

*Maine
Central
Employees'
Magazine
September 1927*





MY LOST YOUTH

By HENRY WADSWORTH LONGFELLOW

(This poem refers to the City of Portland
where the great Poet spent his youth)

Often I think of the beautiful town
That is seated by the sea;
Often in thought go up and down
The pleasant streets of that dear old town,
And my youth comes back to me.
And a verse of a Lapland song
Is haunting my memory still:
"A boy's will is the wind's will,
And the thoughts of youth are long, long thoughts."

I can see the breezy dome of groves,
The shadows of Deering's Woods;
And the friendships old and the early loves
Come back with a Sabbath sound, as of doves
In quiet neighborhoods.
And the verse of that sweet old song,
It flutters and murmurs still:
"A boy's will is the wind's will,
And the thoughts of youth are long, long thoughts."

And Deering's Woods are fresh and fair,
And with joy that is almost pain
My heart goes back to wander there,
And among the dreams of the days that were,
I find my lost youth again.
And the strange and beautiful song,
The groves are repeating it still:
"A boy's will is the wind's will,
And the thoughts of youth are long, long thoughts."



MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEE

Vol. IV

SEP

Of Interest
of t

By GEORGE H. I

THIS issue of your *Ma*
brings to you, as other issue
in the past, our little "business g
the "Traffic Tip Card". In ac
is a silent messenger, yet in res
is truly a "business getter" whe
started on its journey. That th
has been demonstrated by the n
that have found their way ba
headquarters and the results ob
by the tips they bring.

Must Go After Business

A railroad must have traffic
to prosper. It needs *more tra*
make it more prosperous. In th
traffic has sought the railroa
times have changed and the
now is such that traffic seeks
means of transportation not onl
matter of convenience but also c
The railroad finds itself faced
competition which means that
are to have *more traffic* we m
after it.

To get *more traffic* is no long
job of traffic solicitors alone.
member of the Maine Central I
has a vital interest in the pros
of our railroad. Each one's
siastic interest in getting *more*
will be the means of producing g
prosperity. The fact that man
shown enthusiasm in this r



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. IV

SEPTEMBER, 1927

No. 9

Of Interest to All Members of the Family

By GEORGE H. EATON, Freight Traffic Manager

THIS issue of your Magazine brings to you, as other issues have in the past, our little "business getter", the "Traffic Tip Card". In action it is a silent messenger, yet in results it is truly a "business getter" when once started on its journey. That this is so has been demonstrated by the number that have found their way back to headquarters and the results obtained by the tips they bring.

Must Go After Business

A railroad must have traffic if it is to prosper. It needs more traffic to make it more prosperous. In the past, traffic has sought the railroad but times have changed and the trend now is such that traffic seeks other means of transportation not only as a matter of convenience but also of cost. The railroad finds itself faced with competition which means that if we are to have more traffic we must go after it.

To get more traffic is no longer the job of traffic solicitors alone. Every member of the Maine Central Family has a vital interest in the prosperity of our railroad. Each one's enthusiastic interest in getting more traffic will be the means of producing greater prosperity. The fact that many have shown enthusiasm in this respect

simply goes to show that it is possible for all to imbibe the spirit of getting more traffic. The medium through which we can get into that spirit is the "Traffic Tip Card". So let's use it, let's hunt round for more traffic, big or small, freight or passenger. Talk railroad transportation, as it is cheapest in the end.

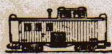
Always Chance for Improvement

Traffic tips are not the only kind of tips that are welcome. If we get more traffic we must hold it and that reminds us that up-to-date and dependable Service is necessary to that end. Service, regardless of how good it may be, can always be improved here and there. So there is a place for what we may call "Service Tips" which are just as important as "Traffic Tips", for without good Service "Traffic Tips" do not accomplish much. We, as members of the Maine Central Family, may notice something wrong here or there which ought to be corrected or may have some suggestion to make with respect to service. Regardless of whether it has to do with our own particular line of work, let us pass the word along to our immediate superior and call it a "Service Tip".

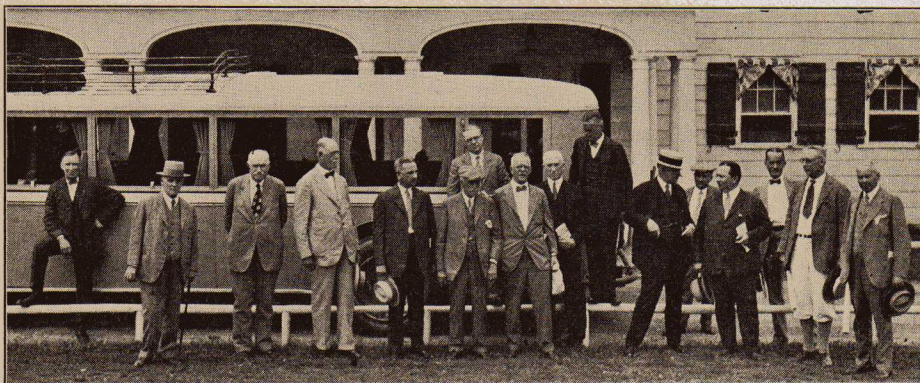
All tips that have to do with getting more business or improvement in Ser-



vice will be welcome and helpful. Let each and every one of us bear this in mind and do our part enthusiastically. A man's duty is not only to perform the tasks he is immediately interested in, but also to pass along any ideas he may have for the improvement of Maine Central Service.



Board of Directors on Inspection Trip



Photograph Courtesy Lucerne-in-Maine

Directors and Others Snapped During a Short Stop

Reading left to right: Motor Coach Operator Walter D. Elgee; J. N. Towle; Director George E. Macomber, Augusta; Director Samuel W. Philbrick, Skowhegan; Vice-President and General Manager D. C. Douglass, Portland; Director Edward B. Winslow, Portland; Director Samuel Stewart, Lewiston (in rear row); Director Charles H. Bartlett, Bangor; Director William T. Cobb, Rockland; Director Percy V. Hill, Augusta (in rear row); General Counsel Edward W. Wheeler, Brunswick; Secretary to President M. L. Rhoads, Portland; Director Hugh J. Chisholm, Portland; Col. James M. Gillin; Prof. C. B. Breed; President Morris McDonald.

A PARTIAL inspection trip of the System was carried out by the Board of Directors on July 14-16, covering most of the lines east of Portland. The party left Union Station at 7 a. m. in a special train consisting of Engine 286, combination 434, diner M. C. 1202, 10-compartment sleeping car Niagara Falls and M. C. business car 1600, in charge of Conductor A. E. Bickford (who made the entire trip), Brakeman W. O. Gallison (later C. E. Matson), Engine-

man H. W. Lowell, Fireman H. B. Pope, Pullman Conductor C. S. Pike and Steward Shepley.

Party proceeded via Lower Road to Waterville, where the Shops were inspected, thence to Skowhegan, Fairfield, Pittsfield, Harmony, Bangor, Vanceboro, returning to Bangor at 8.51 p. m. Engine 412, with Engine- man Albert W. Crocker and Fireman W. R. Stratton, pulled the train Bangor to Vanceboro and return.

The next day special left Bangor

(4)



at 7 a. m. with Engine 286, Engine Crocker and Fireman Stratton proceeding to Bucksport and then Lucerne-in-Maine, where autos party on a short inspection of this property, where above was taken. Boarding train again Ellsworth Falls, party proceeded Calais. Using Engine 287, Fireman Albert P. Prescott and Fireman Cecil I. Robinson, left Calais at 4 p. m., to Princeton, to Eastport back to Washington Junction, where Engine 412 hauled train to Mt. Desert Ferry, arriving at 10.08 p. m.

Says Ibra, "Do They and Dum"

INFORMATION Bureau Attendant Williams, in charge of the Information Bureau at Portland Union Station

the summer season, has jotted down for readers of the *Magazine* a few funny incidents that happen in the daily routine of dispensing information to the traveling public.

One morning about 11.30, he was asked, "What time do I get a train for Fabyans?"

He replied, "One o'clock Standard Time". Now one o'clock inside Union Station means two o'clock outside. After about a dozen questions covering various subjects a passenger was politely told she had to wait an hour and a half to wait. The lady

No Progress At All

A negro stoker was crossing the tracks the first time. One day he came out to get a breath of fresh air. Look



asks he is immediately interested
 at also to pass along any ideas he
 have for the improvement of
 e Central Service.

Inspection Trip



Photograph Courtesy Lucerne-in-Maine

uring a Short Stop

er D. Elgee; J. N. Towle; Director
 Philbrick, Skowhegan; Vice-President
 Director Edward B. Winslow, Port-
 row); Director Charles H. Bartlett,
 ctor Percy V. Hill, Augusta (in rear
 swick; Secretary to President M. L.
 land; Col. James M. Gillin; Prof. C. B.

H. W. Lowell, Fireman H. B.
 Pullman Conductor C. S. Pike
 steward Shepley.

ty proceeded via Lower Road to
 ville, where the Shops were in-
 d, thence to Skowhegan, Fair-
 Pittsfield, Harmony, Bangor,
 boro, returning to Bangor at
 o. m. Engine 412, with Engine-
 Albert W. Crocker and Fireman
 Stratton, pulled the train Ban-
 Vanceboro and return.
 e next day special left Bangor



at 7 a. m. with Engine 286, Engineman
 Crocker and Fireman Stratton, pro-
 ceeding to Bucksport and thence to
 Lucerne-in-Maine, where autos took
 party on a short inspection tour of
 this property, where above picture
 was taken. Boarding train again at
 Ellsworth Falls, party proceeded to
 Calais. Using Engine 287, Engineman
 Albert P. Prescott and Fireman
 Cecil I. Robinson, left Calais at 3.20
 p. m., to Princeton, to Eastport, and
 back to Washington Junction, whence
 Engine 412 hauled train to Mt. Desert
 Ferry, arriving at 10.08 p. m.

The third day of the trip party took
 Steamer Norumbega, making No.
 127's connection, for Bar Harbor,
 where three autos were used for a
 short run around city and to Sieur de
 Monts Spring and back to wharf where
 Sam Oset Motor Coach was boarded
 at 10.05 a. m. Reaching Ellsworth
 in Motor Coach, party again entrained
 arriving Bangor 12.30 p. m., using
 Engine 412, Engineman Prescott and
 Fireman Robinson. Extra 286 left
 Bangor at 12.59 p. m., reaching Port-
 land at 4.25 p. m., the party covering
 959 miles on the three-days' trip.



Says Ibra, "Do They Save Up Their Fool Questions and Dump Them on Me?"

INFORMATION Bureau Attendant Ibra
 Williams, in charge of the Information
 Bureau at Portland Union Station during
 the summer
 season, has
 jotted down
 for readers of
 the *Magazine* a few funny inci-
 dents that happen in the daily
 routine of dispensing information
 to the traveling public.

One morning about 11.30, he
 was asked, "What time do I get
 a train for Fabyans?"

He replied, "One o'clock Stand-
 ard Time". Now one o'clock in-
 side Union Station means two o'clock on
 the outside. After about a dozen more
 questions covering various subjects, the
 passenger was politely told she had one
 hour and a half to wait. The lady finally

satisfied herself with the remark that if she
 had 1 1-2 hours before her train left, she
 must have 2 1-2 hours by daylight saving
 time.

Another lady
 asked, "What
 time does the

Interurban leave?"

"Five minutes past the hour,
 was the reply.

"Well, now," says she, "Is that
 standard or daylight?"

It is a common practice for
 tourists to ask for automobile
 road maps, and highway direc-
 tions and if a certain train will be

on time a couple of weeks ahead and Mr.
 Williams asserts that though sad to relate,
 but a fact nevertheless, more ridiculous
 questions are asked by pass holders than by
 paying passengers.



No Progress At All

A negro stoker was crossing the ocean for
 the first time. One day he came on deck
 to get a breath of fresh air. Looking out

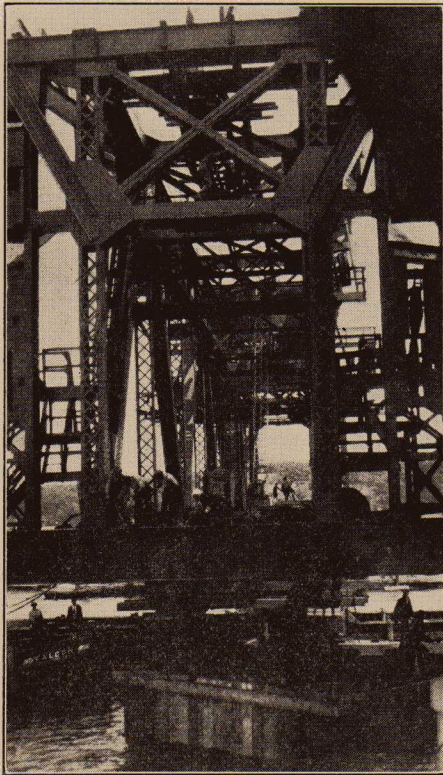
on the broad expanse of water, with no
 object whatever in sight, he said in dis-
 grunted tones: "Shucks! We is right whar
 we was dis time yestahday."—*Culled.*



Bath Bridge Construction Proceeds On Schedule Time

A CRUCIAL stage in the construction of the Bath Bridge was passed on August 15th when the draw span was successfully floated into place early in the afternoon. The bridge is now completed for a length of about 1579 feet, consisting of three 330-foot spans, one 2750-foot span, one 234-foot span and one 80-foot span.

The draw span was floated from its



Draw Span Swinging into Place on August 15. End of Pier 3 and Fender May Be Seen in Foreground

position in the Texas Company's yards shortly before noon and came down stream against the tide on two lighters propelled by the tow boats Falcon and Seguin. In about 40 minutes lines connected the draw span with Piers 3 and 4 and about one o'clock the tugs begun nosing their load between the high draw towers on either hand when ropes and cables took up the task and drew the span to its final resting place.

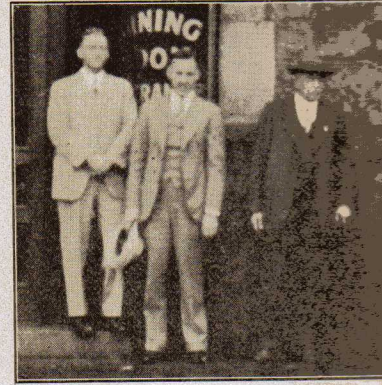
This span was regarded as the most difficult one of construction on the whole bridge because it carries between railroad and highway decks a hundred tons of machinery to be used to raise and lower this span on the towers.

Steam shovels have been working at both ends of the Woolwich cut and met on August 19th. There yet remains a small amount of cleaning up before this part of the work is completed.

Span six and seven, both 275 feet in length, remain to be installed. The first is rapidly nearing completion at the Texas Company plant and will probably be towed to its final resting place early in October. The second will follow shortly and then there will remain only the relatively simple job of linking span seven with the Woolwich shore. It now seems impossible that anything can disrupt running trains over the bridge in November.

(6)

Freight Traffic Fi



Freight Traffic Fi

Reading left to right: F. A. Murphy, Portland; F. O. Crock, Presque Isle, Maine; C. A. Small, Portland; C. A. S.

A NEW precedent that will be an interesting development was established on August 8th. On that date Freight Traffic Manager George H. Eaton called a meeting in Portland of the Maine Central Road's freight traffic field force and interested in the development of the Central freight business.

Must Hustle to Beat 1926

In addition to Mr. Eaton, the following were in attendance: Assistants to Freight Traffic Manager Gilbert W. Miller, Lucien Snow, Commercial Agents, Portland; C. A. Small of Portland; Freight Agent F. W. Gibbons of Portland; Traveling Freight Agents G. A. Locke and G. A. Shaw of Portland; Freight Agent F. O. Crock of Portland; F. W. Libby of Lewiston; Freight Agent W. G. Hunton and Portland Freight Agent Dudley Alleman.

The keynote of the meeting, which lasted from early morning till late afternoon, was expressed by Mr. Eaton with the statement that 1926 was a good year for freight traffic and that all of us would be expected to hustle to beat it in 1927. He expressed his opinion that this could be accomplished by getting more business for the local route.

Construction Proceeds Time

... in the Texas Company's
... shortly before noon and came
... stream against the tide on two
... s propelled by the tow boats
... and Seguin. In about 40
... es lines connected the draw span
... Piers 3 and 4 and about one
... k the tugs begun nosing their
... etween the high draw towers on
... hand when ropes and cables
... up the task and drew the span
... final resting place.

... s span was regarded as the most
... t one of construction on the
... bridge because it carries be-
... railroad and highway decks a
... ed tons of machinery to be used
... se and lower this span on the

... m shovels have been working
... h ends of the Woolwich cut and
... n August 19th. There yet re-
... a small amount of cleaning up
... this part of the work is com-

... n six and seven, both 275 feet in
... remain to be installed. The
... rapidly nearing completion at
... Texas Company plant and will
... bly be towed to its final resting
... early in October. The second
... llow shortly and then there will
... n only the relatively simple job
... ing span seven with the Wool-
... hore. It now seems impossible
... anything can disrupt running
... over the bridge in November.



Freight Traffic Field Force Meets in Portland



Freight Traffic Field Force Outside of Union Station

Reading left to right: F. A. Murphy, Calais; G. A. Shaw, Portland; William Locke, Portland; F. O. Crock, Presque Isle; Industrial Agent W. G. Hunton, Portland; C. K. Hall, Portland; C. A. Small, Lewiston, F. W. Libby, Lewiston.

A NEW precedent that will lead to interesting developments was established on August 8th. On that date Freight Traffic Manager George H. Eaton called a meeting in Portland of all the Road's freight traffic field force and others interested in the development of Maine Central freight business.

Must Hustle to Beat 1926

In addition to Mr. Eaton, the following were in attendance: Assistants to Freight Traffic Manager Gilbert W. Miller and Lucien Snow, Commercial Agents C. K. Hall of Portland and C. A. Small of Lewiston, Freight Agent F. W. Gibbons of Bangor, Traveling Freight Agents William Locke and G. A. Shaw of Portland, F. A. Murphy of Calais, F. O. Crock of Presque Isle and F. W. Libby of Lewiston, Industrial Agent W. G. Hunton and Publicity Agent Dudley Alleman.

The keynote of the meeting, which lasted from early morning till late afternoon, was expressed by Mr. Eaton with the statement that 1926 was a good year for freight traffic and that all of us would have to hustle to beat it in 1927. He expressed the opinion that this could be accomplished by getting more business for the long-haul route.

An interesting bird's-eye view of conditions in Maine Central territory was made possible by the reports of these field men as to their respective territories, and it is gratifying to note that industrial development in every part of our territory is on the up-grade, according to these freight traffic field men, who are in a position to know what they are talking about.

Considerable discussion was devoted to the possibility of the use of advertising to supplement personal solicitation of freight traffic and it was the feeling of the meeting that as much can be accomplished in this direction as has been done in the past for the stimulation of Maine Central passenger traffic. The success of the meeting gives promise that this will be the first of a series of similar conferences in the future.



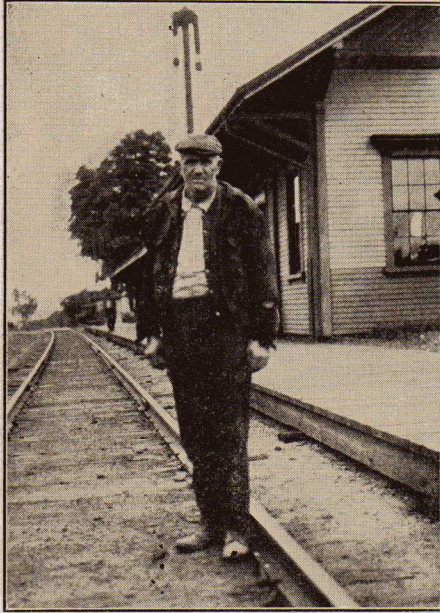
Some Feet

Conductor (after stumbling over obstacle in the aisle): "Madam, you must not leave your valise in the aisle."

Colored Lady: "Fo' de land sakes, Mistah Conductah, dat ain't no valise. Dat's mah foot."—*Illinois Central Magazine*.



Foreman's Prompt Action Averts Possible Wreck



Foreman Everard L. French

MAINE CENTRAL Maintenance of Way forces face weather conditions of great variety and at times severity, and their careful attention to duty and prompt response in emergencies play an important part in our Road's reputation for efficient operations.

A Typical Example

Typical of their eternal vigilance and strict attention to duty, is the case of Foreman Everard L. French of Readfield, whose promptness in patrolling his section of track, discovering its unsafe condition and flagging No. 156 at Readfield doubtless averted an accident to this important train and prompted a letter from Vice President and General Manager D. C. Douglass expressing the appreciation of the Management for Foreman French's well-performed duty.

The Mississippi Valley has no monopoly on floods, as July 14 proved to Maine Central operating forces. Heavy showers on the afternoon of that date were playing tag with each other across the state. Between

Readfield and Winthrop it started to rain about 4 p. m. Apparently two or three showers joined forces at this point and washed out the main track near Block 612, about a mile west of Readfield Station.

Repairs Made Rapidly

Foreman French, went on patrol at Winthrop during the storm and found the washout. Realizing that prompt action was necessary, he hurried to Readfield, arriving in time to flag No. 156 and call Cowan's extra crew which was quickly on the scene and with 25 men working on washout made such rapid repair that the Bar Harbor Express was able to proceed after a delay of only 58 minutes. Permanent repairs were made by 10.20 p. m.

Foreman French entered Maine Central service March 26, 1907, as Trackman and was promoted to Foreman April 1, 1908.



What Our Patrons Say

R. P. Hazzard Co.

Gardiner, Maine

April 16, 1927

Mr. C. A. Small,
Travelling Frt. Agt.,
Maine Central R. R.,
Lewiston, Maine.

Dear Mr. Small:

Sometime ago the writer wrote you asking you to give us extra good service on goods to the Beck Hazzard, Inc., 326 Lafayette St., New York City, which were sent in the regular Gardiner to Boston car daily. I want to thank you for the attention that was given this car by you and your associates, as the writer finds for the last six weeks there has been only one or two delays in the delivery of this car in Boston. This prompt service is greatly appreciated.

Yours very truly,

R. P. Hazzard Co.

(signed) R. P. Lasselle.



Heavier Power No Runs Bangor to Calais

The completion of a three-years program of heavier rail replacement on the Washington County lines now permits heavier power into Calais. Heavier loads and a reduction in the number of trains run will result from this improvement, which has already been in operating through freight trains from Calais to Bangor which formerly ran from Calais to Washington Junction.

A new turntable is planned at Bangor which will more easily handle this equipment. Such modernizing of facilities will produce a material improvement in operating efficiency on the Eastern Division which is in line with the Maine Central slogan: "In Step with Modern Transportation Methods."



No. 92 Hits Moose of the Tall Timber

No. 92, bound Bangor to Vanceboro, August 7, struck a large cow moose which lay along the track and hurled it several feet to the side of the track where it lay lying loudly and arousing the entire countryside. A man living nearby, who was attracted to the scene, went to his home and brought a gun, with which he killed the moose, putting it out of its suffering. A warden disposed of the carcass.

Engineman Allie L. Dunn was riding the train and got his first moose 100 feet from the overhead railroad crossing at Veazie just east of the Veazie railroad crossing.



New Bridge Is Erected Near Rumford Junction

Work is proceeding rapidly on the new bridge over the highway at Acres Road, a quarter mile east of Rumford Junction on the Kennebec Branch, known to the people as Death Underpass.

Prevents Possible Wreck

ld and Winthrop it started to rain at 4 p. m. Apparently two or three trains joined forces at this point and blocked out the main track near Block 612, about a mile west of Readfield Station.

Repairs Made Rapidly
Truckman French, went on patrol at Winthrop during the storm and found the engine stalled. Realizing that prompt action was necessary, he hurried to Readfield, where he was in time to flag No. 156 and call for an extra crew which was quickly on the scene and with 25 men working on washers made such rapid repair that the Bar Harbor Express was able to proceed after a delay of only 58 minutes. Permanent repairs were made by 10.20 p. m.

Truckman French entered Maine Central Station on March 26, 1907, as Trackman and was promoted to Foreman April 1, 1908.

What Our Patrons Say

R. P. Hazzard Co.
Gardiner, Maine
April 16, 1927

C. A. Small,
Selling Frt. Agt.,
Maine Central R. R.,
Bangor, Maine.
Dear Mr. Small:
Sometime ago the writer wrote you asking you to give us extra good service on goods to the Beck Hazzard, 326 Lafayette St., New York City, which were sent in the regular dining car to Boston car daily. I want to thank you for the attention that you have given this car by you and your associates, as the writer finds for the past six weeks there has been only one or two delays in the delivery of this service in Boston. This prompt service is greatly appreciated.

Yours very truly,
R. P. Hazzard Co.
(signed) R. P. Lasselle.



Heavier Power Now Runs Bangor to Calais

The completion of a three-years program of heavier rail replacement on the Washington County lines now permits running heavier power into Calais. Heavier train loads and a reduction in the number of trains run will result from this improvement, which has already resulted in operating through freight trains from Calais to Bangor which formerly ran only Calais to Washington Junction.

A new turntable is planned at Calais which will more easily handle this equipment. Such modernizing of facilities will produce a material improvement in operating efficiency on the Eastern Division and is in line with the Maine Central advertising slogan: "In Step with Modern Transportation Methods."

No. 92 Hits Monarch of the Tall Timbers

No. 92, bound Bangor to Vanceboro on August 7, struck a large cow moose walking along the track and hurled it several feet to the side of the track where it lay bellowing loudly and arousing the entire countryside. A man living nearby, who was attracted to the scene, went to his home for a gun, with which he killed the animal, putting it out of its suffering. A game warden disposed of the carcass.

Engineman Allie L. Dunn was running the train and got his first moose 100 yards from the overhead railroad crossing at Veazie just east of the Veazie railroad crossing.

New Bridge Is Erected Near Rumford Junction

Work is proceeding rapidly on the bridge over the highway at Acres Road, about a quarter mile east of Rumford Junction on the Kennebec Branch, known to autoists as Death Underpass.

By order of the Public Utilities Commission the west abutment is removed, the highway widened and straightened, and a new abutment constructed. New bridge steel will be installed, the span being about 40 feet long.

The difficult part of this job was in securing foundation for the west abutment, which required 68 55-foot piles to support it. The contract is being handled by J. A. Greenleaf & Sons Company of Lewiston, while the Maine Central is installing piling and falsework. Completion of job is expected sometime in October.

Excursions Offer Chance to Boost Business

The Special Train Old Orchard Excursions are over for this year and have proven popular. Right at the present time the various fairs throughout the State present a fine opportunity to secure more business. Reduced rates are offered, and all should advertise by word-of-mouth in addition to the flyers that are distributed that the *Train* is the best, most convenient and safest way to travel.

Fair Grounds Crossing Protected

A crossing tender has been recently placed at Fair Grounds crossing in Lewiston. No gates have been erected, but tender will guard crossing with danger flag as a warning to autoists of approaching trains.

Here Is An Old One

A preacher said to his congregation: "There is a certain man among us who is going with another man's wife. Unless he puts five dollars in the collection box his name will be read from the pulpit." When the box came in there were nineteen five dollar bills in it and a two dollar bill with a note pinned to it, saying: "This is all the cash I have, but will send the other three dollars Wednesday."—*Erie Railroad Magazine*.



MAINE CENTRAL Employees' Magazine

Vol. IV SEPTEMBER, 1927 No. 9

"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,	Vancoro
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

CAN "CAN'T"

There are times when all of us are cowards—afraid to tell the truth. At such times we hide behind evasions, alibis, mis-statements. Sometimes we convince even ourselves that we are telling the truth.

The word "can't" is a word behind which cowards hide. It seldom means what it seems to mean—that we are unable to do what we say we "can't". It means we "won't" but we haven't the courage to face the truth.

About all we have to do to accomplish more for the world and for ourselves is to

drop the word "can't" from our vocabulary and the unwillingness to do which it denotes from our mind, and we'll find the rocky road to Dublin far less rocky than it was before.

WHO SAID IT?

In running this *Magazine* all is grist that comes to our mill—but there is one class of communication that is always and without question pitched into the wastebasket—unsigned communications. Horse races, prize-fight bets, arguments and helpful discussion all arise from the one cause, differences of opinion and mighty few subjects have less than two sides.

The editor earnestly solicits communications from every member of the Maine Central Family on any subject under the sun which would be of interest to other members of the Family. Obviously, no guarantee can be made to print everything received, but careful attention will be given to all but one class of communications, the unsigned ones, and these are filed under "W" as above—where they belong.

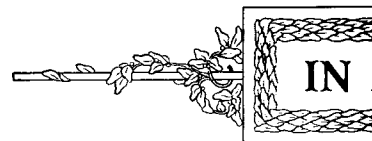
The very first thing learned in the writing game is to respect confidences, and the *Magazine* editorial staff knows its duty in this direction. No one's name need appear in print and will not be mentioned to anyone outside the editorial office unless they wish it, but the necessity for signing material is fundamental.

"Hungry Ike" and others who have messages to pass along can do so with perfect confidence. Their names will go no further, but at least they must come this far—or else the wastebasket.

A 35-percent reduction in accidents by 1930 was the goal set three years ago by the Safety Section of the American Railway Association. An intensive campaign has already brought about over half the desired reduction.

Loss and damage claims on American railroads were last year the smallest ever reported, considering increased traffic in 1926. But when nearly 40 million dollars is spent for this purpose there still seems to be room for improvement.

(10)



HARRIETT E. GREENE

Miss Harriett E. Greene, engineer since March 11, 1918, as Clerk in Engineering Department, passed away at home, 174 Clark Street, August 10, 1927, after an illness of a little over two weeks. She was the daughter of Izora and Charles Greene and besides her leaves several brothers and sisters. She mourned her loss. She was educated in Public Schools of Portland and considered a very efficient and capable Clerk.

Miss Greene was a member of St. Luke's Episcopal Church. Funeral services which were held Friday afternoon, August 12th, at her home, conducted by Rev. Kirby Webster, Curate of the Church. Interment was in the family plot at Forest City Cemetery.

JOSEPH BLAIS

Failing to heed in time the warning of a fellow workman, Joseph Blais, a member of a railroad construction

the word "can't" from our vocabulary unwillingness to do which it denotes our mind, and we'll find the rocky Dublin far less rocky than it was

WHO SAID IT?

When this *Magazine* all is grist that to our mill—but there is one class of communication that is always and without exception pitched into the wastebasket—horse races and communications. Horse races, dog fights, arguments and helpful discussions all arise from the one cause, difference of opinion and mighty few subjects less than two sides.

Our editor earnestly solicits communications from every member of the Maine Family on any subject under the sun which would be of interest to other members of the Family. Obviously, no guarantee can be made to print everything submitted, but careful attention will be given to one class of communications, the editorial ones, and these are filed under the heading above—where they belong.

The very first thing learned in the writing of this magazine is to respect confidences, and the editorial staff knows its duty in this respect. No one's name need appear in this column and will not be mentioned to anyone outside the editorial office unless they so desire, but the necessity for signing many communications is fundamental.

"Angry Ike" and others who have the right to pass along can do so with perfect confidence. Their names will go on the masthead, but at least they must come this way or else the wastebasket.

A 5-percent reduction in accidents by 1925 was the goal set three years ago by the Safety Section of the American Railway Association. An intensive campaign has been brought about over half the desired reduction.

Losses and damage claims on American railroads were last year the smallest ever recorded, considering increased traffic in 1924. But when nearly 40 million dollars are spent for this purpose there still seems to be room for improvement.



IN MEMORIAM



HARRIETT E. GREENE

Miss Harriett E. Greene, employed since March 11, 1918, as Clerk in the Engineering Department, passed away at her home, 174 Clark Street, August 10th, 1927 after an illness of a little over two months. She was the daughter of Izora and the late Charles Greene and besides her Mother leaves several brothers and sisters to mourn her loss. She was educated in the Public Schools of Portland and was considered a very efficient and competent Clerk.

Miss Greene was a member of the St. Luke's Episcopal Church. Funeral services which were held Friday afternoon, August 12th, at her home, conducted by Rev. Kirby Webster, Curate of that Church. Interment was in the family lot at Forest City Cemetery.

JOSEPH BLAIS

Failing to heed in time the warning shout of a fellow workman, Joseph Blais of Lewiston, member of a railroad construction

crew, met instant death at Farmingdale on July 14, when he failed to step out of the path of No. 64. One side of Blais' head was crushed.

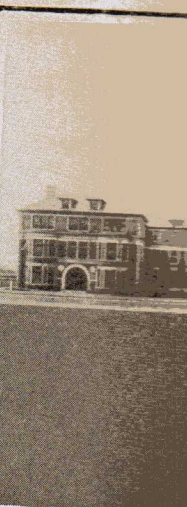
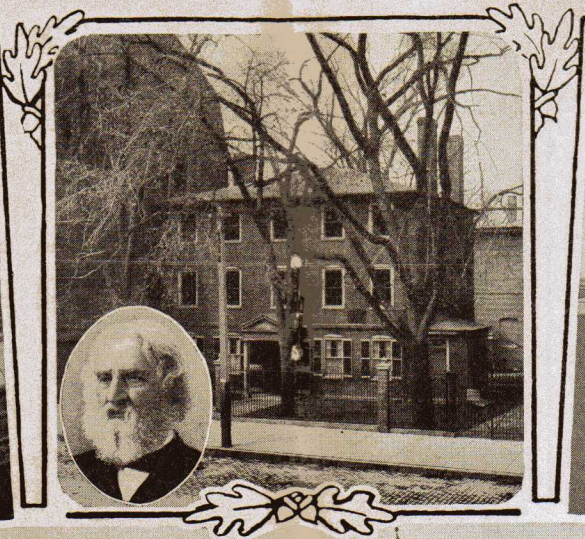
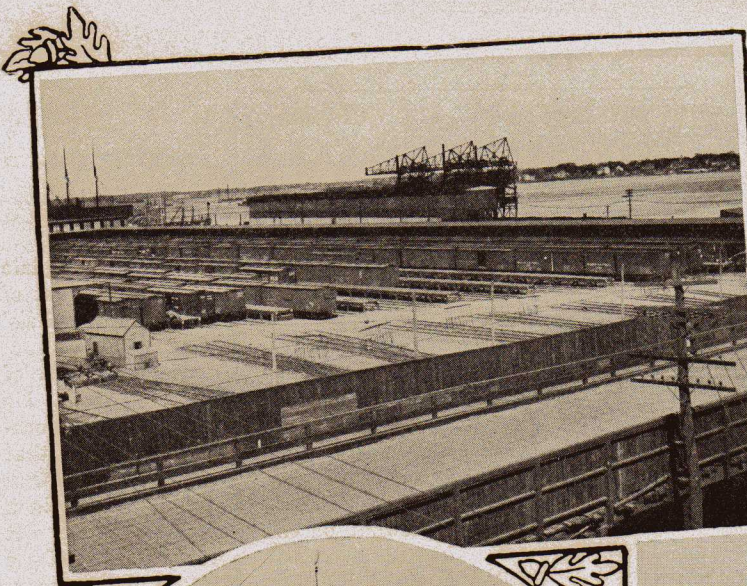
That the heat was the indirect cause of the young man's death is not unlikely. He is said to have remarked to another workman a short time before the accident that the heat made a person feel queer, and that gave rise to the belief that he was in a somewhat dazed condition when he met his death. Mr. Blais was a member of the section crew, of which P. Morin is foreman, working out of Brunswick, and was in Farmingdale installing a cross-over.

MICHAEL McDONOUGH

Michael McDonough, for more than twenty years employed as a section hand at Union Station, passed away at his late residence 19 Liberty Street, August 5th, after an illness of two months. He entered the service in July, 1906, and since that date had been in the employ of the Portland Terminal Company.

Born in County Galway, Ireland, Mr. McDonough came to this country nearly fifty years ago and settled in the western part of the city where he has always resided and was known to all both young and old. He is survived by his wife, five sons and three daughters, all of Portland. His son, Michael J., is employed by the Company as Freight Conductor, John A. in Baggage Room at Union Station and Simon P. was at one time an engineer.

Bouquets both floral and spiritual were many and beautiful from his many friends. A requiem mass was celebrated at St. Patrick's Church Monday, August 8th, Rev. Patrick Flannagan officiating. Burial in family lot at Calvary Cemetery.



PORTLAND

"The Forest City"—Population 76,000

UPPER Left, Portland Terminal Yards; Upper Center, Longfellow House and the Great Poet Himself; Upper Right, General Offices; Left Center, City Hall; Center, Union Station; Right Center, Scene in Deering Oaks; Lower Left, Harbor from Fort Allen Park; Lower Right, New Chamber of Commerce Building.