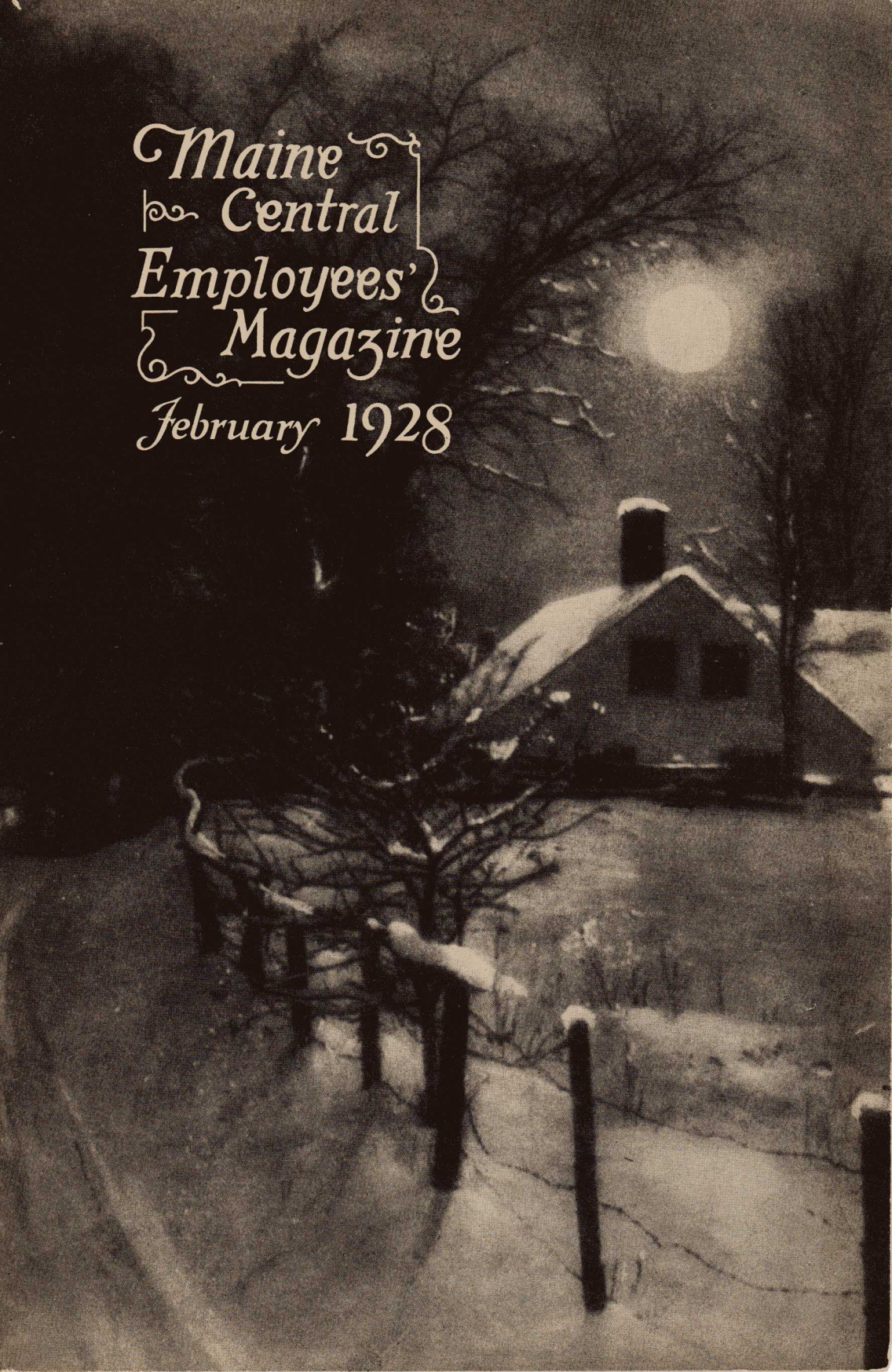


*Maine
Central
Employees'
Magazine
February 1928*



Accident Record That Careless

By D. C. DOUGLASS

OUR accident record for 1927 is a subject which calls for consideration at this time. During the past year seven employees were killed and two hundred and sixty-two injured in reportable accidents on the Maine Central Railroad and Portland Terminal, as compared with six killed and two hundred and thirty-four injured in 1926, an increase of 7 per cent in fatalities and 13 per cent in the number of injuries. This includes such accidents as incapacitated the injured person from performing his duties for more than ten days during the ten days following the accident.

Casualties to Employees Following

Train accidents
Train service accidents
Non-train accidents

Total

Non-train accidents in 1927 show an increase of 16½ per cent over the previous year.

It may be stated by way of ex-



Bum

He's a little dog, with a stubby tail, and a moth eaten coat of tan,
And his legs are short, of the wobbly sort; I doubt if they ever ran;
And he howls at night, while in broad daylight he sleeps like a bloomin' log,
And he likes the feed of the gutter brood; he's a most irregular dog.

I call him Bum, and in total sum he's all that his name implies,
For he's just a tramp with a highway stamp that culture cannot disguise;
And his friends, I've found, in the streets abound, be they urchins or dogs
or men:

Yet he sticks to me with a fiendish glee. It is truly beyond my ken.

I talk to him when I'm lonesome-like, and I'm sure that he understands
When he looks at me so attentively and gently licks my hands;
Then he rubs his nose on my tailored clothes, but I never say aught thereof,
For the Good Lord knows I can buy more clothes, but never a friend like that!

So my good old pal, my irregular dog, my flea-bitten, stub-tailed friend,
Has become a part of my very heart, to be cherished till lifetime's end;
And on Judgment-day, if I take the way that leads where the righteous meet,
If my dog is barred by the heavenly guard—we'll both of us brave the heat!

From the writings of W. Dayton Wegefarth.
Endorsed by the Penna. Society P. C. A.



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. V

FEBRUARY, 1928

No. 2

Accident Record of 1927 Demands That Carelessness Be Banished

By D. C. DOUGLASS, Vice President and General Manager

OUR accident record for 1927 is a subject which calls for serious consideration at this time. During the past year seven employees were killed and two hundred and sixty-six injured in reportable accidents on the Maine Central Railroad and Portland Terminal, as compared with four killed and two hundred and thirty-six injured in 1926, an increase of 75 per cent in fatalities and 13 per cent in the number of injuries. This only includes such accidents as incapacitated the injured person from performing his duties for more than three days during the ten days following the accident.

The fatal accidents were as follows: A deck hand fell from steamer and was drowned.

An engineman and fireman were killed on account of an explosion in firebox of engine.

A sectionman was struck by a train while removing hand car from track.

A sectionman was killed in the derailment of a motor car.

A sectionman stepped in front of a train.

A sectionman was struck by a train while on his way to work.

It will be noted that the seven fatalities included four sectionmen.

Casualties to Employees are classified into the three following groups

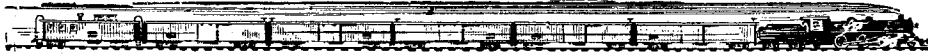
	1927		1926	
	Killed	Injured	Killed	Injured
Train accidents	2	11		9
Train service accidents	3	44	3	46
Non-train accidents	2	211	1	181
Total	7	266	4	236

Non-train accidents in 1927 show an increase of 16½ per cent over the previous year.

It may be stated by way of expla-

nation, that train accidents include those resulting in casualties to persons and damage to property.

Train service accidents include



those which occur in connection with the operation of trains and engines, causing injury to persons, but no damage to property, and non-train

accidents cover casualties to persons in which the operation of trains and engines is not involved. The year 1927 shows up badly.

	1927		1926	
	Killed	Injured	Killed	Injured
Clerical and General		5		5
Maintenance of Way and Structures	1	88	1	66
Maintenance of Equipment		80		64
Transportation	1	38		46
Total	2	211	1	181

Employees in the Maintenance of Way Department suffered the largest number of non-train accidents, with the Motive Power Department a close second.

As the number of man hours worked was approximately the same as in 1926, the reason for the large increase in casualties to employees in these departments is not apparent.

	1927		1926	
	Killed	Injured	Killed	Injured
Shop machinery, stationary engines and motors		4		2
Transmission apparatus, belts, gears, shafting		2		
Use of hand tools and apparatus		15		7
Flying particles		10		12
Explosives, inflammable, hot or corrosive substances		2		1
Collapse or fall of objects		29		31
Handling rails, ties and bridge timbers		28		19
Maintenance of Way hand cars		4		6
Maintenance of Way motor cars	1	13	1	10
Handling freight or supplies		17		23
Falls of employees		50		36
Miscellaneous non-train accidents	1	37		34
Total	2	211	1	181



More than one-half of all non-train accidents in 1927 were due to employees, collapse or fall of objects and handling rails, ties and timbers. Some of these accidents have been unavoidable, but undoubtedly the majority of them could have been prevented if proper care had been used.

Foremen and other supervising officers are urgently requested to give close attention to the manner in which men under their charge perform their duties, being particular to employ new men in the proper manner, doing their work, and to warn them not to use unsafe tools and to avoid dangerous practices.

This Company wishes to preventable accidents to a minimum.

Mountains of Declarations

By A. P. WHITE, C.

YOU are starting a new year. Let us make this a notable one for care of "their public" agents, to whom particularly I address these words. Note this term which implies "your public", for the people in the community served by your station are as much "your public", and you have as good a right to consider them "your public" as any movie actor has to consider the fans particularly fond of his pictures as his public.

Personal Touch Important
Make it a rule this year to



ents cover casualties to persons which the operation of trains and es is not involved. The year shows up badly.

ording to Departments

1927	1926
ed Injured	Killed Injured
5	5
88	1
80	64
38	46
—	—
211	181

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lties according to dent

1927	1926
ed Injured	Killed Injured
4	2
2	
15	7
10	12
2	1
29	31
28	19
4	6
13	1
17	23
50	36
37	34
—	—
211	181



More than one-half of all non-train accidents in 1927 were due to falls of employees, collapse or fall of objects and handling rails, ties and bridge timbers. Some of these accidents may have been unavoidable, but undoubtedly the majority of them could have been prevented if proper care had been used.

Foremen and other supervising officers are urgently requested to give close attention to the manner in which men under their charge perform their duties, being particular to instruct new men in the proper method of doing their work, and to warn them not to use unsafe tools and to avoid dangerous practices.

This Company wishes to reduce preventable accidents to a minimum

and the Safety Bulletins and Circulars which are being issued each month should be conspicuously displayed and carefully studied and the suggestions acted on, in order that the goal of a 35 per cent reduction in such accidents may be reached by the end of 1930. Close supervision and an active interest in accident prevention will accomplish this result, and the co-operation of officers and employees is earnestly solicited with this end in view.

If we all work together for this end, if we agree to banish carelessness, if we do our thinking about accidents before they happen instead of waiting till we are laid up—then there can be about 260 less accidents on the System in 1928 than in 1927.



Mountains of Good Will Can Be Built Declares an Ex-Agent

By A. P. WHITE, Chief Clerk, Passenger Traffic Department

YOU are starting a new year, 1928. Let us make this a notable year for care of "their public" by our agents, to whom particularly I address these words. Note this term which implies "your public", for the people in the community served by your station are as much "your public", and you have as good a right to consider them "your public" as any movie actor has to consider the fans particularly fond of his pictures as his public.

will always be in touch with "your public" and with their wants, administering service to their needs in all cases. Get the habit of being the Maine Central Railroad as far as "your public" is concerned and the individuals who make it up will soon begin to think of you as the Maine Central Railroad, will instinctively turn to you in all matters of transportation, and will ask for rates and routes for all passenger or freight



Personal Touch Important

Make it a rule this year that you

business that may come to their attention. They will also refer friends to you.



Do not let any outsider come in and get your business away from you any more than you would if you were running a store. Should any business appear in your vicinity on which you do not feel sufficiently well informed to authoritatively quote rates and routes, tell your prospective patron that you will give him the information in a day or two, and then apply to your Traffic Department, stating the situation fully, and ask for information. When this information is received, interview the patron yourself and give him the information. A personal interview is better than a telephone conversation.

To Your Personal Credit

You will readily see that this places you in a position to supply anything that "your public" may want, which will react to your personal credit with them. Handle the transportation business much as an insurance agent would handle his business, fighting for every bit that is in your community, always bearing in mind that there is a possibility of developing a little more business. Don't wait for the business to be brought to you, but go after it, as there is a possibility that it may fail to develop, or that someone else may get it.

It is fully appreciated that many agents are working along these lines at the present time. This attitude stands out quite distinctly, both in the mind of "their public" and the eye of the management, from that of merely selling a ticket when it is asked for, or billing a piece of freight that has been offered.

Pays Wonderful Dividends

Consider well the patron who lives

at some distance from your station, remembering that the little courtesies which you may render him, such as sending a time table folder, or getting a few hand bills to the community store, will pay wonderful dividends on the effort expended, both to you personally and to the Maine Central Railroad.

When some rural person, who is possibly unaccustomed to the ways of transportation, is about to become one of your patrons, be very sure that he has correct and explicit information as to where and when to change cars, where and when to connect with a sleeping car should he want one, being sure, of course, that he is furnished with correct ticket and understands whether or not a stop-over is allowed, and the return limit of his ticket.

These are little things in themselves, but remember that the biggest mountain is made of small particles of earth, sand and rock, and if you will consistently administer these little acts of human kindness to "your public", you will be surprised to find how soon you have built a mountain of good will for yourself as well as the M. C. R. R.

* *

Traffic Tip Helps

The following Traffic Tips have been received since the last *Magazine* was issued: James F. Woodbury, Rigby Yard; V. A. Cunningham, Oldtown; E. C. Herrick, Agent, New Gloucester; R. L. Dresser, Baileys, N. H.; R. W. Moore, Agent, Greene; W. E. Bridgham, Agent, Jonesboro; E. Comstock, Agent, Brownfield; A. J. Walsh, Agent, North Belgrade; M. C. Erskine, Agent, No. Jay; H. A. Vigeaut, Pejepscot Mills.

(6)



Good Old N



John A. Mace

Half Century Shown by

CONDUCTOR S. B. HAM has an interesting relic of bygone days in the form of a book of "General Regulations" of the Eastern Railroad, the eastern route of the Boston & Maine. The book is dated 1872, and bears on the fly-leaf the name of F. O. Beal, Conductor, and the date 1873.

In those days, train crews were sent through between Bangor and Boston. Mr. Beal was a conductor on one of these trains. He later retired, went into the city, where he was an insurance citizen, and was several times mayor of the city. He died a few years ago, and the book of rules, found among his effects, was given to Conductor Ham by the executor of the estate.

Many Rules Still in Effect

While many of the rules, adapted to the changing road conditions of 55 years ago, are odd in the light of present day

the distance from your station, remembering that the little courtesies you may render him, such as giving a time table folder, or getting hand bills to the community will pay wonderful dividends for the effort expended, both to you personally and to the Maine Central Railroad.

When some rural person, who is very unaccustomed to the ways of transportation, is about to become one of your patrons, be very sure that you give correct and explicit information as to where and when to change trains, where and when to connect with another train, what car should he want one, and be sure, of course, that he is furnished with correct ticket and understand whether or not a stop-over is allowed, and the return limit of his

These are little things in themselves, but remember that the biggest mountain is made of small particles of earth, sand and rock, and if you will carefully administer these little acts of kindness to "your public", you will be surprised to find how soon you have built a mountain of good credit for yourself as well as the M. C.

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Good Old No. 102 Makes Record



John A. Mace

On Monday, January 2, No. 102, Engine 466, in charge of Conductor John A. Mace with Assistant Conductor A. N. Johnson and Engineer Irving A. Turner handled 1115 passengers Bangor to Portland. Engineer Turner made remarkable running time considering the heavy travel and rough wind that was blowing a gale on this zero day.



Irving A. Turner



Half Century Change in Railroading Shown by 1872 Book of Rules

CONDUCTOR S. B. HAM has an interesting relic of bygone days in the form of a book of "General Rules and Regulations" of the Eastern Railroad, now the eastern route of the Boston & Maine. The book is dated 1872, and bears on the fly-leaf the name of F. O. Beal, Conductor, and the date 1873.

In those days, train crews operated through between Bangor and Boston, and Mr. Beal was a conductor on one of these trains. He later retired, went into business in Bangor, where he was an influential citizen, and was several times Mayor of the city. He died a few years ago, and the book of rules, found among his effects, was given to Conductor Ham by the executor of the estate.

Many Rules Still in Effect

While many of the rules, adapted to railroading conditions of 55 years ago, appear odd in the light of present day methods,

it is rather surprising to note how many there are which are identical with, or at least similar to, those in effect today. For example: "The stations where regular trains cross or pass each other, are designated by full-faced figures". And of course all old-timers remember that the word "cross" was used in the same sense that "meet" now is.

The rule prohibiting the use of intoxicants is almost identical with our present standard rule G. Conductors are cautioned that they "must know that each switch which has been changed is left right for the main track, unless in charge of a switchman, or the conductor of a following train is present and takes charge of it". Compare that with our Rule 104.

The Conductor as a Fireman

There are, however, many rules which would have no place in present-day railroading. For instance the duties of a



Rigby Car Handling



passenger trainman include a provision that he must, when leaving train at end of run, "see that windows are closed, lamps extinguished, that there is no danger from fires in stove", etc. He is told that it is his duty "to keep the cars neat and clean, connect the bell-cord through all the cars with the engine, take care of the lamps and stoves", and "assist at the stations in whatever work is required of him". He is expected to acquire sufficient familiarity with the road "to be able to stop the train at regular stopping places without the whistle being sounded for that purpose", the stopping, of course, being accomplished by the hand brake.

When Signalling Was Simple

Conductors are instructed that any money collected by them must be shown on their "way-bill". They are also told that if there is anything the matter with the cars in their train, they will promptly "send them to the shop in Salem".

There are rules governing the use of signals at various points, practically all appearing to refer to ball signals. At "Boston Station" for instance, one ball permits trains to "enter the car-house". Rather a contrast to the elaborate interlocking signal plant at North Station today.

Hand and lamp signals used 55 years ago were somewhat different than now. A green flag, "waved gently", indicated that a train had passed within five minutes—a primitive separation signal. Red flags on an engine indicated that a train was following with the same rights; white flags indicated a train following without rights.

"A sweeping parting of hands on a level with the eye" is given as the proper hand motion "to go ahead"; a downward motion of one hand is "to stop". One short sharp whistle is the signal to apply brakes; two, to "let go".

Tacks for Bridge Draws

Agents were held absolutely responsible for the proper position of switches after used by trains; and for knowing that cars left on sidings were properly secured and triggered. Before the arrival of regular trains, it was their duty to check the posi-

tion of all switches in the yard, see that no cars were in a position to foul the main track, that highway crossings at or near the station were protected, that fuel and water were ready for the locomotive if needed, that "the passenger rooms and car houses" were in good order, and that the baggage of passengers was delivered with the utmost dispatch.

Sectionmen were instructed that they must keep the Roadmaster fully informed of "all that it is necessary for him to know". Apparently his need of knowledge was left to their discretion. Bridge draw-tenders were required not only to tend the bridge, but to make repairs when needed; and were expected to thoroughly examine the bridge after the passage of each train. They were instructed to maintain necessary tools, "with an assortment of nails, tacks, etc.," so that prompt repairs could be made.

Train orders were addressed to the Conductor, who was required to *write* his understanding of them. This written response was then transmitted to the dispatcher, upon whose approval the order could then be delivered. The rules covering the use of train-orders are very brief, and there are no standard forms or explicit directions.



What Our Patrons Say

Fuller-Holway Company
 Augusta, Maine,
 October 17, 1927

C. A. Small, Commercial Agent
 Maine Central R. R. Co.,
 Lewiston, Maine.

Dear Mr. Small:

We certainly appreciate your kindness in getting us the information on the cars and telling us about the routings on Western shipments from Cleveland, Cincinnati, and other places. This is all very helpful.

Yours very truly,
 Fuller-Holway Company.

1/D/1

How many members of the Far familiar with the vast amount of transacted in a working day at the Terminal? In reviewing the last years' operation we find that Rigby 1927 broke all records for cars. On an average 2,337 freight cars were moved in and out of the yard compared favorably with yards of

During the twelve calendar months total of 853,178 cars were handled out of the yards in connection with Maine Central Railroad, Boston &

Year	Freight Trains Received	MAINE Cars Received	BOSTON	GRAND
1925	4,945	216.3	170.	6.
1926	5,039	216.	170.	6.
1927	5,164	238.	180.	10.
Total Cars In and Out on Three R.				
Year	No. Cars			
1925	781,632			
1926	782,771			
1927	853,178			



all switches in the yard, see that no
 were in a position to foul the main
 that highway crossings at or near
 ation were protected, that fuel and
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What Our Patrons Say

Fuller-Holway Company
 Augusta, Maine,
 October 17, 1927

A. Small, Commercial Agent
 Maine Central R. R. Co.,
 Lewiston, Maine.

Dear Mr. Small:

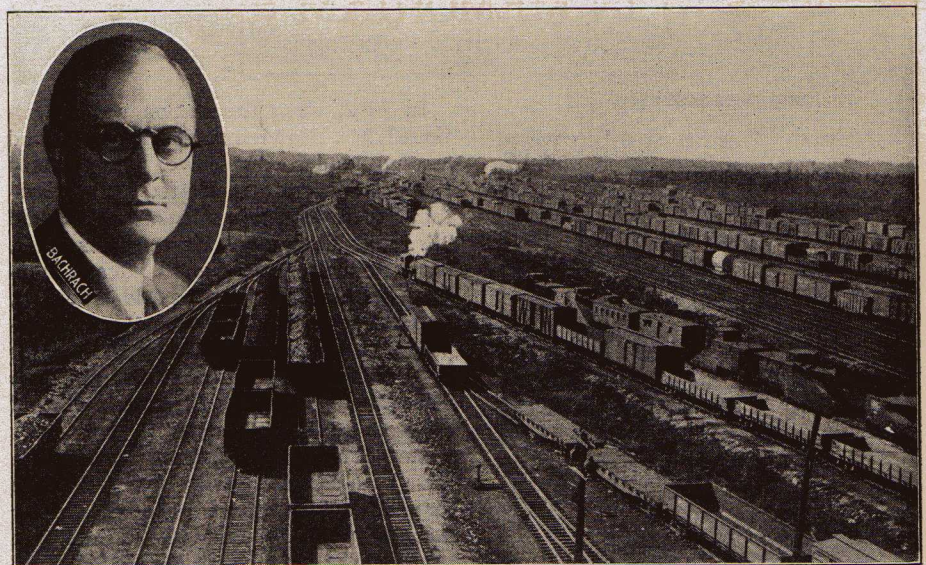
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 Cleveland, Cincinnati, and other
 places. This is all very helpful.

Yours very truly,
 Fuller-Holway Company.

D/1



Rigby Car Handling at Record Height for 1927



How many members of the Family are familiar with the vast amount of business transacted in a working day at the Portland Terminal? In reviewing the last three years' operation we find that Rigby Yard in 1927 broke all records for cars handled. On an average 2,337 freight cars a day were moved in and out of the yard which compared favorably with yards on other roads.

During the twelve calendar months, a total of 853,178 cars were handled in and out of the yards in connection with the Maine Central Railroad, Boston & Maine

Railroad and the Grand Trunk Railway. This compares with the total of 782,771 in 1926 and 781,632 in 1925.

The cut above shows the western part of the yard at Rigby and is taken from the top of the coal pocket, a familiar sight to many. Inset cut shows C. H. Priest, Superintendent of the Portland Terminal Company. In spite of the large volume of traffic handled which reached unusual proportions during the period following the disastrous floods in northwestern New England, traffic moved smoothly and efficiently through the yards all during the year.

Year	Freight Trains Received	MAINE CENTRAL RAILROAD		Cars Forwarded	Total Handled
		Cars Received	Freight Trains Forwarded		
1925	4,945	216,350	5,065	217,296	433,646
1926	5,039	216,776	5,010	217,772	434,548
1927	5,164	238,404	5,165	233,919	472,323
BOSTON & MAINE RAILROAD					
1925	4,556	170,726	4,452	159,257	329,983
1926	4,513	170,456	4,469	161,337	331,793
1927	4,533	180,650	4,417	174,137	354,787
GRAND TRUNK RAILWAY					
1925		6,137		11,866	18,003
1926		6,245		10,185	16,430
1927		10,093		15,975	26,068

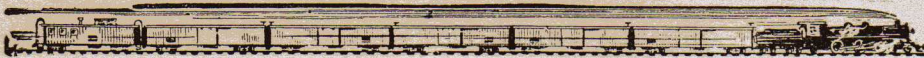
Total Cars In and Out on Three Railroads

Year	No. Cars
1925	781,632
1926	782,771
1927	853,178

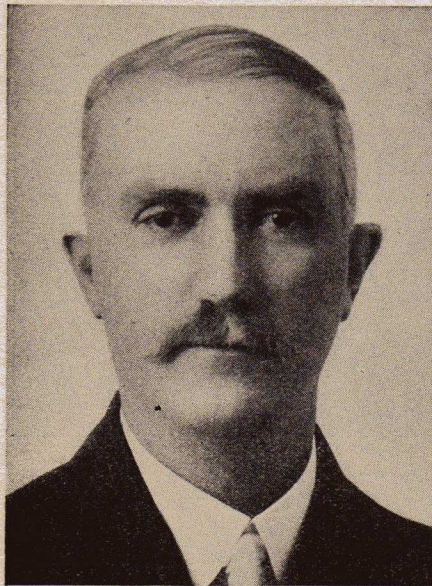
Our Classification Yard Engines at Rigby Classified

This is taking one count of cars in this item.

Year	No. Cars
1925	418,540
1926	426,772
1927	432,120



IN MEMORIAM



ALTON A. BEAN

It is with a feeling of deep regret that we record in the columns of the *Magazine* the passing of a beloved knight of the wire, Alton A. Bean, who passed away at his home, 172 Brown Street, South Portland on January 11th. Mr. Bean was the oldest telegrapher on the Maine Central and Portland Terminal roster and up to the time of his death held the position of telegrapher in General Yard Master J. L. Quincy's office, known to agents and operators along our lines as "PN" office.

Mr. Bean was born August 8, 1862. When he was 17 years of age, he entered the service of the B. & M. as agent at Ferncroft. This was on May 30, 1879. Three years later, he was transferred as agent and operator to Summer Street Station on Cape Elizabeth, located on the old Eastern Division of the B. & M.

In 1902, when the station was discontinued, Mr. Bean remained as operator and crossing tender. For eleven years, he held this position until transferred to the Assistant Superintendent's office of the Portland Terminal Company. Three years later, he was operator and signal tender at Danforth St. Junction, known as old tower (A). In 1923, when Rigby Terminal was established, he was transferred as chief operator in "P. N." office position which he held up until the day of his death, a fine record of 49 years service to his credit. His loss is mourned by many intimate friends who have been associated with him on the wire for years and by personal acquaintances far reaching. Mr. W. L. McGeoch, old time telegrapher at Portland Union Station and John F. Conlen, telegrapher in Superintendent's office Portland Terminal, said "We will miss the usual 'B' from Rigby and always have regarded Alton to be one of the best on the system, always courteous, efficient dependable and congenial, whether during office hours or outside." He is survived by his wife, Mary C. Bean, and one son.

EDWARD A. MADDEN

Edward A. Madden, crossing tender at Deering Junction, died December 8, 1927. Mr. Madden entered Maine Central service November 19, 1918 and is survived by one son, Frank R. Madden.

BENJAMIN F. BARKER

Benjamin F. Barker, crossing tender at Woodfords, died early in the month of January. He entered Maine Central service July 27, 1925 and is survived by a daughter, Mrs. L. G. Gaoett.



MAINE CENTRAL Employees' Magazine

Vol. V FEBRUARY 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.

DUDLEY ALLEMAN, *Editor*
D. W. BISHOP, *Associate Editor*
MAGAZINE
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Portland Terminal
Miss A. Z. Donahue, *Freight*
C. D. Atherton, *Freight*
Joseph D. Rourke, *South*
John F. Dunn, *South*

Eastern Division
J. L. Riggie, *Superintendent*
C. H. Leard, *Bangor Mot. P.*
C. A. Jeffers, *Bangor*
P. N. Carson, *Bangor T.*
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A. L. Eastman,
J. E. Winslow,
Alfred R. Pugh,

General Offices
A. W. Sawyer, *Motive Power*
E. I. Hill, *Freight*

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

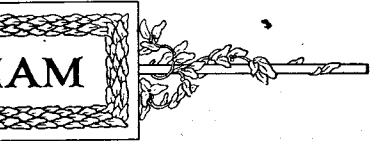
EDITORIALS

UNPLEASANT NEWS

It is always pleasant to announce good news but it is sometimes more pleasant to tell bad news. And under this report of increasing deaths and in the Maine Central Family, published this issue.

When 270 of our members are in the course of one year it is something radical was done.

There are two parties in our struggle against accidents, the Employees' Management. The latter is doing



1902, when the station was discontinued. Mr. Bean remained as operator and crossing tender. For eleven years, he held this position until transferred to the Assistant Superintendent's office of the Portland and Kennebec Railway Company. Three years later, he was promoted to operator and signal tender at Danforth Junction, known as old tower (A). In 1913, when Rigby Terminal was established, he was transferred as chief operator of the "N." office position which he held up to the day of his death, a fine record of service to his credit. His loss is deeply mourned by many intimate friends who have been associated with him on the wire and by personal acquaintances far and near. Mr. W. L. McGeoch, old time telegrapher at Portland Union Station and Danforth Junction, telegrapher in Superintendent's office Portland Terminal, said "I will miss the usual 'B' from Rigby and have regarded Alton to be one of the best in the system, always courteous, dependable and congenial, whether in the office hours or outside." He is survived by his wife, Mary C. Bean, and one

EDWARD A. MADDEN

Edward A. Madden, crossing tender at Danforth Junction, died December 8, 1927. Mr. Madden entered Maine Central service on November 19, 1918 and is survived by his wife, Mrs. Frank R. Madden.

BENJAMIN F. BARKER

Benjamin F. Barker, crossing tender at Danforth Junction, died early in the month of February. He entered Maine Central service on July 27, 1925 and is survived by a wife, Mrs. L. G. Gaoett.



**MAINE CENTRAL
Employees' Magazine**

Vol. V FEBRUARY 1928 No. 2

"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

- | | | |
|--|--------------------------|--|
| Miss A. Z. Donahue,
C. D. Atherton,
Joseph D. Rourke,
John F. Dunn, | <i>Portland Terminal</i> | Freight Office
Freight Office
South Portland
Rigby |
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Woodland
Calais
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S. O. Swett,
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Rumford
Bemis
Lancaster
Rockland |
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E. I. Hill, | <i>General Offices</i> | Motive Power Dept.
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

UNPLEASANT NEWS

It is always pleasant to announce good news but it is sometimes more profitable to tell bad news. And under this heading we must certainly place the Manager's report of increasing deaths and injuries in the Maine Central Family, published in this issue.

When 270 of our members are disabled in the course of one year it is time something radical was done.

There are two parties in our warfare against accidents, the Employees and the Management. The latter is doing all in

its power to win the fight for Safety and earnestly solicits suggestions from any and all sources to aid in making its efforts in this direction more successful.

The individual employee has even more to gain from the success of the continuing battle for Safety. Are they doing their part? The answer, of course, is that almost all employees, almost all the time pay strict heed to the rules of Safety First. It is the few who are careless just now and then who are victims of the grim reaper.

The time has arrived when more thought must be given to Safety by those who have most at stake. Paste this idea inside your mental hat and refer to it frequently: "The best Safety device is the careful worker."

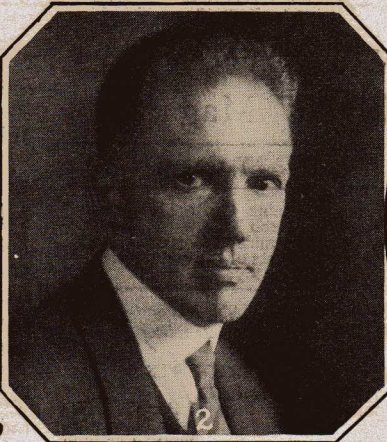
THE ROAD TO SUCCESS

How do you spend your spare time? Here's how one man did. Just a few years ago a young operator on a northern railroad found about ten hours of his twelve-hour trick on his hands to do with as he wished. Not content to spend the balance of his life as an operator, he failed to follow the usual practice and doze away his time with his feet higher than his head.

He soon exhausted all available literature and learned the schedules of his system by heart. Seeking new material he discovered in the Official Guide a mine of interest and diversion, noting from month to month the changes in connections and schedules he would suggest to a prospective traveler who might perchance ask for information on a trip to Fresno, California, Tia Juana, Mexico, or Opelika, Alabama.

His early promotion to the position of dispatcher did not change his taste for "light reading" and here, too, his remarkable familiarity with the schedules on divisions other than his own earned him rapid and continued promotion.

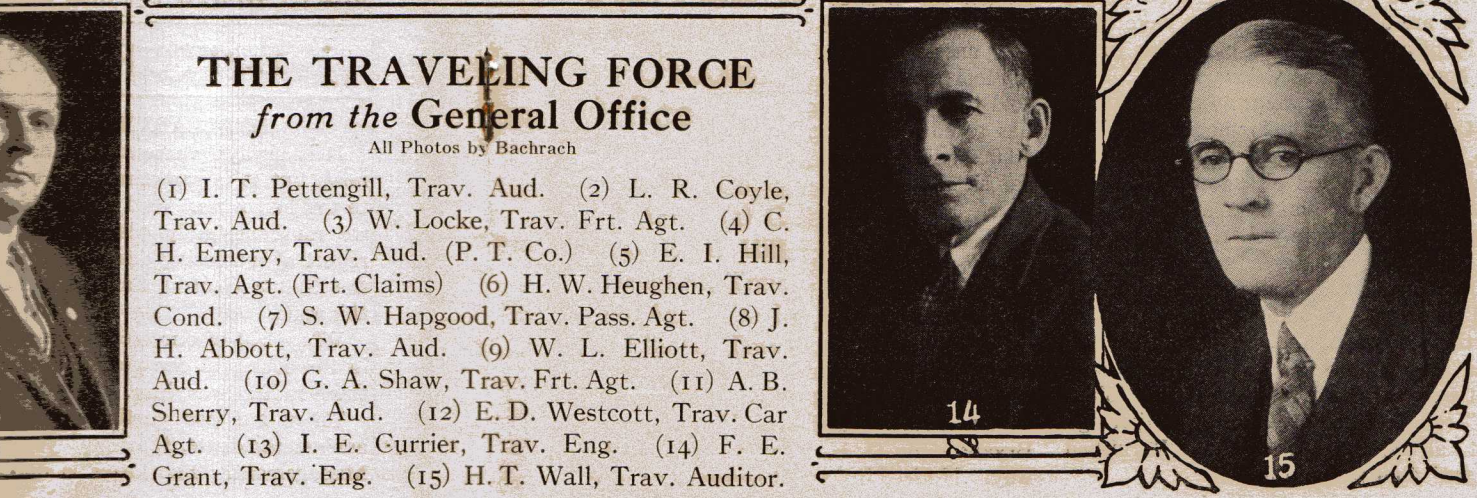
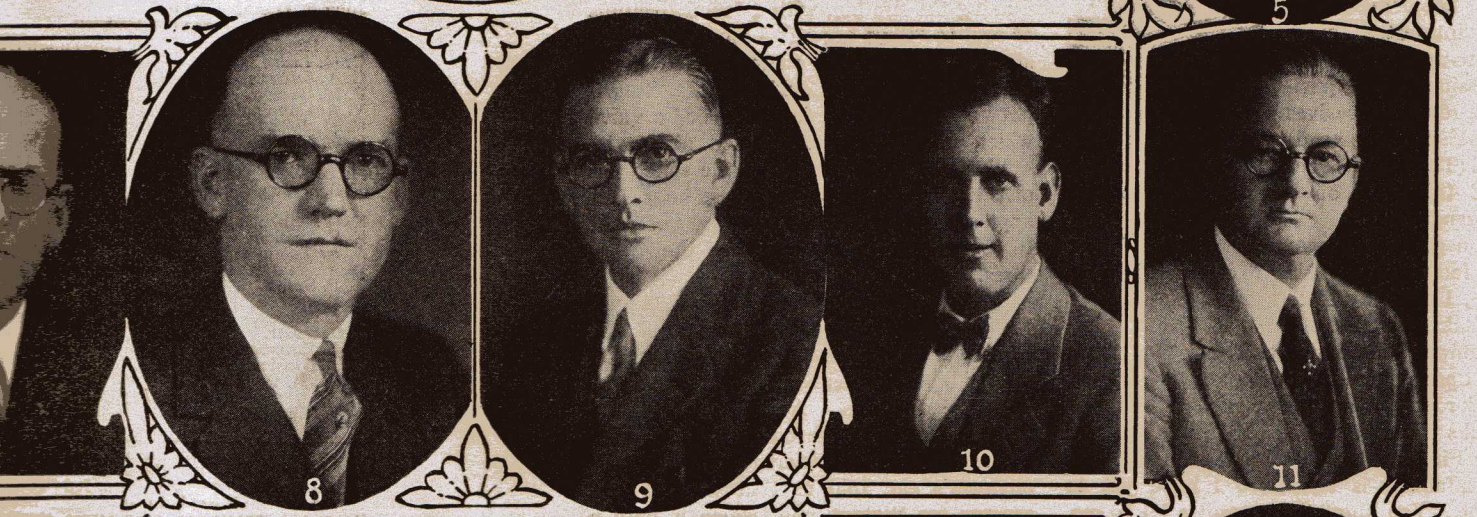
The moral is obvious, and its application is not confined to operators. No intelligent effort at self-improvement is ever wasted. The trouble with too many of us is that we weaken just short of the brow of the hill, when a few weeks or months or years of persistent plugging away will carry us over the top to success.



THE TRAVELING FORCE
from the General Office
 All Photos by Bachrach

(1) I. T. Pettengill, Trav. Aud. (2) L. R. Coyle, Trav. Aud. (3) W. Locke, Trav. Frt. Agt. (4) C. H. Emery, Trav. Aud. (P. T. Co.) (5) E. I. Hill, Trav. Agt. (Frt. Claims) (6) H. W. Heughen, Trav. Cond. (7) S. W. Haggood, Trav. Pass. Agt. (8) J. H. Abbott, Trav. Aud. (9) W. L. Elliott, Trav. Aud. (10) G. A. Shaw, Trav. Frt. Agt. (11) A. B. Sherry, Trav. Aud. (12) E. D. Westcott, Trav. Car Agt. (13) I. E. Currier, Trav. Eng. (14) F. E. Grant, Trav. Eng. (15) H. T. Wall, Trav. Auditor.





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Deadheading to Waterville and Back

---a Novel Experience in a Locomotive Cab

By DEL BISHOP, Associate Editor

PROBABLY many of you have read Elinor Glynn's famous novel "My Greatest Thrill". I never did but I'll wager just one single ride in the swaying cab of a Class "C" Pacific would knock her thrills galley west.

The thought came to me that readers of the *Magazine* might be interested in a write-up of the impressions an inquisitive reporter receives what a (Hog-head) and (Tallow-pot) does and thinks of on a passenger run.

To get right down to facts about this ride, I took my little Kodak and two rolls

of ammunition and got aboard No. 13 at Portland Union Station for a ride up the back road to Waterville. Maynard "Hinky" Hinks was Engineman and Harold Bryant the Fireman, and two better men as far as affability is concerned I have yet to meet. You know that meant a lot to me, for we are all human and they were especially pleasant and were particular to let me know that I was welcome.

I climbed up the gangway and occupied part of the seat on the fireman's side of the cab, in fact there wasn't any other place I could squat, for you all know "Hinky" is quite some man, and as a matter of fact Bryant is no bantam-weight.

Old 458 Rarin' to Go

Of course old 458 was all steamed up and rarin' to go and we pulled out of Portland right on the dot of 12.05 p. m. after Engineman "Hinky" had made sure that everything was ship shape and "Skipper" Joe Cote had given him the high sign that all had boarded the "Varnished Wagon" that planned to.



**Maynard Hinks
Engineman**

The weather was perfect, about six or seven inches of light snow on the ground and Fireman Bryant reminded me that it might be a little dusty and may get wet he said. I told him I couldn't be any more so than at present so didn't worry me any. We hardly pulled out of the yards limit when "Hinky" yelled to Bryant who was nursing the fire box with a few shovelfulls of coal to "Shut her off" I couldn't understand what he said there was so much noise in the cab but evidently the "tallow pot" was expecting it for he turned a valve which immediately eliminated all static.

Well, I being a student to the whichness of the wherefore of one of these hogs, just kept my eyes and ears open and tried not to ask an excessive number of fool questions.

We got along to Royal Junction and "Hinky" blew two short blasts of the whistle to tell the towerman to set the iron for the back road as No. 11 had gone along just ahead of us. A signal from the "Brakie" back in the coaches, three pulls of the cord which registers right back of the engineer's ear, told us that we had passengers for Walnut Hill, which is only a flag stop on the time-card.

In answer to one of my fool questions was told that an engineer has to haul a freight 73,000 miles before he can sit at the throttle of a passenger locomotive.

I soon found out that engineman and fireman continually checked the other on the blocks, either "Hinky" would shout "clear board" and Bryant reply O. K. or vice versa all the way. Noticed it was not necessary to look



**Harold Bryant
Fireman**

at their watches very often, because we were right on time all the way.

At Rumford Junction one baggage car "amputated" from the train to go to Rumford on No. 213 in charge of Conductor Vaughan.

Passed 340 at Greene

At 1.33 p. m. we pulled into Leeds and "Hi" Carr climbed aboard to take over the coal from back of the tender to the cab. It was here that I learned a great amount of good Fuel Supervisor roll Frank has been doing. Was told this same engine had already made a trip on No. 14 from Waterville and turned right around and used back again. A few years ago they said it could be accomplished without hostling the engine making a new fire and coaling up and a delay of two hours at least. We have better grade of coal and by improvements resulting from a study of better fires are kept.

At Greene, passed No. 340 on the main line the engine crew and trainmen give the usual greeting as we went by.

Between Greene and Leeds Junction saw an auto snowed in a drift and evidently abandoned until spring. At this point Bryant remarked "should have patrolled the old M. C."

At Leeds the board was out and we learned that we were to meet No. 20 at Monmouth. After reading the order sheet allowed would have to get out of right away in order to make Monmouth and not delay No. 20, as we were a little behind schedule due to a delay at Leeds.

Took Siding at Monmouth

As No. 20 was a superior train we pulled the siding at Monmouth and just as the siding as Ralph Henry, Engineman No. 20 pulled into the station.

When we got along between Rumford and Belgrade, "Hinky" opened her little and the way we went around curves and down the grades was a challenge for an amateur like myself. When we reached North Belgrade, we drifted and almost came to a stop because we should judge, for five or six hundred feet then caught up with our schedule at North Belgrade was a flag stop, we d

Waverille and Back A Locomotive Cab

Special Editor

The weather was perfect, about six or seven inches of light snow on the ground. Fireman Bryant reminded me that it might be a little dusty and may get wet here. I told him I couldn't be any more than a man at present so didn't worry me any. Hardly pulled out of the yards limit "Hinky" yelled to Bryant who was holding the fire box with a few shovelfulls. He said "Shut her off" I couldn't understand what he said there was so much in the cab but evidently the "tallow" was expecting it for he turned a valve which immediately eliminated all static. Well, I being a student to the whichness of wherefore of one of these hogs, just my eyes and ears open and tried not to ask an excessive number of fool ques-

got along to Royal Junction and "Hinky" blew two short blasts of the whistle to tell the towerman to set the iron road back as No. 11 had gone along ahead of us. A signal from the "Hinky" back in the coaches, three pulls on the cord which registers right back of the engineer's ear, told us that we had passed Walnut Hill, which is only a flag stop on the time-card.

In answer to one of the "Hinky" questions was that an engineer would haul a freight train 100 miles before he would get it at the throttle of a passenger locomotive.

soon found out that the engineer and the fireman continually talked the other on the blocks, either "Hinky" would shout "Shut her off" and the fireman would reply O. K. or vice versa all the time. Noticed it was not necessary to look



Harold Bryant
Fireman



at their watches very often, because we were right on time all the way.

At Rumford Junction one baggage car was "amputated" from the train to go to Rumford on No. 213 in charge of Conductor Vaughan.

Passed 340 at Greene

At 1.33 p. m. we pulled into Lewiston and "Hi" Carr climbed aboard to shovel over the coal from back of the tender near the cab. It was here that I learned of the great amount of good Fuel Supervisor Carroll Frank has been doing. Was told that this same engine had already made one trip on No. 14 from Waterville and been turned right around and used back on 13. A few years ago they said it could not be accomplished without hostling the engine making a new fire and coaling up again, and a delay of two hours at least. We now have better grade of coal and by improvements resulting from a study of drafts better fires are kept.

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Took Siding at Monmouth

As No. 20 was a superior train we took the siding at Monmouth and just made the siding as Ralph Henry, Engineman on No. 20 pulled into the station.

When we got along between Readfield and Belgrade, "Hinky" opened her up a little and the way we went around the curves and down the grades was a caution for an amateur like myself. When we reached North Belgrade, we drifted, I should judge, for five or six hundred yards and almost came to a stop because we had then caught up with our schedule and as North Belgrade was a flag stop, we did not

want to leave the station ahead of leaving time. At Oakland, we had to wait for the Bingham local and were delayed about seventeen minutes and consequently could not make Waterville on time. Here, engine No. 458 was cut off and taken to the round house for a good going over as she was scheduled to double back on 48 that evening.

Back on Famous Milk Train

As "Hinky" and Bryant were going back, I still had a desire to have a night journey on the "head end" so about 6.45 p.m. we started out on this famous "milk train" and I deadheaded back into Portland.

* *

Oscar Wilds, Jr.

I've broke for the "Casey S,"

I've fired for the old "Ess Pee,"

I've worked for them all, I guess,

Including the "Santy Fee."

I've switched on the "Rockeye,"

Got canned from the "Mealy Liz,"

But now I'll work till I die

Pounding brass on the old "Gee Whiz,"

Tamped ties on the old "Fris-co."

Wiped 'gines on the "C. B. Q."

On the "G. N." shoveled snow,

And sniped all over the "Soo."

D—S—on the "Acey L,"

And I think I know my biz,

And now I'm going to—Well,

I'm back to the old "Gee Whiz."

—Anon.

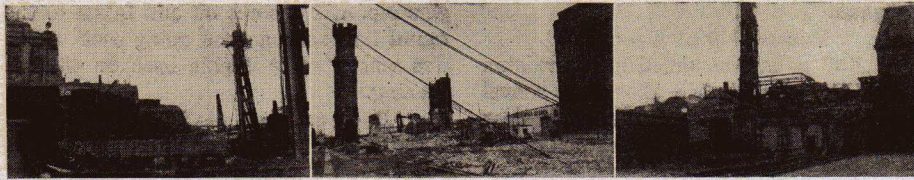
* *

Conductor Haney Breaks Leg at Vanceboro

Alvin A. Haney, Conductor of Freight train running between Bangor and Vanceboro, slipped on the ice and fell at Danforth, January 20th, breaking the small bone of the leg just above the ankle. He was brought to his home in Oldtown on No. 8 and was resting there as comfortably as could be expected as the *Magazine* went to press.



What Our Neighbor the B. & M. Is Doing at the North Station



Left, Waiting Room from Causeway Street; Center, Ruins of old Fitchburg Building; Right, View of Construction Work from Train Platform

If you are planning a trip to Boston in the near future, and expect to see North Station as it was you will be greatly disappointed, for it simply doesn't exist any longer. The new station so much talked about is soon to be a reality, not real soon but just as soon as contractors can complete the job.

Right now the maze of alley ways, winding staircases, entrances and exits gives one the impression of the hilarity house at Old Orchard Beach, at every corner you expect to find what you are looking for but it isn't there. At frequent distances, yea very frequent there are large signs, "This way for telephones, taxi cabs, Western Union and waiting room". Well, you

start, your eye soon spies other signs "Exit only" and "Parcel Room around the corner", "Drug Store at the right", and you follow the arrow to get a cigar. Sure enough behind the boarded up windows is the store. Here's a tip, if you want to find any particular place in a hurry, ask an attendant. It will save much time and shoe leather. The public will have to put up with many inconveniences until this \$10,000,000 structure is finished, but large crews of workmen under the supervision of the New England Foundation Co. are working night and day and reports are that this up-to-date new station will be ready for the public in record time.



Read 'Em and Weep and Sleep in the Street

By V. A. CUNNINGHAM, Oldtown

Ah, Another Scotchman

Baggageman Messer: We are a mixed up race.

Operator Prouty: Yes, there is a little Scotch in me.

Baggagemaster Messer: That so, what else?

Operator Prouty: Ginger Ale.

Brief but Often

Operator Costain: I was out riding with that girl three hours and she only spoke one word.

Operator Bowley: And what was that?

Operator Costain: No.

Operator O'Connell: I wouldn't marry the best girl in the world.

Clerk Ashley: Yeh, but you have got to marry her to find out you didn't.

Only a Railroad Man

Roundhouseman Dubay: You like fish but you are not a fisherman?

Agent Dennis: Yes, and I like a plank-steak but I'm not a lumberman.

Beautiful but Wise

Conductor Haney: She seemed like a good sensible girl.

Brakeman Henry: Yeh, she wouldn't pay any attention to me either.

(16)



Tickets, Please

Clerk Applebee: But, officer, I was five miles instead of 25.

Traffic Cop: That's right, this is for loitering.

A WELL-Known Conductor

Conductor Goode has passed us in order that reads:

Conductor Goode, Engineman Dunn, Operator Beane at the bottom, with suggestion that it should mean, "Dunn Goode" but knowing these we do we think that it should read, "Dunn, Beane."

He's Had Experience

Sectionman Shorette: So you are a man, what do you do when you get a Clerk Tourtillotte: Scratch it.

And He Sure Needs It

Clerk Ashley: What's that stuff?

Clerk Preble: Vanishing cream.

Clerk Ashley: What's it for?

Clerk Preble: To put on my feet.

He Should Be Cheerful

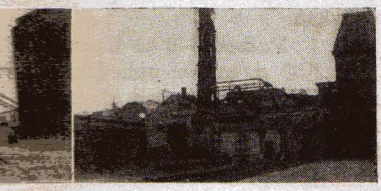
Conductor Godfrey: What makes you whistle so much today?

Trainman Osgood: Someone put seed in his rolled oats this morning.





B. & M. Is Doing Station



Center, Ruins of old Fitchburg
Work from Train Platform

Your eye soon spies other signs "Exit" and "Parcel Room around the corner" "Drug Store at the right", and you see the arrow to get a cigar. Sure behind the boarded up windows is a sign. Here's a tip, if you want to find a particular place in a hurry, ask an agent. It will save much time and weather. The public will have to put up with many inconveniences until this \$10,000 structure is finished, but large numbers of workmen under the supervision of the New England Foundation Co. are working night and day and reports are that this date new station will be ready for public in record time.

Sleep in the Street

Oldtown

Conductor O'Connell: I wouldn't marry the best girl in the world.

Clerk Ashley: Yeh, but you have got to get her to find out you didn't.

Only a Railroad Man

Houseman Dubay: You like fish if you are not a fisherman?

Conductor Dennis: Yes, and I like a plank but I'm not a lumberman.

Beautiful but Wise

Conductor Haney: She seemed like a sensible girl.

Conductor Henry: Yeh, she wouldn't pay attention to me either.



Tickets, Please

Clerk Applebee: But, officer, I was going five miles instead of 25.

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Conductor Goode has passed us a train order that reads:

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He's Had Experience

Sectionman Shorette: So you are a fisherman, what do you do when you get a bite?

Clerk Tourtillotte: Scratch it.

And He Sure Needs It

Clerk Ashley: What's that stuff?

Clerk Preble: Vanishing cream.

Clerk Ashley: What's it for?

Clerk Preble: To put on my feet.

He Should Be Cheerful

Conductor Godfrey: What makes Joe whistle so much today?

Trainman Osgood: Someone put birdseed in his rolled oats this morning.



The World Famous "97"

By E. F. McLAIN



Casey Jones? Well, I guess not! That bird at his best never felt as good as this crew. We discovered this snap shot taken in Joe Wheeler's backyard in the summer of 1906. The engine was built for his kid Lewis, who is now a full fledged railroad man employed in the Motive Power at Calais and pictured as the fireman in the photo. The engineer, Norman MacDonald, is also a railroader and employed in the Accounting Department of the Southern Pacific. This mogul runs by gravity feed.



George Knows

By an Innocent Bystander

One day as G. L. Knight, Veteran Car Inspector, was working his way alongside Train No. 154 at Bartlett, he noticed a nice looking man near the end of the last car who seemed to see something very amusing in Mr. Knight's progress along the train as he tested each wheel and looked things over in general.

As he came up to his observer, said observer began to laugh and said: "I am not laughing at you, but with you. Seeing you at your work reminds me of a little story.



"A man once asked a fellow who was going alongside a train doing just as you have just done, why he did it. And the reply was: 'I have been doing this for seventeen years and don't know yet why I do it.'"

But George knows as he has been on the job since 1880.

What Our Patrons Say

Estes-Odell, Inc.

Lynn, Mass., Dec. 22, 1927

Mr. Geo. H. Eaton,
Maine Central R.R.,
Portland, Me.

Dear Sir:

We are taking this opportunity to extend to you and your road our sincere thanks and appreciation of your services and cooperation in the handling of our shipments, totaling forty-five cars of CHRISTMAS TREES, as we shipped from your various stations to points in the east and west this season.

We wish, also, to commend the extensive services rendered by your agent, Mr. V. R. Brown of Perry, Maine, who gave our Mr. Estes the best of cooperation in the shipment of majority of our cars from that station.

We wish to say that agents of Mr. Brown's type are valuable assets to a railroad, and his courteous treatment will not be forgotten.

Very truly yours,

ESTES-ODELL, Inc.
(Signed) R. E. Estes

REE:NM

Publicity Agent Makes Chicago Trip

Our editor, Publicity Agent Dudley Alleman, attended the annual convention of the American Association of Railway Advertising Agents, held in Chicago the week of January 16th. Railroad advertising and publicity men from practically all of

the important railroad systems of the United States and Canada were present. He reports great interest in New England's recreational development on the part of southern and western railroad advertising men.



at the

BOWL DROME, PORTLAND, MAINE

Jan. 14th, 1928

Portland				
Name	1st	2nd	3rd	Total
Bean	100	91	94	285
Pearson	90	94	87	271
Hennigar	119	79	86	284
Corcoran	99	123	88	310
Smart	87	109	98	294
Total	495	496	453	1444
Bangor				
Name	1st	2nd	3rd	Total
McGrath	96	77	106	279
McAllian	93	106	109	308
Dodge	92	86	108	286
Sullivan	107	106	100	313
Sheppard	110	90	107	307
Total	498	465	530	1493

In connection with the above I wish to state that the boys from Bangor, Maine, sure appreciated the way they were used by the Portland team. We wish to thank them all and especially Chas. May who put himself out to give us a good time. We only hope that when they come to Bangor we can use them as well. Our previous challenge to all Maine Central Bowling teams still stands providing it can be arranged so we can bowl without interfering with our work.

W. J. McALLIAN, Capt.
Brewer Junction.

Rockland Pin Men B Portland Team

By J. A. COBB

The Portland M. C. E. bowling invaded Rockland on January 7, but guns of "Ty" Cobb and Hastings were much for them. "Ty" rolled a perfect his low string being 102. C. E. M. Portland met with an accident the evening when he slipped and wrenched his back much to the sorrow of both teams.

Portland had a few loyal rooters with in Perly Jordan, Clifford Barron, H. Malloy and Parker Fogg with Charlie as leader. Rockland royal rooters H. E. Comins, the General Agent, McCurdy, Ticket Agent, and their be Ex-Yard Con. Willie Stearns; also M. Simmons a sectionman.

After the game the Portland boys turned to their rooms and played famous railroad game "Pass the Buck."

The result of the heavy artillery Rockland:

Rockland M. E. C.			
Valley	79	89	84
Pugh	54	73	78
Hastings	85	86	106
Harmon	82	87	94
Cobb	106	115	102
	406	450	464
Portland M. E. C.			
Bean	86	87	98
Plummer	71	79	76
Pearson	92	86	98
Hennigar	76	87	91
Smart	92	78	89
	417	417	452

Valley and Pugh are operators, Hastings belongs to the section crew, Harmon brakeman on the switcher and "Ty" Cobb signalman.

Rockland has been victorious over Portland for four years now. The first Cobb and Valley defeated May and Cobb by 31 pins over 20 string match. second, Cobb and Valley defeated Hawkes and May well over the cent mark. Last year Portland invaded

important railroad systems of the United States and Canada were present. Reports great interest in New England's national development on the part of eastern and western railroad advertising



at the
BOWLING LODGE, PORTLAND, MAINE

Jan. 14th, 1928

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May	100	91	94	285
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Smart	110	90	107	307
Total	498	465	530	1493

In connection with the above I wish to thank the boys from Bangor, Maine, who appreciated the way they were used by the Portland team. We wish to thank all and especially Chas. May who went out to give us a good time. We hope that when they come to Bangor they will use them as well. Our previous thanks go to all Maine Central Bowling clubs still stands providing it can be used so we can bowl without interfering with our work.

W. J. McALLIAN, Capt.
Brewer Junction.



Rockland Pin Men Beat Portland Team

By J. A. COBB

The Portland M. C. E. bowling team invaded Rockland on January 7, but the guns of "Ty" Cobb and Hastings were too much for them. "Ty" rolled a perfect 323, his low string being 102. C. E. May of Portland met with an accident the first of the evening when he slipped and wrenched his back much to the sorrow of both teams.

Portland had a few loyal rooters with her in Perly Jordan, Clifford Barron, Harold Malloy and Parker Fogg with Charlie May as leader. Rockland royal rooters were H. E. Comins, the General Agent, Art. McCurdy, Ticket Agent, and their beloved Ex-Yard Con. Willie Stearns; also Marstin Simmons a sectionman.

After the game the Portland boys returned to their rooms and played that famous railroad game "Pass the Buck."

The result of the heavy artillery of Rockland:

Rockland M. E. C.				
Valley	79	89	84	252
Pugh	54	73	78	205
Hastings	85	86	106	277
Harmon	82	87	94	263
Cobb	106	115	102	323
Total	406	450	464	1320

Portland M. E. C.				
Bean	86	87	98	271
Plummer	71	79	76	226
Pearson	92	86	98	276
Hennigar	76	87	91	254
Smart	92	78	89	259
Total	417	417	452	1286

Valley and Pugh are operators, Hastings belongs to the section crew, Harmon a brakeman on the switcher and "Ty" Cobb a signalman.

Rockland has been victorious over Portland for four years now. The first year Cobb and Valley defeated May and Goud by 31 pins over 20 string match. The second, Cobb and Valley defeated P. Hawkes and May well over the century mark. Last year Portland invaded with

a five-man team but was defeated by a big margin; also on their team they had the brother of an ex-state Champ Phil Pearson.

Here's hoping the boys of the Portland team will practice and return next year for another combat with Capt. Charley E. May being able to roll in his customary place as anchor man.

♦ ♦

George McCrum, Veteran Knight of the Key



Geo. J. McCrum

Truly an old timer in the use of the Morse code and telegraph key, Mr. McCrum, better known as "George" to the Maine Central Family, has been pounding brass, to use a slang phrase, since 1883. Every day in the year one may find in "BX" Office, Portland, "Geo" and his co-worker Harry Hubbard, another old timer with a record of 27 years, sending and receiving messages to and from all parts of the system.

There probably isn't an operator on the road who hasn't received an .. — . — . . . — (O.K. C. M.) at some time during his life, for this signature has been going out over the wires on the Maine Central since 1907.



George first learned telegraphy at Naugatuck, Conn., in 1883, on the old Naugatuck Valley R. R., now part of the New Haven, and after doing spare work for three years went to Tewksbury Junction, Mass., then on the old Boston and Lowell R. R. In 1888 he worked at Walnut Hill, Mass., on the main line between Boston and Nashua. Two years later "Geo" was operator and ticket seller at Malden, Mass. Six years later found him in the main office of the Western Union at Boston where he remained for a period of ten months.

In 1897 he went back to the B. & M. as night operator at the North Station and in 1905 was set up as train dispatcher. For two years he was night dispatcher on the main line and branches and also worked as operator and assistant dispatcher in South Station, Boston.

It was in 1907 that George became a member of the Maine Central family and went to work in the old "WR" office when it was located on the second floor of the General Office Building, Portland. Since that time the office has been moved to the first floor in the same wing nearest to Union Station.

George is on the job every working day of the year, and extends a cordial invitation to all of the many men he has been doing business with in years past to drop in and see him at any time.

* *

General Office Notes

An engagement announced during the past month was that of Miss Hazel M. Woodill and Mr. Erland J. Libby, both of the A. F. A. office.

Miss Blanche Reed is back again in Mr. Leighton's office after nearly a year's leave of absence. Miss Reed is much improved in health.

Mrs. Mary (Clarke) Smith of the A. F. A. office has resigned and is now living in Dover, N. H.

Miss Ann Cawley of the Passenger Department has returned after several months' leave of absence, and is much improved in health.

Mr. and Mrs. Carl R. Crosby of Manchester, N. H., are receiving congratulations on the birth of a son, Herbert Webber. Mrs. Crosby will be remembered as Miss Marion Webber of the Freight Traffic Department.

Mrs. Edith Jess of the Auditor of Payrolls Office, who recently underwent an operation, is improving.

Harry M. Treat, first trick chief dispatcher, is at the present time enjoying a pleasant vacation in sunny California.

Mr. and Mrs. Aubrey Orchard are receiving congratulations on the birth of a son, Wesley. Mr. Orchard is Car Distributor in Mr. Strange's office.

Miss Helen Meserve, private stenographer to Mr. Strange, who is to be married on February 4th to Mr. Harold Mosher, has been the guest of honor at two showers during the past month, a miscellaneous shower at the home of Miss Olive Small of the Passenger Traffic Department, and a kitchen shower at the home of Miss Hazel Marshall of the Car Service Department.

Mrs. Dorothy Bates, who for several months substituted as stenographer to Mr. McTaggart, has accepted a position at the Press Herald.

Miss Rose Langlois of Mr. Reeves' office is on a two month's leave of absence.

* *

Hopkins in Iowa

Conductor Herbert S. Hopkins left January 10th for Cedar Rapids, Iowa, to attend the semi-annual convention of the order of Railroad Conductors. "Bert" is chairman of the insurance committee of the order, and this is his fifteenth trip to conventions. J. J. Cote was conductor on Nos. 14 and 13 between Portland and Skowhegan during his absence.

* *

"You'll have to take less strenuous exercises and get more sleep," said the doctor to the dejected man before him.

"That's my idea, exactly," said the other. "Would you mind coming up to the house and telling that to the baby?"—*Borrowed.*

(20)

One Of Herby's Very

[Passed along to the Maine Central by Charles H. Blackwell, Freight Department, a fervent admirer of bona-fide-fiction].

"Well, Suh! Jest's I eased round the corner of that shack with my gun ready for anything the most elegant

come right in the open on the side hill, but before I could let him have it — Crash — Crash! Crash!! two hundred pound b'ar plumb in line twixt us. Dern him! Well, I drewed a bead as quick as scat an' let drive with that ol' high power rifle, boun' to get one! Got 'em both!

'N not on'y that, they's a monstrous ole catamount 't I never see atall jest hesitatin' would he jump that buck from his tree or not. Bang! went the gun. come him. Jump! went the buck end, jest nuff sense left to slash across the neck, which he done so. I get the b'ar? First shot jes tickle nose, 'n while he was rubbin' it I f Easy 'nough, but you don't git the every day. No! Suh!"

* *

The Section Foreman's Dream

Extra Seven-four-six went into the
At the switch there just south of the
Put the engine and tank
And ten cars down the bank
And held number eight for an hour

They called us all upon the carpet.
The G. M. was sore it would seem.
Thought they'd give me the walk
Till they started to talk
Then I knew it was only a dream.



Herby Clo... General Office... and Carpe...



r. and Mrs. Carl R. Crosby of Manchester, N. H., are receiving congratulations on the birth of a son, Herbert Webber. Crosby will be remembered as Mission Webber of the Freight Traffic Department.

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"You'll have to take less strenuous exercise and get more sleep," said the doctor to the dejected man before him. "That's my idea, exactly," said the other. "Would you mind coming up to the house and telling that to the baby?"—*Borrowed.*

One Of Herby's Very Best

[Passed along to the Maine Central Family by Charles H. Blackwell, Freight Traffic Department, a fervent admirer of artistic bona-fide-fiction].

"Well, Suh! Jest's I eased round the corner of that shack with my gun hel' ready for anything the most elegant buck come right in the open on the side hill, but before I could let him have it — Crash — Crash! Crash!! two hundred pound b'ar plumb in line twixt us. Dern him! Well, I drew a bead as quick as scat an' let drive with that ol' high power rifle, boun' to get one! Got 'em both!

'N not on'y that, they's a monstrous ole catamount 't I never see atall jest hesitatin' would he jump that buck from his tree or not. Bang! went the gun. Down! come him. Jump! went the buck end for end, jest nuff sense left to slash ol' cat across the neck, which he done so. How'd I get the b'ar? First shot jes ticked his nose, 'n while he was rubbin' it I fixe him. Easy 'nough, but you don't git the chanst every day. No! Suh!"

* *

The Section Foreman's Dream

Extra Seven-four-six went into the ditch At the switch there just south of the tower, Put the engine and tank And ten cars down the bank And held number eight for an hour.

They called us all upon the carpet, The G. M. was sore it would seem, Thought they'd give me the walk Till they started to talk Then I knew it was only a dream.



Herby Clough,
General Office Czar
and Carpenter

With his hand on the engineer's shoulder The train master said with a sigh, It was not a low joint Or a battered switch point, He was taking the "puzzle" in high.

Then the engineer said with conviction, I can prove by the man in the tower When he gave me the ball I was rocking them all And rolling them sixty an hour.

The master mechanic yelled loudly, If you'll let me I'll prove in a jiff My department's to blame, I acknowledge with shame That the engine was rigid and stiff.

I'm not much at visions or dreaming, It's seldom I sleep on my back, I can side-step and scheme, But it sure is a dream When they don't put the blame on the track. (Contributed by C. H. Leard, Bangor; Clipped from source unknown.)

* *

Station F.C.P. on the Air

By E. I. HILL, Traveling Agent

Good evening everybody, this is Station F. C. P. located in the Freight Claim Agent's Office of the Maine Central R. R.

We are broadcasting on all wave lengths possible and using the greatest number of watts ever allowed any broadcasting station in the world.

For your entertainment this evening we are going to offer for your approval a talk on proper cars for loading.

Recently we saw several cars that had been set for loading by yard crews that had not been properly cleaned by consignees having loads in same on previous trips.

This caused a lot of delay in loading as employees had to sweep the floors and gather up the refuse before shipments could be loaded into the cars. This condition shows that circular 88 of the operating department has evidently been laid away to become yellow with age.

Another car had two large holes in the car floor and apparently to save time some



energetic car repairman simply covered these holes with tin nailed at the corners only. Did it cause any damage? We'll say it did! The result was death and injury to Live Stock.

Another car that came to our attention had a weak roof that broke in places while an employee was walking over it. Yet the report came back that it was properly inspected before it was loaded. Was it? It surely was not.

Before signing off we desire to state that you can't be too careful in making inspection of cars set to load before allowing loading to commence and the more thorough your inspection the less will be claim payments for damages.

Station F. C. P. will now sign off hoping you will be waiting for our next appearance in the very near future.

Do we want any comments on this program? We sure do and don't delay sending them along so we may know how you enjoyed it.

Station F.C.P. signing off. Good Night!



No Sale

Farmer: Say, what would it cost me to go in the sleepin' car as fur as Chicago?

Pullman Agent: Upper or lower berth?

Farmer: Why, is there any difference in price?

Pullman Agent: Yes, the lower is higher than the upper. You can take your choice but most people take a lower even though it comes higher. You see, when you take an upper you have to get up to go to bed and get down when you get up. The upper is lower than the lower because it is higher, and *****

Farmer: Never mind, young fellow, I'll just go in the sittin' car.

—Boston News Bureau.



Foreman: "Now, Murphy, what about carrying some more bricks?"

Murphy: "I ain't feeling well, guv'nor; I'm trembling all over."

Foreman: "Well, then, get busy with the sieve."

Men Who Make Freeport Go with "F.O.B."



Shipments in and out of Freeport are picking up as that town experiences a slow return to its former industrial activity. The efforts of Maine Central representatives and the intelligent and careful service given Freeport shippers is not the least reason for the disappearance of evidences of depression there.

The picture above shows Agent E. J. Hayes on the right, in his shirt-sleeves, faithful Jimmy pipe in hand, ready for whatever may come up. On the left we see W. L. Bailey, freight house man, wearing a grin which means better service to shippers and more business for the Company.

The cases contain shoes from the P. J. Richard factory, which is now averaging shipments of 150 to 175 cartons a day.



Hardwood Business Starts

Oldtown's hardwood business started with a bang this month, the first shipment being a carload of folding card tables, made completely of MAINE hardwood. Other large orders of handles and hundreds of other products will follow, from this modern factory, which is equipped to make more than one thousand articles from wood.

(22)

Notes from Ro

As evidence that people are still using Maine Central as a means of transport the ticket office submits a balance total of over \$10,000 for the month of December, which is not so worse.

Bill Can't Fish

This is a tough winter for Bill Frost fishing excellent and no chance. In past years the surplus of these days has been taken care of by this art the fish must miss him this year, so present run does not allow him a to engage in this pastime. As a result ocean is going to be pretty well filled Tom Cod, etc., next summer,—t Willie would have garnered had opportunity.

Arthur W. McCurdy, ticket agent, a somewhat painful experience last when he suffered a kink in his back kept him doubled up for a few days a little thing like that is nothing

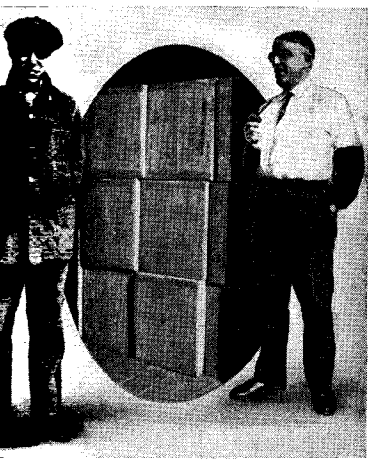
Group Insurance

From December 20th to January forty-six members of the Maine Family received sickness or accident payments under the group policy of the Travelers Insurance Company.

The following claims have been

Name	Location
Ann A. Cawley	Gen. Pass. Agt.
William H. Welch	Aud. Frt. Accts.
	Engineering Department
David Bellefontaine	Portland
William E. Bonner	Bangor
George Cotta	Harmony
Sidney J. Cox	So. Gardiner
John Dugan, Sr.	Portland
William Hartford	Portland
Wilbur C. Nutt	Thorndike
Percy E. Shaw	Carmel
Herbert W. Thompson	Cumberland Ctr.
	Motive Power Department
Clyde Burnham	Portland
Adam Dueboddy	So. Portland
John Nelback	Portland
Robert H. Cook	Auburn
H. A. Skillins	Bangor
Arthur S. Tracey	Bangor
Chas. B. Goodrich	Waterville

Who Make Freeport
Go with "F.O.B."



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♦ ♦

Wood Business Starts

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Notes from Rockland---The Lime City

By A. R. PUGH

As evidence that people are still using the Maine Central as a means of transportation, the ticket office submits a balance sheet total of over \$10,000 for the month of December, which is not so worse.

Bill Can't Fish

This is a tough winter for Bill Stearns. Frost fishing excellent and no chance to go. In past years the surplus of these delicacies has been taken care of by this artist, and the fish must miss him this year, since his present run does not allow him any time to engage in this pastime. As a result, the ocean is going to be pretty well filled with Tom Cod, etc., next summer,—the ones Willie would have garnered had he the opportunity.

Arthur W. McCurdy, ticket agent, had a somewhat painful experience last week when he suffered a kink in his back that kept him doubled up for a few days. But a little thing like that is nothing in Pop's

young life, and he kept at the job and demonstrated that youth must be served.

New Face in the Freight House

Mrs. Bernice Snowman, for several years Freight Office Stenographer has handed in her resignation to take effect Jan. 7th. She will be greatly missed here, not only by the office crowd, but by the patrons of the company whose business has brought them into contact with her.

Miss Edith Pratt has resigned her position as Stenographer to the Mayor, and accepted the position vacated by Mrs. Snowman. Although new to the railroad game, she has had considerable experience as a stenographer and comes to us with a wealth of recommendations and is catching on to the work and will make a valuable as well as welcome addition to our force. Mrs. Snowman was presented with a splendid electric grill and table lamp by the employees here in acknowledgment of good luck and good will.



Group Insurance Payments for the Past Month

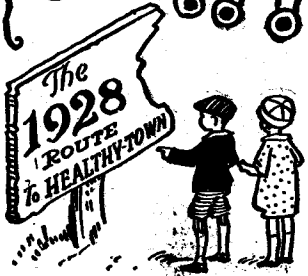
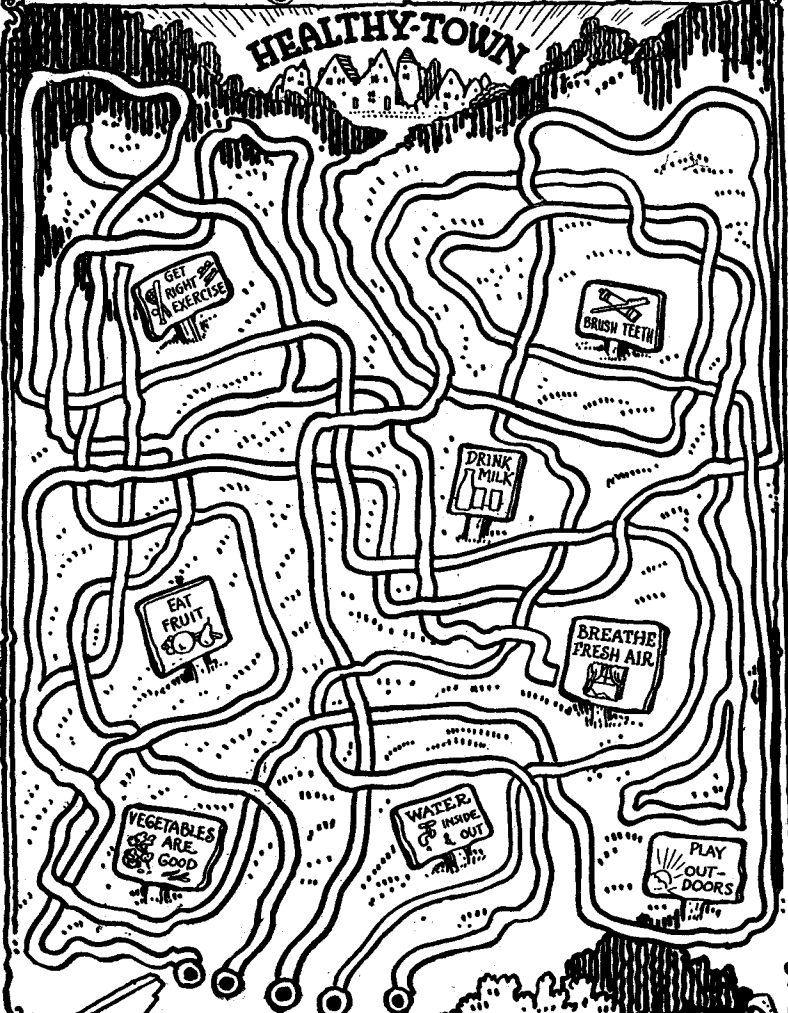
From December 20th to January 17th, forty-six members of the Maine Central Family received sickness or accident disability payments under the group policy from the Travelers Insurance Company.

The following claims have been settled:

Name	Location	Reason
Ann A. Cawley	Gen. Pass. Agt.	Sickness
William H. Welch	Aud. Frt. Accts.	Sickness
David Bellefontaine	Portland	Sickness
William E. Bonner	Bangor	Sickness
George Cotta	Harmony	Accident
Sidney J. Cox	So. Gardiner	Accident
John Dugan, Sr.	Portland	Sickness
William Hartford	Portland	Sickness
Wilbur C. Nutt	Thorndike	Sickness
Percy E. Shaw	Carmel	Sickness
Herbert W. Thompson	Cumberland Ctr.	Sickness
Clyde Burnham	Portland	Sickness
Adam Dueboddy	So. Portland	Sickness
John Nelback	Portland	Sickness
Robert H. Cook	Auburn	Sickness
H. A. Skillins	Bangor	Sickness
Arthur S. Tracey	Bangor	Accident
Chas. B. Goodrich	Waterville	Sickness
Josiah Hawkes	Waterville	Sickness
Charles Libby	Waterville	Sickness
Frank Mathews	Waterville	Sickness
Stanley E. Rowe	Waterville	Sickness
James M. Burgess	Calais	Accident
George Caron	Brunswick	Sickness
Walter E. Crawford	Waterville	Accident
Elmer W. Cummings	Lewiston	Accident
Michael J. Madden	Brunswick	Sickness
William B. Mennealy	Lewiston	Sickness
George P. Stetson	Bangor	Sickness
John L. Wallace	Eastport	Sickness
Alvin A. Haney	Oldtown	Sickness
Arthur V. McClain	Waterville	Sickness
Telephore Gagnon	Portland	Sickness
Sam Watt	Lewiston	Sickness
Sidney B. Chase	So. Portland	Sickness
Thomas Cornelius	So. Portland	Sickness
Carl P. Grimmer	So. Portland	Sickness
Richard S. Kelly	So. Portland	Sickness
Thomas E. Martin	Portland	Sickness
Harry A. Melough	Portland	Sickness
Mathias O'Toole	Portland	Sickness
George W. Parker	Portland	Sickness
William W. Smith	So. Portland	Sickness
Albert J. Stanton	Portland	Sickness
George E. Sylvester	So. Portland	Sickness
Albert B. Zink	Portland	Sickness

A PAGE for the CHILDREN

HEALTHY-TOWN



One of these roads lead to HEALTHY-TOWN. Can you pick it out?
The signs along the way also tell you the only real road to HEALTH.
(Go either OVER or UNDER at the cross roads, like this)

CHARLES E. NASH & SON, AUGUSTA, MAINE



RRB

Maine Central Employees' Magazine,

222 St. John Street,

Room 111

Portland, State of Maine.

(If you are outside the United States, please add postage)



The
Tip for your
Traffic

Traffic "Tips"

(Advice as if you can use extra cards)

Date:

I understand that

(Name of prospective patron)

whose address is

(Street number, town or city, and state)

Phone

No.

that work

{ make a copy
of this form (attach)
to order extra freight
(attach all tips) }

from

to

Industries Seeking Location

(Name)