first four months of the year employees at this point have contributed no less than five girls and three boys to its illustrious membership. Tell you more next month.

Everybody is fishing these days. This idea of calling this particular time of the year "Fishing Season" is all wrong according to my way of thinking. A more appropriate name would be "Lying Season."

The sympathy of the community is ex-

tended to Mr. and Mrs. Sam Newell in their sad bereavement.

Work is progressing rapidly on the Company's improvements at Salmon Falls. Mr. O'Brien of the Fairbanks Morse Company is rushing the new coaling plant construction to its utmost, while Bill Russell and Alec Cunningham, for all their somewhat antiquated equipment, sure do work wonders. We doubt if any company's man could do a better job of dynamiting under such adverse conditions as Bill has done. And of course you all have heard of Alec.



What Will You Do To Stop This Leak

By E. I. HILL, Portland, Traveling Agent

FORM 473	MAINE CENTRAL RAILROAD COMPANY		THIS DRAFT WILL NOT BE HONORED FOR MORE THAN \$100.
NO PROTEST	ACCOUNTING DEPARTMENT		
LOSS-DAMAGE			
FREIGHT CLAIM ACCOUNT	PORTLAND, ME., March 25, 1927		
DRAFT NO. CLAIM NO.	FOR		
50,000			\$67.55
PAY TO THE ORDER OF	John B. Doe		
	Sixty-seven and 55/100		DOLLARS
TO THE TREASURER,	MAINE CENTRAL RAILROAD CO.		
PORTLAND, MAINE			
WHEN PROPERLY ENDORSED THIS DRAFT MAY BE DEPOSITED IN ANY BANK FOR COLLECTION			FREIGHT CLAIM AGENT
THIS AMOUNT IS IN FULL SETTLEMENT OF CLAIM KNOWN BY THE ABOVE NUMBER ON THE RECORDS OF THIS COMPANY			
PLEASE DEPOSIT IMMEDIATELY			

Sample not negotiable

J. Manning

This Check Should Have Gone for Wages—But It Paid a Claim

March 21, 1927
Maine Central R. R.
To
John B. Doe
Claim for Damage to Mdse. \$67.55

The above could have been prevented by more careful observance of any of the following causes:

Rough handling, proper stowing or loading of cars, trimming of load by train crews

of way freight trains, careful trucking and many other causes.

WHAT ARE YOU DOING TO HELP REDUCE CLAIMS?

♦ ♦

On The Cover

The boiling surf pounds on a granite headland which proudly breasts the mighty surges of the broad Atlantic near Machias, Washington County, Maine.

(20)

Portland Terminal N

By GRACE M. KATON

Miss Magaret (Chick) Coyne, rapher Freight Office, left Sunday 15th, for New Haven to join her sister on a trip by auto to Atlantic City, New Philadelphia, then on to Washington, D. C., for a few days stay. We are all sure Chick has a very enjoyable time.

Lawrence (Larry) Newell, the janitor at the Freight Station for several years, but who has been out on sick leave for some time, celebrated a birthday on May 14th, and was remembered by his associates by greeting cards.

Supervising Cashier Elihu H. R. is now enjoying a few days' vacation.

At a meeting of Portland Lodge No. 100, Brotherhood of Railway Clerks, resolutions were set forth for a celebration of the twentieth Anniversary sometime in September, for which committees have been appointed. Definite information given out at a future date.

Checker James A. O'Donnell, Portland Freight House, who met with a serious accident on May 18th when a heavy piece of machinery fell against his left leg, is reported resting as comfortably as possible at the Maine General Hospital.

Congratulations are being extended to Miss Alice M. Archibald, Freight Office, on her promotion to William J. McLaughlin, a Portland Terminal employee but not connected with the Great Atlantic and Pacific Tea Company. No date has been set for the wedding.

♦ ♦

General Office No

There have been several recent promotions in the General Passenger Agent's Office. Winston Minott has been promoted to position of Transportation Clerk; and Bucklin to Refund Clerk; and Charles Singer to Assistant to Clerk in charge of baggage. Earl Fenderson has rejoined the passenger force, as has also Harold F. Mrs. Marion Lewis has also been added to the stenographical force for the extra business. Olive Small, private



to Mr. and Mrs. Sam Newell in bereavement. Work is progressing rapidly on the improvements at Salmon Falls. Mr. of the Fairbanks Morse Company the new coaling plant constructing its utmost, while Bill Russell and Cunningham, for all their somewhat dated equipment, sure do work won't. We doubt if any company's man do a better job of dynamiting under diverse conditions as Bill has done. Of course you all have heard of Alec.

Stop This Leak

Traveling Agent

<p>RAILROAD COMPANY DEPARTMENT</p> <p>THIS DRAFT WILL NOT BE HONORED FOR MORE THAN \$100.</p> <p>Portland, ME. March 25, 1927</p> <p>FOR</p> <p>\$ 67.55</p> <p>.....55/100 DOLLARS</p> <p><i>McManning</i></p> <p>REGISTERED IN ANY BANK FOR COLLECTION GIVE NUMBER ON THE RECORDS OF THIS COMPANY TELE</p>
--

es—But It Paid a Claim

freight trains, careful trucking and other causes.
WHAT ARE YOU DOING TO HELP PREVENT CLAIMS?

* *

On The Cover

boiling surf pounds on a granite shore which proudly breasts the mighty waves of the broad Atlantic near Machias, Washington County, Maine.



Portland Terminal Notes

By GRACE M. KATON

Miss Magaret (Chick) Coyne, Stenographer Freight Office, left Sunday, May 15th, for New Haven to join her sister for a trip by auto to Atlantic City, New York, Philadelphia, then on to Washington, D. C., for a few days stay. We are all hoping Chick has a very enjoyable time.

Lawrence (Larry) Newell, the popular janitor at the Freight Station for so many years, but who has been out account of illness for some time, celebrated a birthday May 14th, and was remembered by many of his associates by greeting cards.

Supervising Cashier Elihu H. Rice has been enjoying a few days' vacation.

At a meeting of Portland Lodge No. 152, Brotherhood of Railway Clerks recently, plans were set forth for a celebration of the twentieth Anniversary sometime in September, for which committees have been appointed. Definite information will be given out at a future date.

Checker James A. O'Donnell, Portland Freight House, who met with a painful accident on May 18th when a heavy piece of machinery fell against his left leg, is reported resting as comfortably as possible at the Maine General Hospital.

Congratulations are being extended to Miss Alice M. Archibald, Freight Clerk of the Inward Department, on her engagement to William J. McLaughlin, a former Portland Terminal employee but now connected with the Great Atlantic and Pacific Tea Company. No date has been set for the wedding.

* *

General Office Notes

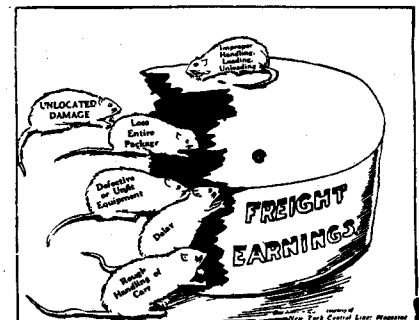
There have been several recent changes in the General Passenger Agent's Office. Winston Minott has been promoted to position of Transportation Clerk, Joseph Bucklin to Refund Clerk; and Arthur Singer to Assistant to Clerk in charge of baggage. Earl Fenderson has rejoined the passenger force, as has also Harold Randall. Mrs. Marion Lewis has also been added to the stenographical force for the extra summer business. Olive Small, private stenog-

rapher to the General Passenger Agent, is back at her duties after six weeks' absence.

There were six excursions during May from Maine Central points on account of various attractions held both within the state and outside.

There is a lot of business to be had by running these excursions if we only go after it. Everyone can help broadcast the word in our own particular community that there is going to be an Excursion to such and such a place, and that they can take it for only so many dollars, which if you will investigate you will find is surprisingly low, approximately one fare for the round trip.

* *



ACT NOW!

NOW!

NOW!

Woodland Notes

By R. H. JOHNSON

"Have a cigar, Mr. Mundie?"

"Roaring old P I, keep your tormented cigar."

Albert was smoking one he got at Woodland, while walking along a street in Calais. It was a good-tasting cigar, and he was enjoying it to the full. Glancing ahead, Al noticed several ladies of his acquaintance approaching, and prepared to salute them in the proper manner. Just as he reached for his hat with one hand, and the cigar with the other, there was a mild explosion,



and the burning cigar burst into a million pieces. The ladies passed, laughing, leaving our veteran conductor in a state of confusion. Hence the above-quoted question.

Our amiable section foreman, Jim McClure, is at present torn between two desires. One is to get his car out of the

garage, and the other to keep his radio going. The trouble is that he has but one storage battery and can't see his way clear to pick up another one. We believe that the car will win out shortly, as radio conditions are poor, while motoring conditions are improving every day.



Oldtown Solidly Behind No. 402's Crew

By V. A. CUNNINGHAM

Upholding the Honor of No. 402

I notice in the Editorials last month, under the title of "The Finest Train" a comparison of the "fineness" of No. 156 with the "What have we" of No. 402. The editorial winds up with the suggested slogan, "Less difference between the best Maine Central train and the worst Maine Central train."

Have Hearts of Gold

Judge now the feelings of the crew of No. 402. It is true that they have had more experience unloading freight than passengers, and that long years of burden bearing have made their hides as thick as a walrus, and although many of them have faces that might frighten children and make strangers hesitate to pass at night, I know that underneath this rough exterior beats a heart like an electric fan in an egg nog.

Outside of Conductor Haney grabbing a seal press instead of a ticket punch on the first trip, they have not pulled many boners and we do not look for any trouble, unless some day they should happen to have a passenger. But any man that can get 60 miles on 3 quarts of gas with a Chevrolet car can easily lie himself out of any sort of railroad trouble. The ingenuity of this crew was ably illustrated today when Jos. Black came in out of a pouring rain with the remark that "there were two sides to a day like this, the inside and the outside," and then calmly took out of his hat a pie plate that had kept his head dry all the forenoon.

Oldtown Backs This Crew

Carl Henry, another member of this crew, is so clever that he can start out with a pair of shoestrings in the morning and

come back with a coon-skin coat at night, while Engineer Dan West has the distinction of owning an automobile that never requires any gas. When he starts out he just dampens a sponge with gas and puts it under the seat, and he can pass any gas tank on the road and never raise a sweat. Yes sir, Oldtown takes exception to anything disrespectful to the crew of good old No. 402.



General Office Ball Team Will Take The Field

That the old Maine Central spirit is again to the fore is evident by the interest taken in the General Offices in the formation of a baseball team to represent that part of our force. The "revival" is progressing rapidly under the direction of John C. Goud of the Office Auditor Freight Accounts.

Portland fans will doubtless see some snappy twilight games on Richardson Field between this Maine Central team and local opponents. Saturday games will also be played with out-of-town teams. At the first practice, sixteen candidates reported, including such luminaries as:

McGouldrick	Corcoran
Bean	Taylor
Potter	Pearson
Chandler	Oberg
Martin	Marston
Welch	Bird
Twaddell	Budd
Wilson	Dunn



Engineering Girls Rous

By BERTHA MORTON C

SATURDAY evening, April 23, 1926, 7 P. M. was the time, the C Hotel the place, and the girls they were from the Engineering Department Offices all over the Road. The event was planned in the office of the E of Maintenance of Way and to say a "howling success" is putting it mildly.

Miss Margaret Lynch had charge "eats", and she did herself brown

Recent Group Insur

GROUP insurance payments for time due to sickness or accident members of the Maine Family by the Traveler's Insurance Company, were slightly lower during the month, with only 63 settlements, as 82 during the preceding periods. There were no accidental deaths, nor for principal sum settlements arising from dismemberment.

A number of employees whose contracts were canceled, on account of their being laid off, have returned to work and their insurance automatically reinstated.

Employees who were laid off prior to November 22, 1926, have the privilege of taking out this group insurance, with a medical examination up to 90 days, and they rejoin the service, and there have been some additions from this source.

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

Name	Location
Louise Daicy	General Office
Florence E. Farrington	Gen. Office Bldg.
Inez E. Locke	Aud. Frt. Accts.
	Supt. Port. Div.
	Engineering Department
Eugene F. Bartlett	Vanceboro
Henry L. Carter	Winthrop
James Dowe	Portland
Edward Grass	Forest
T. O. Hooper	Machias
Edw. F. Jordan	So. Portland
Gardiner A. Smith	Carmel
James Donovan	Gardiner
Fred W. Doughty	So. Portland
John Miller	Portland
Joseph Paradis	Brunswick



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The trouble is that he has but one
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No. 402's Crew

GHAM

back with a coon-skin coat at night,
Engineer Dan West has the distinc-
of owning an automobile that never
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General Office Ball Team

Will Take The Field

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McGouldrick	Corcoran
Dean	Taylor
Butter	Pearson
Handler	Oberg
Martin	Marston
Welch	Bird
Waddell	Budd
Wilson	Dunn



Engineering Girls Of System Get Together For Rousing Good Time

By BERTHA MORTON CALLAHAN, Valuation Department, Portland

SATURDAY evening, April 23rd, 6.30 P. M. was the time, the Columbia Hotel the place, and the girls, well they were from the Engineering Department Offices all over the Road. The affair was planned in the office of the Engineer of Maintenance of Way and to say it was a "howling success" is putting it rather mildly.

Miss Margaret Lynch had charge of the "eats", and she did herself brown. Miss

Bernice Dix was chairman of the welcoming committee,

Each of the men who were present as "heads of the departments" made a speech, which were much enjoyed, W. H. Norris especially distinguishing himself as an after dinner speaker.

All present voted the Engineering Girls' Convention of 1927 a huge success, and expressed the hope that it be made an annual affair.

Recent Group Insurance Payments Slightly Lower

GROUP insurance payments for loss of time due to sickness or accident of members of the Maine Central Family by the Traveler's Insurance Company, were slightly lower during the past month, with only 63 settlements, as against 82 during the preceding periods. Luckily, there were no accidental deaths, nor claims for principal sum settlements arising from dismemberment.

A number of employees whose certificates were canceled, on account of their being laid off, have returned to work and their insurance automatically reinstated.

Employees who were laid off prior to November 22, 1926, have the privilege of taking out this group insurance, without medical examination up to 90 days after they rejoin the service, and there have been some additions from this source.

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
Louise Daicy	Gen. Office	Sickness
Florence E. Farrington	Gen. Office Bldg.	Sickness
Inez E. Locke	Aud. Frt. Accts.	Sickness
	Supt. Port. Div.	Sickness
Eugene F. Bartlett	Engineering Department	Sickness
Henry L. Carter	Vanceboro	Sickness
James Dove	Winthrop	Sickness
Edward Grass	Portland	Sickness
T. O. Hooper	Forest	Accident
Edw. F. Jordan	Machias	Sickness
Gardiner A. Smith	So. Portland	Sickness
James Donovan	Carmel	Sickness
Fred W. Doughty	Gardiner	Sickness
John Miller	So. Portland	Sickness
Joseph Paradis	Portland	Sickness
	Brunswick	Accident

Motive Power Department		
John Levesque	Brunswick	Sickness
Rudolph Chenevert	Winslow	Accident
Herbert L. Delano	Waterville	Sickness
Peter Roberge	Waterville	Sickness
Hubert B. Welleaux	Waterville	Sickness
Fred A. Chase	Lewiston	Sickness
John W. Harrington	Bangor	Sickness
Norman F. McLeod	Brewer	Sickness
Walter F. Eary	Milltown	Sickness
Charles Jordan	Bangor	Sickness
Joe Corado	Rumford	Sickness
Edward Welch	Waterville	Sickness

Stations, Portland Division		
Joseph J. Kingsbury	Bath	Sickness
Chester L. Knowles	Waterville	Sickness
Lester Pollister	Danville Junc.	Accident
Joshua Reynolds	Brunswick	Accident
Willard F. Snow	Randolph	Accident
Thelma J. Thomas	Ridlonville	Sickness
Edward H. Vigue	Waterville	Sickness
Ashton E. Wardwell	Bath	Sickness
John A. Wyman	Winthrop	Sickness

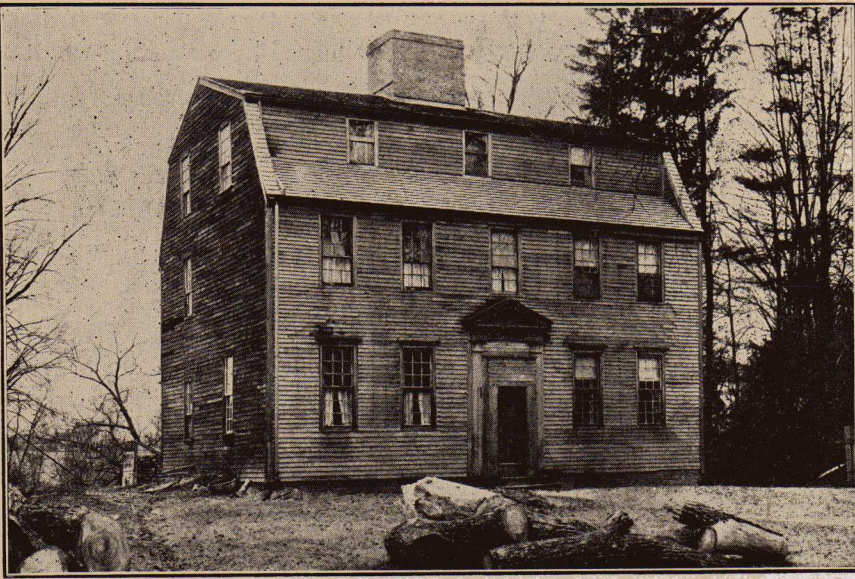
Stations, Eastern Division		
Morris F. Dunphy	Bangor	Sickness
Charles E. Longley	Milford	Sickness
John L. Wallace	Eastport	Sickness

Trainmen		
Levi Henry	Bartlett	Sickness
James F. Lawless	Calais	Sickness
Charles A. Messer	Bangor	Sickness
Maurice H. Moxie	Portland	Sickness
Dwight S. Stimson	Portland	Sickness

Enginemen		
Benj. L. Berry	So. Portland	Sickness
Archie W. Black	Portland	Sickness
Harry C. Compton	Portland	Sickness
Leonard J. Grant	Calais	Sickness

Motive Power, P. T. Co.		
John J. Campbell	Union Station	Sickness
W. H. Richson	So. Portland	Sickness
Arthur B. Smith	So. Portland	Sickness
William Tarcznk	Ribby	Sickness
Sidney Thorne	Ribby	Sickness
Katherine Welch	Union Station	Accident
Alexander McKenzie	Ribby	Accident

Transportation Dept., P. T. Co.		
Mark Conroy	Portland Freight	Sickness
Annie Donahue	Portland Freight	Sickness
Joseph H. Phinney	Yard Brakeman	Sickness
Patrick Greaney	Portland Freight	Sickness
Angus H. Hawkes	Port. Coal Plant	Sickness
John W. Holmes	Portland Freight	Sickness
Edw. L. McMonagle	Portland Yard	Sickness
Mathias O'Toole	Portland Yard	Sickness
Edward J. Ryan	Portland Freight	Sickness



A Maine Colonial House

HOUSE built by Captain George Tate, Mast Agent for George II, King of England, succeeding Col. Thomas Westbrook. Tate bought the land, near the Stroudwater River, in 1753; the house was completed in 1755. The timber for its frame came from the woods near by, but the fine carved work was brought from England. Fireplaces are in every room including the slaves quarters; in those days slavery was not confined to the Southern States. The house was never painted and is entirely without closets.

Located as it is, only a few miles from Portland, in the flourishing suburb of Stroudwater, this historical spot is easily reached by electric or automobile.

This antique structure is 172 years old and when first constructed was considered to be an elaborate residence.