

*Maine  
Central  
Employees'  
Magazine*



*November 1927*

Direct R  
Bath

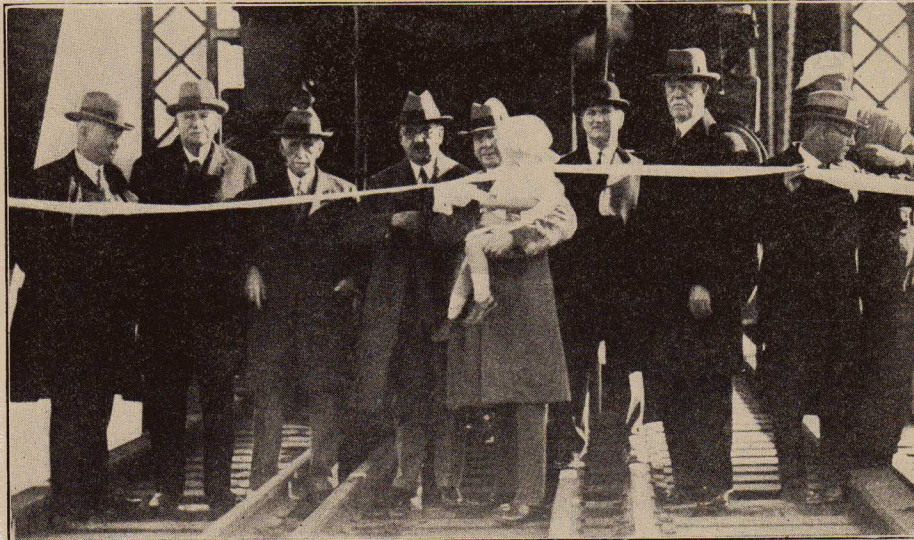
Thousands Cheer as

THE MAINE CENTRAL is. And what an important this new unit of our system Bath over the new three m Kennebec, placed in operation October 24th. Carrying a sionists, Engineman E. D. over the Bridge and pulled rating service and marking munication.

Realizing the importance of Maine Central's progress in these modern transportation methods officials and leading business from Bath and all the cities and along the old K. & L. turned a masse. Led by Mayor James F. ver, and Secretary of the Cham Commerce Charles D. Hewit Rockland delegation, with its

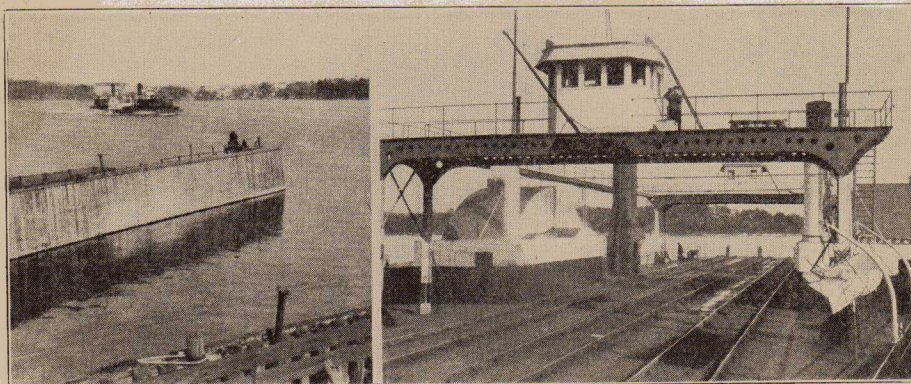


The Latest View of Bridge across



Courtesy Portland, Me. Pub. Co.

Exercises on the Bridge. Left to right: General Counsel E. W. Wheeler, Directors G. E. Macomber and E. B. Winslow, Vice President and General Manager D. C. Douglass, President Morris McDonald holding Frances Alleman, Mayor C. H. Cahill of Bath, Director S. W. Philbrick, Mayor J. F. Carver of Rockland and Fireman John Wilson



Ferry Service that the New Bridge Replaces. Views of the Ferdinando Gorges. Left, on the River Approaching Slip. Right, View of Deck





# MAINE CENTRAL

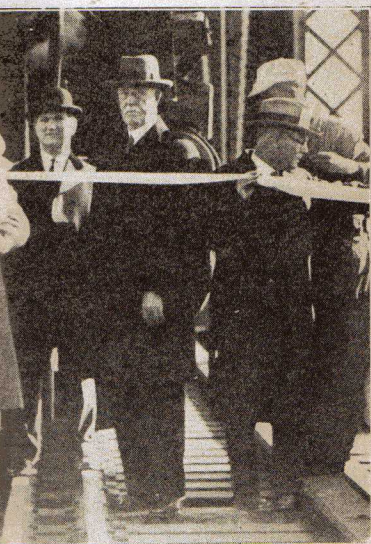


## EMPLOYEES' MAGAZINE

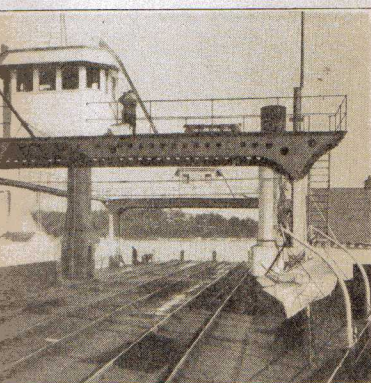
Vol. IV

NOVEMBER, 1927

No. 11



Courtesy Portland, Me. Pub. Co.  
General Counsel E. W. Wheeler, Director President and General Manager holding Frances Alleman, Mayor of Rockland and Mayor J. F. Carver of Rockland and Wilson



Views of the Ferdinand Slip. Right, View of Deck

## Direct Rail Service Begins Bath to Woolwich

### Thousands Cheer as First Train Crosses New Bridge

**T**HE MAINE CENTRAL is .11 miles longer than it was last month. And what an important eleven hundredths of a mile! For this new unit of our system is the track between Woolwich and Bath over the new three million dollar steel bridge spanning the Kennebec, placed in operation before cheering thousands on October 24th. Carrying an enthusiastic crowd of over 800 excursionists, Engineman E. D. Grant eased No. 389 down the incline over the Bridge and pulled into Bath at 8.15 a. m., thus inaugurating service and marking a new era in trans-Kennebec communication.

Realizing the importance of the Maine Central's progress in step with modern transportation methods, civic officials and leading business men from Bath and all the cities and towns along the old K. & L. turned out en masse. Led by Mayor James F. Carver, and Secretary of the Chamber of Commerce Charles D. Hewitt, the Rockland delegation, with its band

playing lustily, paraded from Railroad Square through the city of Bath and back to the station again.

#### A Shining White Ribbon

Nor was Bath outdone in noise and enthusiasm. The city on the banks of the Kennebec also had a band which added to the festivities of the occasion and with the schools let out for the day, children and parents by the



The Latest View of Bridge across the Kennebec between Bath and Woolwich



thousand made the occasion a historic one and patronized the first trains across the new bridge.

For obvious reasons, the Maine Central staged no formal dedicatory exercises, its efforts being directed merely towards celebrating the inauguration of rail service between Bath and Woolwich. Besides providing special excursion trains, for which 2614 tickets were sold, the Maine Central contented itself with a pretty little exercise in the middle of the bridge. Spread across the right of way between two towering uprights, a pure white silk ribbon, glistened in the morning sunlight with a handsome bow in the center, behind which loomed the powerful locomotive No. 378.

#### She Smiled at the President

This ribbon was symbolic of the Kennebec which has long severed Maine Central iron between Bath and Rockland and which has been responsible for the partial isolation of Knox and Lincoln Counties from the rest of the State. Grouped behind the ribbon were the Mayors of Bath and Rockland, a number of Maine Central Directors, Vice President and General Manager D. C. Douglass and directly in the center, President Morris McDonald, supporting in his arms a little golden-haired miss in pure white, Frances Dudley Alleman of Portland, daughter of Publicity Agent and Mrs. Dudley Alleman.

Smiling up into the President's face, at a word from him the little tot turned and untied the ribbon which fluttered to the roadbed thus symbolically removing the barrier of the river. As the bands played, massed



Courtesy Portland, Me. Pub. Co.

**Mayor Cabill of Bath with Mayor J. F. Carver of Rockland Greet Engineer Ervin D. Grant Who Ran No. 389**

crowds along the shore and on the bridge cheered and camera shutters clicked, the party moved to one side and the powerful locomotive completed its trip to the shore.

#### Lost Time and Money

"It is a great source of gratification to the directors of the Maine Central railroad," said President McDonald to representatives of the press, "that we are able to operate trains over the Bridge. The old way of ferrying not only used up time but was expensive. When trains were exceedingly heavy and it became necessary to ferry them across the river in two sections, we not only lost time but money as well. It was too expensive a proposition and that is why the railroad is willing to pay 55 per cent of the cost of the Bridge and the operating expenses, because we believe it is more economical for us.

(4)

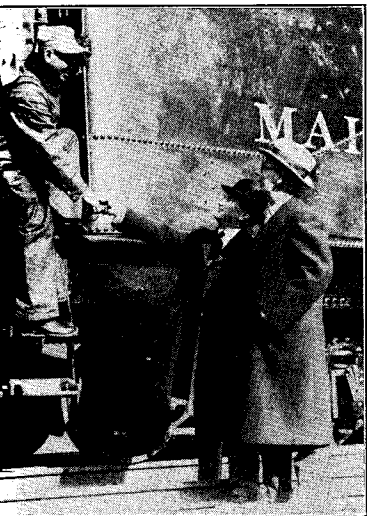


"With the completion of the cement plant in Thomaston," continued, "we are looking for industrial development in that the state and this means in service and it became highly important that we recognized and adapted this increase in business only will the running time be substantially cut down by eliminating the ferrying system, but we will save money in our operating expenses is an actual fact that under the system, the heavier the business the more costly it became to handle because of the extra ferriage."

To Erwin D. Grant of Portland accorded the honor of driving the passenger train, Extra 389 was the giant structure, with John of South Portland firing. Conductor F. S. True, Asst. Conductor F. C. Baggagemaster J. J. McClay, Conductor F. Pooler and Brakeman Pike composed the rest of the train. Running orders for the movement of the train were issued at 5:55 A. M. Train Dispatcher Leon E. Pierce read as follows: "Eng. 389 running from Rockland to Bath, has right of way 55 engine unknown."

Regular No. 55, consisting of baggage cars, 7 coaches and the company's business car, eastbound was the second train over the bridge in charge of the following crew: Conductor Anderson, Conductor; E. J. Goss and E. E. Marston, Asst. Conductor; A. Gilmore, Baggage-master; Goss, Flagman; J. C. Hayes, Conductor, and Engineman F. D. H. and R. R. Tarbox, Fireman.

At Bay View Siding, this train was cut in two, the regular passenger



Courtesy Portland, Me. Pub. Co.

**Cabill of Bath with Mayor J. F. of Rockland Greet Engineman D. Grant Who Ran No. 389**

s along the shore and on the cheered and camera shutters l, the party moved to one side the powerful locomotive com- its trip to the shore.

### Lost Time and Money

is a great source of gratification directors of the Maine Central d," said President McDonald representatives of the press, "that able to operate trains over the . The old way of ferrying not sed up time but was expensive. trains were exceedingly heavy became necessary to ferry them the river in two sections, we not ost time but money as well. It o expensive a proposition and why the railroad is willing to 5 per cent of the cost of the and the operating expenses, e we believe it is more econom- r us.



"With the completion of the great cement plant in Thomaston," he continued, "we are looking for greater industrial development in that part of the state and this means increased service and it became highly important that we recognized and anticipated this increase in business. Not only will the running time be substantially cut down by elimination of the ferrying system, but we will save money in our operating expenses. It is an actual fact that under the old system, the heavier the business the more costly it became to handle it because of the extra ferriage."

To Erwin D. Grant of Portland was accorded the honor of driving the first passenger train, Extra 389 west, over the giant structure, with John Wilson of South Portland firing. Conductor F. S. True, Asst. Cond. F. C. Eaton, Baggage-master J. J. McClay, Flagman F. Pooler and Brakeman N. C. Pike composed the rest of the crew. Running orders for the movement of the train were issued at 5:55 A. M. by Train Dispatcher Leon E. Pierce, and read as follows: "Eng. 389 run extra Rockland to Bath, has right over No. 55 engine unknown."

Regular No. 55, consisting of 3 baggage cars, 7 coaches and the company's business car, eastbound was the second train over the bridge in charge of the following crew: S. H. Anderson, Conductor; E. J. Gurney and E. E. Marston, Asst. Conds.; J. A. Gilmore, Baggage-master; H. E. Goss, Flagman; J. C. Hayes, Brakeman, and Engineman F. D. Hamlin and R. R. Tarbox, Fireman.

At Bay View Siding, this train was cut in two, the regular passengers for

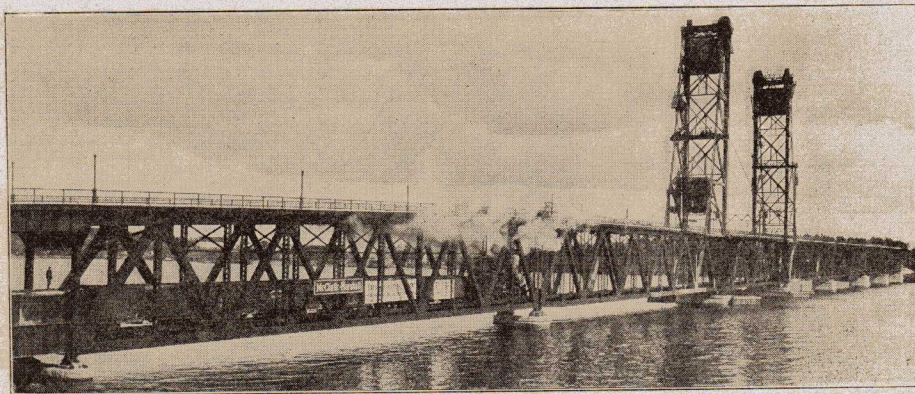
Rockland and way stations proceeded east, while five coaches were hauled back with Engine No. 387 in charge of W. E. Foss, Engineman, H. A. Bickford, Fireman, J. F. Bendelow, Conductor, H. L. Russell, Flagman and M. F. Ladd, Brakeman.

So great was the crowd at Bath that 55's equipment was not sufficient to handle it and an extra train, ready on the siding, was run to Bay View and return. This job was hauled by Engine No. 389 in charge of the same crew which handled Extra 389 west.

### Many Officials Present

Business Car 1600 made the trip Portland to Bay View and return in Nos. 55, 55's Extra, and 74, carrying President McDonald, Vice President and General Manager Douglass, General Counsel E. W. Wheeler, Directors Edward B. Winslow of Portland, George E. Macomber of Augusta, Samuel Stewart of Lewiston, Samuel W. Philbrick of Skowhegan, Percy V. Hill of Augusta and Charles H. Bartlett of Bangor, Assistant to the President, A. P. Foss and Secretary to the President M. L. Rhoades.

Transportation and Engineering Department officials took a prominent part in the affairs of the day. The former included Assistant Superintendent W. A. Wheeler; Traveling Conductor H. W. Heughen; and Traveling Engineers I. E. Currier and F. E. Grant; the latter, Asa H. Morrill, Engineer of Construction; W. H. Norris, Bridge Engineer; H. W. Stetson, General Supervisor, Maintenance of Way; C. S. Robinson, Engineer, M. of W.; P. N. Watson, Superintendent, Bridges and Buildings; Murdock Sutherland, Signal Engineer (who



**The First Freight Starts Its Journey across the New Bridge**

rode Engine 389 on the first regular run across the Bridge); and H. R. Cummings, Special Engineer. Other railroad officials were sprinkled freely through the crowd.

**Stranded at Woolwich**

The occasion was not without its humorous side. Station Master H. J. Kennedy, Traveling Passenger Agent S. W. Hapgood, Chief Clerk to the General Passenger Agent Arthur P. White, Ticket Agent L. W. Merritt and Assistant to Publicity Agent D. W. Bishop, all of Portland, got left at Woolwich. They rode across the bridge on No. 55, and knowing more about railroading than the common herd, descended at Woolwich to enjoy the fresh air and scenery and congratulate themselves on how much luckier they were than the poor sardines packed into No. 55's five extra coaches. Contrary to their expectations, No. 55's extra steamed right through and left them stranded high and dry until a relief train was dispatched to extricate them from their dire predicament. In railroading, as most everywhere else, it is possible to be too darned clever.

The following is the detail of excursion tickets sales, which shows definitely that the interest in the bridge is pretty well confined to the region that receives the most benefit from its construction:

Bath . . . . .	1,500
Woolwich . . . . .	273
Rockland . . . . .	240
Wiscasset . . . . .	164
Newcastle . . . . .	149
Portland . . . . .	41
Warren . . . . .	36
Brunswick . . . . .	34
Waldoboro . . . . .	26
Thomaston . . . . .	21
Lewiston Lower . . . . .	20
Lisbon Falls . . . . .	15
So. Newcastle . . . . .	11
Nobleboro . . . . .	11
Others . . . . .	73

Total . . . . . 2,614

**Fine Work by Thebeau**

As was anticipated, Bath led in the sale of tickets and the number sold reflected the enthusiasm and vigor with which General Agent L. E. (Gene) Thebeau had aroused interest in the affair. His efforts were ably seconded by Ticket Agent L. M. Price and Operator W. B. Blanchard.

Others who deserve special mention for their activity in pushing the excursion tickets are Agent Gray and Operator George S.

**Bridge Open**

Fifty-six years of faithful service, a serious accident, in the face of conditions terrifically adverse, came to an end Saturday, October 22, when Maine ferry service across the Kennebec was abandoned, due to the opening of the Bridge for railroad traffic.

**Landings "on the Fly"**

Battling ice and racing tidal waves entering the slips "on the fly," the *Gorges* and the boats which precede her have set up a record performance for reliability. The *Gorges* in recent years has shown remarkable stick-to-it-iveness. Extensive repairs have been made, taking her out of service. On two occasions the boiler furnaces have been renewed without interrupting her operation.

A brief historical review of the train ferry service might not be out of place. Operation was inaugurated on the 1st of 1871, by the Knox and Lincoln Railway Company, which at that time was constructing its road from Woolwich to Wiscasset, and continued till August 1, 1891, when this road was purchased by the Penobscot Shore Line Railroad Company.

**Merged with the Maine Central**

On January 21 of the following year the name of this company was changed to Knox and Lincoln Railway, which had a short span of life. The property was sold to the Maine Central for 1000 shares on August 1, 1891, and was later merged with the Maine Central on February 1, 1892.

Comptroller A. J. Raynes can recall four different train ferries in operation. The *City of Rockland* about 1887, the *General Knox*, later the *Hercules* at the *Fernando Gorges*. His memories are very closely with available records which show the *City of Rockland* as the boat in service, built by the Knox and Lincoln.



across the New Bridge

Following is the detail of excursion tickets sales, which shows clearly that the interest in the new bridge is pretty well confined to the area that receives the most benefit from its construction:

Bath	1,500
Woolwich	273
Rockland	240
Wiscasset	164
Newcastle	149
Portland	41
Warren	36
Brunswick	34
Daldoboro	26
Homaston	21
Newiston Lower	20
Washon Falls	15
Newcastle	11
Daldoboro	11
Others	73
<b>Total</b>	<b>2,614</b>

### Fine Work by Thebeau

As was anticipated, Bath led in the sale of tickets and the number sold reflected the enthusiasm and vigor with which General Agent L. E. Thebeau had aroused interest in the affair. His efforts were ably aided by Ticket Agent L. M. Blanchard and Operator W. B. Blanchard.



Others who deserve special mention for their activity in pushing the sale of the excursion tickets are Agent F. H. Gray and Operator George Swain at

Wiscasset, Agent F. J. Cormier at Newcastle, Clerk O. T. Hart at Warren and Ticket Clerk and Operator Arthur W. McCurdy at Rockland.

## Bridge Opening Sounds Ferry's Knell

Fifty-six years of faithful service, without a serious accident, in the face of conditions terrifically adverse, came to an end on Saturday, October 22, when Maine Central ferry service across the Kennebec was abandoned, due to the opening of the new Bridge for railroad traffic.

### Landings "on the Fly"

Battling ice and racing tidal current, entering the slips "on the fly," the *Fernando Gorges* and the boats which preceded her, have set up a record performance for reliability. The *Gorges* in recent years has shown remarkable stick-to-it-iveness. Extensive repairs have been made without taking her out of service. On two occasions the boiler furnaces have been renewed without interrupting her operation.

A brief historical review of Kennebec train ferry service might not be out of place. Operation was inaugurated on May 21, 1871, by the Knox and Lincoln Railroad Company, which at that time was constructing its road from Woolwich to Wiscasset, and continued till August 1, 1890, when this road was purchased by the Penobscot Shore Line Railroad Company.

### Merged with the Maine Central

On January 21 of the following year, the name of this company was changed to the Knox and Lincoln Railway, which had a short span of life. The property was leased to the Maine Central for 1000 years from August 1, 1891, and was later merged with the Maine Central on February 20, 1901.

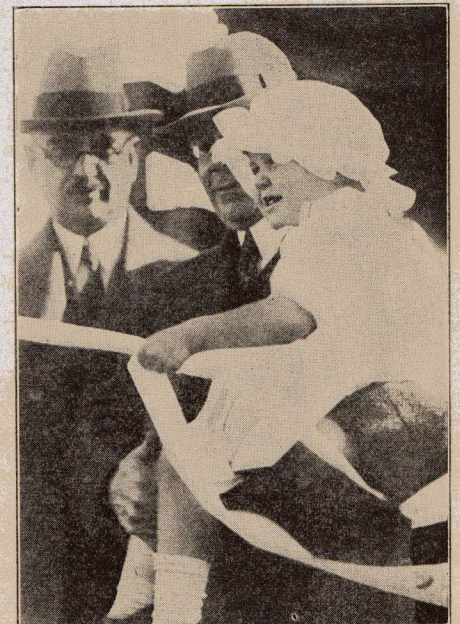
Comptroller A. J. Raynes can remember four different train ferries in operation, the *City of Rockland* about 1887, next the *General Knox*, later the *Hercules* and finally the *Fernando Gorges*. His memory tallies very closely with available records, which show the *City of Rockland* as the original boat in service, built by the Knox and Lincoln.

### Engines Apparently Immortal

The *General Knox* was built in 1898, her engines coming out of the *City of Rockland*. She was a small boat of 427 gross tons, holding only a couple of cars and was used in reserve. Finally she was sold down river, and ran in ferry service on the Hudson and in Long Island Sound.

The *Hercules* was well named in spite of the apparent mistake in sex (for aren't all boats "she"?). At any rate, he, she or it, or what have you, was built in 1892 and continued in regular service till 1910. The *Hercules* is rated 800 gross tons and has a capacity of six passenger or ten freight cars.

In 1909 the *Fernando Gorges* was built and went into service the next year. She is of



Courtesy Portland, Me. Pub. Co.  
The Manager, the President and Frances All Seem Happy



1312 gross tons weight and carries nine passenger or 15 freight cars. As the Maine Central has no possible further use for this equipment both the *Gorges* and the *Hercules* are now on the market.

The officers in the ferry service have always been remarkable men. Below decks, few men have been so well known as the Engineers Gowell, father and son. Born April 1, 1829, the elder Gowell, christened Leonard J., was hired December 6, 1870, and remained at his duties until the time of his death on March 16, 1905.

#### From Engines to Violins

Curiously enough, his avocation was making fine violins, at which he had reached a high degree of perfection. He was succeeded by his son, Fred H. Gowell, who was hired in January, 1902, and served as engineer till he fell overboard coming

ashore from the boat on January 3, 1917, and was drowned.

Another character still fresh in the minds of the old-timers is Engineer Irvin Keizer, born July 20, 1854, and hired October 10, 1884, who served as Chief Engineer of both the *Hercules* and the *Gorges*. He retired on account of sickness on October 15, 1918, and passed away on March 19th of the following year.

#### Continued in Our Next

It is not the purpose of this article to discuss the present train ferry crew. That must come later when space is available to treat the subject adequately. But no discussion of the service would be complete without mention of the veterans Captain Leonardo B. Chaney and Chief Engineer Charles H. Stinson, of whom more anon.

## Train of Dragon Cement First Freight Over Bridge

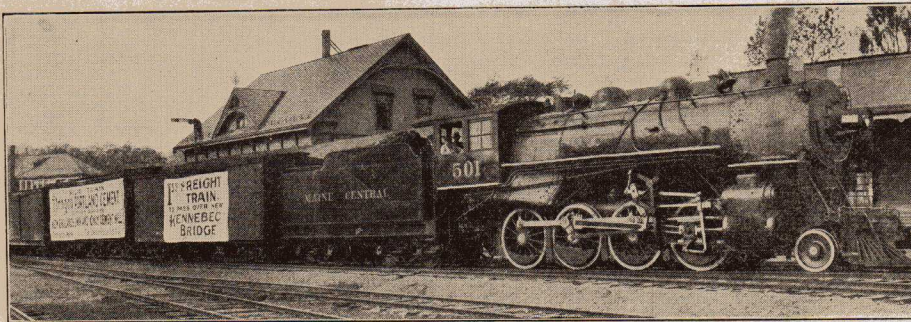
It is generally recognized that the establishment of through rail connections over the new Bridge between Bath and Woolwich will have an important effect on the industrial development of Knox and Lincoln Counties. The promise of improved transportation facilities was not the least factor leading to the establishment of the mammoth plant of Lawrence Portland Cement Company at Thomaston.

#### Banners Told the World

It was particularly appropriate, therefore, that the first freight over the New

Bridge should be a special movement of Dragon Cement from the Lawrence plant at Siegfried, Penna., to be used in completing construction of the \$4,000,000 Lawrence plant at Thomaston. The shipment consisted of 14 cars and moved in record time over the New Haven, reaching Portland Friday night, October 23.

After the passage of the regular and excursion passenger trains on the morning of October 24, the Dragon Special passed over the Bridge shortly after noon. Giant banners on the first car in the train announced



The Dragon Special—Trainload of Cement, First Freight over the Bridge  
The First Freight Starts Its Journey Across Bridge

(8)

“The First Freight Across the K Bridge,” while another enormous s the world, “Solid Train, Dragon Cement to Finish Building New E Own and Only Cement Mill, Tho Maine.”

The cement in the shipment about 10,000 barrels, or 40,000 is additional to the approximately barrels already used in the constru the Thomaston plant. Six hundr are at work, 24 hours a day, on t structure, which is expected to operations in the spring. An annua of a million barrels of cement is anti

## A Master B a Wel

Perley N. Watson

NOVEMBER 1st marked th ment of Perley N. Watson o wick, Superintendent of Bri Buildings, who has served the Ma tral devotedly and efficiently for 46 years. “P. N.,” as he is affe known from St. Johnsbury to E comes from a race of builders. V brother he was employed at an e among the engineering forces of th Trunk, in the days when machin regarded as a “new-fangled not those in authority and practically was done by hand.

#### His Career an Inspiratio

After some experience in private and during his thirty-fifth year, N son entered the employment of th Central Engineering Department, to his work a spirit of accomplishm never failed nor faltered no mat great the difficulties with which confronted.

His long career of service, with this word connotes, should be an tion to young men in his chosen p





from the boat on January 3, 1917,  
drowned.

er character still fresh in the minds  
ld-timers is Engineer Irvin Keizer,  
ly 20, 1854, and hired October 10,  
no served as Chief Engineer of both  
rcules and the Gorges. He retired  
unt of sickness on October 15, 1918,  
ssed away on March 19th of the  
g year.

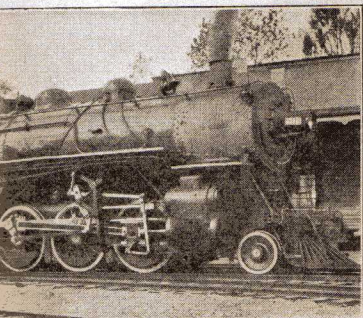
#### Continued in Our Next

not the purpose of this article to  
the present train ferry crew. That  
me later when space is available to  
ne subject adequately. But no  
on of the service would be complete  
mention of the veterans Captain  
to B. Chaney and Chief Engineer  
H. Stinson, of whom more anon.

### Freight Over Bridge

should be a special movement of  
Cement from the Lawrence plant  
ried, Penna., to be used in complet-  
struction of the \$4,000,000 Law-  
lant at Thomaston. The shipment  
d of 14 cars and moved in record  
er the New Haven, reaching Port-  
iday night, October 23.

the passage of the regular and ex-  
passenger trains on the morning of  
24, the Dragon Special passed over  
idge shortly after noon. Giant ban-  
the first car in the train announced



First Freight over the Bridge  
y Across Bridge



“The First Freight Across the Kennebec  
Bridge,” while another enormous sign told  
the world, “Solid Train, Dragon Portland  
Cement to Finish Building New England’s  
Own and Only Cement Mill, Thomaston,  
Maine.”

The cement in the shipment totalled  
about 10,000 barrels, or 40,000 bags and  
is additional to the approximately 50,000  
barrels already used in the construction of  
the Thomaston plant. Six hundred men  
are at work, 24 hours a day, on the giant  
structure, which is expected to begin  
operations in the spring. An annual output  
of a million barrels of cement is anticipated,

with the possibility of ultimately doubling  
this capacity.

The Dragon Special was known officially  
as Extra 501 and was in charge of the fol-  
lowing crew: C. A. Lovejoy, Conductor; N.  
G. Amadon Flagman; R. L. Webster,  
Brakeman; O. P. MacDonald, Engineman,  
and M. C. Powers, Fireman. It moved  
from Rigby to Rockland, and was there  
switched to direct line running to the  
Lawrence plant at Thomaston. Total  
weight of train, exclusive of engine and  
caboose, was estimated at 712 tons, said to  
be the heaviest unbroken load ever carried  
between Brunswick and Rockland.



## A Master Bridge Builder Takes a Well-Earned Rest

Perley N. Watson Retired on Pension Nov. 1

**N**OVEMBER 1st marked the retire-  
ment of Perley N. Watson of Bruns-  
wick, Superintendent of Bridges and  
Buildings, who has served the Maine Central  
devotedly and efficiently for the past  
46 years. “P. N.,” as he is affectionately  
known from St. Johnsbury to Eastport,  
comes from a race of builders. With his  
brother he was employed at an early age  
among the engineering forces of the Grand  
Trunk, in the days when machinery was  
regarded as a “new-fangled notion” by  
those in authority and practically all work  
was done by hand.

#### His Career an Inspiration

After some experience in private business  
and during his thirty-fifth year, Mr. Wat-  
son entered the employment of the Maine  
Central Engineering Department, bringing  
to his work a spirit of accomplishment that  
never failed nor faltered no matter how  
great the difficulties with which he was  
confronted.

His long career of service, with all that  
this word connotes, should be an inspira-  
tion to young men in his chosen profession



Perley N. Watson at His Office Door



of engineering, and definitely places him among the honored ranks of Master Builders.

Mr. Watson's familiar features, which hardly show two-thirds of his 80 years, will still be seen in our midst, for he is retiring only as far as his attractive home at 5 Noble Street in Brunswick, where he resides with Mrs. Watson. This delightful couple have one son, Ernest, who holds a responsible position in the Signal Department of the Pennsylvania R. R., with headquarters at Harrisburg. It is probable that Mr. Watson will visit his son in November for the Thanksgiving holiday and it is even possible that he may spend part of the more severe winter season with his brother, Jerome Watson, in Florida.

"P. N." had transportation both as a vocation and an avocation. His job was to build better railroad structures and his hobby was to play with automobiles. From the era of one and two-lunged machines down to the more efficient types of the present day, "P. N." has owned at one time and another, almost every make that has appeared on the market.

But it is for his exceptional sense of humor that "P. N." is known and loved in the Maine Central family. No matter how badly things were breaking—and they do break badly some times—he always had a funny story to ease the tension and not just a general funny story but one right pat to the situation.

"Mr. Watson has always been a very efficient, competent and hard-working official," declared President Morris McDonald in commenting on Mr. Watson's retirement, "who has rendered valuable service to the company during the entire period of his connection with it."

**Will Never Leave Our Memory**

Vice President and General Manager D. C. Douglass commented feelingly on his personal and official admiration for Mr. Watson's work and personality. "He is a highly esteemed official," he declared, "who may leave our service but who can never leave our memory. Years will not dim the picture we hold of him going quietly and efficiently about his tasks with his grim yet quizzical smile reflecting the keen sense of

humor which helped him to overcome in his long winning battle against the elements that hamper railroad builders."

"Mr. Watson was progressive and always glad to be cooperative in any new methods or practices which would improve the character of the service and the efficiency of the forces under him. His administrative ability will be greatly missed," asserted Chief Engineer B. T. Wheeler. "He never spared himself in his work and his fair play made him respected by everyone who came in contact with him."

"In the 18 years that I have known Mr. Watson," stated Walter H. Norris, Bridge Engineer, "he has been a most energetic and conscientious worker, with always the interest of the Maine Central at heart. Speaking in automobile terms, he finds it easier to do his work at 55 miles an hour than at 25, always keeping things under perfect control. We will miss him in the working ranks but know that he will not be forgotten. His relief from responsibility is his reward. He says that he will 'make new friends but keep the old, for those are silver and these are gold.'"

**"Au Revoir," Not "Good Bye"**

"Many of the largest bridge projects that this road has ever accomplished were undertaken under Mr. Watson's personal direction and supervision," said Chauncey S. Robinson, Engineer, Maintenance of Way, "such as recently the Androscoggin River Bridge at Topsham, the Ticonic Bridge at Winslow and such replacements as were made at the Lewiston Upper Bridge. In addition to his duties out on the road he has had the Brunswick Bridge and Building Shops under his personal direction where all of the woodworking of this class for the entire system has been performed."

Mr. Robinson swung around in his chair and gazed out of the window for a long, long interval. He swung back to his desk again and said huskily, "We'll miss him. We'll all miss him," unconsciously but with supreme fidelity and exactness voicing the message from every member of the Maine Central family to our Master Builder who goes now to take a well-earned rest—a message we are glad to say which means "au revoir" but not "good-bye."

**MAINE CENTRAL  
Employees' Magazine**

Vol. IV NOVEMBER, 1927.

"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.

DUDLEY ALLEMAN, Editor  
D. W. BISHOP, Associate Editor  
MAGAZINE  
STAFF CORRESPONDENTS

Portland Terminal  
Miss A. Z. Donahue, Freight  
C. D. Atherton, Freight  
Joseph D. Rourke, South  
John F. Dunn, South

Eastern Division  
J. L. Riggie, Superintendent  
C. H. Leard, Bangor Mot. P.  
C. A. Jeffers, Bangor  
P. N. Carson, Bangor T.  
V. A. Cunningham, Bangor T.  
R. H. Johnson, Bangor T.  
E. F. McLain, Bangor T.  
S. A. Frost, Bangor T.  
H. D. Davis, Bangor T.  
T. S. Kelley, Bangor T.

Portland Division  
E. W. Tibbetts, Lewiston  
E. E. Walker, Lewiston  
A. A. Thompson, Lewiston  
W. H. Marshall, Lewiston  
A. F. Smith, Lewiston  
R. C. Brown, Lewiston  
P. J. Hanley, Lewiston  
S. O. Swett, Lewiston  
A. L. Eastman, Lewiston  
J. E. Winslow, Lewiston  
Alfred R. Pugh, Lewiston

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

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

**EDITORIALS**

**ONE CAUSE OF ACCIDENTS**

One frequent cause of railroad accidents is not only preventable but also avoidable. "A little humor now and then, relished by the best of men," is a thing containing the wisdom of the ancients. Humor can be carried too far. A fellow worker trips and skids across the floor on his left ear, his antics are relished by howls of laughter—IF he gets up. But if he doesn't, the laughter is replaced by and grim anxiety replaces mirth.

The human body is peculiarly constructed. Blows of which we would



which helped him to overcome in winning battle against the elements of the temper railroad builders."

Watson was progressive and always cooperative in any new methods and devices which would improve the character of the service and the efficiency of the work under him. His administrative ability will be greatly missed," asserted the Chief Engineer B. T. Wheeler. "He never underrated himself in his work and his fair play was respected by everyone who came in contact with him."

"The 18 years that I have known Mr. Watson," stated Walter H. Norris, Bridge Foreman, "he has been a most energetic and conscientious worker, with always the interest of the Maine Central at heart. In his work in automobile terms, he finds it difficult to do his work at 55 miles an hour for 25, always keeping things under control. We will miss him in the ranks but know that he will not be forgotten. His relief from responsibility is a great one. He says that he will 'make ends but keep the old, for those are the ones that are gold.'"

**"A Revoir," Not "Good Bye"**

One of the largest bridge projects that the Maine Central has ever accomplished were under the direction of Mr. Watson's personal direct supervision," said Chauncey S. Robinson, Chief Engineer, Maintenance of Way, who recently the Androscoggin River at Topsham, the Ticonic Bridge at Lewiston and such replacements as were made at the Lewiston Upper Bridge. In connection with his duties out on the road he supervised the Brunswick Bridge and Building under his personal direction where the woodworking of this class for the first time in the system has been performed."

Robinson swung around in his chair and looked out of the window for a long interval. He swung back to his desk and said huskily, "We'll miss him. We'll miss him," unconsciously but with the same fidelity and exactness voicing the sentiment from every member of the Maine Central family to our Master Builder who has now to take a well-earned rest—a rest which we are glad to say which means "good-bye" but not "good-bye."

# MAINE CENTRAL Employees' Magazine

Vol. IV NOVEMBER, 1927 No. 11

"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. Jeffers, *Bangor Car Dept.*  
P. N. Carson, *Bangor Ticket Office*  
V. A. Cunningham, *Oldtown*  
R. H. Johnson, *Woodland*  
E. F. McLain, *Calais*  
S. A. Frost, *Eastport*  
H. D. Davis, *Vanceboro*  
T. S. Kelley, *Kingman*

*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*

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

## EDITORIALS

### ONE CAUSE OF ACCIDENTS

One frequent cause of railroad accidents is not only preventable but also inexcusable. "A little humor now and then is relished by the best of men," is a truth containing the wisdom of the ancients, but humor can be carried too far. When a fellow worker trips and skids across the floor on his left ear, his antics are greeted by howls of laughter—IF he gets up O. K. But if he doesn't, the laughter is silenced and grim anxiety replaces mirth.

The human body is peculiarly constructed. Blows of which we would think

nothing might cause a fracture if they hit the body in a spot a few inches away. When you start to be funny it's essential to know where the fun will end. Simple common sense should bar the rougher forms of horseplay.

### SOME COMFORTABLE WORDS

Published under Secretary Herbert Hoover's direction, the U. S. Department of Commerce Yearbook credits railroad employees and officials with a progressive degree of transportation efficiency. To all who are doing their part, some small, some large, to increase railway efficiency, the following quotation will bring pleasure and a feeling of pride not ill-deserved.

"Railway freight traffic was greater during 1926 than ever before. Economy and efficiency have marked the operation of the railways since 1922 and were clearly in evidence during the past year. Traffic measured in revenue ton-miles of Class I roads exceeded the previous year by 7.2 per cent. Class I operating revenues in 1926 were 4.2 per cent greater than 1925 and slightly exceeded the revenues in 1923; operating expenses were greater than during the previous year by 2.9 per cent and the net operating income gained by 8.2 per cent.

"Freight and passenger rates remained practically the same. Traffic moved without delay or interruption with no car shortage and higher car surpluses. Movement of goods was carried on with the greatest rapidity in railroad history.

"The progressive efficiency in railway operation during the past four years is partly attributable to the hearty cooperation of the buyers of transportation through the medium of the Shippers' Regional Advisory Boards of the American Railway Association. Credit must also be given to the operating officials and their employees for the expedited railway service."

Forty-four thousand, seven hundred and thirty dollars an hour is the amount Class I railroads have to pay in taxes. This figures out better (or worse) than \$735 a second.

Approximately 50,000 railroad employees are buying stock of the companies they work for on an installment basis.



## IN MEMORIAM

### **JAMES CONWAY**

Sectionman James Conway, 62, of Oquossoc, died September 25 at the Rumford Hospital as a result of accident that occurred while nine men, all employed by the Maine Central, were riding on a motor car near Oquossoc, the motor car striking some object on the tracks and derailing it.

The loss of Mr. Conway is mourned by many friends of the Maine Central Family.

He had been employed by the Maine Central since May 9, 1925.

### **FREDERICK A. TAYLOR**

Frederick A. Taylor, 42, employed by the Maine Central since July 7, 1910, died at Colebrook, N. H., as a result of injuries received in an automobile accident near Beecher Falls, Vt., on Sunday, October 16.

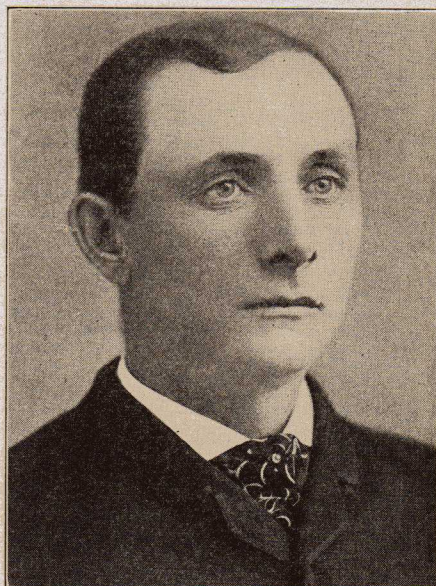
Mr. and Mrs. Taylor were riding in a Reo with a friend who was driving when the car left the road just north of Hall's Stream bridge and went over a steep embankment. The injured were removed to Colebrook and Mr. Taylor did not regain consciousness before death came.

Mr. Taylor was born in Spurwink, N. S., September 11, 1885, and was first employed as a fireman. On December 13, 1916, he was promoted to engineman. His many friends mourn his loss.

### **JOHN TOOLE**

John Toole, aged 69, veteran railroad engineer, who was for more than a half century employed by the Maine Central, died on October 7, at the home of his son, John B. Toole of Bangor.

Mr. Toole was born in Winterport but was brought here by his parents when a baby and lived the greater part of his life



Picture of Engineman Toole, Taken 30 Years Ago

in Bangor. He retired from active railroad service a little more than a year ago because of failing health, moving to Newark, N. J.

While in the employ of the Maine Central, Mr. Toole for many years was engineer on passenger trains of the Bar Harbor branch, being one of the first engineers to make a run over that line. A kind and loving father, he was a good citizen and had many friends, both in this and other cities.

Mr. Toole was known as "Tooley" up and down the Bar Harbor branch. He was noted as an expert runner and one of the finest "pluggers" on the road. He made his first trip over the road firing for Herbert Burr, while it was still under construction.

Surviving are four daughters, Mrs. Margaret T. Malhoit, Helen E., Teresa M., and Angela M. Tooley, all of Newark, N. J.;

four sons, Edward H., Frank H., and B. Toole of Bangor and Robert J. Toole of Newark, N. J.; and two sisters, Margaret A. Toole and Mrs. Jeremiah Angley, both of Bangor. There are several grandchildren.

### **EDWARD F. O'DONNELL**

Edward F. O'Donnell, Chief Clerk and per diem bureau, passed away at the Maine General Hospital on Wednesday, Oct. 5, 1927, following an operation for appendicitis the Sunday previous.

"Eddie" had been in the railroad for some twenty years in various capacities, and was well liked by his business associates and all others who knew him. He had not been in good health some years but his quiet, gentlemanly position enabled him to bear his tribulation without complaint. His loss is mourned by all.

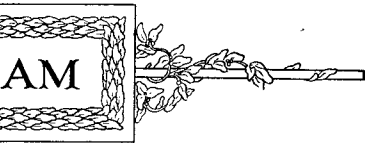
### **WALTER M. TAPLEY**

Walter M. Tapley, prominently identified with the Auditing Department for the last 25 years, passed away at his home, 3 Elmwood Place, September 21, 1927, at the age of 56 years.

Mr. Tapley has been in failing health since last May, but his condition was considered to be of a serious nature about the first of September. He was born in Methuen, Mass., Nov. 1, 1870, he received his education in the public schools. When a young man he moved to Rockland.

For a time, Mr. Tapley was editor of the old Rockland Daily Star and was interested in politics, having served as a man and also on the City Council. He later entered the employ of the Maine Central at Rockland and in 1912 was transferred to Portland. He was a member of the Rockland Chapter of the Masons; and a member of the Brotherhood of Railroad Men and secretary of the same at the time of his death.

His mother, Mrs. George H. Tapley of Westbrook, and two sons, Walter M.



of Engineman Toole, Taken  
30 Years Ago

or. He retired from active railroad  
a little more than a year ago be-  
failing health, moving to Newark,  
in the employ of the Maine Cen-  
Toole for many years was engineer  
passenger trains of the Bar Harbor  
being one of the first engineers to  
run over that line. A kind and  
father, he was a good citizen and had  
friends, both in this and other cities.  
Toole was known as "Tooley" up  
the Bar Harbor branch. He was  
an expert runner and one of the  
"pluggers" on the road. He made  
trip over the road firing for Herbert  
while it was still under construction.  
iving are four daughters, Mrs. Mar-  
Malhoit, Helen E., Teresa M., and  
M. Tooley, all of Newark, N. J.;



four sons, Edward H., Frank H., and John  
B. Toole of Bangor and Robert J. Toole of  
Newark, N. J.; and two sisters, Miss Mar-  
garet A. Toole and Mrs. Jeremiah F.  
Angley, both of Bangor. There are also  
several grandchildren.

#### EDWARD F. O'DONNELL

Edward F. O'Donnell, Chief Clerk inter-  
change and per diem bureau, passed away at  
the Maine General Hospital on Wednesday,  
Oct. 5, 1927, following an operation for  
appendicitis the Sunday previous.

"Eddie" had been in the railroad service  
for some twenty years in various clerical  
capacities, and was well liked by his busi-  
ness associates and all others who knew  
him. He had not been in good health for  
some years but his quiet, gentlemanly dis-  
position enabled him to bear his troubles  
without complaint. His loss is mourned  
by all.

#### WALTER M. TAPLEY

Walter M. Tapley, prominently identi-  
fied with the Auditing Department for the  
last 25 years, passed away at his home,  
3 Elmwood Place, September 21st, aged  
56 years.

Mr. Tapley has been in failing health  
since last May, but his condition was not  
considered to be of a serious nature until  
about the first of September. He was born  
in Methuen, Mass., Nov. 1, 1870, where  
he received his education in the public  
schools. When a young man he moved to  
Rockland.

For a time, Mr. Tapley was editor of the  
old Rockland Daily Star and much inter-  
ested in politics, having served as alder-  
man and also on the City Council. He  
later entered the employ of the Maine Cen-  
tral at Rockland and in 1912 was trans-  
ferred to Portland. He was a charter  
member of the Rockland Chapter of Elks;  
a Mason; and a member of the Brotherhood  
of Railroad Men and secretary of the same  
at the time of his death.

His mother, Mrs. George H. Tapley of  
Westbrook, and two sons, Walter M. Tap-

ley, Jr., of Portland and George Otis Tap-  
ley, a student at Tufts College, survive him.

#### EDWARD L. WHITNEY

Funeral services for Edward L. Whitney,  
one of the oldest employees of the Maine  
Central Railroad, were held from the home  
on Winter Street in Topsham, on Sep-  
tember 28. The bearers were Conductor  
H. S. Hopkins, brakeman Herbert S.  
Howard, Engineman Frank D. Hamlin and  
Asst. Supt. H. R. Withee. Interment was  
at the Riverview Cemetery on Elm Street.  
The funeral was largely attended, with  
several railroad men present, and there were  
many floral tributes. Mr. Whitney, who  
died suddenly Sept. 25, is survived by a  
daughter, Mrs. Margaret Whitney Haley,  
and a sister, Mrs. Carrie Farrar, of Hart-  
ford, Conn.

Mr. Whitney, who was born in Topsham,  
June 13, 1859, and educated in the schools  
of this town, early became interested in  
railroading. When but a lad he was a  
newsboy on the Maine Central trains and  
later became connected with the Maine  
Central Restaurant.

When about 28 years old he began as  
brakeman on a main line passenger train  
remaining in this service until he became  
conductor in 1890. During the war he was  
transferred to the Rockland line where he  
was running at the time of his death.

+ +

### Fundamentalist Doctrine

The story is told that when the first  
railway to be built in Georgia was being  
planned farmers strenuously objected be-  
cause their cattle would be frightened, and  
at least one town refused to let the road  
come within four miles of its limits. When  
the trains began to run (at twelve miles an  
hour), unfortunately two men were killed  
by a night accident. Thereupon for a while  
night trains were discontinued. An old  
copy of the "Georgia Gazette," comment-  
ing on the wreck, says: "Night was in-  
tended for sleeping, not for traveling."

—Via W. G. H.



# Maine Central Family

## Waterville Shopmen Stage Fine Entertainment

By THEODORE R. CROCKER

ONE of the most successful banquets and entertainments ever attempted by a local branch of a labor organization, was held by Waterville Lodge of the Association of Shop Crafts Employees of the M. C. R. R. and Portland Terminal Co. at Elks Hall on Sept. 28th. Much credit is due the various committees, who had charge of the arrangements.

### Hall Tastefully Decorated

The hall was tastefully decorated with crepe streamers of red, white and blue; while a huge banner, also of the National colors, and bearing the words "Welcome, Shop Crafts Ass'n," was effectively draped about the balcony. This was the work of a member, Robert Woods, who is a master in this art, and caused much favorable comment. The tables were decorated with zinnias, asters and gladioli, which were presented by E. E. Landry, local florist, and Ernest Crocker of Hinckley.

Shortly after 7 o'clock, the members with their wives and sweethearts, took their places at the tables, to the accompaniment of Paul Barrows' Entertainers, who furnished music for the evening. Callahan McCarthy, of "Mac's Lunch" fame, served a roast chicken supper which would have delighted a king. There was everything to go with the tasty birds and Mac's corps of twelve waitresses were letter perfect in their service. More than two hundred were seated at the tables, with plenty of fine food before them.

### Encores Necessary

As added attractions, between the courses, Leol J. Watson and Lafayette Jacques offered vocal solos that drew hearty applause and necessitated encores. After the tables were cleared away, the

famous Kilgore Trio entertained, with songs, dancing and ukulele selections. While these little girls are already well known to Waterville people, their part of the program proved to be the outstanding feature of the evening.

The program of new and old dances was opened by the grand march, which was led by Master Mechanic F. H. Ramsdell, and Miss Annie Trainor. Mr. Ramsdell entered into the spirit of the evening and proved to be an adept in the art of leading the dance. During a short intermission, Joshat Pooler did a clog dance, which brought forth much applause.

### Tripped the Light Fantastic

The remainder of the evening was spent in dancing and when the last note swelled into the distance, all left the hall with memories of a pleasant evening.

Invitations were extended to the management of the Motive Power Department, to the master mechanic and foreman of the Waterville Shops, and General Board members of Portland and Bangor. Gen. Chairman T. E. Oates and P. G. Osgood of the Gen. Board of Portland were present. Officers of the local branch of the order are: Pres., A. J. Pine; Vice-Pres., Wm. Reagan; Treas., George Eddington, and Sec'y., Theodore Crocker.

## Not a Miss for 25 Years

By MRS. T. J. TILTON

F. L. Flynt, Agent at Skowhegan Station, is at home ill. October 8th, he remarked, is the first day for 25 years that he has been confined to his bed. Quite an enviable record. C. T. MacCrillis is acting Agent while Mr. Flynt is off duty.

(14)

## Engineering Department

SIX Engineering Department of are affected by a reorganization, effective November 1st, coincident with the retirement of P. N. Watson, Superintendent of Bridges and Buildings. Mr. A. Johnson, who for the past 10 years has been located at Bangor, with the title of Superintendent of Bridges and Buildings, is transferred to the General Offices at Portland. He will report to the Chief Engineer Maintenance of Way C. S. Johnson and his jurisdiction will extend over the whole system, which is divided into three supervisory divisions.

### Roadmaster Since 1912

Mr. Johnson was born November 4, 1892, and joined Maine Central forces in September of the same year he was promoted to Roadman and became Assistant Engineer in August, 1903. In November, 1908, he was transferred to Brunswick with the title of Roadmaster which position he held until he assumed his present position at Bangor in July, 1912. Mr. Johnson is a graduate of the Engineering course at the U. of M.; is married and has one daughter, Barbara, who is now attending the University on the banks of the Penobscot.

Wilbur Lampson is appointed Supervisor of Bridges and Buildings of Division No. 1, which includes that part of the system from Beecher Falls to Quebec Jct., St. John to Portland Terminal Limit, Cumbria Mills, Portland Terminal Limit, Deering Jct. to Kennebago via and including Kennebago Jct. and Canton to Livermore Falls. His headquarters will be at Deering. Mr. Lampson was born November 18, 1880, and entered Maine Central service as a draftsman on May 13, 1910, leaving a short period on August 21, 1912. In October of the same year, he was promoted to the position of Supervisor, which he held until he took the title of Structural Draftsman in 1918, remaining in that position until his present promotion to the position of Supervisor.

### Worked on Terminal Job

The Supervisor of Division No. 2 is Lester P. Chick. His territory includes



## Fine Entertainment

### OCKER

Kilgore Trio entertained, with dancing and ukulele selections. These little girls are already well known to Waterville people, their part of the program proved to be the outstanding feature of the evening.

A program of new and old dances was given by the grand march, which was led by Master Mechanic F. H. Ramsdell, and Annie Trainor. Mr. Ramsdell entered into the spirit of the evening and proved to be an adept in the art of leading a dance. During a short intermission, Mr. Pooler did a clog dance, which drew forth much applause.

### Tripped the Light Fantastic

The remainder of the evening was spent in singing and when the last note swelled to the distance, all left the hall with cries of a pleasant evening.

Entertainments were extended to the members of the Motive Power Department, Master Mechanic and Foreman of Waterville Shops, and General Board members of Portland and Bangor. Gen. Board members T. E. Oates and P. G. Osgood of the Gen. Board of Portland were present. Names of the local branch of the order are: A. J. Pine; Vice-Pres., Wm. Reagan; George Eddington, and Sec'y., George Crocker.

## \* \* \* at a Miss for 25 Years

By MRS. T. J. TILTON  
L. Flynt, Agent at Skowhegan Station, is at home ill. October 8th, he recorded, is the first day for 25 years that he has been confined to his bed. Quite an able record. C. T. MacCrillis is acting while Mr. Flynt is off duty.



## Engineering Department Officials Promoted

SIX Engineering Department officials are affected by a reorganization, effective November 1st, coincident with the retirement of P. N. Watson, Superintendent of Bridges and Buildings. Elbridge A. Johnson, who for the past fifteen years has been located at Bangor, with the title of Superintendent of Bridges and Buildings, is transferred to the General Offices at Portland. He will report to Engineer Maintenance of Way C. S. Robinson and his jurisdiction will extend over the whole system, which is divided into three supervisory divisions.

### Roadmaster Since 1912

Mr. Johnson was born November 4, 1880, and joined Maine Central forces in June, 1902, as Assistant Roadmaster. In September of the same year he was promoted to Roadman and became Assistant Engineer in August, 1903. In November, 1908, he was transferred to Brunswick with the title of Roadmaster which position he held until he assumed his present position at Bangor in July, 1912. Mr. Johnson is a graduate of the Engineering course of the U. of M.; is married and has one daughter, Barbara, who is now attending the university on the banks of the Penobscot.

Wilbur Lampson is appointed Supervisor of Bridges and Buildings of Division A, which includes that part of the system from Beecher Falls to Quebec Jct., St. Johnsbury to Portland Terminal Limit, Cumberland Mills, Portland Terminal Limit, Deering Jct. to Kennebago via and including Rumford Jct. and Canton to Livermore Falls. His headquarters will be at Deering Junction. Mr. Lampson was born November 4, 1880, and entered Maine Central service as draftsman on May 13, 1910, leaving for a short period on August 21, 1912. On December of the same year, he was re-employed in the same position, which he held until he took the title of Structural Draftsman in 1918, remaining in this capacity until his present promotion to his position of Supervisor.

### Worked on Terminal Job

The Supervisor of Division B is Lester P. Chick. His territory includes

Royal Junction and Rumford Junction to Waterville via Lower and Back Roads but not including Waterville, Lewiston Lower to Rockland, Crowleys Junction to Farmington and Oakland to Kineo. Mr. Chick's headquarters will be at Brunswick. He entered Maine Central service as Rodman on May 3, 1917. After receiving various promotions in the Engineering Department, he was assigned to duties as Inspector on the Rigby Terminal job April 13, 1923, and was made Assistant Roadmaster at Brunswick on July 1, 1924. Mr. Chick was born August 7, 1898.

Leslie D. Smith is the Supervisor of Bridges and Buildings in Division C, with headquarters at Bangor, his division including all the territory Waterville and eastward. Born on November 9, 1883, Mr. Smith entered Maine Central service as Bridge Carpenter, Eastern Division, on July 19, 1909, and was made Foreman Carpenter crew on Nov. 18, 1918, which position he has held until the present.

### A Former "Gob"

In place of Mr. Chick, A. S. Dodge, Assistant Roadmaster, Division 6, with headquarters at Lancaster, is transferred to Division 1, Brunswick. Mr. Dodge was born May 13, 1897, and joined Maine Central service as Rodman on April 6, 1916. He became Transitman on August 26, 1920, and was promoted to his present position of Assistant Roadmaster on Nov. 17, 1926.

Charles H. Willey is appointed Assistant Roadmaster of Division 6 with headquarters at Lancaster in place of Mr. Dodge. Mr. Willey was born on January 29, 1895, and entered Maine Central service as Roadmaster's Clerk at No. Conway on July, 1913. This is his first promotion. From June 3, 1917, to January 22, 1920, Mr. Willey served an even greater organization than the Maine Central, being in the U. S. Navy for this period.

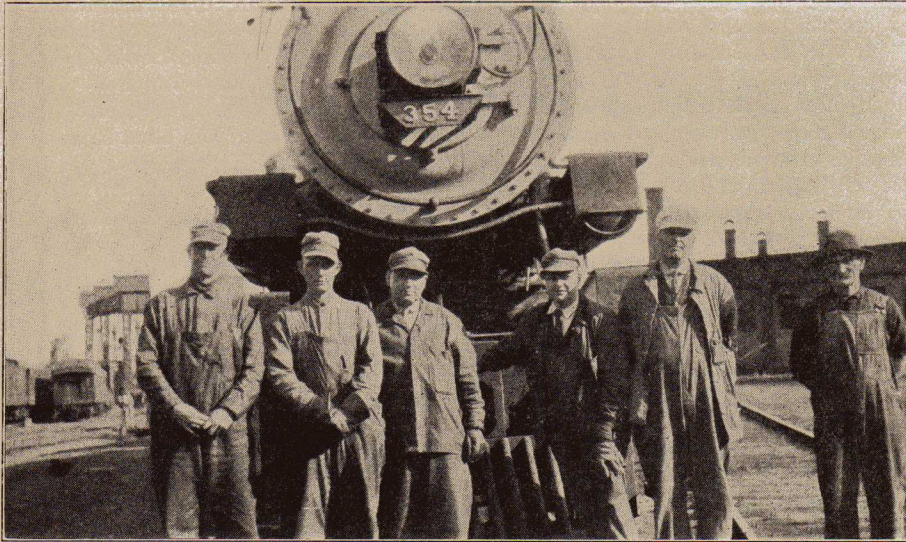


Nit: "Do you know why the moon never got married?"

Wit: "Because it only gets a quarter a week and gets full once a month."—E. I. H.



## They Have a Neat Traveling Home



354's Train Crew

Click, and what have you. Three on one side and three on the other of engine 354 at Bath Yard, right in front of Gene Thebeau's station. The camera caught these gentlemen just after they had come off the Ferdinando Gorges with a train load of limerock.

Sometime if you want to see a little palace on wheels just take a peek inside of

Conductor Atkin's "Buggy". It's spick and span and neat as wax both inside and out.

Reading from left to the right are: Engineman M. A. Saunders, Fireman J. D. Chapman, Brakeman W. E. Petrie, Brakeman F. P. Koster, Conductor A. S. Atkins and Yardman at Bath J. E. Hamlin.



## General Office Notes

A recent engagement to be announced was that of Laura Poole of the A. F. A. office and Egbert Tukey.

Mrs. Pearl Weeman returned October 17th to her duties in the A. F. A. office after a two months' leave of absence.

John Osgood, Asst. Auditor of Freight Accounts, has returned from a visit in California.

Winston Minott, clerk in Passenger Traffic Department, is rapidly recovering from his recent auto accident. He has been confined to his home for more than a month.

Miss Dorothy Sawyer and Arthur Thompson, both of the Engineering Department, were married October 2nd at Gorham, Maine. Their honeymoon was spent by motor over the Bear Mountain Trail and to Niagara Falls. Miss Sawyer was tendered a dinner and shower by the girls of the Engineering Department at the Elks Club previous to her marriage.

Miss Cora Hoy, Stenographer to the Chief Engineer, has returned after a three weeks' sick leave and is greatly improved in health.



## Harry Goodwin Lays

By OPERAT

A great deal has been heard about "steel men" such as Charles M. Se Judge Gary and others but few I on the M. C. payroll realize that w with us a certain Harry Goodwin would make the above mentioned lo

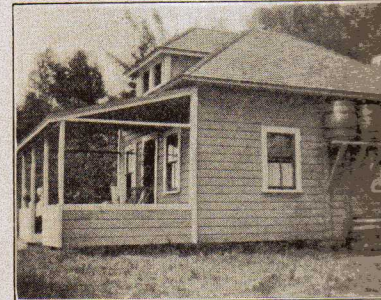
Form M. C. 24

MAINE CENTRAL  
PORTLAND  
T E

C. McKenny  
Waterville

I laid 81

## Ferry Has a Cozy P at the Ferry

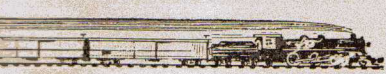


By C. H. LEARD

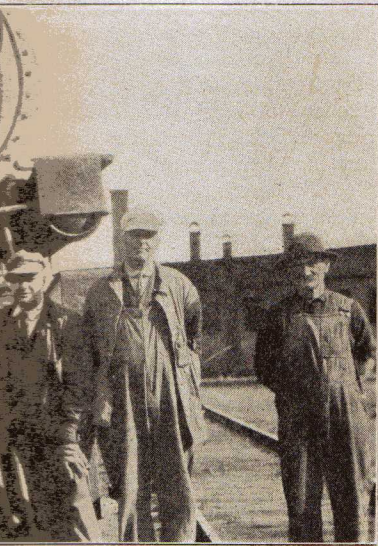
Mt. Desert Ferry now has quite a of railroad folks during the summer. Two new camps were built by em of the Bangor Motive Power Depa during the past summer. L. J. B machinist at Bangor, erected an att cottage and Engineman C. T. Fer put up a cozy little camp.

No, ladies and gentlemen, you are the barrels on the platform are us for rain water.





## Traveling Home



Conductor Atkin's "Buggy". It's spick clean and neat as wax both inside and

Standing from left to the right are: Fireman M. A. Saunders, Fireman J. D. ... Brakeman W. E. Petrie, Brake- ... P. Koster, Conductor A. S. Atkins ... Hamlin.

... Dorothy Sawyer and Arthur ... were married October 2nd at ... Their honeymoon was ... by motor over the Bear Mountain ... and to Niagara Falls. Miss Sawyer ... a dinner and shower by the ... of the Engineering Department at the ... Club previous to her marriage.

... Cora Hoy, Stenographer to the ... Engineer, has returned after a three ... sick leave and is greatly improved ...



## Harry Goodwin Lays Steel Like a Hen Lays Eggs

By OPERATOR J. L. SIROIS, Pittsfield

A great deal has been heard about great "steel men" such as Charles M. Schwab, Judge Gary and others but few I believe on the M. C. payroll realize that we have with us a certain Harry Goodwin that would make the above mentioned look like

"pikers" at their best when it comes to "laying the steel."

Below is reproduced a wire from Harry to his boss Roadmaster McKenny at Waterville to prove same.

Poor Harry, no wonder he is a little bit "tuckered out." Who wouldn't be?

Form M. C. 24

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY

### TELEGRAM

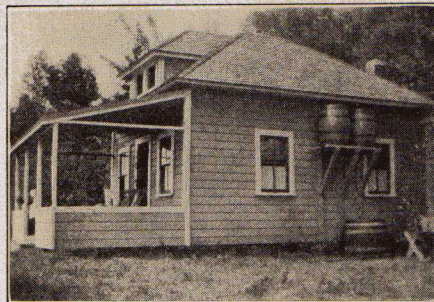
C. McKenny  
Waterville

Pittsfield, Oct. 20-27

I laid 81 rails today (all in).

Harry Goodwin.

## Ferry Has a Cozy Place at the Ferry



By C. H. LEARD

Mt. Desert Ferry now has quite a colony of railroad folks during the summer season. Two new camps were built by employees of the Bangor Motive Power Department during the past summer. L. J. Beaulieu, machinist at Bangor, erected an attractive cottage and Engineman C. T. Ferry also put up a cozy little camp.

No, ladies and gentlemen, you are wrong, the barrels on the platform are used only for rain water.

## Portland Terminal Car Movement at Record

According to the records, Friday, October 21, was a red letter day on the Rigby Terminal calendar. More freight cars, loads and empties were handled in and out of the Portland Terminal than on any other single day in its existence.

Statistics show that a total of 3639 cars were moved inbound and outbound over the Maine Central and Boston and Maine railroads.

Detailed figures are as follows:

Maine Central Trains			
Inbound	688 Loads	97 Empties	785
Outbound	500 Loads	577 Empties	1077
	1188	674	1862
B. & M. Trains			
Inbound	298 Loads	717 Empties	1015
Outbound	655 Loads	107 Empties	762
	953	824	1777
		Total	3639



## It's Best To Grin Before You Begin

By V. A. CUNNINGHAM, Oldtown

### Ask Me Another

Passenger: Have you a periodical with thrills, adventure, humor and pathos in it?

Operator Prouty: Sure, take the flivver train Brownville Junction to K. I. Works.

### Loss of Tonnage

Lady Patron: Has anyone found a silver bag about the size of a Walnut?

Operator Bowley: No, mam. What was in it?

Lady Patron: Three evening gowns, a week's beauty and my bathing suit.

### What Experience

Would-be Clerk: Want to hire a good man? I can do an hour's work in twenty minutes.

Agent Dennis: I just fired a man that worked an hour in twenty minutes.

### Oldtown Answers Them All

To the Oldtown Optimist:

I am keeping company with a young railroad man and would like to have you tell me how I can tell whether he loves me or not.

A. R. R. Stenog.

Dear Miss Stenog:

That is easy; does he bring you candy in a box or a paper bag.

### Gentle, but Firm

Hard Guy: Say youse, dis is the bumest place I ever tried to sell razors in.

Operator O'Connell: Did you ever hear of an angel with whiskers?

### Better See a Doctor

Tourtillotte: There is just one thing that will spoil my appetite.

Preble: What's that?

Tourtillotte: Eating.

### Afraid of the Splinters

Clerk Applebee: Put on your hat quick, Leo.

Clerk Ashy: What for?

Clerk Applebee: There is a woodpecker right outside.

### True to Life

Clerk Preble: I got to get a name for my new house.

Baggage-Master Messer: Oh, call it "The Battlefield".

### Everybody Works but Father

Clerk Preble: I just bought 12 chickens.

Signalman Spinney: Now I suppose you will expect them to do their daily dozen.

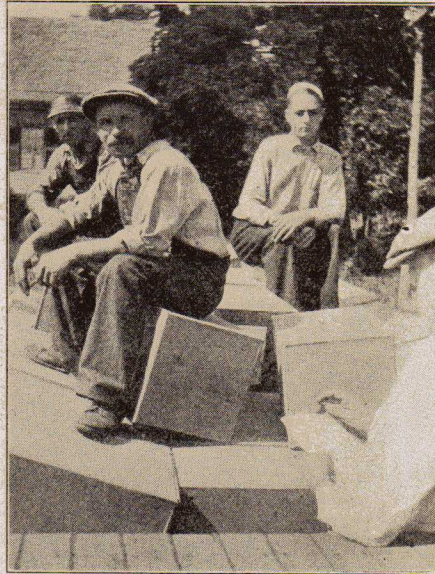
### Better the Day—Better the Deed

Conductor Haney: This is a nice bracing day.

Brakeman Henry: Glad you noticed it. Lend me five dollars.

✦ ✦

## Grist for Our Mills



A truckload of shoes from R. P. Hazzard Co., Gardiner, backed up to Maine Central Freight House at Gardiner for shipment. Freight House Checker H. A. Sherman is shown checking the load. We handle on an average ten truck loads of these shoes a day.

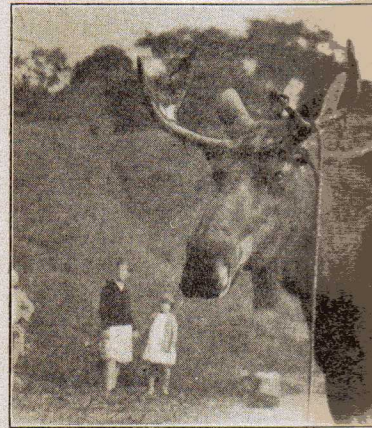
✦ ✦

### They Say—

That Ance Glidden, conductor, Rockland Branch Freight, lost most of his overalls in Wiscasset one day in September.

(18)

## V.A. Questions Accu



Moose Recently Capt

Editor Dud:

Oldtown would like to inquire moose really weighed 5500, as st newspaper reports, or did some one careless with their ciphers. This i larger than they grow in this part State, it taking a herd of about ter the beam at 5500.

But if George Bass was the ma

## Traffic Tip Boost Get Business

To J. H. Wight, baggagemaster diner, goes the credit of doing a clever bit of salesmanship for the good Company. Not long ago, Mr. heard that a family in Gardiner we templating a trip from Gardiner t treat. Immediately on the job, h after this business hot foot and w cooperation of Ticket Agent Bates th one-half tickets were sold over th tain Road giving us the long haul the White Mountains, turning over C. P. at St. Johnsbury. One h seventy-five pounds of excess bagg also included in this little tip.

The following have sent in Traff

## Before You Begin

Oldtown

### Everybody Works but Father

Mark Preble: I just bought 12 chickens.  
Malman Spinney: Now I suppose you expect them to do their dozen.

### Better the Day—Better the Deed

Conductor Haney: This is a nice bracing

Truckman Henry: Glad you noticed it. I'll give you five dollars.

♦ ♦

## Grist for Our Mills



Truckload of shoes from R. P. Hazzard Gardiner, backed up to Maine Central Freight House at Gardiner for shipment. Freight House Checker H. A. Sherman is checking the load. We handle on average ten truck loads of these shoes

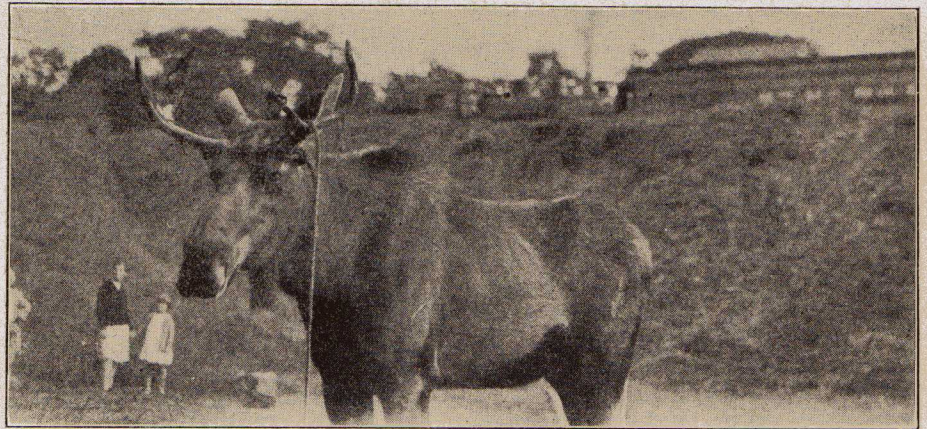
♦ ♦

### They Say—

Conductor Ance Glidden, Rockland Freight, lost most of his overalls and a casset one day in September.



## V.A. Questions Accuracy of Portland Moose Story



Moose Recently Captured on Portland Terminal Property

Editor Dud:

Oldtown would like to inquire if this moose really weighed 5500, as stated in newspaper reports, or did some one just get careless with their ciphers. This is much larger than they grow in this part of the State, it taking a herd of about ten to tip the beam at 5500.

But if George Bass was the man who

lassoed this moose and led him quietly out of town and told him bed-time stories as he tucked him in for the night, we will know it is all true, otherwise we will have to forbid out children reading this story until it is printed in their Mother Goose book.

???????????????? (Just a few we think of right now).

V. A. Cunningham, Oldtown.



## Traffic Tip Boosters Get Business

To J. H. Wight, baggagemaster at Gardiner, goes the credit of doing a clever little bit of salesmanship for the good of the Company. Not long ago, Mr. Wight heard that a family in Gardiner were contemplating a trip from Gardiner to Montreal. Immediately on the job, he went after this business hot foot and with the cooperation of Ticket Agent Bates three and one-half tickets were sold over the Mountain Road giving us the long haul through the White Mountains, turning over to the C. P. at St. Johnsbury. One hundred seventy-five pounds of excess baggage was also included in this little tip.

The following have sent in Traffic Tips

since the last *Magazine*: E. J. Bourque, Clerk, Corinna; T. H. Mullen, Agent, Jay; V. A. Cunningham, Cashier, Oldtown; H. M. Mullen, Clerk, Newport; and Ernest B. Buswell, Operator, North Anson.

♦ ♦

## Smarty

The sweet young thing turned to a young man from the office who was showing her through Waterville Shops, and pointing, asked, "What is that big thing over there?"

"That's a locomotive boiler," the young man replied.

She puckered her brows. "And what do they boil locomotives for?"

"To make the locomotive tender." And the young man from the office never batted an eyelash.



## Babe Ruth Didn't Hit the Ball John Threw

"No, Sir-ee, I wouldn't take \$300.00 or \$3,000.00 for this autographed horse hide," declared John Goud in his high pitched, excited voice one morning just after the World Series had ended.

"Look," says John, "Here's his name right here"; and sure enough underneath the grass-stained surface could plainly be seen the word "BABE" the mighty swatter of swatterdom, the man who hit more home runs in 1927 than all the other ball players in the American League put together.

"Yes, boys," he raved on, "I'm going to put this little pill down in the Congress Street window of the biggest sporting goods store in town. I'm right here to tell you gentlemen this is an honor that only comes

once in a lifetime and here's a letter signed by George H. (Babe) Ruth, himself, inviting me to call in and see him the next time I make a trip to New York, and boys, I want to impress it on you that I'm going to do it if I have to break a leg."

Now, the funny part of the story is that John didn't come to until afterwards—yes, way long afterwards—that the whole story was the bunk, an immense lot of hokum. The truth of the matter is that some of John's co-workers "snatched" the ball from John himself, autographed it "Babe" and while in Gotham attending the World Series games, mailed it back to Portland. And so to John Goud goes the credit of being present in one of the largest raspberry patches the General Office Building has raised for some time.

♦ ♦

## Try This on your Piano

By E. I. HILL, Traveling Agent

### Freight

Received in good condition  
Entitles the shipper to expect  
It to arrive at its destination in  
Good condition; it will if  
Handled properly.  
Think hard on this.

Clerks, Truckers and Stowers,  
Let this be constantly before you,  
And you will soon see  
Immediate improvement and  
Many less claims.

Pack your load tight,  
Read the marking on the tags  
Every time, then the goods will not  
Veer off the correct route.  
Equipment should be of the best  
No leaking, dirty or other cars loaded,  
The waybills correctly drawn;  
In this way and this  
Only can we reduce claim payments.  
Now let's all commence to help.

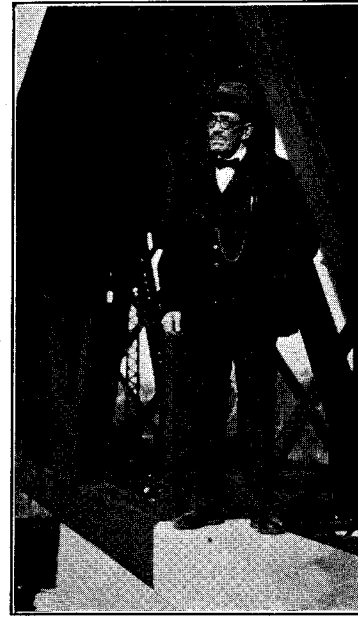
♦ ♦

Instructor (giving railroad examination to Irishman): "Well, Pat, what's a yard?"

Pat: "Three feet, ask me somethin' hard."

(20)

## On the Topsham Br



P. N. Watson, Retiring Superintendent of Bridges and Buildings, Inspects One of His Jobs

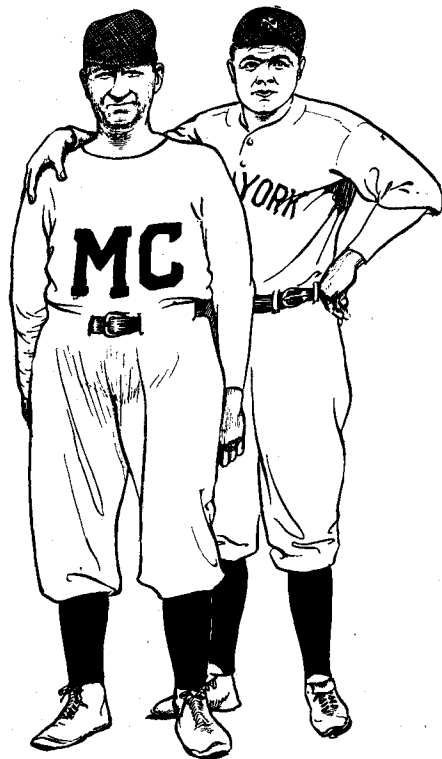
♦ ♦

## A Two-Way Show

Mrs. Harold Colby (Miss Bernice Desroches, formerly of the Freight office,) and Miss Mary Clarke were given honor at a shower given one evening recently at the summer home of Mrs. Hamilton Smith at Panther Pond. Colby received miscellaneous gifts and Clarke's shower was of an electrical nature. At the same time, the guests gave Mrs. Smith a housewarming and a shower of kitchen utensils for her cottage.

A wienie roast and a corn roast were enjoyed and refreshments were served. Games and music completed the evening program.

Those present were the Misses Bernice Butler, Evelyn Cowgill, Bertha W. Anna Biggins, Thelma Melchior, Frances Bass, Helen Riley, Marjorie Brown



## "BUDDIES—"?

in a lifetime and here's a letter signed George H. (Babe) Ruth, himself, inviting me to call in and see him the next time I make a trip to New York, and boys, I want to impress it on you that I'm going to do it if I have to break a leg." The funny part of the story is that it didn't come to until afterwards—yes, long afterwards—that the whole story was bunk, an immense lot of hokum. The truth of the matter is that some of Babe's co-workers "snatched" the ball from him, autographed it "Babe" and mailed it to John Goud goes the credit of the present in one of the largest raspberry bushes in the General Office Building has for some time.

♦ ♦

## This on your Piano

E. I. HILL, Traveling Agent

ght received in good condition settles the shipper to expect to arrive at its destination in good condition; it will if handled properly. Work hard on this.

ks, Truckers and Stowers, this be constantly before you, you will soon see immediate improvement and less claims.

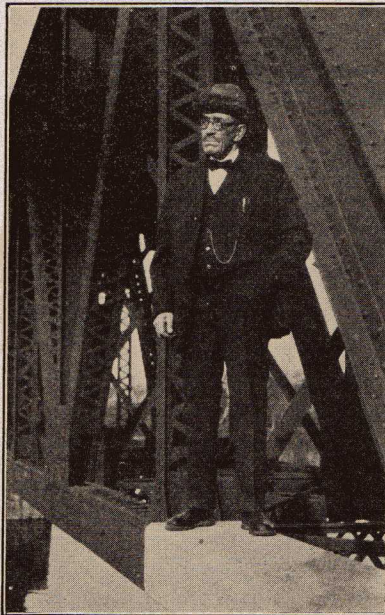
your load tight, and the marking on the tags any time, then the goods will not go off the correct route. Payment should be of the best packing, dirty or other cars loaded, waybills correctly drawn; in this way and this we can reduce claim payments. Let's all commence to help.

♦ ♦

ductor (giving railroad examination man): "Well, Pat, what's a yard?" "Three feet, ask me somethin'



## On the Topsham Bridge



**P. N. Watson, Retiring Superintendent of Bridges and Buildings, Inspects One of His Jobs**

♦ ♦

## A Two-Way Shower

Mrs. Harold Colby (Miss Bernadette Desroches, formerly of the Freight Audit office,) and Miss Mary Clarke were guests of honor at a shower given one evening recently at the summer home of Mrs. Bessie Hamilton Smith at Panther Pond. Mrs. Colby received miscellaneous gifts and Miss Clarke's shower was of an electrical nature. At the same time, the guests gave Mrs. Smith a housewarming and a shower of kitchen utensils for her cottage.

A wienie roast and a corn roast were enjoyed and refreshments were served. Games and music completed the evening's program.

Those present were the Misses Mary Butler, Evelyn Cowgill, Bertha Webber, Anna Biggins, Thelma Melchior, Florence Bass, Helen Riley, Marjorie Brown, Mar-

jorie Kelley, Dorothy Hollywood, Hazel Woodill, Stella Christiansen, Lillian Carey, Eleaine Adjutant, Louise Scannell, Mrs. Eva Knight, Mrs. Adevilla Nelson, Mrs. Florence Farrington, Mrs. Elura Harris, Mrs. Orila Morris, Mrs. Grace Wells, Mrs. Bertha Callahan, the guests of honor, Mrs. Harold Colby and Miss Mary Clarke, and the hostess, Mrs. Bessie Smith.

Mrs. Colby's marriage took place in Boston on Labor Day, and Miss Clarke is to be married the last of November to Tucker Smith of New Hampshire.

♦ ♦

## Comber--Crowley

Forrest F. Comber, stenographer in office of Superintendent T. M. McLaughlin at Bangor, and Catherine E. Crowley of that city have been recently married. Their honeymoon trip was spent visiting in Montreal and Quebec.

♦ ♦

Son: "Dad, what does a 'better-half' mean?"

Dad: "Just what she says."

—*The Earth Mover.*

**DEATH**  
MAY BE THE PENALTY FOR ERROR  
IN JUDGMENT

**LET THE  
TRAIN  
PASS**

TRAIN SPEED 50 MILES PER HOUR  
73 1/2 FEET PER SECOND

Courtesy Actina Life Insurance Co.



## On the Cover

The picture on the cover shows the result of a trip last Fall to the Ripogenus Dam country—way up in the sticks where men are men and women are governors—pictures cannot lie and seeing is believing.

Old Bruin tipped the scales exactly 350 pounds gross and the Buck 210 pounds. A Remington 30-30 and 35 calibre did the trick.

The nimrods in the picture are A. W. Deane on the left, formerly operator at Gilbertville and during the summer agent at Troutdale, and Harland Deane of Unity. Mr. Deane is now on leave account of sickness in his family.

The hunters went in about nine miles north of the Dam and made the kill in the vicinity of Lost Bog and Slaughter Pond. These brothers are registered guides in that region and extend invitations to any of the Maine Central Family who wish a real hunting or fishing trip in the great open spaces of Northern Maine woods.



## What Others Think of Us

### Brewer & Company, Inc.

335 Forest Ave.,  
Portland, Me.,  
Sept. 21, 1927.

Maine Central Railroad,  
468 Commercial St.,  
Portland, Maine.

Gentlemen:

We have yours of September 19th, File R-17906, and wish to thank you for the prompt service rendered us in having two barrels of Crystal Copperas which we shipped wrong forwarded by your Dixfield agent to South Paris, Maine.

We appreciate the prompt service.

Yours very truly,

BREWER & COMPANY, Inc.

(Signed) O. R. Swett

Manager

ORS:AC

## A Real All Around Chap



Earle W. Fenderson

Born, yes; married, no but willing to be and they say she is a whale of a good one right from New Bedford, Mass. If you want any little job around the house done in an A No. 1 way, just see Earle. He knows more about radios than old man Atwater Kent himself. He's a wizard on the drums and has played in numerous dance teams in and about Portland.

During the week he is Earle on the spot in the Passenger Traffic Department in the General Offices. Don't know where he hangs out after hours. Oh yes, he is a movie man, too, runs the pictures out in Woodfords. Around the office he is sometimes known as "Cyclone" Fenderson. Earle has recently joined the Masons and is a regular good fellow.



## Portland Terminal Notes

By CARL WIGGIN

Miss Annie Z. Donahue and Miss Marjorie M. Fay, of the Agent's Office, have resumed their duties after a vacation spent at Washington, D. C., Philadelphia and New York City.

Richard S. Kelly, Clerk at Agent's Office, is confined to his house account of nervous shock but is improving.

Sidney B. Chase of the Freight Office force, who has been away from his duties account of sciatica, is slowly gaining.

(22)



## Many Collect

**P**AYMENTS during the past month by members of the Maine Central Family by the Travelers Insurance Company under the group accident and sickness policy were made to the largest number of holders and in next to the largest amount of any month since the policy went into effect nearly a year ago.

Elsewhere in this issue of the *Maine Central Family* is recorded the sad death of Engineer Frederick A. Taylor of Portland, killed in an auto accident on October 16. The next Saturday a thousand dollar check was handed his widow by Fuel Supervisor Carroll Frank, accompanied by Mr. Frank's brother, Mr. Frank Allen.

After feelingly expressing the sympathy felt by himself and his associates for Taylor's sad loss, Mr. Frank paid a tribute to Mr. Taylor's thoughtful foresight in providing by his group accident policy for the unexpected that might happen to each and every one of us, we least expect it. These policies, Mr. Frank continued, will never do for us, what his did for Mr. Taylor—a direct and immediate financial assistance to loved ones left behind—but all of them have the satisfaction knowing they have made a provision for the contingents that will smooth the rough a bit if the Grim Reaper calls.

The following claims have been settled full by the insurance company, for the period September 18 to October 22:

Name	Location
Rose B. Langlais	General Office Asst. Compt.
Mary E. Butler	Aud. Frt. Accts.
Emerson Austin	Engineering Department Portland
Geo. W. Blood	East Holden



# Deal All Around Chap



Earle W. Fenderson

...yes; married, no but willing to be  
 ...ey say she is a whale of a good one  
 ...rom New Bedford, Mass. If you  
 ...ny little job around the house done  
 ...A No. 1 way, just see Earle. He  
 ...more about radios than old man  
 ...er Kent himself. He's a wizard on  
 ...ums and has played in numerous  
 ...teams in and about Portland.  
 ...ng the week he is Earle on the spot  
 ...Passenger Traffic Department in the  
 ...l Offices. Don't know where he  
 ...out after hours. Oh yes, he is a  
 ...man, too, runs the pictures out in  
 ...ords. Around the office he is some-  
 ...known as "Cyclone" Fenderson.  
 ...as recently joined the Masons and  
 ...ular good fellow.



## Portland Terminal Notes

By CARL WIGGIN

Annie Z. Donahue and Miss Mar-  
 I. Fay, of the Agent's Office, have  
 d their duties after a vacation spent  
 shington, D. C., Philadelphia and  
 ork City.  
 ard S. Kelly, Clerk at Agent's Office,  
 ned to his house account of nervous  
 out is improving.  
 ey B. Chase of the Freight Office  
 who has been away from his duties  
 t of sciatica, is slowly gaining.



## Many Collect Group Insurance Benefits

**P**AYMENTS during the past month to members of the Maine Central Family by the Travelers Insurance Company, under the group accident and sickness policy, were made to the largest number of policy holders and in next to the largest amount of any month since the policy went into effect nearly a year ago.

Elsewhere in this issue of the *Magazine* is recorded the sad death of Engineman Frederick A. Taylor of Portland, killed in an auto accident on October 16. On the next Saturday a thousand dollar check was handed his widow by Fuel Supervisor Carroll Frank, accompanied by Editor Alleman.

After feelingly expressing the sympathy felt by himself and his associates for Mrs. Taylor's sad loss, Mr. Frank paid a sincere tribute to Mr. Taylor's thoughtfulness and foresight in providing by his group insurance policy for the unexpected that may happen to each and every one of us when we least expect it. These policies, Mr. Frank continued, will never do for many of us, what his did for Mr. Taylor—provide direct and immediate financial assistance to loved ones left behind—but all who hold them have the satisfaction knowing that they have made a provision for their dependents that will smooth the rough road a bit if the Grim Reaper calls.

The following claims have been settled in full by the insurance company, for the period September 18 to October 22:

Name	Location	Reason
Rose B. Langlais	General Office	Sickness
Mary E. Butler	Asst. Compt.	Sickness
Emerson Austin	Aud. Frt. Accts.	Sickness
Geo. W. Blood	Engineering Department	Sickness
	Portland	Sickness
	East Holden	Sickness

James Conway	Quosococ	Acc. Death
Herbert L. Davis	Milford	Accident
Henry Doyle	Bangor	Sickness
Robert R. Gardner	Portland	Sickness
Mark Gillis	Portland	Sickness
Edgar W. Jordan	Hallowell	Sickness
Armand Lavoie	Brunswick	Sickness
William Maguire	Lewiston	Sickness
Earl L. Malcolm	Fairfield	Sickness
Jos. E. Meagher	Kingman	Sickness
Morris A. Merchant	Bingham	Sickness
John O. Mushroom	Lewiston	Sickness
Walter J. Pray	Woodfords	Sickness
Wm. O. Redding	Milktown	Sickness
Daniel Robichaud	Dexter	Sickness
Jefferson Spurling	Ellsworth	Sickness
Medley A. Watson	Cumberland Ctr.	Sickness
Harry E. Wing	Waterville	Sickness

Motive Power Department		
W. R. Anderson	Portland	Sickness
R. W. Boucher	Fairfield	Sickness
James H. Brice	So. Portland	Sickness
Walter G. Chatman	Lancaster, N. H.	Accident
Everett A. Dickerson	Waterville	Sickness
Vastiano Digricorio	Rumford	Sickness
Frank Harriman	So. Portland	Sickness
Carroll F. King	Portland	Sickness
John Levesque	Brunswick	Accident
Thomas McCann	Calais	Accident
Edward F. Mitchell	Fairfield	Sickness
Henry A. Sanborn	Bangor	Sickness
Fred B. Smith	Waterville	Sickness
Lewis M. Wheeler	Portland	Sickness
Robert J. Ward	Bangor	Sickness

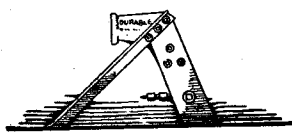
Portland Division, Stations		
Frank J. Allen	Lewiston	Sickness
A. C. Foss	Mechanic Falls	Sickness
Geo. L. Kilgore	Hallowell	Accident
Varney B. Smith	Rumford	Sickness
Geo. H. Stetson	Monmouth	Sickness
L. M. Watts	Thomaston	Sickness

Eastern Division, Stations		
John L. Hackey	Bangor	Sickness
John R. Inman	Bangor	Sickness

Trainmen		
Herbert J. Boudreau	Bangor	Sickness
Scott L. Chandler	Bartlett	Sickness
Arthur V. McClain	Waterville	Sickness
William S. Peabody	Portland	Sickness
James S. Sullivan	Portland	Sickness

Enginemen		
F. A. Taylor	Portland	Acc. Death
Francis C. Billington	Portland	Sickness
W. Henry Gross	Lewiston	Sickness
Geo. H. Ingalls	Portland	Sickness
Herbert I. Magoon	Lancaster, N. H.	Sickness
Elwin H. Seekins	Pittsfield	Sickness
H. H. Thompson	Waterville	Sickness

Portland Terminal Transportation Department		
Jonh J. Farrell	Portland	Sickness
Bartley C. Flaherty	Woodfords	Sickness
Alexander McDonald	Portland	Sickness
Wm. D. McCloskey	Portland	Sickness
Thomas Green	So. Portland	Sickness
Patrick Kilmartin	Portland	Sickness



A PAGE for the CHILDREN



CHARLES E. NASH & SON, AUGUSTA, MAINE