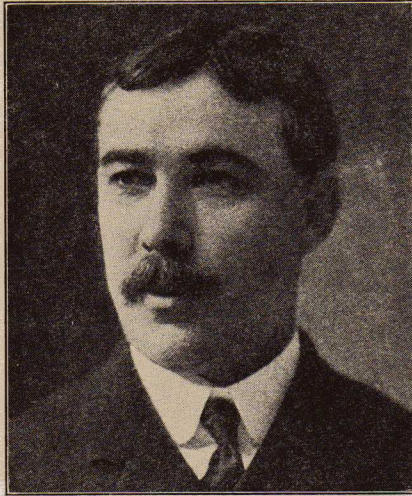




IN MEMORIAM



D. J. MURPHY

The photograph above shows the likeness of Conductor Dennis J. Murphy, whose death was reported in last month's *Magazine*, as he appeared in the early days of the present century.

CHARLES A. FICKETT

Charles A. Fickett, 59, switch tender in the Portland Terminal Yards, died December 14 at his home in South Portland. Mr. Fickett was born in 1868 and entered the service of the Portland Terminal Company in August, 1897, as switchman. He remained in this position for thirty years, giving very faithful and devoted service.

He was a member of the Hiram Lodge, F. and A. M., Greenleaf Chapter of the Royal Arch Masons, and of the Brotherhood of Railroad Trainmen. A sister, Mrs. Mary E. Lamont, with whom he has made

his home for several years, and two brothers, Willard W. and Frank W. Fickett of Portland, survive him.

F. E. PRATT

F. E. Pratt, crossing tender at Winthrop, died November 18. Mr. Pratt first entered Maine Central service as Yard Brakeman at Rumford, August 4, 1904, and three years later was promoted to Yard Conductor. He held this position for ten years until injuries received in the performance of his duties necessitated his being transferred to the position of crossing tender at Winthrop, May 20, 1918. Three years later he was transferred to the Motive Power Department for two months, returning to his former position at Winthrop on September 11, 1921. He held this position until his death last November.

He is survived by his wife, Nora G. Pratt.

JOHN WILLIAMS

John Williams, 57, trackman at Mattawamkeag, died October 18th after seven years service with the company. Mr. Williams was born September 2, 1870, and had been employed by the Maine Central since October 4, 1920. He is survived by his wife, Minnie E. Williams.

CHARLES L. GETCHELL

Charles Lambert Getchell, 69, died Sunday, December 11th, at his home, 45 Western Avenue, Waterville, after a long illness.

Mr. Getchell entered the employ of the company at Waterville in July, 1887, and helped erect the present car shops in Waterville. He filled various positions until he became Foreman of Freight Repairs in

1904. During the last eighteen years of his service, he was clerk in the office of General Foreman of Car Repairs. On March 31, 1926, he was retired on a pension.

His loss is mourned by all members of the Maine Central Family.

CHARLES ELLIOTT

Charles Elliott, 67, laborer in Waterville Shops, passed away at his home in Waterville November 6th after a short illness.

Mr. Elliott was born in 1860 at Hegan Island, Maine, and has been in the service of the company since February 2, 1904. A cousin, John W. Ingraham, survives him.

HORACE A. TOWARD

Word has just been received of the death of Horace A. Toward of Waterville, winter home in St. Petersburg, Maine, where he was spending his 12th winter.

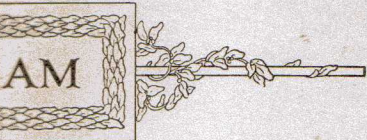
Mr. Toward was born in Dexter, Maine, in 1852. At the age of 19, Mr. Toward entered the service of the company, and rose to the bottom of the ladder to the position of Roadmaster, retiring on pension December 15, 1917, with a record of 46 years of faithful and efficient service.

Mr. Toward is survived by his wife, a son, Dr. Horace Toward of Waterville, who was with his father at the time of his death; a sister, Mrs. Lizzie Young of Waterville; a brother, William Toward of Hampshire; a niece, Miss Doris Toward of Waterville.

Some Impressions of

By WILLIS P. STONEHAM
and Past Grand

AS railroad men and women read this *Magazine* probably travel more frequently and for greater distances than does the average public. It is for this reason that I venture the thought that only a small percentage of the Maine Central men and women have seen the Pacific. A brief account of the journey I was privileged to make last summer on the Royal Arctic Expedition, the Golden Jubilee Trip to the Pacific



for several years, and two brothers, W. and Frank W. Fickett of Portland survive him.

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Pratt, crossing tender at Winthrop, November 18. Mr. Pratt first entered Central service as Yard Brakeman in Portland, August 4, 1904, and three years later was promoted to Yard Conductor. He held this position for ten years. Honors received in the performance of his duties necessitated his being transferred to the position of crossing tender at Winthrop, May 20, 1918. Three years later he was transferred to the Motive Power Department for two months, then returned to his former position at Winthrop on September 11, 1921. He held this position until his death last November. He is survived by his wife, Nora G.

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1904. During the last eighteen years of his service, he was clerk in the office of the General Foreman of Car Repairs. On March 31, 1926, he was retired on a pension.

His loss is mourned by all members of the Maine Central Family.

CHARLES ELLIOTT

Charles Elliott, 67, laborer in Waterville Shops, passed away at his home in Waterville November 6th after a short illness.

Mr. Elliott was born in 1860 at Monhegan Island, Maine, and has been in the Company's service since February 24, 1927. A cousin, John W. Ingraham, survives him.

HORACE A. TOWARD

Word has just been received of the death of Horace A. Toward of Waterville at his winter home in St. Petersburg, Florida, where he was spending his 12th winter.

Mr. Toward was born in Dexter, May 28, 1852. At the age of 19, Mr. Toward entered the service of the company, and rose from the bottom of the ladder to the position of Roadmaster, retiring on pension December 15, 1917, with a record of 46 years of faithful and efficient service.

Mr. Toward is survived by his widow, a son, Dr. Horace Toward of Waterville, who was with his father at the time of his death; a sister, Mrs. Lizzie Young of Dexter; a brother, William Toward of New Hampshire; a niece, Miss Doris Toward of

Boston; three nephews, Horace, Harold and John Spaulding of Rangeley. Master John Spaulding makes his home with his grandparents.

Mr. Toward will be remembered by a wide circle of friends for his outstanding honesty and kindness. Everyone admired him.



The late Horace A. Toward

Some Impressions of a Trans-Continental Tour

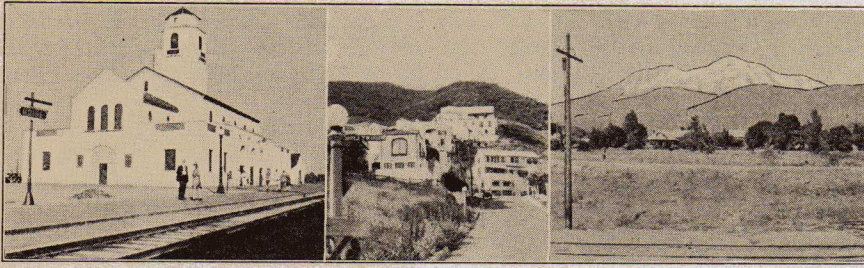
By WILLIS P. STONEHAM, Auditor Passenger Accounts Office, Portland and Past Grand Regent, the Royal Arcanum

AS railroad men and women, readers of this *Magazine* probably travel much more frequently and for greater distances than does the average public, but I venture the thought that only a small percentage of the Maine Central Family has seen the Pacific. A brief account, then, of the journey I was privileged to make last summer on the Royal Arcanum Golden Jubilee Trip to the Pacific Coast,

together with a few random observations, may prove of interest.

Across the "Big Muddy"

Our party left New York at about 1 p. m., Saturday, July 16th, in B. & O. busses via 23rd St. Ferry and Jersey City. There were two special trains—the Red and the Blue—consisting of club and baggage car, three compartment cars, five other Pullmans, two diners and a club-observation



Seen en Route—Left, Union Pacific Station at Boise, Idaho; Center, Residential Section of Beverly Hills, Cal.; Right, Mt. Shasta, Viewed from Sisson, Cal.

car. There were 177 persons on each train when all had joined. At Chicago, Sunday, the 17th, a ride was taken over the city. The next morning at 7 we crossed the muddy Missouri River and arrived shortly at Omaha, where a committee met us. We arrived in Denver at 8.30 p. m., and had a two-hour ride.

The next day we stopped at the Antlers Hotel at Colorado Springs and rode through the Garden of the Gods to the Cave of the Winds and in the afternoon up Pike's Peak by auto and back by Cog R. R.—14,109 feet high. Left at night, back through Denver and on the 20th had the afternoon at Salt Lake City. Cars took us to the Mormon Tabernacle and then for a ride around the city. All the trees and lawns depend on irrigation or they would revert to desert as there is little or no rain. There is enough salt on the shores of the G. S. Lake to supply the world.

An Inland Ocean Port

Then there was a two-days' ride through desert mostly in Utah and Nevada to Los Angeles. From Los Angeles, we went to San Francisco and rode all around the shore and parks. The next stop was at Shasta Springs on the way to Portland, Oregon. Rode up the Columbia River Highway to Cascade Locks.

The next stop was our objective—Seattle—where we had a five-day stay. This city is more like home, as it has a bay. There were four war ships there although 100 miles from the ocean. The city was burned and has been practically all built within the last thirty years. From Seattle the party went to Yellowstone Park and

divided into two groups, one going in to Mammoth Hot Springs Camp, then to the Grand Canyon, and the next night stopping at Old Faithful Camps. The other party reversed this order.

Among the Grizzlies

At the Grand Canyon Camp there are grizzly bears but they don't come beyond the feeding grounds. On the way back we came over the line from Granger to Omaha, the original Union Pacific, the names Rawlins, Brule, Ogallala, Cheyenne and North Platte, reminding us of the stories we had read of the Wild West.

From Cheyenne on we came back with only stops for water and ice and arrived in New York on Sunday at 10.30 p. m., left at 11.30 for Boston and 8 a. m., Monday, August 8th, for Portland. We had hot weather and every day was pleasant and sunny.

The only mishap was one train pulled apart between the diners on a grade and curve above Shasta Springs, which delayed us about an hour.

The cities visited were all attractive as to stores, buildings, etc. We saw no congestion of traffic anywhere. We traveled 9,358 miles by rail over 22 states and about 700 by auto.



Fe'evens Sake!

Switchman: "Did you hear about the robbery last night?"

Brakie: "Nope."

Switchman: "A garter attempted to hold up a stocking, but the stocking ran, darn it."—*Rice Owl*.



The Busy Crew at



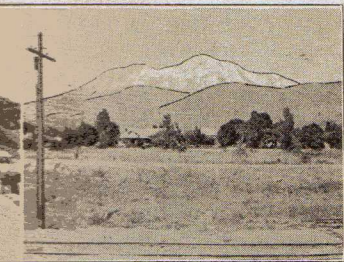
Reading left to right: Anthony Freight Checker; David Martel, J. livery Clerk; Meride Bovin, Freight

L. J. Sanborn Repl

THE Rockland Branch has a new man in the picture this month in the person of Lewis J. Sanborn, who on December 5th was appointed Chief Agent at Bath to succeed L. E. Thebeau, resigned.

Mr. Sanborn was born March 28, 1888, and entered the Maine Central service at Belfast on April 20, 1900, as chief baggagemaster. He is no stranger to the Rockland Branch, having been appointed agent at Thomaston on October 6, 1910, taking the same position at Brooks two years later. After a short service at this point, he became agent at Bath where he served until August 22, 1912, when he became agent at Eastport. After a short service in the Sardine City, he returned to Belfast, where he served until the owners of the Belfast and Moosehead Lake Railroad took over its operation early in 1926. After a short stay in that position, Mr. Sanborn was appointed agent at Norridgewock, where he remained until his present appointment.

Steady, day in and day out, conscientious attention to duty, has distinguished Sanborn's service and gained him the promotion to the important position he now holds. The agency at Norridgewock



Boise, Idaho; Center, Residential
asta, Viewed from Sisson, Cal.

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Canyon, and the next night stopping
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The Busy Crew at the Rumford Freight House



Reading left to right: Anthony Waite,
Freight Checker; David Martel, Jr., De-
livery Clerk; Meride Bovin, Freight Hand-
ler; Joseph R. Poulin, Freight Handler;
Leland Works, Foreman, who hustle the
L. C. L. in the busy paper city.

L. J. Sanborn Replaces L. E. Thebeau at Bath

THE Rockland Branch has a new face
in the picture this month in the per-
son of Lewis J. Sanborn, who on
December 5th was appointed General
Agent at Bath to succeed L. E. (Gene)
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Steady, day in and day out, conscientious
attention to duty, has distinguished Mr.
Sanborn's service and gained him the ap-
pointment to the important position he now
holds. The agency at Norridgewock is now

up for bid and has not yet been filled.

L. E. Thebeau, whose place Mr. Sanborn
takes, has served as General Agent at Bath
since November 22, 1923. During the
heavy strain of war years when business
was booming in the Ship City, Mr. Thebeau
served with the title of agent, to which po-
sition he was appointed on the first of
November, 1911, having previously served
as freight agent at the same point since
June 20, 1910, and as freight clerk since
May 13, 1903.

Now, at the age of 42, Gene has left the
Maine Central Family to take the impor-
tant position as Treasurer of the Bath Iron
Works Corporation, which has recently
been reorganized for the production of pleas-
ure yachts. His many friends all over the
system unite in wishing him Godspeed and
good luck in his new field of endeavor.



Real Sob Stuff

Conductor Godfrey: What is the saddest
poem you remember?

Honk Hewes: "Of all the sad words of
tongue or pen, the saddest are these, all
dressed up and no place to go,—nor when."



Maine Central Family

The Year 1928 Starts With A Clean Sheet

By E. I. HILL, Traveling Agent

Right ahead of us all is the year 1928. To nearly every one of us it simply means taking down the 1927 calendars, replacing them with 1928, saying "Happy New Year" and continuing on.

The yearly claim account sheet for 1927 was badly marred up by some of our persistent enemies, so that it does not present a creditable appearance as the old year fades out.



BACHRACH

We must improve the appearance of the 1928 sheet by a more close application to the causes for Freight Claims.

Rough Handling should not need any comments as we have outlined this feature to you in many ways.

Tight sack loading, proper trimming of way freight by train crews will help immensely to keep the sheet cleaner.

Concealed loss and damage, errors in billing, poorly prepared shipments by shippers can all be improved if you will go to it.

Come on. Let's all up and work and cheer for the best showing in 1928 that we have ever made and when it is time for it to fade out one year from now we can all look up with satisfaction and pride to the record we have made.

Great Was the Fall

According to the *Boston Globe*, during the fire which destroyed the B. & A. coal sheds at Northern Maine Junction on December

11th, an overhead conveyor fell, blocking the main line of the Maine Central and Boston and Maine Railroads—Some fall!

The old adage that it is the innocent bystander who gets shot in the leg was truly exemplified by the case of Frank S. Whitney of Bangor, Division Foreman Locomotive Department, the only casualty of the fire. While waiting to catch the overhead conveyor, which was about to fall, he was struck by a stream of water with the full force of the Bangor Fire Department and the B. & A. water tower behind it, and knocked for several well-known goals.



Our Wanderers Return

Our extra track crew which had been aiding the Canadian Pacific in its work of reconstruction between St. Johnsbury and Wells River for several weeks, returned on December 14, in charge of Foreman R. M. DeWitt of Bangor. It is reported that our Knights of the Pick were very happy on their return to their native heath.



News of the Paper City

By S. O. SWETT, Rumford

Our A. R. A. Clerk, Miss Margaret "Maggy" Keweza has just returned from an extended trip to Boston and New York, and by the stories she tells we are surely convinced that "there is one in every office."

Mrs. Kate M. Eldridge (nee MacPherson) has resigned her position as Chief Clerk in the office of Master Mechanic at Rumford after continuous service with the company since July 5, 1921. Mrs. Eldridge first entered the service as Clerk and

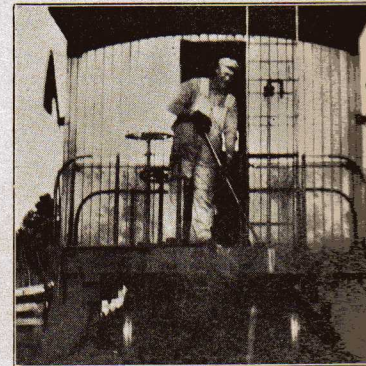


Stenographer in the office of Roadmaster on July 5, 1921, later was transferred to office of Roadmaster in the Portland; and again returned to Roadmaster office at Rumford on April 5, 1922. June 20th she bid off position of Chief Master Mechanic's office at Rumford and was assigned to A. R. A. Clerk, and later to position of Chief Clerk.

S. O. "Chuck" Swett has bid in and been assigned to the position of Chief Clerk in the Master Mechanic's office which was vacated by Mrs. Kate M. Eldridge.

"Chuck's" position as Storekeeper has been bid in and assigned to Mr. Dibblee, one of our Yard Checkers.

Cleanliness Said to Next to Godliness



The above snapshot of Albert B. O'Brien of Rumford, flagman on Extra 398 and was taken by Eugene, young son of G. A. Ellis of Gilbertville. "Bush" veteran brakeman on the Rangeley Branch.

The snap was taken during the flood, at the car house just above the station where there was a big washout and a work train was there repairing the tracks. "Bush" was evidently cleaning the car, while the repair work went on.



A junk shop near a railroad crossing in Denver carries a sign with this message to motorists: "Go ahead; take a chance. Buy the car."

Family

h A Clean Sheet

g Agent

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Cleanliness Said to Be Next to Godliness



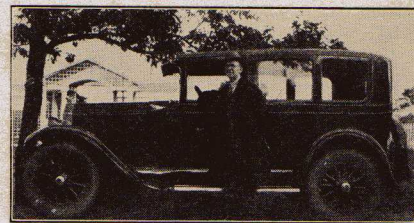
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The snap was taken during the recent flood, at the car house just above the station where there was a big washout and the work train was there repairing the track. "Bush" was evidently cleaning up his buggy, while the repair work went on.

✦ ✦

A junk shop near a railroad crossing in Denver carries a sign with this hint to motorists: "Go ahead; take a chance. We'll buy the car."

"Hap" Will Buy One When Better Are Built



Our Traveling Passenger Agent, Sherman W. Hapgood, is as completely sold on Buicks as an Eskimo is on the practical usefulness of fur-lined mittens above the Arctic Circle. "Hap" has just recently turned in his old car, which was *nothing else but* a Buick and now has a brand new '28 model with rubber tires, steam heat, lights, electric refrigeration, and all the fixin's. These new models all come standard equipped, and you can now see just what you are getting before you plank down your hard-earned simoleons.

"Hap" is mighty proud of the new car as can be easily recognized by his expression in the picture, and ladies and gentlemen of the Maine Central Family, your attention is called to the new "specs" now worn by this friend-to-all knight of the grip.

"Hap" now specializes in giving personal assistance directing passengers to the right train for *Rockland*.

✦ ✦

Boost for Santa Claus

Good old Saint Nick, working in Portland in cooperation with the Evening Express, received a big boost from members of the well-known Family in the General Offices, where \$91.50 was collected to aid him in providing Christmas cheer in places that might otherwise be overlooked. Other offices contributed smaller amounts.

✦ ✦

Of Course

Dispatcher: You have a car and trailer there. Which is behind?

Operator Prouty: The trailer.

Grin, Brother, Grin---See Here, You Are In

By V. A. CUNNINGHAM, Oldtown

Just One in a Lifetime

Wife: Did you sneeze, dear?

Signalman Spinney: No, I just dropped the cough out of five carloads of "OLD GOLDS".

Railroad Sympathy

Signalman Spinney: That lever nearly knocked my head off.

Supervisor Sullivan: If it had hit you anywhere else, it would have killed you.

A Poet Well Met

Baggagemaster Cy Messer: Why the shiner, and how?

Operator Costain: I placed my arm about her waist, and asked her for a kiss. But instead she hollered "Daddy," and daddy gimme this.

Oh, Doctor, Doctor

Fortune Teller: You are going to lose your heart before long.

Clerk Ashy: That must be my appendix you are looking at.

Quiet for Five Blocks

Conductor Frank Jenkins (to traffic cop): Officer, will you see if these ladies have a back-seat driver's license.

Yes, but Flivvers Are Passing Out

Clerk Applebee: What's the difference between me and an Elinor Glynn title?

Clerk Preble: Gimme both barrels.

Clerk Applebee: "She Stoops to Conquer" and "I stoop to crank 'er".

Something New for the Sports

Operator Prouty: What do you consider the most important part of your fishing equipment?

Clerk Preble: The clothespin my wife always puts in my lunch basket to hang me up by when I get tired.

For Sale

Operator Bowley: What's that "for sale" sign at your camp for?

Clerk Tourtillotte: Oh, I got a good second-hand bean hole to sell.

Operator Bowley: Huh, I'll take it, wrap it up.

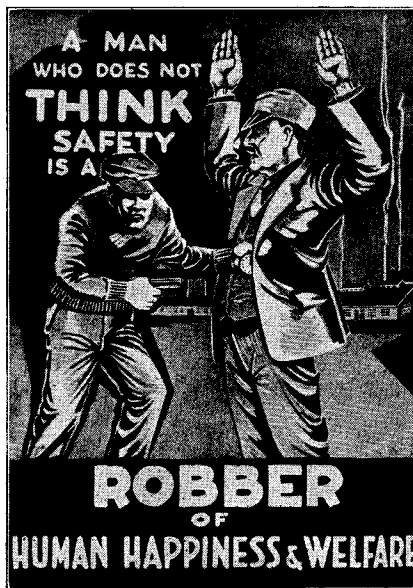
Careful How You Pinch

Brakeman Osgood: So you got arrested by a woman cop.

Conductor Haney: Yeh.

Brk. O.: What did the limb of the law pinch you for?

Cond. H.: For pinching the limb of the law.



Shippers Deserve Our Best Attention

By Agent J. C. ESTES, Franklin

*Little drops of water,
Little grains of sand,
Make the earth, they tell us,
And in our fair land,
Smiles and helpful suggestions
Do help to beat the band.*

It is surprising to find that a few agents are not endeavoring to assist the local shippers as much as they should. Recently I had occasion to do business with a shipper from another section of the state and after answering a dozen questions to his satisfaction he thanked me very kindly. I then told him that it was part of my job to do this and he said he did not find all agents as ready and willing to do what they could to help the shippers.

(20)

Further conversation led me to believe that we are losing business on account of this seeming indifference. We either have no friends for the Company or we leave the impression that we are not interested in our work and do not care what the shipper thinks of us.

It is the spirit of cooperation that is the only means we can hold our own against the ever-increasing truck and water competition. Small courtesies go a long way to win friends. I believe "The Maine Central Help You" should be our slogan. It is always the right time to smile and be friendly. Help the shipper, and he will help us.

* *

Now Is Time To Do Up Long Haul Trips

With the holidays over many of our people are thinking of trekking to the East and West.

This is the very best time of the year for each and every employee to be ready for his toes for additional passenger business. If you know of or hear of any prospective business in your locality, patrons who are planning an extended Southern or Western trip, get one of the traffic tips in this issue and we will take care of the rest of it.

Let's all be go-getters. The following have sent in tips since the last issue of *Magazine*: A. H. Durgin, Operator, Conway; C. L. Sherman, Agent, No. 1, W. E. Bridgham, Agent, Jonesboro; Holt, Chief Clerk, Rumford; A. H. Johnson, Agent, Lisbon; Leo J. Ashy, Clerk, Town, Maine; C. A. Keene, Cashier, Rumford, and James F. Woodbury, Yardmaster, Rigby Terminal.

* *

On the Cover

"Natural" scenery was used in producing the cover of this the first number of Volume V of our *Magazine*, symbolical of the opening of a new year into a cold, cold world, a year, withal, which we can pack full of warmth, happiness and achievement.

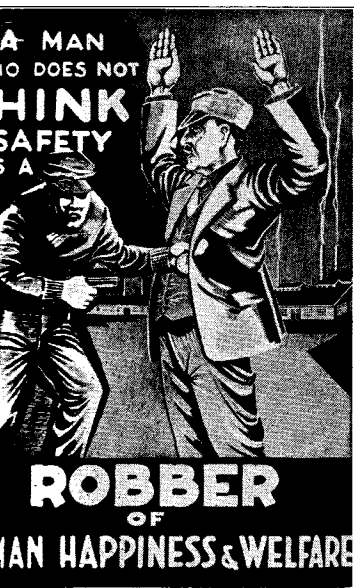


Here, You Are In

I, Oldtown

O.: What did the limb of the law
you for?

d. H.: For pinching the limb of the



Shippers Deserve Our Best Attention

by Agent J. C. ESTES, Franklin

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Little grains of sand,

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o the shippers.



Further conversation led me to believe that we are losing business on account of this seeming indifference. We either make friends for the Company or we leave the impression that we are not interested in our work and do not care what the public think of us.

It is the spirit of cooperation that wins and that is the only means we can use to hold our own against the ever-increasing truck and water competition. Small business courtesies go a long way to make friends. I believe "*The Maine Central Will Help You*" should be our slogan. It is always the right time to smile and make friends. Help the shipper, and he will help us.

* *

Now Is Time To Drum Up Long Haul Trips

With the holidays over many of our Maine people are thinking of trekking to the South and West.

This is the very best time of the year for each and every employee to be right on his toes for additional passenger business. If you know of or hear of any prospective business in your locality, patrons who are planning an extended Southern or Western trip, get one of the traffic tips in the mail and we will take care of the rest of it.

Let's all be go-getters. The following have sent in tips since the last issue of the *Magazine*: A. H. Durgin, Operator, No. Conway; C. L. Sherman, Agent, No. Leeds; W. E. Bridgham, Agent, Jonesboro; M. R. Holt, Chief Clerk, Rumford; A. H. Judkins, Agent, Lisbon; Leo J. Ashey, Clerk, Old Town, Maine; C. A. Keene, Cashier, Rumford, and James F. Woodbury, Yard Clerk, Rigby Terminal.

* *

On the Cover

"Natural" scenery was used in producing the cover of this the first number of Volume V of our *Magazine*, symbolical of the entry of a new year into a cold, cold world—but a year, withal, which we can pack brim full of warmth, happiness and achievement

if we will.

The baby 1928 is the daughter of a Portland official, well-known for his shrinking-violet proclivities and his abhorrence of publicity. In deference to the parent the daughter must be nameless.

The archway shown is the "Ice Palace," built last winter on the edge of the skating rink at Rumford. This was built of cakes of ice five inches thick, with colored lights, or lights with colored caps behind each cake as shown. Four colors were used, red, orange, green and blue. This was used at the Winter Carnival for exercises for the coronation of the Carnival Queen.

* *

Terminal and General Office Notes

Harry Hubbard, operator in "BX" office, recently made a trip to Lexington, Kentucky. He reports all moonshine stills are doing a flourishing business.

D. J. Kelley, formerly ticket seller at Portland Union Station, is now working in the per diem office at the Terminal. Erwin Dodge is working Dan's trick at the Ticket Office.

G. F. Hitchborn is once more spending his annual vacation at St. Petersburg, Fla. Each year George stays a week longer than the previous year. He is going to make it a month this time.

Operator A. E. Trask has been working second trick in "WR" during the past six weeks.

"Cliff" Ball has taken Ellis Light's position in Superintendent F. J. Runey's office. Ellis recently resigned to enter the insurance field.

F. Underhill recently has been appointed Foreman of Laborers at the Terminal, vice N. M. Foley, appointed Assistant Foreman of Freight House.

Miss Trena E. Wilson of the Auditor of Payrolls Office has recently announced her engagement to Mr. Arthur T. Robinson of Portland.



Satisfied Customers Praise Our Freight Service

H. P. Hood & Sons, Inc.
494 Rutherford Ave.,
Boston, Mass.

November 11, 1927.

Mr. G. H. Eaton
Freight Traffic Manager
Maine Central R. R.
Portland, Maine

Dear Sir:

The milk situation is clearing up slowly and it will not be necessary for us to ship from Belfast and Rockland Branches or Winthrop.

I wired you today to ascertain if you contemplated running any train to East St. Johnsbury on Sunday. I presume you will operate from West Stewartstown South Sunday if there is considerable milk to ship.

We wish to take this opportunity to thank both you and Mr. Runey on the wonderful cooperation you have given us in this great emergency.

Yours very truly,

H. P. HOOD & SONS, Inc.
(Signed) *J. W. Egan*
Traffic Department.

JWE/J

Denison-Cannon Company
Lumber

176 Federal Street
Boston, Mass.
Oct. 14, 1927.
File:R-17965

G. H. Eaton, M. C. R. R.
Freight Traffic Dept.,
Portland, Maine.

Dear Sir:

Confirming telephone conversation of October 10th, we request diversion on car L&V-86624, originally billed to New Haven, Connecticut, same to be diverted to Deering Junction, Me.

We are pleased to note by your letter of October 13th that this diversion was effected at Bangor on October 10th.

We thank you for your prompt service.

Very truly yours,

Denison-Cannon Company
(Signed) By *R. E. Denison*

RED/D

Maine "Stability" Maine "Quality"
Maine Craftsmen

Auburn, Me., November 9, 1927
Mr. C. A. Small, Traffic Dept.,
Maine Central Railroad Co.
Lewiston, Maine
Dear Mr. Small:

We thank you for your information of October 31st, with reference to the Los Angeles, California, shipment, which you made in fourteen days, and which we consider very fine service.

We wish to thank you for your special attention in this matter, as well as for your other very numerous courtesies and attentions to our traffic.

Maine Craftsmen Associated
(Signed) *Rufus H. Stone*

RHS/PB

The Corinna Seed Potato Farms, Inc.

Corinna, Maine

990 Noble Ave.,
Bridgeport, Conn.
Oct. 1, 1927.

George Eaton, Gen. Freight Agent,
Maine Central R. R. Company,
Portland, Maine.

Dear Mr. Eaton:

The mare that I wired you on yesterday morning, I am advised arrived this noon at Corinna, in good shape. Thanks for prompt despatch over your line.

Very truly yours,

(Signed) *H. F. Stratton.*

A Reason for the R

'Tis said that the feverish activity West Baggage Room, Portland Union, the week before Christmas, caused all previous records for passenger baggage to be knocked for a long row of apartment houses, did not just by chance. The *Magazine's* engineering reporter has ascertained on authority than that of Station Hugh J. Kennedy, that the reason the whole force moved so quickly at that time was their unanimous desire to place as much distance as possible between themselves and the well-known pedal extremities of baggage checker John (Bud) McDono

♦ ♦

Passenger Department Enters an Objectio

Editor Dud:

With all due apologies to you as of *Magazine*, we the undersigned state that the article which appeared in a recent issue under the heading "All-Around Chap" is slightly damp following reasons: Firstly, the New England racket is all off and the charac

Group Insurance

FORTY-FIVE members of the Central Family received sick accident disability payments the group policy from the Travel Insurance Company during the period November 19 to December 19. No features appeared during this time.

The following claims have been

Name	Location
Thomas Dunn	Chief Office
Winston B. Minott	Gen. Pass. Agent
	Engineering Department
Mark Bellefontain	Portland
Martin Comer	Bangor
Hibbert B. Conrad	Vanceboro
Preston Farren	Cherryfield
Albert J. Galloupe	Bath
Sidney W. Holbrook	Brunswick
Hosea Libby	So. Portland
Ephraim H. Linscott	Damariscotta Mills
George McKenzie	Lincoln
John Rafferty	Portland
Frank T. Rollins	Harmony
Walter E. Rowe	Milford
Harry H. Sennett	Calais
Samuel T. Wing	Carmel



Our Freight Service

Denison-Cannon Company
Lumber
 176 Federal Street
 Boston, Mass.
 Oct. 14, 1927.
 File:R-17965

H. Eaton, M. C. R. R.
 Freight Traffic Dept.,
 Portland, Maine.

Dear Sir:

Confirming telephone conversation
 October 10th, we request diversion
 car L&V-86624, originally billed
 New Haven, Connecticut, same to
 diverted to Deering Junction, Me.
 We are pleased to note by your
 letter of October 13th that this diver-
 sion was effected at Bangor on Octo-
 ber 10th.

We thank you for your prompt
 service.

Very truly yours,
 Denison-Cannon Company
 (Signed) By R. E. Denison

D/D

Maine "Stability" Maine "Quality"
Maine Craftsmen
 Auburn, Me., November 9, 1927
 C. A. Small, Traffic Dept.,
 Maine Central Railroad Co.
 Lewiston, Maine

Dear Mr. Small:

We thank you for your information
 October 31st, with reference to the
 shipment to Los Angeles, California, shipment,
 which you made in fourteen days,
 and which we consider very fine
 service.

We wish to thank you for your
 special attention in this matter, as
 well as for your other very numerous
 courtesies and attentions to our
 office.

Maine Craftsmen Associated
 (Signed) Rufus H. Stone

HS/PB



A Reason for the Rush

'Tis said that the feverish activity in the West Baggage Room, Portland Union Station, the week before Christmas, which caused all previous records for packages handled to be knocked for a long shining row of apartment houses, did not happen just by chance. The *Magazine's* enterprising reporter has ascertained on no less authority than that of Station Master Hugh J. Kennedy, that the reason the whole force moved so quickly at that time was their unanimous desire to place all the distance possible between themselves and the well-known pedal extremities of Baggage Checker John (Bud) McDonough.



Passenger Department Enters an Objection

Editor Dud:

With all due apologies to you as editor of *Magazine*, we the undersigned wish to state that the article which appeared in a recent issue under the heading "A Real All-Around Chap" is slightly damp for the following reasons: Firstly, the New Bedford racket is all off and the character por-

trayed swears vengeance on the fair creature. Secondly, as a radio artist, we have yet to see a radio ever put together by himself percolate when you want it to, and another thing we have danced to his music on the drums and wouldn't dare say what we think of the syncopation. Around the office he is known as "Oftie" and not "Cyclone," the latter name having faded away long ago. As for being an all-around good fellow, this might be true when he is in the proper frame of mind. However, Earle, never mind the knocks, just grin and bear it. We are all behind you one hundred per cent and hope there are no hard feelings.

(Signed) *Pencil Pushers in the P.T.D.*



A kindergarten teacher, with a pile of books on her arm, was about to get off a street car, just as a gentleman, whom she thought she recognized as the parent of a pupil in her school, got on. "Good morning," she said, with a cheery smile.

Almost instantly she saw, by the quizzical expression on the face of the man addressed, that she had made a mistake. Intending to correct it, she added quickly: "Oh, pardon me! I thought you were the father of one of my children." He turned pale, and then she turned crimson.

Group Insurance Payments for Forty-Five

FORTY-FIVE members of the Maine Central Family received sickness or accident disability payments under the group policy from the Travelers Insurance Company during the period November 19 to December 19. No unusual features appeared during this time.

The following claims have been settled:

Name	Location	Reason
<i>General Office</i>		
Thomas Dunn	Chief Engineer	Sickness
Winston B. Minott	Gen. Pass. Agent	Accident
<i>Engineering Department</i>		
Mark Bellefontain	Portland	Sickness
Martin Comer	Bangor	Sickness
Hibbert B. Conrad	Vanceboro	Sickness
Preston Farren	Cherryfield	Accident
Albert J. Galloupe	Bath	Sickness
Sidney W. Holbrook	Brunswick	Sickness
Hosea Libby	So. Portland	Sickness
Ephraim H. Linscott	Damariscotta Mills	Sickness
George McKenzie	Lincoln	Sickness
John Rafferty	Portland	Sickness
Frank T. Rollins	Harmony	Sickness
Walter E. Rowe	Milford	Accident
Harry H. Sennett	Calais	Sickness
Samuel T. Wing	Carmel	Accident

<i>Motive Power Department</i>		
Joseph Callan	Portland	Sickness
Joseph Devine	Portland	Sickness
John R. Lewis	So. Portland	Sickness
Edwin T. Milliken	So. Portland	Accident
Francis M. Mullen	Portland	Accident
W. N. Pratt	Portland	Sickness
Patrick Wallace	Portland	Sickness
John Cameron	Waterville	Sickness
Napoleon Cote	Waterville	Accident
Irving J. Foster	Waterville	Sickness
Augustin Langlois	Waterville	Sickness
Neil T. Leary	Fairfield	Sickness
Joseph A. Longley	Fairfield	Sickness
Martin C. Sheldon	Bingham	Sickness
Simeon St. Onge	Lewiston	Accident
Thomas Underwood	Waterville	Sickness
Nelson Vachon	Waterville	Sickness
<i>Stations</i>		
S. F. Haskell, Jr.	Warren	Sickness
Frank E. Pratt	Winthrop	Sickness
Joshua Reynolds	Burnham	Accident
Charles A. Wilson	Dixfield	Sickness
David A. Foster	Danforth	Accident
<i>Trainmen</i>		
Wilbur A. Dumphy	So. Portland	Sickness
Frank L. Fletcher	Vanceboro	Sickness
William E. Robbins	Old Town	Sickness
<i>Portland Terminal Co., Transportation</i>		
Aida H. Doble	Portland	Sickness
Peter H. McFarland	Portland	Sickness
Edwin A. Madden	Woodfords	Sickness
Geo. J. Provancher	East Deering	Sickness

A PAGE for the CHILDREN

