

*Maine
Central
Employees'
Magazine
October 1927*



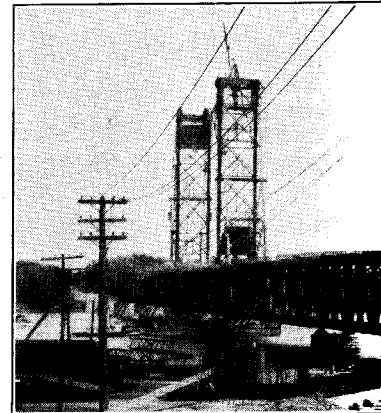
Maine Central
Watch Bath

By A. H. MORRIS

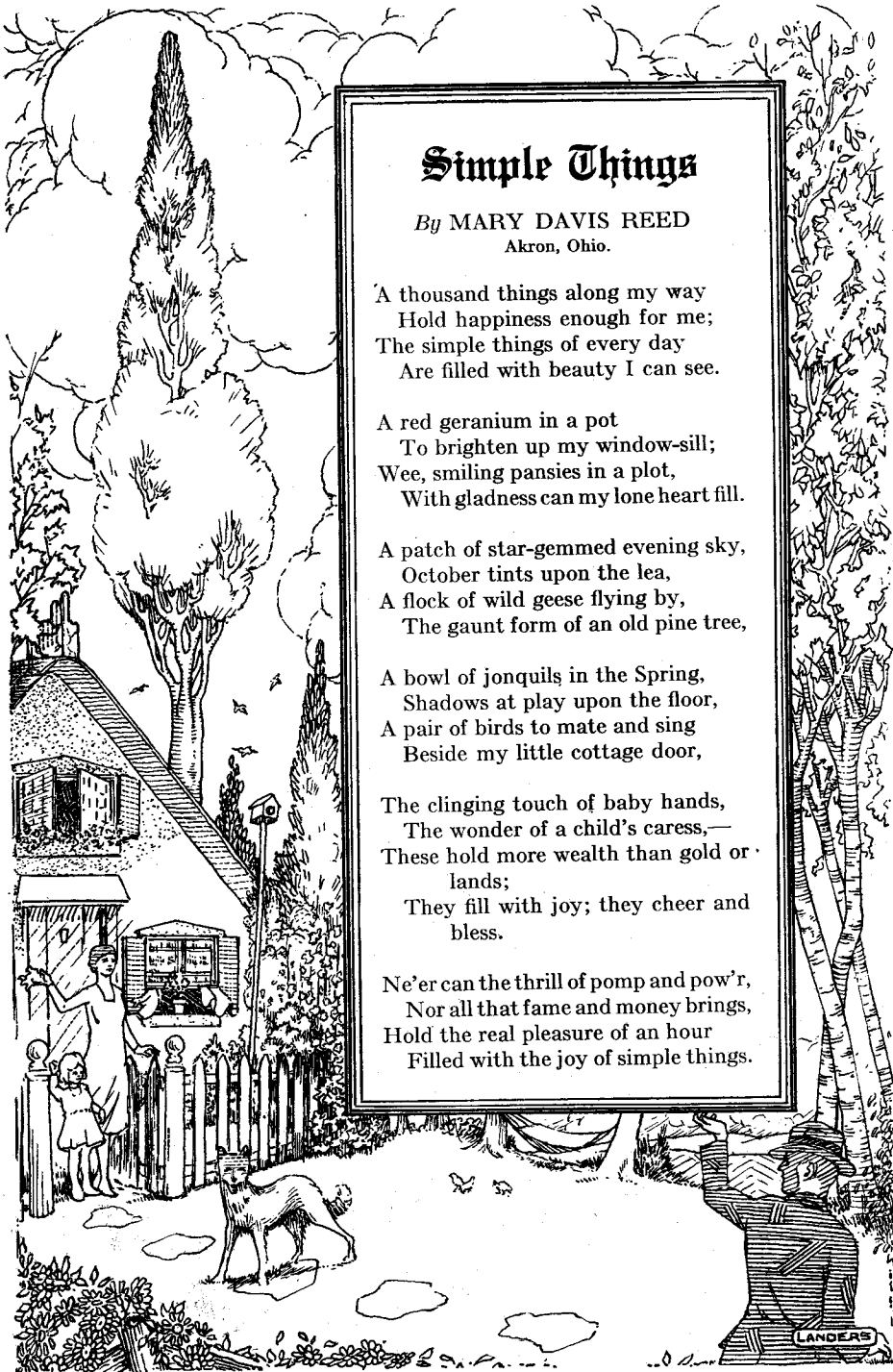
MUCH has been said and written of the splendid achievement of the Foundation Company and of the McClintic-Marshall Company in connection with the Bath Bridge project, but little has been heard of the part played by our Company.

Access to the structure required the construction of 4100 feet of new track on the Woolwich side of the river. This involved the construction of two overhead and one track bridge, grading for stationing at Arrowsic Road and the moving of the Woolwich station to its new location.

Contract for the grading which included rock cuts of a total length of 1300 feet and an average depth of 10 feet, was let to the Lathrop and Company of New Haven, Conn.



Present View of Bridge a



Simple Things

By MARY DAVIS REED
Akron, Ohio.

A thousand things along my way
Hold happiness enough for me;
The simple things of every day
Are filled with beauty I can see.

A red geranium in a pot
To brighten up my window-sill;
Wee, smiling pansies in a plot,
With gladness can my lone heart fill.

A patch of star-gemmed evening sky,
October tints upon the lea,
A flock of wild geese flying by,
The gaunt form of an old pine tree,

A bowl of jonquils in the Spring,
Shadows at play upon the floor,
A pair of birds to mate and sing
Beside my little cottage door,

The clinging touch of baby hands,
The wonder of a child's caress,—
These hold more wealth than gold or
lands;
They fill with joy; they cheer and
bless.

Ne'er can the thrill of pomp and pow'r,
Nor all that fame and money brings,
Hold the real pleasure of an hour
Filled with the joy of simple things.



Simple Things

DAVIS REED
Winton, Ohio.

Flowers along my way
are just as good for me;
the joys of every day
and the beauty I can see.

Peace in a pot
upon my window-sill;
roses in a plot,
these can my lone heart fill.

A gemmed evening sky,
upon the lea,
geese flying by,
the arm of an old pine tree,

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to play upon the floor,
to mate and sing
at the little cottage door,

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LANDERS

Maine Central Does More Than Watch Bath Bridge Construction

By A. H. MORRILL, Engineer of Construction

MUCH has been said and written of the splendid achievement of the Foundation Company and of the McClintic-Marshall Company in connection with the Bath Bridge project but little has been heard of the part played by our Company.

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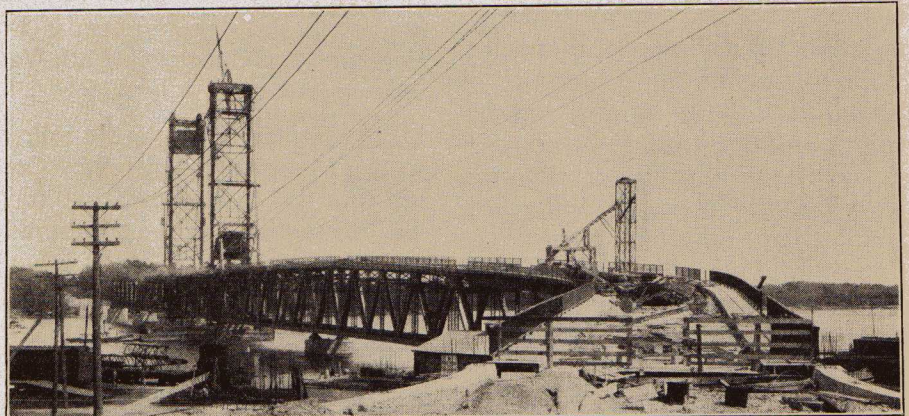
Contract for the grading which included rock cuts of a total length of 1300 feet and an average depth of 16 feet, was let to the Lathrop and Shea Company of New Haven, Conn., and

for nearly a year men, air, dynamite, and steam have been picking away at this slow and difficult work which was finally completed on September 5th, after the removal of no less than 27,000 cubic yards of rock and earth.

On the Bath side, the plans called for the raising of the baggage building, platform, paving and tracks to adjust them to the bridge level.

No track work could be done on the Woolwich approach until after the grading had been completed and it was not desired to disturb the existing facilities at Bath until after September 1st.

On August 20th Engineer Maintenance of Way C. S. Robinson, General Supervisor H. W. Stetson, Signal



Present View of Bridge and Highway Approach from Bath End



Steam Shovel at Work in Woolwich Railroad Cut

Superintendent M. Sutherland, Superintendent Bridges and Buildings P. N. Watson and Roadmaster J. H. Brooks commenced the mobilization of their forces for the final drive. On this date Extra Gang Foreman Peter Desjardin, with 30 trackmen, were moved to Woolwich, their duty being to distribute material and make ready for laying the permanent track. On September 6th Extra Gang Foreman Augustus Cloutier with 40 laborers moved into Bath to make the necessary track changes at that point.

On September 7th Supervisor of Signals F. E. Avery arrived with his crew to install the signal system.

These forces were further reinforced by bridge crew under F. C. Brackett and later by bridge crew under H. L. Coombs. These latter crews are engaged in placing the ties and guard timber on the lower deck of the bridge structure.

Material for ballast was transported from Walnut Hill pit on the Lower Road and was ferried at night.

Contract for moving the Woolwich station to its new site has been let to Senator F. W. Carleton and following the example of the McClintic-Marshall Company this will be done by flotation, the building being loaded on lighter and floated along shore to a point near its final location.

At the present writing the permanent track on the Woolwich approach is practically completed, track is in place on the bridge as far as the steel is erected, the signal system is well along and the changes in Bath Yard are progressing.

It is planned to have the railroad part of the work completed by October 10th and it is hoped that trains will be running over the structure by the end of the month.

The engineering work has been done under direction of our engineering department, Chief Engineer B. T. Wheeler; the field work being in charge of Assistant Engineer Construction H. W. Shepard.

Use Of Better Its Economy D

By CAROLL

THE economy in the use of quality coal for railroad operation is largely dependent on operating efficiency. Its use opens

a much larger field for saving in many directions, and places greater responsibility upon the individual. At the same time it places before him better opportunities to bring about direct saving, and also to render

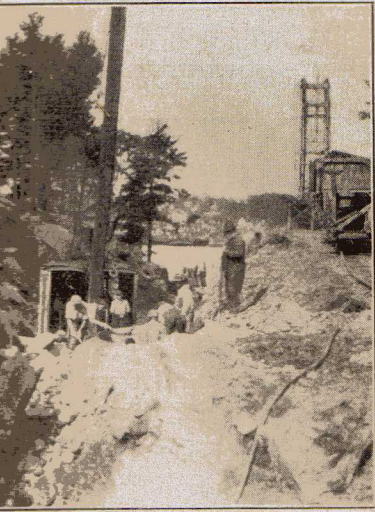


Caroll Frazer

the patrons of our Railroad reliable and consistent service which in turn, helps bring more business to the Railroad by having a satisfied public. It also creates in some conditions larger possibilities for wastelighting the labor of those who are satisfied to follow the line of least assistance at the expense of the pile. I am glad to say that the number in this class is very limited.

Through the month of April, a large part of the coal used by

Freight Service		
	Lbs. per 1000	Gross Ton Miles
	1926	1925
April	142	127
May	134	123
June	127	107
July	136	135



Woolwich Railroad Cut

Contract for moving the Woolwich on to its new site has been let to F. W. Carleton and following example of the McClintic-Marshall Company this will be done by the same method, the building being loaded on a barge and floated along shore to a point near its final location.

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It is planned to have the railroad ready for operation by October 1st and it is hoped that trains will be running over the structure by the end of the month.

The engineering work has been done in the direction of our engineering department. Chief Engineer B. T. Carleton; the field work being in charge of Assistant Engineer Conner and H. W. Shepard.



Use Of Better Coal Brings Results Its Economy Depends on Efficiency

By CAROLL FRANK, Fuel Supervisor

THE economy in the use of high quality coal for railroad operation is largely dependent on greater operating efficiency. Its use opens up a much larger field for saving in many directions, and places greater responsibility upon the individual. At the same time it places before him better opportunities to bring about direct saving, and also to render



Caroll Frank

the patrons of our Railroad more reliable and consistent service which, in turn, helps bring more business to the Railroad by having a satisfied public. It also creates in some directions larger possibilities for waste, by lightening the labor of those who are satisfied to follow the line of least resistance at the expense of the coal pile. I am glad to say that the number in this class is very limited.

Through the month of April, 1927, a large part of the coal used by loco-

motives on the main line between Rigby and Bangor was the new Island Creek coal, other parts of the system continuing to use the old coal. During May a still greater percentage of the Island Creek coal was used, and the amount was relatively increased through June and July.

The record of coal consumption for four months of 1927 compared with the same period in 1926 is shown in the table below.

Substantial Saving This Year

The first three months show a very substantial saving for 1927 over 1926; the month of July, 1927, shows an increase over the three previous months, influenced to some extent by heavy movement of pulpwood over sections where coal consumption is always high.

A record has been kept of average time used by freight trains running between Rigby and Bangor, taking train using shortest time and train using longest time in each 24 hour period.

The following shows comparison between the same period in 1926 and 1927:

	Freight Service		Passenger Service	
	<i>Lbs. per 1000 Gross Ton Miles</i>		<i>Lbs. per Pass. Car Mile</i>	
	1926	1927	1926	1927
April	142	127	19.2	19.
May	134	125	17.	17.2
June	127	107	15.2	13.
July	136	135	15.3	14.3



Trains using shortest time

1926 1927
 8 hrs. 22 min. 8 hrs. 2 min.

Trains using longest time

1926 1927
 12 hrs. 16 min. 8 hrs. 45 min.

Trains making quick movement show decrease of 20 minutes; trains running longer time show a decrease of 3 hours, 31 minutes.

This comparison clearly shows that average time of trains longest on the road has been reduced, so that it is not much more than average for those making the run in the shortest time.

One More Comparison

There is one more comparison which perhaps may be used to measure the general performance better than others and that is the gross tons handled per train hour.

Following is comparison for four months 1927 with same period 1926:

	1926	1927
April	12,447	14,425
May	12,639	13,955
June	12,636	12,944
July	12,165	12,161

By studying this it will be noticeable that when the number of tons handled per hour changes in either direction, the fuel consumption will be influenced also. Trains moving at high speed but with low tonnage will increase fuel consumption, while trains moving at relatively low speed with heavy tonnage will decrease fuel con-

sumption, except where tonnage is so high that dependable movements are impossible.

Stops Stop Fuel Records

This compels us to face certain fundamental requirements, namely to keep tonnage at all times in all trains as near the maximum as possible, and to keep the speed as high as is consistent with regulations governing train movements. When referring to speed it must be kept in mind that it is not the excessive speed between any two points that counts, but the average speed from terminal to terminal. The one most important factor necessary to produce this requirement is to eliminate stops. When stops have been reduced to the minimum the one most effective means to reduce fuel consumption has been accomplished.

The record of performance as outlined clearly indicates that there are many advantages in using high quality coal. It is dependable and creates in the minds of all a feeling of confidence and permits prompt and consistent operation under all normal conditions. The element of uncertainty is eliminated, and delays become very unusual.

It must always be kept in mind that the kind of coal railroads buy will be determined by the profits and efficiency it produces and this depends upon the care and attention its use receives from each individual.



"What's you?" asked Donald, newly arrived in Canada.

"That is a moose."

"Weel, if you's a wee bit moose, show me one of your auld rats!"—*The Rounds.*

First Cat—I hear you had an addition to your family, Mrs. Cat; was it a boy or a girl?

Second Cat—Oh, just six of one and a half-dozen of the other.—*Lehigh Burr.*



**Main Line Employ
 and Stage S**

By J

A MOVEMENT is on foot among employees of the main line running into Portland, the Offices and the Portland Terminal come better acquainted with one another with the goal being a common understanding and a basis of cooperation.

Conductors' Ladies Led the W

In the Spring, the Ladies Auxiliary Order of Railway Conductors, which entertain some of its grand officers in Portland, ran upon the happy thought of a general get-together of the railroad workers and about Portland and extended attention to the various organizations connected with the road to appoint committees to meet at a given time and consider a proposition.

In response to this call were found representatives of the Order of Railway Conductors; the Brotherhood of Railway Trainmen, Lodges No. 82 and No. 41; Brotherhood of Railway and Steam Freight Handlers, Express and Ship Employees; Lodges No. 152 and No. 153; and the Brotherhood of Locomotive Men and Enginemen; together with auxiliaries of the Trainmen and the Firemen and Enginemen. After a few preliminary meetings of these representatives a good time was held at Pythian Temple Sunday, May 8th, when more than 100 folks gathered to participate in the festivities.

Officers Are Elected

As it was quite necessary to have a head and tail to the general committee members elected officers as follows: Chairman, Gilbert H. Powers; Vice-Chairman, George O. Peterson, Secretary, Blanche Lowe; and Treasurer, Leroy McIntire.

In cleaning up the details, the members of the general committee were again brought together and before long there was talk of Field Day. The talk increased and brought about action and more a



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 2nd Cat—Oh, just six of one and a dozen of the other.—*Lehigh Burr.*

Main Line Employees Form Social Organization and Stage Several Get-Togethers

By JOHN F. DUNN, Rigby

A MOVEMENT is on foot among the employees of the main line service running into Portland, the General Offices and the Portland Terminal to become better acquainted with one and other with the goal being a common understanding and a basis of cooperation.

Conductors' Ladies Led the Way

In the Spring, the Ladies Auxiliary to the Order of Railway Conductors, which was to entertain some of its grand officers in Portland, ran upon the happy thought of a general get-together of the railroad workers in and about Portland and extended an invitation to the various organizations connected with the road to appoint committees to meet at a given time and consider such a proposition.

In response to this call were found representatives of the Order of Railway Conductors; the Brotherhood of Railroad Trainmen, Lodges No. 82 and No. 417; the Brotherhood of Railway and Steamship, Freight Handlers, Express and Station Employees; Lodges No. 152 and No. 374; and the Brotherhood of Locomotive Firemen and Enginemen; together with auxiliaries of the Trainmen and the Firemen and Enginemen. After a few committee meetings of these representatives a grand good time was held at Pythian Temple on Sunday, May 8th, when more than 400 folks gathered to participate in the festivities.

Officers Are Elected

As it was quite necessary to have some head and tail to the general committee, the members elected officers as follows: Chairman, Gilbert H. Powers; Vice-Chairman, George O. Peterson, Secretary, Miss Blanche Lowe; and Treasurer, Leroy B. McIntire.

In cleaning up the details, the members of the general committee were again brought together and before long there was talk of a Field Day. The talk increased and soon brought about action and more action

which in turn culminated in a definite settlement and a complete program for the first annual field day of the Association of Railway Organizations at Odd Fellows Park on Thursday, August 4th.

This event was a complete success. Beginning at about 10.30 o'clock the crowds started to assemble at the Park and throughout the day and evening it was a constant come and go. A program of sports furnished much amusement for the kiddies who participated and for the grown-ups who looked on. This side of the field day functioned during the day and was brought to a close with a twilight ball game between the Boston and Maine Club from the uptown office and the Rigby Club of the Portland Twilight League. Cards were enjoyed by the ladies.

The most important item of the day was the EATS. The kitchen opened early where a force of volunteers under the direction of Harry Lord prepared to feed the multitude. At 12.30 the dining room was opened and then the fun began. From the viewpoint of those in the dining room nobody got anything to eat and from the viewpoint of those in the kitchen everybody in the dining room was backing-up. But aside from that, a shore dinner was advertised and a SURE dinner was passed out.

The Feeding of the Multitude continued throughout the afternoon, letting up around four o'clock, then came second multitude and until the final round, at 8 P. M., the Big Parade went on. Following the eats, the orchestra got to work with snappy numbers of those weird strains of modern jazz which drove the folks young and old about the dance floor, going through the strangest exercises that one has seen in many a day. The party broke up at a late hour.

Five hundred and thirty-six were accounted for but, as children were exempt from tickets, it was estimated that over seven hundred people sat down at the tables exclusive of the committee.



Actual Formation of Club

Note the last few words "exclusive of the committee". No, the poor committee inhaled their dinner the day of the event and at the next meeting the members decided to go some place together where they might get something for their own consumption. On Tuesday evening, August 30th, the majority of the committee and several of the folks motored to the Moulton House where they were well taken care of by "Doctor" Harlow. At this occasion came the actual formation of the Railroad Workers Social Club with all present becoming charter members. The Charter is to remain open for six months to any and all em-

ployees of the road in and about Portland.

At the next regular meeting of the club which will occur Thursday evening, Oct. 6th, at Pythian Temple at 8 o'clock, a definite name will be selected, by-laws will be adopted, and officers elected. A sub-committee has been appointed to prepare a social program for that evening. This will enable any and all who are interested in the project to affiliate themselves with the club.

Thus we see what has resulted from the motion presented in a regular meeting of the Ladies Auxiliary of the Order of Railway Conductors, by Mrs. Lowe, who may rightly be called the mother of the movement.



Train Rules and Train Orders

By M. F. DUNN, Train Rules Examiner

Extra Trains

The rules define an extra as a train not authorized by a time table schedule. In other words, it is a train created by train order and may be designated as extra for any train except work train extra which is called a Work Extra.

Order No. 1

"Eng. 501 run extra Waterville to Bangor and return to Newport."

This order provides for a movement from a specified station to a point in advance and return to an intermediate point, keeping clear of regular trains in accordance with the rules, and the train must run to the second-named station before starting on the return trip to fulfill this order.

Order No. 2

"Eng. 501 run extra Newport to Bangor and return to Waterville."

No such form is provided in the Standard Code and this is not considered a proper order for the reason that it authorizes the train to return over a section of track not covered on the going trip. If such a movement is desired, the order should read as follows:

"Eng. 501 run extra Newport to Bangor and Bangor to Waterville."

Order No. 3

"After arrival of Extra 601 East at Waterville, Eng. 602 run extra Waterville to Brunswick."

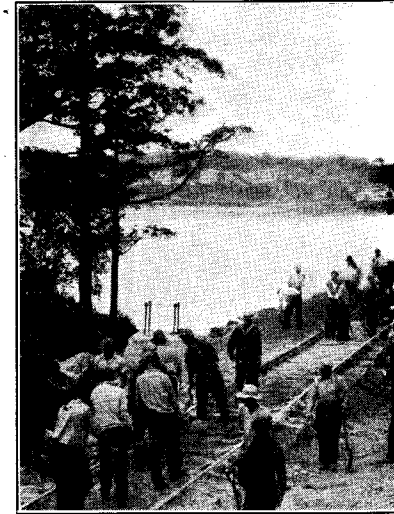
Extra 602 cannot leave Waterville on this order until Extra 601 has arrived. If the Dispatcher wished to advance Extra 602 on Extra 601 it would be necessary to annul the order to Extra 602 and issue a new running order to Extra 602 with a meet on Extra 601.

When an extra has completed a trip the order is fulfilled and if the same engine and crew are used on another trip, they may retain orders annulling schedules or sections received on previous trip, but cannot use run late or wait orders, or orders to run ahead of other trains previously received.

Order No. 4

"Eng. 502 works extra 6.30 six-thirty A.M. until 4.30 four thirty P.M. between Waterville and Oakland."

This authorizes a train to work on single track between the points and times named, protecting against extra trains in both directions and clearing the time of regular trains. All extras receiving this order must run expecting to find the Work Extra working under flag protection.



Track Forces Laying R
Note the Small Connecti
This Will Reach Fro

If the order reads "not protecting against extra trains" such trains must protect against the Work Extra. All extra trains entering working limits must have a copy of the order held by the Work Extra. The Work Extra must protect or run expecting to find the Work Extra protecting as indicated by the order.

Order No. 5

"Eng. 502 works extra 6 six A.M. until four P.M. between Waterville and Vassalboro, not protecting against extra trains."

Order No. 6

"Work Extra 502 protects against Extra 450 East between Vassalboro and Waterville after 1.30 one-thirty P.M."

Order No. 7

"Work Extra 502 clears Extra 450 West between Vassalboro and Waterville after one-thirty P.M."

When Order No. 5 is issued it is not expected that there will be any extra trains run between the points named, but if it becomes necessary to run an extra through the working limits while Order No. 5 is in effect, an order similar to order No. 7 will be issued to both trains.

Order No. 6 allows the Work Extra to work under flag protection after 1.30 until Extra 450 shows up.

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Train Orders

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Order No. 3

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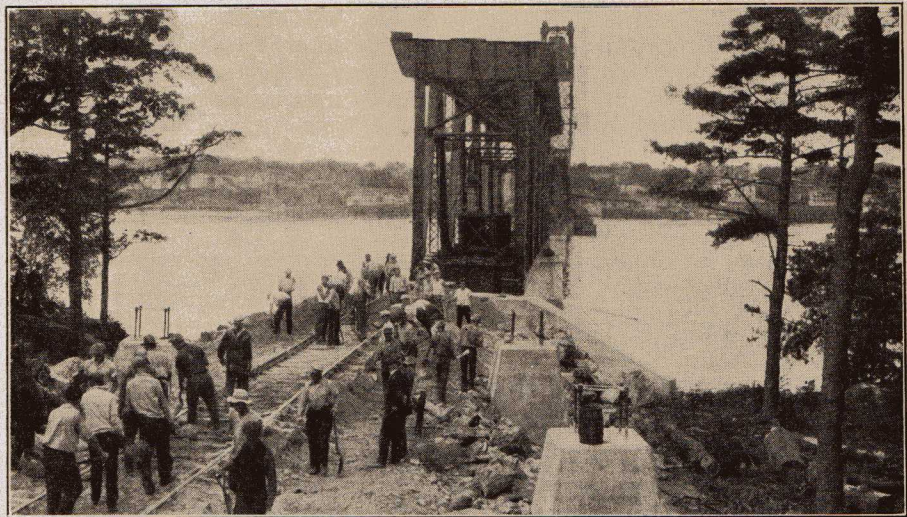
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Track Forces Laying Rail at Woolwich End of Bath Bridge
 Note the Small Connecting Span Inside the Large Span (No. 7).
 This Will Reach From River Pier to Shore Abutment.

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 effect, an order similar to order No. 6 or
 No. 7 will be issued to both trains.

Order No. 6 allows the Work Extra to
 work under flag protection after 1.30 P.M.
 until Extra 450 shows up.

Order No. 7 requires the Work Extra to
 be clear of main track at 1.30 P.M. and
 until Extra 450 has passed. Extra 450 can-
 not enter the working limits before 1.30
 P.M. on either order and must then run
 expecting to find the Work Extra clear or
 protected as the order may require.

Order No. 8

"Eng. 503 works extra 7 seven A.M. until
 4 four P.M. between Clinton and Pittsfield,
 not protecting against extra trains except pro-
 tect against Extra 610 West after 9 nine A.M."

This order gives the Work Extra right
 to work between the points and times
 named protecting only against Extra 610
 West after the time specified and keeping
 clear of regular trains. If a Work Extra should
 pass an Extra which they previously had
 orders to protect against, the work extra
 must again protect against such extra.

Order No. 9

"Work Extra 601 has right over all trains
 between Waterville and Oakland 6 six P.M.
 until 10 ten P.M."

This form of order is issued in case of a
 derailment or washout or whenever it is
 desired to give the Work Extra exclusive
 right of track, and no train can enter the
 working limits until the order expires or
 has been annulled. If used on double



track, the Work Extra may move in either direction on the track or tracks specified.

Order No. 10

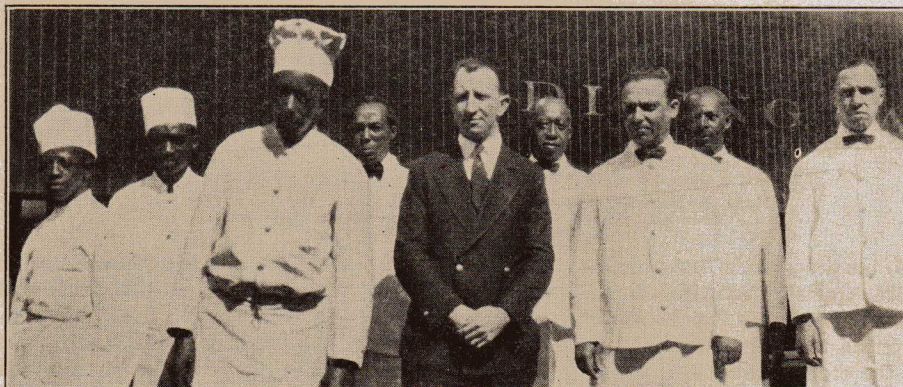
"Eng. 410 works extra on both tracks 2 two P.M. until 6 six P.M. between Waterville and Clinton."

This is a double track order and author-

izes Eng. 410 to use both tracks, protecting against eastward extra trains while on eastward track and against westward extras on westward track and keeping clear of regular traips. Work extras on double track must move with the current of traffic unless otherwise directed.



Dining Car Forces Make Our Passengers Happy



It is a well known fact that a contented person, be it male or female, is one that has just finished a delicious meal. During the past summer we can truthfully assert that many such persons have travelled over our rails.

The above picture shows one of our dining car crews lined up at Bangor Union Station in charge of Steward J. A. Shepley. This crew all summer has operated dining car between Portland and Bangor on Bar Harbor Express trains Nos. 153 and 156.

Their last trip was made on September 25th. Another crew in charge of Steward G. B. Dowley operated dining car between Portland and Rockland on New York-Rockland Express trains Nos. 53 and 80. Their last trip was made from Rockland on September 18th. Commissary J. S. Coombs is in charge of this service.

Men in the photo above, reading from left to right, are as follows: Third Cook James Lee; Second Cook C. Richardson; Chef W. W. Rice; Waiter W. H. Davis;

Steward J. A. Shepley; Waiter William Simpson; Waiter P. H. Baskerville; Waiter Thomas Dowling and Waiter George O. Harris.

Now that the season is over and dining cars are "no more" until next summer the migration to warmer climes will soon take place, the majority of the men transferring to the A. C. L., the S. A. L. and the Florida East Coast Rys.



Quite a Barge

The Santa Fe is now using a new barge between Richmond, San Francisco and Oakland, California, the first steel barge ever built on the Pacific coast. She is 268 feet long and has three tracks which hold fifteen cars. It is alleged that the real pre-war stuff was used to christen the barge, which may or may not account for the large and enthusiastic crowd of Santa Fe officials which attended the performance.



MAINE CENTRAL Employees' Magazine

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"For, By and About Maine Central Employees" Published Each Month by the Maine Central Railroad Company devoted to the interests of the company and its employees.

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General Offices
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Howard R. Bean, Freight A

Communications by members of the Maine Central family, and by all others interested are solicited. They may be forwarded "R. R. 1" should be addressed to magazine headquarters Room 111, 222-242 St. John Street, Portland

EDITORIALS

BOTH ESSENTIAL

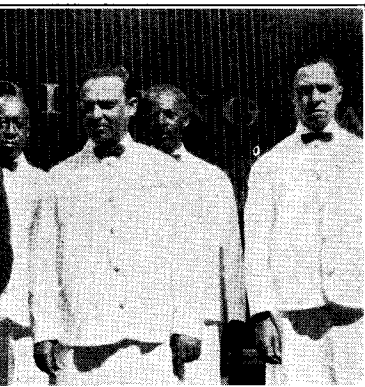
The next two pages are devoted pictorial record of a few individuals selected at random from among our many true representatives at a few of the stations over the System. Much has been written about the Station Agent and those residents of the Railroad who meet the public day after day at the same position.

Too much, perhaps, one member of the Family-remarks, for he raises the question whether train crews are not more important than station forces in our job of maintaining satisfactory public relations. When I



ng. 410 to use both tracks, protecting
t eastward extra trains while on east-
track and against westward extras on
ard track and keeping clear of regular
Work extras on double track must
with the current of traffic unless
ise directed.

Passengers Happy



and J. A. Shepley; Waiter William
on; Waiter P. H. Baskerville; Waiter
s Dowling and Waiter George O.

that the season is over and dining
e "no more" until next summer the
on to warmer climes will soon take
he majority of the men transferring
A. C. L., the S. A. L. and the Florida
oast Rys.



Quite a Barge

Santa Fe is now using a new barge
n Richmond, San Francisco and
d, California, the first steel barge
uilt on the Pacific coast. She is 268
ng and has three tracks which hold
cars. It is alleged that the real
r stuff was used to christen the
which may or may not account for
ge and enthusiastic crowd of Santa
ials which attended the performance.



MAINE CENTRAL Employees' Magazine

Vol. IV OCTOBER, 1927 No. 10

"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
Miss A. Z. Donahue, *Freight Office*
C. D. Atherton, *Freight Office*
Joseph D. Rourke, *South Portland*
John F. Dunn, *Rigby*

Eastern Division
J. L. Riggie, *Superintendent's Office*
C. H. Leard, *Bangor Mot. Pow. Dept.*
C. A. Jefferts, *Bangor Car Dept.*
P. N. Carson, *Bangor Ticket Office*
V. A. Cunningham, *Oldtown*
R. H. Johnson, *Woodland*
E. F. McLain, *Calais*
S. A. Frost, *Eastport*
H. D. Davis, *Vanceboro*
T. S. Kelley, *Kingman*

Portland Division
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*

General Offices
A. W. Sawyer, *Motive Power Dept.*
Howard R. Bean, *Freight Accounts*

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Family remarks, for he raises the question
whether train crews are not more important
than station forces in our job of maintaining
satisfactory public relations. When he tells

us which he'd rather do without—his heart
or his lungs, we'll answer his question.

Train crews, station forces, section crews,
shopmen, clerks, call boys, executives—all
and more than these perform a vital func-
tion, without which our Road would soon
become but a streak of rust.

All these groups are important and all
merit a place in our *Magazine*, in which a
prominent page is reserved in future issues
for other groups in other branches of the
Service.

CAUSE AND EFFECT

Nothing happens of itself alone. The net
operating income of American railroads
showed an increase in 1926 over 1925. In
1926 the average daily movement of freight
cars was 30.4 miles, nearly two miles a day
greater than in 1925. With the average
receipts figured at 1.1 cents per ton-mile,
this meant over a third of a billion dollars
in added revenue for American railroads.
Based on the average operating ratio, the
gain from this speeded movement of freight
cars accounts for 96.5 per cent of the in-
creased net operating revenue.

Quicker movement of freight cars—this
benefits each and every one of us, whether
we draw wages or salaries or dividends, for
wages and salaries and dividends in the
long run rise and fall with railway net
operating income.

A revolution in the safety and comfort
of passenger equipment has taken place
before our eyes. In 1920 Class I railroads
had about ten thousand more wooden pas-
senger-train cars than all-steel and steel
underframe cars. At the end of 1926 we
find a complete reversal, with 11,000 more
all-steel and steel under-frame cars than
wooden cars.

American railroads paid 394 million dol-
lars in taxes in 1926 and only 355 million
to stockholders.

The way you say, "Hello", when the
phone rings is often as important as how
you answer an inquiry.

Opinions may be all right in their place—
but that's generally some place else. The
man who rings the bell is the man who
knows.



1



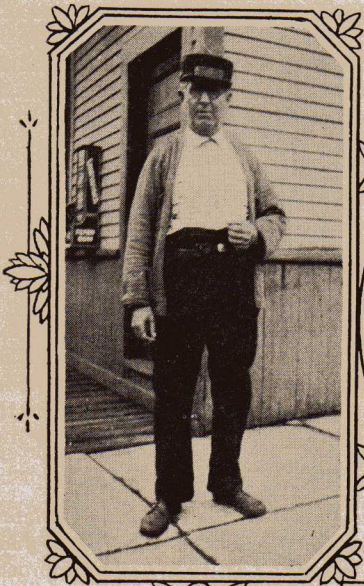
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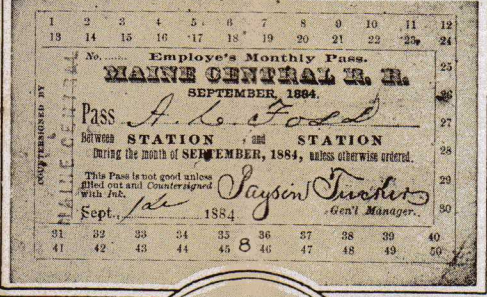
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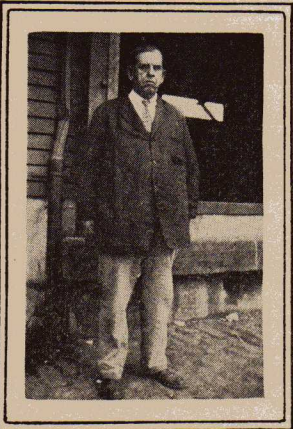
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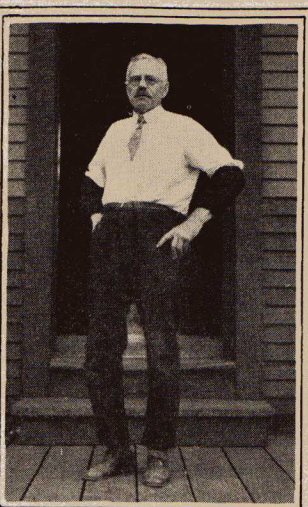


Some Active Old-Timers

Upper row left to right, Eugene Harrington, Baggage-master, Rockland; A. H. Durgin, Operator, North Conway; A. Dutille and J. Ramsay, Baggage Master and Assistant, Waterville; R. B. Bishop, Ticket Agent, Winthrop; and A. C. Foss, Agent, Mechanic Falls.

Middle row, O. P. Goss, Baggage-man, Mechanic Falls; E. C. Douglass, Agent, Hallowell; A. W. Gray, Freight House Foreman, Lewiston Upper; E. W. Stevens, Freight Checker, Hallowell; and J. H. Wright, Baggage-master, Gardiner.

Lower row, John Flynt, Freight House Foreman, Auburn; J. C. Murphy, Operator, Hallowell; J. M. L. Bates, Freight Agent, Gardiner; and F. H. Gray, Agent, Wiscasset.

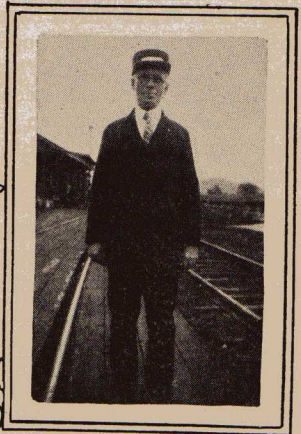
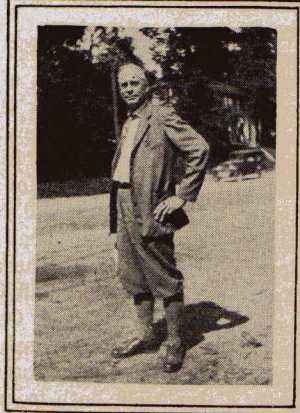


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Maine Central Family

Traffic Tip Cards Offer Fine Chance to Maine Central Boosters

S. O. S! S. O. S!!! to all members of the Maine Central Family along the line from Beecher Falls to Eastport, from Kineo Station to Vanceboro, from Rockland to Bridgton Junction and along the narrow gauge to Harrison. We want more "Tips" and we want them badly. The little cards are not coming as well as expected and it looks as though agents, operators, sectionmen, brakemen, enginemen, ticket sellers, baggagemen, clerks, freight handlers and all concerned are falling down on the job by not going after this phase of soliciting business as it should be done.

Instead of sitting back in the office chair waiting for the spirit to move, why not go gunning for some "biz", and when you locate a find, whether it be a shipment of freight or a passenger train haul, jot the dope down on the card and send it in to Portland. The card is all addressed and it will not take more than a couple of minutes to give us the entire story. The result may mean much to the Company.

Every tip that comes in is promptly attended to, and the employee's name goes on record as a "go-getter", a booster for the M. C. R. R. If it is a freight "tip", Freight Traffic Manager Eaton immediately sends out one of his travelling men to follow up the information received, visit the interested party and give any information such as best routing, freight rates and details not generally known by the average shipper. If a passenger tip, General Passenger Agent M. L. Harris gets busy.

A recent tip by Agent H. J. Rand at Harrington secured for us two passengers over the Mountain Road Portland to St. Johnsbury, enroute to Minneapolis, Minn.

It was just like finding the money, for without the "sales effort", made possible by Agent Rand's tip, these passengers would have traveled "against" our long haul.

Since the last report, the following have sent in valuable tips: Rate Clerk Lester R. Grant, G. F. A., Portland; Agent C. D. Shannon, Olamon; Operator R. Palmer, Burnham Jct.; Clerk and Operator T. G. Kelley, Kingman; Wm. Butler, Dover-Foxcroft; Section Foreman Harry L. Clark, Solon; Agent H. J. Rand, Harrington; Agent G. R. Humphrey, Gray; Clerk V. A. Cunningham, Oldtown; Baggage Master Jos. Desroche, Rumford; Carman Winfield H. Hanscom, S. Portland Shops; Agent H. T. Miles, Etna; Clerk E. J. Bourque, Corinna.

* *

B. & O. Centenary

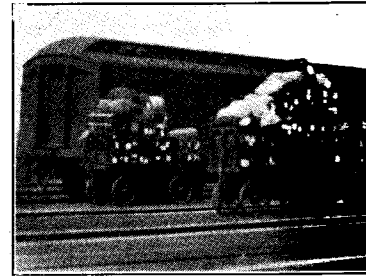
One of the most notable events in the railroad history of America, and probably of all time, will be commemorated at Halethorpe, a suburb of Baltimore, Md., when the Baltimore & Ohio Railroad will celebrate its one-hundredth birthday with a Centenary Exhibition and Pageant, September 24 to October 8.

This event will cover in many ways the development of rail transportation and will be well worth the attendance of all those who find it possible to be present. With the Baltimore & Ohio as host, than which there is none more hospitable and genial, the anniversary will undoubtedly be in a class by itself, both from the standpoints of instruction and entertainment.

(14)



Returning Tourists



The above picture shows just a portion of baggage handled at P. Union Station during the exodus of tourists the last few days in August holiday rush on Labor Day.

The amount of trunks, suitcases

Here Lies T

By V

Baggagemaster Cy Messer picked up a pair of false teeth in C yard and later Conductor George picked up a glass eye in about the place. These family heirlooms are in office and will be delivered to the owners on proof of ownership.

Agent Dennis has suggested enough additional parts can be found we make a new Clerk.

Operator Prouty replied that a was needed would be a good solid wood.

To the Clerks on the Maine Central wish to say that I resented this in that should bring gratification and to the hearts of all Clerks; the last from the hospital reads as follows:

"Operator Prouty is resting as comfortably as could be expected."

"P.S.—Without Doubt, Prouty a clout on the snout."

Some Juggling

Conductor Goode: "When are you to juggle that car of coal?"

Brakie: "Right now."

Family

Fine Chance to Boosters

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G. R. Humphrey, Gray; Clerk V. A.
gham, Oldtown; Baggage Master
roche, Rumford; Carman Winfield
scorn, S. Portland Shops; Agent H.
es, Etna; Clerk E. J. Bourque,

♦ ♦

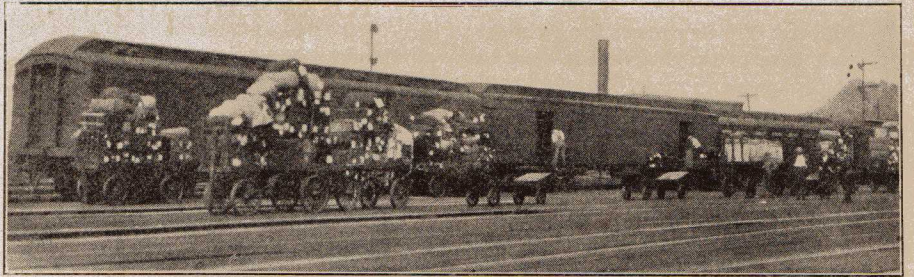
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Returning Tourist Rush Like Christmas Jam



The above picture shows just a small
portion of baggage handled at Portland
Union Station during the exodus of summer
tourists the last few days in August and the
holiday rush on Labor Day.

The amount of trunks, suitcases, duffle

bags and everything else checked at this
period corresponds to the Christmas rush of
mail bags, and car after car went out from
Portland bound for New York and the west
loaded to the roof.



Here Lies The Oldtown Optomist

By V. A. CUNNINGHAM

Baggagemaster Cy Messer recently
picked up a pair of false teeth in Oldtown
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picked up a glass eye in about the same
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"Operator Prouty is resting as com-
fortably as could be expected."

"P.S.—Without Doubt, Prout, got
a clout on the snout."

Some Juggling

Conductor Goode: "When are you going
to juggle that car of coal?"

Brakie: "Right now."

Conductor Goode: "Take it on your
nose and flip it into the coal pocket."

Conductor Haney: "Officer, I was not
hitting fifty miles, 40 miles or 30 miles."

Traffic Officer: "Hold on, Buddie, you
will be backing up in a minute."

Clerk Ashley has hair shaved so close that
if he went out without his hat he would be
arrested for indecent exposure.

They Looked Black and Tough

The Guest of the City at the Ticket
window: "Say, Chief, where is the Indian
Reservation?"

Girls Will Be Girls

She: "Can you drive with one hand?"

Operator Costain (enthusiastically):
"You bet I can!"

She: "Then have a banana."

Dumb and Blind

Section Foreman Felix Shorette: "Why
did you do that?"

New Hand: "Well, I used my brains."

Felix (wrathfully): "Brains! Say if you
had a penny whistle you could blow your
brains out with one blast."



Tourtillotte: "Style is sure tough on the girls."

Applebee: "How so?"

Tourtillotte: "Their dresses are so short they don't dare to tip their heads back to look the airplanes any more."

Operator Bowley says he is much pleased with the shipment he received from Sears & Roebuck recently consisting of a dozen hair-cuts.

I visited Mt. Desert Ferry recently and saw our old friends, Carl Henry, Joe Black and Operator Tracy. It's wonderful the noises those boys can make on a bowl of clam chowder.

Clerk Applebee: "Why the thoughtful air?"

Clerk Preble: "No man in his right mind ever asks his wife if she has something to say to him."

Clerk Ashey has a new dog, said to know more than the last one. He is inviting suggestions for a name for it. All suggestions may be sent to the Editor of this *Magazine*; all suggestions are kept strictly private and replies will be sent in a plain wrapper.

Agent Dennis: "Is Andy sick?"

Tourtillotte: "Yes, everything he looks at he sees double."

Agent Dennis: "Don't tell the water company, they'll have him reading meters."

Office Stenog: "No, I can't marry you, I want a man of romance."

He: "What a'yer mean romance?"

Stenogie: "Why a man who can take flies out of butter, and make 'em into butterflies."

Of course Rusty Spinney is sore; he came out to my farm and picked up a big water melon and asked with a sneer: "Is this the largest apple you grow?"

"Hey," I yelled, "Drop that cherry."

Cy Messer: "How did you get that black eye?"

Conductor Haney: "I was out shopping with my wife last night and told her not to forget a jar of 'Traffic Jam'."

Charlie Dubay: "Talk about your Sheiks—yer oughta seen me in my prime, a flick of my finger, a broken heart."

Fair One: "Cut it—my memory isn't long enough."

Magazine Staff Often Risks Life and Limb



The picture above shows the lengths (and heights) to which the staff of this *Magazine* will go so that the thousands of readers eagerly awaiting its appearance may get the very latest, up-to-the-minute dope.

Keen on the Up and Up

Our enterprising Associate Editor, Delmont W. Bishop of Portland, is shown above on the Frankenstein Trestle, strictly on the up and up. The results of his investigation (if any) may appear in a later issue.

Frankenstein Trestle spans a crevasse 500 feet wide, 80 feet above a boulder strewn chasm, about one-half mile south of Willey House Station on the Mountain Road. The photo was taken by Operator B. G. Witham, who worked second trick at Fabyans during the past summer.

Stick to It Like a Postage Stamp

It is amazing, by the way, how tenacious and persistent these publicity guys can be. When they go after a picture or a story

they are supposed to get it—and they usually do. Last month our genial editor journeyed to Winthrop Track Foreman Edward L. French field whose action in discovering and flagging 156 this summer was commended.

Asked to pose, Mr. French unrepentantly replied, "Blanky, be-blank, *! *, N! by blank, NO!" and walked away.

Realizing that if he came back with a picture he would be ordered to ride Winthrop on the next train, Bishop

Eastern Railway

The first sectional meeting of the American Association of Railway Agents was held at Newagen, Maine, September 10, when a party of agents representing Canadian, New England Trunk Line territory, met there for a day session. The delegates gathered in Portland and proceeded to Bath on the Canadian group joining the Brunswick.

A. G. & B. S. boat was used as a conveyance Bath to Southport, this delightful giving many of the delegates the view of Maine's deeply etched shore. Reaching the Newagen Inn, they quickly assembled in business session immediately tackled the discussion topics of common interest. Session resumed after dinner, and lasted 8, being interrupted by an hour's cruise around Squirrel Island.

Among those present were:

T. F. Joyce, Publicity Manager, & Maine R. R., Boston; H. A. Special Representative, N. Y. N. R. R., Boston; C. W. Stokes, Asst. Agt., Canadian Pacific Ry., Montreal; and Mrs. H. R. Charlton, Adv. Mgr. Canadian National Rys., Montreal; Cushing, Pub. Agt., Central Vermont St. Albans; N. L. Weir, Adv. Mgr. Pennsylvania R. R., Pittsburgh, president Association; J. D. Ruden, Adv. Southern R. R., Washington; G. son, Adv. Agt., Lehigh Valley R.

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Asked to pose, Mr. French unsmilingly replied, "Blanky, be-blank, *! *, X-XZZZ ! by blank, NO!", and walked away.

Realizing that if he came back without a picture he would be ordered to return to Winthrop on the next train, Bishop had the

presence of mind to holler out: "Come back you big stiff, if I can't shoot your map, I'll spoil it for you!"

Coat Tails Flapped in the Breeze

One French would make three Bishops, and the fierce foreman wheeled about to annihilate his small adversary, like a mighty mastiff bearing down on a Pone-ranian. As he turned, the camera clicked and all he saw of Bishop was his coat tails disappearing into the distance. Turn back to page 8 September *Magazine* and see what the camera caught.



Eastern Railway Advertising Men Visit Maine

The first sectional meeting of the American Association of Railway Advertising Agents was held at Newagen, Maine, on September 10, when a party of about 30, representing Canadian, New England and Trunk Line territory, met there for a two-day session. The delegates gathered at Portland and proceeded to Bath on No. 53, the Canadian group joining the others at Brunswick.

A G. & B. S. boat was used as conveyance Bath to Southport, this delightful sail giving many of the delegates their first view of Maine's deeply etched shore line. Reaching the Newagen Inn, the party quickly assembled in business session and immediately tackled the discussion of topics of common interest. Session was resumed after dinner, and lasted till after 8, being interrupted by an hour's off-shore cruise around Squirrel Island.

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York; Mr. and Mrs. A. D. Palmer, Adv. Mgr., New York Central R. R., New York; R. A. Turner, Adv. Agt., Seaboard Air Line, Norfolk; Mr. and Mrs. E. J. Owen, Adv. Agt., N. Y. N. H. & H., New Haven; R. U. Parker, Passenger Traffic Manager, East. S. S. Co., Boston; R. A. Russell, General Passenger Agent, Louisville & Nashville, Louisville; Mr. and Mrs. W. G. Hunton, Industrial Agent, Maine Central, Portland; Mr. and Mrs. M. L. Harris, General Passenger Agent, Maine Central, Portland; Mr. and Mrs. Dudley Alleman, Publicity Agent, Maine Central, Portland; John C. Emery, Associate Editor, Railway Age, Chicago; Floyd E. Williamson, New England Council, Boston; Mr. and Mrs. Harrie B. Coe, Manager, Maine Publicity Bureau, Portland; and C. C. Stetson, Chairman, Maine Development Commission, Bangor.

As officers of the Eastern Conference, A. D. Palmer of the New York Central was elected chairman; H. R. Charlton of the Canadian National, vice-chairman; and Dudley Alleman of the Maine Central, secretary.

♦ ♦

Geo. McCrum on Leave

With regret we report that one of the old guard, George McCrum, telegrapher in BX office, is taking an extended leave to seek restoration of his health which has not been up to the scratch of late.



Not Worth Shed Room on M. C. Property

By E. I. HILL, Travelling Agent



The Reaper and the Crop

The harvest is over and the reaper is taking one last look over the field to be sure he has reaped all the good and left the culls behind. We believe he has left nothing desirable behind him—only the junk remains.

If the Maine Central Railroad could reap the crop of chaff above and keep the field forever clean of these drainers on our treasury, how much better it would be for all concerned.

Fall is harvest time and we are looking for one and all to join the reapers with their tools ready for a big clean up of the scavengers. May we count on you all without fail?

* *

Freight Audit Notes

Howard Bean, the genial scribe from the Freight Audit office, has devised a new way to foil auto thieves. Recently he bought a gasoline gauge from one of the well-known mail-order houses and put on his Universal car. Asked how it worked, Howard said fine: "When my tank is full the gauge shows it's empty, so a thief wouldn't run away with it and when the tank is empty

the gauge shows full so the thief couldn't get very far on an empty tank."

Two weeks later Howard reports he had the darn thing hooked up wrong so his new auto thief protection isn't as good as he thought it was.

Baltimore Bound

The Freight Audit office expects to be represented at the Fair of the Iron Horse at Baltimore by Harold Malloy and Harold Plummer. They expect to make a few side trips on the way to Washington, Philadelphia and get a peek at New York in their flying trip.

Bowlers, Ahoy!

The annual Bowling League is now commencing to get under way. At the present time it has not been decided which alleys will be used but the Committee has inspected the Recreation and new Y. M. C. A. alleys and will probably decide within the next week which will be used.

Congratulations have been extended to Mrs. Bernadette Colby, nee Derochers, of the Freight Audit office. The happy event took place on September 12. After a short trip the newlyweds have returned to Portland where their friends have been busily engaged in helping them with their housewarming.

* *

Freight Claim Agents at Virginia Beach

Merrill C. Manning, Freight Claim Agent, attended a four-day conference the first of September, held at Virginia Beach, Va. More than 150 claim agents representing 85 railroads and 20 steamship lines were present at the conference and many vital points pertaining directly to freight shipment losses were discussed by prominent rail officials from all over the country.

* *

Quite the Reverse

"But surely," urged Jones, "seeing is believing."

"Not necessarily," replied Brown. "For instance, I see you every day."

—Wall St. Journal.

(18)

General C



Reading left to right. Man Marston, Right Field; McGou Field; Front Row: Thompson Catcher and Merritt, First Bas

General Office No

Miss Nina Webb, for several y employed in the Superintendent of office's office, was married on August to Amiel LaVallee.

Miss Christine Johnson, for ma in the Superintendent of Car office, resigned on September 10th, Atlanta, Ga., to make her home.

On a Trip to the Coast

Assistant Auditor Freight Accou Osgood, together with Mrs. Osgood on September 3d for a six weeks the Coast.

Mrs. Qrilla Morris has returned duties in the Machine Room after tended leave of absence due to ill

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Leslie P. Marston of the A. F. was married on Saturday, Septem to Miss Grace I. Dunton at W Maine.

No Gain in Avoirdupois

Miss Doris M. Thomas of the Claim Agent's office, spent her vac an automobile trip through the mo

ge shows full so the thief couldn't
y far on an empty tank."
weeks later Howard reports he had
a thing hooked up wrong so his new
ief protection isn't as good as he
it was.

Baltimore Bound

Freight Audit office expects to be
ated at the Fair of the Iron Horse
more by Harold Malloy and Harold
er. They expect to make a few side
the way to Washington, Philadel-
d get a peek at New York in their
ip.

Bowlers, Ahoy!

Annual Bowling League is now com-
to get under way. At the present
has not been decided which alleys
used but the Committee has in-
the Recreation and new Y. M. C.
s and will probably decide within
week which will be used.

ratulations have been extended to
arnadette Colby, nee Derochers, of
ght Audit office. The happy event
ce on September 12. After a short
newlyweds have returned to Port-
ere their friends have been busily
in helping them with their house-

♦ ♦

Eight Claim Agents at Virginia Beach

l C. Manning, Freight Claim
attended a four-day conference the
eptember, held at Virginia Beach,
ore than 150 claim agents repre-
5 railroads and 20 steamship lines
esent at the conference and many
nts pertaining directly to freight
t losses were discussed by promi-
officials from all over the country.

♦ ♦

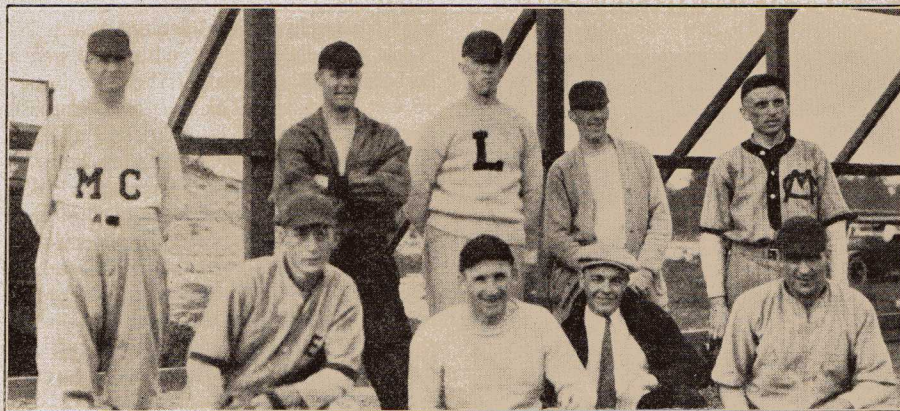
Quite the Reverse

surely," urged Jones, "seeing is
"necessarily," replied Brown. "For
I see you every day."

—Wall St. Journal.



General Office Baseball Team



Reading left to right. Manager John Goud. Back Row: Embleton, Pitcher; Marston, Right Field; McGouldrick, Pitcher and Right Field; Oberg, Center Field; Front Row: Thompson, Short Stop; Leveque, Second Base; Simpson, Catcher and Merritt, First Base; Not showing in picture, Smart, Third Base.

General Office Notes

Miss Nina Webb, for several years em-
ployed in the Superintendent of Car Ser-
vice's office, was married on August 27th
to Amiel LaVallee.

Miss Christine Johnson, for many years
in the Superintendent of Car Service's
office, resigned on September 10th, going to
Atlanta, Ga., to make her home.

On a Trip to the Coast

Assistant Auditor Freight Accounts John
Osgood, together with Mrs. Osgood, started
on September 3d for a six weeks' trip to
the Coast.

Mrs. Orilla Morris has returned to her
duties in the Machine Room after an ex-
tended leave of absence due to ill health.

Mr. and Mrs. Fred Preston, employed
respectively in Freight Traffic Department
and Publicity Bureau, recently spent their
vacation in New York City and vicinity.

Leslie P. Marston of the A. F. A. office,
was married on Saturday, September 3d,
to Miss Grace I. Dunton at Whitefield,
Maine.

No Gain in Avoirdupois

Miss Doris M. Thomas of the Freight
Claim Agent's office, spent her vacation on
an automobile trip through the mountains.

Miss Thomas reports the best of a time
with plenty of good eats but thinks it very
funny that she didn't gain any weight.

Mr. and Mrs. Archie Hennessey, nee
Lena Brown, are receiving congratulations
on the birth of a daughter, who has been
named Elaine. Mrs. Hennessey formerly
worked in the Motive Power Department.

To the Sunny Southland

Mrs. Ruth Fields, employed in the Pas-
senger Department during the summer
months, left on September 14th. She will
spend the winter in St. Petersburg, Fla.

Mrs. Martha T. Hawkes, of the Auditor
of Disbursements Office, on September
14th, started on a trip to Hot Springs, Ark.,
where she will attend a convention of the
Rebecca Assembly. On her return trip,
Mrs. Hawkes will visit her brother, Joseph
R. Thompson of New York, formerly a
member of the Maine Central Family.

♦ ♦

Block Signal

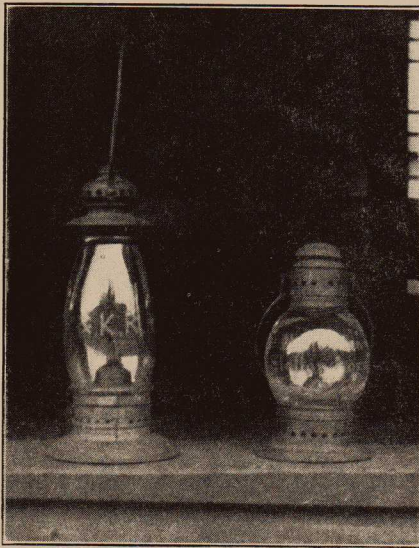
Betty: "Do you have any green lip-
sticks?"

Drug Store Clerk: "Green lipsticks?"

Betty: "Yes. A railroad man is going
to call on me tonight."—Success.



Lanterns that Beamed a Half Century Ago



The above picture shows two old style lanterns used by the Portland and Kennebec Railroad over fifty years ago. The snapshot was taken by Traveling Agent E. I. Hill through the cooperation of Agent F. L. Flynt at Skowhegan.

The Portland and Kennebec was organized in 1862, running from Waterville to Portland, with a branch line to Bath. On November 16, 1874, it was merged with the Maine Central Railroad, becoming part of our system.

♦ ♦

Calais Notes

By E. F. McLAIN

Work is progressing rapidly on the new turntable at this point. Bill Russell and crew are turning in a very creditable job. Frank Leeman and crew have done wonders in the excavating line, and today Alec Cunningham blew in town with his outfit. The table, which is the old Bangor table revamped with a five-foot bob, has arrived and we would guess everything will be honey about November 1st.

(20)

J. B. Kenison has returned from two weeks' vacation together with Mrs., Harry, Grace and Lucy. He motored to Montreal via Massachusetts, Vermont, and New York. He claims to have had bad weather for about 75 per cent of the trip, it being so wet in Montreal he was obliged to stay there three days.

Thomas McCann, night man here, sustained a very painful fall recently. While attempting to clean the main chimney on his house, which is a full two-story affair, he slipped and started to descend head foremost. Half way to the ground he brought up for a second on the veranda roof on his shoulder, and one side of the head. The momentum of the fall carried or rather bounced him off the veranda roof, thence to the ground where he finally landed on his side, cold to the world. Mrs. McCann discovered him shortly and he was rushed to the hospital. Summary, broken wrist, strained back and side, and a bad shaking up. For all this, he was a lucky man.

♦ ♦

Waterville Foremen Hold Annual Banquet

The annual banquet of the Foreman's Association of Waterville Shops was held September 14 at the Merri-Lu Coffee Shop at Smithfield.

The surprise of the evening was two large frosted cakes decorated with miniature engines and the words Maine Central Railroad. A very enjoyable social evening was had by all present.

♦ ♦

Revolver in Mail Sack Hits Station Employee

Joseph Dumas, employed in the Waterville Station Baggage Room, on September 9th was accidentally shot by the discharge of a revolver concealed in a mail sack. Dumas was sorting mail in the baggage room when the gun exploded as the mail sack struck the floor. He is reported as getting along very well at the present writing.



What Our Patrons

Cushman-Hollis Company
Auburn, Me.
May 19, 19

George H. Eaton, F. T. M.,
Maine Central Railroad Co.,
Portland, Me.

Dear Sir:

We desire to take this opportunity for expressing our appreciation of excellent freight service between city and Chicago, Illinois, via Maine Central Railroad to New c/o C. P. Dispatch to Detroit Wabash to Chicago.

As an example of this service we wish to call your attention to the remarkable time made by a car shipment forwarded by us on 10th in C. P. Car No. 206595 which left Auburn May 10th in the afternoon, passing through Newport 11th, Detroit May 13th, arriving Chicago the afternoon of the 14th.

Believing that you will find this information to be of interest we

Yours very truly,

Cushman-Hollis Co.

By (Signed) Maurice T. Plummer
MTP:K Traffic Manager

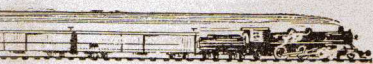
How Come?

O, Yankee Doodle had a hog,
And sleek and fat he growed him,
He stuck a dagger in his throat,
And in new burlap sewed him.
He put the carcass on his truck
And hauled it to the station;
To go by Freight to Ellsworth Falls
That was the destination.

The Agent billed the hog out right,
No error was there a chance for—
And put it on 349,

At Bangor it had no transfer;
And when this hog reached Ellsworth
Bert thought his brain would totter
For he found advanced on the way—
"One dollar for feed and water."

—L



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♦ ♦

Watersville Foremen Hold Annual Banquet

Annual banquet of the Foreman's Association of Watersville Shops was held on the evening of the 14th at the Merri-Lu Coffee Shop in Watersville.

Surprise of the evening was two large cakes decorated with miniature figures and the words Maine Central Railroad. A very enjoyable social evening was had and all present.

♦ ♦

Revolver in Mail Sack Kills Station Employee

John Dumas, employed in the Watersville Baggage Room, on September 10th was accidentally shot by the discharge of a revolver concealed in a mail sack. Dumas was sorting mail in the baggage room when the gun exploded as the mail sack struck the floor. He is reported as recovering along very well at the present time.



What Our Patrons Say Come Do Your Stuff You Barnyard Golfers

Cushman-Hollis Company
Auburn, Me.
May 19, 1927

George H. Eaton, F. T. M.,
Maine Central Railroad Co.,
Portland, Me.

Dear Sir:

We desire to take this opportunity for expressing our appreciation of the excellent freight service between this city and Chicago, Illinois, via the Maine Central Railroad to Newport c/o C. P. Dispatch to Detroit c/o Wabash to Chicago.

As an example of this service we wish to call your attention to the remarkable time made by a carload shipment forwarded by us on May 10th in C. P. Car No. 206595 which left Auburn May 10th in the afternoon, passing through Newport May 11th, Detroit May 13th, arriving in Chicago the afternoon of the 14th.

Believing that you will find this information to be of interest we are,

Yours very truly,
Cushman-Hollis Co.
By (Signed) *Maurice T. Plummer*,
MTP:K Traffic Mgr.



Clerks: Leon Hawkes, Edgar Dunbar, Philip Bird, Wm. Adams and Wm. McCullum.

Early in the spring, when the snow had hardly left the ground, a few of the boys in the office of F. L. Strange, Supt. of Car Service, opened the sporting season with a few games of horseshoes. The games were played daily during the noon hour. At first the games were played quite raggedly, but the boys soon rounded into form and the games were more and more closely contested.

The news spread to other offices until at the present time about ten report every noon for the daily round of barnyard golf. The regulars are as follows: Leon Hawkes, William McCullum, Hermon Potter, Philip Bird, Edgar Dunbar, Hermon Ives, William Adams, and Stuart Herbert.

The boys would like to play representatives from any part of the system and communications addressed to S. H. Herbert, Car Service Department, Portland, will receive a prompt reply.

♦ ♦

Dumb Dora—What do you do for aliving?
General Office Clerk—I work in the operating department of the Maine Central.
Dumb Dora—Oh, a trained nurse!

How Come?

O, Yankee Doodle had a hog,
And sleek and fat he grewed him;
He stuck a dagger in his throat,
And in new burlap sewed him.
He put the carcass on his truck
And hauled it to the station;
To go by Freight to Ellsworth Falls—
That was the destination.

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At Bangor it had no transfer;
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Bert thought his brain would totter,
For he found advanced on the way-bill
"One dollar for feed and water."
—Dinty.



Portland Terminal Notes

By GRACE M. KATON

Freight Agent Harry A. Melaugh, with Mrs. Melaugh, is spending a two weeks' vacation at Atlantic City, New York and other points of interest along the line.

Supervising Cashier Elihu H. Rice is on a month's leave of absence, part of which time will be spent with his son and family in Boston. During his absence Walter T. Kelly is acting as Supervising Cashier.

Monday morning, September 18th, at nine o'clock at St. Dominic's church, occurred the marriage of Miss Catherine E. Earls, night telephone operator at the Portland Terminal, and Patrick J. Tracy, Swing Crew Dispatcher of the Yard forces. After a trip to Boston, Montreal and Quebec, they are to reside on Pleasant Street, Portland. Their many friends and fellow workers wish them plenty of prosperity and happiness in their new life, and will be glad to welcome them back to the fold upon their return.

The young ladies of the various offices of the Portland Terminal Company, gave a miscellaneous shower for Miss Mary Moran, at the home of Mrs. Bessie Desmond, Preble Street, South Portland, Sunday, September 11th. Supper was served on the lawn, Miss Helen Desmond's Orchestra furnished music, and a very pleasant evening was enjoyed. Miss Moran is a former employee and is to be married in October to Mr. Peter Costello.

Freight Clerk Richard S. Kelly, with Mrs. Kelly is spending a vacation with relative and friends in New York and Canada. Mr. Oliver C. Sheean is carrying along his work during his absence.



Lime City Locals

By A. R. PUGH

Cashier Leach has just returned from a week's trip dodging up around Aroostook County way. We kind of expected him to accept a job picking up spuds, but it seems that the barrels were too big. However, he did bring home a couple bushels, but has not explained how he got them.

And speaking of spuds, Hen Comins wishes to take this opportunity to thank all of those who so kindly furnished tools and advice (wise and otherwise) which contributed so liberally to the success of his garden.

He expects to live on the fruits of it all winter, and have enough left to provide seed for the sowing of another harvest next spring. So if any of those who furnished tools, etc., should happen to come to Rockland, there is no need to worry about hotel bills. You will find his latch string out, and are welcome to pull on it.

Karl O'Brien is tuning in on a new station lately. Station WOW broadcasting from the O'Brien residence. A recently arrived daughter at the mike. Mr. O'Brien is two inches taller as a result.



Lewiston Lower Letter

By P. J. HANLEY

Miss Rita Cronin, Clerk at the Lower, has returned to work after a month's vacation spent in Massachusetts and Phillips, Maine.

The Yards at the Lower have just been paved and in the future should be much appreciated in the Spring months and rainy weather when the place was more or less muddy. The work was done by the Lewiston Monumental Works.

New Signals in Operation

The approach system of block signals is completed from Lewiston to Rockland.

Mr. Frost, crossing tender at the Upper, has made repairs on his house after it was struck by lightning in one of the recent thunder storms. Although Mr. Frost and his wife were in the house and the side of the house torn out badly neither he nor his wife were injured and considers it very lucky considering the damage done.

The Baseball team at Lewiston Upper has disbanded for the season of 1927 after winning ten and losing 3 games. The Bowling team will soon be ready to take to the alleys and expect a very successful season there also. Any wishing to meet the team on the alleys may address all communications to Charles Benner, Manager, Lewiston Upper Station.

(22)



Insurance Compa

WHILE not as numerous as some previous months, paid by the Travelers Insurance Company to members of the Maine Family, under the group accident and sickness policy, bulked large in the total for the past month.

The payment of \$1000 to the estate of Fireman O. W. Clemons of Bartlett, who met his death in a boiler explosion at the Crawfords last summer, has been due to a peculiar legal tangle. Mr. Clemons who is survived by several young children named his wife as beneficiary on his life insurance. Mrs. Clemons died shortly before her husband, who made no change on his will, so payment had to await the appointment by the Probate Court of an administrator of his estate.

Similarly, our late Purchasing Agent D. Barrows named no beneficiary on his life insurance policy, making payments come to his estate. As he was sick for some time prior to his death, sick benefits were due him, which have just been turned over to administrators of the estate immediately on his appointment.

Besides these cases, a large number of payments, for the maximum amount of \$1000, during his several weeks' absence from work due to sickness, have been made recently. This brings the total payments up to a high figure.

The following claims have been settled in full by the insurance company, during the period August 19 to September 17:

Name	Location
<i>General Office</i>	
Charles D. Barrows (Estate)	Purchasing Agt.
Vera H. Hanson	Aud. Frt. Accts.
Harry W. Heughen	Transportation
Lena M. Hodge	Aud. Disburse'ts
Eva M. Knight	Aud. Frt. Accts.
Orilla G. Morris	Aud. Frt. Accts.
Retta V. Shaw	Aud. Frt. Accts.
<i>Engineering Department</i>	
Paul H. Babin	Orono
George Bernier	Westbrook
Wm. G. Booker	Brunswick
Martin J. Comer	Bangor
Matthew Conley	Portland
George E. Cotto	Harmony
John E. Greenwood	Portland
Bert J. Libby	Mattawamkeag
Napoleon Leblanc	Brunswick
Fabiola Tardiff	Waterville
William W. White	Portland
<i>Motive Power Department</i>	
Fred A. Chase	Lewiston
Peter Roberge	Waterville



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Lewiston Lower Letter

By P. J. HANLEY

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re also. Any wishing to meet the
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ions to Charles Benner, Manager,
n Upper Station.



Insurance Company Makes Heavy Payments

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some previous months, payments
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named his wife as beneficiary on his policy.
Mrs. Clemons died shortly before her hus-
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The following claims have been settled in
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Name	Location	Reason
<i>General Office</i>		
Charles D. Barrows (Estate)	Purchasing Agt.	Sickness
Vera H. Hanson	Aud. Frt. Accts.	Sickness
Harry W. Heughen	Transportation	Sickness
Lena M. Hodge	Aud. Disburse'ts	Sickness
Eva M. Knight	Aud. Frt. Accts.	Sickness
Orilla G. Morris	Aud. Frt. Accts.	Sickness
Retta V. Shaw	Aud. Frt. Accts.	Sickness
<i>Engineering Department</i>		
Paul H. Babin	Orono	Sickness
George Bernier	Westbrook	Sickness
Wm. G. Booker	Brunswick	Accident
Martin J. Comer	Bangor	Sickness
Matthew Conley	Portland	Sickness
George E. Cotto	Harmony	Accident
John E. Greenwood	Portland	Sickness
Bert J. Libby	Mattawamkeag	Sickness
Napoleon Leblanc	Brunswick	Accident
Fabiola Tardiff	Waterville	Sickness
William W. White	Portland	Accident
<i>Motive Power Department</i>		
Fred A. Chase	Lewiston	Sickness
Peter Roberge	Waterville	Sickness

Arthur W. Pollard	Waterville	Accident
Albert Cloutier	Waterville	Accident
John W. Harrington	Bangor	Sickness
H. A. Sanborn	Bangor	Sickness
Walter F. Eary	Milltown	Sickness
Thomas Mills	Vanceboro	Sickness
James E. Connors	Bartlett	Sickness
Stanley F. Jancowsky	Portland	Sickness
Peter Romo	Portland	Accident
<i>Stations</i>		
Harry A. Freeman	Augusta	Sickness
Murray Adams	Bangor	Sickness
John P. Connelly	Bangor	Sickness
Edgar D. Jameson	Bangor	Sickness
<i>Trainmen</i>		
Vaughn Campbell	Bangor	Sickness
Geo. McCausland	Waterville	Accident
<i>Enginemen</i>		
Oscar W. Clemons (Estate)	Bartlett	Accident
<i>Portland Terminal, Transportation</i>		
Martin Conroy	Coal Plant	Sickness
Peter Dyer	Union Station	Sickness
Chas. A. Fickett	Switch Tender	Sickness
W. F. Lancaster	Union Station	Sickness
W. D. McCloskey	Yard Brakeman	Sickness
Thomas E. Martin	Yard Brakeman	Sickness
Mathias O'Toole	Yard	Sickness
Walter M. Tapley	Freight Office	Sickness
Bartley L. Tracey	Yard Brakeman	Accident
Harry Waterman	Freight House	Sickness

* *

Terminal Folks Enjoy Vacation Pleasures

By MRS. ELSIE B. MUNROE

Roadmaster H. H. Robinson with his
family enjoyed a very pleasant vacation in
camp at Sebago Lake.

Asst. Roadmaster E. C. Ryder spent his
vacation at Crystal Lake with family.

Mrs. Elsie B. Munroe spent one week of
her annual vacation at the "Brocklebank",
Potter Place, N. H., with a former Portland
girl, Miss Elsie Grey, and the second week
with relatives in Massachusetts.

Mrs. Anna Conley enjoyed a very pleas-
ant two weeks rest, although she remained
in Portland.

Miss Grace Nason and chum, Miss Nell
Naughton, were the guests of Miss Nason's
parents in Calais for two weeks.

Mrs. Mary Starbird and husband, who is
also a Portland Terminal employee, left by
auto recently on a camping trip through
Maine, stopping at Bangor, Millinocket,
Lucerne and Belgrade Lakes.

Augustine M. Tobin and wife have gone
for a week in camp at Waterboro; and the
remainder of his vacation will be spent in
New York.

I Am a Railroad Man

Whether I
sit on the right side of a locomotive and handle the
throttle, or on the left side and handle the scoop—

Whether I
wear a blue uniform on a fast passenger train, or blue
overalls on the dinky way-freight—

Whether I
sit in the train dispatcher's office and issue orders,
or in a lonely station in the woods and receive
them—

Whether I
sit at a drawing board and plot curves and angles,
or work on the track under the summer sun and in
the winter's storms—

Whether I
am a general manager or a "car-knocker"; a super-
intendent or a "tallow-pot"—

It makes no difference;
I Am a Railroad Man.

And being a Railroad Man, I am an integral and essential
part of the great machine that is Transportation. Because of
me and my fellow Railroad Men, the people of this great
country travel swiftly and safely; the food they eat and the
clothes they wear are available for their use.

I am proud to say it again—
I Am a Railroad Man.