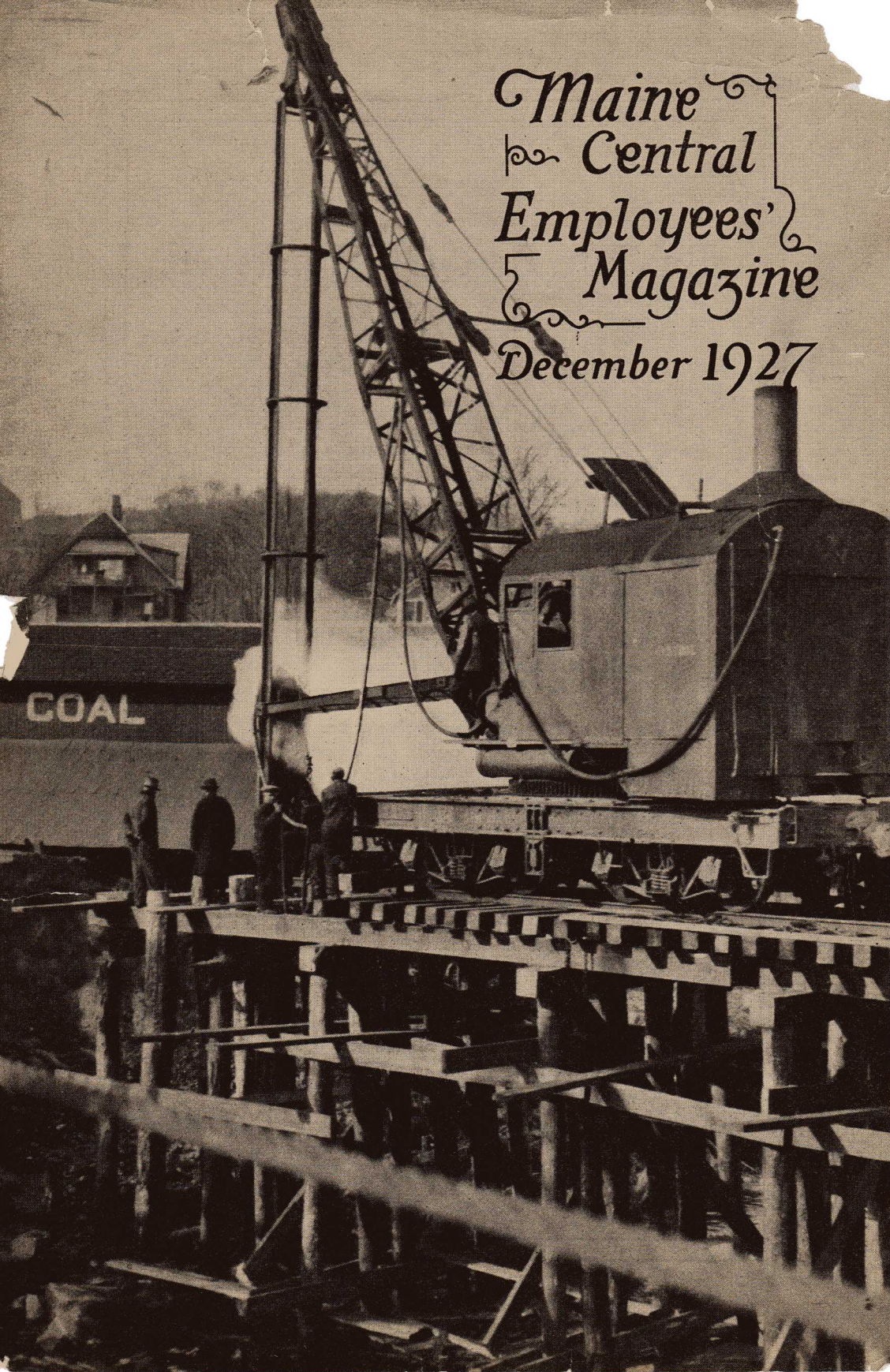


*Maine
Central
Employees'
Magazine
December 1927*





Be The Best Of Whatever You Are

By DOUGLAS MALLOCH

If you can't be a pine on the top of the hill,
Be a scrub in the valley—but be
The best little scrub by the side of the rill;
Be a bush if you can't be a tree!


If you can't be a bush, be a bit of the grass,
And some highway much happier make;
If you can't be a muskie, then just be a bass—
But the liveliest bass in the lake!


We can't all be captains, we've got to be crew;
There's something for all of us here.
There's big work to do and there's lesser to do,
And the task we must do is the near.

If you can't be a highway, then just be a trail;
If you can't be the sun, be a star;
It isn't by size that you win or you fail—
Be the best of whatever you are!

If you can't be a limited train every day,
Or a Super or Foreman or Czar;
Don't be a "Kicker" and drag all the way,
But PULL for the M. C. R. R.

(Last stanza added by A. M. R. with apologies)





Amazing Recovery from Flood Damage Credited to Splendid Team Work

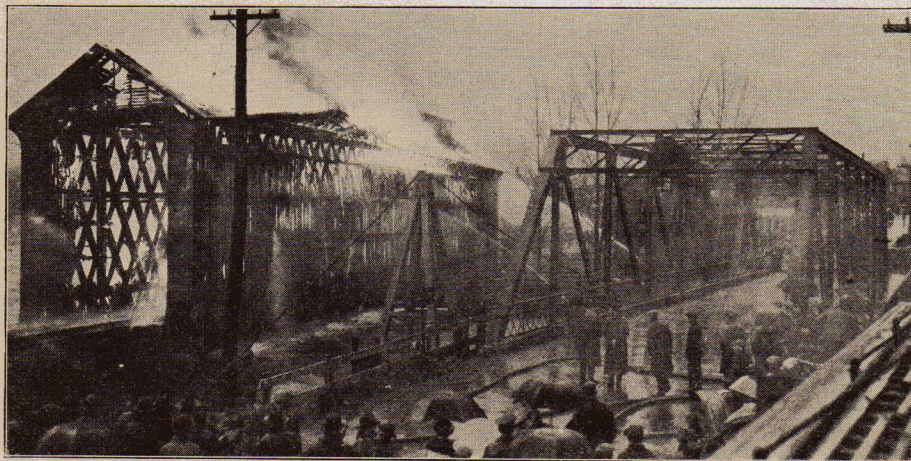
RAILROADS were large sufferers in the terrible catastrophe when storm and flood ravaged Northern New England the first week of last month. While damage to Maine Central property was serious enough to be classed as a catastrophe, we suffered relatively lightly in comparison with the St. Johnsbury and Lake Champlain, Central of Vermont, Boston & Maine, Canadian Pacific and the Rutland railroads in the devastated region.

Justifiable Pride

The Maine Central's rapid recovery from the force of the elements is truly remarkable and justifies the words of Vice President and General Manager

D. C. Douglass in crediting its speed to "the high degree of loyalty, team work and organization by every man involved, from superintendents down to track walkers."

"It is impossible," Mr. Douglass continued, "to single out any individual or individuals for their meritorious work. From St. Johnsbury and Beecher Falls to Oquossoc, the limits of the damage, there was not an employee or official who was not on his toes, doing his part with accuracy and dispatch and showing the requisite initiative to surmount the difficulties involved when some unexpected crisis arose. The shipping and traveling



Flames Destroy St. Johnsbury Bridge while Flood Rages Below



public should be grateful to every member of the Maine Central Family for the rapid work of rehabilitation and the Maine Central management wishes to take this opportunity of expressing its appreciation and pride in the splendid work and the prompt and sustained efficiency of its forces which led to our rapid recovery from the effects of one of the worst catastrophes that has ever afflicted Northern New England."

Every Man Did His Part

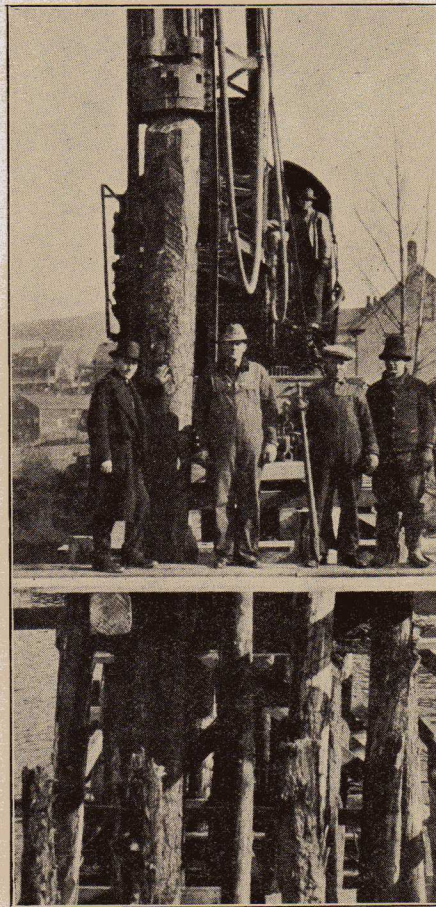
These words were echoed by Engineer Maintenance of Way Chauncey S. Robinson, on whose organization fell the responsibility of repairing the storm's damage. "Our organization stood the strain," he asserted. "An organization is no stronger than the men in it and without exception, our men measured up and our machine functioned smoothly and accurately in all its parts. Whether it was loading lumber, building a bridge or clearing a slide, all crews and men on whom we counted did their job and carried their particular share of the burden."

Around midnight on November 3-4, the first intimation of impending damage was received when we heard that the Canadian Pacific was having trouble between St. Johnsbury and Newport and that water was rising fast in Montpelier. Commencing about 4 a. m., we began to get reports of high water on the Mountain Road. After that reports of trouble came thick and fast. We experienced severe washouts commencing at Glen Pit and running some distance to Glen Station and again between Glen and Bartlett. The fill at the west end of the second Saco River Bridge west of

Bartlett was washed out, requiring a trestle of considerable length. This was repaired by 10 a. m., November 8th.

Hardest Hit in Vermont

There were numerous slides and washouts between Sawyers River and Quebec Junction, with severe slides on the mountains between Bemis and Crawfords. From Quebec Junc-



Supervisor B. & B. Wilbur Lampson
and Foreman Roscoe Woodrow
and two Members of Crew
Inspect New Bridge

(4)



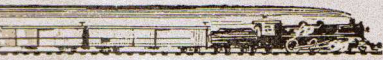
Some of the Crew that R

tion to Lunenburg the damage was extensive. In Vermont, between Lunenburg and St. Johnsbury, the road suffered extensive damage, many washouts and exceedingly deep shoulder wash. In the Moose River territory near St. Johnsbury, the damage was even more severe, by reason of extensive washouts. At one place the Moose River washed the embankment to such an extent that water ran to timber on one side and lifted the track over. At the Moose River Bridge the timber towers in place under one end of the bridge were located and had to be replaced.

Bridges Built While You Wait

The most severe damage to the System was experienced at St. Johnsbury, where the Passumpsic River Bridge was burned by the town authorities to save the highway just below it. Kerosene and gas were first sprayed on the top and stream side of the bridge, and a fire hose played on the down side, lighted balls of waste were thrown into the structure which burned the bridge collapsed and was replaced with the result that the highway bridge remained intact.

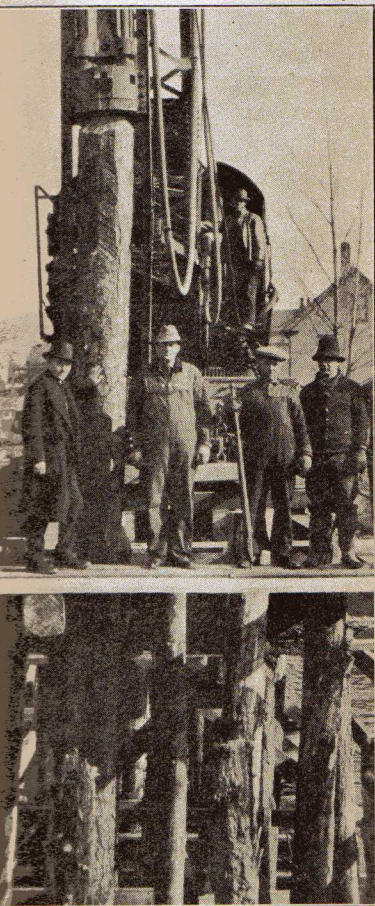
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Some of the Crew that Rushed Temporary Bridge to Completion

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A splendid record was made in

temporarily replacing this bridge.
Work was started at 2.30 p. m., on
November 10th and completed at 4.45
p. m., Wednesday, November 16th.
Pictures of the bridge accompanying
this article were taken on Tuesday of
that week. The bridge required a
trestle 200 feet long and 40 feet in
depth in some places. Work was per-
formed by four bridge crews, working
in two 12-hour shifts with two crews
on each shift. The new temporary
bridge consists of 17 bents with six
piles to a bent, some of which were
50 to 60 feet in length.

This bridge is a temporary structure
and will be replaced by a steel bridge
of 162 feet clear span, which has
already been ordered from the Ameri-
can Bridge Company. The new mason-
ry will be constructed by T. Stuart
and Son Company, Newton, Mass.

Unbelievable Devastation

The writer was overseas during the
late international unpleasantness and
has observed many scenes of destruc-
tion, but he ventures the assertion
that it is impossible to get a clear
mental picture of what Vermont and
portions of New Hampshire suffered
until one views this devastated area
with his own eyes. The tremendous



force of the down-rushing flood and its freaky actions are impossible to visualize from the most graphic written description. St. Johnsbury was inundated by a tremendous downpour of eight to nine inches of rainfall in less than 48 hours. This is equal to a snowfall of 31 feet. Think of 31 feet of snow melting and running off in less than two days and you can get a more adequate idea of what happened to Vermont. It is not out of place at this point to testify that the Red Cross, "The Greatest Mother of Them All," is doing wonderful work in the rehabilitation in the devastated areas and deserves our individual and united support.

Some Trouble in Maine

On the Beecher Falls line north of Quebec Junction, the water was over the track at Guildhall west, of Stevens and at Fitches. Three washouts occurred west of the Mohawk River Bridge at Colebrook which required extensive timbering. Water was over the tracks at Horseshoe Bend and at the Narrows in the Beecher Falls section.

On the fifth track division, which comprises the Rangeley Branch, trouble east of Rumford materialized early in the morning of November 4th. One mile of track between Hop City Tank and Hop City was entirely washed out and severe washouts were suffered between Houghton bridge and station in addition to washouts and slides through to Summit. On November 5th, the Androscoggin rose very rapidly west of Rumford and water was over the track near East Peru, Gilbertville and Whitney Brook.

Some slight damage was suffered on

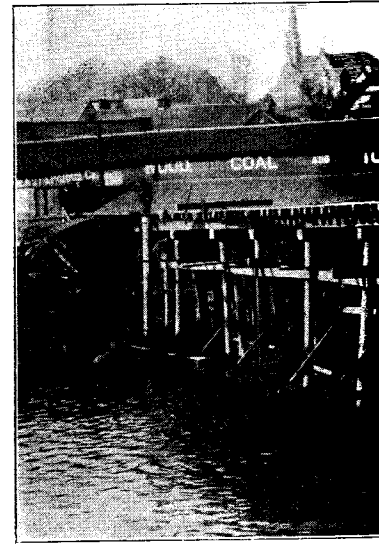
the Canton Branch. The damage west of Rumford was repaired so that operation could be resumed at noon on November 6th, while traffic was resumed between Rumford and Kennebago at 5 p. m. on November 8th.

The location of a temporary terminal in St. Johnsbury east of the bridge in the week before operation into St. Johnsbury could be resumed was one of the interesting phases of our battle against flood damage. As Maine Central was the only artery of traffic into this part of the state, mountains of mail, express and merchandise freight, mostly food, were handled, which required and received efficient ex-temporary treatment.

Heavy Traffic Results

As has been indicated before, damage to Maine Central right-of-way, severe as it was, pales into insignificance compared to that suffered by the three major systems which cross Vermont. An interesting by-product of the flood was the fact that detoured traffic in considerable amounts passed over Maine Central iron. From November 8th to the 26th, Canadian Montreal-Boston passenger service was routed via Portland, Oakland and Somerset Junction, running one train a day in each direction.

The Canadian National Boston-Montreal passenger service ran through North Stratford, Quebec Junction and Portland on November 9th, 10th and 11th. Beginning November 12th, this service was routed via Yarmouth Junction, with one train a day in each direction, running over our iron with Canadian National crews but with Maine Central pilot engineer and conductor.



Temporary Bridge over

This service was discontinued November 26th. Canadian National Montreal-Boston freight service was routed via Yarmouth Junction November 13th to 16th inclusive.

Since the 17th, the Canadian National and the Boston and Maine have been interchanging through the Portland Terminal at Commercial Street. This traffic is still being continued but presently this traffic is now being routed via Canadian National to Boston and Groveton, N. H.

* *

Scale Supervisor Moving to Deering Junction

Scale Supervisor Marshall E. [Name], formerly located in Roadmaster [Name]'s office in Waterville, now has his headquarters at Deering Junction. He now has room for a small workshop for light repairs on portable scales and freight scales.

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 freight scales.

Running Time of No. 48 is Well Expressed

One fine balmy evening last month a
 traveling man boarded No. 48 at Water-
 ville with a ticket for Portland. After a
 considerable delay due to the necessity of
 loading several more milk cars, chicken
 crates and miscellaneous express packages
 than usual, 48 with a wheeze and a puff
 pulled out from the station. When the
 conductor came through to collect the
 tickets, the traveling man inquired the
 arriving time of the train at Portland.

"Ten o'clock, sir," was the cheerful reply.

"Ten o'clock," snapped back the drum-
 mer, "I thought that this train was ex-
 press."

"It is," replied the conductor, "Milk and
 express."—Via G. H. T.



A Test in Colors

Conductor: "Are you color blind?"

Student Brakeman: "No."

Conductor: "Well then, take this blue
 pencil up to that red board and tell that
 green operator to put his John Henry White
 on this yellow train order."



Concerning Five Honored Veterans

An Interview with Captains L. B. Chaney, R. W. Perkins and Chief Engineer Charles H. Stinson about the Ferdinando Gorges and the Hercules

By D. W. BISHOP, Associate Editor

TWAS shortly after the first train had crossed the new Carlton Bridge over the Kennebec River between Bath and Woolwich. Quoth Editor "Dud": "I want you to hop to Bath immediately if not sooner and get the low-down on the Ferry crews. Find out where the boats are, what the men are up to, and so on ad infinitum. Take along the camera and shoot anything that looks worth running." This, gentle reader, is newspaper talk, which is something yet again from railroad jargon.

Eager to Help Out

So I called up General Agent "Gene" Thebeau at Bath, told him what I wanted and asked him if he would have time to help me out. "You bet I will," he replied over the phone, "come down on 57 this noon, and will try and have the men you want to see in my office and you can take 78 back to Portland."

As I expected, for Gene's word is as good as his bond, when I opened the door of his office there were Captain Chaney and L. E. looking out of the office window towards the new bridge. And what an interesting man the Captain is to meet—short, thick set, hair snow white, for the Captain was 76 years old last April; but the merry twinkle in his eyes, his mannerisms and jolly expression, give him the appearance of not being a day over 40.

Like an Old Friend's Passing

As the conversation centered around the passing of the Ferry, the captain remarked: "That it seemed like the passing of a very, very dear friend. For 35 years and six months I have been in the service of the Company and in all that time have never missed a payroll. From force of habit, I still find myself getting up at four o'clock in the morning". But he added wistfully, "There's no boat to run so I just walk

around and take it easy," and then chuckling, said, "The other day I walked way down to the station with the intention of drawing my pay, before I realized that my name wasn't on the roll any longer."

"Suppose you have had a good many interesting experiences in all these years of service?" I asked.

"Yes, sir," he replied, "I remember one incident about 15 years ago on the *Gorges* before we had electric lights and were obliged to use kerosene lanterns. We left Woolwich with passenger train No. 78 for the Bath side. It was in the dead of winter,



Captain Leonardo B. Chaney

(8)



The Men Responsible

Standing: Chief Engineer B. W. I son, Second Engineer C. F. Harri Deckhand M. E. Leonard, Captain Perkins, Captain L. B. Chaney, Ma W. Chaney, Wheelman E. W. Leonar Second Engineer J. T. Maines.

Middle row: Fireman F. W. H Deckhand H. L. Norton, Deckman

twelve below zero, and the wind blowing. The wind kept blowing out the on the Bath dock, a strong ebb tide ripping no'east wind.

Too Much of a Gale

"The dock man rang the dock bell we couldn't seem to locate the sound total darkness so we cruised around the middle of the river and blew our five blasts for a light, but to no avail as the dockman told me afterward wind blew out the lights as fast as he light them.

"Finally, we saw a glimmer of a just for a second, I told the mate must be the pier, and we swung the hard port for the dock, and made the ing without an accident. We were one hour and a half coming across that night. I froze both ears and the was four inches deep on the pilot floor when we reached Bath. It was worst storm without exception that experienced. Silas Anderson was doctor that night and he will tell you same thing," he added.

Honored Veterans

L. B. Chaney, R. W.
Charles H. Stinson
and the Hercules

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The Men Responsible for the Ferry's Splendid Record

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son, Second Engineer C. F. Harrington,
Deckhand M. E. Leonard, Captain R. W.
Perkins, Captain L. B. Chaney, Mate W.
W. Chaney, Wheelman E. W. Leonard and
Second Engineer J. T. Maines.

Middle row: Fireman F. W. Holmes,
Deckhand H. L. Norton, Deckman O. W.

Snowman, Drop Engineer C. W. Leavitt
and Drop Engineer T. M. Bartlett.

Front row: Fireman C. A. Maines, Mate
O. P. Erskine, Wheelman A. C. Clouse,
Asst. Engineer R. W. Hart, Fireman Victor
Spicer and Fireman Clarence Blake.

Insert shows Chief Engineer Chas. H.
Stinson.

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worst storm without exception that I ever
experienced. Silas Anderson was con-
ductor that night and he will tell you the
same thing," he added.

"I think I have weathered every gale for
the last 52 years and never had an accident
that amounted to anything except to break
a plank once in a while at the dock in mak-
ing a landing."

A Perfect Engineer's Record

Captain Chaney told of several other
instances and hair-raising anecdotes that he
has experienced during his life, but space
will not permit printing. If any member
of the Family happens to meet the Captain
ask him to relate the story of going mack-
erel fishing on the St. Lawrence River. It
will be well worth your while.

While we were talking, former Chief En-
gineer Charles H. Stinson came into the
office. Mr. Stinson is another old timer in
the service, having entered as fireman on
the *Hercules* in 1902. Three years later he
was promoted to Engineer, and after the
death of the veteran Irvin Keizer in 1919,
assumed full charge of the engine running
on both boats. Mr. Stinson recalls just
once in 22 years of having to land passen-
gers at the Bath city landing on account of
bad weather. "In all my service," he re-



marked, "I cannot remember of ever delaying a train or ever having trouble in the engine room." It is expected that he too will benefit from the pension system.

The Fires Still Burning

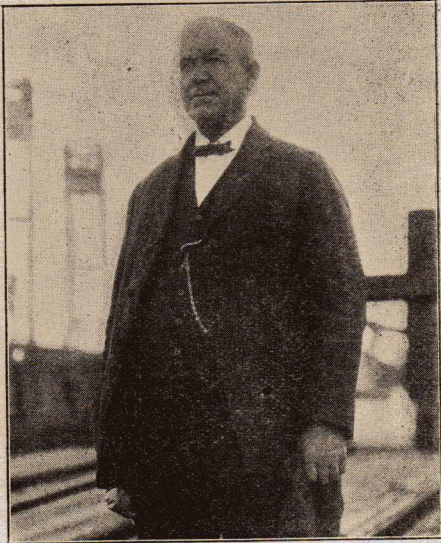
Then in company with Captain Chaney went over to the dock, where the boats lay moored fast to their hawsers.

At the present time, three of the boat's crew, B. W. Robinson, chief engineer, who entered the service in 1908, C. F. Harrington, second engineer, who entered the service in 1922 and Joel Maines, second engineer, who entered the service in 1915, are watching the boats day and night, keeping fires burning, and looking after them in general until they are either sold or hauled up into dry dock.

It was while looking over the boats at the dock, that I had the pleasure of meeting Captain Robert W. Perkins, another veteran in Ferry Boat service, he having been on the payroll since June 26, 1892, just three months behind Capt. Chaney in the number of years worked.

A Round-About Route

Captain Perkins, too, related several stories of his experiences, one of which was that it took two hours and a half to cross from Bath to Woolwich on the *Hercules* on account of the ice being so thick. That happened at an exceptionally busy time for the reason that all traffic for down-east points was being diverted from the main line at Brunswick through Rockland thence steamer to Bucksport, there having been a washout in the roadbed at Riverside.



Captain Robert W. Perkins

"That trip stands out in my mind above all others," he said. "I remember it plainly from the fact that we had on board a gang of negroes bound for the coal mines at Pictou, N. S. That was twenty years ago I should judge," he added.

As he gazed at the structure with a passenger train puffing towards Bath and the stream of highway traffic on the upper deck going in both directions, he remarked, "Well, it looks as though the old Ferry Boats were all through as long as the bridge holds up. It's a wonderful engineering feat and no mistake." And the writer boarded 78 for Portland.



Each Traffic Tip Is a Diamond in the Rough

DON'T throw away the little card which you found in the *Magazine* this month. It was put in there for *you*—and why? For the simple reason that *you*, in which ever part of the System you may happen to be located, can advise either our General Passenger Agent or Freight Traffic Manager or both of some new business which otherwise might not come to

their attention. No matter if you are located in the smallest flag station on the System, a tip sent in will receive the immediate attention of the official to whom it is directed.

You know it is an established fact that the station agent or representative of a Railroad in almost any community is looked up to by the general public as the



whole Maine Central Railroad. No just as easy to be a big frog in a puddle as a small frog in a big lake. In fact, for all concerned, the former is better.

If you know of a new business development why not let every one know and if it's a competing line that's the traffic, it's up to us to go after it with hammer and tongs.

It is a fact that too many of us take the attitude of an electric wire. We receive current as it comes from both ends of the wire, but do not generate any new current.

We should be in the same position as an insurance agent. If he hears of a new car, he is right down to the house before the car is hardly in the yard to sell you, she or it, protect the machine.

Can You Improve Without T...

By J. B. NORCROSS

WE have read many very interesting articles regarding other systems, methods and classes of service on the railroad, published in this *Magazine*. It occurs to me that you might hear something about our telegraph service or system of communication. I will therefore endeavor to tell you of its origin, development and present day usage by railroads and commercial telegraph companies.

Credited to
Creator

The telegraph was invented by Samuel F. B. Morse, New York University, New York City





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insurance agent. If he hears of a person
buying a new car, he is right down to the
house before the car is hardly in the door-
yard to sell you, she or it, protection on
the machine.

I wonder how many railroad men when
they hear of a friend or family making
preparation for a trip, mention the Maine
Central as a transportation carrier, instead
of the automobile. Not one in ten, I'll
wager. We are more apt to take the same
attitude as the postmaster selling stamps,
who figures that there's no selling to be
done, if the public wants to mail a letter,
it's got to have a stamp, so he's not going
to put himself out. This used to be the
case on the railroads before competition
was so keen, but now it's more a case of
going after the business we get. This is
especially true in the passenger traffic.

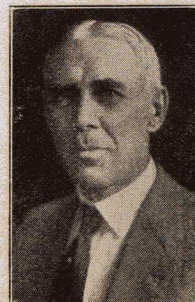
The following have sent in Traffic Tips
since the last *Magazine*: A. H. Durgin,
Operator, North Conway; C. L. Sherman,
Agent, North Leeds; W. E. Bridgham,
Agent, Jonesboro; M. R. Holt, Chief Clerk,
Rumford and A. H. Judkins, Agent, Lisbon.



Can You Imagine Our Railroad Without Telegraph Service?

By J. B. NORCROSS, Superintendent of Telegraph

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ments and classes of service of our
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companies.



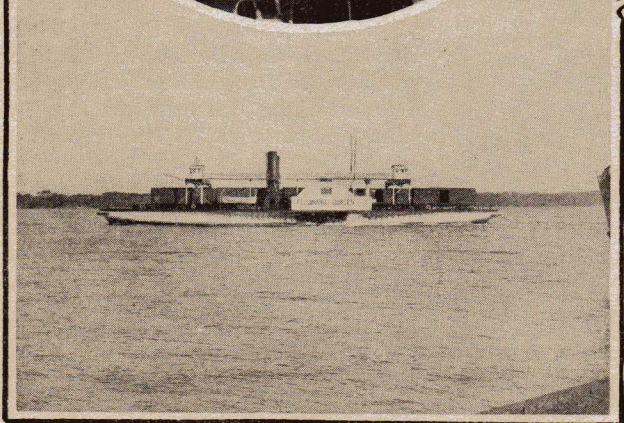
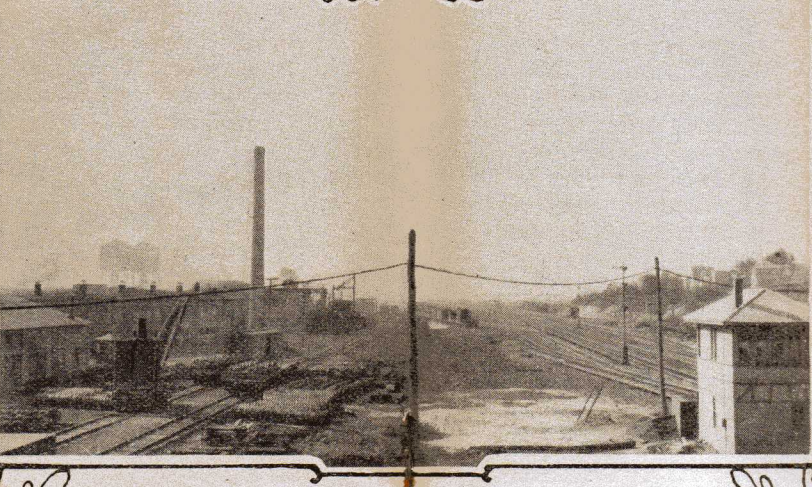
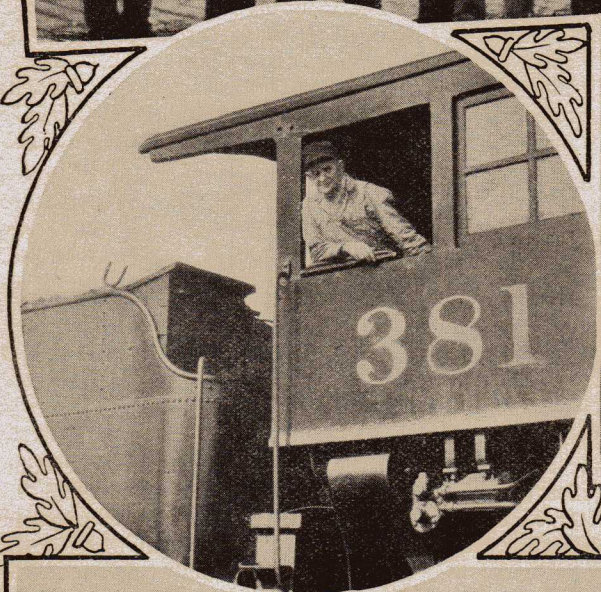
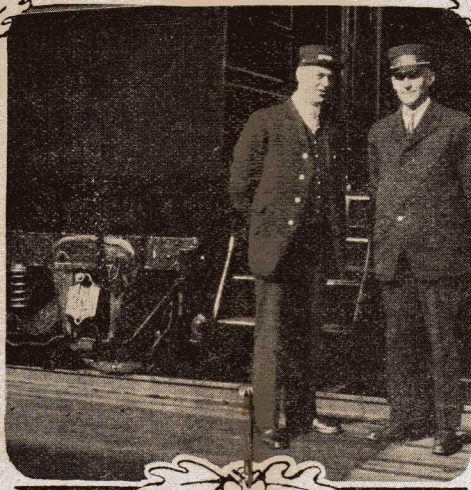
Credited to
Creator

The telegraph was **J. B. Norcross**
invented by Samuel F. B. Morse at the
New York University, New York City, in

the year 1837; first put into operation in
the year 1844 between Washington, D. C.
and Baltimore, Md., a distance of forty
miles. First message sent May 24, 1844,
from the United States Supreme Court
Chamber, Washington, by Mr. Morse to
Mr. Alfred Vail in Baltimore. The message
was from the Book of Numbers, 23rd chap-
ter, part of the 23rd verse, reading, "What
hath God wrought." The first practical
use of the telegraph was two days later,
May 26th, to report in Washington the
National Democratic Convention being
held in Baltimore. The first message is now
preserved in Hartford, Conn.

Mr. Morse was born in the year 1791,
died in the year 1872. He worked twelve
years on his invention before he was able
to get it accepted by the government and
put into use in the year 1844.

(Concluded on page 14)



What the Camera Caught

Upper left, Baggage-master D. E. St. Pierre, Bangor and crew; upper center, Brakemen A. H. McDonald and A. R. Batley; upper right, Freight House Crew, Waterville; left center, Engineman Dave Staples; center, Rigby Yard and Shops; right center, Engineman Cy Shaw and Fireman J. W. Gould; lower left, Old Ferry Ferdinando Gorges; lower right, R. R. approach to New Bridge across the Kennebec from Bath side.