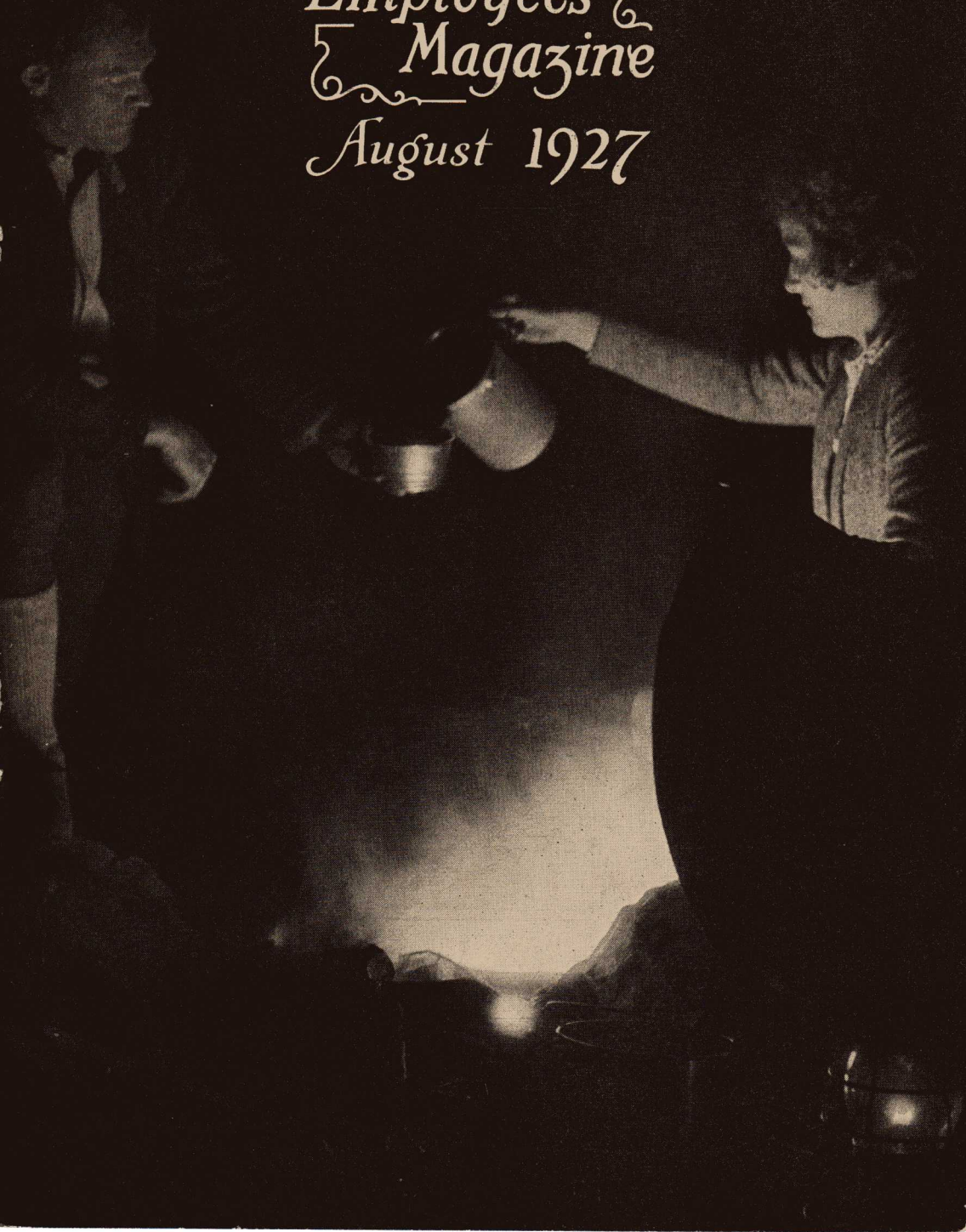
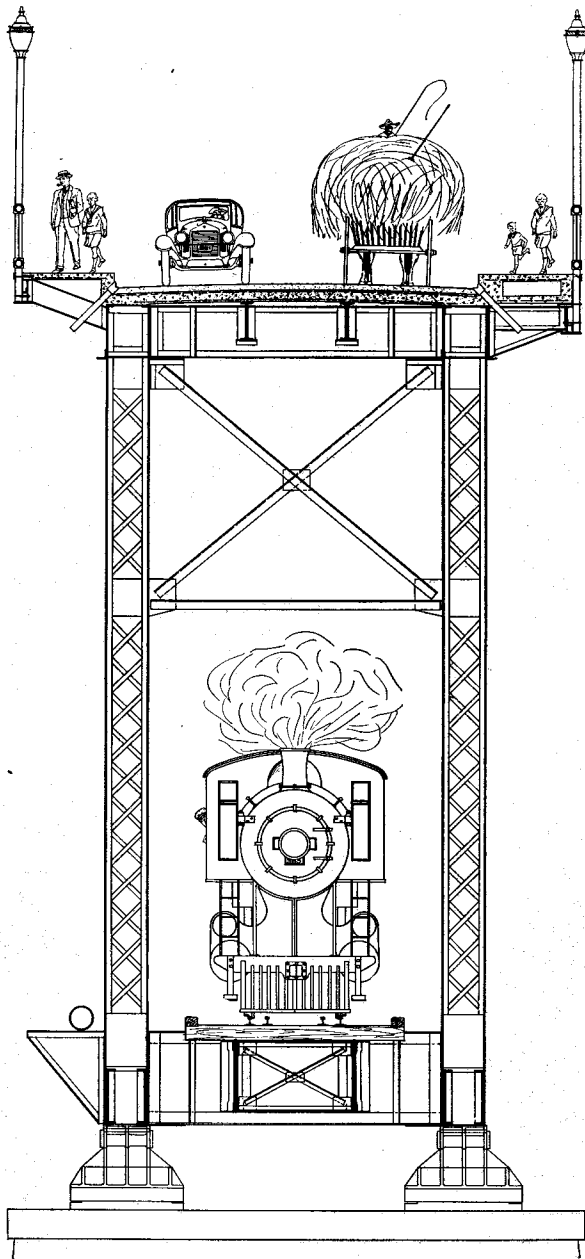


*Maine
Central
Employees'
Magazine
August 1927*



Cross Section Bath Bridge Structure

Prepared by Senior Architectural Draftsman Irving W. Russell



Clear Width Railroad Deck	15½ feet	Height top of Rail to Clearance	22 feet
Clear Width Roadway	20 feet	Height top of Rail to Roadway	40 feet
Clear Width Sidewalks	5 feet		

MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEE

Vol. IV

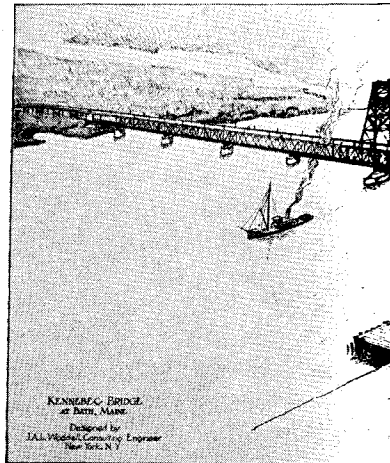
Some Intimate Location

By A. H. MORRIS

ON February 3, 1925, a party of Maine Central Engineers set a nail in the cap log of the wharf at Bath and at the same time set up a stake on the Woolwich side, thus fixing the location of a connection highway and railroad which they considered the most suitable.

The Shortest Route Across

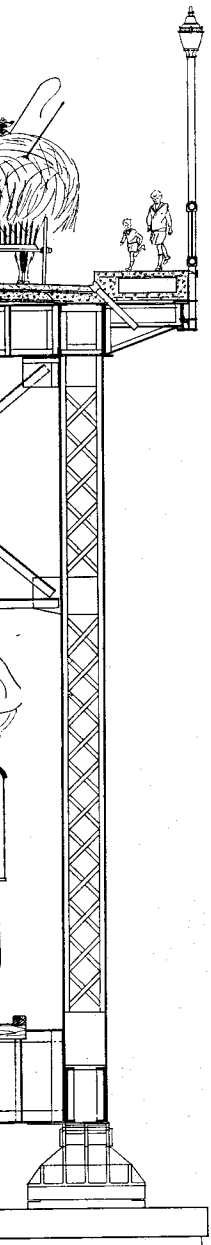
Dr. J. A. L. Waddell of New York had previously been employed by the State to make studies and estimates on several other locations and had reported in favor of a site just below the railroad ferry slip.



KENNERLY BRIDGE
at Bath, Maine
Designed by
J. A. L. Waddell, Consulting Engineer
New York, N. Y.

Engineer's Drawing of

Bridge Structure
 Designer Irving W. Russell



top of Rail to Clearance 22 feet
 top of Rail to Roadway 40 feet



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. IV

AUGUST, 1927

No. 8

Some Intimate Details of Bath Bridge
 Location and Construction

By A. H. MORRILL, Engineer of Construction

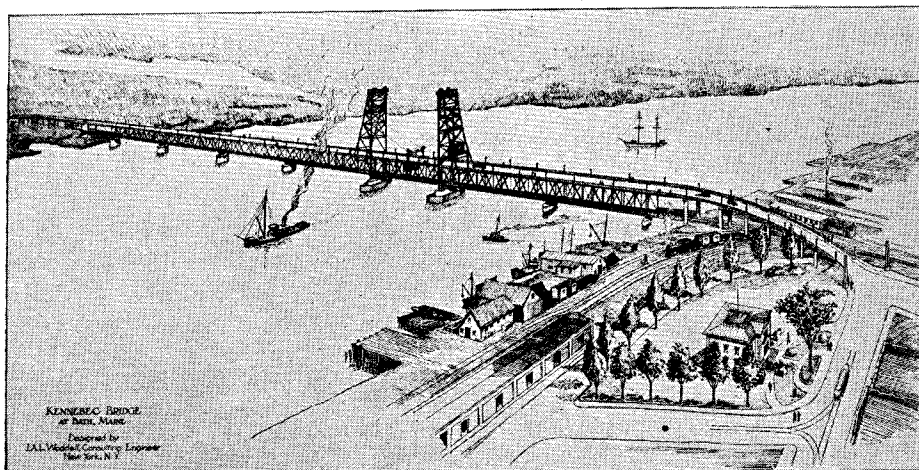
ON February 3, 1925, a party of Maine Central Engineers drove a nail in the cap log of the railroad wharf at Bath and at the same time set up a stake on the Woolwich shore, thus fixing the location of a combination highway and railroad bridge which they considered the most suitable.

The Shortest Route Across

Dr. J. A. L. Waddell of New York had previously been employed by the State to make studies and estimates on several other locations and had reported in favor of a site just below the railroad ferry slip.

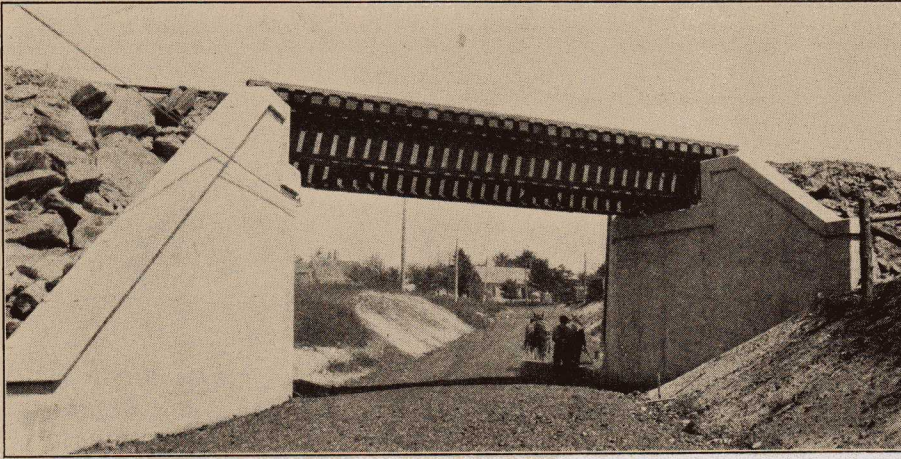
Dr. Waddell was recalled from New York to make an estimate of the cost of a bridge on the site selected by the railroad engineers and accompanied them to Bath for this purpose. Measurement between the selected points showed the distance to be 2091 feet, 309 feet less than at any other point which had been considered in the vicinity. This site further provided a bridge almost exactly at right angles to the stream, which is very desirable.

Soundings showed that the depth to bed rock was at least as favorable as at any of the other proposed sites.



KENNERC BRIDGE
 at Bath, Maine.
 Designed by
 E. L. Waddell, Consulting Engineer
 New York, N. Y.

Engineer's Drawing of Bath Bridge in Completed Form



Part of the New Construction—Bridge over Arrowsic Highway

The only disturbing feature was the rock formation on the Woolwich shore known as Sasona Bluffs through which this railroad approach would pass. To partially overcome this objection and reduce the amount of expensive rock cut it was planned to construct the bridge on a grade of one foot in one hundred feet. This grade was very favorable in that it permitted the railroad to be carried over an intersecting highway known as "Arrowsic Road" at very small expense.

Dr. Waddell finally reported that the site selected by the Maine Central Engineers was the most suitable and economical.

Over a Mile New Construction

The new construction extends from a point in front of the Bath station to a point in the track 2800 feet east of Woolwich station, a total distance of 6900 feet. The total length of the main bridge structure will be 2226 feet made up of one 80-foot girder span, one 70-foot girder span, three 330-foot truss spans, three 275-foot truss spans and

one 234-foot lift span. In addition to the main span there will be 440 feet of highway approach viaduct on the Bath shore and 560 feet of similar viaduct on the Woolwich shore.

The total weight of metal in the structure will approximate 9000 tons including 65 tons of wire cables and 175 tons of machinery.

Lift Span Novel Feature

The novel feature of the bridge is the lift span which is uncommon in Maine, the nearest example being that of the interstate bridge at Portsmouth, N. H. For the lifting of this span towers rising to a height of 220 feet above the piers, will be constructed upon the adjacent fixed spans. These towers will carry four immense drums or sheaves over each of which will pass sixteen wire cables, each cable being $2\frac{1}{8}$ inches in diameter. One end of the cables will be attached to the lift span and the other end to a steel counterweight box which will be filled with concrete to just balance the weight of the span.

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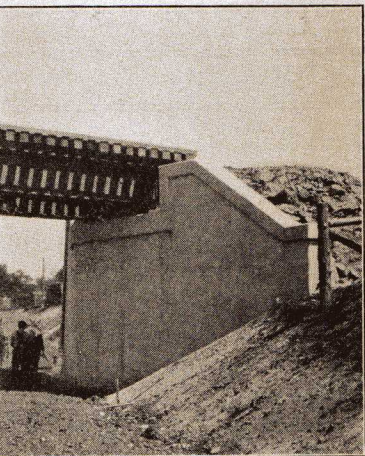
Present Stage of Bridge Construction

Power for raising and lowering the span will be provided by two 1000-horsepower electric motors supplied by a gas engine which will be used in case of electric power failure. The motors and operating machinery will be located on the span itself under a shelter under the highway deck. The operator and controls will be located in a cabin located above the roadway in the tower nearest the Bath shore. The total lift of the draw span is 124 feet plus three feet for emergency.

Spans Floated into Place

There is nothing remarkable about the spans except as to their manner of erection which, though uncommon, is not unusual.

These spans are being erected and completed on falsework in the dry-docked yard of the Texas Company about one mile above the bridge. When ready to put into place the lighters are floated under them



over Arrowsic Highway

34-foot lift span. In addition to main span there will be 440 feet highway approach viaduct on the shore and 560 feet of similar viaduct on the Woolwich shore. The total weight of metal in the structure will approximate 9000 tons including 65 tons of wire cables and 100 tons of machinery.

Lift Span Novel Feature

The novel feature of the bridge is the lift span which is uncommon in Maine, the nearest example being that of the interstate bridge at Portsmouth, N. H. For the lifting of this span the piers, rising to a height of 220 feet above the piers, will be constructed on the adjacent fixed spans. These piers will carry four immense drums on each of which will pass four wire cables, each cable being 12 inches in diameter. One end of the cables will be attached to the lift span and the other end to a steel counterweight box which will be filled with concrete to just balance the weight of the span.



Present Stage of Bridge Construction

Power for raising and lowering the span will be provided by two 150 horsepower electric motors supplemented by a gas engine which can be used in case of electric power failure. The motors and operating machinery will be located on the span itself in a shelter under the highway deck. The operator and controls will be located in a cabin located above the roadway in the tower nearest the Bath end. The total lift of the draw span will be 124 feet plus three feet for emergency.

Spans Floated into Place

There is nothing remarkable or of special interest concerning the fixed spans except as to their manner of erection which, though uncommon, is not unusual.

These spans are being erected and completed on falsework in the abandoned yard of the Texas Company about one mile above the bridge site. When ready to put into position, lighters are floated under them at low

water, after which the incoming tide lifts them from their temporary seats and they are towed into position and settled onto their final resting place as the tide recedes. As each span must rest exactly in its predetermined position, the operation of placing them is most delicate and much credit is due the veteran bridge man, H. G. Reynolds, who had absolute charge of this operation for the McClintic-Marshall Co., the contractors for the superstructure.

It may be of interest to give some idea of the engineering features connected with the location of the piers and the fabrication of the steel to secure a fit.

Before work was commenced the contractor for the steel work was required to furnish the engineer with steel tapes which were standard at a certain temperature and at a certain tension. These tapes were used in the field and duplicates in the shop. The piers were located by turning off, with an instrument, calculated angles from a measured base line on the shore. Final direct check was made by stringing aeroplane wire from pier to pier making necessary correction for temperature and tension, this wire having been calibrated by measurements taken on the shore with the standard tape.

All engineering work in connection with the bridge has been in charge of Waddell and Hardesty of New York, C. K. Allen, Resident Engineer.

The railroad approaches, tracks and signal work are being constructed by the Maine Central Railroad Company.



The Fire That Destroyed 25,000 Acres of Timber on Kineo Branch

By OPERATOR A. B. MARSHALL, Oakland, Maine

SOME of the readers of the *Maine Central Magazine* have observed the grim specter of fire stalking through the forest, others have, themselves, battled against the fire demon, but the majority, I imagine, have done neither. For the last group, I will try to give a brief description of the Maine Central's part in fighting the destructive forest fire which destroyed over 25,000 acres of standing timber the last few days of June and the first of July. The fire started June 23rd about four miles from the right-of-way on Chase Stream and is said to have been started by some careless sportsman.

A special train was called from Waterville at 5.15 p. m., June 24, with two engine crews, two train crews, and Foreman Cilley's track crew. At Oakland, the writer was picked up to handle the wire, and Track Foreman Charles Lord and his outfit came aboard at Embden. Roadmaster F. H. Parkman of Oakland was in charge of the expedition. Included in the train and engine crews were Conductors "Hank" Harrington and Trecarten, Engineman Toothaker and Fireman Winslow, Engineman Jess Richardson later replaced by Desmond, Fireman Henry Thompson and Brakemen Steward, Caswell, Hunnewell and Severy.

We arrived at Soocies Cut about 10.20 p. m., but found it too hot for

us, the fire being on both sides of the track with no room at Moores or Indian Pond to set up. So equipment went back to Forsythe and Mr. Parkman went ahead with the engine to look things over. About 1 a. m., he returned with B. E. Jones of the Maine Forestry Department and had John Hughes cut in the telegraph instrument and report to the dispatcher. Then Mr. Jones was given permission to use the engine and later in the day took over everything to combat the fire.

Six Thousand Gallons of Water

At Moores, that same afternoon, the fire was raging, the wind blowing toward the tracks, when No. 253 went by, a carload or two of new ties piled up beside track ready for shipment were all ablaze. The work extra, which followed 253, brought along a Pacific 4-cylinder gasoline water pump, which was placed on tender of engine, with the water intake in the tank and two lengths of hose. Thus equipped, we fought fire all the afternoon. Severy and Hunnewell handled the hose and the rest formed a bucket brigade, changing off with the two boys named above at frequent intervals, as the smoke was so dense one could stand it for only a few minutes at a time. When about 6,000 gallons of water had been used, the fire was finally got under control, but about 7 p. m. the ties took fire

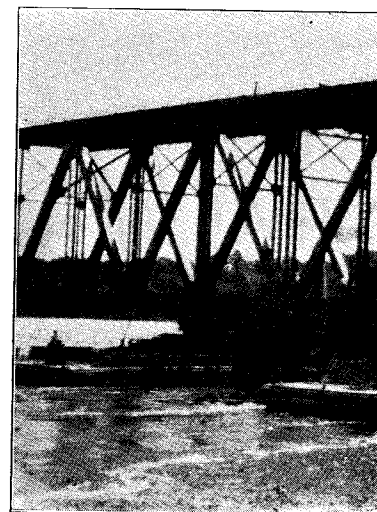
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again and were completely destroyed along with the five camps the station was saved.

Spreads Towards Indian Pond

Starting at Chase Stream, the fire spread towards Indian Pond, threatening to wipe that place off the map. Unless he has seen a forest fire one cannot imagine what a sight it is. At this point, fire was all around us and the smoke was thick. You would look in one direction and see trees burst into flame with a hissing noise like steam escaping from a locomotive. Looking in the other direction, you would see the same thing, with smoke pouring down on you and the sky above a reddish glow. It was enough to scare the best of us. It was no wonder that someone on his head, called up Kineo and told them that there were 150 men there with fire all around them and no chance of escape. That happened about 7 p. m., Saturday night after engine



Floating Span No. 1 to Its

Destroyed 25,000 Kineo Branch

L., Oakland, Maine

The fire being on both sides of the track with no room at Moores or Indian Pond to set up. So equipment was taken back to Forsythe and Mr. Park went ahead with the engine to get things over. About 1 a. m., he was joined with B. E. Jones of the Forestry Department and had Mr. Hughes cut in the telegraph equipment and report to the dispatcher. Then Mr. Jones was given permission to use the engine and later the day took over everything to get out of the fire.

Thousand Gallons of Water

At Moores, that same afternoon, the fire was raging, the wind blowing down the tracks, when No. 253 went to pick up a carload or two of new ties piled beside track ready for shipment. The car was all ablaze. The work extra, No. 253, followed 253, brought along a 4-cylinder gasoline water pump, which was placed on tender of engine, with the water intake in the tank and lengths of hose. Thus equipped, the engine fought fire all the afternoon. Mr. Jones and Hunnewell handled the engine and the rest formed a bucket brigade, changing off with the two men named above at frequent intervals, as the smoke was so dense that they could stand it for only a few minutes at a time. When about 10,000 gallons of water had been used, the fire was finally got under control, and about 7 p. m. the ties took fire

again and were completely burned, along with the five camps there, but the station was saved.

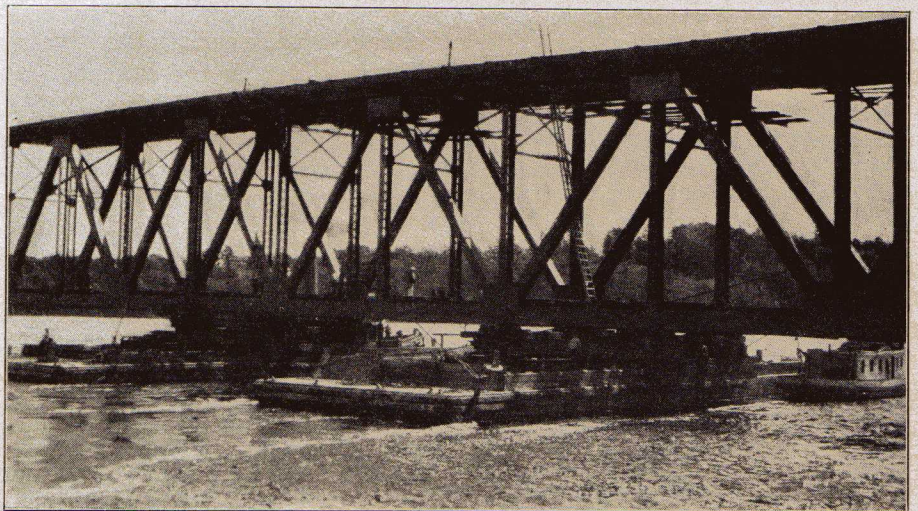
Spreads Towards Indian Pond

Starting at Chase Stream, the fire spread towards Indian Pond and threatened to wipe that place off the map. Unless he has seen a forest fire, one cannot imagine what a terrible sight it is. At this point, fire was all around us and the smoke was thick. You would look in one direction and see trees burst into flame with a hissing noise like steam escaping from a locomotive. Looking in the other direction, you would see the same thing, with smoke pouring down upon you and the sky above a reddish pink. It was enough to scare the bravest. It was no wonder that somebody lost his head, called up Kineo and told them that there were 150 men trapped with fire all around them and no way of escape. That happened about 6.25 p. m., Saturday night after engine 381

on work extra had started from Forsythe to Bingham to replenish coal. A passenger train was rushed from Kineo and reached Indian Pond okeh. In the meantime, two motor cars reached Forsythe about 6.50 p. m., with three pumps and hose and the special returned to Kineo empty. At Indian Pond, the Kennebec River runs close to the track, where one would be safe as the smoke will stay about six inches above water.

A Narrow Escape

Tuesday, June 28th, the fire at Indian Pond got going about a mile back of the station with a strong wind behind it driving it towards the tracks, but three or four pumps working all the time and plenty of water helped us to pull it through though the future looked black several times. That day it burned within 100 feet of the station and 50 feet of the car house, and that was close enough. The bridge at Indian Pond was threatened many



Floating Span No. 1 to Its Final Resting Place at Bath End of Bridge



times and a pump and hose was kept playing there until the danger had passed. It was a sight that afternoon to see No. 255 come through the smoke.

Two light showers of about five minutes duration failed to stop the fire and day after day, back and forth, driven by the changing winds, it burned till night of July 3rd, when the combination of a heavier shower and wind blowing the fire back into burned territory, finally enabled the fighters to get the best of it.

Land has been burned over on both sides of the track from about a mile and a half east of Forsythe clear through to Misery. The fire jumped lots of patches and one wonders, looking at it now, why it did not sweep through. Changes in the directions of the wind and dampness of certain low-lying pieces of land is the probable explanation.

Airplane Aids Fire-Fighters

The Forestry Department airplane was a great help in fighting this fire as it would fly back and forth over the territory and map position of each fire, how bad it was, and drop this attached to a long piece of white cloth, to the fire fighters waiting below. Forest Commissioner Neil Violette was on hand and spoke highly of the cooperation he received from Maine Central men in all departments and of the spirit in which they tackled their different jobs and of what a splendid thing it was to the State, that Maine Central engines and crews were available to help.

Chief Fire Warden Stirling had his work cut out, and he deserves a lot of praise, arranging to feed and bed

three or four hundred men and place them in the woods.

The same thing goes for everyone who put this job across. John Hughes lost 29 poles but succeeded in keeping the telegraph and telephone lines open. Willie Hunnewell and Carl Martin from Carratunk were in charge of the kitchen and some job it was feeding the three or four hundred men who were fighting this fire. For supper, one night, they had 68 dozen eggs scrambled all in one dish, ready to serve when the work extra brought in the men. To Dan Burns and his husky river drivers goes the credit of saving the station on June 28th. Team work all the way through won the battle.

A final word to those who use and enjoy our lakes and streams and forests. Put out fires; don't just wave a pail of water at them. **PUT THEM OUT.** Don't throw away cigarettes and matches until they are **OUT.** This would save the State of Maine, property owners, and those who make a living in the woods untold money and untold danger and suffering. In the end, we Tax Payers foot the bill, **PUT OUT FIRES.**

* *

Cathance Station Totally Destroyed by Fire

The Cathance station was completely destroyed on July 11th by a fire of unknown origin which was discovered about 9.20 p. m. The Brunswick Fire Department responded promptly to a telephone call, but by the time they had made the four-mile run the flames had made too much progress to be checked. It is probable that a spark or cigarette from No. 48 which passed Cathance at 8.42 may have been responsible for the loss.

(8)



Why Should

By "SAFETY ENG"

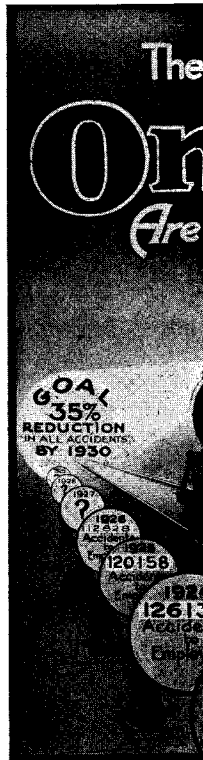
PERHAPS "careless" is not j
right word to use in this case,

I don't want to talk merely ab
cases in which men really don't c
want to include, also, the cases in

they are
thoughtless
and inatten-
tive—cases in
which, as the
saying is,
their wits
have gone
"woolgathering."
If you will bear this
explanation
in mind, how-
ever, I shall
not need to
hunt for a
more exact
and compre-
hensive word
to fit the case
with greater
precision.

Contempt for Hazards

Men are
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thoughtless,
even though
they know
quite well
that the
things they
are doing are
dangerous. They grow to have a co
for hazards with which they are fan
their every-day work. Why is it so
will a man deliberately do a ha
thing, when he knows that thous
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just because they did that very sam
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Why Should Men Be Careless?

By "SAFETY ENGINEER", in "Continental Red Seal"

PERHAPS "careless" is not just the
right word to use in this case, because

I don't want to talk merely about the
cases in which men really don't care. I
want to include, also, the cases in which

they are
thoughtless
and inatten-
tive—cases in
which, as the
saying is,
their wits
have gone
"woolgather-
ing." If you
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Contempt for Hazards

Men are
careless and
thoughtless,
even though
they know
quite well
that the
things they
are doing are

dangerous. They grow to have a contempt
for hazards with which they are familiar in
their every-day work. Why is it so? Why
will a man deliberately do a hazardous
thing, when he knows that thousands of
others have been injured, or even killed,
just because they did that very same thing?
If he should receive a cold-blooded proposal
to give up his right hand (for example) in
return for the privilege of doing a certain
thing with it exactly one hundred times, he

would not listen to the proposition for a
moment.

Yet he will stake that right hand in a
sort of game of chance, in which, though
the odds are in his favor, he is bound to

lose if he plays
long enough.
You all know
of stories of
the long ago,
in which the
devil plays
a game of
chance with
a man with
the man's soul
as a stake.
Of course, we
know that
nothing of
that kind ever
happened;
but somehow
or other I
can't help
thinking of
such stories
when I see a
man taking
foolish
chances. Why
is he ready to
gamble—with
his hand, or
his eyesight,
or his life as
the stake that
he stands to



Will 1927 Show as Great a Gain as 1926?

lose—when the stake that he hopes to win
is so incredibly small he could hardly tell
you what it is?

Lessons That Are Unlearned

The answer is reasonably plain, and
thereby hangs a tale. He knows that fear-
some things happen in our industrial plants,
on our public highways, and in our homes;
but he does not learn a profitable lesson
from them, because he will not believe, in
his heart, that they can ever bring disaster



Train Rules

By M. F. D

to him. He says to himself, in worded thought, "This thing may happen to John, or Tom, or Bill, or Dick; but it will never happen to me."

He regards himself as a thing apart—an exception—a "singularity" (as the mathematician would say)—something to which the rule doesn't apply. What divine revelation has he had, that would justify this confidence in his immunity? None. His view merely represents lack of reflection—lack of true understanding of things-as-they-are.

Price of Experience

But do not forget the old true saying that "Experience teaches dearly", and do not forget that the experience from which we learn need not be our own personal experience. That is a very important point. The little child, new to the world, sometimes has to burn himself a bit before he understands that fire is hot, painful and destructive. But the reasoning powers of the child are not yet developed, and the idea of learning from the experience of somebody else—learning the other man's lesson, as we may say—means little or nothing to him. He has to put the question directly to nature before he is fully convinced. Surely, however, when we are grown up to the estate of men and women, we ought to have judgment enough to learn what is wise and sane and rational, by finding out what the experiences of others have been, and basing our conduct upon that. And this means that when we know that other men and women meet with accidents about once in so often, in consequence of doing the risky thing that we are tempted to do, we ought to govern ourselves accordingly without waiting till we have the same trouble.

Must Realize Danger

We may surround dangerous regions with guards. We may increase the factors of safety on every one of our machines and other structures. We may provide traffic policemen in all our back alleys, and we may take every step that has ever been suggested for promoting safety; but in spite of all this work we shall be only partly successful in the fight for safety, until the time comes when every man will cease to

govern himself according to the principle, "This will never happen to me," and will believe instead with all his heart and soul and understanding, "This thing is very likely indeed to happen to me if I don't take care."

We cannot spend our lives just dodging things and seeing that we don't get hurt, and if you want to overlook the fact that no safety engineer ever asked or expected anything of that kind, you can easily belittle the safety gospel. You can set up a straw man of this kind and knock him down with ridicule, without the least trouble. But that would betray shallowness of mind, and would be unworthy of any intelligent person who takes a serious interest in the welfare of man.

It Can Happen to "Me"

We can buy a new watch, but not a new hand that will work like the one we are born with. And let us remember, friends, that we are all in pretty much the same box, after all, so far as the likelihood of accident is concerned. Some of us are quicker and more skillful than others, but the difference is not so great, perhaps, as we may like to think; and experience proves that it is by no means always the slow or the clumsy among us that get hurt.

We have got to root out our inborn tendency to pray the prayer of the Pharisee, "I thank Thee that I am not as the rest of men,"—and adopt instead a broader and more rational view, "I deem nothing human foreign to myself,"—then we shall have accomplished something really worth while. But this is just the same thing, you see, as throwing away the old guiding principle, "This can never happen to me," and adopting in the place of it the far better one, "This may easily happen to me if I don't take reasonable care."



Teacher (to class): "Can any scholar give me a sentence with the word 'deficiency'?"

Bright Pupil (frantically waving his hand): "Here's a sentence, teacher: 'The next time you go angling, hold de fish 'n see it wiggle.'"—*Great Northern Semaphore*.

"No. 25, Eng. 461, take siding at Cathance until 5.50 five-fifty P. No. 350, Eng. 627."

On this order, No. 350 (second) must reach Cathance by 5.45 P.M. will hold main line, protecting against No. 25 after that time. If No. 25 (first) arrives at Cathance before 5.50 P.M. must take siding, but if it does not there by 5.50 P.M. the order is full far as No. 25 is concerned, and it is to the main line at that station, and No. 350 is on the main line it must be pro

To Change the Time-Table

The effect of a "wait" order is to change a train's time-table time at a fixed point to a later time and the later must be cleared as many minutes as the train given the right to use the additional time was previously required to clear the superior train's time-table time. That with a wait order an opposing train may use up to the time specified by the order to make the waiting point correct except when the trains concerned are of the same class.

The time named in a "wait" order must be cleared by the inferior train as many minutes as if it was the schedule time of the train that is required by the rules. The time of an opposing train five minutes without orders, must clear it five minutes with a "wait" order and any train must clear the leaving time of an opposing train without orders, must clear the time of such train with a "wait" order.

May Proceed under Control

If No. 350 held no orders on No. 25 went to Harwards, the schedule time at that point with this train, it would have cleared of the main line at least five minutes before No. 25 was due to leave, and if it was necessary for No. 350 to hold the line for any reason, a flagman should be sent to the block signal west of that station to notify the engineman of No. 25 of the delay and No. 25 may then proceed to the siding under control.



Train Rules and Train Orders

By M. F. DUNN, Train Rules Examiner

himself according to the principle, will never happen to me," and will instead with all his heart and soul understanding, "This thing is very indeed to happen to me if I don't e."

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It Can Happen to "Me"

an buy a new watch, but not a new that will work like the one we are th. And let us remember, friends, are all in pretty much the same er all, so far as the likelihood of is concerned. Some of us are and more skillful than others, but erence is not so great, perhaps, as like to think; and experience proves s by no means always the slow or sy among us that get hurt.

ave got to root out our inborn y to pray the prayer of the Pharisee, k Thee that I am not as the rest —and adopt instead a broader and tional view, "I deem nothing human to myself,"—then we shall have ished something really worth while. s is just the same thing, you see, as g away the old guiding principle, an never happen to me," and adopt- he place of it the far better one, may easily happen to me if I don't sonable care."

+

er (to class): "Can any scholar e a sentence with the word 'de-

t Pupil (frantically waving his "Here's a sentence, teacher: "The ne you go angling, hold de fish 'n ggle.'"—*Great Northern Semaphore*.

"No. 25, Eng. 461, take siding and wait at Cathance until 5.50 five-fifty P.M. for No. 350, Eng. 627."

On this order, No. 350 (second class) must reach Cathance by 5.45 P.M. and will hold main line, protecting against No. 25 after that time. If No. 25 (first class) arrives at Cathance before 5.50 P.M. it must take siding, but if it does not reach there by 5.50 P.M. the order is fulfilled so far as No. 25 is concerned, and it is entitled to the main line at that station, and if No. 350 is on the main line it must be protected.

To Change the Time-Table Time

The effect of a "wait" order is simply to change a train's time-table time at a specified point to a later time and the later time must be cleared as many minutes as the train given the right to use the additional time was previously required to clear the superior train's time-table time. The idea that with a wait order an opposing train may use up to the time specified in the order to make the waiting point is not correct except when the trains concerned are of the same class.

The time named in a "wait" order must be cleared by the inferior train as many minutes as if it was the schedule time. Any train that is required by the rules to clear the time of an opposing train five minutes without orders, must clear it five minutes with a "wait" order and any train that must clear the leaving time of an opposing train without orders, must clear the leaving time of such train with a "wait" order.

May Proceed under Control

If No. 350 held no orders on No. 25 and went to Harwards, the schedule meeting point with this train, it would have to be clear of the main line at least five minutes before No. 25 was due to leave, and if it was necessary for No. 350 to hold the main line for any reason, a flagman should go to the block signal west of that station to notify the engineman of No. 25 of the fact and No. 25 may then proceed to the siding under control.

The same procedure would have to be followed in case the two trains were moving on the order above quoted, otherwise No. 25 would have to flag the block thereby causing additional delay, as an order to "take siding and wait" does not authorize No. 25 to pass a block signal without being preceded by a flagman, unless there is a flagman from the opposing train at the signal to notify the engineman personally of the conditions which caused the signal to be in stop position.

When a Stop Signal May Be Passed

Therefore, the fact that No. 25 has orders to take siding does not relieve No. 350 from protecting when their clearance time has expired, any more than it would if they made Harwards without an order and were unable to clear the main line as required by the rules.

Rule 510 reads as follows:

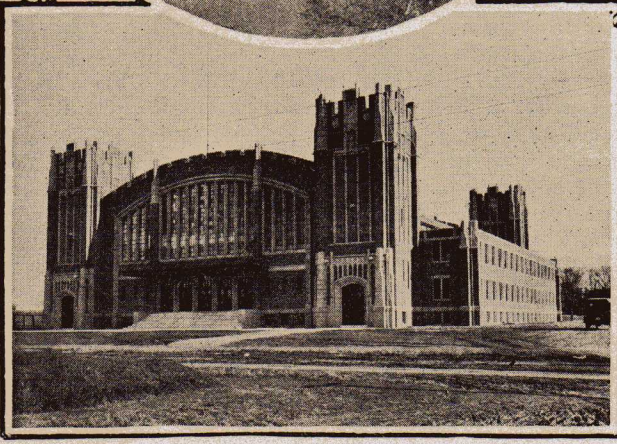
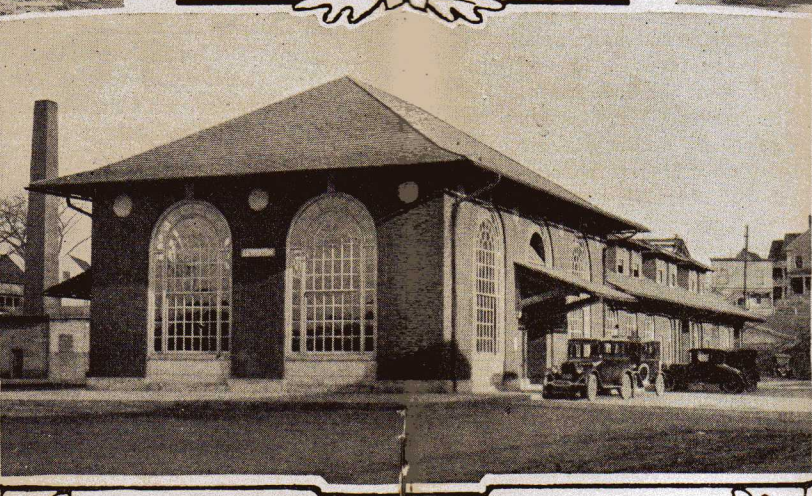
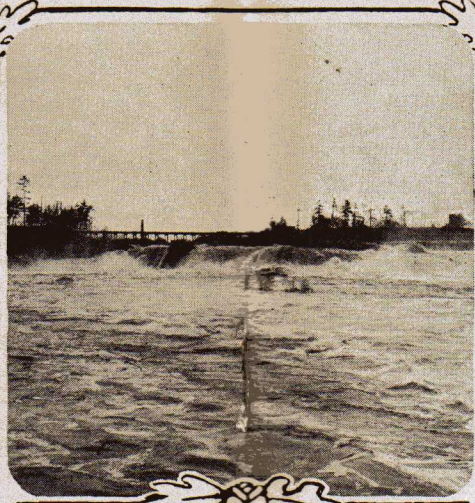
"When trains are to meet at a siding within the limits of a block, the train to take the siding may pass the stop signal, and proceed to the siding under control."

A "wait" order does not fix a meeting point and the train which is to take the siding on such an order must flag the block unless notified as per Rule 511.

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A. R. A. Issues Pamphlet Series on Signaling

The first of a series of educational pamphlets covering signal principles and practices has just been issued by the Signal Section of the American Railway Association. Curiously, the first booklet issued is Chapter VI, a complete and accurate technical treatise on Direct Current Relays. Illustrations and diagrams support the text. This series of 25 pamphlets is being distributed by Signal Engineer M. Sutherland to all Maine Central Supervisors, Inspectors, Foremen, Signalmen and Helpers in the Signal Department.

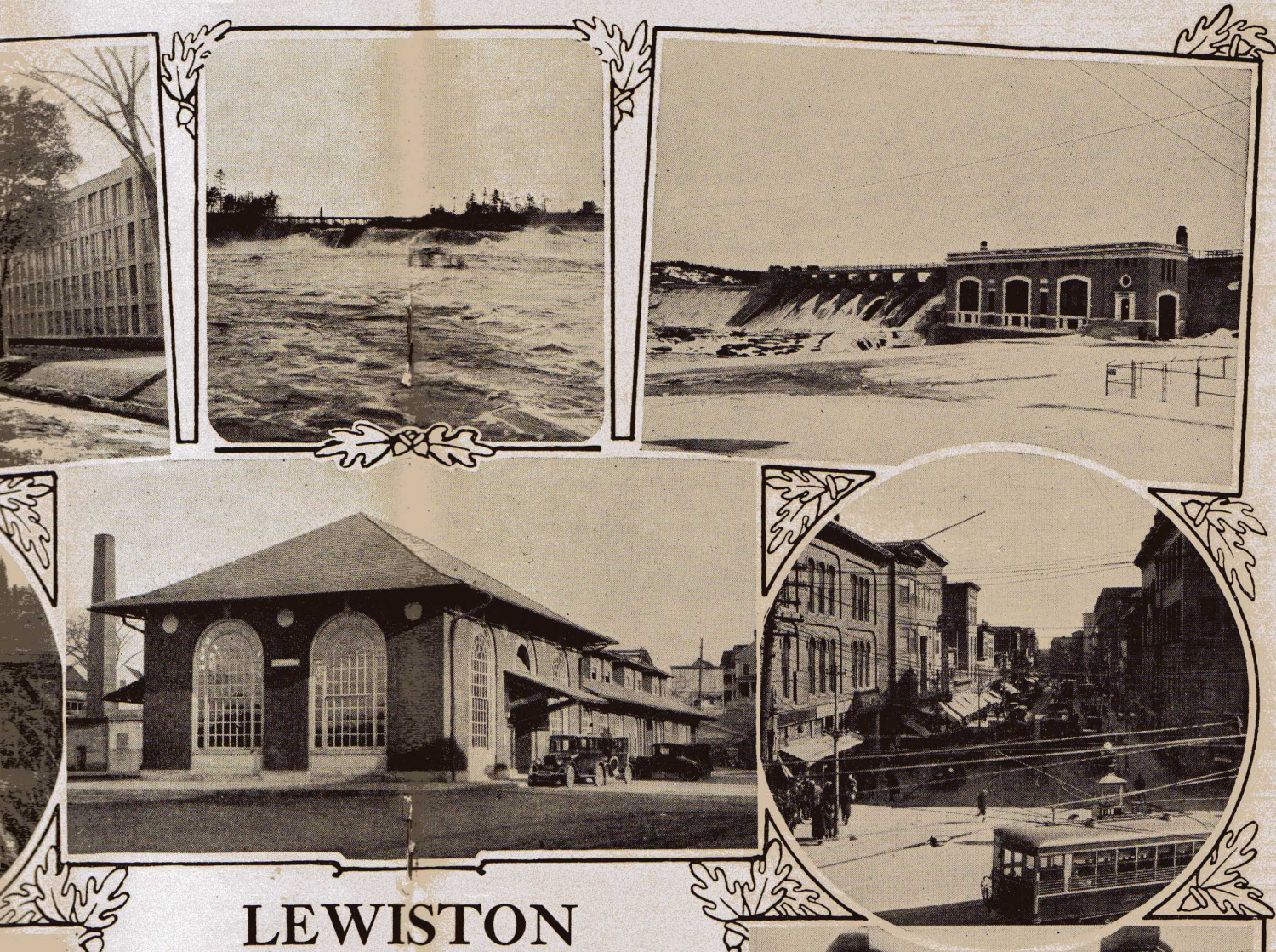


LEWISTON

"The Industrial City"—Population 38,785

UPPER Left, Main Canal, Bates Manufacturing Company in foreground; Left Center, M. C. R. R. Bridge from North Side; Lower Left, New Armory Building near Garcelon Field; Upper Center, Falls of Androscoggin during Spring Freshet; Center, New Bates Street Station; Upper Right, Gulf-Island Hydro-Electric Power Development; Right Center, Union Square, Looking down Lisbon Street, and Lower Right, Shrine Temple, Hospital Square.

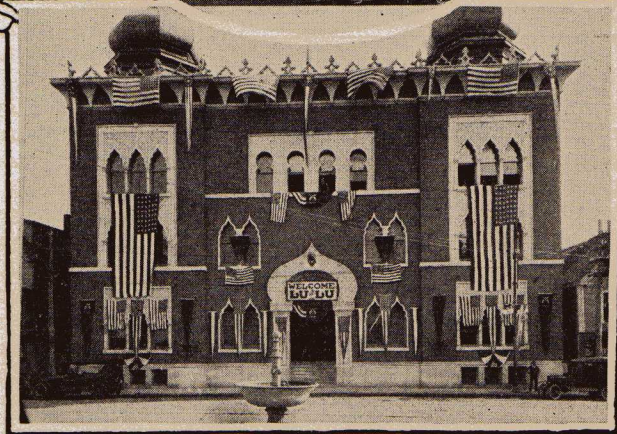




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MAINE CENTRAL Employees' Magazine

Vol. IV AUGUST, 1927 No. 8

"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

Portland Terminal

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C. D. Atherton,	Freight Office
Joseph D. Rourke,	South Portland
John F. Dunn,	Rigby

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Alfred R. Pugh,	Rockland

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

A HOME-TOWN INDUSTRY

Auburn points with pride to its shoe factories; Rumford boasts of its paper mill; Eastport is proud of its canneries, and so forth and so on. This is quite as it should be, for big industries pay heavy taxes and bring into town money which is widely and quickly distributed by the pay-roll route.

When Waterville thinks of the Maine Central, unfortunately, it is liable to regard it as a Portland concern, while Portland feels that the Company belongs somewhere

up state. This is not as it should be. The Maine Central, both from the point of view of taxes and pay-roll, deserves to be ranked among the largest industries in most of Maine's important communities, while in more than one it is the very largest.

When residents in towns and cities along our lines realize that the Maine Central is one of the leading home-town concerns, and not something that merely whizzes past, it will benefit us all—employees, management and stockholders.

ONE MORE REASON

Without the transportation miracles performed by the southwestern railroads, the Mississippi River floods would have been an even more horrible disaster in the flooded territory. But think what the flood meant to the railroads themselves. We all know that men, machines, brains and capital are not the only factors that influence railroading. When Mother Nature frowns, the good results of a year's work may be swept away in a twinkling.

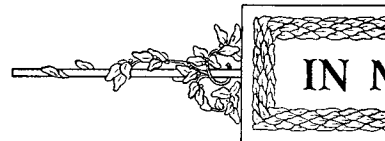
Snow and floods and conflagrations are not unknown on our own Road. Isn't this a factor the public overlooks, and just one more reason why our Railroad should be dealt with generously with regard to revenues, earnings and taxes?

STILL DOING BUSINESS

Not satisfied with predicting the complete passing of Old Dobbin, would-be prophets a few years ago loudly proclaimed that gas and rubber would put the railroads out of business. You don't hear this song so much nowadays. On the whole, American railroads are as prosperous, wages are as high and service as efficient as they ever were.

Local passenger traffic may still be on the decrease, but long-distance travel is gaining again. And freight traffic, with the Nation prosperous, is setting new records.

American railroads realize that they are public servants, and this attitude is bringing results. Rail transportation has a Future as well as a Past.



JOHN T. FEENEY

Once more we mourn the loss of a friend, this time our fellow-worker T. Feeney, who passed away, sudden Sunday, May 29, 1927.

"John" had suffered since the latter part of December, 1926, with a malady of heart, but had, apparently, so much improved in health that he was able to return to his duties with the Portland Terminal Company, on the Thursday previous to his passing.

He had been for some years an active employee of this Company, serving as a Traveling Inspector at the time of his death. He was a man of fine character, loyal and painstaking in the performance of duty, trustworthy and cheerful in his relations with his friends and his loss is a sad blow to all who knew him.

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 the only factors that influence railroad-
 operations. When Mother Nature frowns, the
 results of a year's work may be swept
 away in a twinkling.
 Droughts and floods and conflagrations are
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 something the public overlooks, and just one
 more reason why our Railroad should be
 supported with generosity with regard to
 rates, earnings and taxes?

STILL DOING BUSINESS

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IN MEMORIAM

ROBERT B. MORSE, JR.

Engineman Robert B. Morse, who recently sustained fatal injuries in accident of boiler explosion July 3rd one half mile west of Willey House station on Mountain Road, was born February 20, 1883, and entered Maine Central service June 29, 1904 as fireman and became engineer September 18, 1912. He is survived by his wife and seven children.

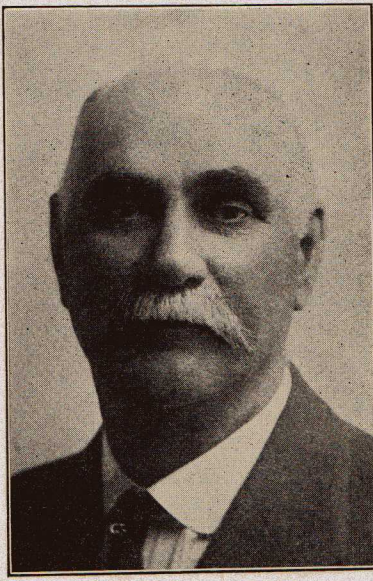


JOHN T. FEENEY

Once more we mourn the loss of a true friend, this time our fellow-worker, John T. Feeney, who passed away, suddenly, on Sunday, May 29, 1927.

"John" had suffered since the latter part of December, 1926, with a malady of the heart, but had, apparently, so much improved in health that he was able to return to his duties with the Portland Terminal Company, on the Thursday previous to his passing.

He had been for some years a valued employee of this Company, serving as Traveling Inspector at the time of his death. He was a man of fine character, loyal and painstaking in the performance of duty, trustworthy and cheerful to his friends and his loss is a sad blow to all who knew him.



GEORGE B. NICKERSON

The death of George Bolton Nickerson of Bangor, a veteran engineman, occurred on June 30th as the result of heart failure. Mr. Nickerson had been in perfect health until the night previous, when he was stricken with heart trouble, and his death ensued within 24 hours.



The news of his sudden death came as a great surprise to his many friends, by whom he was always held in the highest esteem. He was the son of the late Nathan Alden and Abbie Mitchell Nickerson of Orrington, and was 62 years of age. Mr. Nickerson entered Maine Central service as fireman June 26, 1892, and became an engineman on May 20, 1898. For a number of years Mr. Nickerson was on a switcher in Bangor yard.

He is survived by his wife, who was Miss Minnie Snow of Orrington, a brother, Arthur C. Nickerson of Bangor and a sister, Mrs. Fuller A. Dillingham of Orrington.

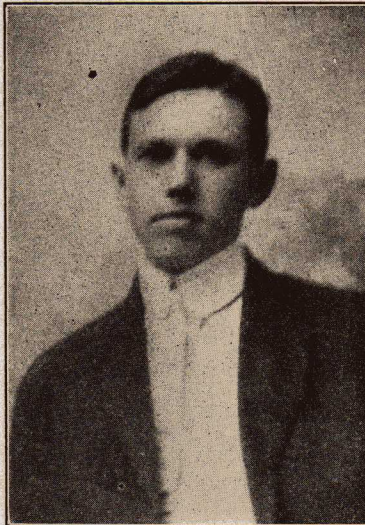


FORREST A. SMALL

Fireman Forrest A. Small of Portland died on July 4th after a sickness of a few days.

Mr. Small was born in Portland and after being graduated from the West Grammar School attended Portland High and Hebron Academy. He entered Maine Central service as a fireman September 14, 1922. At the time of his death, Mr. Small was 23 years of age.

Besides his parents, Allan C. and Hattie A. Small of Portland, he leaves a wife, who was Helen E. Rourke of 46 State Street, and two sisters, Mrs. Lester DeFrates of Massachusetts and Alfreda Small, a school teacher of East Orange, N. J.



OSCAR W. CLEMONS

Fireman Oscar W. Clemons, whose death occurred in Mountain Road accident July 3rd, was born January 15, 1896, and entered Maine Central service May 11, 1918, as fireman. He is survived by eight children, the youngest a baby of five months and the oldest a boy of not more than twelve.

J. P. CASEY

Mr. Casey who for many years held an important position in the Motive Power Department of the Maine Central Railroad, died recently at his home in Bangor. He was past president of the railroad station employees, and is survived by his wife and one son.



Lost Baggage Ser

WHERE people's minds can be they ride on the Maine Railroad is a mystery to M H. Allen, Clerk in Charge of Bag the Passenger Traffic Department is the responsibility of locating the of lost baggage left on trains. Few of Maine Central service do more to goodwill in the mind of the people prompt and accurate work in this and the Passenger Department's re returning to its owners dog colla wrist watches, umbrellas and divo pers, cameras and cigarette cases, o and ukeleles well deserve mention.

The following instances, quoted b eral Passenger Agent M. L. Harris only a few of the different cases, l typical of the service the Maine renders to the public and the gene of appreciative replies.

A Case for Mr. Holmes

A small sample book was found train 13 at Lewiston Upper Stati was returned to this office under lost tag in the usual manner. We stamped on the sample book name agent for mills manufacturing the so we wrote the mills and they furni with the agent's address. The samp was sent him and the following re ceived:

"We are in receipt of the sampl you forwarded, and enclose stamps t mailing charges. Thanking you f attention in this and assuring y courtesy is appreciated, we are," et

A pocketbook found on our train we returned on inquiry from the ow the following acknowledgment of its received:

Cooperation with Pullman Co

"Your letter of Dec. 11th enclos lost pocketbook duly received. accept my thanks for prompt worl turning."

On receipt of inquiry from owner books left in Portland Union Stati were immediately returned to hi quoted is his letter:

...his parents, Allan C. and Hattie
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...and one son.



Lost Baggage Service Appreciated by Public

WHERE people's minds can be when they ride on the Maine Central Railroad is a mystery to Malcolm H. Allen, Clerk in Charge of Baggage in the Passenger Traffic Department, for his is the responsibility of locating the owners of lost baggage left on trains. Few phases of Maine Central service do more to create goodwill in the mind of the people than prompt and accurate work in this respect and the Passenger Department's record in returning to its owners dog collars and wrist watches, umbrellas and divorce papers, cameras and cigarette cases, oil cloth and ukeleles well deserve mention.

The following instances, quoted by General Passenger Agent M. L. Harris, cover only a few of the different cases, but are typical of the service the Maine Central renders to the public and the general run of appreciative replies.

A Case for Mr. Holmes

A small sample book was found on our train 13 at Lewiston Upper Station and was returned to this office under lost article tag in the usual manner. We noticed stamped on the sample book name of the agent for mills manufacturing the goods, so we wrote the mills and they furnished us with the agent's address. The sample book was sent him and the following reply received:

"We are in receipt of the sample book you forwarded, and enclose stamps to cover mailing charges. Thanking you for your attention in this and assuring you the courtesy is appreciated, we are," etc.

A pocketbook found on our train No. 43 we returned on inquiry from the owner and the following acknowledgment of its receipt received:

Cooperation with Pullman Company

"Your letter of Dec. 11th enclosed with lost pocketbook duly received. Kindly accept my thanks for prompt work of returning."

On receipt of inquiry from owner of five books left in Portland Union Station they were immediately returned to him, and quoted is his letter:

"The lost books which I wrote you about on December 20th were duly received. I am very grateful to you for the prompt attention which the matter received."

A 'phone call was received by this office from party who had left a card-index note book in a berth in Pullman car on our train No. 8. Articles left in Pullman cars are not received here but are sent back to the Pullman Company. We acquainted the party to this but told him that we would communicate with the Pullman Company, which we did, and as the article was found it was sent direct.

Package Left on No. 18

We received the following communication:

"I received a letter from the Pullman Company this morning to the effect that they have found my little card-index book, and are returning it to me by parcel post, which pleases me very much. I want to take this occasion to express my compliments and appreciation to your service in this matter. Thanking you, we remain, yours very truly," etc.

Inquiry was made for a package of Victor records, pictures, etc., left on our train No. 18. Same having been found they were returned and the following acknowledgment received:

"Was glad to receive the records which were left on train from Newport to Deering Junction. Thank you kindly for your trouble and also for the honesty of your employees. Am sending stamps to cover mailing charges."

A Typical Example

A pair of overshoes left on our train No. 11 we returned to the owner who had written in about them. The following from him shows how he feels toward the Maine Central and the service we are rendering the public:

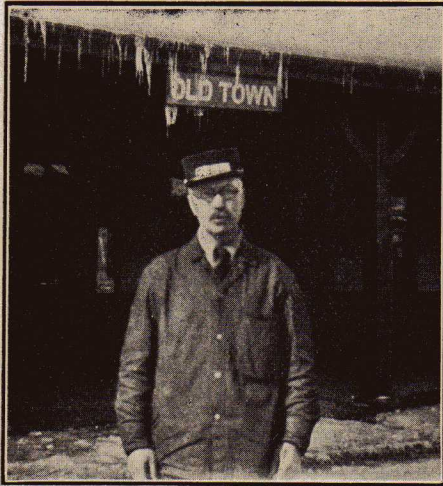
"Please accept my thanks for forwarding overshoes which were lost in train from Boston. To me this is but another instance of the thoughtfulness and courtesy shown the public by your Road and its employees, and I am surely grateful for 'service rendered'. Enclosed find stamps to cover postage of bundle and letter."



Maine Central Family

The Oldtown Hornet Sits Down

By V. A. CUNNINGHAM



**Baggagemaster Cyrus G. Messer,
Prominent Member of the
Oldtown Optimists**

Clerk Preble (holding phone): Prouty, will you talk with this lady about a berth?

Operator Prouty: Does she want me or a doctor?

Another Optimist

Clerk Ashe: Why does a chicken cross a street?

Checker Tourtillotte: She sees me on the other side.

Operator Bowley (with pair of gloves): One of your passengers left these in the waiting room.

Conductor Shaw: Describe her dress.

Operator Bowley: It was like a barbed-wire fence; it protects the property but don't obstruct the view.

Boy, Page the Undertaker

Signalman Coffin: Was that Conductor mad?

Helper Spinney: No, he just asked of my wife liked black.

Coffin: Why the black?

Spinney: Because he was going to hit me so hard under the ear that what clothes I had left, I would wear out bouncing along the ground.

The recent cold snap has caused Operator Bowley to add ear flaps to his straw lid.

Conductor Haney: Better not wear that shirt up-town.

Carl Henry: Why not?

Conductor Haney: Because the City Marshal is looking for a guy that stole an awning.

Operator Bowley (at the dance): "You see a lot of grace in this dance."

Operator Prouty: "Her name is Maude."



Enthuses over Conditions Way Down East

"I want to tell the people of Eastport that I have greatly enjoyed my stay among them, and that I greatly regret having been transferred. I believe Eastport is the finest town in Maine to live in, and it will never lack a booster in me."

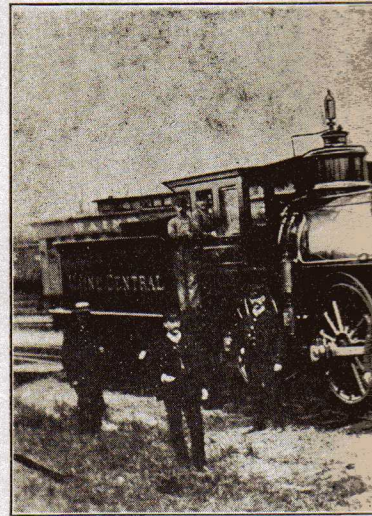
Conductor Austin H. Bacon.

(From the *Eastport Sentinel*)

Well, well,—who says Eastport didn't bring home the bacon.



Another Reminiscence



Old Engine Number 87 is shown. It was originally Engine No. 21 European and North American Road which operated between Bangor and Oldtown. On April 1, 1882, this road was leased for the term of 999 years to the Maine Central.

Ticket Agent at Westport Sends in

To our genial summer agent at Westport, Guy Wescott, belongs the credit of securing from competitive lines a very attractive piece of business. Guy had a passenger going to some point in the middle west who wanted to travel via Boston and the New York Central. He figured that this business should move from the Mountain Road to Montreal as the final destination. He immediately got in touch with the Passenger Traffic Department.



Family

at Sits Down

HAM

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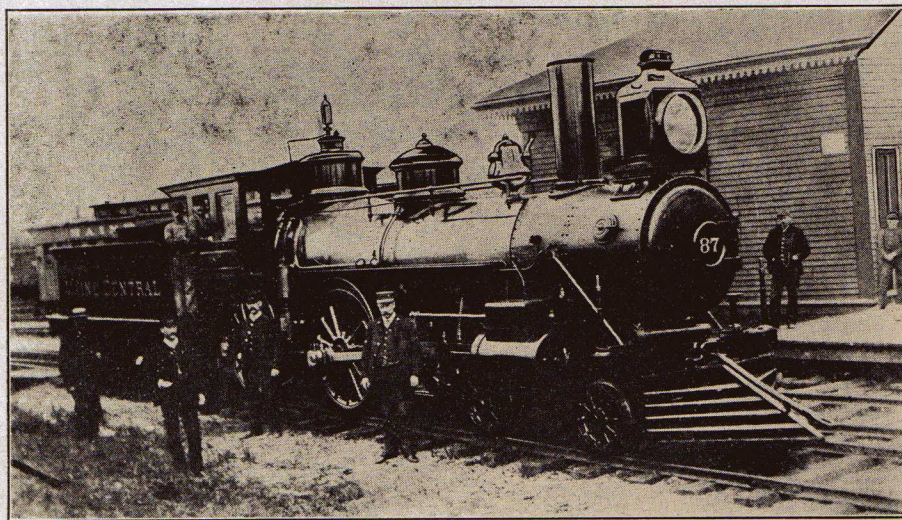
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Conductor Austin H. Bacon.
(in the Eastport Sentinel)

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Another Reminder of Ye Days of Yore



Courtesy Engineman H. T. Rodick, Brunswick

Old Engine Number 87 is shown above. It was originally Engine No. 21 of the European and North American Railroad, which operated between Bangor and Vanceboro. On April 1, 1882, this road was leased for the term of 999 years to the Maine Central.

This engine was built in 1882 by the Hinkly Locomotive Works; its cylinders were 16 x 24 and its wheels five feet high.

The conductor standing by the engine is C. H. Patten, a native and long a resident of Brunswick, now dead.

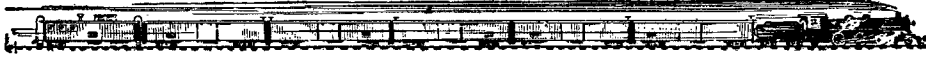


Ticket Agent at World's Noted Summer Resort Sends in Productive Tip

To our genial summer agent at Bar Harbor, Guy Wescott, belongs the credit of securing from competitive lines an attractive piece of business. Guy recently had a passenger going to some point in the middle west who wanted to travel via Boston and the New York Central. Guy figured that this business should move over the Mountain Road to Montreal thence final destination. He immediately got in touch with the Passenger Traffic Depart-

ment and arrangements were made for No. 156 to stop at Deering Junction so passenger could make connection with No. 164. This was gladly arranged and consequently we secured one more ticket on the long haul trip through the mountains.

In passing, we are glad to inform members of the family that Guy now works for the A.C.L. during the winter in Tampa, but the lure of the M.C.R.R. calls him back during the summer season.



Alertness Saved Train from Possible Wreck

As extra 629 west was passing New Gloucester station on July 14th, Operator O. L. Johnson observed a low-hanging brake rigging. Instead of leaning back in his chair and speculating on how far the train might go before piling up, he grabbed the wire and notified Agent G. R. Humphrey at Gray. Equally alert, Agent Gray stopped the train.

Upon examination it was found the rigging had dropped down after passing New Gloucester and the iron rods "jackknived" under the car, causing a very dangerous condition, and possibility of serious damage.

It is with real pleasure that this account is presented in the *Magazine*, expressing to Operator Johnson and Agent Humphrey the Road's appreciation of the right action at the right time—a combination that can't be beaten.

* *

Better Handling Wins All Sorts of Races

By E. I. HILL, Traveling Agent

On a bright sunny August day out on the sparkling ocean with a spanking "sou'west" breeze off the starboard quarter



moves a trim little sailing yacht with a merry crowd on board. What better fun could be asked than such a delightful sail.

Enjoy Merry Songs

Your crowd is all jolly and your crew are all weather beaten, keen-eyed old "salts" who quietly enjoy your merry songs and jokes.

Just a little astern on the port side are two other yachts poorly handled, *Poor*

Loading and Robbery. They challenge your trim little *Better Handling* to a race.

Out of the harbor onto the wide blue ocean you go with the breeze blowing twenty knots and your craft by *Better Handling* skins along at breakneck speed. The other two persistently dog you but never seem quite to catch you.

Easily Runs Away

The *Better Handling* will win every time, as experience handling sails, together with the knowledge of air currents, will enable the skipper of *Better Handling* to run away from the others easily.

Why cannot the same apply to the movement of freight over the Maine Central Railroad? If we all give it *Better Handling* from receipt until delivery we can easily win the race against *Poor Loading and Robbery*, who persistently "dog" our path and we can shut them out.

We can and we will if every one will *Better Handle* shipments. Let's every one of us start right now to do it.

* *

News and Notes from Up Kennebago Way

The 10.30 P.M. Switcher Rumford Yard has been bid in by Conductor W. A. Buotte, Brakemen Todd and Canders.

F. I. Howard, Ticket Clerk, Rumford, is on leave of absence account sickness. His position is being filled by Operator Desmond.

A. W. Gavett, Agent at Leeds Center, has bid in Agency at Dennysville, and S. W. Plummer, Clerk and Operator at Madison, has bid in Leeds Center.

Clinton Morin, Baggage-master at Livermore Falls, has been assigned to Agency at South Rangeley for the summer. Donald L. Walker of Leeds Junction is at Livermore Falls during Morin's absence.

Engineer R. P. Millett, and Conductor C. D. Hardy, Captain and Lieutenant of Company B, Maine National Guard, are with their Company on annual muster at Augusta.

Yard Brakeman J. O. Palmer has returned to work after an extended leave of absence.



Engineer "Babe" Hersey, whose appeared in the July issue of this *M* has returned to his old love, trains 213, and there is much rejoicing black-fly family in vicinity of Kenne

L. C. Smith and J. C. Frank Engineers hauling trains 203 and 2 summer. L. W. Berry is Conducto

C. C. Mitchell, Clerk at Mechan is covering similar position at Pol the summer. Operator Wilson c Mitchell's job at Mechanic Falls.

Mr. and Mrs. Arthur J. Cormier returned to Rumford after a hon spent in various parts of Canada. Cormier is Assistant Baggage-master Rumford.

S. C. Tardy, Trainman on 352-353 is back to work after three weeks il

* *

Not a Clinging V



A. H. Horeyseck

The subject of this picture is 5 old. He first started railroading f the Grand Trunk in 1892, then ca M. C. firing in 1894. Has been passenger trains most of the time 20 years. Now holds 43-64-764.

Known over the road as "Hone to an operator years ago giving h as Honeysuckle when getting "co to a train order.—H. M. T.



ing and Robbery. They challenge your little *Better Handling* to a race. of the harbor onto the wide blue you go with the breeze blowing knots and your craft by *Better Handling* skins along at breakneck speed. Other two persistently dog you but seem quite to catch you.

Easily Runs Away

Better Handling will win every time, experience handling sails, together with knowledge of air currents, will enable *Better Handling* to run away from the others easily.

Why cannot the same apply to the movement of freight over the Maine Central Road? If we all give it *Better Handling* receipt until delivery we can easily win the race against *Poor Loading* and *Robbery*, who persistently "dog" our path and can shut them out.

We can and we will if every one will *Handle* shipments. Let's every one start right now to do it.

* *

News and Notes from Up Kennebago Way

10.30 P.M. Switcher Rumford Yard men bid in by Conductor W. A. Buotte, men Todd and Canders.

Howard, Ticket Clerk, Rumford, is on leave of absence account sickness. His position is being filled by Operator Desmond. W. Gavett, Agent at Leeds Center, is on leave of absence. S. C. Tardy, Clerk and Operator at Madras has bid in Leeds Center.

Anton Morin, Baggage-master at Livermore Falls, has been assigned to Agency at Rangeley for the summer. Donald Walker of Leeds Junction is at Livermore during Morin's absence.

Engineer R. P. Millett, and Conductor Hardy, Captain and Lieutenant of Company B, Maine National Guard, are on their Company on annual muster at Augusta.

Brakeman J. O. Palmer has returned to work after an extended leave of absence.



Engineer "Babe" Hersey, whose picture appeared in the July issue of this *Magazine*, has returned to his old love, trains 214 and 213, and there is much rejoicing in the black-fly family in vicinity of Kennebago.

L. C. Smith and J. C. Frank are the Engineers hauling trains 203 and 204 this summer. L. W. Berry is Conductor.

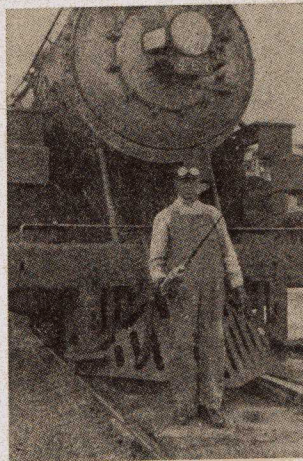
C. C. Mitchell, Clerk at Mechanic Falls, is covering similar position at Poland for the summer. Operator Wilson covering Mitchell's job at Mechanic Falls.

Mr. and Mrs. Arthur J. Cormier have returned to Rumford after a honeymoon spent in various parts of Canada. Mr. Cormier is Assistant Baggage-master at Rumford.

S. C. Tardy, Trainman on 352-353s Extra is back to work after three weeks illness.

* *

Not a Clinging Vine



A. H. Horeyseek

The subject of this picture is 51 years old. He first started railroading firing for the Grand Trunk in 1892, then came onto M. C. firing in 1894. Has been hauling passenger trains most of the time for past 20 years. Now holds 43-64-764.

Known over the road as "Honey," due to an operator years ago giving his name as Honeysuckle when getting "complete" to a train order.—H. M. T.

Portland Terminal Notes

By GRACE M. KATON

Mrs. Anna Cragin Ward, who has been out on leave account illness, has returned to work in the Superintendent's Office, much improved in health.

Freight Clerk Walter M. Tapley, who has been out account illness for a long time, is able to be around and will soon be back on the job. We shall be glad to see "Tap" upon his return.

Frank N. Mulhearn, of the Freight House Force, and Mrs. Mulhearn celebrated their twenty-fifth wedding anniversary recently at their home on Pillsbury Street, South Portland. Many friends called and they received a number of very nice gifts, and a pleasant time was enjoyed. We all hope to help Frank and the Mrs. celebrate again in twenty-five more years.

Charles M. Talbot, clerk in the Interchange and Per Diem Bureau, is receiving congratulations upon his marriage to Miss Beatrice Brooks, which took place in Boston June 23rd. They are to reside in the Deering District.

Michael G. Norton of the Interchange and Per Diem Bureau, who has been at Queen's Hospital account of nervous breakdown, has returned to his work.

John J. Farrell, Assistant General Foreman of the Portland Freight House, is confined to his home account illness.

Charles D. Atherton of the Freight Office force is away on a vacation of two weeks.

* *

Dunn at Superintendents' Annual Meeting

Train Rules Examiner M. F. Dunn represented the Maine Central at the 34th annual meeting of the American Association of Railroad Superintendents, held recently in San Francisco. The session lasted five days, and included discussion of practically every phase of railroad operation. Over 500 railroad men and their families from all parts of North America as well as Australia and the Argentine attended the meeting. This influenced the decision to



change the Association's name to "International Association of Railroad Superintendents".

The party assembled at St. Louis and were handled to San Francisco by the Missouri Pacific, Denver, Rio Grande and Western, and Western Pacific Railroads. The train consisted of a club car, two diners and 13 sleepers. After adjournment a special train was tendered the delegates by the Southern Pacific, carrying them to Los Angeles where they were entertained by the Chamber of Commerce. Memphis, Tenn., was selected for the 1928 meeting. J. M. Walsh, Superintendent of the Illinois Central, is the newly-elected president of the Association.

* *

Public Address System in Union Station

"In step with modern transportation," the Portland Terminal Company has installed in Union Station a so-called "Public Address System" of train announcing, by which announcements can be made by one speaker to all parts of the Station. Briefly, this "System" consists of a microphone transmitter, vacuum-tube amplifier, loud-speaking telephones and the necessary power and control apparatus.

The apparatus was installed in time for use in the early summer passenger-traffic rush and enabled announcers to tell of train departures, calls for individuals, etc., at "one setting", without repeating the statement in six different places.

Loud-speaking telephones are located in the main waiting room, the dining room, the men's and the women's rooms, and two in the train shed.

* *

What Our Patrons Say

Jasper Wyman & Son

Millbridge, Maine
April 15, 1927

Mr. G. H. Eaton, Gen. Frt. Agt.,
Maine Central Railroad Co.,
Portland, Maine.

Dear Sir:

The car of cans ordered by letter from the American Can Co., Deering Jct., Saturday afternoon arrived in Cherryfield this noon. We wish to express our appreciation of the very quick service of your Company.

Very truly yours,

(Signed) *Jasper Wyman & Son*

JSW:W

Form M. C. 24.

**MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BABYGRAM**

Weight, 7½ lbs.

Time, 2.00 A. M., July 9th, 1927

Place: 31 Church St., Livermore Falls, Maine.

Storkland:

Livermore Falls, Maine

July 9th, 1927

This is to announce the arrival of a son of a clerk at the home of Mr. and Mrs. A. E. Lambert, Clerk at the Freight Station, Liv. Falls, Me., by the name of Robert Lloyd. Both mother and son are doing nicely.

Signed:

STORK.

(22)



Eaton Will Tune Up Instead of Tuning

Charlie Eaton, First Trick Operator at G. H. Foster's office, Waterville, has just bought a new Overland V8 and is learning to drive it. He has been a radio "nut" but has a new car now. Instead of tuning in, he will have to spend his time tuning up.

Paid Group Insurance

DURING the period between July 1 and July 19th, sixty claims were paid to members of the Maine Central Family, holders of group insurance policies, by the Travelers Insurance Company.

The Company wishes to state that holders of policies when making claims would send in more detailed information such as name of doctor, telephone number, etc., the settlement of claims was very much expedited.

Compared with the previous records show that the number of accidents is twenty less. One accidental death occurred, and provision is being made in this writing to settle with the administrator of the estate of the late Oscar Adams, recently killed in explosion on the Mountain Road.

The following claims have been paid in full by the insurance company.

Name	Location
	<i>General Office</i>
Harold R. Cummings	Engineering Dept.
J. Harold Maloy	Aud. Frt. Accts.
Annie Melsaac	General Office
Trena E. Wilson	Auditor Payrolls
	<i>Engineering Department</i>
Leslie Bradford	Thornike
Arthur C. Burnham	Leeds Junction
James Conway	Oquosoc
Trafton Doherty	Portland
Fred Dunbar	Portland
John W. Gillet	Eaton
Hosea D. Libby	So. Portland
James J. McAloon	Kingman



apparatus was installed in time for the early summer passenger-traffic and enabled announcers to tell of train fares, calls for individuals, etc., at "tapping", without repeating the statements in six different places. The speaking telephones are located in the waiting room, the dining room, the men's and the women's rooms, and two in the train shed.

* *

What Our Patrons Say

Jasper Wyman & Son
 Millbridge, Maine
 April 15, 1927
 G. H. Eaton, Gen. Frt. Agt.,
 Maine Central Railroad Co.,
 Portland, Maine.
 Dear Sir:
 The car of cans ordered by letter from the American Can Co., Deering, arrived Saturday afternoon in Fryfield this noon. We wish to express our appreciation of the very good service of your Company.
 Very truly yours,
 (Signed) Jasper Wyman & Son
 J.W.

STORK COMPANY
 STORK COMPANY
 Storkland:
 Livermore Falls, Maine
 July 9th, 1927
 Dear Sir:
 I am a clerk at the home of the Freight Station, Liv. Both mother and son are

STORK.



Eaton Will Tune Up Instead of Tuning In

Charlie Eaton, First Trick Operator in G. H. Foster's office, Waterville Station, has just bought a new Overland Whippet and is learning to drive it. He has always been a radio "nut" but has a new hobby now. Instead of tuning in, he will now have to spend his time tuning up.—"Bill."

They Go Together Like Rain and Shine

Here are some singular combinations of names of conductors and enginemen running together, noticed by Chief Dispatcher Harry M. Treat in times past:

Cook	Bacon	Buck	Doe
Ham	Bacon	Silver	Coyne
Cook	Butler	True	Friend
Steward	Butler	Letter	Page

Paid Group Insurance Claims Amount to Sixty

DURING the period between June 21st and July 19th, sixty claims were paid to members of the Maine Central Family, holders of group insurance policies, by the Travelers Insurance Company.

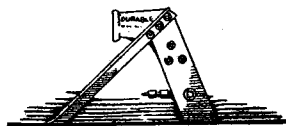
The Company wishes to state that if holders of policies when making claims would send in more detailed information, such as name of doctor, telephone address, etc., the settlement of claims would be very much expedited.

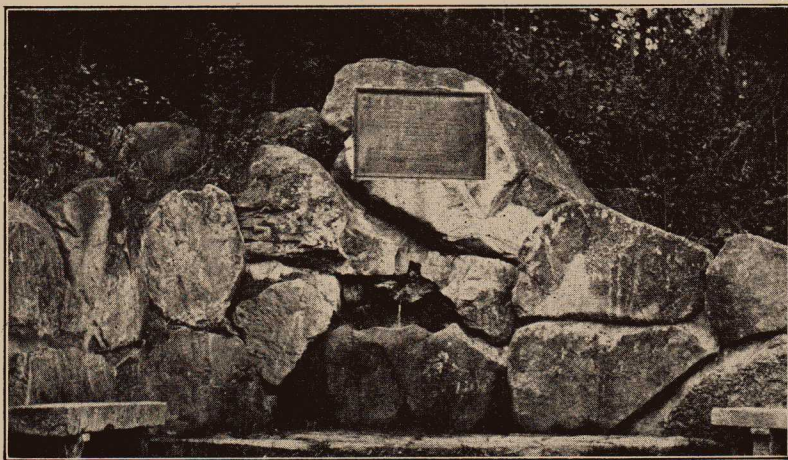
Compared with the previous month, records show that the number of claims is twenty less. One accidental death occurred, and provision is being made at this writing to settle with the administrator of the estate of the late Oscar W. Clemons, recently killed in explosion of engine on the Mountain Road.

The following claims have been settled in full by the insurance company.

Name	Location	Reason
<i>General Office</i>		
Harold R. Cummings	Engineering Dept.	Sickness
J. Harold Maloy	Aud. Frt. Accts.	Accident
Annie Melsaac	General Office	Accident
Trena E. Wilson	Auditor Payrolls	Sickness
<i>Engineering Department</i>		
Leslie Bradford	Thorndike	Sickness
Arthur C. Burnham	Leeds Junction	Sickness
James Conway	Oquossoc	Sickness
Trafton Doherty	Portland	Sickness
Fred Dunbar	Portland	Sickness
John W. Gillet	Eaton	Sickness
Hosea D. Libby	So. Portland	Sickness
James J. McAloon	Kingman	Sickness

Rogers Mathieson	Oquossoc	Sickness
William C. Redding	Milltown	Sickness
Lorrell Reed	Bangor	Sickness
George A. Robinson	Glen, N. H.	Sickness
Mathew M. Sullivan	Brewer	Sickness
Paul F. Twombly	Glen, N. H.	Sickness
Murray A. Hall	So. Gardiner	Sickness
James Harvey	Westbrook	Sickness
<i>Motive Power Department</i>		
Wm. Blake	Waterville	Accident
George E. Ellis	No. Brewer	Sickness
Karl P. Lamont	No. Harpswell	Sickness
Henry M. Lynch	Bangor	Sickness
Arthur Matthieu	Waterville	Sickness
Elias Mitchell	Waterville	Sickness
Harley A. Prince	Lancaster	Sickness
Samuel Pooler	Waterville	Sickness
Whit. M. Powers	Waterville	Accident
Chas. J. Thibodeau	Fairfield	Sickness
Albert Waning	Fairfield	Sickness
Leonard A. Watson	Waterville	Sickness
Rosewill E. Ware	Fairfield	Sickness
Lewis M. Wheeler	Milltown	Sickness
John Buckley	Portland	Sickness
Mary Carey	Portland	Sickness
Lawrence Shanahan	Portland	Sickness
John Whittier	Portland	Accident
<i>Stations</i>		
P. M. Austin	Danville Jct.	Accident
Willis H. Bailey	Waterville	Sickness
Moses Butler Jr.	Waterville	Accident
Harry W. Douglass	Hallowell	Sickness
George W. Lacombe	Waterville	Sickness
Ernest Malenfant	Lewiston	Sickness
George A. Plummer	Newport	Sickness
Leo. J. Ashey	Old Town	Sickness
Stillman E. Buzzell	Bangor	Sickness
George D. Ketch	Vanceboro	Accident
John L. Hackey	Bangor	Sickness
Leslie McCracken	Bangor	Sickness
<i>Trainmen</i>		
Ralph A. Abbott	Rochester, N. H.	Accident
Wilfred C. Fields	Lewiston	Sickness
<i>Enginemen</i>		
E. D. Bean	Bartlett	Sickness
Allan C. Small	Portland	Sickness
<i>Portland Terminal Transportation Department</i>		
Herbert H. Dougall	Portland	Sickness
Thomas C. Foss	Portland	Sickness
Shirley Goggin	Portland	Sickness
W. J. McMillan	Portland	Sickness
Vivian L. Morrill	Portland	Sickness
Edward J. Conley	Portland	Sickness





Memorial Tablet of M. C. R. R. through
Crawford Notch at Bretton Woods, N. H.

Historic Spots Along Our Lines

TO two brothers, citizens of the State of Maine, belongs the credit for the building of the railroad through the famous Crawford Notch. General Samuel J. Anderson was the foremost promoter and its first president. John Farwell Anderson was the engineer. Some idea of the difficulties and expense of construction may be gained from the facts that of the total ascent of 1890 feet from Portland to Crawfords, 1369 feet are included in the thirty miles between Bemis and Crawfords. The rise is 116 feet to the mile for nine consecutive miles. Such structures on the right of way as the Frankenstein Trestle and the Willey Brook Bridge are striking evidences of the skill and genius of the engineer.

The old trestle was replaced by a new steel one in 1895. Tablet at Spring in their memory.