

## 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, Engineer Dave Staples; center, Rigby Yard and Shops; right center, Engineer 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.





# Railroad Telegraphy

(Concluded from page 11)

Messages have always been sent by using a telegraph key, with which the operator makes the dots and dashes constituting the letters and numerals, and until the year 1866, or thereabouts, they were received on paper tape, the receiving instrument being so constructed that this tape, wound on a reel, would pass through the instrument and a metal point would strike down on the paper imprinting the dots and dashes thereon, and at the completion of the message the receiving operator would read these dots and dashes and write the message in longhand on a telegraph blank and make delivery to the addressee. Soon after the year 1866 messages were received by sound, same as now. There are still a few paper machine operators in service, one in the State of Maine, namely Mr. Frank Dyer, about seventy-eight years of age and at present agent at Strong, Maine, on the Sandy River and Rangeley Lakes Railroad.

### Later Telegraph Developments

At present all railroads in the world use the telegraph system, although many of the larger companies now use the telephone for train dispatching and conversation, and some for message traffic, but none have entirely discontinued the Morse system.



The Multiplex Printer—Telegraphy's Latest Development

The Western Union Telegraph Company has developed what is known as the "Multiplex" machine, which operates a typewriter at the receiving end and the message is written in proper form without the aid of human hands. By the use of this machine it is possible to send four and receive four telegrams over a single wire at the same time, handling about nine hundred and sixty messages per hour. Some of the trunk line railroad systems, such as the New York Central, the Pennsylvania, Santa Fe, Missouri Pacific, are installing these multiplex machines, commonly known as "printers".

### Drop in on the Square

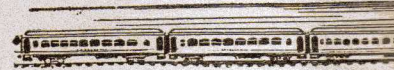
The Western Union Telegraph Company recently moved into their new Portland office, located on Middle Street near Monument Square, where all of the most modern equipment is installed and operating, including the multiplex and simplex machines. There is a standing invitation to the railroad boys to visit their plant, examine and get an understanding of the working of these wonderful devices, and meet and get acquainted with the boys with whom they work in handling commercial telegrams.

The Western Union owns and maintains all lines and other equipment located on the Maine Central Railroad, with the exception of the Rangeley and Kineo Branches (these being owned and maintained by the Maine Central Railroad), and their wire chiefs at Portland and Bangor are continually (twenty-four hours a day) on the alert to see that we have wire service. One wire on each line of track is set aside by the Telegraph Company for train dispatching purposes and another wire for message traffic (we have three message wires between Portland and Bangor).

### Railroad Messages First

It is the first duty of wire chiefs to maintain service for the Railroad Company, preferential over Western Union traffic, giving over exclusive Western Union wires to railroad service if all railroad wires are out of commission, and in part return the Railroad Company handles Western Union messages at telegraph offices located in stations on the system; so, when an office

( 14 )



Samuel F. B. Morse, Who Invented Telegraphy

is called by the wire chief it is, in most cases, for a wire test and should be answered promptly and his requests immediately cheerfully complied with, as it generally does with some one, or more, of our boys in trouble.

The ground wire is an old troublemaker, when someone applies it for a test (or otherwise) and forgets to remove it eventually causes the wire chief unnecessary work in locating the ground. The ground wire should never be used for a test requested by wire chief, and then removed immediately. Don't let go of the wire in the course when a wire is open and remains for, say, half an hour, then it is good to make a test and report results to the wire chief, but don't let go of the wire. Close cooperation with wire chiefs is a part of operators means just that—better wire conditions and service.

"Mr. Norcross will have something more to say in regard to the use of the service on our Railroad in the next issue of our Magazine—The Editor."

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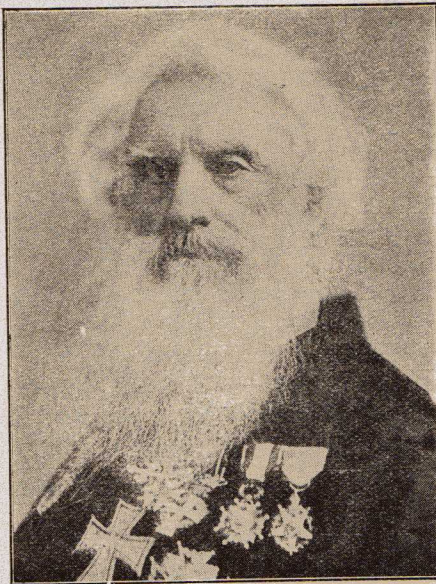
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"Mr. Norcross will have something more to say in regard to the use of wire service on our Railroad in the next issue of our *Magazine*—The Editor."

## Tommy Back on the Job

F. M. Thompson, Transitman in the Engineering Department, is back on the job again after a two weeks' vacation, during which he gave his farm and apple orchard at Gorham some attention, attended the Maine-Bates football game, and covered considerable territory around Pushaw Pond where moose and deer tracks are said to be quite plentiful, we are informed by an anonymous correspondent. According to "Tommy," there is not much satisfaction wasting time or ammunition on tracks.

### A Bedtime Story

By E. I. HILL, Traveling Agent

"Twas Christmas Eve. The little girl ran to her father's knee and smilingly said, "Daddy, this is a special night, and I know tonight my bedtime story will be specially good."

He took the little tot on his lap and to the creaking of the rocking chair she heard this wonderful tale:

"Once upon a time there was a large manufacturer who shipped a great many cases of goods over the railroad. His workmen were exceptional men, as they always packed the goods in the cases in the most perfect manner.

"Then the cases were closed and nailed and strapped in the best of shape.

"His truckmen were always careful and never caused any damage while hauling them to the railroad station.

"The men in the station were just as careful to truck them from the shed to the cars and load and stow them absolutely according to Hoyle.

"The train crews never handled the cars roughly and the men in the freight house at destination were even more careful than those handling the case before.

"The result was that the manufacturer never had to make any claims against the railroad."

The father gazed down and saw his little girl was fast asleep and then woke up himself: "Good Heavens! That's where I thought I was. This could possibly happen on earth but probably never will. It must be hell to be a freight claim agent."



# MAINE CENTRAL Employees' Magazine

Vol. IV DECEMBER, 1927 No. 12

"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*  
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E. W. Tibbetts, *Brunswick*  
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W. H. Marshall, *Oakland*  
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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.*  
E. I. Hill, *Freight Claims*

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

### SMILES OF SERVICE

Our Railroad is classed as a public utility—a public service corporation. There is more in this title than a mere classification. It is pregnant with meaning. It contains a statement of purpose, the mention of a means to an end, the utterance of an ideal.

For the old phrase, "the public be damned," sometimes credited to but not originated by the railroads, has been substituted the more modern and forward-looking thought—"the public be served."

And how served? And by whom? Every member of the Maine Central Family is

just as truly a public servant as the governor of this commonwealth, as a legislator, a police officer, a school teacher. The task before each of us, firing, or selling tickets or auditing accounts or walking track, is a public service—a public trust, that deserves and receives the best efforts we can put forth.

On those of us who come in direct contact with the public there lies a responsibility that goes even further. Not only must we render the public efficient service—we must do it with a smile.

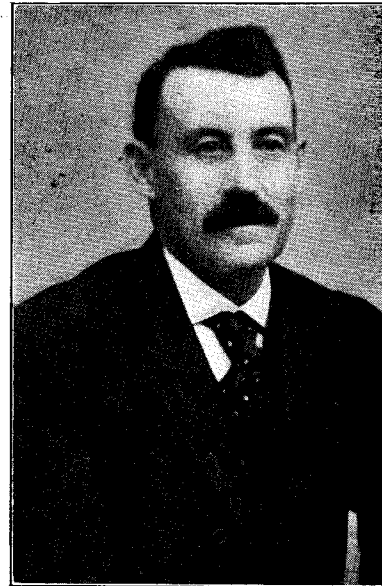
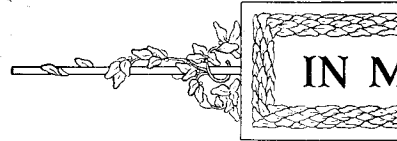
We are approaching the two greatest days in the calendar—Christmas and the New Year. The first is the Great Season of Goodwill; the second the time of all the year most appropriate for a pause and a stock taking of our attitude toward life. At this season is not the necessity for more SMILES OF SERVICE brought home to us with especial force? Our duty towards others—"information with a smile," "a ticket with a smile," puts the recipient thereof in a more pleasant frame of mind and makes the service larger, more valuable to him. Our duty towards ourselves—the great virtue of a smile is that it benefits its maker more than its receiver. It aids digestion, irons out wrinkles, both mental and physical, and brightens one's whole outlook on life.

The public be served—with smiles!

### NEW STAFF CORRESPONDENT

With great pleasure, we announce the appointment of Traveling Agent Edward I. Hill of Portland as new Staff Correspondent on the *Magazine* staff. Mr. Hill is widely known over the system and his original presentations of the old story of freight claim prevention have appeared frequently in these columns.

Freight rates on American railroads are the lowest in the world. For example, it is said to cost three times as much to retail a loaf of bread as the railroads get for hauling the wheat in it to the miller and the flour to the baker.



EDWARD L. WHITNEY

The above likeness of Conductor Ed L. Whitney, whose sad demise was reported in the November issue, was taken years ago, but many of the old-timers like this better than any recent photog

### PATRICK McGONIGLE

Patrick McGonigle, 62, trackman employed by the Portland Terminal Company died November 11th as a result of injury received when struck by a locomotive he was crossing the Fore River bridge Tower 3.

Mr. McGonigle was born in Ireland, 3, 1866, and entered Maine Central service April 6, 1921, and worked as spare until July 13, 1925. From that date he had worked continuously until his death.

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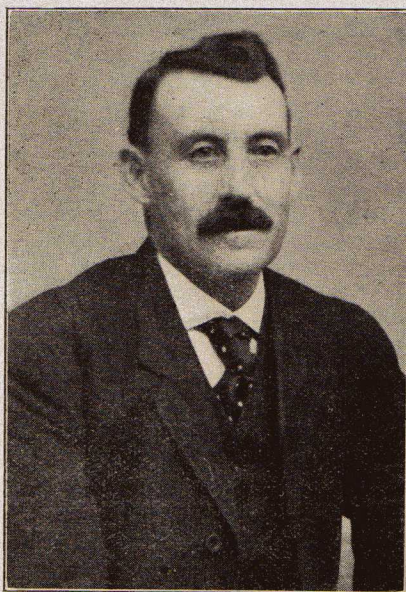
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## IN MEMORIAM



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Mr. McGonigle was born in Ireland, July 3, 1866, and entered Maine Central service April 6, 1921, and worked as spare man until July 13, 1925. From that date he had worked continuously until his death.

He is survived by his wife, Annie, a son, Joseph, four daughters, Mrs. Thomas DeCoursey and Mrs. John McCuien and the Misses Mary and Dorothy McGonigle, all of Portland, two sisters, Miss Mary McGonigle of New York City and [Mr. Elizabeth Kennedy of Portland and three brothers, William A. and James of Portland and Edward of Chicago.

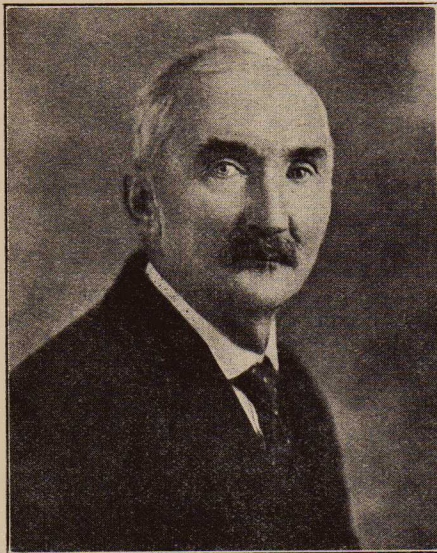
**MICHAEL J. HAGGERTY**

Michael J. Haggerty of Oldtown, veteran railroad conductor, died at his home on November 7th from pneumonia. He was formerly in Maine Central service, rising from train boy to conductor, later entering the employ of the Bangor and Aroostook on its establishment and serving as conductor until the time of his death.



**WILLIAM N. PRATT**

William N. Pratt, 57, a carman, died November 16th in a Portland hospital. Death followed a surgical operation. Mr. Pratt entered the service in the Motive Power Department as carman August 8, 1922, and remained in that capacity until his death. He is survived by his wife, Frances S., two sons and a daughter. Interment was at Rumford.



**HORACE A. ROBINSON**

Horace A. Robinson, commonly known as "Del" to his brother workers, passed away at the Calais Hospital on September 27th. He had been failing slowly for more than six months.

Mr. Robinson's was practically a railroad life. Born in St. Stephen, N. B., April 16, 1864, he hired on the old New Brunswick and Canada Railroad as a fireman. He retained this position when the above road became merged with the New Brunswick, was set up on this latter road and was running when it in turn became merged with the Canadian Pacific.

When the Washington County was about ready to span the wilderness between Calais and Bangor Del hired as a passenger engineer on this road and hauled one of the first trains out of Calais. Here he remained faithfully executing his duties until that fateful night at Princeton, when while reversing an engine, he broke an arm. Shortly after he was pensioned and retired to the home of his daughter, Mrs. Gladys Seelye, from where he was buried September 30.

He is survived by four brothers, four sisters and two daughters, Gladys and Gertrude.

The many floral tributes from co-workers, personal and organized, mutely testify the respect with which the genial engineer was held in this community.

**DENNIS J. MURPHY**

Dennis J. Murphy, 67, veteran conductor, died on November 20th at his home in Portland, following an illness of more than a year.

Mr. Murphy was born in Portland in 1860 and has always resided in that city. Following his education in the Portland Public Schools, he was employed as a printer in the composing room of the old Portland Daily Argus, which he later gave up for railroading.

"Denny" entered the service July 2, 1881, and for 46 years had been running on passenger trains up and down the state. For 30 years, Mr. Murphy was conductor on trains in and out of Portland, the majority of this time being on Nos. 1-102. He resigned from the service October 10th, 1927, and benefited from the pension system.

During all these years, Mr. Murphy came in contact with thousands of people, with whom he had become known as a man most courteous to the general public. He was a member of the order of Railroad Conductors, a past chief conductor of the organization and several times a representative to the national conventions.

His wife died about three years ago and he leaves two sisters, Miss Elizabeth K. Murphy and Mrs. E. J. Lennon, both of Portland.

The loss of Mr. Murphy is mourned by many friends in the Maine Central family.



Insurance Companies and Savings Banks are particularly large owners of railroad securities. This means that the holders and beneficiaries of more than 17,000,000 life insurance policies; the holders and beneficiaries of over 54,000,000 industrial insurance policies; and the 46,000,000 savings bank depositors also are financially interested in the successful operation of the railroads.



# Maine Ce

## Traveling Public

**T**HE traveling public used to think of our transportation systems in terms of steel and coal and ties, but in the management of American railways is successful in its endeavors, the public come to think of transportation in terms of flesh and blood—of Railroad Men.

The following is reprinted from a dinner car menu used on the Pennsylvania road, brought back by Fred L. Strickland, Superintendent of Car Service, after a recent trip. It was written by George Adams and appeared originally in the Orleans Times-Picayune.

### Transportation Means Comfort

"Few of us stop to think about the ordinary activities of many of the enterprises that make life happy for us."

"Take the lines and lines of railroads are scattered over the country like a carpet. Think of the thousands upon thousands of human beings employed to make this system possible. And it all means much more comfort to you.

"Just tie up the railroad system of the country for a few days and imagine what would happen.

### Courtesy Found Everywhere

"The railroad man is a very useful member of society. And by the railroad I mean every man who gives of his life to the railroad system. He may be an engineer, brakeman, conductor, porter, ticket agent—or be employed in a score of other capacities. But he is a railroad man and we should think about often and gratefully for his service to us.

"Thousands of these men are taken away from their homes and from the enjoyment of many pleasures that we who are left may enjoy at any time. They go through great hardships at times. They get lonely.



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# Maine Central Family

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"Thousands of these men are taken away from their homes and from the enjoyment of many pleasures that we who are freer may enjoy at any time. They go through great hardships at times. They get very lonely.

"And yet I find great courtesy and consideration among workers for the railroad nearly everywhere I go—and I go a great deal!

### The Traveler's Best Friend

"It seems to me that we should always be glad to say a good word for the railroad man and to give him cheer and encouragement at every opportunity.

"Day or night, the trains move. And the precious cargo gets the best of protection.

"You take your train, go to your meals or to your bed at night and enjoy comforts that were not dreamed of but a short time ago—and all because of the thought and money put into the perfection of the railroads and service by those who had vision and courage.

"I like to think of the railroad man as one of my best friends."



## General Office Notes

A farewell party was held at the home of Mr. and Mrs. Harold Foster recently for Mrs. Grace Wells, for many years in the A. F. A. office, who left New York on November 10th for Pasadena, Cal., via the Panama Canal. Those present included Mrs. Well's associates in the Machine Room.

During the evening, the engagement of Miss Thelma A. Melchoir to Leo J. King of Woodfords was announced. Miss Melchoir is also employed in the A. F. A. office.

### A. F. A. Office Notes

Mr. and Mrs. Roy Shaw are receiving congratulations on the birth of a daughter. Mr. Shaw is a member of the A. F. A. forces.

Miss Reta Shaw of the A. F. A. office has returned from an extended leave of absence and is much improved in health.



**Why Not Be Proud of It?**

George A. Dibblee, Jr., of the Auditor of Agencies office, was married on August 20th to Miss Rhoda Whitney. The news has finally leaked out much against George's wishes.

Mrs. Grace (Noyce) Charles has recently resigned her position in the Car Service Department where she has been employed for several years.

**Lime City Locals**

A. R. PUGH, Rockland

By the time these notes reach the eyes of the interested world, Gen. Agent Hen Comins will be toasting his shins in the balmy Florida sunshine. Thither he will hie himself on Dec. 1st to spend his vacation. Si Anderson admonishes him to take along his white flannels and bathing suit because he is going where these things are in demand.

**Business Is Good**

Things have changed considerably around this joint since the opening of the Bath Bridge. Wild Bill Stearns has left the yard switcher and is running the Brunswick end of 324 and the extra. Costello Hall, with Brakeman Walsh and Harmon of the old Bath switcher, have been transferred here,

and have been on the jump continually since they arrived. Business is sure good down this way.

**More About the Moose**

Was interested in V. A. C.'s comment re the moose in last month's issue. He stole my thunder, as I was about to take Dud to task for any such dimensions for a moose. I've heard P. A. W. at Bingham tell about game in the woods but even his never went quite as high as that.

A Maine Central General Agent named Fuller has offered to provide our ditto with an airplane to travel over the territory here which must be travelled to watch things in the interest of the Company. His offer is graciously accepted and preparations are under way for the construction of a hangar. We will expect personal delivery and a demonstration as to its proper use.

**Snapped at Portland Union Station**



Standing in car door (left to right): Baggage Master "Phil" Nelson, Asst. Foreman of Baggage Handlers Verne Robinson.

On platform (left to right): Car Inspector Burt Palmer, Conductor John Mace, Conductor Harvey Doe, Mail Clerk Jack Briggs, and East End Yard Conductor Jack Walsh.

**Certain Railroad**



Upper Picture: Carl Bruns (left) Auditor of Passenger Accounts Office, Edward Westcott (right), Traveling Agent, as usual made their annual foraging into the woods, thirty miles of Kineo. As usual, too, they brought their deer. "Eddie" was fortunate enough to bag a 14-point buck, with as fine a set of antlers as could be asked for. A 35 Rem

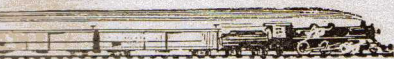
**Calais Hunting Notes**

By E. F. McLAIN

"Timmie" Robinson, who met with a very painful accident while working on the new theatre, is coming along fine.

"Pink" Eary is improving day by day and—it won't be long now.



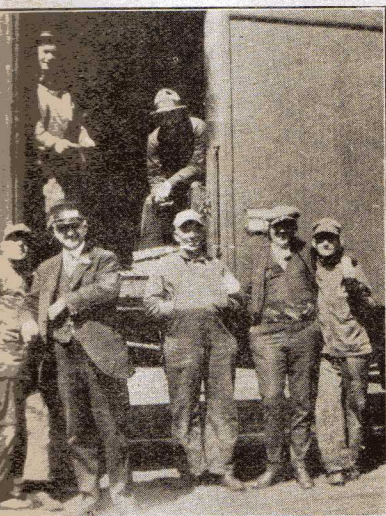


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standing in car door (left to right): Bag-Master "Phil" Nelson, Asst. Foreman ggage Handlers Verne Robinson. platform (left to right): Car Inspec-Burt Palmer, Conductor John Mace, uctor Harvey Doe, Mail Clerk Jack s, and East End Yard Conductor Jack h.

## Certain Railroad Nimrods Strut Their Stuff



Upper Picture: Carl Bruns (left) of the Auditor of Passenger Accounts Office and Edward Westcott (right), Traveling Car Agent, as usual made their annual pilgrimage into the woods, thirty miles north of Kineo. As usual, too, they brought out their deer. "Eddie" was fortunate enough to bag a 14-point buck, with as fine a head as could be asked for. A 35 Remington

stopped Mr. Buck right in his tracks.

Lower Picture: Carl Barrett (right) of the Passenger Traffic Department, also felt the call and went into the woods six miles from Forest Station on the Eastern Division. A fine plump doe was his reward. His cousin, Edgar S. Barrett of East Sumner, Maine, is shown in the picture on the left.

## Calais Hunting Notes

By E. F. McLAIN

"Timmie" Robinson, who met with a very painful accident while working on the new theatre, is coming along fine.

"Pink" Eary is improving day by day and—it won't be long now.

Andy "Daniel Boone" Bayless got a couple of good deer. (His son got one of them—probably both.) Andy complains of the cost of hunting. He claims it is really too expensive to hunt nowadays. No—he didn't buy the deer. But anyway his deer were dear.

Tigger Tracy and Doc Miner are in training for their annual marathon. With



a rifle as a swagger stick they now haunt the woods. No, I don't think they pay any attention to deer any more than to fire the guns in the air if they get too thick.

♦ ♦



Below is the result of the General Office Bowling League for the week ending November 18 at the Congress Square alleys:

Standing			
	Won	Lost	Percent
Fryeburbs	14	10	584
Concords	13	11	542
Rangeleys	13	11	542
Fabyans	12	12	500
Kennebagos	12	12	500
Kineos	12	12	500
Somersetts	11	13	458
Megantics	9	15	375
High Average	Charles May	100	
High Individual String	Phil Smart	132	
High Three Strings	Phil Smart	344	
High Team String	Somersetts	509	
High Team Total	Kennebagos	1444	

### Averages

May, 100; Smart, 100; Sproul, 99; L. Hawkes, 98; Corcoran, 98; Hennigar, 96; Pearson, 95; H. P. Hawkes, 94; Bean, 94; Parks, 94; Stover, 92; Allen, 92; Plummer, 91; McCullum, 91; Dole, 90; Mills, 90; Goud, 89; Haggerty, 89; Brown, 88; Barron, 88; Wharford, 88; Oberg, 88; Malloy, 88; Nagle, 88; W. Paine, 87; Caldwell, 88; Heiskell, 88; Jellerson, 87; Bishop, 84; Dunn, 85; Reagan, 82; Bird, 82; C. P. Hawkes, 82; Phillips, 82; Dodge, 81; Adams, 80; Morton, 80; Goddard, 80; Shaw, 76; Stuart, 77; H. Paine, 76; Springer, 73; Folsom, 64.

♦ ♦

### Promotion for Jefferds

By LENA GOLDEN, Bangor

The many friends of popular former time clerk, C. A. Jefferds, will be interested and pleased to learn that on Nov. 10th, he was appointed Chief Clerk in the office of A. H. Bonney, General Foreman Car Repairs, where for the past fifteen years he has been a genial and efficient clerk. Mr. Jefferds succeeds former chief clerk A. J. Weatherbe, who resigned from our service, and he has the hearty endorsement of his co-workers and friends, who wish him the best of luck and success in his promotion. Mr. Jefferds is married and resides in Brewer.

## The Thing To Hang Up Christmas Is A Record

By V. A. CUNNINGHAM, Oldtown

### So Be Careful

Operator O'Connell: What is it a sign of when a girl begins to call you by your first name?

Baggageman Messer: That she is after your last one.

### That Will Stop Them

Clerk Ashey: I understand that your hens have stopped laying.

Clerk Preble: Yes, two of them have.

Clerk Ashey: What is the cause?

Clerk Preble: Company for dinner Sunday.

### A Real Danger

Insurance Agent: You understand what a hazardous occupation is?

Brakeman Henry: Sure, setting a rat trap in the dark is one.

### A Real Actor

Clerk Applebee: Are you going to take a part in the show?

Clerk Tourtillotte: Yes, I am the answer to a flapper's prayer.

### We Should Be Better Armed

Traffic Cop: Hey, use both hands.

Operator Costain (out with his girl): I can't let go of the wheel.



### They Need a Traffic Manager

Customer: What makes this freight higher, it's the same thing, from the same place, in the same box.

Agent Dennis: Perhaps the marking was a little heavier on this box.

### Scotch Music

Operator Prouty: I know that was a real Scotch song you just sang, because it was so economical.

Clerk Preble (beaming with pleasure): But why economical?

Operator Prouty: Because a little of it goes a long ways.

### We Remember That One

Operator Bowley: What old proverb do you remember the best?

Conductor Haney: "There's many a sip between the hip and the lip."

### The First Bowlegged Man

What Ho! What manner of man is this, who carries the tails of his coat in a parenthesis?

## Group Insurance in Force Whole Year

**T**HE group insurance of the Maine Central Family has now been in force one whole year and its benefits will be continued for the next twelve months, as Vice President and General Manager D. C. Douglass has renewed the contract with the Travelers Insurance Company for another year.

The payments for the month ended November 21, 1927, were the largest since the insurance has been in force, and included two accidental deaths, those of Sectionmen Patrick McGonigle and Engineer Fred A. Taylor.

During the past year claims were paid in full as follows:

Accidental Deaths, on the job . . . . .	5
Accidental Deaths, not on the job . . . . .	1
Loss of eye, on the job . . . . .	2
Accidents . . . . .	102
Sickness . . . . .	575

Total . . . . . 685

Unsettled claims on hand . . . . . 67

The number of certificate holders has decreased but very little since the group policy went into effect.

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

Name	Location	Reason
<i>General Office</i>		
Cora Hoy	Chief Engineer	Sickness
Eva M. Knight	Aud. Frt. Accts.	Sickness
Ernest E. Merrill	Aud. Frt. Accts.	Accident
Olive L. Small	Gen. Pass. Agt.	Sickness
Lawrence W. Sparrow	Aud. Frt. Accts.	Sickness
Pearl S. Weeman	Aud. Frt. Accts.	Sickness
<i>Engineering Department</i>		
John E. Beane	Bingham	Accident
Joseph Clement	Orono	Accident
Frank M. Courson	Brunswick	Sickness

Bailey Dyer	Franklin	Sickness
W. H. Fowlie	Rockland	Accident
Winfred B. James	Gardiner	Sickness
Gordon Kelley	Westbrook	Accident
John F. Laing	Enfield	Sickness
Frank L. Johnson	So. Gardiner	Accident
Patrick McGonigle	Portland	Acc. Death
Roland B. Moore	Clinton	Sickness
Henry Samways	Brewer	Sickness
John E. Speight	Gorham	Sickness
Ernest Stoddard	Eaton	Sickness
Peter Veldeux	Thompson's E.	Sickness

### *Motive Power Department*

Edward Dougherty	Portland	Sickness
John M. Forestell	Portland	Sickness
Thowald Johnson	Portland	Sickness
Patrick Joyce	Portland	Sickness
Frank M. Kane	Portland	Sickness
Alex. MacKenzie	Portland	Sickness
John F. Martell	Portland	Sickness
Fred A. Rich	Portland	Sickness
Coleman Wallace	Portland	Sickness
Wm. C. Labrecque	Waterville	Accident
Owen J. Thompson	Waterville	Sickness
Nelson Vaillancourt	Waterville	Sickness
Allie F. Vigue	Waterville	Sickness
Lewis E. Bates	Rockland	Sickness
Llewellyn A. Farrar	West Peru	Sickness
James P. Cullen	Lewiston	Accident
Charles Elliott	Thorndike	Sickness
Hugh D. MacNeill	Bangor	Sickness

### *Portland Division Stations*

W. W. Burnell	E. Baldwin	Accident
Wm. E. Camden	Rumford	Accident
Frank L. Flynt	Skowhegan	Sickness
Ernest C. Herrick	New Gloucester	Sickness
B. J. Sirois	Clinton	Sickness
E. C. Stetson	Monmouth	Accident

### *Eastern Division Stations*

Robert A. Howland	Danforth	Sickness
John Jameson	Basin Mills	Sickness
Marion P. McIver	Vanceboro	Sickness
Louville P. McGowan	Ellsworth	Sickness

### *Trainmen*

George S. Bell	Veazie	Sickness
Fred A. Brown	Bangor	Sickness
Donald E. Nowell	Portland	Sickness
C. W. Raymond	Portland	Sickness
W. H. Roach	Portland	Sickness

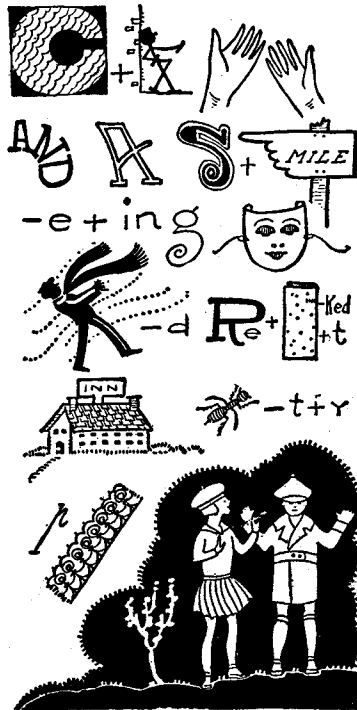
### *Enginemen*

Sam. H. Lancaster	Bangor	Sickness
Fred A. Taylor	Portland	Acc. Death
S. L. Thompson	Portland	Sickness
Harry Warren	Foxcroft	Sickness

### *Portland Terminal Transportation*

B. B. Brackett	So. Portland	Sickness
Thomas Curran	So. Portland	Accident
Patrick J. Flynn	Portland	Sickness
Ambrose McMillan	Portland	Sickness
Walter W. Sawyer	Portland	Sickness
James G. Tuttle	Portland	Sickness

# A PAGE for the CHILDREN



## REBUS PUZZLES FOR EVERYONE

Do a kindness every day,  
Help someone along  
their way.

Clean hands and a  
smiling face,  
Win respect in any place.

## CHRISTOPHER ROBIN'S SNEEZLES

Christopher Robin  
Had wheezles  
And sneezles,  
They bundled him  
Into  
His bed.  
They gave him what goes  
With a cold in the nose,  
And some more for a cold  
In the head.

Christopher Robin  
Got up in the morning,  
The sneezles had vanished away.  
And the look in his eye  
Seemed to say to the sky,  
"Now, how to amuse them today?"

—From "Now We Are Six" by A. A.  
Milne. Published by E. P. Dutton & Co.,  
New York.