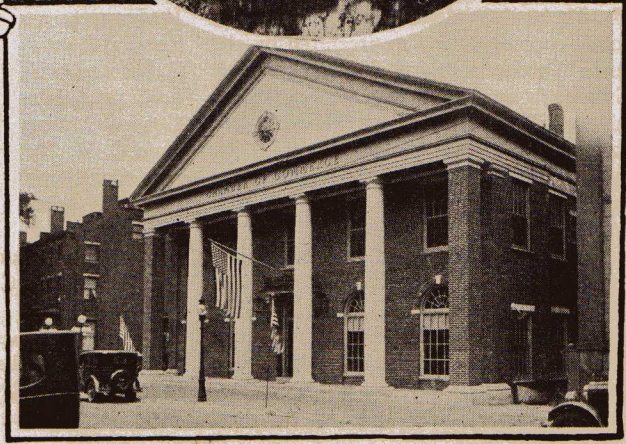


# PORTLAND

“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.





## Car Demurrage Experts 'Strangely' Entertained



**The Demurrage Group at the Strange Cottage**

The New England Car Demurrage Committee held its annual meeting on July 27th at the cottage of Superintendent of Car Service F. L. Strange at Pine Point, with Canadian members in attendance. The members arrived on morning trains and left in the evening, enjoying a wonderful shore dinner at the Moulton House, Dunston. Before the dinner a business session was held at which a unanimous resolution was passed urging that New England roads should have representation on the Demurrage Committee of the A. R. A.

On adjournment, party was transported to Mr. Strange's cottage in SamOset Motor Coach, a courtesy much appreciated by all. Later in the afternoon bathing was enjoyed on the beach and the heavy thunderstorm which came up may have affected the atmosphere but was totally unable to dampen the enthusiasm of the party.

Those present were: W. J. Collins and wife, Montreal, Manager Canadian Car Demurrage Bureau; W. Phelan and wife, Car Accountant C. P. Ry., Montreal; W. M. Hugill, Superintendent Car Service, Algoma Central & Hudson Bay Ry., Sault Ste. Marie, Ontario; R. F. Holland, Superintendent Car Service, Quebec, Montreal & Southery Ry., Montreal; A. G. Thoma-

son and wife, New England Roads Car Demurrage Commissioner, Boston; F. A. Kistler and wife, Secretary, New England Roads Car Demurrage Commission, Boston; G. C. Randall, District Manager, A. R. A., Boston; L. M. Ross and wife, Field Secretary, A. R. A., Boston; L. A. Anthony and wife, Superintendent Car Service, Boston & Albany, Springfield; W. H. Towne and wife and two boys, Asst. General Superintendent, Boston & Maine, Boston; F. A. Hortter, Car Accountant, Boston & Maine R. R., Boston; E. A. Lansing and wife, Delaware & Hudson, Albany; C. H. Noyes, Delaware & Hudson, Albany; F. H. Daggett and wife, Superintendent Car Service, Bangor & Aroostook, Bangor; W. H. Baker and wife, Car Accountant, St. J. & L. C., etc., Montpelier, Vt.; H. P. Crowell, General Manager, B. & M. L. R. R., Belfast; C. H. Sheehan, Vice-President, Eastman Car Company, Bangor; S. L. Stevens, Chief Clerk to Superintendent Car Service, Maine Central, Portland, and Mr. and Mrs. F. L. Strange, Superintendent Car Service, Maine Central Railroad.



### **They Have That**

Teacher—"Johnnie, what month has 28 days?"

Johnnie—"All of 'em."—*Allston Recorder.*

## Maine O

### Lime City Local

By A. R. PUGH

Back to the fold once more after months of unprecedented business.

Rockland and Thomaston's new try, the Lawrence Portland Cement is keeping the old pike very much in limelight these days with practical trainload of material arriving daily from 35 to 50 cars in and out of the yard each day. Yard Conductor Willie coat tails stand out straight from until 4 P. M. nowadays and he has no time to realize that he is supplying news for the *Magazine* has to take his shoes off twice a day the soles cool off and has run two crews ragged trying to keep pace with His supply of adjectives is increasing ever, and he will soon be in a position to make a few announcements.

#### **A Howling Success**

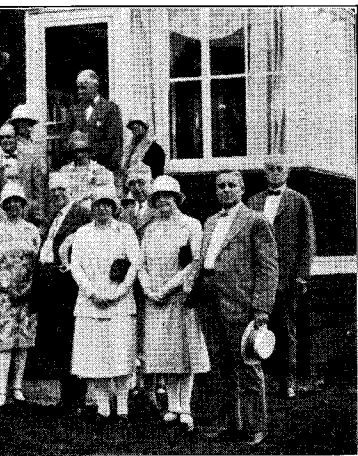
Foddy Karl attended the Old Excursion recently and it is reported he consumed so many hot dogs he barked all the way home, and can bark quite fluently now.

Cashier Fred Leach and General Comins are both sporting brand new Sedans. Both of them think they have a good car, but Barter and Check think that they have several more. They think coming their way if they have anything on his Lizzie of another tag. Bart has recently put a new Lizzie and she runs better than ever.

#### **May Move to Hollywood**

Pop McCurdy of the ticket office struts around in a spick-and-span grey struts around emulating a Hollywood Shiek these summer days. It is rumored that he has had several offers to enter the movies, and no doubt that

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Strange Cottage

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 Charge Commissioner, Boston; F. A.  
 and wife, Secretary, New England  
 Car Demurrage Commission, Bos-  
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 Boston; L. M. Ross and wife, Field  
 Office, A. R. A., Boston; L. A. Anthony  
 and wife, Superintendent Car Service,  
 Bangor & Aroostook, Bangor; W. H.  
 Towne and wife and two boys, Asst. General  
 Superintendent, Boston & Maine, Boston;  
 W. H. Mortter, Car Accountant, Boston &  
 Maine, R. R., Boston; E. A. Lansing and  
 wife, Delaware & Hudson, Albany; C. H.  
 and wife, Delaware & Hudson, Albany; F.  
 and wife, Gettysburg and wife, Superintendent Car  
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 and wife, Car Accountant, St. J. &  
 Albany, Montpelier, Vt.; H. P. Crowell,  
 and wife, Manager, B. & M. L. R. R., Bel-  
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♦ ♦

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# Maine Central Family

## Lime City Locals

By A. R. PUGH

Back to the fold once more after a few months of unprecedented business.

Rockland and Thomaston's new industry, the Lawrence Portland Cement Plant is keeping the old pike very much in the limelight these days with practically a full trainload of material arriving daily, and from 35 to 50 cars in and out of the plant each day. Yard Conductor Willie Stearns' coat tails stand out straight from 5 A. M. until 4 P. M. nowadays and he doesn't have time to realize that he is supposed to be creating news for the *Magazine*. He has to take his shoes off twice a day to let the soles cool off and has run two or three crews ragged trying to keep pace with him. His supply of adjectives is increasing, however, and he will soon be in a position to make a few announcements.

### A Howling Success

Foddy Karl attended the Old Orchard Excursion recently and it is reported that he consumed so many hot dogs that he barked all the way home, and can talk dog quite fluently now.

Cashier Fred Leach and General Agent Comins are both sporting brand new Dodge Sedans. Both of them think they have a good car, but Barter and Checker tells them that they have several more good things coming their way if they think they have anything on his Lizzie of ancient vintage. Bart has recently put a new top on Lizzie and she runs better than ever.

### May Move to Hollywood

Pop McCurdy of the ticket office blossoms out in a spick-and-span grey suit and struts around emulating a Hollywood Shiek these summer days. It has been rumored that he has had several offers to enter the movies, and no doubt that is his

intention just as soon as the Maine Central can get along without his services.

Miss Myra Lineken of this city is the new stenog at the ticket office and is fast developing into a competent railroader, thanks to the excellent tutelage of Pop. Funny how quickly Pop can get efficiency.

Lots of Summer tourists down here this year, and the passenger traffic is holding up in good shape. The out-of-staters seem to like this neck of the woods, for all our dog-day fogs; but just wait until the old Carleton Bridge is finished! We'll need double iron from here to Brunswick to handle things down this way. Let 'em come.

♦ ♦

## General Office Clerks Frolic at Dunstan

Wednesday, August 17, was a gala evening in General Office circles, being the occasion for the annual outing of the Maine Central General Office Lodge No. 374, Brotherhood of Railway Clerks. The entertainment consisted of one of the shore and steak dinners for which the Moulton House is famous, followed by dancing. Speeches were mercifully omitted, and all present voted the affair a complete success.

H. J. Foster acted as general chairman of the affair, ably assisted by George Peterson as treasurer, P. M. Glasscock as secretary and the following committees: Tickets, F. A. Moran, H. J. Foster, C. W. Anderson, R. M. Warford, W. H. Welch, E. V. Berrick, J. A. Orchard; Publicity, R. M. Warford, E. V. Berrick, J. H. Mallory; Music, J. Briggs, Mrs. Florence Farrington, F. Moran; Entertainment, L. Grant, B. Lowe, E. J. Nagle.



## Portland Terminal Notes

By GRACE M. KATON

Miss Ethel E. Armstrong of the Superintendent's Office has resumed her work after an enjoyable vacation spent at Halifax, Digby and St. John and Fredericton, combining a boat trip from Boston to Halifax, motor trip through the Annapolis Valley, visiting the Land of Evangaline, and various other points of interest of that locality.

Carle L. Wiggin, chief clerk to the superintendent, is away from his duties on a well-earned vacation of two weeks.

Miss Winnifred A. Mohan, switchboard operator, has been on a trip to Quebec and St. Anne, being there at the feast.

Mrs. Eleanor Frates Logue has been transferred to the time bureau at the Superintendent's office.

### Things Look Much Brighter

Painters are at work putting a coat of paint on the buildings of the freight house and offices, also the various smaller buildings in that locality.

Harry O. Noyes, Supervisor of Interchange and Per Diem, who has been away on a two-weeks vacation, is back at his desk again, feeling very much better.

John J. Farrell, Asst. General Foreman of the Freight House, who has been confined to his home account of a nervous breakdown, has so far recovered as to be able to go to St. John, N. B. We all hope he will gain his health and be back with the gang again soon.

The sympathy of all the Terminal force has been extended to two of our Freight Office workers during their trouble recently, Miss Grace V. Soule in the loss of her mother, and Miss Alice M. Perry, who has lost her father.

### McIntyre Less of a Stranger

George H. Skillings, Timekeeper at the Freight House, has been confined to his home account illness the past two weeks. His duties are being carried along by Freight Clerk Charles D. Atherton.

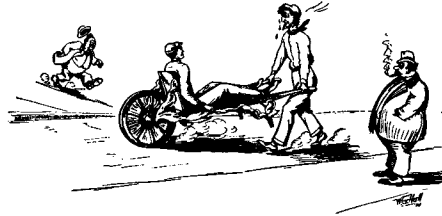
The office of Wharf Superintendent Carl B. McIntyre, that has been at 493 Commercial for a number of years, has been transferred to the building of the Freight Office, 468 Commercial Street.

Cornelius A. Feury, who has been in attendance at the Militia at Augusta, has resumed his duties at the Freight Office.

\* \*

## "Tip's" Tip Was Wrong

By A. E. BURDICK, Paymaster's Office



Dame Fortune turned her back on Conductor "Tip" Foster when he made a wager with Engineer "Gene" Winslow that Sharkey would win the fistic battle with Dempsey. According to the terms of the contract between these two gentlemen, the loser would give the winner a ride "a la wheelbarrow" from College Avenue Drug Store to the City Hall in Waterville.

Sharkey lost. "Tip" lost! "Gene" proceeded with glee and satisfaction to collect. Oh Yes! "Tip" paid:

BUT

Well, you see the natural and shortest route between these two points was via College avenue. Did "tip" proceed that way? No! In spite of vigorous protestations on the part of his passenger, he took the circuitous and round-about way via Front Street, and eventually arrived at his destination, much to the disappointment of his many and admiring friends who lined the lower end of College Avenue, and waited in vain. He says he did this on account of his retiring and modest nature, but we wonder!

Engineer "Big Bill" Hall hearing of the momentous event rushed home, grabbed a pen, and in his inimitable and artistic way, proceeded to portray the start of this famous ride, that it may not be forgotten, but be preserved for the annals of future history.



## It's the Smiles

By V. A. C.

I am glad to state that your correspondent spent his vacation in a quiet and dignified manner at Greenfield, Maine.

President Coolidge and I both picked some good hills and then went fishing. I have learned something about fishing. I am glad to pass along to the boys M. C. and I hereby give them permission to tell their relatives and friends, "The time to go fishing is when there's a smile around".

### Quite a Berry Picker

Clerk A. L. Applebee is now taking his annual vacation and is devoting a part of his time to picking berries. He loves to pick berries, preferably out of the bush.

Operator Bowley: Where is the best place to get hold of Signalman Spinny?

Signalman Coffin: By the collar and the seat of the pants.

Tourtillotte: Here is sixteen cases, but they must feel bad.

Messer: What are they?

Tourtillotte: (Facetiously) Sad Irons.

Messer: Huh, You'd be sad if so many were going to set you down on a stove.

### A Testimonial

The *Maine Central Magazine* is just what the magazine I would put out, if I were to give out a magazine, . . . so it *Must* be good.

Section Foreman Shorette: Hey, you got any brains?

Sectionman: Sure, Boss; I got brains, but they've never been used.

Clerk Preble: Mr. Haney, do you believe the point of saturation will be reached by the farmer?

Conductor Haney: Yes Sir.

Clerk Preble: On what product?

Conductor Haney: Hard Cider.

Operator Lavallee has been transferred to Waterville, being relieved by Operator Connell . . . We can't see where we got anything on that deal, but shuck and shive, say a fair exchange is no robbery.

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**It's the Smiles That Make Us Happy**

By V. A. CUNNINGHAM, Oldtown

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 dent spent his vacation in a quiet and dig-  
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President Coolidge and I both picked up  
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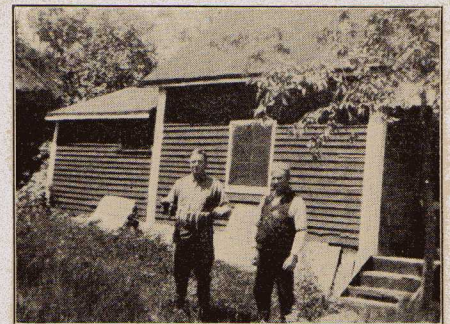
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 say a fair exchange is no robbery.

Operator Prouty: Did you have some  
 words with your wife?

Clerk Ashe: Yes, but I didn't get a  
 chance to use any of them.

Oldtown is having an electric switch in-  
 stalled at the east end of the double iron  
 and controlled from the ticket office, half a  
 mile away, we understand that this is the  
 first such switch on the M. C.



"V. A." Knows "Where They Is"



**General Office Notes**

George Dibblee, in Auditor of Agencies  
 office, recently handed around the cigars  
 on account of his engagement to Miss  
 Rhoda Whitney. At the present writing  
 the knot hasn't been tied, neither has the  
 writer received his stogie.

**Brand-New Tukey in Town**

H. Newhall Tukey of the Freight Claim  
 Bureau and Mrs. Tukey are receiving con-  
 gratulations on the arrival of a son, born  
 on Thursday, August 11th.

A recent marriage of interest is that of  
 Marion P. Willey and Harold W. Stevens  
 on August 27th. Mrs. Stevens is stenog-  
 rapher in the office of Comptroller A. J.  
 Raynes.

Thomas McMulkin, draftsman, has re-  
 cently resigned.

Charles Craigie has resigned his position  
 in the Time office.



Doris Richardson in Auditor of Payrolls Twitchell's office was married on August 13th to Raymond H. Roussin.

Lester Marston, recently in a bad accident at Tukey's Bridge, has returned to his duties in the office of Auditor of Freight Accounts.

**Will Herbie "Renig?"**

Miss Gladys M. Greeley, formerly in the Freight Claim Bureau, and Superintendent of Car Service Office, was a recent visitor in the building.

At the present writing, Herbie Clough, who took the Sharkey end of the Big Scrap, has failed to fulfill his obligation to our genial Lawrence Halcrow.

George McCrum, first trick operator in W. R. Office, has recently been laid up with stomach trouble.

George Caldwell, in General Passenger Agent's Office, has returned to work after an illness of three weeks.



**General Office Team Battles Gamely On**

A brief review of the ball games played by the Maine Centrals, managed by John Goud of the General Offices, sad to relate, shows the team at this writing to be near the bottom of the ladder in the Portland Twilight League.

In all, eleven games have thus far been played with three games won and eight lost and a percentage of .273. The majority of the games were lost by only one or two runs. This sort of thing happens in the best regulated families. Someone is bound to win and if John's team hadn't crashed through, the opponents were bound to. Sounds logical, so guess it must be the reason for our team coming out on the short end.

Several times a shake up has had to be made the last minute in the line-up, but the following players have been regular stand-bys all summer: C., Simpson; P., McGouldrick, Embleton or Kenney; 1 B., Merritt & Marston; 2 B., Levesque, Cressey or Welch; S. S., Thompson; 3 B., Smart and Stull; L. F., Cressey and Wilson; C. F., Oberg; R. F., McGouldrick and Goud.

The scores of different games follow:

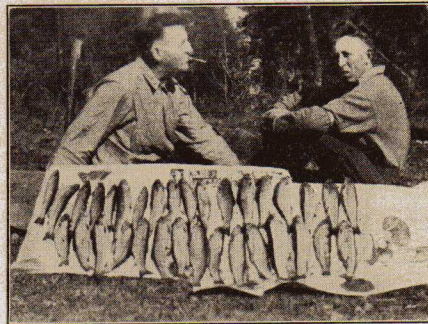
June 7	M.C. 1	C. Nat. 2
14	M.C. 4	Rigby 6
21	M.C. 11	Falmouth 3
28	M.C. 4	Glenwoods 7
July 5	M.C. 2	Y. M. H. A. 8
	M.C. 2	Milliken Tomlinson 3
	M.C. 3	N. E. T. & T. Co. 2
	M.C. 2	Rigby 5
	M.C. 2	Falmouth 1
Aug. 2	M.C. 5	Glenwoods 6
9	M.C. 5	Milliken Tomlinson 6

Manager Goud, in reviewing the season, emits the following wail: "Poor umpiring cost us two games by wrong decisions at Home Plate. I had nothing to start with, and had to keep trying out players, until I could find capable ball players, but, now I consider I have as good a team as there is in the League and next season, I expect to have a much better team to start the season."



**Here's Another Fellow Who Knows the Place**

By C. H. LEARD, Bangor



**Who Says the Fishing is All Gone in Maine?**

The picture shows a part of two days' catch of square tail trout caught recently at Frost Pond by Wm. Rice (on the right) employed at Bangor Engine House, and his father-in-law, Mr. Roy Blackman of Glenn Falls, N. Y. Mr. Blackman was for a number of years an employee of the Delaware & Lackawanna R. R.



**Our Pulpwood**



**More "Grist" for the Paper M**

We handled 411 more cars of wood in Portland during July, 1922 we handled during same month in Longshoremens worked 24 hours a day loading the cargos from steamers at No. 3. and mill. The wood was come to S. D. Warren Co. of Cumberland International Paper Co. of Livermore Oxford Paper Co. of Rumford and H. worth & Whitney Co. of Waterville.

**Another Wheelbarrow Ride**

The Dempsey-Sharkey wheelbarrow fever extended as far east as Bangor are informed by our correspondent, Leard of Bangor. He tells of a one half mile wheelbarrow ride enjoyed by J. Potvin, who was for a number of years a fireman on the Portland Division then promoted to night foreman at Bangor Engine House where he was until two or three years ago.



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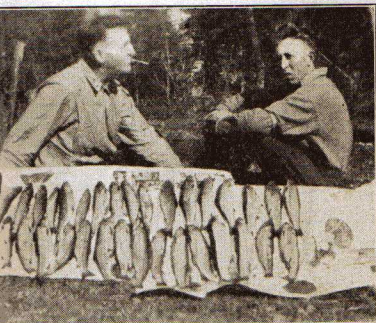
- 7 M.C. 1 C. Nat. 2
- 4 M.C. 4 Rigby 6
- 1 M.C. 11 Falmouth 3
- 8 M.C. 4 Glenwoods 7
- 5 M.C. 2 Y. M. H. A. 8
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- M.C. 3 N. E. T. & T. Co. 2
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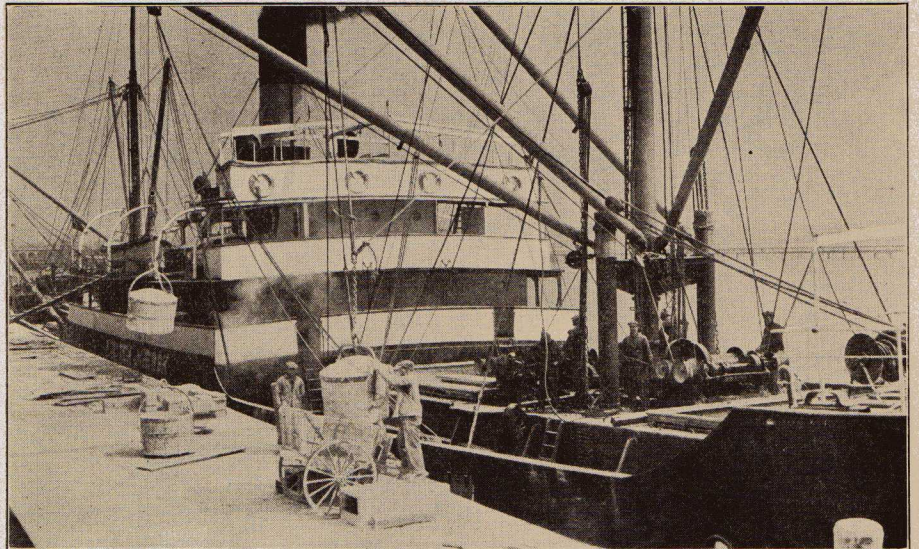


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The picture shows a part of two days' of square tail trout caught recently at East Pond by Wm. Rice (on the right) employed at Bangor Engine House, and his brother-in-law, Mr. Roy Blackman of Glenn, N. Y. Mr. Blackman was for a number of years an employee of the Delaware & Lackawanna R. R.



## Our Pulpwood Business Is on the Increase



More "Grist" for the Paper Mills—Discharging China Clay at Wharf No. 3

We handled 411 more cars of pulpwood in Portland during July, 1927, than we handled during same month in 1926. Longshoremen worked 24 hours a day unloading the cargos from steamers at Wharf No. 3. and mill. The wood was consigned to S. D. Warren Co. of Cumberland Mills, International Paper Co. of Livermore Falls, Oxford Paper Co. of Rumford and Hollingsworth & Whitney Co. of Waterville.

Figures compiled by F. L. Strange, Superintendent of Car Service, show that 3,373 cars were handled over our lines for the month of July, as against 2,275 of last year.

A good business is also being done in cargos of clay, sulphur, and coal that comes into Portland by boat consigned to points on or via Maine Central.



## Another Wheelbarrow Ride

The Dempsey-Sharkey wheelbarrow fever extended as far east as Hampden, we are informed by our correspondent, C. H. Leard of Bangor. He tells of a one and a half mile wheelbarrow ride enjoyed by E. J. Potvin, who was for a number of years a fireman on the Portland Division and then promoted to night foreman at the Bangor Engine House where he was located until two or three years ago.

### "C. B. and Quby"

The G. M. & N. NEWS reports the following as an actual example of ethiopian railroad comment.

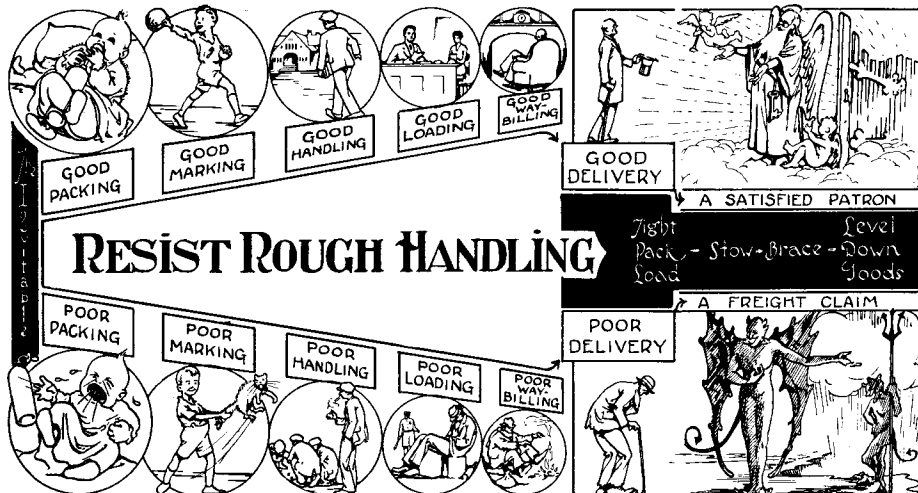
"Mose," said the first darcy, "What all dis I hears about dat C. B. & Q. Railroad connectin' up wid de G. M. & N.? Whar's it run to, anyhow?"

"Ignunce," replied Mose, "nuthin is zactly what you don't know, much as you been hoboin' and ridin' cars. Dat's de Cincinnatti, Birmingham and Cuby."



## The Five Ages of Freight Claim Prevention

Idea By E. H. HILL, Traveling Agent



## Large Party Left Behind at Newport Junction

"Babe" Lowe of the General Offices, Revision Bureau, recently vacationing at Sebec Lake, on her homeward trip motored down to Newport Junction to catch No. 18 but alas, arriving at said depot found that



"Bill" Edeveen's fast express had just departed or to be more exact was just pulling out from the station as "Babe" hove into sight.

Waving her hands frantically and shouting at the top of her voice to STOP the train she aroused the entire neighborhood but all in vain—No. 18 kept right on puffing. "Well," says she, "I'll make the blooming train yet and show that Conductor a thing or two."

To make a long story short, leaving out some of the names called our genial Conductor Edeveen, "Babe's" machine, hired for the occasion, raced the train from Newport Junction to Burnham Junction before she was able to catch it and get aboard.

From all reports the entire train crew on this eventful morning were laid right out in lavender. Conductor Edeveen still maintains that he did not see or hear her cries at Newport Junction or would have gladly pulled the air, but some low-minded persons are said to doubt his sincerity.

♦ ♦

Anxious Young Father (as doctor appears from sick room)—"Him or she?"  
 Doctor—"No. Them."

—Wall Street Journal.

(20)

## Railroads At Last Brought Into The Charmed Circle



### "Deck Boys" Will Recognize Tired Feeling

A fellow feeling for the chap who put over free publicity for the Paramount Pictures prompts us to announce a motion picture entitled "Tell It to the Boys" will have a nation-wide release in September. In this picture, as announced by the Paramount Publicity Department, for the first time a film comedy has been made against a background of locomotive rails. The picture is said to have been made with the full cooperation of the Southern Pacific and its employees.

♦ ♦

## Baseball Flourishing at Rigby Terminal

By J. F. DUNN

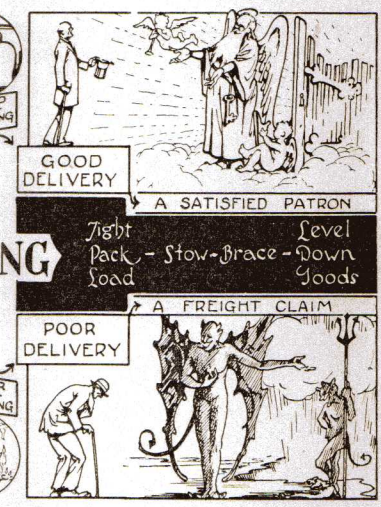
Hello, folks of the Maine Central Terminal Family, we of Rigby are a minute with a little of our adventures in the Sport World. Thus far in the year of 1927, not as a matter of boasting just to make record for all concerned, Rigby folks sallied forth late in their fourth season on the baseball field with the same old vigor and enthusiasm that is characteristic of doings at this terminal of which there is a small amount left. The ball club was again composed of the old gang that has tasted of the fruits of victory so often in the past.





## Claim Prevention

Traveling Agent

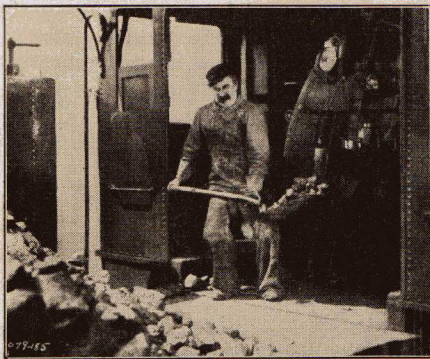


Edeveen's fast express had just del... or to be more exact was just pulling... from the station as "Babe" hove into...  
...ing her hands frantically and shout... the top of her voice to STOP the... she aroused the entire neighborhood... l in vain—No. 18 kept right on puff... "Well," says she, "I'll make the... ing train yet and show that Con... a thing or two."  
...make a long story short, leaving out... of the names called our genial Con... Edeveen, "Babe's" machine, hired... e occasion, raced the train from New... nction to Burnham Junction before... as able to catch it and get aboard.  
...m all reports the entire train crew on... ventful morning were laid right out... tender. Conductor Edeveen still... ains that he did not see or hear her... at Newport Junction or would have... pulled the air, but some low-minded... as are said to doubt his sincerity.

...ious Young Father (as doctor appears... ick room)—"Him or she?"  
...tor—"No. Them."  
—Wall Street Journal.



## Railroads At Last Break Into The Charmed Circle



### "Deck Boys" Will Recognize this Tired Feeling

A fellow feeling for the chap who tries to put over free publicity for the Paramount Pictures prompts us to announce that a motion picture entitled "Tell It to Sweeney" will have a nation-wide release late in September. In this picture, asserts the Paramount Publicity Department, for the first time a film comedy has been laid against a background of locomotives and rails. The picture is said to have been made with the full cooperation of the Southern Pacific and its employees.

## Baseball Flourishing in Rigby Terminal

By J. F. DUNN

Hello, folks of the Maine Central and Terminal Family, we of Rigby are in for a minute with a little of our adventures in the Sport World. Thus far in the season of 1927, not as a matter of boasting but just to make record for all concerned, the Rigby folks sallied forth late in May on their fourth season on the baseball pasture with the same old vigor and enthusiasm that is characteristic of doings at this point of which there is a small amount left. The ball club was again composed of the same old gang that has tasted of the fruits of victory so often in the past.

### Coach Emery Whipped Them into Shape

Those to answer the call included Capt. Syd. Dunningham, Frankie Woodbury, Jerry Flaherty, Don Smith, and Johnnie Finn, to whom were added Gerald Lord and Sammy Hinds of South Portland High, Buddy Carey from the Car Dept., "Bo" McMillan, Demerino and Lavigne. A few weeks later Phil Pearson and "Mossy" Goan returned to the fold together with "Pat" Coughlin. "Coach" Fred Emery, the old stand-by, again headed this gang on the field, whipping them into a fairly decent looking ball club.

After a couple of scrub games the club plunged into the Portland Twilight League, an organization of such clubs as the New England Telephone Co., "John Goud" and his Team (Maine Centrals), Canadian Nationals, Tigers, Milliken & Tomlinson's and various others. The gong sounded and the boys were off.

### The Season's Record

A record of our adventures to date is as follows:

June 7	Rigby	0	Falmouth Ath. Club	0
14	"	6	Maine Centrals	3
21	"	5	Y. M. H. A.	4
28	"	5	N. E. T. & T. Co.	0
July 6	"	12	East Deering	6
8	"	1	Canadian Nationals	2*
19	"	5	Glenwood A. C.	1**
22	"	6	Mill.-Tomlinson's	7
			(Game ques. 3½ in.)	
26	"	0	Tigers	1*
29	"	8	Falmouth A. C.	6
Aug. 2	"	9	Maine Centrals	7
5	"	?	Y. M. H. A. ?	
			(They won)*	
12	"	1	East Deering	5*
15	"	9	Canadian Nationals	4

For the benefit of those who might read, you will note that \* denotes the games lost. The \*\* (Glenwood game) was won but was protested and ruled thrown out, to be re-played, to which decision Rigby protested and there it stands. The Milliken & Tomlinson game is in the soup but as yet the game stands against us.

### Going Ahead Full Steam

Coach Emery has the boys close in hand, keeping the club going ahead at full steam.



Rigby sat in the Sun berth until meeting the ferocious Tigers, wherein they took an awful tumble but have since bettered their position and had the pleasure of pulling the same stunt on our second cousins, the Canadian Nationals, in their home pasture on Aug. 15.

Next month the race will be over and perhaps our story will be more joyful; we are in fourth place and chances look pretty good towards moving up the ladder.



## Memories of a Wild Night

George A. Grant, Machinist's Helper, Bangor Engine House, Has Thrilling Experience

On the night of Sept. 26, 1923, as Mr. Grant was driving up Union street, Bangor, in his motor car, he was astonished to see a big bull moose coming down the street and headed straight for the car. The moose instead of sidestepping the car, evidently became angered at its glowing headlights, taking them for eyes of a challenging monster, and charged the car viciously, with lowered antlers, smashing the headlights and windshield and smashing one wheel. Splinters of glass entered Mr. Grant's eye, ruining the sight.

The moose continued on two blocks to the business section of the city, passing the Bangor House, where a distinguished party, including U. S. Senator Moses of New Hampshire, was staying, and thence to the railroad bridge over Kenduskeag stream, where in attempting to jump overboard it became entangled in wires and fell into some cribwork, being so badly injured in the fall that it was shot by the police.

Mayor Day took the visiting statesmen to witness the fate of the moose and an exciting time was had by all. Incidentally, a Boston man staying at the Bangor House, who had been ill with the grippe, was first to see the moose coming down Union Street and when he informed the clerks of his discovery they thought he was delirious, carried him to his room and sent for the doctor. "What kind of a town is this" yelled the Boston man—"here I see a wild thing about 12 feet tall racing down the street and you say I'm crazy?" When others verified the strange story it was concluded that it was Bangor, not Boston, that was crazy.—*Bangor Commercial and C. H. Leard.*

\* \*

## Conductor F. E. Curtis Convalescing

Conductor F. E. Curtis on July 30th was taken to the Eye and Ear Infirmary at Portland to be operated on for gallstones. He is now improved enough to have returned to his home and is rapidly recovering.

\* \*

## On the Cover

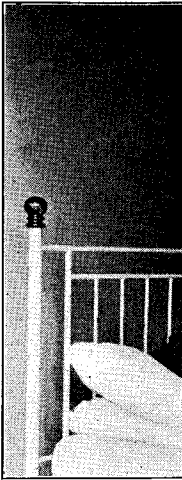
This month's cover of the *Magazine* shows one of the many trout pools on the Sandy River in the vicinity of Reddington, Maine, reached via Maine Central to Farmington, S.R. & R.L. to Carrabasset, thence stage, or by the Kennebago Branch to South Rangeley, steamer to Rangeley and thence stage.

( 22 )



## \$500 To Policy

THE Travelers Insurance Company has recently delivered a check in the amount of \$500 to Trackman Albert D. Smith, 1123 Congress St., Portland, for an accident costing the loss of an eye which occurred while Mr. Smith was performing his duties as trackman on Section A in the Portland Terminal Yards.



Trackman Smith  
H. H. R.

Mr. Smith was taken to the Maine Eye and Ear Infirmary. Mr. Smith was injured on March 17, 1897, and entered Maine Central Hospital, December 26, 1918.

The number of claims paid to members of the Maine Central Family, July 2 to August 18th, holders of group insurance policies, is 13 less than last month's and compared with the June figures shows a decrease of 33.

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

Name	Location	Department
<i>General Office</i>		
Georgetta S. Bunker	Aud. Disbursements	
George C. Caldwell	Gen. Pass. Agent	
Thelma Melchoir	Aud. Frt. Accts.	
Samuel Spires	Supt. Mot. Power	
<i>Engineering Department</i>		
Albert D. Smith	Portland	
John Dugan, Sr.	Portland	
Michael McDonough	Portland	
Walter Z. Wood	So. Portland	
Algernon Eastman	Bemis,	
Raymond E. Grindell	Pittsfield	
E. H. Linscott	Nobleboro	
Frank A. Nason	W. Farmington	
Jerry Putvin	Lewiston	



moose continued on two blocks to business section of the city, passing the Bangor House, where a distinguished party, including U. S. Senator Moses of New Hampshire, was staying, and thence to the covered bridge over Kenduskeag stream, where in attempting to jump overboard it became entangled in wires and fell into the water, being so badly injured in the fall that it was shot by the police. Mr. Day took the visiting statesmen to witness the fate of the moose and an interesting time was had by all. Incidentally, a Boston man staying at the Bangor House, who had been ill with the grippe, was first to see the moose coming down Union Street when he informed the clerks of his hotel that they thought he was delirious, and took him to his room and sent for the doctor. "What kind of a town is this?" asked the Boston man—"here I see a wild moose about 12 feet tail racing down the street and you say I'm crazy?" When the doctor verified the strange story it was concluded that it was Bangor, not Boston, as was crazy.—*Bangor Commercial and Courant.*

\* \*

## Conductor F. E. Curtis Convalescing

Conductor F. E. Curtis on July 30th was taken to the Eye and Ear Infirmary in Portland to be operated on for gallstones. He is now improved enough to be returned to his home and is rapidly recovering.

\* \*

## On the Cover

This month's cover of the *Magazine* shows one of the many trout pools on the Kennebec River in the vicinity of Reddington, which is reached via Maine Central to Bangor, S.R. & R.L. to Carrabasset, or by the Kennebec stage, or by the Kennebec Branch with Rangeley, steamer to Rangeley and thence stage.



## \$500 To Policy Holder For Loss Of Eye

**T**HE Travelers Insurance Company has recently delivered a check in the amount of \$500 to Trackman Albert D. Smith, 1123 Congress St., Portland, for an accident costing the loss of an eye which occurred while Mr. Smith was performing his duties as trackman on Section A in the Portland Terminal Yards.



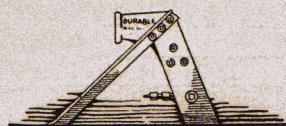
Trackman Smith Receives \$500 Check from Roadmaster H. H. Robinson, while Wife and Babe Look On

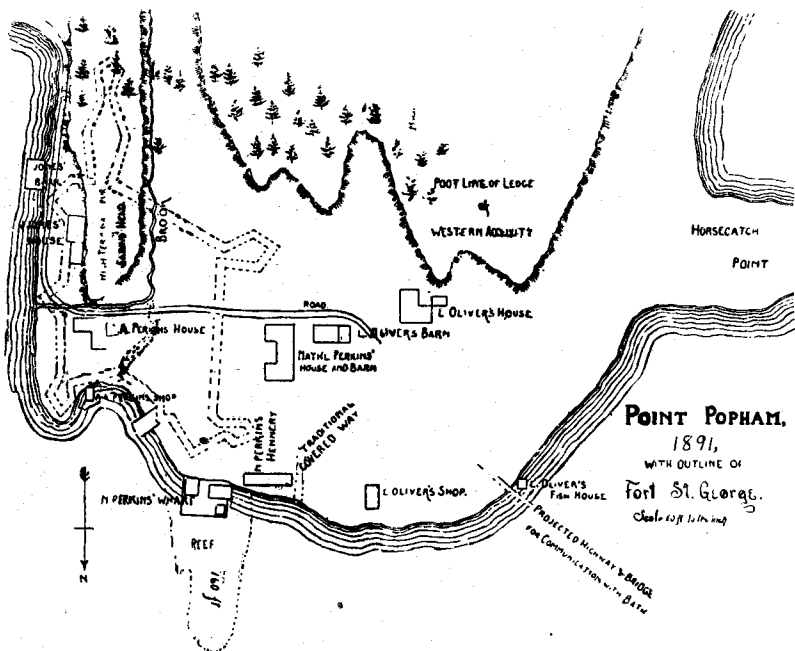
Mr. Smith was taken to the Maine Eye and Ear Infirmary. Mr. Smith was born March 17, 1897, and entered Maine Central service, December 26, 1918.

The number of claims paid to members of the Maine Central Family, July 20th to August 18th, holders of group insurance policies, is 13 less than last month's reports and compared with the June record, shows a decrease of 33.

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

Name	Location	Reason
<i>General Office</i>		
Georgetta S. Bunker	Aud. Disbursements	Sickness
George C. Caldwell	Gen. Pass. Agent	Sickness
Thelma Melchoir	Aud. Frt. Accts.	Sickness
Samuel Spires	Supt. Mot. Power	Accident
<i>Engineering Department</i>		
Albert D. Smith	Portland	Accident
John Dugan, Sr.	Portland	Sickness
Michael McDonough	Portland	Sickness
Walter Z. Wood	So. Portland	Sickness
Algernon Eastman	Bemis,	Sickness
Raymond E. Grindell	Pittsfield	Accident
E. H. Linscott	Nobleboro	Sickness
Frank A. Nason	W. Farmington	Sickness
Jerry Putvin	Lewiston	Sickness
Henry G. Wright	Gardiner	Sickness
Frank W. Ward	Gorham	Sickness
<i>Motive Power Department</i>		
E. H. Coleman	Brunswick	Sickness
James E. Connors	Bartlett, N. H.	Sickness
Joseph Feluche	Rumford	Sickness
P. A. Milliken	Brewer	Sickness
Gerald Baker	So. Portland	Sickness
Edward Colton	Portland	Sickness
Mark P. Flaherty	So. Portland	Sickness
Peter S. Griffin	Portland	Sickness
Michael Nee	Portland	Sickness
Bernard M. Stewart	Portland	Accident
Cleophar Vincent	Portland	Sickness
Clyde L. Whitten	So. Portland	Sickness
<i>Stations</i>		
Moses Butler, Jr.	Waterville	Sickness
F. H. Carroll	Freeport	Sickness
W. L. Dwellley	Newport	Sickness
Chas. E. Keene	Bangor	Sickness
Archie E. Phelps	Rumford	Sickness
Joseph Poulin	Waterville	Accident
Arthur W. Dodge	Bangor	Accident
Harold V. Lyons	Hellsworth	Sickness
<i>Trainmen</i>		
Deola O. Berry	Lancaster	Sickness
Ralph E. Hall	Calais	Accident
Rankin R. Anderson	Portland	Accident
Samuel P. Barnett	Portland	Sickness
Charles H. Eye	Calais	Sickness
Chester W. McKeil	China	Accident
Charles E. Young	Lancaster N.H.	Sickness
<i>Portland Terminal Transportation</i>		
Atwood T. Brackett	So. Portland	Sickness
Oscar A. Curran	Portland	Accident
John J. Kelley	Portland	Sickness
Walter W. Sawyer	Portland	Sickness
Holden Turner	So. Portland	Sickness





**THE SITE OF FORT SAINT GEORGE**  
**Erected by Captain George Popham in 1607**

## Historic Spots Along Our Lines

**L**OCATED on the south shore of Atkins Bay, a small body of water in the present town of Phippsburg, on the west side of the Kennebec River, or as it was called by the early navigators, Sagadahoc River. This bay is an inlet from the river about half a mile wide, and one and a half mile in length.

Records show that on the 20th of August, 1607, Captain Popham and his followers landed at this historical spot and began to fortify themselves against the Indians. Excerpts from an old draft of the completed fort, show regular laid walls of stone masonry and three gates. There is a trench around a portion of the enclosure. The inside shows nine pieces of mounted ordnance, sixteen houses and buildings besides a storehouse and church.

In the southeast angle of the fort is a high bluff or cliff. Just west of the cliff in the southeast angle of the fort a stream is represented running through the fort, emptying into the water on the north side. A garden plot was located at the west and surrounded by an iron fence. Length of the Fort was 350 feet and width 250 feet.