

Maine
Central
Employees'
Magazine
July 1927





"NO! IT AINT---"

Tell me not in mournful numbers
 An agent's life is one sweet dream,
 His job's a snap, o'er which he slumbers—
 For things are not what they seem.
 All he has to do is answer
 Oft'-repeated queries right,
 But if you fain would start his rancor
 Just ask him if "that clock is right".

"That clock", upon the wall, suspended,
 A parking place for flies is meant.
 To tell the time 'twas not intended,
 'Tis just for dust to ornament,
 The agent's wrist it exercises,
 As once a week he winds it tight.
 Of all strange things, the big surprise is
 That one should ask if it were right.

The watch, inside the agent's pocket,
 Securely tied with leathern thong,
 Or fastened neat with chain and locket,
 Like this old clock, is never wrong.
 Of spoken words, by far the saddest,
 Or sadder still than pen could write,
 The words that makes the agent maddest,
 Are just these four—"Is that clock right?"

—Dinty.



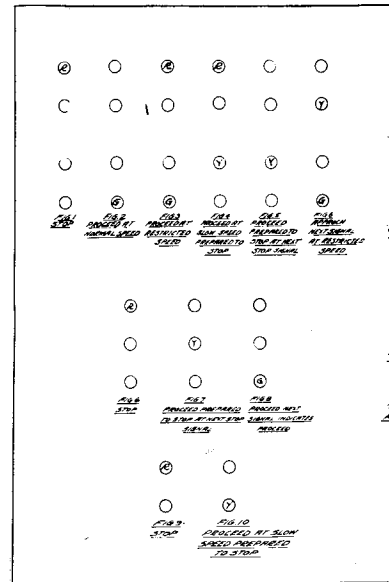
Intricate Signaling Safety of

By A. H. MORRIS

ONE of the least spectacular although not the least important adjuncts to the Bath bridge, is the system of controls and signals the object of which is to inform engineers of track conditions a sufficient distance in advance to enable them to stop in case of obstruction and further to render it impossible for the operation to open the draw after a clear signal has been passed.

Human Element Eliminated

In this instance the usual automatic block signals will be augmented





Intricate Signal System Insures Safety on Bath Bridge

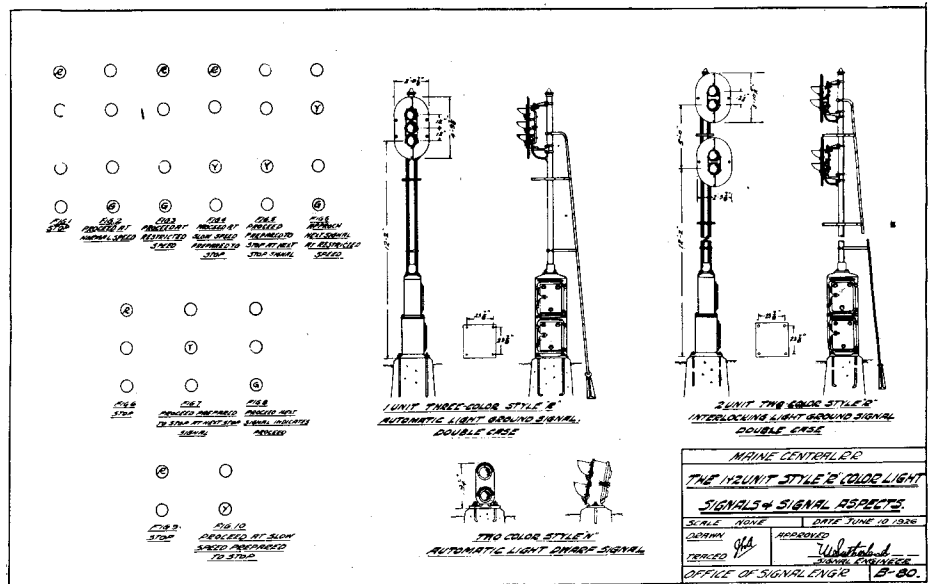
By A. H. MORRILL, Engineer of Construction

ONE of the least spectacular, although not the least important adjuncts to the Bath bridge, is the system of controls and signals, the object of which is to inform engineers of track conditions a sufficient distance in advance to enable them to stop in case of obstruction and further, to render it impossible for the operator to open the draw after a clear signal has been passed.

Human Element Eliminated

In this instance the usual automatic block signals will be augmented by

special draw-bridge signals operated by the bridge operator. These signals will be located about five hundred feet on either side of the draw opening, will be of the latest type and will show colored lights by day and night instead of the usual semaphore arm. The masts of these signals will be fitted with an arm known as a "smash board" which can be raised and lowered and which, when lowered in stop position, will be suspended over the track and so located that it will strike some part of the locomotive and thus





warn the engineman that he has "run" a stop signal.

After the signals have been put in stop position and the draw opened it is necessary to provide several devices to eliminate the human element and insure that the span is properly seated and locked in position and that the rails at the junction of the lift and fixed spans properly match before the signals are cleared.

Like an Ice-Box Door Latch

To provide for the full seating and locking of the lift span, four powerful levers, which may be likened to the latches on an ice box, each operated by an electric motor, are attached to the fixed span. When the lift span is lowered these levers, under control of the operator, move over and engage wedge plates on the lift span, completely seating and locking it in position and at the same time switching off the current which supplies the large motors which raise and lower the span.

The position of these levers or latches is checked by electric circuits and if their movement is incomplete or for any reason they do not operate, the operator is unable to clear the track signals.

Rails Must Be Right

To insure the matching of the rails there is a similar device which will not operate until the rails are in correct position and until this device has functioned the operator still cannot clear the track signals.

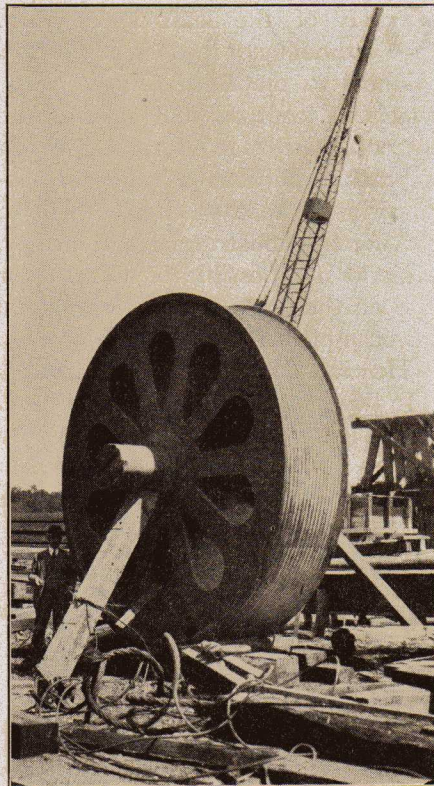
When about to open the bridge no power is available to operate the motors until certain operations have been performed, as follows:

First: Approach signals, stop signals

and smash boards must be set to stop trains and the circuits are so controlled that a train having passed a clear approach or stop signal the draw cannot be unlocked or opened until the train has passed.

Second: The rail locks must be put in unlock position.

Third: The span locks or latches must be removed.



One of the Four Giant Main Sheaves of the Bath Bridge. Its Size Can Be Determined by Comparison with Mr. Morrill, Who Stands Beside It. The Casting Is 14 Feet in Diameter, Its Journal Measuring 20 Inches Across; the Weight Is 28 Tons. The Sheaves Will Carry the Cables Which Raise the Lift Span and Will Rest at the Top of the Towers, 220 Feet Above the Masonry

(4)

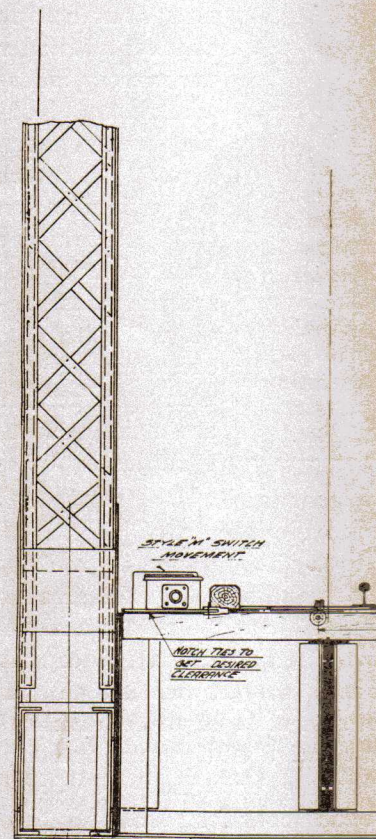


Fourth: The barrier gates on way deck must be closed.

Until all of these controls functioned all power is shut off the main motors and the span cannot be raised.

Track Diagram to Guide H

The operator will be further assisted by a track diagram which will show the layout of tracks and location of considerable distance each side of the bridge. The track on this diagram will be divided into short sections



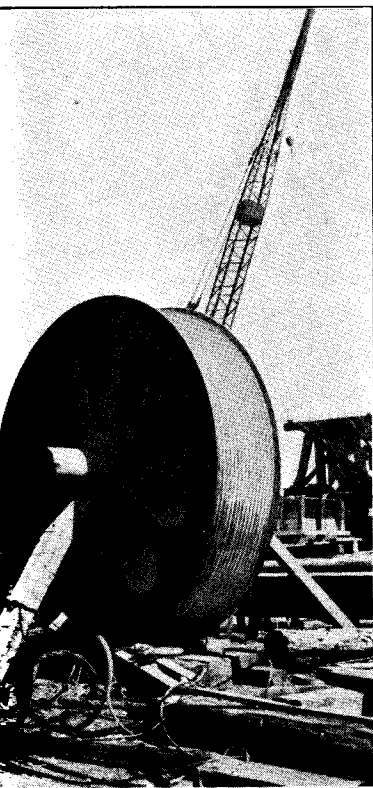
Cross Section of Bridge, s



Smash boards must be set to stop
and the circuits are so con-
d that a train having passed a
approach or stop signal the draw
ot be unlocked or opened until
rain has passed.

ond: The rail locks must be put
lock position.

ird: The span locks or latches
be removed.



of the Four Giant Main Sheaves
e Bath Bridge. Its Size Can Be
mined by Comparison with Mr.
ll, Who Stands Beside It. The
ng Is 14 Feet in Diameter, Its
al Measuring 20 Inches Across;
eight Is 28 Tons. The Sheaves
arry the Cables Which Raise the
pan and Will Rest at the Top of
owers, 220 Feet Above the Masonry



Fourth: The barrier gates on high-
way deck must be closed.

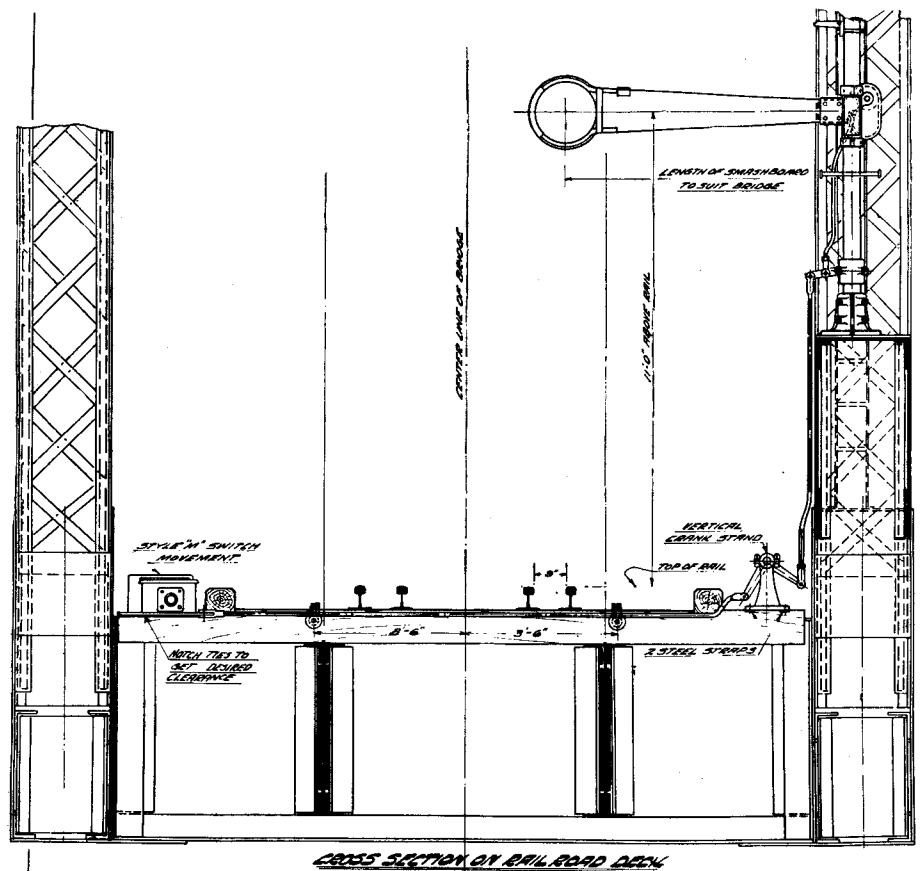
Until all of these controls have
functioned all power is shut off from
the main motors and the span cannot
be raised.

Track Diagram to Guide Him

The operator will be further assisted
by a track diagram which will show
the layout of tracks and location for a
considerable distance each side of the
bridge. The track on this diagram
will be divided into short sections and

in each section will be a small electric
light. If any section of track shown
on the diagram is occupied by an en-
gine or cars, the light in that section
will go out. If none of the sections
are occupied all lights will be burning.

The signal and control system has
been worked out according to the most
modern practice by Signal Engineer
Murdock Sutherland, in consultation
with engineers of the Union Switch
and Signal Company, who are furnish-
ing the signal apparatus.



Cross Section of Bridge, showing Track, Trusses and Smash Board



Labor Benefits More than Capital by Railroad Efficiency

By SAMUEL O. DUNN, Editor of the Railway Age

From an address before Mechanical Division of American Railway Association at Montreal, Quebec, on June 7, 1927

STRUGGLES between employers and employees have been occurring throughout the entire history of their relationship. But in our modern age of industrialism, with its huge aggregations of capital employing great armies of men, these struggles have assumed forms and an importance that are new. I believe, however, experience has demonstrated that under the modern industrial system there is very little real antagonism of interest between employer and employee, and that if both were not greatly, but more or less unconsciously, influenced in their thought, attitude and policies by a false economic philosophy, the age-long struggle between them would be subordinated to cooperation in furtherance of their mutual interests.

An Inevitable Conflict?

To many, including not only working men but even business men, it seems obvious that in every business there is a certain amount of income to be divided between capital and labor;

that the more capital gets the less labor must get; that the more labor gets the less capital must get; and that, therefore, there is a substantial element of truth in the socialist doctrine of a necessary and continuous class conflict under our present industrial system.

Constructive Thoughts on a Big Problem

The author of this article is generally acknowledged to be one of the foremost students of railroad problems in America today. When he speaks on so important a problem as the relative benefits accruing to labor and to capital from increased railway efficiency, it behooves every member of the Maine Central Family to give thoughtful and serious consideration to the ideas he presents.

—The Editor.


tion of labor; and that not only is it plainly to the interest of labor at all times to try to improve its working conditions and wages to the greatest extent possible at the cost of a reduction in the return received by capital, but that it is by no means plainly to the interest of labor to help increase the productive efficiency of industry by doing the most and best work it can in each hour for which it is paid.

Now, it is my belief, based upon what I take to be incontrovertible evidence, that in the long run on the

railroads and in every other scale industry it never has been, never will be the owners of capital, the managers of industry, but those who work for wages, who got and will get the great bulk of the tangible and intangible benefits resulting from every increase in output of industry per man hour of labor employed and paid for, and therefore, it is the employee and not the employer class who should be most anxious to see efficiency in every branch of production increase by every means possible.

The "Why" of Autos and R

We see on every hand throughout the United States and Canada evidence that the expenditures of the working class of these countries have greatly increased and that their conditions have been greatly improved within the last twenty years. I see what has occurred on our railways meantime to help bring these things about. For convenience I shall state facts regarding the railways of the United States, but those regarding the railways of Canada would show the same thing. Tons carried one mile and passengers carried one mile are the products of a railroad, just as is the product of a coal mine or the product of a farm. Going back two decades we find that in the year ended on June 30, 1906, the average number of revenue tons carried one mile by the railways of the United States per person employed was 145,127 and the average number of passengers carried one mile per person employed was 16,782. In 1926 the number of tons carried one mile per em



More than Capital Efficiency

of the Railway Age

an Railway Association at Montreal,
, 1927

the more capital gets the less must get; that the more labor the less capital must get; and therefore, there is a substantial amount of truth in the socialist doctrine of a necessary and continuous class conflict under our present industrial system. Running through much current literature is the implication that under our present industrial system most invested capital gets excessive returns; that these returns are mainly due to the unjust exploitation of labor; and that not only is it due to the interest of labor at all times to try to improve its working conditions and wages to the greatest extent possible at the cost of a reduction in the return received by capital, but that it is by no means plainly to the interest of labor to help increase the productive efficiency of industry by doing the most and best work it can in each hour for which it is paid. Now, it is my belief, based upon what I take to be incontrovertible evidence, that in the long run on the

In a Problem

article is generally one of the road problems. When he problem as being to labor and railway member will give consideration

the Editor.



railroads and in every other large scale industry it never has been and never will be the owners of capital and the managers of industry, but that it always has been and always will be those who work for wages, who have got and will get the great bulk of all the tangible and intangible benefits resulting from every increase in the output of industry per man hour of labor employed and paid for, and that, therefore, it is the employee and not the employer class who should be most anxious to see efficiency in every branch of production increased by every means possible.

The "Why" of Autos and Radios

We see on every hand throughout the United States and Canada evidence that the expenditures of the working class of these countries have greatly increased and that their living conditions have been greatly improved within the last twenty years. Let us see what has occurred on our railways meantime to help bring these things about. For convenience I shall use facts regarding the railways of the United States, but those regarding the railways of Canada would show the same thing. Tons carried one mile and passengers carried one mile are the products of a railroad, just as coal is the product of a coal mine or wheat the product of a farm. Going back two decades we find that in the year ended on June 30, 1906, the average number of revenue tons carried one mile by the railways of the United States per person employed was 145,127 and the average number of passengers carried one mile per person employed was 16,782. In 1926 the number of tons carried one mile per employ-

ee was about 249,000 and the number of passengers carried one mile per employee about 19,910. If we assume, as is commonly done, that carrying a passenger one mile is roughly equivalent to carrying three tons one mile, we find that in 1906 the number of "traffic units" of service rendered by the railways per employee was 195,473 and in 1926, 308,730, an increase of 58 per cent.

These increases in output were due both to enlargements and improvements in the physical plant and tools and the work of the entire personnel. The best available measures of the physical capacity of the railways are the tractive power of their locomotives and the tonnage capacity of their freight cars. Total locomotive tractive power per employee in 1906 was 817 pounds and in 1926, 1,445 pounds, an increase of 77 per cent. Total freight car capacity per employee in 1906 was 39 tons and in 1926, 59 tons, an increase of 51 per cent. It may reasonably be assumed that these increases are typical of increases in capacity that were made in all parts of the railway plant; and they were accomplished, of course, by the investment of capital. The average investment per employee in 1906 was \$8,088, and in 1926 it was \$12,991, an increase of 61 per cent.

Employees Benefitted Most

The increase in the total operating revenues of the railways per employee between 1906 and 1926 was from \$1,540 to \$3,571, or 132 per cent. This was due to the average increase of 58 per cent in the output of transportation per employee and to average advances in freight and passenger rates



of 47 per cent. Now, how did the employees of the railways and the capital invested in them share between them the benefits resulting from the increase in total earnings due to both increased output and advances in rates? If the employees had shared only in proportion to the increase in output per employee and the advances in the rates, the increase in their average annual compensation would have been 132 per cent, but in fact the average annual compensation per employee increased from \$596 in 1906 to \$1,656 in 1926, or 177 per cent.

Net operating income is the return earned on the capital invested in the industry, and it amounted in 1906 to \$480 per employee. If it had increased during the last twenty years as much in proportion per employee as did the average wage paid, or 177 per cent, it would have amounted in 1926 to \$1,330 per employee. If it had increased only as much in proportion as the average operating revenues per employee, or 132 per cent, it would have amounted in 1926 to \$1,108 per employee. It actually was in 1926 only \$682 per employee, an increase since 1906 of only 42 per cent. Since the increase in investment *per employee* was 61 per cent and the increase in net operating income *per employee* only 42 per cent, it follows that there was a decline in the average return earned upon each dollar of capital invested. Average return upon investment in 1906 was 5.9 per cent, and in 1926 only 5.3 per cent.

Other Gains for Employees

Not only did capital not receive relatively more of the benefit of the increase in the total operating rev-

enues earned than the employees, but the exact opposite was true—the employees received relatively much more of it than capital—for the increase in the net operating income received by capital per man employed was only 42 per cent, while the increase in the average wage paid per employee was 177 per cent. Not only did the employees receive this increase in average annual wage, but in addition they received meantime a reduction of probably 25 per cent in the number of hours they worked to get their annual wage. The increase in the number of dollars they received was so much greater in proportion than the decline in the value of each dollar that the purchasing power of their average annual wage increased about 60 per cent, or fully in proportion to the increase in railway output per employee, while the average income per dollar of capital declined.

The Lion's Share

These facts show beyond all question that during the last twenty years the employees of the railways have received far greater benefits from the improvements in the properties and in their operation than those who, by the investment of capital in them, have made these improvements possible. Twenty years ago the employees as a whole received an income from the industry 24 per cent greater than the income received by capital, while last year the employees received 140 per cent more than capital.

In other words, the facts demonstrate that under our present industrial system it is the employee, not the employing, class that gets the lion's share of the increases

(8)



in income and purchasing resulting from large and investment of capital, good management and sane cooperation between employers and employees to increase industrial efficiency. During the period reviewed the difficulty of raising capital for the railroad industry constantly increased because of excessively restrictive regulations on the return upon it. Undoubtedly the percentage of return allowed on the return earned had been larger the amount of capital invested would have been larger, resulting in improved facilities that would have effected still greater savings of labor, fuel, and materials, thereby making possible even higher wages for employees at lower rates for the public.

Almost every increase in railway efficiency that has been accomplished has reduced the number of hours of human labor required to produce a given number of ton miles and passenger miles, but this has never actually resulted, excepting temporarily in a reduction of the total number of employees. There was a large increase in their number during the period immediately following the war due to the general introduction of the eight-hour day and other causes, but a correspondingly large reduction in the number of employees was a result of the industrial depression and the increase in the efficiency of operation which followed the transfer of the railways to private management. In 1926, however, the number of employees of the Class I railways of the United States was larger than in any other year in history, except the war years and in 1923, when it was affected by the results of the



earned than the employees, but the exact opposite was true—the employees received relatively much more of it than capital—for the increase in the net operating income earned by capital per man employed was only 42 per cent, while the increase in the average wage paid per employee was 177 per cent. Not only do the employees receive this increase in average annual wage, but in addition they received meantime a reduction of probably 25 per cent in the number of hours they worked to get their average wage. The increase in the number of dollars they received was so much greater in proportion than the increase in the value of each dollar that the purchasing power of their average annual wage increased about 60 per cent or fully in proportion to the increase in railway output per employee, while the average income per dollar of capital declined.

The Lion's Share

These facts show beyond all question that during the last twenty years the employees of the railways have received far greater benefits from the improvements in the properties and their operation than those who, by investment of capital in them, made these improvements possible. Twenty years ago the employees as a whole received an income from the industry 24 per cent greater than the income received by capital, while in the year the employees received 140 per cent more than capital.

In other words, the facts demonstrate that under our present industrial system it is the employee, the employing, class that gets the lion's share of the increases



in income and purchasing power resulting from large and wise investment of capital, good management and sane cooperation between employers and employees to intensify industrial efficiency. During most of the period reviewed the difficulty of raising capital for the railroad industry constantly increased because of excessively restrictive regulation of the return upon it. Undoubtedly if the percentage of return allowed to be earned had been larger the amount of capital invested would have been larger, resulting in improvements in facilities that would have effected still greater savings of labor, fuel and materials, thereby making possible even higher wages for employees or lower rates for the public.

Almost every increase in railway efficiency that has been accomplished has reduced the number of hours of human labor required to produce a given number of ton miles and passenger miles, but this has never actually resulted, excepting temporarily, in a reduction of the total number of employees. There was a large increase in their number during and immediately following the war owing to the general introduction of the eight-hour day and other causes, and a correspondingly large reduction as a result of the industrial depression and the increase in the efficiency of operation which followed the return of the railways to private management. In 1926, however, the number of employees of the Class I railways of the United States was larger than in any other year in history, excepting the war years and in 1923, when it was affected by the results of the shop

employees' strike of 1922. Excepting under abnormal conditions increases in railway output per employee, resulting from more efficient operation, have been offset by increases in the total amount of traffic to be handled. There would have been a much larger increase in traffic, and consequently in the number of employees required, within recent years, if so much freight and passenger business had not been diverted from the railways to other means of transportation, the effectiveness of which in competing with the railways has been mainly due to government expenditures on highways and waterways.

Labor's Right to Inquire

The relations between a railway and its employees are primarily business relations. The railway hires every man on its payroll for its own business purposes, and every man on the payroll hires to it to get as much wages as he can. Therefore, when the management proposes to the employees that they shall do certain things to increase efficiency it is reasonably to be expected that the employees will want to know how they will be benefited by doing these things, just as when the employees ask for higher wages they should reasonably expect that the managements will ask what the employees are doing or intend to do, or what conditions exist, to justify paying them more. There is a valid reason that the managements can always give why employees should support them in every practicable way in increasing efficiency, and this is the one I have tried to illustrate by the citation of facts of railway economic history—namely, that in the



long run much the greater part of the benefits of every form of increased efficiency in transportation and production go to the workers in the form of better and safer working conditions and of wages that will increase their purchasing power. It is because labor generally does not know this that we so often find it antagonistic to more efficient machinery and methods.

The true definition of railway efficiency from the standpoint of both management and employees is the largest practicable production of ton miles and passenger miles in proportion to the number of man-hours and of tons of fuel and materials used in rendering railway service. Broadly speaking, there are two ways of increasing efficiency as thus defined. The first is by the investment of capital in the innumerable ways by which labor, fuel and materials can be saved. In order that all the capital may be raised that can be effectively used for these purposes it is necessary that each railway shall earn an amount of net return that will make it an attractive concern in which to invest capital. *And in their own selfish interest the employees should always support the managements in their efforts to keep total earnings high enough and operating expenses and*

taxes low enough to produce an adequate net return on capital.

Capital Is Labor's Tool

Capital consists simply of the tools with which the personnel works, whether they be small tools in shops or such great tools as locomotives. The better these tools are, the larger, if they are skilfully used, will be the output of transportation per employee, and if freight and passenger rates are reasonably regulated, the larger also the total railway earnings per employee out of which the average wages per employee must be paid.

The second important means of increasing efficiency is that of so organizing the personnel, and securing such cooperation between all the classes and individuals composing it, that the physical facilities provided by capital will be used with the greatest practicable skill.

It seems to me that in the interest of the greatest efficiency, and therefore, the most effective promotion of the welfare of both railways and employees, the time must come when problems of personnel and methods used in their solution will be as fully, frankly and publicly studied and discussed as other problems and methods of railway administration, construction, development and operation.



Every Little Bit Counts

Gentleman—"What would you do with a nickel if I gave you one?"

Hobo (sarcastically)—"Get a new suit, mister; an' some supper, an' a night's lodgin' an' breakfast an' dinner tomorrow."

Gentleman—"My good fellow, here's a quarter. Go and support yourself for the rest of your life."

—Selected

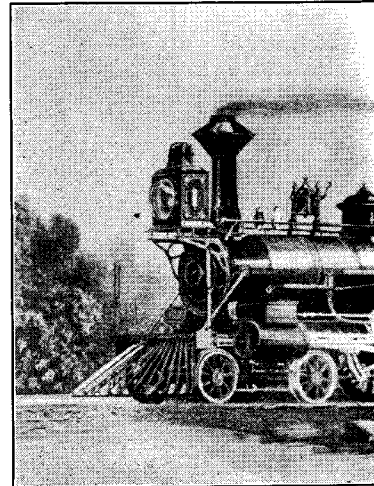
The Secret

Webster has the words and I
Pick them up from where they lie.
Twist and turn them six by nine
And place them on the firing line.
Words follow words, till inch by inch
They make a column. What a cinch!
I take the words that Webster penned
And merely lay them end to end.

—Clipped



Before Fort Su



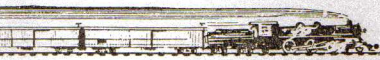
The Old Mercury, Tak

One Single Tip of Business

WITH so many interesting happenings and events now place in the State of Maine, does seem that all of the employees Maine Central Railroad can secure a bountiful crop of traffic tips.

An interesting tip has recently been received by Industrial Agent W. G. H. from Agent I. C. Wakefield at Colfax Falls. It seems that the Machias Lumber Company are at the present time conducting experiments on their timber growth by professors and students from the Massachusetts Institute of Technology.

This company has a crew of men in the woods who are dyeing the "live" trees. Briefly the process is to tap a tree and put in a five gallon can of dye into the sap. The dye does the coloring. After about a year the tree dies, is cut, hauled to the mill and



low enough to produce an adequate return on capital.

Capital Is Labor's Tool

Capital consists simply of the tools which the personnel works, whether they be small tools in shops or such great tools as locomotives. The better these tools are, the larger, if they are skilfully used, will be the output of transportation per employee, and if freight and passenger rates are suitably regulated, the larger the total railway earnings per employee out of which the average wages of the employee must be paid.

The second important means of increasing efficiency is that of so organizing the personnel, and securing such cooperation between all the classes of individuals composing it, that the physical facilities provided by capital can be used with the greatest practical skill.

It seems to me that in the interest of the greatest efficiency, and therefore the most effective promotion of the welfare of both railways and employees, the time must come when experiments of personnel and methods in their solution will be as fully, as freely and publicly studied and discussed as other problems and methods of railway administration, construction, development and operation.

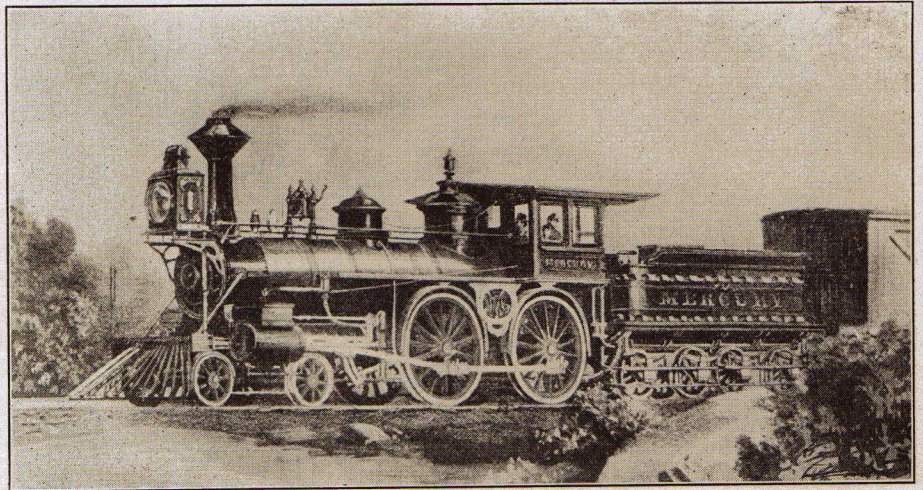
The Secret

Whoever has the words and I will show them up from where they lie. Turn them six by nine and place them on the firing line. Follow the words, till inch by inch they make a column. What a cinch! The words that Webster penned will merely lay them end to end.

—Clipped



Before Fort Sumpter Was Fired On



Courtesy Engineman H. T. Rodick, Brunswick

The Old Mercury, Taken on the Eastern Railroad in 1860



One Single Tip May Mean Vast Amount of Business for M. C. R. R.

WITH so many interesting places, happenings and events now taking place in the State of Maine, it surely does seem that all of the employees of the Maine Central Railroad can secure a wonderful crop of traffic tips.

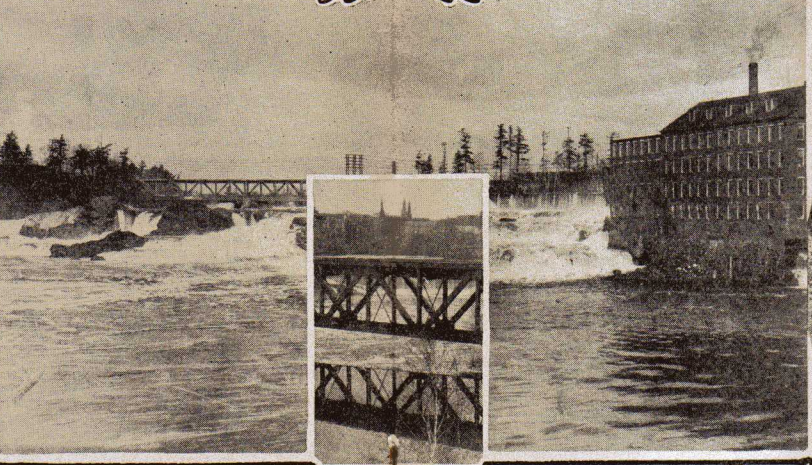
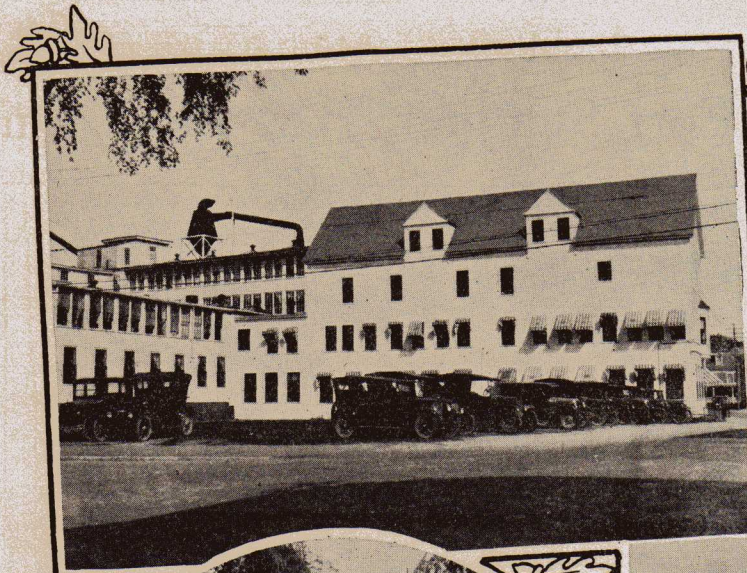
An interesting tip has recently been received by Industrial Agent W. G. Hunton from Agent I. C. Wakefield at Columbia Falls. It seems that the Machias Lumber Company are at the present time conducting experiments on their timber growth, aided by professors and students from Massachusetts Institute of Technology.

This company has a crew of men in the woods who are dyeing the "live tree". Briefly the process is to tap a tree and pour in a five gallon can of dye into the sap that does the coloring. After about a year the tree dies, is cut, hauled to the mill and the

lumber is made into furniture and veneer. The company at first had a crew of Germans doing this work but now local men are in the woods.

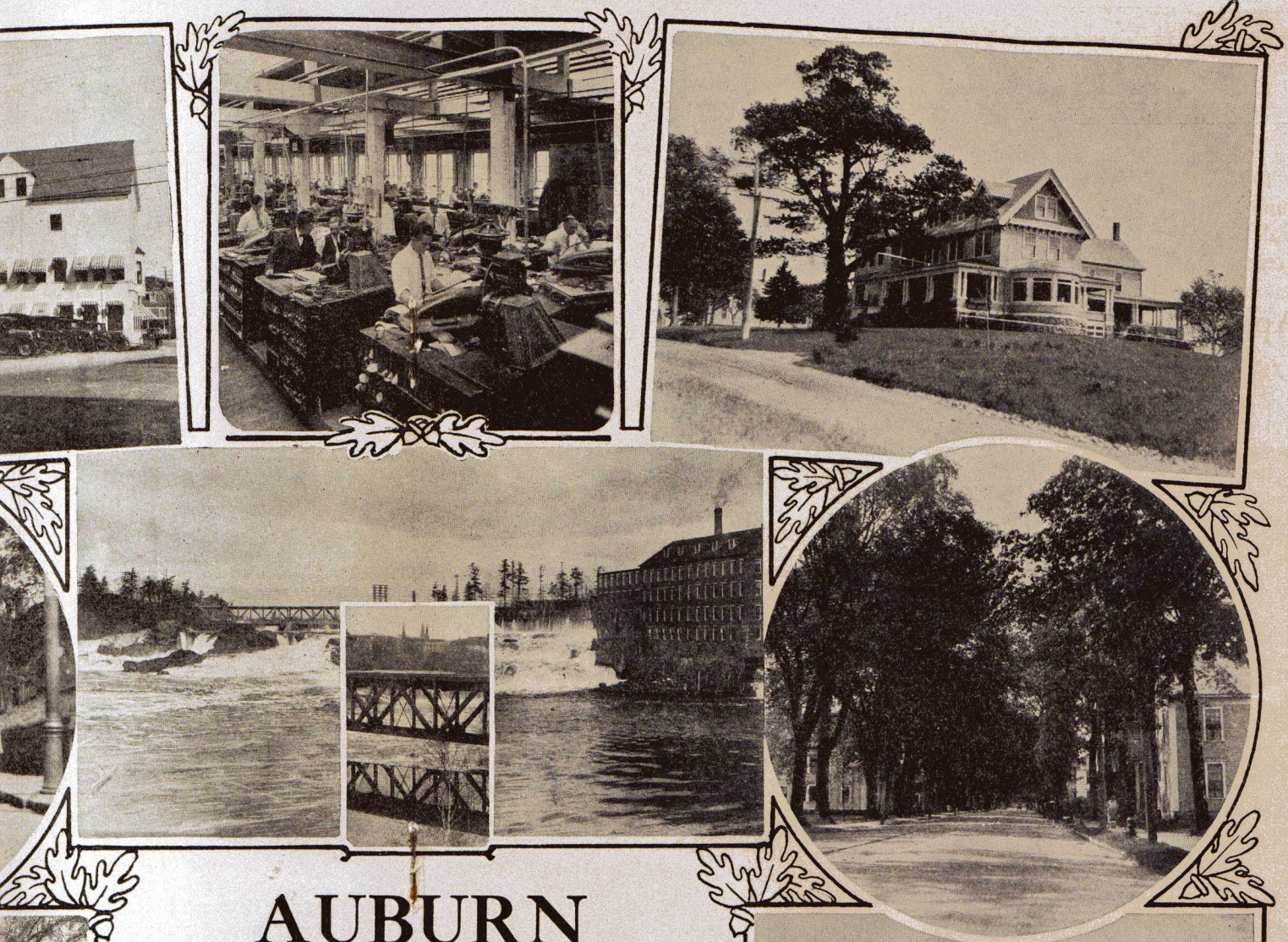
Of course this business is still in its infancy but the whole idea back of it is that Agent Wakefield was looking into the future and sent in the tip which may mean considerable business for the Company in years to come.

The following have sent in tips since the last issue of the *Magazine*: W. W. Burnell, Agent, Mattocks; M. C. Erskine, Agent, North Jay; Alonzo Garon, Operator, South Windham; Amos K. Herbert, Carman, Rigby; A. W. Deane, Agent, Troutdale; E. S. Marsh, Baltimore & Ohio Railroad, Hyndman, Pa.; J. A. Crepeau, Agent, Whitefield; Frank L. Hubbard, Hartland; R. H. Bartlett, Agent, Kennebago.



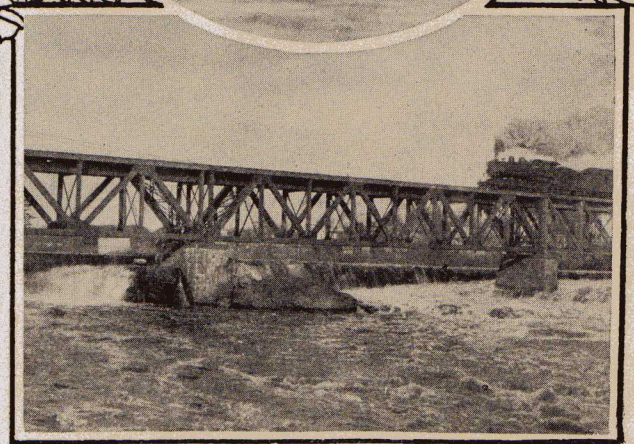
AUBURN

UPPER left, Dingley-Foss Shoe Co., upper Center, Scene in Ault-Williamson Shoe Co., Upper Right, Beautiful Farm of Harvey Dingley; On the Left, Looking down Court Street, and Auburn Y.M.C.A. Building; Center, Spanning the Androscoggin which Separates Lewiston from Auburn; On the Right, Looking up Turner Street and Train Crossing Railroad Bridge.



AUBURN

UPPER left, Dingley-Foss Shoe Co., upper
 Center, Scene in Ault-Williamson Shoe
 Co., Upper Right, Beautiful Farm of Harvey
 Dingley; On the Left, Looking down Court
 Street, and Auburn Y.M.C.A. Building;
 Center, Spanning the Androscoggin which
 Separates Lewiston from Auburn; On the
 Right, Looking up Turner Street and Train
 Crossing Railroad Bridge.





Three Popular Appointments

Photographs by Bachrach

Three appointments, announced on June 1st by Vice President and General Manager D. C. Douglass and Freight Traffic Manager G. H. Eaton,

advanced certain officials to higher positions. All three men are justly popular and their advancement is applauded all over the System.

Appointed Assistant to Vice President and General Manager



Merton F. Rolfe

Merton F. Rolfe, formerly Chief Clerk in the Manager's office, was appointed Assistant to the Vice-President and General Manager.

A resident of Portland, Mr. Rolfe entered Maine Central service in the year 1901 as clerk in the Auditor of Freight Account's office. In 1907 he was appointed station inspector, and held this position until April 1, 1913, when he was appointed to the

position of Traveling Auditor. On September 2, 1916, he was appointed Statistician being transferred to the office of the General Manager. His next position was Chief Clerk to the General Manager which he has held until his present appointment.

Assistant to Freight Traffic Manager



Gilbert W. Miller

Gilbert W. Miller was appointed to the position of Assistant to Freight Traffic Manager. He was born in Baring, Maine, in July, 1885, graduated from Doe's Business College in Bangor in 1902, and entered railroad service as stenographer in Super-



intendent's office of the Rutland at Rutland, Vt.

In 1904 he entered service of the ington County Railroad at Calais a rapher and clerk in office of General Freight and Passenger Ag appointed Commercial Agent of the ington County Railroad at Calais and served in this capacity after was taken over by the Maine C 1911 until July, 1914, when he w ferred to Portland as Chief Clerk t Vice President in Charge of Traffi

Mr. Miller was appointed Gene ern Agent at Bangor in January, 1 Chief Clerk to Freight Traffic M April, 1923, and held this positio the time of recent appointment.

Assistant to Freight Traffic Manager



Lucien Snow

Lucien Snow, formerly Chief of t Bureau, was appointed Assistant t Traffic Manager. Mr. Snow, a man, after graduating from Harv

Appointments

...ruch
 ...ced certain officials to higher
 ...ns. All three men are justly
 ...r and their advancement is
 ...ded all over the System.

...n of Traveling Auditor. On Sep-
 ...2, 1916, he was appointed Statis-
 ...eing transferred to the office of the
 ...Manager. His next position was
 ...lerk to the General Manager which
 ...held until his present appointment.

Assistant to Freight Traffic Manager



Gilbert W. Miller

...rt W. Miller was appointed to the
 ...n of Assistant to Freight Traffic
 ...er. He was born in Baring, Maine,
 ...1885, graduated from Doe's Busi-
 ...llege in Bangor in 1902, and entered
 ...service as stenographer in Super-



intendent's office of the Rutland Railroad at Rutland, Vt.

In 1904 he entered service of the Washington County Railroad at Calais as stenographer and clerk in office of Assistant General Freight and Passenger Agent; was appointed Commercial Agent of the Washington County Railroad at Calais in 1908, and served in this capacity after the road was taken over by the Maine Central in 1911 until July, 1914, when he was transferred to Portland as Chief Clerk to Second Vice President in Charge of Traffic.

Mr. Miller was appointed General Eastern Agent at Bangor in January, 1922, and Chief Clerk to Freight Traffic Manager in April, 1923, and held this position up to the time of recent appointment.

Assistant to Freight Traffic Manager



Lucien Snow

Lucien Snow, formerly Chief of the Traffic Bureau, was appointed Assistant to Freight Traffic Manager. Mr. Snow, a Portland man, after graduating from Harvard Col-

lege in the class of 1907, entered the employ of the Maine Central as Freight Clerk in the Accounting Department in November, 1909; in January, 1912, he was advanced to clerk in the office of Second Vice-President; on July 2, 1914, was appointed Chief Clerk in Tariff Bureau, and on August 1, 1916, was appointed Chief of Tariff Bureau. He held this position up to the time of his recent promotion. Mr. Snow's entire railroad service has been with the Maine Central.



What Others Think of Our Service

**Pejepscot Paper Company
 Brunswick, Maine**

May 7th, 1927

Mr. G. J. Browne, Gen. Agt.,
 NYNH&H Railroad Company,
 Portland, Maine

Dear Mr. Browne:

Confirming the writer's conversation with you a day or two ago, would advise that car B & M 47463, loaded with paper, left Brunswick, May 7th and arrived in New York Monday morning, May 9th. This car arrived ahead of the B/L, which was sent down by mail on the same day.

This is exceptional service, and we thought you might be interested to know about it. You will no doubt wish to pass along to the Maine Central and Boston & Maine due credit for their share of this good service.

Very truly yours,

Pejepscot Paper Company,
 (Signed) *L. O. Ellis*,

LOE:B

Traffic Manager.



Applesauce

"Why are you crying, young man?"

"I drank some cider—now I can't find my way home."

"Well, you mustn't take it so hard."—
Black Cat.



They Talk While You Sleep---This Pair Of West Baldwin Railroaders

AFTER the evening meal, when most people are preparing to sit down for an evening's relaxation with book, pipe and radio, L. E. Howe, Agent at West Baldwin, and his assistant, W. B. Andrews, usually seek their beds. And along in the early morning hours, long before dawn, when most of us are still getting our beauty sleep, Howe and Andrews give another stretch, throw off the covers, and arise—to listen to the radio!

Music Fails to Move Them

These gentlemen are not radio fans in the generally accepted meaning of the term—they care

nothing for the music, speeches, and beauty hints broadcast by WCSH, WJZ or PDQ. Anything of this nature leaves them cold. But in the hours preceding the dawn, when the world as a whole is asleep, and the jazz orchestras and the would-be orators are silent, the firm of Howe & Andrews poke around in the ether, as disciples of Marconi.

For these men are "amateurs"—and there is a wide gulf between a radio amateur and a broadcast listener. They own and operate wireless station 1-AYJ—a station as complete, if not as large, as many of the commercial stations. And here they converse, in the silent hours of the night, with unseen friends all over the world. And it is almost literally "all over the world," because they have a record, affirmed by

acknowledgments, of communications with New Zealand, Hawaiian Islands, France, England, Central America, every State in the Union, Canada, and with numerous vessels on the high seas.

Do a Rushing Business

Station 1-AYJ is an official broadcasting

station of the American Radio Relay League, and also an official relay station of this organization. It is in no sense commercial, but members of the League receive and transmit by wireless, without charge, any radiograms offered by the public. Messrs. Howe and Andrews are frequently called



A Few of the Cards of Response Received from all over the World. This Set Reached New Zealand

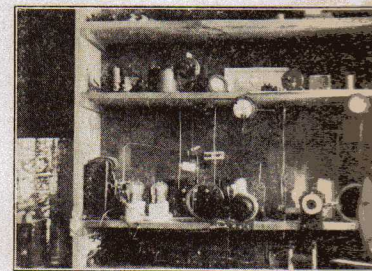
upon to relay such messages, and in the winter season, as many as a hundred radiograms have been handled in a month.

Should a Portland resident, for example, desire to communicate with a friend in San Francisco, he can mail or telephone his message to the radio station at West Baldwin. During the night, 1-AYJ will pick up a California station, or perhaps a Mid-West station, who will be asked to relay it. Before morning, it has reached some amateur station near San Francisco, where it will be written on a post-card and mailed. And all this is without charge of any kind—even for the post-card. The amateurs are in it for the love of the game.

Howe and Andrews tell of one experience in handling such radiograms which is in-



teresting. At 5.10 A. M. they had communication with a station in Honolulu and were asked to accept a message



Radio 1-AYJ-IUF

terminated Norfolk Downs, Mass. At 6.30 A. M. the message was telephoned from a Massachusetts station to the adjacent Maine station. The message was an order for mail baskets to be shipped to Honolulu. In many days' time were gained over the mail.

Maine in the Torrid Zone

One cold night last winter, Howe and Andrews were talking with an amateur in Britton, Maine. He mentioned the fact that it was very cold, and was told that he didn't know what cold was. "With the thermometer at 40 below zero," said the Westerner, "I can tell you what cold is. You're in the torrid zone compared with me." Another conversation developed that his friend was also a railroad man—a telegraph operator who had just gone off duty and had turned to his wireless for recreation.

It is not at all unusual to get in communication with railroad men in all parts of the country—most of them are telegraphers—because a telegraph operator perhaps, more easily learn the code than one who has had no experience with it. The wireless code, of course, is somewhat different, although many of the letters are identical.

Words Across the Sea

For those to whom such a technical description may not be all Greek, the following may be of interest. Power for the station is taken from the 110-volt circuit, using transformers to step t

You Sleep---This in Railroaders

edgments, of communications with
ealand, Hawaiian Islands, France,
l, Central America, every State in
ion, Canada, and with numerous
on the high seas.

Do a Rushing Business

on 1-AYJ is an official broadcasting

station of the
American Radio
Relay League, and
also an official
relay station of
this organiza-
tion. It is in no
sense commer-
cial, but mem-
bers of the
League receive
and transmit
by wireless,
without charge,
any radiograms
offered by the
public. Messrs.
Howe and And-
rews are fre-
quently called

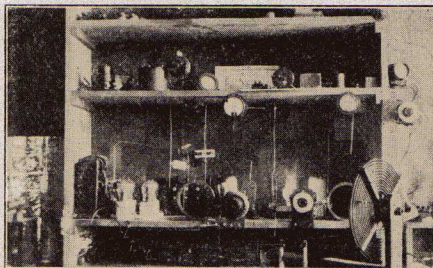
Received from
et Reached

o relay such messages, and in the
season, as many as a hundred
ams have been handled in a month.
d a Portland resident, for example,
o communicate with a friend in San
o, he can mail or telephone his
to the radio station at West Bald-
uring the night, 1-AYJ will pick up
ornia station, or perhaps a Mid-
ation, who will be asked to relay it.
orning, it has reached some ama-
tion near San Francisco, where it
written on a post-card and mailed.
this is without charge of any kind—
the post-card. The amateurs are
the love of the game.

and Andrews tell of one experience
ing such radiograms which is in-



teresting. At 5.10 A. M. they were in
communication with a station in Honolulu,
and were asked to accept a message des-



Radio I-AYJ-IUF

tinued Norfolk Downs, Mass. At 7 that
morning the message was telephoned by a
Massachusetts station to the addressee.
The message was an order for Indian
baskets to be shipped to Honolulu, and
many days' time were gained over the use
of the mail.

Maine in the Torrid Zone

One cold night last winter, Howe was
talking with an amateur in British Co-
lumbia. He mentioned the fact that it was
cold, and was told that he didn't know
what cold was. "With the thermometer
40 below zero," said the Westerner, "and
a wind that would take you off your feet,
I can tell you what cold is. You're in the
torrid zone compared with me." And fur-
ther conversation developed that his unseen
friend was also a railroad man—a telegraph
operator who had just gone off duty and
had turned to his wireless for recreation.

It is not at all unusual to get into com-
munication with railroad men in various
parts of the country—most of them tele-
graphers—because a telegraph operator can,
perhaps, more easily learn the code than
one who has had no experience with Morse.
The wireless code, of course, is not the
same as that used in land telegraphy,
although many of the letters are identical.

Words Across the Sea

For those to whom such a technical de-
scription may not be all Greek, the follow-
ing may be of interest. Power for the
station is taken from the 110-volt lighting
circuit, using transformers to step the volt-

age up to 3000. This voltage is impressed
on the plate of a DeForest "H" tube,
through "S" tubes and a filter, giving
practically a DC note.

The station is licensed to operate on any
of the wave bands now assigned to ama-
teurs, and at present is working on the 20,
40 and 80 meter bands. On 20 meters,
station 1-AYJ finds it possible to work the
west coast and Europe during daylight
hours, almost without exception.



How Far Could You Get with this Timetable?

期	号	期	号	期	号	期	号	期	号	期	号	期	号
55	15	23	27	33	9	1	19	5	13				
六 点 半 鐘	五 点 鐘	五 点 半 鐘	下 午 出	五 点 鐘	八 点 半 鐘	五 点 鐘	五 点 半 鐘	五 点 鐘	五 点 鐘	五 点 鐘	五 点 鐘		
			落 客		落 客	落 客							
期	号	期	号	期	号	期	号	期	号	期	号	期	号
6	2	20	58	34	28		56	24	16	10			
十 点 半 鐘	十 点 鐘	八 点 半 鐘	五 点 半 鐘	四 点 半 鐘	三 点 半 鐘	下 午 入	十 点 鐘	八 点 半 鐘	四 点 半 鐘	三 点 半 鐘			
			落 客		落 客								

The above is stated upon good authority
—the Southern Pacific Bulletin—to be a
S. P. employees' timetable, showing arrival
and departure of trains, class of equipment,
what trains passes are honored on, and
other general information. Far be it from
us to dispute it. It is used at Roseville,
Cal., for the benefit of the Southern Pa-
cific's Oriental track laborers, of whom
many are found on the western roads.



Not a Necessity

The teacher was describing the dolphin
and its habits.

"And children," she said impressively,
"a single dolphin will have two thousand
offspring."

"Goodness!" gasped a little girl in the
back row. "And how about married ones?"

—Flashes of Thought.



MAINE CENTRAL Employees' Magazine

Vol. IV JULY, 1927 No. 7

"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

<i>Portland Terminal</i>	
Miss A. Z. Donahue,	Freight Office
C. D. Atherton,	Freight Office
Joseph D. Rourke,	South Portland
John F. Dunn,	Rigby
<i>Eastern Division</i>	
J. L. Riggie,	Superintendent's Office
C. H. Leard,	Bangor Mot. Pow. Dept.
C. A. Jeffers,	Bangor Car Dept.
P. N. Carson,	Bangor Ticket Office
V. A. Cunningham,	Oldtown
R. H. Johnson,	Woodland
E. F. McLain,	Calais
S. A. Frost,	Eastport
H. D. Davis,	Vanceboro
T. S. Kelley,	Kingman
<i>Portland Division</i>	
E. W. Tibbetts,	Brunswick
E. E. Walker,	Augusta
A. A. Thompson,	Waterville
W. H. Marshall,	Oakland
A. F. Smith,	Lewiston
R. C. Brown,	Lewiston
P. J. Hanley,	Lewiston Lower
S. O. Swett,	Rumford
A. L. Eastman,	Bemis
J. E. Winslow,	Lancaster
Alfred R. Pugh,	Rockland
<i>General Offices</i>	
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

THE CHANCE TAKER LOSES

Again are we in the season when engine-men's hair turns gray watching nit-wit autoists laugh gaily after they have flirted with death on the crossing. Why they do it no one knows. Perhaps it's the unselfish instinct of race-improvement which impels weak minds to pull the trigger to see if she's loaded.

But not all those killed or coming close to disaster on crossings can be dismissed as

imbecile. A definite responsibility rests on railroads to show the others that the height of the stakes make a grade crossing gamble an unprofitable speculation. A campaign of education by American railroads is again this season seeking to sell this idea to the public. As usual, the Maine Central is doing its part. You can do yours by asking your neighbor the weight and speed of his machine and then telling him the tonnage and velocity of a hundred-car train.

TO PLEASE THE PUBLIC

There's a tremendous difference between mathematics and psychology. Two and four make six, whether you are on a mountain top, under the sea, in Baileyville or Baluchistan. That's mathematics. But the pal who today seems one hundred and one per cent perfect and desirable may next week appear to have hoofs and horns and a tail. That's psychology.

In the minds of our patrons—as in our own, by the way—facts have less weight than ideas. No. 2 may be on time at Waterville for nineteen consecutive days, but if it happens to be late on the one evening when an overenthusiastic youngster wishes to leave town in a hurry—he will never again respect our service.

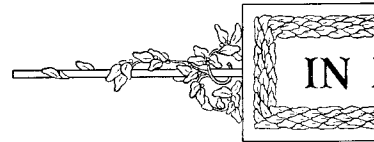
In like manner a smile and a pleasant word may mean more than an express train. This is a big part of service. It is our job not only to furnish efficient transportation, but to give it with a smile. The very fact that the Maine Central has a high reputation for courtesy and consideration to its patrons makes it all the more important for us to keep our duty to the public ever in mind. Constant practice by one and all is the only way to accomplish this.

A hard-boiled old egg complaining to a storekeeper about the service he had received went up in the air even higher when his attention was called to the store's motto, "We aim to please."

"That's just it," he cried, "you ought to take a little time off for target practice."

Only by remembering in season and out of season our duty to the traveling and shipping public can we keep socking the bull's eye and do justice to our reputation.

(18)



IN

JAMES MADDEN

James Madden, 48 years in the of the Maine Central Railroad and several years a foreman, died July 1927 in Portland, after an illness of two months. Mr. Madden entered the employ of the Maine Central Railroad when a boy and assisted in the laying of the tracks at the Union Station and the Portland Terminal Company.

He was born at Brunswick, the son of late Michael and Bridget Madden. He lived the greater part of his life in Portland. Latterly he has lived with a niece, Ellen Durgin at 47 North Street. Mrs. Fred De Cost of Lewiston was his brother, M. J. Madden of Brunswick survived.

CHARLES D. FULLER

Charles D. Fuller of Portland, was a long-time Central office clerk for many years and the home of his daughter, Mrs. Be...

Maine Central Shippers A

The sixth regular meeting of the Maine Central Shippers Advisory Board was held at Manchester, N. H., on June 10, 1927. The Maine Central was represented by a delegation, led by Freight Traffic Manager G. H. Eaton, and took a prominent part in the meeting, which was conducted to provide a common ground for shipping and railroad officials to meet and discuss common problems.



e. A definite responsibility rests on
 is to show the others that the height
 takes make a grade crossing gamble
 profitable speculation. A campaign
 ation by American railroads is again
 son seeking to sell this idea to the
 As usual, the Maine Central is
 s part. You can do yours by asking
 ighbor the weight and speed of his
 e and then telling him the tonnage
 ocacity of a hundred-car train.

TO PLEASE THE PUBLIC

e's a tremendous difference between
 matics and psychology. Two and
 ke six, whether you are on a moun-
 p, under the sea, in Baileyville or
 stan. That's mathematics. But
 who today seems one hundred and
 cent perfect and desirable may next
 appear to have hoofs and horns and
 That's psychology.

e minds of our patrons—as in our
 y the way—facts have less weight
 eas. No. 2 may be on time at
 ille for nineteen consecutive days,
 happens to be late on the one eve-
 nen an overenthusiastic youngster
 o leave town in a hurry—he will
 gain respect our service.

e manner a smile and a pleasant
 ay mean more than an express train.
 a big part of service. It is our job
 to furnish efficient transportation,
 give it with a smile. The very fact
 Maine Central has a high reputa-
 courtesy and consideration to its
 makes it all the more important
 o keep our duty to the public ever
 Constant practice by one and all
 ly way to accomplish this.

rd-boiled old egg complaining to a
 per about the service he had re-
 vent up in the air even higher when
 ention was called to the store's
 "We aim to please."

's just it," he cried, "you ought to
 little time off for target practice."
 by remembering in season and out
 n our duty to the traveling and
 public can we keep socking the
 e and do justice to our reputation.



JAMES MADDEN

James Madden, 48 years in the employ
 of the Maine Central Railroad and the last
 several years a foreman, died June 8, in
 Portland, after an illness of two months.
 Mr. Madden entered the employ of the
 railroad when a boy and assisted in the
 laying of the tracks at the Union Station
 and the Portland Terminal Company.

He was born at Brunswick, the son of the
 late Michael and Bridget Madden but has
 lived the greater part of his life in Portland.
 Latterly he has lived with a niece, Miss
 Ellen Durgin at 47 North Street. A sister,
 Mrs. Fred De Cost of Lewiston, and a
 brother, M. J. Madden of Brunswick,
 survive.

CHARLES D. FULLER

Charles D. Fuller of Portland, a Maine
 Central office clerk for many years, died in
 the home of his daughter, Mrs. Bernard J.

Quinn, 143 Frances Street, on May 27. He
 retired from business several years ago.
 Requiem high mass was celebrated in St.
 Patrick's Church

WALLACE D. STROUT

Wallace Dana Strout, 59, life long resi-
 dent of Portland, died on May 31, after an
 illness of two months. Mr. Strout has not
 been in good health for a year but his last
 illness was of only a few weeks' duration.

He was born in Portland in 1867, was
 graduated from Portland High School and
 was employed for a short time in George
 C. Shaw's grocery store. He then went to
 the Maine Central as a clerk in the freight
 office and was employed there many years
 continuing after establishment of the Port-
 land Terminal Co. Mr. Strout became an
 employee of the Tucker Printing Co., 105
 Exchange Street, in 1914, and was there
 nearly 13 years.

He is survived by two sisters, Mrs. John
 F. Gould of Portland, and Mrs. Skofield of
 Los Angeles, and a brother, George D.
 Strout of Portland.



Maine Central Prominent in New England Shippers Advisory Board Meeting

The sixth regular meeting of the New
 England Shippers Advisory Board was held
 at Manchester, N. H., on June 10th. The
 Maine Central was represented by a large
 delegation, led by Freight Traffic Manager
 G. H. Eaton, and took a prominent part
 in the meeting, which was conducted to
 provide a common ground for shippers and
 railroad officials to meet and discuss their
 common problems.

From autos to worsteds, no less than 53
 different industries reported on their trans-
 portation problems, and without a single
 exception New England railroads were
 complimented on the fine service they are
 rendering and tribute paid to the fine spirit
 of cooperation existing between the trans-
 portation companies and the public.

Similarly, the situation of each railroad
 represented was discussed by one of its



officials. Mr. Eaton said in part: "The business conditions in the territory served by the Maine Central Railroad and the prospects are such that we feel safe in saying that for the year 1927 the volume of freight traffic will at least equal that for 1926. For the first quarter this year the volume of freight traffic handled and revenue received was the largest for any first quarter in prior years. The tons increased 132,569, or 6.4 per cent. Net ton miles increased 7 per cent.

"Winter conditions favored operation and notwithstanding the increased volume of traffic, the operating results show a very decided improvement over the corresponding period in 1926, as indicated by the following:

"Freight train miles show a decrease of 6,103.

"Cars per train show an increase of 14.5 per cent.

"Gross tons per train, increase of 13.1 per cent.

"Net tons per train, increase of 8.1 per cent.

"Gross ton miles per train hour, an increase of 12.6 per cent.

"Car miles per car day, an increase of 14.2 per cent."

Eugene T. Savage of Bangor, Treasurer of the T. R. Savage Co., and Cecil Clark of the Pepperell Co., Biddeford, were elected to the Executive Committee of the Board, and the following Maine men made Members at Large: J. E. Abbott, North Berwick; Charles Ault, Auburn; R. P. Baxter, Brunswick; C. E. Gurney, Augusta; A. G. Staples, Lewiston; H. E. Wadsworth, Winthrop; and W. S. Wyman, Augusta.

The Maine Central was represented by G. H. Eaton, Freight Traffic Manager; F. L. Strange, Superintendent Car Service; W. A. Wheeler, Assistant Superintendent; Charles K. Hall, Commercial Agent; Guy A. Shaw, Travelling Freight Agent; F. W. Libby, Travelling Freight Agent; E. W. Wescott, Travelling Car Agent; H. A. Melaugh, Freight Agent, Portland; L. A. Thebeau, General Agent, Bath; H. E. Comins, General Agent, Rockland, and Dudley Alleman, Publicity Agent.

The Glorious Fourth

By E. I. HILL, Portland, Traveling Agent
Remember the night before the Fourth when you were young boys and girls?

Your older brothers were either allowed to stay up all night or else climbed out the window in order to stay out. You had to go to bed at the usual time but you tried so hard to go to sleep but couldn't and thought that morning would never come.

All Sorts of Mischief

After your older brothers had rung the church bell, stolen cherries and gotten into all sorts of mischief all night long, daylight finally came. You jumped out of bed, hurried into your clothes and with your "snappin" crackers and other noise makers you proceeded to do your celebrating.

At night you were tired out, had burned your fingers several times and were so sleepy but you still had to go to the village green to see the fireworks and after these were over you said, "Gee, what a fine time we have had," and went sleepily to bed.

The Old Fellow Still Busy

In looking over the figures so far this year I see that one of our most prominent enemies, old Rough Handling, has been celebrating on a larger scale than he did a year ago, but he does not confine it to one day only. He is at it all the time.

It is very apparent that while we do not care for his manner of celebrating we are all waiting for the other fellow to stop it. Why?

Now, let us all get together, with our banners flying in the breezes and plenty of firecrackers banging everywhere, and put the celebration that Rough Handling is carrying on right out of business. By the magnitude of our celebration we can put Rough Handling in the minor class.

A Humming Success

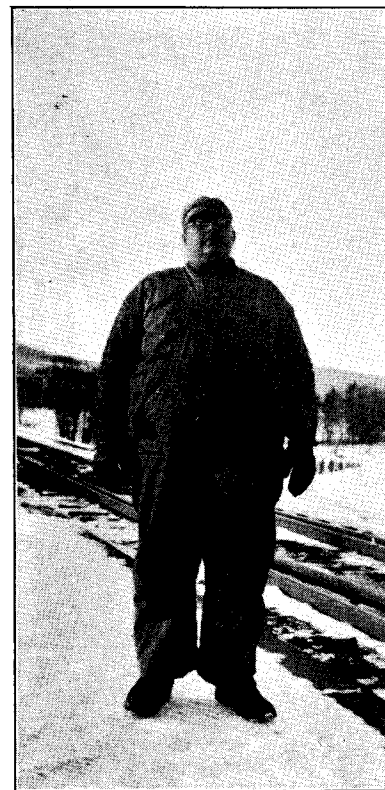
If we make enough noise we may awaken the indifferent and slovenly attitude of some as to what Freight Claim Prevention means and the absolute necessity of preventing Rough Handling and its attendant wants. Everybody! now, all together and join the Prevention Celebration and make it a humming success!

(20)



Maine C

My, Ain't He Wist



"Wild geese, flying northward . . . some equally exotic day dream seen betoken an inward light that spread the benign countenance shown above moonlight over putty. No, gentle this is not Fatty Arbuckle about to in the screen romance, "Roped Roadbed or the Hellish Pursuit of I It is a photographic study taken of ' Hersey, Engineman on Train 213,

The Glorious Fourth

M. HILL, Portland, Traveling Agent
Remember the night before the Fourth
you were young boys and girls?
Your older brothers were either allowed
to stay up all night or else climbed out the
window in order to stay out. You had to
be up at the usual time but you tried
to go to sleep but couldn't and
that morning would never come.

All Sorts of Mischief

Your older brothers had rung the
bell, stolen cherries and gotten into
all sorts of mischief all night long, daylight
had come. You jumped out of bed,
put on your clothes and with your
"tin" crackers and other noise makers
proceeded to do your celebrating.
Tonight you were tired out, had burned
your fingers several times and were so
tired but you still had to go to the village
to see the fireworks and after these
over you said, "Gee, what a fine time
we had," and went sleepily to bed.

The Old Fellow Still Busy

Looking over the figures so far this
year we see that one of our most prominent
fellows, old Rough Handling, has been
working on a larger scale than he did
in the past, but he does not confine it to
the summer only. He is at it all the time.
It is very apparent that while we do not
know his manner of celebrating we are
waiting for the other fellow to stop it.

Let us all get together, with our
bells flying in the breezes and plenty of
crackers banging everywhere, and put
on a celebration that Rough Handling is
going on right out of business. By the
time of our celebration we can put
old Rough Handling in the minor class.

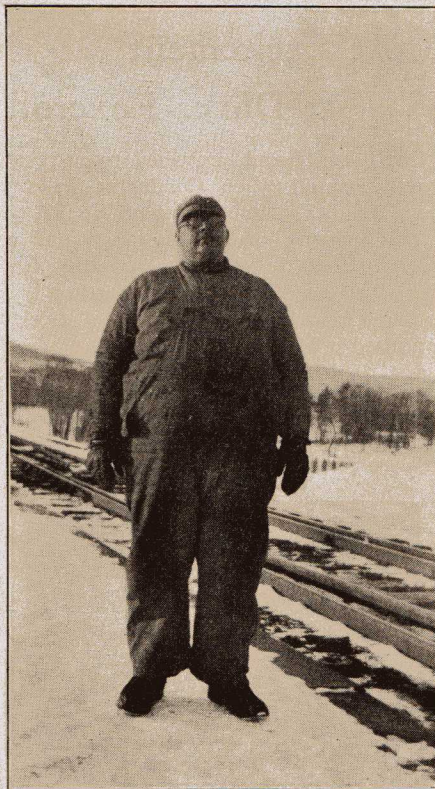
A Humming Success

To make enough noise we may awaken
a different and slovenly attitude of
mind to what Freight Claim Prevention
and the absolute necessity of pre-
vention of Rough Handling and its attendant
trouble. Everybody! now, all together and
make a Prevention Celebration and make
it a humming success!



Maine Central Family

My, Ain't He Wistful



"Wild geese, flying northward . . .," or
some equally exotic day dream seems to
betoken an inward light that spreads over
the benign countenance shown above like
moonlight over putty. No, gentle reader,
this is not Fatty Arbuckle about to feature
in the screen romance, "Roped to the
Roadbed or the Hellish Pursuit of Helen".
It is a photographic study taken of "Babe"
Hersey, Engineman on Train 213, gazing

wistfully towards Kennebago. To Dis-
patcher C. W. Watson of Rumford we are
indebted for this heavy subject.

♦ ♦

Burgess Nominated For Veteran Ranks

By E. F. McLAIN

It is quite natural, when reading of the
progress the Veterans Association is mak-
ing, to sort of skim over the names of co-
workers at your own point and wonder how
many are eligible to join the ranks of 20-
year continuous service men.

The first to come to my mind is the
veteran freight checker, James M. Burgess.
Genial Jim first began his career as a
freight checker back in 1895 when he was
employed at Calais, not far from where he
now labors, by the International Steamship
Co. Then a mature man of 30 years he
weilded a nifty pencil until 1904 when he
changed to this company where he has re-
mained faithfully doing his duty.

Only once can I remember when he was
off duty for any length of time and this
particular instance through no fault of his
leg. He tried to balance a piano upon the
digit and it broke. Quite a remarkable
career, eh?

♦ ♦

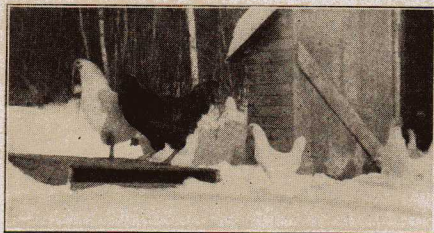
M. C. Manning at Quebec

Freight Claim Agent Merrill C. Manning
spent the week of June 13th at Quebec,
attending the annual meeting of Railway
Freight Claim Agents. It is remarkable
how popular the convention cities of Can-
ada are becoming.



Tall Timber Tales

By RANGELEY ROOSTER



Rangeley Rooster's Chickens

Hurrah for the rooster, the sheik and the booster,

Who struts in the barnyard and crows on the fence;

Feathered flappers surround him, but they've never downed him—

He knows how to treat 'em, with tact and good sense.

Some say he is lazy, conceited and crazy; The rooster has failings, but this I will state—

His loyal wives never can say that he ever Overslept in the morning or stayed out too late!

—Francis McManus.

The Sportsman's Show "off" was great. My first visit to the Hub. I was bound to see the cow moose and all the sights so rare. I'm chestnut green from way back; there's hay seed in my hair.

Took in the dog team race at Poland Springs Hotel. Had a fine dinner, and six-mile ride in a sleigh behind a pair of high stepping horses to Danville Junction. During the ride I thought of a new advertising medium—the common Crow.

Take a small steel trap, wind the jaws with woolen rags to prevent injury to the beast. The first crow you catch, lay him on his back, push a forked stick into the ground over each wing to hold him on his back. Soon other crows will come to his assistance and he will clutch them by neck, wing, or leg and never let go. Take that one and stake it down and so on. Their tongue is bony. It don't hurt to split it,

so they can be taught to talk. Quoth the Raven:

"The Rangeley Lakes"

"The Maine Central Railroad"

"Hurrah for Maine"

Just to be more serious and let you know I am not always standing on my head, I am enclosing a chapter from The Trackman's Guide, the whole series contains 171 questions and answers. More anon.

♦ ♦

Great Excitement

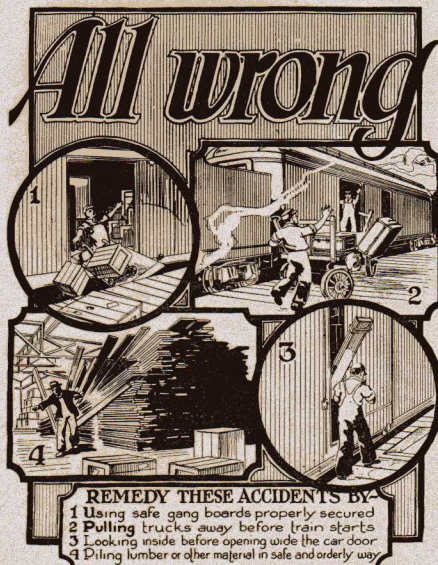
At Dover-Foxcroft

Great excitement prevailed recently at Dover-Foxcroft when Conductor Tainter found a ladies' diamond ring on No. 87.

This happened on Saturday night and as a result Agent Jenkins spent two sleepless nights and a restless Sunday guarding this feminine extravagance until a local jeweler appraised it Monday morning and advised Agent Jenkins that \$1.20 would buy a dozen at Woolworth's.

Moral—All that glitters is not gold, etc.

♦ ♦



BULLETIN No. 47 Committee on Education, Safety Section, American Railway Association.

Popular Couple To D In Double Harne

June 1st was the date of the marriage of two members of the Maine Central Family well known in the General Office. At that time, Miss Madeline Goudin, a stenographer and bookkeeper, Accounting Department, Comptroller's Office, was united in the bonds of matrimony to Herbert M. Harris, Chief Clerk.

Group Insurance

EIGHTY 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. These claims represent a total amount than has previously been paid in any similar period.

This is brought about by the large number of 13-week payments for loss of time through sickness. Again no accidental deaths occurred, nor claims for premium settlements arising from dismemberment.

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

Name	Location
<i>General Office</i>	
Clifford W. Barron	Aud. Frt. Accts.
Ellen Flynn	General Office
Grace L. Gower	Supt. Car Service
Krikor Havannasian	Private Car
Ruth Liberty	Supt. Mot. Power
H. M. Nickerson	Aud. Pass Accts.
I. I. Philbrook	Asst. Supt., Rumford
Olive L. Small	Gen. Pass. Agt.
Blanche E. Reed	Auditor Agencies
Abbie Ryall	General Office
Ralph A. Scherer	Supt. Bangor
<i>Engineering Department</i>	
H. L. Coombs	Dam scotta Mills
Edw. Couture	St. Malo
Joe Daigle	Augusta
Zepherin Dube	Brunswick
Edward P. Garbett	Franklin
Stephen P. Gilblair	Skowhegan
Richard K. Hutchins	Bartlett, N. H.
Lione O. Lagross	Harmony
Austin L. McNeil	Franklin
Charles McDonald	Rockland
Buzzell P. Nealley	Bartlett
Charles A. Stoddard	Portland
Maynard Springer	Brewer
<i>Motive Power Department</i>	
Charles A. Anderson	Winslow
John E. Collins	Oakland



... can be taught to talk. Quoth the
 "The Rangeley Lakes"
 "The Maine Central Railroad"
 "Hurrah for Maine"
 ... to be more serious and let you know
 ... not always standing on my head, I
 ... enclosing a chapter from The Track-
 ... Guide, the whole series contains 171
 ... questions and answers. More anon.

* *

at Excitement

At Dover-Foxcroft

... excitement prevailed recently at
 ... Foxcroft when Conductor Tainter
 ... ladies' diamond ring on No. 87.
 ... happened on Saturday night and as
 ... Agent Jenkins spent two sleepless
 ... and a restless Sunday guarding this
 ... ne extravagance until a local jeweler
 ... used it Monday morning and advised
 ... Jenkins that \$1.20 would buy a
 ... at Woolworth's.
 ... ral—All that glitters is not gold, etc.

* *

All wrong

REMEDY THESE ACCIDENTS BY—

- 1 Using safe gang boards properly secured
- 2 Putting trucks away before train starts
- 3 Locking inside before opening side the car door

4 Piling lumber or other material in safe and orderly way

© LITTLE, N. & COMPANY, 1914
 LITTLE, N. & COMPANY, RAILWAY DIVISION



Popular Couple To Drive In Double Harness

June 1st was the date of the marriage of two members of the Maine Central Family well known in the General Offices. At that time, Miss Madeline Goudy, stenographer and bookkeeper, Accounting Department, Comptroller's Office, was united in the bonds of matrimony with Herbert M. Harris, Chief Clerk to the

Assistant Comptroller.

The wedding was performed in Brunswick by the Rev. James F. Albion, D.D., pastor of the Universalist Church, and the happy couple immediately departed for a trip to Washington and points south. The future Mrs. Harris left our service which she has graced for the past eight years and has started housekeeping in South Portland. Herbert, however, is on the job, working harder than ever.



Group Insurance Payments Set New Record

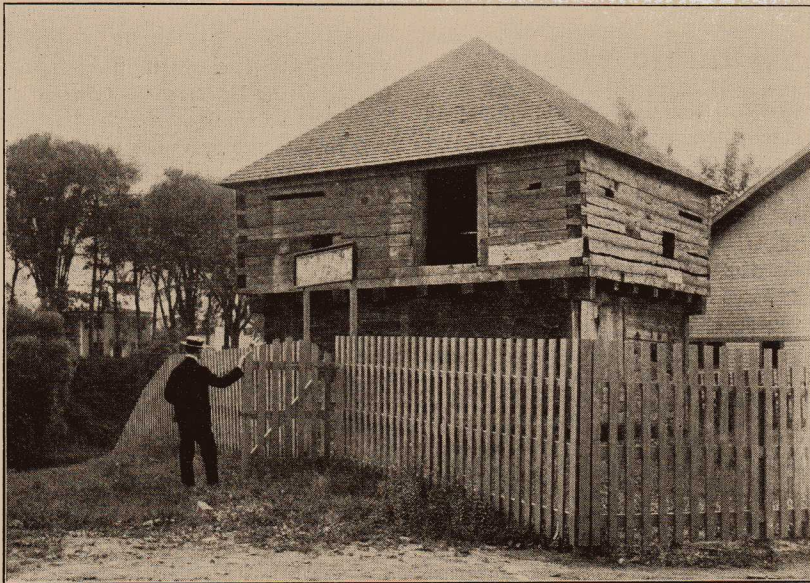
EIGHTY claims for loss of time through sickness or accident were paid last month to members of the Maine Central Family, holders of group insurance policies, by the Travelers Insurance Company. These claims represent a larger amount than has previously been paid out in any similar period.

This is brought about by the large number of 13-week payments for loss of time through sickness. Again no accidental deaths occurred, nor claims for principal-sum settlements arising from dismemberment.

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

Name	Location	Reason
<i>General Office</i>		
Clifford W. Barron	Aud. Frt. Accts.	Sickness
Ellen Flynn	General Office	Accident
Grace L. Gower	Supt. Car Service	Sickness
Krikor Havannasian	Private Car	Sickness
Ruth Liberty	Supt. Mot. Power	Sickness
H. M. Nickerson	Aud. Pass Accts.	Sickness
I. I. Philbrook	Asst. Supt., Rumford	Sickness
Olive L. Small	Gen. Pass. Agt.	Sickness
Blanche E. Reed	Auditor Agencies	Sickness
Abbie Ryall	General Office	Accident
Ralph A. Scherer	Supt. Bangor	Sickness
<i>Engineering Department</i>		
H. L. Coombs	Dam scotta Mills	Sickness
Edw. Couture	St. Malo	Sickness
Joe Daigle	Augusta	Accident
Zepherin Dube	Brunswick	Sickness
Edward P. Garbett	Franklin	Accident
Stephen P. Gilblair	Skowhegan	Sickness
Richard K. Hutchins	Bartlett, N. H.	Sickness
Lione O. Lagross	Harmony	Accident
Austin L. McNeil	Franklin	Sickness
Charles McDonald	Rockland	Sickness
Buzzell P. Nealley	Bartlett	Sickness
Charles A. Stoddard	Portland	Sickness
Maynard Springer	Brewer	Sickness
<i>Motive Power Department</i>		
Charles A. Anderson	Winslow	Sickness
John E. Collins	Oakland	Sickness

Raymond J. Carey	Waterville	Accident
Everett Dickinson	Waterville	Sickness
Thomas Hartnett	Waterville	Sickness
Dana I. Hinkleley	Waterville	Sickness
Frank Labrecque	Waterville	Sickness
W. L. O'Brien	Waterville	Sickness
Davis E. Porter	Waterville	Sickness
Herbert A. Jeffers	Bangor	Sickness
D. J. McLeod	Brewer	Sickness
Edward Laskey	Calais	Sickness
Carrol S. Moon	Ellsworth	Accident
W. E. Niles	Lancaster	Sickness
H. J. Gallison	Vanceboro	Accident
Michael S. Cleary	Vanceboro	Sickness
<i>Motive Power, P. T. Co.</i>		
Clyde E. Burnham	Portland	Sickness
Leslie H. Drew	Portland	Sickness
Charles H. Feury	Portland	Sickness
Arthur H. Garvin	Portland	Sickness
William H. Rivison	Portland	Sickness
<i>Portland Division, Stations</i>		
Amenzer Bigelow	Newport	Sickness
George Faulkes	Augusta	Sickness
A. C. Foss	Mechanic Falls	Sickness
Charles P. Hunt	Auburn	Sickness
Fred H. Jacobs	Waterville	Sickness
John A. Kingsley	Lancaster	Sickness
George D. Pennell	Hartland	Sickness
<i>Eastern Division, Stations</i>		
Waldo E. Bridgham	Jonesboro	Sickness
Fred A. Brown	Bangor	Sickness
Daniel C. Higgins	Calais	Sickness
John P. Hynes	Bangor	Sickness
James A. McGregor	Danforth	Sickness
John T. Shaughnessy	Bangor	Sickness
<i>Trainmen</i>		
Joseph L. Cochrane	Bangor	Accident
Ernest A. Cook	Portland	Sickness
F. H. Haggett	Rockland	Sickness
Charles McInnes	Bangor	Sickness
Chester R. McGraw	Bartlett	Accident
Julius A. Martin	Lancaster	Sickness
<i>Enginemen</i>		
Harry C. Compton	Portland	Sickness
E. J. Chandler	Portland	Sickness
A. L. Green	Lewiston	Sickness
E. F. McMillan	Portland	Sickness
LeBaron P. Merrithen	Eastport	Sickness
Oscar W. Nason	Portland	Sickness
Thurl W. Severy	Waterville	Sickness
Forest A. Small	Portland	Sickness
<i>Portland Terminal Co., Transportation Dept.</i>		
George Gilbert	Portland	Accident
Edwin A. Madden	Portland	Sickness
John J. O'Donnell	Portland	Sickness
Albert Stanton	Portland	Sickness
W. H. Tierney	Portland	Sickness
Peter Therault	Westbrook	Sickness
Annie C. Ward	Portland	Sickness



Fort Halifax at Winslow, Built in 1754

Historic Spots Along Our Lines

FORT HALIFAX is situated at the west end of the railroad bridge on the point of land between the Kennebec and Sebasticook Rivers. The block house, all that is left of the old structure, is less than one-tenth part of the original fort. It is the only one of the old forts constructed before the Revolution.

It was erected in 1754, by Governor Shirley of Massachusetts, and was the last of the line of forts on the Kennebec River, built as defenses during the French and Indian wars. Two years previous to the close of the war the fort was garrisoned by 136 men under Capt. William Lithgow, and after him Capt. Ezekiel Pattee commanded. After the year 1763 it was abandoned.