

BOSTON & MAINE RAILROAD
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Maine Central Employees' Magazine

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January

1928

HICKORY HOLLOW

When the train comes in

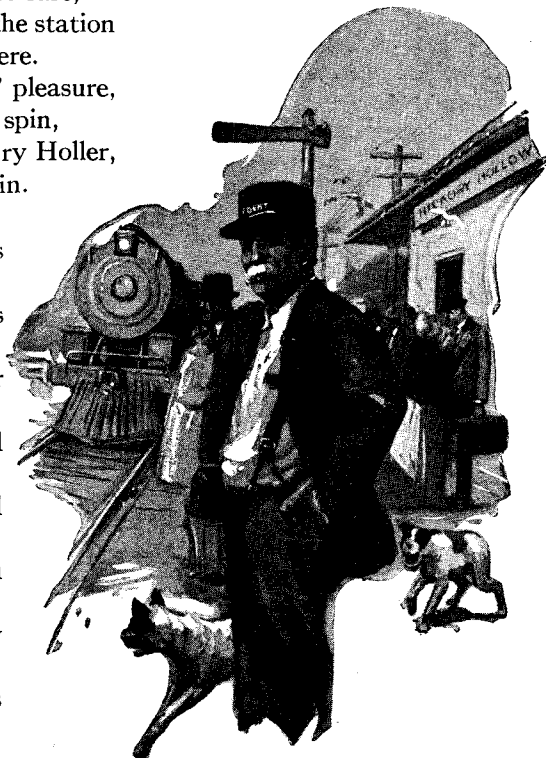
Ef yew want t' hev excitement,
Yew don't hev t' go away,
Fer we hev it in big bunches
At our dee-po ev'ry day.
Bubblin' joy an' gloomy sadness,
An' the thrills uv life begin
Right down here in Hick'ry Holler,
When the train comes in.

All the folks what ain't bedridden
Count as lost the day so rare,
When they ain't bin tew the station
Fer t' see the doin's there.
Grief an' sorrer, hope an' pleasure,
All their stirrin' stories spin,
Right down here in Hick'ry Holler,
When the train comes in.

Friends air meetin', friends
air partin',
Mothers kiss their boys
good-by
As they go t' make their
fortun's
Out where hope-winged
fancies lie.
Brides an' grooms, dressed
up an' smilin',
Swear they'll stick thru
thick an' thin;
Then they leave ol' Hick'ry
Holler
When the train comes
in.

More is goin' than is comin',
More "good-by's" than "How-d-
yuh-do's,"
But we're cheerful in our givin'
Uv the folks the world kin use;
Fer the small towns build the nation,
An' the small town fellers win.
So they's peace in Hick'ry Holler
When the train comes in.

—*Automobile Digest*



Courtesy, The Saw Kerf, E. C. Atkins & Co.

MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEE

Vol. V

Christmas Trees by Lea

DURING the latter part of the month of November and the first three weeks in December, trains over our lines have been loaded to the "gunals" with Christmas trees for the homes of city people.

If we just stop and think a moment of the joy and pleasure a single load of these trees bring to city dwellers, we can easily see why there is such a demand at the holidays.

No Trees Where They're Wanted

If a New Yorker or Washingtonian could go out in his back yard and cut down his own tree, Maine, New Hampshire and Vermont, the principal tree-producing states of New England, would be out of order, but they can't do a point for us.

The picture here taken the first of December shows a train load of trees ready to be transported to the cities. Each flat car holds about 160 trees, although more than that are loaded on some cars.

Over a Million Trees

Some of the other principal tree-producing areas from which many carloads have been shipped are Dennysville, Easton, Chias, Baring, Jacksonville, Wiscasset, Waldoboro, Damariscotta, Mills, Bancroft, Danforth, Buxton, Beecher Falls and Colebrook.

L. Strange, Superintendent of Car Service, stated that during the

FOLLOW

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Saw Kerf, E. C. Atkins & Co.



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. V

JANUARY, 1928

No. 1

Christmas Tree Business Increasing by Leaps and Bounds

DURING the latter part of the month of November and the first three weeks in December, freight trains over our lines have been loaded to the "gunals" with Christmas trees for the homes of city people.

If we just stop and think a minute of the joy and pleasure a single carload of these trees bring to city youngsters, we can easily see why there is such a demand at the holiday season.

No Trees Where They're Wanted

If a New Yorker or Washingtonian could go out in his back yard and chop down his own tree, Maine, New Hampshire and Vermont, the principal tree states of New England, would simply be out of order, but they can't, so it's a point for us.

The picture here taken the first of December shows a train load of trees ready to be transported to the West. Each flat car holds about 1600 trees, although more than that are loaded on some cars.

Over a Million Trees

Some of the other principal stations from which many carloads have been shipped are Dennysville, East Machias, Baring, Jacksonville, Perry, Wiscasset, Waldoboro, Damariscotta Mills, Bancroft, Danforth, Bucksport, Beecher Falls and Colebrook.

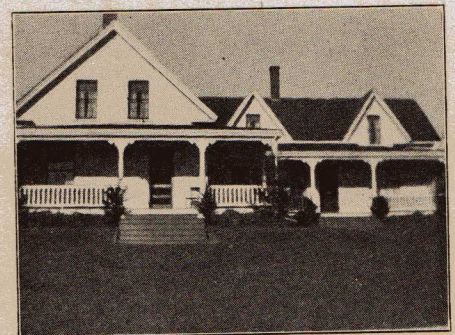
Superintendent of Car Service Fred L. Strange stated that during the

month of November 1927 carloads were shipped over our lines and that during December the number would probably be 575 and figuring 1600 trees to a car makes a total of approximately 1,230,400 trees, a nice little bundle of revenue for the Company.

It was estimated that Maine's Christmas tree business alone amounted to more than \$100,000, more trees being shipped this season than ever before. This shows how important this industry has grown to be. Although the entire season lasts but little more than six weeks, it brings a very large revenue into the State and for the Company.

Huge Piles of Yuletide Joy

A few weeks before Christmas it was a common sight to see along our lines huge piles of these trees waiting



Agent Brown of Perry Advertises Christmas in his Dooryard



What Is Done V

By SAMUEL O.

THE total earnings now rendered by them in carrying passengers, mail and express. six billion dollars a year. Th huge sum. Many persons, in numerous railway employees, what is done with all of it, but investigate to find out.

How Much per Man?

It would be a good thing for the railways and their employ more employees knew just wh comes of all the earnings. If them knew this they would stand better the relation that between the earnings collect wages paid and the other ex that must be met.

The figures of total earnings ating expenses, wages, and so so big that the human mind can comprehend them. There is, ho a simple way of reducing the basis on which most peopl especially every intelligent em can easily comprehend the grasp their significance. Thi dividing each of the huge fig the total number of employees will show how much is the inve in the railways per employee. show how much earnings they per employee, and also what with the earnings, in figures t be small, and also, I believe, v teresting to employees.

Over a Million Strong

The number of employees was 1,779,281. Total earnings

for shipment and loaded on cars ready to start on the road to market.

The Christmas tree business is about 40 years old in this State. It has grown from a very small beginning. The first trees, so far as known, were shipped from Hancock County in the vicinity of Bucksport and Orland. The first shipments were small, a couple of carloads of perhaps 3,000 trees.

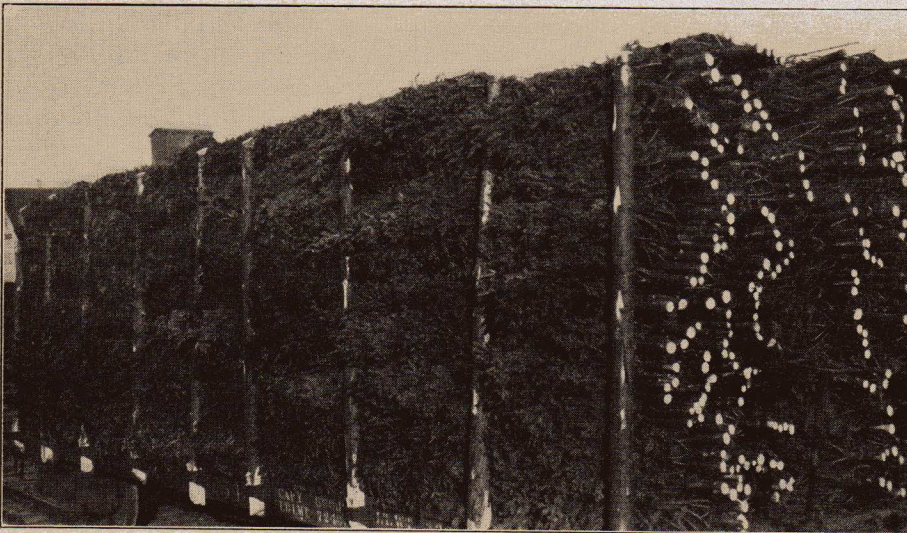
Some Spruce and Pine Shipped

While the fir tree continues to be the one most in demand for this purpose, some spruce and pine trees are shipped. The trees have to be prepared very carefully for shipment. The butts have to be cut evenly and the boughs must be carefully strapped close down against the trunk of the tree, so that it will pack in the smallest possible space and at the same time allow them to spring back quickly

into place once the bindings are removed.

The trees have to be carefully sorted for size in shipping, as this has a great deal to do with the number which can be loaded on a car and also has a bearing upon the price of the trees, for the more that can be shipped on one car, the lower the freight charge per tree.

Maine Christmas trees received some valuable free publicity this season when the "industry" was filmed for the Paramount News Reel by P. E. Coolidge of Boston. This matter was arranged by Industrial Agent W. G. Hunton and Publicity Agent Dudley Alleman. Perry was selected as the location for "shooting" the Christmas trees and Agent V. R. Brown rendered valuable assistance, appearing in many of the scenes. These pictures were shown from Coast to Coast. More power to Santa Claus!

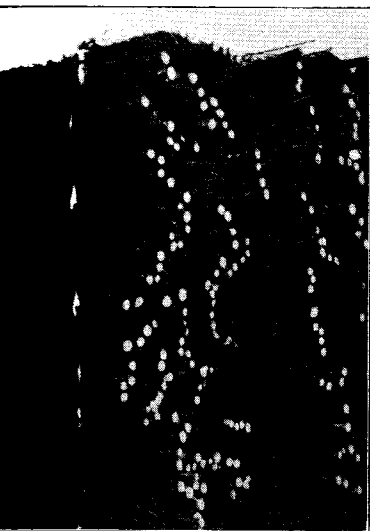


This Carload will Carry Christmas Cheer into 1600 City Homes

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What Is Done With Railway Earnings?

By SAMUEL O. DUNN, Editor of the *Railway Age*

THE total earnings now collected by the railways for the service rendered by them in carrying freight, passengers, mail and express, exceed six billion dollars a year. That is a huge sum. Many persons, including numerous railway employees, wonder what is done with all of it, but do not investigate to find out.

How Much per Man?

It would be a good thing for both the railways and their employees if more employees knew just what becomes of all the earnings. If more of them knew this they would understand better the relation that exists between the earnings collected, the wages paid and the other expenses that must be met.

The figures of total earnings, operating expenses, wages, and so on, are so big that the human mind can hardly comprehend them. There is, however, a simple way of reducing them to a basis on which most people, and especially every intelligent employee, can easily comprehend them and grasp their significance. This is by dividing each of the huge figures by the total number of employees. This will show how much is the investment in the railways per employee. It will show how much earnings they take in per employee, and also what they do with the earnings, in figures that will be small, and also, I believe, very interesting to employees.

Over a Million Strong

The number of employees in 1926 was 1,779,281. Total earnings were

\$6,382,939,546. This was an average of \$3,587 per person employed. In other words, if the total earnings had been equally divided among the employees each of them would have received \$3,587.

The average wage actually paid per employee in 1926 was \$1,656. But not all of this was paid from earnings. The railways spend every year hundreds of millions of dollars of capital on enlargements and improvements of the properties. Labor is employed in making these enlargements and improvements, and \$129 of the average wage per employee was charged last year to "capital account."

There was paid out of it \$681 for materials and supplies. The next largest item of operating expense was the cost of fuel for locomotives. It amounted to \$229 per employee. Of course, a locomotive can no more be run without fuel than without an engine crew.

\$\$\$ Over \$200 in Taxes \$\$\$

Next there was an item of \$58 per employee for loss and damage to freight, injuries to persons, and insurance. When freight is lost or damaged while being transported the railway company has to pay for it.

Another item is \$130 per employee for "depreciation and retirements". These are expenses of which account must be taken under the accounting rules of Interstate Commerce Commission.

The taxes paid by the railways to the local, state and national govern-



ments amounted to \$219 per each person employed by them. It is an old saying that, "Nothing is more certain than death and taxes". The railways must, of course, pay whatever taxes the governments levy upon them.

Each railway uses some property that does not belong to it. For example, many private corporations own coal cars, refrigerator cars, etc., and a railway when it uses them has to pay rentals for their use. The items of "hire of equipment and joint facility rentals" amounted to \$62 per railway employee.

Not Quite Five Per Cent

When all these items—labor, materials and supplies, fuel, loss and damage, etc., depreciation and retirements, taxes, hire of equipment, etc.—are added together they are found to total \$2,906. This is 81 per cent of the average of \$3,587 of earnings collected per person employed. There is left \$681, or 19 per cent of the total average earnings per employee, to account for. This amount that is left after payment of all operating expenses and taxes is what is called "net operating income," and is the return that is earned on the capital invested in the railroad industry. Upon how much investment is it earned? The total investment in the railroads in 1926 amounted to \$24,290,196,788. This, on the average, was \$13,652 per employee. The net operating income of \$681 per employee, therefore, amounted to 4.99 per cent on the investment per employee.

Now, of course, each railway employee did not receive the average wage that has been mentioned above. Some received less, some more. But

there is one question in which they are all about equally interested. This is as to how they can get higher wages. That is not unnatural. It is a very unusual man who does not want to increase his income, whether it be large or small. It is perfectly evident, however, that railway wages must be paid out of railway earnings. Therefore, the average wage per employee cannot be increased unless either, first, the average total earnings collected by the railways for each person employed by them are increased, or, secondly, some or all of the other items of outgo that have been mentioned are reduced.

Capital Asks Wages Too

The first suggestion that would be offered by some persons would be that the item of \$681 net operating income per employee might be reduced and that what was taken from it might be added to the average wage. As we have seen, however, this amounted to only 4.99 per cent upon the average investment per employee. Is it reasonable to believe this is an excessive return to be earned upon investment in railways? Does any railway employee know where he can go to borrow money at as low a rate of interest as that?

Capital will refuse to enter railway service if refused satisfactory pay, just as men would refuse to enter their employment if refused as good wages as they could get in other industries.

The total amount that the railways pay for materials and supplies used in maintenance each year is as much as the total return they earn upon their investment. The amount they spend

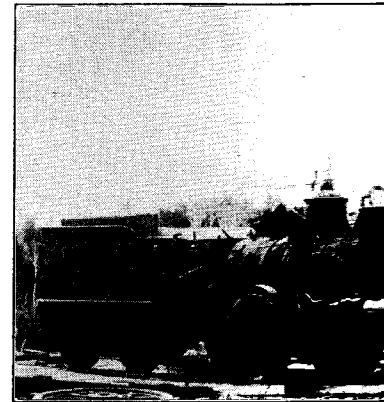


for fuel each year is more than third as great as what they earn on their investment. Employees can make possible higher wages in the long run by actively assisting managements to use material supplies and fuel more efficiently to reduce loss and damage to freight and to reduce injuries to persons by increasing the safety of operation.

More for Taxes than Dividends

There are some other points of even greater importance that all employees might well consider. One of these is in regard to taxes. For the taxes of the railways have increased more in proportion than anything else for which they have to pay from earnings. Since 1919 their taxes have amounted to more than their dividends they have paid to their stockholders. Every time their

Veterans



Courtesy Engineman H. T. Rodick, Brunswick

Here we see two real old timers. The "Tiger" was built in 1842, and was the sixth engine in Maine. The



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Capital will refuse to enter railway employment if refused satisfactory pay, just as men would refuse to enter any other employment if refused as good wages as they could get in other industries.

The total amount that the railways spend for materials and supplies used in maintenance each year is as much as the total return they earn upon their investment. The amount they spend



for fuel each year is more than one-third as great as what they earn upon their investment. Employees can help make possible higher wages in the long run by actively assisting the managements to use materials and supplies and fuel more efficiently, to reduce loss and damage to freight and to reduce injuries to persons by increasing the safety of operation.

More for Taxes than Dividends

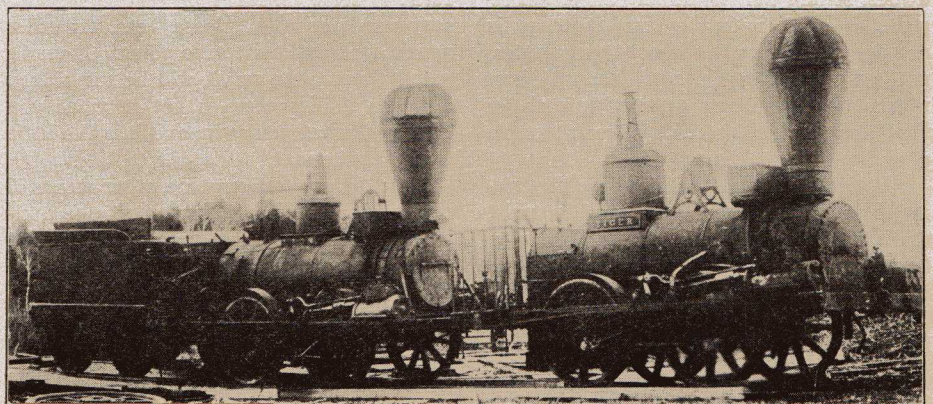
There are some other points of even greater importance that all employees might well consider. One of these is in regard to taxes. For years the taxes of the railways have increased more in proportion than anything else for which they have to pay from earnings. Since 1919 their taxes have amounted to more than the dividends they have paid to their stockholders. Every time their taxes

increase there is just that much taken from railway earnings that cannot be paid in wages to employees or in returns to investors. Railway employees are citizens and have much influence in their respective communities and states. It would be in their own selfish interest to use their influence to stop the increases and cause reductions in railway taxes.

Railway employees have a direct interest in increasing the efficiency of operation. They also have a direct interest in stopping increases in railway taxes and reductions of railway rates. Each of these things has an influence on wages. The efficiency of operation, the taxes collected from the railways and the rates they are allowed to charge will, taken together, in the long run, mainly determine the wages they can and will pay.



Veterans of an Early Day



Courtesy Engineman H. T. Rodick, Brunswick

Here we see two real old timers. The "Tiger" was built in 1842, and was the sixth engine in Maine. The "Lion", Maine's tenth engine, was built four years later. It can be seen today in the Museum of the University of Maine at Orono.



Are We Using Our Telegraph Service to the Best Advantage?

By J. B. NORCROSS, Superintendent of Telegraph

IN last month's issue of the *Magazine* we discussed the part telegraphy plays in railroading, the origin and early history of this device so essential to our modern civilization, and the relations between the Western Union and the Maine Central.

Won't the Mails Do It?

Now let us look around a little on our railroad and check up a bit on wire service. Are we conservative in the use of the telegraph? First, realize that time is the most valuable commodity, yet invisible, used by every individual and every corporation,



then consider the time of the telegrapher consumed in calling the other office when he has a message to transmit, and the other fellow fails to answer promptly for various reasons. Perhaps he is attending to outside duties, selling tickets, adding his ticket report, or what not; the time it takes in copying a telegram (average three minutes) not very long, but they all count three minutes each, and we are paying cash for time used, and it also costs for maintenance of wires, equipment, etc.

Therefore, it behooves us to use the telegraph for communication only when train, or U. S. mails, will not serve satisfactorily, thereby conserving time for many, who include the individual writing or dictating the telegram, the stenographer, both sending and receiving operators, and messenger, if delivery is necessary. If agent or operator is busy and cannot receive the message when called, it will be a time saver for him to open his key and make the figure "8" which is the signal for "I am busy", thereby enabling the calling operator to go about other duties and call again later.

Another valuable time saver: Some nine years ago we adopted the symbol system, to be used on telegrams requiring answers, thereby reducing materially the length of telegrams—*Example*—

CHICAGO, OCT. 4, 1927.

A. L. BROWN,
GARY.

WHEN WILL YOUR REPORT
ON CAR SITUATION BE SENT.
A-12.

KEYES.

The reply—

GARY, OCT. 4, 1927.

KEYES—CHICAGO.
A-12. TODAY. B-12.
BROWN.

This system is so generally understood that I will not elaborate on it, but ask that when a telegram bearing a symbol is received that proper reference be made to it in reply.

"Please" is for Conversation

When writing telegrams, if to an agent of the Company, simply address "Agent" instead of using his name, and omit unnecessary words, such as "please," etc. In other words, be brief and to the point. If we all get the habit the result will be surprising. The secret of success is not in what you earn, but what you save, and it is the little things that count.

Until future ages provide other means of communication for us, let us get one hundred per cent, with customary interest, out of our, not so modern, but dependable good old Morse. The click of the sounder will always be music to my ear and I feel free in stating "So say we all," Knights of the Key.



Not Shy About It

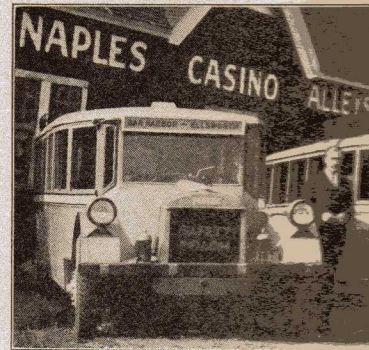
Visitor: "I suppose they ask a lot for the rent of this apartment?"

Hostess: "Yes, they asked George seven times last week."

(8)



A Unit of Our



Four SamOset Motor Coaches

Left to right: Mechanic A. J. Sp... and

THE Fageol Motor Coaches of our subsidiary, the SamOset company, form two interesting units in Maine's transportation system. During the summer season two motor coaches operated on regular schedule between Naples and Harrison, service provided on both sides of Long Lake. In view of the heavy traffic it was necessary to throw in one and sometimes two motor coaches to care for the peak. At the end of the tourist season service reduced, one round trip a day being operated at the present time.

At the other end of the State, motor coaches were used very little on the North-Bar Harbor line this season because of bad highway conditions caused by the construction of the state road between these points. In their place a cable car was operated, making two round trips a day. This service is still being continued. When the state road has been completed it is expected that motor coach operation will be resumed next Spring.

Our motor coach service seems to be appreciated by the traveling public. Many favorable comments have been received, not only as to the service provided

Telegraph Service Advantage?

President of Telegraph

Another valuable time saver: Some nine months ago we adopted the symbol system, used on telegrams requiring answers, thereby reducing materially the length of telegrams—Example—

CHICAGO, OCT. 4, 1927.

L. BROWN,
GARY.

WHEN WILL YOUR REPORT
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KEYES.

Reply—

GARY, OCT. 4, 1927.

YES—CHICAGO.

12. TODAY. B-12.

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This system is so generally understood that I will not elaborate on it, but ask that on a telegram bearing a symbol is required that proper reference be made to it.

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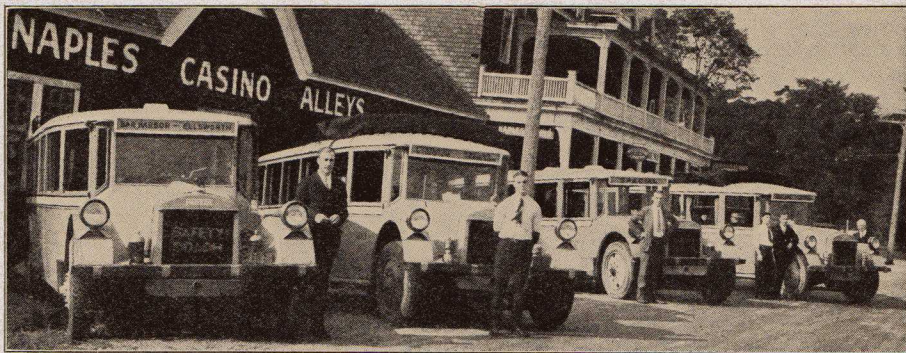
✦ ✦

Not Shy About It

Editor: “I suppose they ask a lot for the rent of this apartment?”
Miss: “Yes, they asked George seven dollars last week.”



A Unit of Our Transportation System



Four SamOset Motor Coaches Lined up at Naples on the Roosevelt Trail

Left to right: Mechanic A. J. Sparrow and Drivers Harry W. Hill, Leslie W. Fogg and Perley B. Sanborn.

THE Fageol Motor Coaches operated by our subsidiary, the SamOset Company, form two interesting units in Maine's transportation system. During the summer season two motor coaches were operated on regular schedule between Portland and Bridgton-Harrison, service being provided on both sides of Long Lake between Naples and Harrison. At times of movement of heavy traffic it was necessary to throw in one and sometimes two extra motor coaches to care for the peak load. At the end of the tourist season service was reduced, one round trip a day being made at the present time.

At the other end of the State, motor coaches were used very little on the Ellsworth-Bar Harbor line this season, on account of bad highway conditions caused by the construction of the state road between these points. In their place a Cadillac car was operated, making two round trips. This service is still being continued. As the state road has been completed it is anticipated that motor coach operation will be resumed next Spring.

Our motor coach service seems to be appreciated by the traveling public and many favorable comments have been received, not only as to the service provided

but also concerning the type of motor coaches used and the carefulness and courtesy of the drivers.

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St. Johnsbury Bridge Progresses Rapidly

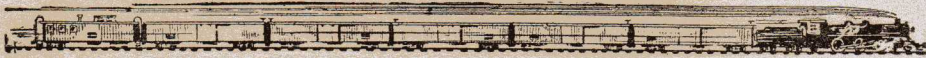
Twenty-four days was all the time required for the completion of new masonry in the Passumpsic River Bridge at St. Johnsbury, for the permanent structure to replace the wooden bridge destroyed during the flood. The contractors were T. Stuart & Son Co., Newton, Mass. Steel for the 162-foot span is expected by New Year's, having been fabricated by the American Bridge Company. It will be erected by our own forces under the direction of Wilbur Lampton, Supervisor of Bridges and Buildings, Division A, the Mountain District.

✦ ✦

Scotch Rubber

Cop (picking up umbrella for elderly man who is unable to stoop): “A touch of lumbago, sir?”

Man: “No. I bought a pair of suspenders in Scotland and they won't—give.”



Train Rules and Train Orders

By M. F. DUNN, Train Rules Examiner

HOLDING ORDERS

Holding orders are always addressed to and signed by the Operator and are issued only when necessary to hold trains in case of a washout, derailment or other emergency until orders can be sent, and copies of such holding orders must be delivered to the train or trains held until the hold order is annulled or an order given to the Operator reading—



BACHRACH

The annulment of a hold order and the "may go" order are also addressed to the Operator and copies must be delivered to the trains held.

Order No. 1

Opr. Burnham Jct.
"Hold Eastward trains."

Order No. 2

Opr. Burnham Jct.
"No. 11 may go."

Order No. 3

"Order No. 1 one is annulled."

On receipt of Order No. 1 and after it has been repeated and completed, the Operator must deliver copies to all Eastward trains. If order reads "Hold all trains", copies must be delivered to trains in both directions. If dispatcher wishes to release No. 11 and hold other Eastward trains, he will issue Order No. 2 which must be repeated and completed in the usual way. Copies of this order must be delivered to No. 11 with all other orders which the Operator may have for this train, together with a clearance card Form M. C. 30.

When Dispatcher desires to release all Eastward trains he will issue Order No. 3 to Operator, who will deliver copies to all trains held, with other orders addressed to them and a clearance card. The number of hold order as well as number of the "may go" or annulment of hold order must be

shown on clearance cards the same as numbers of other orders delivered with it.

The Operator should not issue a clearance card in connection with a hold order until the order releasing the train is received.

Order No. 4

Opr. Pittsfield
"Hold westward trains."

Order No. 5

No. 102 Pittsfield
"No. 102, Eng. 470, meet No. 11, Eng. 460, at Halfway."

Order No. 5 does not clear No. 102 on the hold order and this train could not leave Pittsfield after receiving Order No. 4 until they received an order annulling the hold order or an order reading "No. 102 may go."

Conductors and Enginemen are not required to sign holding orders, but such orders must be respected the same as if addressed to them.

After receiving a hold order, the train or trains held must not proceed even though they receive a clearance card until they are given an order addressed and completed to the Operator stating that they may go, or a copy of the annulment of the hold order.

When an Operator receives an order to hold a train or trains, it can only be released in one of two ways, either the holding order must be annulled to the Operator or an order addressed to him in the form—may go. When instructed to hold a train or trains and one of them is released by the "may go" order, the operator must hold all other trains affected until the holding order is annulled.

♦ ♦

Talked Too Much

Here lies the body of William Brace;
He sure was one fine fella,
He said in his sleep, "I love you, Grace,"
But his wife's name was Stella.

"Where did you do most of your skating when learning?"

"I think you're horrid!"

(10)

MAINE CENTRAL Employees' Magazine

Vol. V JANUARY 1928

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

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D. W. BISHOP, Associate Editor
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General Offices

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EDITORIALS

COMPETITION FOR THE PUEBLO DOLLARS

The extraordinary safety of passenger travel, added to the steady increase in ease and comfort with which the passenger rides, is a clear cut improvement in the product—passenger transportation. Contrary to the usual theory that a improved product means increased passenger revenues continue steady decline.

The use of the automobile is not the whole answer to the problem. Real passenger transportation is in competition

Train Orders

Chief Examiner

on clearance cards the same as
orders of other orders delivered with it.
Operator should not issue a clearance
in connection with a hold order until
after releasing the train is received.

Order No. 4

Operator. Pittsfield
hold westward trains."

Order No. 5

No. 102 Pittsfield
No. 102, Eng. 470, meet No. 11, Eng.
at Halfway."

Order No. 5 does not clear No. 102 on
hold order and this train could not
leave Pittsfield after receiving Order No. 4
unless they received an order annulling the
hold order or an order reading "No. 102
hold."

Conductors and Enginemen are not re-
quired to sign holding orders, but such orders
must be respected the same as if addressed
to them.

After receiving a hold order, the train or
engine held must not proceed even though
it receives a clearance card until they are
given an order addressed and completed to
the operator stating that they may go, or
an order of the annulment of the hold order.

When an Operator receives an order to
hold a train or trains, it can only be re-
leased in one of two ways, either the hold-
ing order must be annulled to the Operator
or the order addressed to him in the form—
"Go. When instructed to hold a train
and one of them is released by the
"go" order, the operator must hold
other trains affected until the holding
order is annulled.

* *

Talked Too Much

There lies the body of William Brace;
He sure was one fine fella,
He said in his sleep, "I love you, Grace,"
But his wife's name was Stella.

Where did you do most of your skating
learning?"
"I think you're horrid!"

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EDITORIALS

COMPETITION FOR THE PUBLIC'S DOLLARS

The extraordinary safety of railway travel, added to the steady increase in the ease and comfort with which the passenger rides, is a clear cut improvement of our product—passenger transportation. Yet, contrary to the usual theory that an improved product means increased sales, passenger revenues continue steadily to decline.

The use of the automobile is not the whole answer to the problem. Railroad passenger transportation is in competition

with everything else sold to the public—sold, hammered, pounded into the public mind by advertising and propaganda of all kinds.

It is not at all impossible that a well-executed joint campaign by American railroads to sell the safety, comfort, convenience and cheapness of rail transportation to the public would result in the diversion to the railroads of many dollars now spent for shoes and ships and sealing wax, for radios, flowers and photographs, for a dollar can unfortunately be spent only once.

Only two passengers were killed in train accidents on American railroads in the first six months of 1927, a record unparalleled in the annals of transportation.

IN DEFENSE OF TRAINMEN

(Editorial in the *New York Times*)

Without entering into the merits of the case of the passenger who brought suit against a trainman on the Long Island Railroad because he forced the passenger to leave the train on refusal to produce a ticket or its equivalent in cash, it may not be amiss to say a word in praise of the patience and usual courtesy of the average railroad employee.

Conductors and trainmen on lines like the Long Island which handle an enormous commuter traffic are under instructions invariably to be courteous to passengers. This courtesy is not always reciprocated. Hardly a day goes by without a trainman having to listen patiently to personal abuse from a passenger who has taken the wrong train, or who has left his ticket behind, or who refuses to obey one of the rules of the company.

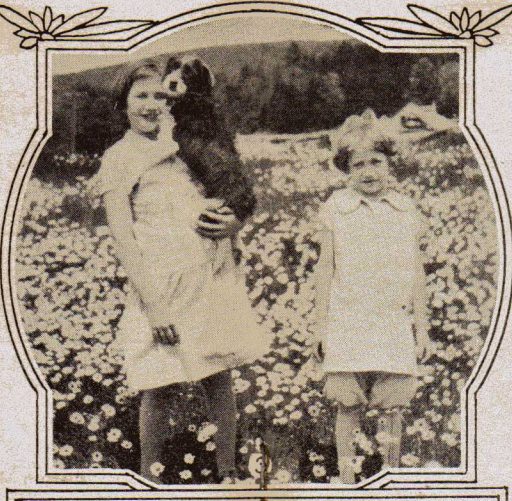
What the passenger forgets is that these men are agents whose duty is to enforce the regulation about tickets and other similar matters. However disagreeable it may be for the passenger to be informed that he is in error, he is at fault to resent this as a personal affront and in return to be rude to the trainman. Even on those rare occasions when the latter, often under the strongest provocation, loses his temper, there is nothing to be gained by "talking back."



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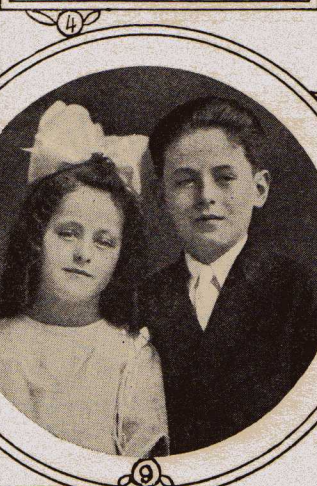
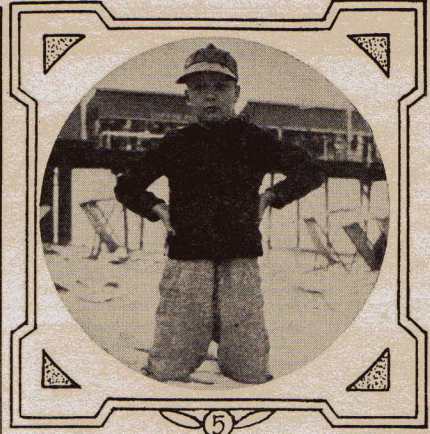


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The Rising Generation of the Maine Central Family

(1) "Billy," 8 years, son of Agent Philip Holmes, Woodland. (2) Vaughan and Marilyn Sturtevant, aged 4 and 6, grandchildren of Agent T. H. Mullen of Jay. (3) Arlene and Shirley, age 11 and 8 years, daughters of Section Foreman Albert C. Hodsdon, Houghton. (4) Pricilla and Beverly, aged 1½ and 3½ years, daughters of Roadmaster (Division 5) Lloyd F. Brean, Rumford, and granddaughters of Master Mechanic F. H. Ramsdell, Waterville. (5) Ernest A., age 9, son of Traveling Agent E. I. Hill, Portland. (6) Beth, age 8, an accomplished violinist, daughter of Agent D. C. Warman, Madison. (7) Anna May, age 3 years, daughter of Agent T. W. Dempsey, East Machias. (8) Mary, age 12; the twins Anna and Catherine, age 11; and 9-year-old Christine, daughters of Cashier J. J. Donovan, Gardiner. (9) Cecelia and Hugh, age 7 and 8, children of General Agent Hugh Travers, Waterville. (10) Walter and Simeon, age 8 and 11, two of the seven children of Ticket Agent S. L. Provencher, Pittsfield. (11) Frances Mary and Dorothy June, age 2 and 4 years, daughters of Assistant Foreman Frank P. Boudreau, Bangor Car Department. (12) Kenneth R., 4-year-old son of Trackman Clyde C. Burgess, Section 202, Dixfield. (13) Joseph H., Jr., 3-months-old son of Foreman J. H. Hall, Waterville Shops. (14) Beverly and Carleton, age 4 and 3, children of Clerk Arnold Dow, Waterville Shops. (15) Hilda, age 9, daughter of Agent H. D. Spencer, Beecher Falls.





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