



March  
1928

# Maine Central Employees' Magazine

# The Man Who Boosts

By SIDNEY WARREN MASE

There's no one that loves a knocker,  
Unto him no praise is due,  
For he is a useless being  
Whose dread presence we eschew.  
Give to us the man that's loyal,  
One who knows and knows he can,  
A believer and a booster,  
And a real, upstanding man!

None can countenance a shirker,  
He's the wrench dropped in the works;  
For a constant source of hindrance  
Is the nondescript who shirks.  
We are for the live-wire fellow  
Who holds loafing as a crime,  
And delights in work and boosting—  
We are for him all the time!

There are wishy-washy fellows  
Who are sordidly afraid  
Lest they might perform some service  
For which they're not getting paid.  
They are ruled by clocks and whistles,  
And cannot by any chance  
See how boosting their employers  
Can their interests advance.

Lord, give us the worth-while booster!  
All the world has need of him;  
There's no job he fears to tackle  
That requires grit and vim.  
He's the rarest genus homo  
In this magic age produced,  
Is the man who shirks no duty  
And who never fails to boost!

—From the *Missouri Pacific Lines Magazine*

MAINE  
CENTRAL  
RAILROAD

MAINE

EMPLOYEE

Vol. V

M

## Railroads Deprived of National

Samuel O. Dunn, Editor  
Inconsistency of

“IT will be eight years on March 1 since the railways were returned to private operation, and during that period their management and service have greatly improved, and public sentiment toward them has constantly become more favorable, while government regulation of them has not improved, but continues to reflect public sentiment that has ceased to exist and largely to ignore changes in conditions that have occurred since before the war,” Samuel O. Dunn, editor of the *Way Age* in an address at the “Railway Revelations” dinner of the Oklahoma City Chamber of Commerce, Tuesday, January 26, reports the *Marquette Magazine*.

### The Nation's Need

“The nation's principal need from a transportation standpoint is a program of regulation which will be as favorable to the railways as public sentiment is; that will recognize the changed conditions that have occurred since before the war, and that will support railway managements in their efforts to give the public the high quality of service it demands at rates compatible with such service.

o Boosts

N MASE

knocker,  
e,

e eschew.  
oyal,  
ws he can,

man!

irker,  
in the works;  
ndrance  
hirks.  
low  
rime,  
boosting—  
me!

ows

ome service  
tting paid.  
nd whistles,  
ce  
ployers  
nce.

ile booster!  
f him;  
ackle  
im.  
ed,  
duty  
boost!

mes Magazine



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. V

MARCH, 1928

No. 3

## Railroads Deprived of Their Fair Share of National Prosperity

Samuel O. Dunn, Expert Economist, Points Out  
Inconsistency of Hampering Regulation

**I**T will be eight years on March 1st since the railways were returned to private operation, and during this period their management and service have greatly improved, and public sentiment toward them has constantly become more favorable, while government regulation of them has not improved, but continues to reflect a public sentiment that has ceased to exist and largely to ignore great changes in conditions that have occurred since before the war," said Samuel O. Dunn, editor of the *Railway Age* in an address at the "Railroad Revelations" dinner of the Oklahoma City Chamber of Commerce, Thursday, January 26, reports the *Pere Marquette Magazine*.

### The Nation's Need

"The nation's principal need from a transportation standpoint is a policy of regulation which will be as fair to the railways as public sentiment now is; that will recognize the changes in conditions that have occurred since before the war, and that will support railway managements in their efforts to give the public the high quality of service it demands at rates compatible with such service.

"The railways have performed the duty of efficient and economical operation that was imposed upon them by the Transportation Act under which they were restored to private operation. In spite of an increase in freight business, total railway operating expenses have been reduced 25 per cent since they reached their peak in 1920, and there have been reductions of rates that, on the basis of present business, are saving the public almost a billion dollars a year in transportation charges.

### Incalculable Benefits to Public

"Furthermore, owing to the expansion and improvement of railway properties by the investment of billions of dollars, and to increased efficiency of operation, shortages of transportation have been unknown for almost five years, with resulting benefits and savings to the public of almost incalculable value.

"There was also imposed upon the Interstate Commerce Commission by the Transportation Act the duty of so regulating rates as to enable the railways, under efficient management, to earn a fair annual return, and that duty the commission has not per-



formed. The average return earned has been much less than the Commission itself has held would be fair; and in 1927 there was a decline in the return earned by every group of railways in the country, which amounted for all of them to probably \$130,000,000.

### Railroads Create Wealth

"Not until the government authorities that regulate the railways perform the duties imposed upon them by the laws as well as railway managements are performing the duties imposed upon them by the same laws, can we feel a reasonable assurance that the railways will be able to continue to render good and adequate service.

"In no other country has the wealth and average income of the people approached that of the people of the United States, and this is due more to the development of our railways than to any other single cause. The United States has only 9 per cent of the area and only 7 per cent of the population of all the countries that have railways, but it has more than one-third of the world's railway mileage, and our railways each year handle more tons of freight than all the other railways of the world combined.

### High Tonnage per Person

"On the average our railways handle each year six times as many tons of freight per inhabitant as do the railways of Europe, and 19 times as many tons of freight per inhabitant as are handled by all the railways of the world excepting ours. No country which so largely owes its development to railways, and which is still so largely dependent upon them for its

progress and prosperity, can afford not to pay them the rates and let them earn the return essential to the constant expansion and enlargement of their facilities.

"There is no subject as to which there have prevailed more erroneous views than regarding the burden imposed by freight rates upon our industry and commerce, and the factors that determine the general level of the rates the railways must be allowed to charge. The value of commodities mainly determines the freight rates they can bear.

### No "Rate Burden"

"Government statistics show that, after the various fluctuations in prices and freight rates that have occurred during the last forty years the average wholesale price of all commodities is at present 90 per cent higher than it was in 1890 and the average wholesale price of farm products 118 per cent higher, while the average revenue received by the railways for carrying each ton of freight one mile is only 14 per cent higher. We hear talk constantly of the 'burden of freight rates,' while in fact over periods of years freight rates have constantly been becoming lower in proportion to the prices of commodities.

"Again, many persons, even including supposedly expert regulating authorities, seem to think the general level of rates is and will be largely determined by the net returns the railways are allowed to earn. Increased operating expenses and taxes are consuming 95 per cent of the increase in railway earnings that has occurred since ten years ago, which plainly shows that operating expenses and

(4)



taxes have made necessary the present level of railway rates.

### Reckless Disregard of Future

"On the other hand in the long run the way the railways can be developed and in consequence the amount of the character of the service they can render, depend entirely upon the return they are allowed to earn. It is yet, while no public man or regulating authority is seeking to regulate the wages, the other operating expenses or the taxes of the railways which have made present rates necessary, many of them favor narrow restrictions of the net return they can earn in reckless disregard of the effect on the ability of the railways to handle the country's goods and commerce.

"There is an amazing inconsistency between the public's recognition

## First Remote Control

By Signal Engineer

AN installation of remote control electrically operated switches recently put in service at C... This installation was made by the Department forces. As some of the details of this installation are among the most recent developments in signaling in use on this road for the first time, a somewhat detailed description, though as non-technical as practical, will be of interest.

The two switches in this particular installation are normally operated by what is known as an "electric switch and lock movement" which contain electric motors with gears, and locking devices which automatically lock the switch after it has been thrown by the motor to either position. The current for operating the motor



ess and prosperity, can afford to pay them the rates and let them the return essential to the con- expansion and enlargement of facilities.

There is no subject as to which have prevailed more erroneous than regarding the burden im- by freight rates upon our in- y and commerce, and the factors determine the general level of the the railways must be allowed to e. The value of commodities y determines the freight rates can bear.

### No "Rate Burden"

Government statistics show that, the various fluctuations in prices freight rates that have occurred g the last forty years the average sale price of all commodities is present 90 per cent higher than it a 1890 and the average wholesale of farm products 118 per cent r, while the average revenue re- d by the railways for carrying ton of freight one mile is only 14 cent higher. We hear talk con- y of the 'burden of freight rates,' in fact over periods of years t rates have constantly been be- g lower in proportion to the of commodities.

Again, many persons, even includ- supposedly expert regulating au- dies, seem to think the general of rates is and will be largely de- ned by the net returns the rail- are allowed to earn. Increased tting expenses and taxes are con- g 95 per cent of the increase in ay earnings that has occurred ten years ago, which plainly s that operating expenses and



taxes have made necessary the present level of railway rates.

### Reckless Disregard of Future

"On the other hand in the long run, the way the railways can be developed, and in consequence the amount and character of the service they can render, depend entirely upon the net return they are allowed to earn. And yet, while no public man or railway regulating authority is seeking reductions of the wages, the other operating expenses or the taxes of the railways which have made present rates necessary, many of them favor narrow restrictions of the net return they may earn in reckless disregard of the probable effect on the ability of the railways to handle the country's growing commerce.

"There is an amazing inconsistency between the public's recognition, on

the one hand, of the extent to which the country's past increase in production and prosperity have been due to the railways and of its present and future dependence upon them for transportation, and the public's tolerance, on the other hand, of a policy of regulation which in the past has seriously hampered railroad development; which has persistently failed during the eight years since the roads were returned to private operation to let them earn the net returns the Interstate Commerce Commission itself has held would be fair and are needed; and which is now resulting in a decline in railway net return, the continuance of which would speedily make good and adequate transportation service impossible."



## First Remote Controlled Switches Put in Service

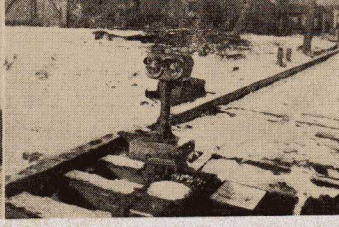
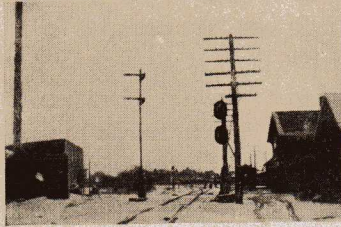
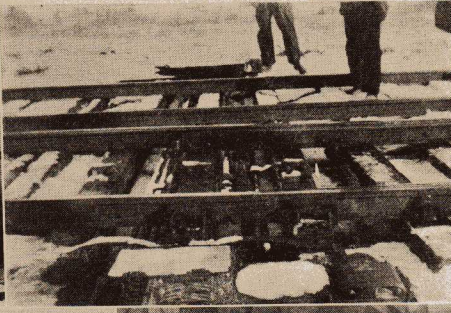
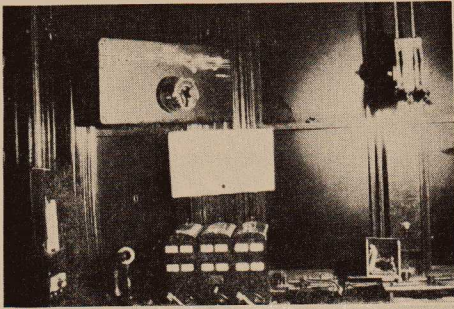
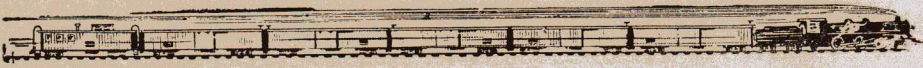
By Signal Engineer, M. SUTHERLAND, Brunswick

**A**N installation of remote controlled, electrically operated switches was recently put in service at Oldtown. This installation was made by the Signal Department forces. As some of the features of this installation are among the more recent developments in signaling practice, in use on this road for the first time, a somewhat detailed description, in language as non-technical as practicable, may be of interest.

The two switches in this plant are normally operated by what is known as "electric switch and lock movements," which contain electric motors with suitable gearing, and locking devices which positively lock the switch after it has been thrown by the motor to either position. The current for operating the motors is

obtained from storage batteries located near the switches; 24 volts at the battery is used. The batteries are kept continually charged by transformers and rectifiers operating from a 110 volt A. C. power line. This is the practice made familiar to radio fans as "trickle charging."

The switch motors are controlled by automatic electric switches, called relays, which are in turn controlled by manually operated switches, or levers, mounted in a table interlocking machine which is placed on the operator's table in the station. Thus when the operator wishes to move a switch, and conditions are right for him to do so, he has merely to move the corresponding lever of the table machine, and immediately the control relay responds, delivering current to the motor in the correct polarity.



**Newly-Installed Signal Equipment at Oldtown**

When the motor begins to revolve, the first thing it moves is the locking bar which locks the switch. When this has been withdrawn, the switch itself begins to move and is thrown to the desired position. The motor continues to revolve until the locking bar is again in place, thus locking the switch. The position of the switch is shown to the operator by indicators, one for "Normal" and one for "Reverse," which appear on the face of the table machine.

There are three levers in the table machine, one for each switch and one for the interlocking signals. The signal lever controls the signals by means of relays, in a manner similar to the switch control, except that the signals have no motors.

The interlocking signals are of the latest type of color light; which means that their indications are conveyed both day and night by means of lights of distinctive colors, instead of using the familiar semaphore arm.

The selection of a light or combination of lights of the proper color depends upon the line-up of the switches and whether all switches in the route are properly closed and locked, and upon whether the track ahead is occupied or not.

The current for the lights of the signals is 10 volt A. C., provided by transformers

from the 110 volt line. If the 110 volt current should fail, a transfer relay would immediately transfer the lighting load to storage batteries which are kept constantly charged, in reserve.

#### **Train Movements before His Eyes**

To assist the operator in handling the plant, there is provided an ingenious device called the track model. This is a sort of blackboard, upon which are represented the tracks within the limits of the plant. The tracks are divided into sections, six in number, distinguished by distinctive colors. In each track section is mounted a small electric light, which burns continuously while the corresponding track is unoccupied; but as soon as a train enters upon any track section, the corresponding light goes out and remains out as long as any part of that track is occupied by the train. The operator may thus follow the progress of a moving train through the plant. There is also a bell which announces the approach of eastbound trains from a point more than a mile west of the station. The approach of westbound trains is indicated by automatic signal E 1493.

To facilitate shifting work over the two switches involved, it was considered desir-

able to have other means of control of these switches than from the station is some distance away. To meet this requirement, the so-called "dual switch mechanism" was installed. This is a device which makes it possible for trainmen to cut out the power to the switch mechanism and throw the switch by hand.

#### **Hand Signals for Engineers**

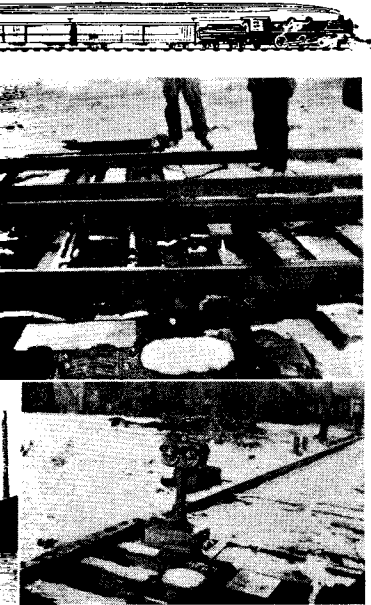
The dual control mechanism has two levers, one called the "selector lever" which transfers the control of the switch from power operation to hand operation and back again; the other called the "hand throw lever," which throws the switch to the hand position while the latter is under hand operation. When it is desired to operate a switch by hand, the trainman first secures permission from the operator, who in giving permission fixes the time during which the switch may be hand operated. The trainman then locks the selector lever and moves the hand throw lever to the hand position. If he finds the selector lever is blocked and its movement can not be completed, this indicates the hand throw lever is not in position. Responding to that of the switch position, it is necessary to reverse the hand throw lever.

The selector lever should then be moved easily to the hand position, and when it is in such position, the switch machine is inoperative, all locking signals are set at stop and all indications are considered suspended. The hand throw lever is used to operate the switch. At the same time a light indicator near the switch will be lighted, and an indicator at the main line switch

## **A Local Viewpoint**

*By V. A.*

On Thursday, January 5th, at the first remote control electric switch, the Maine Central Railroad went into



ent at Oldtown

the 110 volt line. If the 110 volt current should fail, a transfer relay would automatically transfer the lighting load to batteries which are kept constantly in reserve.

**in Movements before His Eyes**

assist the operator in handling the there is provided an ingenious device the track model. This is a sort of board, upon which are represented the within the limits of the plant. The are divided into sections, six in num- distinguished by distinctive colors. In track section is mounted a small elec- light, which burns continuously while responding track is unoccupied; but as a train enters upon any track the corresponding light goes out remains out as long as any part of that is occupied by the train. The oper- ay thus follow the progress of a y train through the plant. There is bell which announces the approach bound trains from a point more than west of the station. The approach bound trains is indicated by auto- signal E 1493.

facilitate shifting work over the two es involved, it was considered desir-



able to have other means of controlling these switches than from the station, which is some distance away. To meet this requirement, the so-called "dual control switch mechanism" was installed. Briefly, this is a device which makes it possible for trainmen to cut out the power operated switch mechanism and throw the switch by hand.

**Hand Signals for Engineman**

The dual control mechanism has two levers, one called the "selector lever," which transfers the control of the switch from power operation to hand operation and back again; the other called the "hand throw lever," which throws the switch while the latter is under hand operation. When it is desired to operate a switch by hand, the trainman first secures permission from the operator, who in giving permission fixes the time during which the switch may be hand operated. The trainman then unlocks the selector lever and moves it to the hand throw position. If he finds that the selector lever is blocked and its movement can not be completed, this indicates that the hand throw lever is not in position corresponding to that of the switch points, and it is necessary to reverse the hand throw lever.

The selector lever should then be free to move easily to the hand throw position, and when it is in such position, the power switch machine is inoperative, all the interlocking signals are set at stop and their indications are considered suspended, and the hand throw lever is used to operate the switch. At the same time a light indicator located near the switch will be lighted. The indicator at the main line switch will show

a red light when the switch is set for the westbound main line, and a green light when the switch is set for the eastbound main line. The indicator at the yard switch will show red when the switch is set for the yard, and green when the switch is set for the westbound main line.

The trainman then notifies the engine- man that the selector lever is in the hand throw position so that he will be governed by hand signals.

**Fixed Signals for Engineman**

When the switching movements have been completed or the time has expired, the trainman restores the switch to the position in which he found it, otherwise the selector lever cannot be thrown to the position to permit of electrical operation. With selector lever restored to such position, both levers are then locked, and the engineman informed, so that he will be governed by the fixed signals. The operator is also notified that power operation has been resumed, and of the location of train or engine. A telephone is provided near the switches for communication with the operator.

**Assurance Made Doubly Sure**

To insure safety of trains passing through this plant, both mechanical and electric locking are used. As has been pointed out, the switches when fully closed are securely locked by steel bars; and unless a switch is fully closed it can not be locked, and unless it is locked, no signal can be cleared.

The table interlocking machine, as its name implies, embodies mechanical interlocking, which means that its levers and other parts are so made and assembled that their movements must be made in prede-

*(Concluded on page 19)*



**A Local Viewpoint on the New Signal Equipment**

*By V. A. CUNNINGHAM, Oldtown*

On Thursday, January 5th, at 10 A.M., the first remote control electric switches on the Maine Central Railroad went into service

at Oldtown, under the watchful eyes of Superintendent T. M. McLaughlin, Assistant Superintendent W. E. Kingston, In-



spector M. F. Dunn, Signal Engineer M. Sutherland, Supervisor S. Sullivan, Agent A. L. Dennis, and the operators who will handle the two switches, from the station ticket office, H. A. Prouty, C. R. Bowley and J. J. O'Connell.

The installation went into operation without a hitch, with a smoothness and efficiency that was a tribute to the skill and

ability of the men who installed it.

Supervisor Sullivan assisted by Percy Trafton, R. D. Coffin, A. H. Spinney, Willis Baker, all highly skilled experts in signal work, installed the various mechanical and electrical machinery with speed and exactness, and the finished job is one they can well be proud of, it is a monument to Maine Central signal skill.



## Every M. C. Engine Goes to the Laundry

There's a little house over at Rigby Terminal that plays an important role in the drama of Transportation.

This structure, known as "the laundry," is responsible to a large extent for the spick and span appearance of our locomotives.



A. W. Leighton

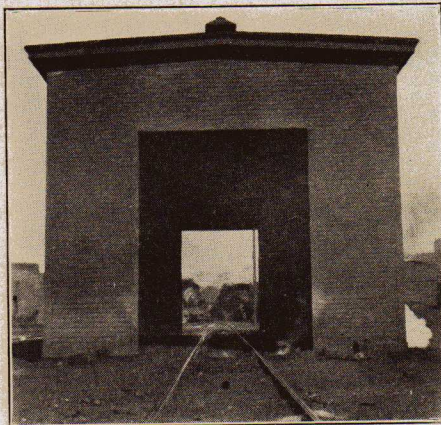
A. W. Leighton, with a service record of twelve years, locally known at Rigby as "Doc," is the man on whose shoulders rests the responsibility of keeping this important part of the "works" functioning properly. Every engine coming into Rigby Yard after a run is cut off from the train, coals up at the coal shed, is driven

to the ash pit for a thorough cleaning of the fire box, and then to the laundry for a bath before going to its berth in the round house.

When an engine puffs into "the laundry" two men, one on either side, spray the out-

side from wheels to smoke stack with oil and steam by means of a 100-pound pressure hose.

The steam is scalding hot and instantly melts all ice and snow as well as cleaning off all dirt. The engines are then taken to the round house for complete inspection.



The "Laundry" at Rigby

## Men of the Wheel and Steel Paid High Tribute

By LeRoy F. Smith, Lieutenant Colonel, U. S. Army

**T**HE American Railroad Man has always commanded my very high regard.

With due modesty, I may claim to be a railroad man myself. Maybe, for the sake of truth, I should say that I am an Ex-

"near" railroad man. It happened thus:

Twenty years ago or more, the B. and O. decided to double-track the line running through the northern Ohio town which was then my home. Information came to me that if I were to make respectful applica-

tion to the Norwegian Czar who of the grading crews, I might get did so; and his Austere Highness was a brakeman on the little dinky which carried the dirt from where where they wanted it.

I "spotted" the cars at the ste then rode the hind end, which was up to the fill where the cars were. At odd times I stoked the engine was, I believe, an early Saxon who oiled the bearings, and repaired the and took lessons in railroad lore engineer, who at this particular playing in this minor league on a some quarrel he had had with a ce lantern on the main road.

My sojourn with this S. S. and (Steam Shovel and Dumps) al minds me of Elinor Glynn; for lasted just three weeks. My jumping off and running ahead an ing a switch, an old-fashioned, type, resulted in the dumping of of dirt over on the adjacent B. an

The Czar, who came down out of sky at that instant told me in unmistakable Constructionese th meant for me "Batter Out." I certain other remarks which were irrelevant, since they were upon topics of theology and natural history. I understood his principal thesis, w upon the subject of "time," a "check"; and I left him in sorrow him no more.

That experience may not get me lodge, but at least it should not against me. Anyhow, I wish you have seen that switch; it was a rot of mechanism.

That is close to a quarter-century and through the intervening years been afforded multiplied opportunity to observe the railroad man, the real man, at his work. The net result of observations in this great industry expressed in this sentence:

**"I believe that the highest of American citizenship exemplified in our industrial life today is exemplified by the American Railroad Man."**



of the men who installed it. Supervisor Sullivan assisted by Percy R. D. Coffin, A. H. Spinney, Baker, all highly skilled experts in work, installed the various mechanical-electrical machinery with speed and skill, and the finished job is one they will be proud of, it is a monument to Central signal skill.

## to the Laundry

from wheels to smoke stack with oil steam by means of a 100-pound pressure. The steam is scalding hot and instantly melts all ice and snow as well as cleaning the dirt. The engines are then taken to the house for complete inspection.



The "Laundry" at Rigby

## Paid High Tribute

Colonel, U. S. Army

railroad man. It happened thus: many years ago or more, the B. and O. decided to double-track the line running through the northern Ohio town which was my home. Information came to me that I were to make respectful applica-

tion to the Norwegian Czar who was boss of the grading crews, I might get a job. I did so; and his Austere Highness made me a brakeman on the little dinky work-train which carried the dirt from where it was to where they wanted it.

I "spotted" the cars at the steam shovel, then rode the hind end, which was in front, up to the fill where the cars were emptied. At odd times I stoked the engine (which was, I believe, an early Saxon model), and oiled the bearings, and repaired the switches, and took lessons in railroad lore from my engineer, who at this particular time was playing in this minor league on account of some quarrel he had had with a certain red lantern on the main road.

My sojourn with this S. S. and D. road (Steam Shovel and Dumps) always reminds me of Elinor Glynn; for my job lasted just three weeks. My delay in jumping off and running ahead and throwing a switch, an old-fashioned, loose-rail type, resulted in the dumping of six cars of dirt over on the adjacent B. and O.

The Czar, who came down out of the blue sky at that instant told me in pure and unmistakable Constructionese that B. O. meant for me "Batter Out." He made certain other remarks which were quite irrelevant, since they were upon certain topics of theology and natural history. But I understood his principal thesis, which was upon the subject of "time," and "pay check"; and I left him in sorrow and saw him no more.

That experience may not get me into the lodge, but at least it should not be held against me. Anyhow, I wish you could have seen that switch; it was a rotten piece of mechanism.

That is close to a quarter-century ago; and through the intervening years I have been afforded multiplied opportunities to observe the railroad man, the *real* railroad man, at his work. The net result of my observations in this great industry may be expressed in this sentence:

**"I believe that the highest ideals of American citizenship exemplified in our industrial life today, are exemplified by the American Railroad Man."**

A statement like that needs some annotations; and I shall present them herewith.

If one were to set down the qualities of mind and heart which are woven into our conception of the ideal type of American Citizenship, what qualities would he consider not only most important, but indeed absolutely essential? He would, at the very least, set down these: Loyalty, Faithfulness, Sobriety, Courtesy, Punctuality, Attentiveness, Alertness and Patriotism. I find no group of men in America today who present a composite of those fine characteristics in a more perfect fashion than does the American Railroad Man.

Let us talk of some of those qualities:

### Loyalty

The loyalty of a railroad man for his railroad is very much like the loyalty of a good soldier for his particular regiment. Oh, of course, the Umpsteenth Regiment is a good outfit, and the Steensteenth Outfit is very good, and so on; but *our* regiment could beat these others with one hand behind our backs!

And, the B. Z. and C., and the X. Y. and Z. are pretty fair roads; but *our* road's rolling stock makes theirs look like Hogan's Alley alongside Riverside Drive; and our steel makes theirs look like two streaks of rust crawling off over the country?

That sort of attitude kicks two ways: It *makes*, actually *makes*, *our* road better; and it makes the chap who thinks it and says it, better. Do you know a body of men in the world who have a higher average of this Loyalty stuff in their hearts than American Railroad Men?

One day, years ago, I visited my Uncle Jim Reed, in the Big Four machine shops in Delaware, Ohio. Uncle Jim was forcing car wheels onto axles. He used hydraulic pressure to do this, because the axle was one two-hundredth of an inch larger than the hole in the wheel.

"Uncle Jim, do you ever think, when you are fitting a wheel onto an axle, that Aunt Lide or Cousin Bertha might some day be riding in the car that this wheel belongs to?" I asked.

Uncle Jim replied, "No, my boy, I don't; but I *always* think that somebody is going to ride over this axle."



Often, since Uncle Jim rode into his Last Terminal, have I looked upon his photograph; and the photograph of Uncle Jim, the faithful Big Four machinist, gives me today more inspiration than any other picture I have ever looked upon..

**Punctuality**

The other morning, the Pennsylvania brought me from Washington, D. C., to Mansfield, Ohio. At Canton the conductor said to the engineer, "We will wait here 90 seconds!" Merciful Heavens! If the whole United States could be run with that meticulous punctuality, our individual lives would be multiplied a thousand-fold, ten thousand-fold.

The average sloppy, go-as-you-please, careless, unregulated, un-self-disciplined American never feels in his bosom the joy and satisfaction which that engineer held in his breast this morning.

**Courtesy**

Ah, here we have something! Recently THE PENNSYLVANIA NEWS carried the

story of a conductor who assisted a lady to alight, late at night, at a flag stop station. Her friends had not shown up to meet her. The station was dark.

The conductor tied his great train to the hitching post, and escorted the passenger to a distant farmhouse, where a lamp in a window gave promise of welcome and protection.

**Patriotism**

When I come to this point, a lump rises in my throat, like the lump which arises when I think of a doughboy in a trench. What a service the men of steel and the wheel performed in all of our conflicts.

May they cherish and foster those admirable characteristics of heart and life which have long cause me to look upon them as the exemplars of America's highest ideals of citizenship. And may they, while exemplifying such ideals, receive at the hands of their fellow citizens the highest possible rewards, material and moral.

—Courtesy The Pennsylvania News



**JOHN W. LOWELL**

John W. Lowell, trackman Division 3, Eastern Division, died January 30th. He entered Maine Central service April 7, 1921, and is survived by a wife, May Violette.

**WALTER PETTEE**

Friends of Walter Pettee, brakeman on the Eastport Branch, were sorry to learn of his death which occurred at Ayer's Junction on February 15. Mr. Pettee was at his work shifting cars at the Junction and death came instantaneously. He was a native of Boston, but had been a resident of Eastport and later of Calais for the last 17 years. He is survived by a wife, Inez.

**THOMAS GALLAGHER**

Thomas Gallagher, coach cleaner at Bangor Car Shops, died at his home in Bangor on February 1st. Mr. Gallagher entered Maine Central service May 21, 1918, and is survived by one daughter, Helen.

**CARD OF THANKS**

We desire to extend our sincere thanks to those members of the Maine Central Family at Rumford who so kindly gave us assistance and sympathy during our recent sorrow at the death of our dear son and brother, Ralph V. Candere.

Mr and Mrs. W. E. Candere and Family, Rumford.

**MAINE CENTRAL  
Employees' Magazine**

Vol. V MARCH 1928

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

DUDDLEY ALLEMAN, Editor  
D. W. BISHOP, Associate Editor  
MAGAZINE  
STAFF CORRESPONDENTS

Portland Terminal  
Miss A. Z. Donahue, Editor  
C. D. Atherton, Editor  
Joseph D. Rourke, Editor  
John F. Dunn, Editor  
Eastern Division  
J. L. Riggie, Editor  
C. H. Leard, Editor  
C. A. Jeffers, Editor  
P. N. Carson, Editor  
V. A. Cunningham, Editor  
R. H. Johnson, Editor  
E. F. McLain, Editor  
S. A. Frost, Editor  
H. D. Davis, Editor  
T. S. Kelley, Editor  
Superintendent  
Bangor Mot. Div.  
Bangor  
Bangor T.

Portland Division  
E. W. Tibbetts, Editor  
E. E. Walker, Editor  
A. A. Thompson, Editor  
W. H. Marshall, Editor  
A. F. Smith, Editor  
R. C. Brown, Editor  
P. J. Hanley, Editor  
S. O. Swett, Editor  
A. L. Eastman, Editor  
J. E. Winslow, Editor  
Alfred R. Pugh, Editor  
General Offices  
Mrs. B. T. Preston, Editor  
E. I. Hill, Editor  
Public  
Freight

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

**EDITORIALS**

**THE BASIS OF TRANSPORTATION**

Electric refrigerators in the North and oil heaters at the Equator were drug in the market even in the most high-powered sales markets. Particularly, potatoes in Aroostook and Rumford would go begging if they were not moved beyond Northern Maine to Danville Junctions. This is because of the quality possessed by all goods known as "plae utility." Products moved point to point have their value doubled, sometimes trebled. Here lies the justification for freight rates and

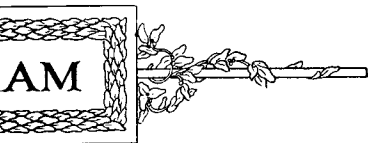


a conductor who assisted a lady to  
late at night, at a flag stop station.  
ends had not shown up to meet her.  
ation was dark.  
conductor tied his great train to the  
g post, and escorted the passenger  
stant farmhouse, where a lamp in a  
gave promise of welcome and pro-

**Patriotism**

When I come to this point, a lump rises  
in my throat, like the lump which arises  
when I think of a doughboy in a trench.  
I think of the men of steel and the  
service they performed in all of our conflicts.  
They cherish and foster those ad-  
mirable characteristics of heart and life  
which have long caused me to look upon  
them as the exemplars of America's highest  
characteristics of citizenship. And may they, while  
pursuing such ideals, receive at the  
hands of their fellow citizens the highest  
rewards, material and moral.

—Courtesy The Pennsylvania News



**THOMAS GALLAGHER**

Thomas Gallagher, coach cleaner at  
Car Shops, died at his home in  
on February 1st. Mr. Gallagher  
Maine Central service May 21,  
and is survived by one daughter,

**CARD OF THANKS**

We desire to extend our sincere thanks  
to the members of the Maine Central  
at Rumford who so kindly gave us  
sympathy and sympathy during our recent  
at the death of our dear son and  
Ralph V. Candere.  
Mr and Mrs. W. E. Candere  
and Family, Rumford.



**MAINE CENTRAL  
Employees' Magazine**

Vol. V MARCH 1928 No. 3

"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,<br>C. D. Atherton,<br>Joseph D. Rourke,<br>John F. Dunn,   | Freight Office<br>Freight Office<br>South Portland<br>Rigby  |
| <i>Eastern Division</i>  |  |
| J. L. Riggie,<br>C. H. Leard,<br>C. A. Jefferds,<br>P. N. Carson,<br>V. A. Cunningham,<br>R. H. Johnson,<br>E. F. McLain,<br>S. A. Frost,<br>H. D. Davis,<br>T. S. Kelley,                     | Superintendent's Office<br>Bangor Mot. Pow. Dept.<br>Bangor Car Dept.<br>Bangor Ticket Office<br>Oldtown<br>Woodland<br>Calais<br>Eastport<br>Vanceboro<br>Kingman |
| <i>Portland Division</i>   |  |
| E. W. Tibbetts,<br>E. E. Walker,<br>A. A. Thompson,<br>W. H. Marshall,<br>A. F. Smith,<br>R. C. Brown,<br>P. J. Hanley,<br>S. O. Swett,<br>A. L. Eastman,<br>J. E. Winslow,<br>Alfred R. Pugh, | Brunswick<br>Augusta<br>Waterville<br>Oakland<br>Lewiston<br>Lewiston<br>Lewiston, Lower<br>Rumford<br>Bemis<br>Lancaster<br>Rockland                              |
| <i>General Offices</i>   |  |
| Mrs. B. T. Preston<br>E. I. Hill,  | Publicity Bureau<br>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**

**THE BASIS OF TRANSPORTATION**

Electric refrigerators in the North Pole and oil heaters at the Equator would be a drug in the market even in the hands of the most high-powered salesman. Similarly, potatoes in Aroostook and paper in Rumford would go begging if they could not be moved beyond Northern Maine and Danville Junctions. This is because of a quality possessed by all goods known as "place utility." Products moved from point to point have their value doubled and sometimes trebled. Here lies the economic justification for freight rates and the real

basis for the idea the railroads are trying to sell the public that service is more important than rates.

**NO PLACE FOR GUESS WORK**

Millions of dollars are lost every year in Wall Street by people who guess that stock will go up or go down. Only the men who know win with any degree of consistency. American railroads are said to lose vast amounts because it is a frequent practice of shipping clerks to "estimate" weights instead of using an accurate scale. Such estimated weights are frequently far from correct and too often lead to endless trouble with claims for overcharges. Good weighers should take the place of many who regard themselves as clever guessers. Here, as in Wall Street and most everywhere else, the man who gets ahead is the man who KNOWS.

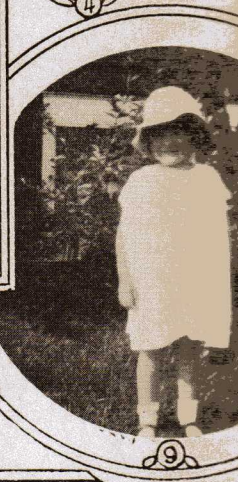
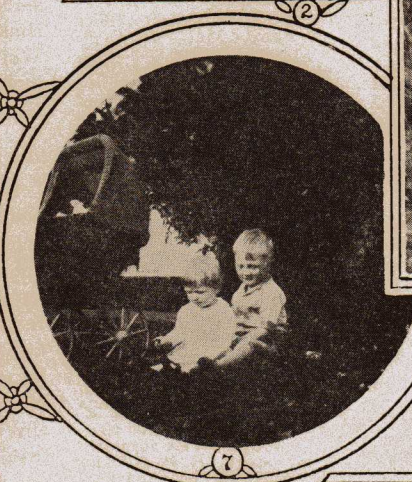
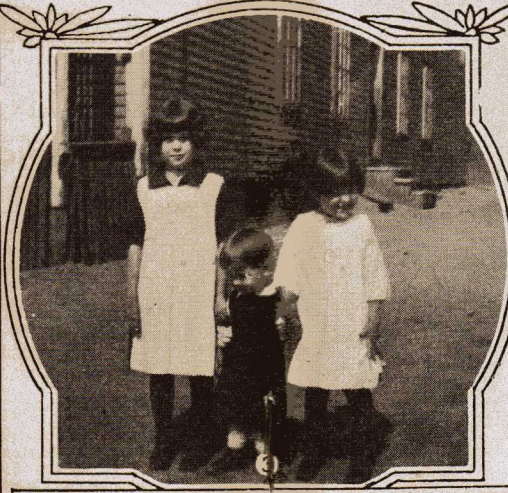
**THE GREATEST ASSET**

Intelligence, character, ability, honesty, health, vigor, punctuality and many more personal qualities might be listed as the one greatest asset a man may possess to lead him along the path to success. But there is another quality that is even more important than any of these, though its importance is derived from a combination of all the qualities mentioned. Without this asset no man may rise above the dull level of mediocrity. This asset—and it is the greatest a man may possess—is DEPENDABILITY.

**LURE OF TRAIN TRAVEL**

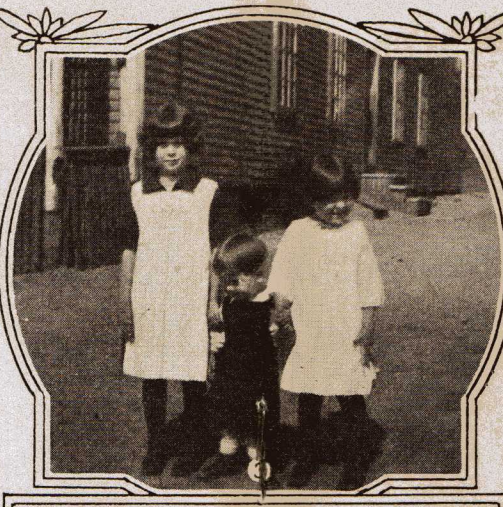
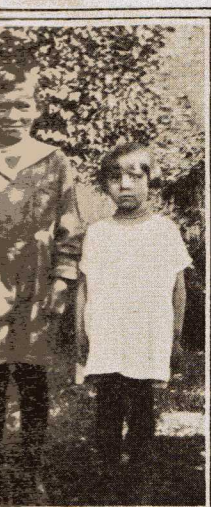
Herein, I think, lies the chief attraction of railway travel. The speed is so easy, and the train disturbs so little the scenes through which it takes us, that our heart becomes full of the placidity and stillness of the country; and while the body is borne forward in the flying chain of carriages, the thoughts alight, as the humor moves them, at unfrequented stations; they make haste up the poplar alley that leads towards town; they are left behind with the signalman as, shading his eyes with his hand, he watches the long train sweep away into the golden distance.

(Robert Louis Stevenson)



### More of the Rising Generation of the Maine Central Family

(1) Harold, 3 years, youngest son of Carman L. E. Jordan, Rumford. (2) Carl and Elaine, aged 7 and 4, whose proud daddy is Section Foreman O. E. Littlefield, Belgrade. (3) Alice, aged 8, Rosario, 3, Cora 4, children of Trackman Albeni Caron, Sec. 33, Lewiston Upper. (4) Meda, aged 11, George, 5, John, 7, Alfred, 13, and Florence, 9, children of Section Foreman John F. Sanborn, Burnham Junction. (5) Maxie B. Greeley, daughter of Eugene H. Greeley, Roadmaster's Clerk, Lewiston Upper. (6) A mighty hunter, Linwood Rickards, 3, son of Operator C. P. Rickards, Richmond. (7) One-year-old Lois and three-year-old John, children of Assistant Roadmaster E. T. Ricker, Mattawamkeag. (8) Four of a kind and the joker—Hugh, 10, Richard, 5, Gordon, 8, and Robert, 6, sons of Agent L. G. Stillings, Fabyans. (9) Ellen Lucey, age 4, daughter of W. E. Lucey, Auditor of Passenger Accounts. (10) Arthur and Bhima, children of Section Foreman A. L. Bryant, Dixfield. (11) Alma, aged 7, and James F., Jr., children of Section Foreman J. F. Chadbourne, Livermore Falls. (12) Sitting, "Dick," age 1, standing on left, "Jackie" age 3, children of John Shaw, clerk in Freight Traffic Department. On right, Kenneth, age 2 1-2, son of Frank W. MacDonald, ticket seller, Portland Union Station. (13) Baby Joan, aged 6 months, daughter of General Foreman M. F. Rhoades, Waterville Shops. (14) Helen Delores, daughter of Alton Butler, Fairfield, Clerk in the Waterville Shops. (15) Richard William, aged 5, son of Assistant Roadmaster A. S. Dodge, Lancaster.



### More of the Rising Generation of the Maine Central Family

(1) Harold, 3 years, youngest son of Carman L. E. Jordan, Rumford. (2) Carl and Elaine, aged 7 and 4, whose proud daddy is Section Foreman O. E. Littlefield, Belgrade. (3) Alice, aged 8, Rosario, 3, Cora 4, children of Trackman Albeni Caron, Sec. 33, Lewiston Upper. (4) Meda, aged 11, George, 5, John, 7, Alfred, 13, and Florence, 9, children of Section Foreman John F. Sanborn, Burnham Junction. (5) Maxie B. Greeley, daughter of Eugene H. Greeley, Roadmaster's Clerk, Lewiston Upper. (6) A mighty hunter, Linwood Rickards, 3, son of Operator C. P. Rickards, Richmond. (7) One-year-old Lois and three-year-old John, children of Assistant Roadmaster E. T. Ricker, Mattawamkeag. (8) Four of a kind and the joker—Hugh, 10, Richard, 5, Gordon, 8, and Robert, 6, sons of Agent L. G. Stillings, Fabyans. (9) Ellen Lucey, age 4, daughter of W. E. Lucey, Auditor of Passenger Accounts. (10) Arthur and Bhima, children of Section Foreman A. L. Bryant, Dixfield. (11) Alma, aged 7, and James F., Jr., children of Section Foreman J. F. Chadbourne, Livermore Falls. (12) Sitting, "Dick," age 1, standing on left, "Jackie," age 3, children of John Shaw, clerk in Freight Traffic Department. On right, Kenneth, age 2 1-2, son of Frank W. MacDonald, ticket seller, Portland Union Station. (13) Baby Joan, aged 6 months, daughter of General Foreman M. F. Rhoades, Waterville Shops. (14) Helen Delores, daughter of Alton Butler, Fairfield, Clerk in the Waterville Shops. (15) Richard William, aged 5, son of Assistant Roadmaster A. S. Dodge, Lancaster.



# Maine Central Family

## The Yard Conductor Talks Again

Illustrated by Chief Dispatcher J. J. LEYDEN, Portland

"I see by the *Magazine*," commenced the Yard Conductor, as he stepped into the switch shanty and hauled his old black pipe out of his hip pocket, "where —"

"Here's a magazine you better read," interrupted the Switchman, pointing to a sheet of paper tacked on the wall. "This says there's to be no loafing around switch shanties, and it's signed by the yardmaster himself."

### He Furnished the Habit

"I'm not loafing," replied the Yard Conductor, "I'm on business. And anyway, I just saw the yardmaster up in the other end of the yard." He carefully seated himself in the somewhat decrepit "guest chair", reamed out his pipe, and looked inquiringly at the Switchman.

"Oh, yes," said the Switchman, "I suppose you won't be happy till you get it," and handed him a plug of tobacco.

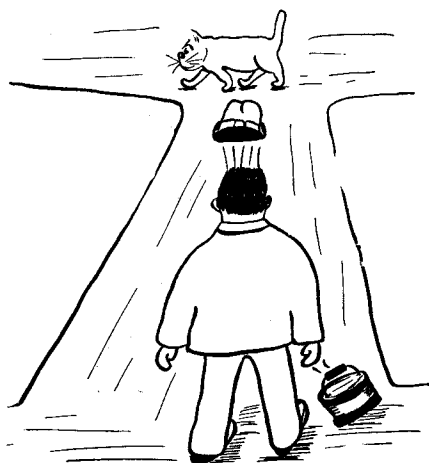
"Thanks. And, er— have you a knife? I see by the *Magazine* where a cat was found in a bag hanging to the telegraph wires out near Lewiston. Did you ever hear about 'Pop' Donnelly's cat, and how she came back home?"

"No," said the Switchman, "but be sure that plug and my knife come back home."

### "Pop's" Brilliant Idea

"It seems," went on the Yard Conductor, "that 'Pop' had a cat which he had tried hard to dispose of. He'd given her away several times, but she always managed to get back home, and he was too tender-hearted to put her away. So 'Pop' had a brilliant idea. One morning before he left Lancaster on 378 for Beecher Falls, he made a nice little crate and coaxed Kitty into it. Then he loaded the crate into the caboose, and when he got to Beecher Falls

he made a present of the cat to one of the immigration officers. 'There,' says 'Pop', 'you're a pretty good sprinter, but let's see you find your way home over 43 miles of hard going.' Got a match?"



The Cat Came Back!

"Here's a whole box," said the Switchman. "Is that all of the story?"

### This Cat Came Back, Too

"Not quite. When 'Pop' got in on 377 that night and booked off, he went home with his chest high, all puffed up at his smartness. And when he reached his front door, there was kitty licking her chops and purring round his legs."

"Hold on," said the Switchman, "you don't expect me to believe that cat walked 43 miles and beat the train home?"

"I didn't say so," rejoined the Yard Conductor. "As a matter of fact one of the boys at Beecher Falls picked up the crate when 'Pop' wasn't looking, loaded it

on the engine, and took it back to Lancaster. When the engine got to the yard they let kitty out, and she streaked home. But 'Pop' wouldn't part with the cat now. He says she's the smartest in the North Country. Speaking of the Switchman, "he went on, holding out his pipe, "did you ever hear —"

"Speaking of tobacco," said the Switchman, "did you ever buy any yourself?"

### A Woodsville Stop-Over

"Thanks. Speaking of Lancaster," went on the Yard Conductor, calmly, "did you ever hear how Ned Fiske happens to spend the night in Woodsville?"

"Oh, go ahead and spill it," said the Switchman.

"Ned and his wife went over on 378 & M. to Woodsville on an errand on Monday, intending to return on the afternoon train. Now of course as an agent, Ned keeps pretty close tabs on the time of trains. Around his station he's kept a good eye on the passengers from getting left. His wife is an employee, too, you know, and a pretty good railroad man at that. Well, they got their errands done and got down to the Woodsville station some time before the train was due, so they sat down in the waiting room."

### Too Busy Just Then

"Whether they both went to sleep or not, I don't know, but the train hauled out on time. The Yard Conductor stood there for five or six minutes, then he called 'all aboard', and off she went for Lancaster, the last train for that

## Traffic Tip Caution

**S**INCE the last issue of the *Magazine* we have received from various members of the family several important tips which may develop into some business for the company.

X. C. Guimont, agent at Northford, told us of 1000 cords of pulp to be floated down the Connecticut in the spring and the possibility of being hauled over our tracks to Coopersville, thence to destination. This has been developed.

Trainman W. A. Allen at Eastport told us of a family moving to Millinocket



## Talks Again

LEYDEN, Portland

de a present of the cat to one of the  
gration officers. 'There,' says 'Pop',  
e a pretty good sprinter, but let's see  
nd your way home over 43 miles of  
going.' Got a match?"



### The Cat Came Back!

ere's a whole box," said the Switch-  
"Is that all of the story?"

### This Cat Came Back, Too

ot quite. When 'Pop' got in on 377  
night and booked off, he went home  
his chest high, all puffed up at his  
ness. And when he reached his front  
there was kitty licking her chops and  
g round his legs."

old on," said the Switchman, "you  
expect me to believe that cat walked  
es and beat the train home?"

didn't say so," rejoined the Yard-  
ctor. "As a matter of fact one of  
boys at Beecher Falls picked up the  
when 'Pop' wasn't looking, loaded it



on the engine, and took it back to Lan-  
caster. When the engine got to the house,  
they let kitty out, and she streaked it for  
home. But 'Pop' wouldn't part with that  
cat now. He says she's the smartest cat  
in the North Country. Speaking of Lan-  
caster," he went on, holding out his hand,  
"did you ever hear —"

"Speaking of tobacco," said the Switch-  
man, "did you ever buy any yourself?"

### A Woodsville Stop-Over

"Thanks. Speaking of Lancaster," went  
on the Yard Conductor, calmly, "did you  
ever hear how Ned Fiske happened to  
spend the night in Woodsville?"

"Oh, go ahead and spill it," said the  
Switchman.

"Ned and his wife went over on the B.  
& M. to Woodsville on an errand one day,  
intending to return on the afternoon train.  
Now of course as an agent, Ned keeps  
pretty close tabs on the time of trains, and  
around his station he's kept a good many  
passengers from getting left. His wife's an  
employee, too, you know, and a pretty good  
railroad man at that. Well, they got their  
errands done and got down to the Woods-  
ville station some time before the train was  
due, so they sat down in the waiting room.

### Too Busy Just Then

"Whether they both went to sleep or not  
I don't know, but the train hauled in,  
stood there for five or six minutes, the con-  
ductor called 'all aboard', and off she went  
for Lancaster, the last train for the day,

while the Fiskes calmly sat in the waiting  
room. Speaking of the B. & M. —"

"Speaking of the yardmaster," said the  
Switchman, "here he comes down the  
track."

"I'll tell you the rest of it some other  
time," said the Yard Conductor, as he  
knocked out his pipe and hurried out of  
the door, "I'm too busy just now."



## The Hunting Was Good



To Lightman George Robinson of Leeds  
Junction we are indebted for this picture  
taken at Kennebago on October 10, 1927.  
It shows "Nimrod" Robinson and Dana  
Hamilton of Chebeague after a successful  
trip up the Rangeley Branch.

## Traffic Tip Cards Aid in New Business

**S**INCE the last issue of the *Magazine*  
we have received from various mem-  
bers of the family several important  
tips which may develop into some new  
business for the company.

X. C. Guimont, agent at North Strat-  
ford, told us of 1000 cords of pulpwood  
to be floated down the Connecticut River  
in the spring and the possibility of this  
being hauled over our tracks to Coos Junc-  
tion, thence to destination. This tip is  
being developed.

Trainman W. A. Allen at Eastport told  
us of a family moving to Millinocket. We

secured this haul and turned it over to the  
B. & A. at Northern Maine Junction.

### Over the Mountain

Guy O. Clark, Foreman at Portland  
Union Station, sent us word of paint ship-  
ments from Cleveland, Ohio, to a Portland  
concern. This matter was immediately  
followed up and from all indications the  
business will in the future move by the  
way of our Mountain Division.

E. A. Taylor, agent at Wytotitlock, told  
us of 500 cords of cordwood from his station  
to Basin Mills. This may be floated down  
the Penobscot and it may move over our



Eastern Division. The tip has been taken up direct with the receiver, the Orono Pulp and Paper Company.

Philip Bird, clerk in Superintendent of Car Service F. L. Strange's office, told us of less than carload shipments of sheet and metal from the west to Portland. Every angle is being developed to have this move over the Maine Central from St. Johnsbury.

E. G. Young, clerk at Colebrook, N. H., told us of a new bridge to be built at West Stewartstown. It is probable that material for the construction work will move so that the Maine Central will get the long haul.

Selling Maine Central service should be of first and vital importance to every employee, because on the degree of success we have in selling that service, depends the welfare of each of us. The more business we do, the more work there will be in every department of the System.

If you deal with a man and spend your money with him, he ought to reciprocate

and deal with the Railroad from which you get your pay check. Every member of the Family can be of great help in this work. Their efforts would prove very effective. A shipper feels that he has a guarantee of good service when the man who actually handles his shipment, and the ones who build and maintain the track and equipment and in other work of the company are interested.

#### It Works Both Ways

The columns of your local newspaper are always a source of information. Scan the items daily to find out who is contemplating a visit to some distant point, or who, from a distant point is expecting to visit a local resident. You may know many of these people, and your interest in soliciting business will assure our securing it.

It will pay us all to take advantage of every opportunity to assist our traffic representatives in soliciting new business.

It will pay us all to take advantage of every opportunity to talk and boost Maine Central service.

## New Building Under Construction at The Mt. Kineo

A new Women's Dormitory to replace the one recently burned, is now being constructed at The Mount Kineo on Moosehead Lake by our subsidiary, The SamOset Company. It is to be a three-story structure with brick basement 40 feet wide and 90 feet long. The main entrance is to be in the center on the basement floor. On one side is a spacious recreation hall and on the other side is a large hand laundry.

The three floors above are of usual wooden construction with partitions of gypsum wall board. On each of these floors there are 16 rooms and ample toilet facilities. The roof is covered with fire-proof asbestos shingles. Steel fire escapes are provided at each end of building.

This building will accommodate 96 women employees and will be completed ready for occupancy on or before June 15, 1928.

Plans and specifications were prepared under the direction of the Maine Central

Engineering Department in Portland, the detail work being done by I. W. Russell, Architect.



## Norcross Attends New York Meeting

Superintendent Telegraph J. B. Norcross, who splits his time between directing the destinies of the M. C. and the W. U., spent three days early in February in New York City attending a meeting of joint superintendents of telegraph, representing the railroads and the telegraph companies in the eastern division. This territory takes in a zone including the Pennsylvania, the Baltimore & Ohio and roads through to New England. Mr. Norcross described the meeting as very profitable both from a practical and an inspirational viewpoint.

(16)



## Some Veteran Hos



Left to Right: R. E. Evans, Ho  
and W. H. Poertner, Fore

Evans and Poertner are both old in this work, the former having worked 30 years and the latter with a record years' service to his credit. Shackles been Turn Table Operator about a and a half.

It may be interesting to know that from 12.01 a.m. to 12.00 midnight at the present time approximately 90 engines are handled in and out of the Round House, which is to be spotted by the turn table operator.

The second trick crew have the greater number of engines to handle, there are on an average 40 engines in and 20 out. This of course includes B. & M. and



## On the Cover

"I'm shovelin' off the track for daddy," might well be the title for an attractive picture on the cover of this month's *Magazine*, in which the boy Holland C. Mersereau, little grand Engineer Gage Mersereau, who is out of Bartlett.

Little Holland was fourteen months of age when the picture was taken. He was born in Sarasota, Florida, six months after the death of his father, who was employed at different times by the Maine Central at Bartlett. His mother, Mrs. Kate Mersereau, makes her home in Ocala, Florida, where she and little Holland are at the present time.





deal with the Railroad from which you  
our pay check. Every member of the  
ly can be of great help in this work.  
efforts would prove very effective.  
pper feels that he has a guarantee of  
service when the man who actually  
les his shipment, and the ones who  
and maintain the track and equip-  
and in other work of the company  
interested.

#### It Works Both Ways

columns of your local newspaper are  
a source of information. Scan the  
daily to find out who is contemplat-  
visit to some distant point, or who,  
a distant point is expecting to visit  
resident. You may know many of  
people, and your interest in soliciting  
ess will assure our securing it.  
will pay us all to take advantage of  
opportunity to assist our traffic rep-  
atives in soliciting new business.  
will pay us all to take advantage of  
opportunity to talk and boost Maine  
al service.

### tion at The Mt. Kineo

neering Department in Portland, the  
work being done by I. W. Russell,  
tect.

♦ ♦

### Norcross Attends

### New York Meeting

erintendent Telegraph J. B. Norcross,  
plits his time between directing the  
ies of the M. C. and the W. U., spent  
days early in February in New York  
attending a meeting of joint super-  
ndents of telegraph, representing the  
ads and the telegraph companies in  
astern division. This territory takes  
one including the Pennsylvania, the  
more & Ohio and roads through to  
England. Mr. Norcross described  
meeting as very profitable both from  
etical and an inspirational viewpoint.



## Some Veteran Hostlers at Rigby Roundhouse



Left to Right: R. E. Evans, Hostler; Joseph Shackley, Turn Table Operator  
and W. H. Poertner, Foreman of Hostlers at Rigby Round House

Evans and Poertner are both old timers  
in this work, the former having worked for  
30 years and the latter with a record of 24  
years' service to his credit. Shackley has  
been Turn Table Operator about a year  
and a half.

It may be interesting to know that from  
12.01 a.m. to 12.00 midnight at the present  
time approximately 90 engines are handled  
in and out of the Round House, which have  
to be spotted by the turn table operator.

The second trick crew have the greatest  
number of engines to handle, there being  
on an average 40 engines in and 22 out.  
This of course includes B. & M. and M. C.

♦ ♦

### On the Cover

"I'm shovelin' off the track for Grand-  
daddy," might well be the title for the  
attractive picture on the cover of this  
month's *Magazine*, in which the baby is  
Holland C. Mersereau, little grandson of  
Engineman Gage Mersereau, who works  
out of Bartlett.

Little Holland was fourteen months of  
age when the picture was taken. He was  
born in Sarasota, Florida, six months after  
the death of his father, who was employed  
at different times by the Maine Central  
at Bartlett. His mother, Mrs. Kathleen  
Mersereau, makes her home in Osprey,  
Florida, where she and little Holland are  
at the present time.

They spent the past summer and fall  
with Mr. and Mrs. Gage W. Mersereau at  
Bartlett, returning to Sarasota in Novem-  
ber. While in Bartlett little Holland in  
company with his mother and friends  
motored to the summit of Mt. Washington  
at 4.00 a. m. to see the sunrise. He has  
the record of being the youngest person  
ever on the mountain at this early hour of  
the day to witness the sunrise. Holland  
was ten months old at time of trip on  
Aug. 4, 1927.

♦ ♦

### Chief Engineer Laid Low by Operation

Chief Engineer B. T. Wheeler underwent  
a rather serious operation at the Eye and  
Ear Infirmary in Portland the latter part  
of February for antrum and sinus trouble.  
The operation was successful and as we go  
to press, Mr. Wheeler is resting as comfort-  
ably as could be expected.

♦ ♦

### This Month's Special

A sufferer who lives close to a railroad  
yard in the suburbs wrote the following  
about the racket made by a switch engine:

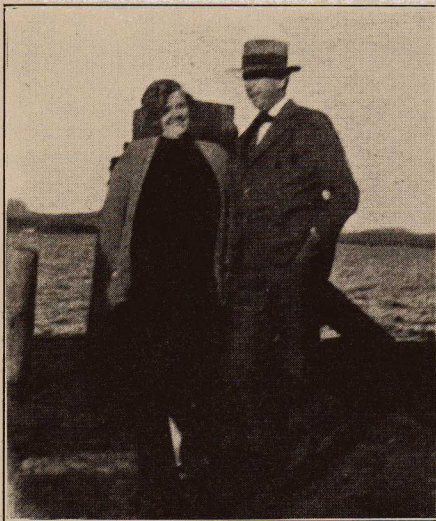
"Gentlemen: Why is it that your switch  
engine has to ding and dong and fizz and  
spit and bang and hiss and pant and grate



and grind and puff and bump and chug and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and puff and groan and thump and boom and smash and jolt and screech and snort and snarl and slam and throb and roar and rattle and yell and smoke and smell and shriek like hell all night long?"—*L. & N. Magazine.*

✦ ✦

## Special Ability Needed to Get this Picture



Agent Julian and Mrs. Estes

They say the hunting is always good around Kineo—but this is just one of those publicity stories, so-called. The editor can testify to this from personal experience, for on several different occasions he has gone gunning for a certain shot—with absolutely no success whatever.

Some time ago he shot a very fine specimen of station agent at this place but continued failure hounded his efforts to get its mate in front of his shutter.

Realizing that this special case required special treatment, the best specialized brains in the organization were assigned to the task. Using the methods that have so frequently served his purpose when he

wished to get desperate criminals into a corner, Chief of Police H. A. (Bunny) Russell succeeded where everyone else had failed and finally shot Agent Julian Estes and his much better half who presides over the destinies of the Kineo freight office, with the results shown herewith.

✦ ✦

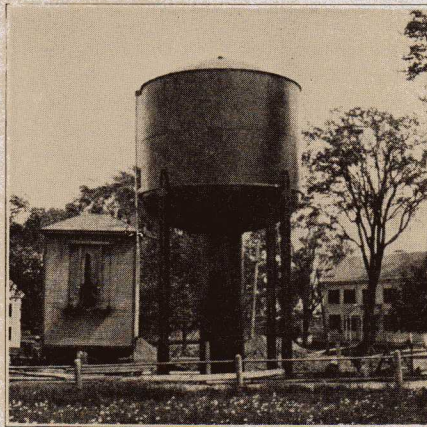
## For Bull Whackers Only

By CHARLES H. BLACKWELL,  
Freight Traffic Department

Many strange matters come to light in the Traffic Department in the course of identifying and classifying freight. Just the other day an appeal was made to the Industrial Department for information on the sources of steel wool. This important article of commerce is obtained, it was discovered, by shearing hydraulic rams. It is reported that in the spring our genial Industrial Agent W. G. Hunton is going to stage a shearing contest.

✦ ✦

## New Newcastle Scenery



The above picture printed through the courtesy of the Chicago Bridge and Iron Works, which has just come to hand, shows the new tank installed at Newcastle during the past season by this construction concern. The new structure is described as a 50,000-gallon ellipsoidal-bottom tank installed for roadside delivery service.

(18)



## Snapshots of



Copyright 19  
Reprinted by Arr

## New Oldtown Switch

(Concluded from page 7)

terminated sequence; or in other words, the signal lever is in normal position, all signals at stop, the switch levers be moved to operate switches; and the switch levers are in full normal reverse position, i. e., all switches closed, locked, the signal lever cannot be to a position to clear a signal.

The electric locking has two functions, one of which is to prevent any switch

ed to get desperate criminals into a  
 er, Chief of Police H. A. (Bunny)  
 ell succeeded where everyone else had  
 and finally shot Agent Julian Estes  
 his much better half who presides over  
 destinies of the Kineo freight office,  
 the results shown herewith.

## er Bull Whackers Only

by CHARLES H. BLACKWELL,  
 Freight Traffic Department  
 any strange matters come to light in  
 Traffic Department in the course of  
 ifying and classifying freight. Just  
 other day an appeal was made to the  
 strial Department for information on  
 ources of steel wool. This important  
 e of commerce is obtained, it was dis-  
 ed, by shearing hydraulic rams. It is  
 ted that in the spring our genial In-  
 tial Agent W. G. Hunton is going to  
 a shearing contest.

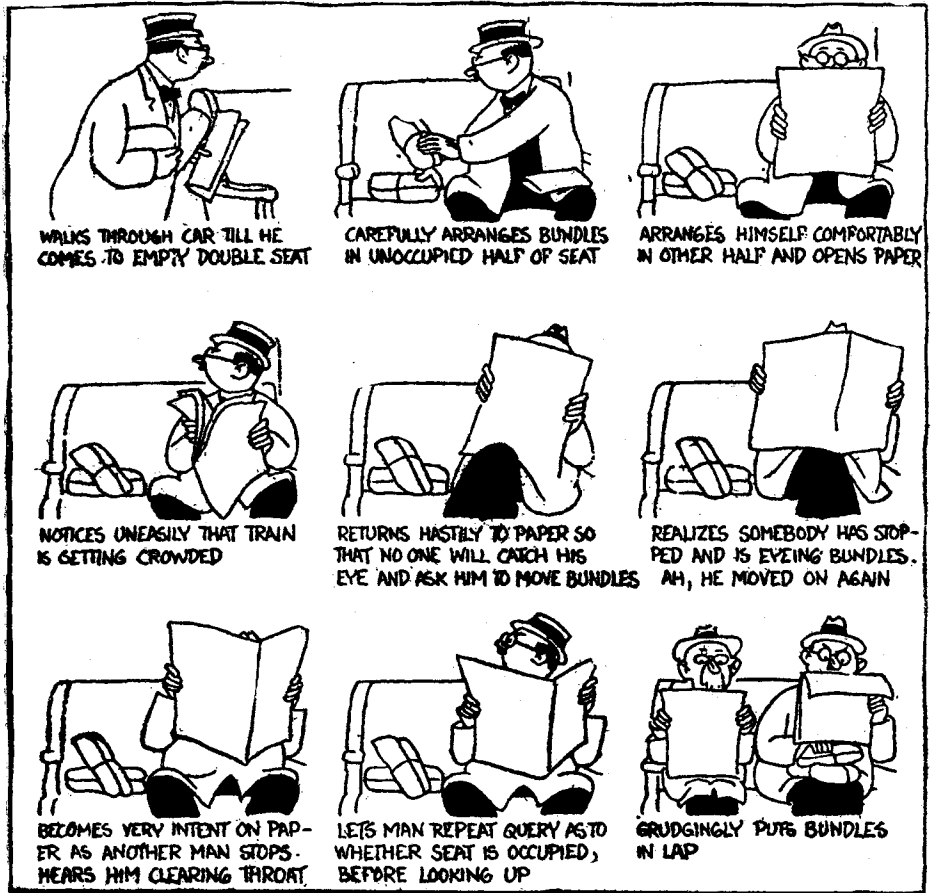
## w Newcastle Scenery



e above picture printed through the  
 esy of the Chicago Bridge and Iron  
 s, which has just come to hand, shows  
 w tank installed at Newcastle during  
 ast season by this construction con-  
 The new structure is described as a  
 0-gallon ellipsoidal-bottom tank in-  
 l for roadside delivery service.



## Snapshots of a Double-Seat Man



Copyright 1927 by the Bell Syndicate, Inc.  
 Reprinted by Arrangement with the Boston Globe.

## New Oldtown Switches

(Concluded from page 7)

terminated sequence; or in other words, unless the signal lever is in normal position, i. e., all signals at stop, the switch levers cannot be moved to operate switches; and unless the switch levers are in full normal or reverse position, i. e., all switches closed and locked, the signal lever cannot be moved to a position to clear a signal.

The electric locking has two functions, one of which is to prevent any switch from

being thrown after a train has reached a point about 2000 feet in advance of the approach or distant signal, and while the train is approaching the home signal. This is called "approach locking." It has a feature which enables the operator, in case of necessity, to change a route before a train has reached a home signal.

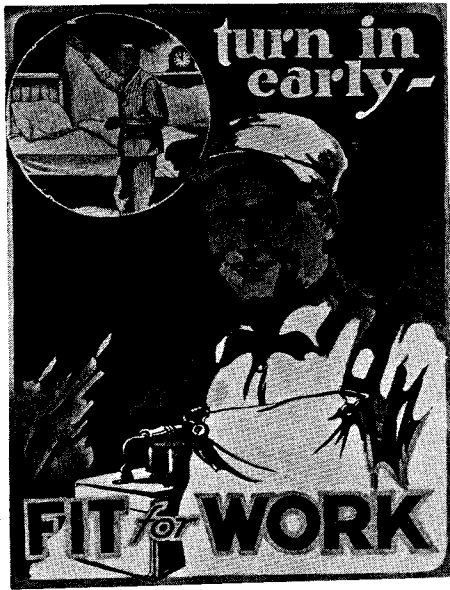
To do this, he must of course set the signal to stop the train; then after waiting a certain time interval which is imposed on him automatically, he may restore the signal lever to normal and may then move



the switch levers to change the route. In case the train runs by the signal before stopping, it must back up until clear of the signal before the route may be changed.

The other function of the electric locking is to prevent any switch from being thrown after a train has passed the home signal, at which point the approach locking is released, and while any part of the train is within the interlocking home signal limits.

These locking features are the same in effect as those in use at other interlocking plants on this Road, where the interlocking machines are of a different type.



## World-Famous Battles Left in the Shade

By Traveling Agent E. I. HILL

- Napoleon at Waterloo.
- Bruce at Bannockburn.
- Washington at Brandywine.
- Pickett's charge at Gettysburg.
- Rough Riders at San Juan Hill.
- U. S. Marines at Chateau Thierry.

But the Battle of Freight Claim Prevention, which is still raging over the greatest battle front in the history of the world, dwarfs all these. Led by generals of the

finest training we have at last gotten old General Rough Handling where he is looking for a way out and making preparations for a retreat along the entire battle front.

Help is needed, so come on, you on the outside-looking-in, get to the nearest recruiting station and enlist at once. As the army of Freight Claim Prevention grows we will rout old General Rough Handling so he will have to ask for peace.

\* \* \*

## General Office Notes

Mrs. Elizabeth C. Manning, stenographer in the Freight Traffic Department, has resigned and has gone to Washington to make her home.

Mrs. Dorothy Bates, formerly stenographer in Mr. McTaggart's office, has taken Mrs. Manning's place.

Miss Florence L. Webber of the Freight Traffic Department, who has been confined to her home by illness for several weeks, is able to be back again.

An engagement announced during the past month of much interest all over the System was that of Miss Evelyn Cressey, private stenographer to Mr. Douglass, and William A. Wheeler, Assistant Superintendent of the Portland Division.

Miss Eleanor Conboy of the Engineering Department is back at her desk again after an illness of three weeks.

Miss Winifred Mohan, from the Terminal Exchange, is now manning the General Office switchboard during the absence of our well-known Julia. If we have to be polite and formal, we will announce that Mrs. J. B. Roper is absent from her duties on account of neuritis. Hurry back, Julia, we want to call New York.

\* \* \*

## And They Each Took Splits

When I was up in the mountains once I came onto an old prospector standing just outside a cave. He told me he had just found a treasure hidden inside.

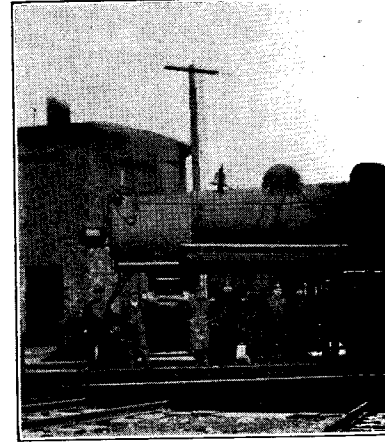
"What is it?" I asked. "Quartz?"

"Naw," he whispered, "pints."

—Borrowed.

## Way-Down-Easter

By E.



The picture above shows No. 377, a down-East members of the Maine Central dale, Wiper; W. J. Bradford, Blacksmith; I. D. Murphy, Boilermaker; W. R. Gardner, Helper; R. W. Bailey, Wiper; S. J. Newell, D. H. Boone, Painter; Howard Mingo, S. F. A. Grant, Carpenter; L. M. Wheeler, Kenison, Foreman; F. G. Barstow, Clerk.

## Smile and You

By V. A.

Crossingman Geo. Gilbert of famous hunter and fisherman, hied to Tomah when the season opened the lordly moose. He soon found track and settled down to the long through swamps and over ridges end. For three long days he foot way along the moose's trail from until dark. On the night of the th as the light in the woods grew sighted the huge animal in the c and with all the stealth of an In crept upon his prey.

Weary legs took on new life, tired cles were forgotten, the freezing upon the trail glowed with warm frozen food and scalding tea that numbed fingers before the night



training we have at last gotten old  
 ral Rough Handling where he is look-  
 er a way out and making preparations  
 retreat along the entire battle front.  
 p is needed, so come on, you on the  
 le-looking-in, get to the nearest re-  
 ng station and enlist at once. As the  
 of Freight Claim Prevention grows  
 ill rout old General Rough Handling  
 will have to ask for peace.

\* \*

### General Office Notes

Ms. Elizabeth C. Manning, stenog-  
 r in the Freight Traffic Department,  
 esigned and has gone to Washington  
 ake her home.

Ms. Dorothy Bates, formerly stenog-  
 r in Mr. McTaggart's office, has taken  
 Manning's place.

Ms. Florence L. Webber of the Freight  
 ic Department, who has been confined  
 r home by illness for several weeks,  
 e to be back again.

engagement announced during the  
 month of much interest all over the  
 m was that of Miss Evelyn Cressey,  
 te stenographer to Mr. Douglass, and  
 am A. Wheeler, Assistant Superint-  
 nt of the Portland Division.

Ms. Eleanor Conboy of the Engineering  
 rtment is back at her desk again after  
 ness of three weeks.

Ms. Winifred Mohan, from the Terminal  
 ange, is now manning the General  
 switchboard during the absence of  
 well-known Julia. If we have to be  
 and formal, we will announce that  
 J. B. Roper is absent from her duties  
 count of neuritis. Hurry back, Julia,  
 ant to call New York.

\* \*

### And They Each Took Splits

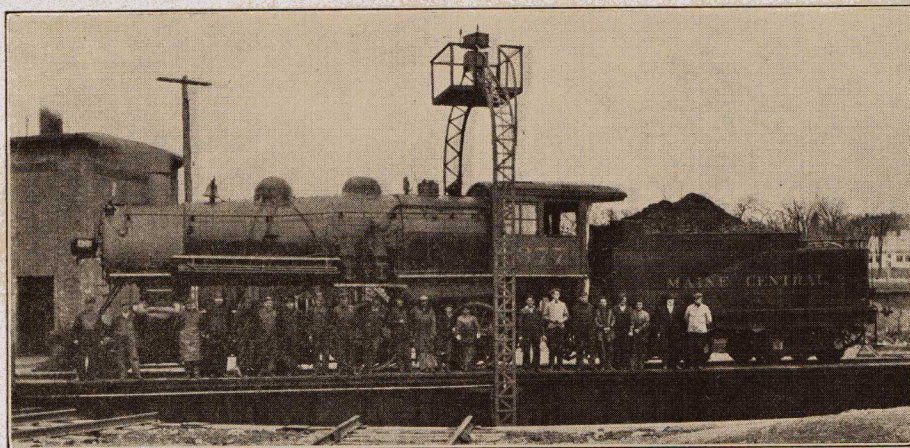
When I was up in the mountains once I  
 onto an old prospector standing just  
 de a cave. He told me he had just  
 a treasure hidden inside.  
 hat is it?" I asked. "Quartz?"  
 aw," he whispered, "pints."

—Borrowed.



## Way-Down-Easters Pause to Look Pleasant

By E. F. McLAIN, Calais



The picture above shows No. 377, a little Class O type, on the new table at Calais and some way-  
 down-East members of the Maine Central Family. Reading from left to right, they are: F. G. Holling-  
 dale, Wiper; W. J. Bradford, Blacksmith Helper; D. H. Fenlason, Blacksmith; W. J. Glass, Boilermaker;  
 I. D. Murphy, Boilermaker; W. R. Gardner, Machinist; J. N. Whiteknact, Machinist; Ed. Laskey, Machine  
 Helper; R. W. Bailey, Wiper; S. J. Newell, Carpenter; H. A. Grant, Carman; C. E. Boynton, Carpenter;  
 D. H. Boone, Painter; Howard Mingo, Station Fireman; S. R. Wilder, Carpenter; Ed. McLain, Clerk;  
 F. A. Grant, Carpenter; L. M. Wheeler, Laborer; D. M. McFarland, Hostler; J. H. Gaddis, Wiper; J. B.  
 Kenison, Foreman; F. G. Barstow, Clerk.

## Smile and You Are Easy to Live With

By V. A. CUNNINGHAM, Oldtown

Crossingman Geo. Gilbert of Veazie,  
 famous hunter and fisherman, hied himself  
 to Tomah when the season opened to hunt  
 the lordly moose. He soon found a fresh  
 track and settled down to the long grind  
 through swamps and over ridges without  
 end. For three long days he fought his  
 way along the moose's trail from daylight  
 until dark. On the night of the third day  
 as the light in the woods grew dim he  
 sighted the huge animal in the distance,  
 and with all the stealth of an Indian he  
 crept upon his prey.

Weary legs took on new life, tired mus-  
 cles were forgotten, the freezing nights  
 upon the trail glowed with warmth, the  
 frozen food and scalding tea that shook in  
 numbed fingers before the nightly fires

became an experience never to be forgotten  
 as he wriggled along on his stomach to a  
 point where the fatal shot could be fired  
 without a chance of missing.

At last the great moment arrived.  
 Thrusting the barrel of his rifle through  
 the brush, smoke reddened eyes gleamed  
 through the sights as he focused the bead  
 upon the great animal's heart, but some-  
 thing held his finger, something about the  
 great beast wasn't right. At last he saw  
 what it was—IT HAD NO HORNS, and  
 then a great light dawned upon him as he  
 realized that for three long days he had  
 been trailing a cow.

Yes, there are times when it's good for  
 a man's soul to be in the woods, way back  
 out of hearing of everybody.



Someone told us that powdered borax was good for cockroaches, and we have proved it to be true. About two weeks ago we got 30 pounds of borax and they like it so well we don't think it will last the month out.

It's got so bad that you can't lay a paper down without it walking away. The other day a fellow got off the train who has just been discharged from the Keeley as cured. Just as he came in I dropped a postage stamp I had just licked and it struck a cockroach on the back and stuck there. The cockroach ran across the desk concealed under the stamp, then up the wall and through a hole the signalmen had bored in the ceiling.



By A. P. HAWKES, A.F.A. Office

The newly organized Bowling Team, known as the "Railroad Five," has enjoyed great success in their matches thus far. Below is a record of their matches rolled to date.

At Presumpscot Alleys of Westbrook, 2-3-28.

**Androscoggin Five**

Currier	103	78	89	270
Johnson	79	78	84	241
Vaughan	75	90	71	232
Ross	74	91	89	254
True	96	85	102	283

Totals 427 422 435 1284

**Railroad Five**

H. P. Hawkes	94	92	90	276
C. P. Hawkes	102	83	89	274
Bean	73	89	91	244
L. Hawkes	80	115	76	280
Sproul	84	90	109	283

Totals 442 460 455 1357

At Congress Alleys 2-10-28.

**M. C. Engineers**

Dunn	82	88	92	262
Paine	85	82	89	256
Dole	85	88	90	263
Parks	97	108	81	286
Corcoran	90	103	101	294

Totals 439 469 453 1361

**Railroad Five**

H. P. Hawkes	96	94	121	311
C. P. Hawkes	84	105	84	273
L. Hawkes	95	93	83	271
Bean	102	121	122	345
Sproul	104	110	97	311

Totals 481 523 507 1511

The good work of Bean and Sproul resulted in the Railroad Five rolling over 1500 total, in this match.

At Paper City Alleys of Westbrook:

**Manchester Post American Legion**

Hafner	79	92	82	253
Aubin	99	78	84	261
Laconte	80	82	71	233
St. Piere	93	86	79	258
Charmard	95	105	99	299

Totals 446 443 415 1304

**Railroad Five**

H. P. Hawkes	93	85	85	266
C. P. Hawkes	79	77	87	243
Bean	79	97	76	252
L. Hawkes	102	97	107	299
Sproul	92	104	97	293

Totals 445 453 455 1353

The margin L. Hawkes gained over his opponent in this match aided greatly in the Railroad Five victory.



**Echo from Christmas**

At a book store: "Have you any fairy tales?"

New Clerk: "Say, lady, you can't kid me. I guess I know fairies ain't got no tails.—Selected.

Patron: "Gimme a cup of coffee without cream."

Waiter: "We ain't got no cream, but we can give it to you without milk."—N. C. & St. L. News Item.

**Sickness Swells Tot**

**T**HE unusual amount of sickness has been prevalent all over the for some time past, and which to be continuing with unabated v reflected in the group sickness and a disability payment under the group of the Travelers Insurance Compan the period January 18 to February less than 75 claims were paid, wh eluded ten of over \$100 for disabili sickness and one principle sum p to Armond J. Pooler for the loss of The list of benefits published below that the Motive Power Departme fered heavily, all but one other besides Mr. Pooler's being on acc sickness.

This list represents one of the payments since the establishment important benefit to the members Maine Central Family, and a lo payments are in the offing for em and officials at present absent fro duties.

In the January Magazine, the r H. B. Conrad of the Engineering f Vanceboro, was given as receiving benefit. This was an error, as it h viously been reported and was fo on account of sickness about a ye Mr. Conrad's friends will be grat learn that he was only sick once I. If he hadn't had insurance, he wou ably have been sick three times and dropped a tie on his foot. Nobody why, but hard luck seems to s quicker if you have no insurance.

The following claims have been in the period mentioned:

Name	Location
Bertena P. Bodge	General Office
Grace A. Cummings	Chief Engr. Office
Clarence Connors	Car Service
	Supt. M.P. Dept.
	Office
Wilmot Nepean	President's Office
Mary C. O'Rourke	General Office
Doris R. Roussin	Auditor Payrolls



## Sickness Swells Total Group Insurance Payments

**T**HE unusual amount of sickness which has been prevalent all over the system for some time past, and which seems to be continuing with unabated vigor, is reflected in the group sickness and accident disability payment under the group policy of the Travelers Insurance Company. For the period January 18 to February 16 no less than 75 claims were paid, which included ten of over \$100 for disability from sickness and one principle sum payment to Armond J. Pooler for the loss of an eye. The list of benefits published below shows that the Motive Power Department suffered heavily, all but one other claim besides Mr. Pooler's being on account of sickness.

This list represents one of the largest payments since the establishment of this important benefit to the members of the Maine Central Family, and a lot more payments are in the offing for employees and officials at present absent from their duties.

In the January *Magazine*, the name of H. B. Conrad of the Engineering forces at Vanceboro, was given as receiving sickness benefit. This was an error, as it had previously been reported and was for absence on account of sickness about a year ago. Mr. Conrad's friends will be gratified to learn that he was only sick once in 1927. If he hadn't had insurance, he would probably have been sick three times and maybe dropped a tie on his foot. Nobody can tell why, but hard luck seems to see you quicker if you have no insurance.

The following claims have been settled in the period mentioned:

Name	Location	Reason
Bertena P. Bodge	General Office	Sickness
Grace A. Cummings	Chief Engr. Office	Sickness
Clarence Connors	Car Service	Sickness
	Supt. M.P. Dept. Office	Sickness
Wilmot Nepean	President's Office	Sickness
Mary C. O'Rourke	General Office	Sickness
Doris R. Roussin	Auditor Payrolls	Accident

Name	Location	Reason
Archie Bickford	Belgrade	Accident
John T. Fowler	Mattawamkeag	Accident
Peter Gagnon	Westbrook	Accident
Harry P. Kuhn	Waldoboro	Sickness
Edward J. Lousey	Bucksport	Sickness
Hezekiah M. Otis	Madison	Sickness
Rosario Paquette	Augusta	Sickness
Julian Parsons	Carmel	Sickness
Benjamin Stimans	Quosococ	Accident
John F. Sweet	Cumberland Ctr.	Sickness
Hugh Sweeney	Portland	Sickness
Frank E. Webster	Brunswick	Sickness
<i>Motive Power Department</i>		
Gerald Baker	So. Portland	Sickness
Jerry Beecher	Portland	Sickness
Domnick Conte	Rumford	Sickness
Edward Dougherty	Portland	Sickness
Vastiano Digricorio	Rumford	Sickness
Nina M. Fisette	Lancaster	Sickness
Edgar L. Grant	So. Portland	Sickness
John W. Harrington	Bangor	Sickness
Frederick F. Hilchie	Vanceboro	Sickness
Childric M. Herrick	Portland	Sickness
George W. Jones	Lewiston	Accident
Peter J. Luttrell	Portland	Sickness
Fred Metivier	Westbrook	Sickness
Ambrose W. Munson	So. Portland	Sickness
Alexander McKenzie	Portland	Sickness
Fred A. Sheridan	Lancaster	Sickness
Patrick J. Wallace	Portland	Sickness
Charles I. Averill	Waterville	Sickness
Henry C. Dearborn	Waterville	Sickness
Cleophas Frappier	Waterville	Sickness
Fred Lacombe	Waterville	Sickness
Wilfred C. Labrecque	Waterville	Sickness
Frank H. Moreau	Waterville	Sickness
Armond J. Pooler	Waterville	Sickness
Henry O. Woodford	Waterville	Sickness
<i>Stations</i>		
George P. Dyer	Bangor	Sickness
Henry Harvey	Bangor	Sickness
Palph E. Howland	Vanceboro	Accident
John R. Inman	Bangor	Sickness
Thomas H. Lyons	Vanceboro	Sickness
David Martel, Jr.	Rumford	Sickness
Fred L. Merrill	Waterville	Sickness
Martin F. McGuff	Bangor	Sickness
James A. McGregor	Danforth	Sickness
George A. Plummer	Newport	Sickness
Elmer A. Ranger	Auburn	Sickness
Charles B. Temple	Bangor	Sickness
Charles H. Wakefield	Eastport	Sickness
<i>Trainmen</i>		
Fred A. Brown	Bangor	Sickness
Harold C. Carter	Bangor	Sickness
Howard B. Finley	Bangor	Sickness
Harry M. Garvin	Portland	Sickness
O. J. Gormley	Lancaster	Sickness
Frank U. Jenkins	Bangor	Sickness
W. T. Lawrence	Brewer	Sickness
James D. Minott	Portland	Sickness
Fred E. Pinkham	Farmington	Sickness
<i>Enginemen</i>		
Oscar W. Nason	Portland	Sickness
H. W. Warren	Foxcroft	Sickness
W. J. White	So. Portland	Sickness
<i>Portland Terminal, Transportation Dept.</i>		
Charles E. Billings	So. Portland	Sickness
William H. Fay	Portland	Sickness
Charles A. Fickett	So. Portland	Sickness
Fred J. Gleason	Portland	Sickness
John Marcroft	Portland	Sickness
Alexis Murphy	Portland	Sickness
James H. Riley	Portland	Sickness

M. C. Engineers				
	82	88	92	262
	85	82	89	256
	85	88	90	263
	97	108	81	286
ran	90	103	101	294

Totals	439	469	453	1361
Railroad Five				
Hawkes	96	94	121	311
Hawkes	84	105	84	273
wkes	95	93	83	271
	102	121	122	345
	104	110	97	311

Totals 481 523 507 1511  
 good work of Bean and Sproul rein in the Railroad Five rolling over 1500 in this match.

Paper City Alleys of Westbrook:

Manchester Post American Legion				
	79	92	82	253
	99	78	84	261
	80	82	71	233
	93	86	79	258
ard	95	105	99	299

Totals	446	443	415	1304
Railroad Five				
Hawkes	93	85	85	266
Hawkes	79	77	87	243
	79	97	76	252
wkes	102	97	107	299
	92	104	97	293

Totals 445 453 455 1353  
 margin L. Hawkes gained over his nt in this match aided greatly in the and Five victory.



### Echo from Christmas

book store: "Have you any fairy Clerk: "Say, lady, you can't kid guess I know fairies ain't got no Selected.

on: "Gimme a cup of coffee without

er: "We ain't got no cream, but we e it to you without milk."—N. C. & News Item.

