

Maine
Central
Employees'
Magazine
April 1928

The Man Who Rides the Cab

By SIDNEY WARREN MASE

The man who rides the engine cab and scans the way ahead,
As he feels the throbbing of his big machine,
Who never shrinks from duty nor the sense of any dread,
While he speeds o'er miles of track that intervene;
Oh, he has a nerve of steel and a clear and watchful eye,
Though his lot is hard and lone and often drab,
He is faithful to his trust and on him we can rely,
The doughty man who rides the engine cab.

He sits boldly up in front, with his gaze upon the track,
Watching every mile of rail along the way,
Every switch and semaphore all the long, long way and back,
He is keeping vigil over night and day.
He has countless things to do and must hold relentless grip
On his train and on his orders keep a tab
As he pilots folks along on each fleet and pleasant trip,
The mighty man who rides the engine cab.

Danger lurks along the way, Death is sitting by his side,
Yet he never senses any needless fear;
He is equal to the test, whatsoever may betide,
Is this valiant and intrepid engineer.
'Tis his duty to defeat all of evil and of woe,
And to thwart the imps that lie in wait to grab
His fiery steed that dashes on, and on and on must go,
This daring man who rides the engine cab.

The man who rides the engine cab—all honor be to him,
And all praise his skill and courage so deserve;
May naught his fame diminish nor his glory ever dim,
This doughty man of grim, unflinching nerve!
He steers the way along the track through darkness or through
light,
And though his lot is lone and hard and drab,
He is faithful to his duty through the day and through the
night,
Is the loyal man who rides the engine cab.

—From the Missouri Pacific Lines Magazine



MAINE
CENTRAL
RAILROAD

MAINE
EMPLOYEE

Vol. V

A Brief Review Brought

THE 67th annual report of the Maine Central Railroad, covering the year 1927, shows a net increase for the year of \$551,025.17, the increase from that of the previous year being traceable to a drop in expenses of a quarter of a million dollars in passenger revenue and to increased wages and an enlarged maintenance program.

Though the total number of passengers carried declined from 2,159,126 in 1926 to 1,901,201 in 1927, it is significant to note that passenger mileage, 2,046,690 in 1927, shows an increase of 13,694 miles over the previous year. An increase of 11% in revenue freight per train mile indicates improved efficiency in operations. Freight revenue, which produced \$646,865.46 in 1927, \$75,000 more than in 1926, was the largest item in the Company's total railway operating revenues of \$20,217,534.66 for the year.

On the other side of the ledger the greatest single item of expense was that of payrolls, which amounted to \$11,979,453.02. This represents an increase of over a quarter of a million dollars or about three per cent over the Maine Central's payroll and

Who in the Cab

MASE

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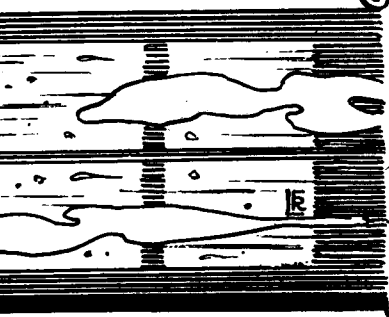
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and pleasant trip,
engine cab.

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of woe,
wait to grab
and on must go,
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Pacific Lines Magazine



MAINE CENTRAL



EMPLOYEES' MAGAZINE

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APRIL, 1928

No. 4

A Brief Review of What 1927 Brought to Our Road

THE 67th annual report of the Maine Central Railroad, covering the year 1927, shows a net income for the year of \$551,025.17, the decrease from that of the previous year being traceable to a drop in excess of a quarter of a million dollars in passenger revenue and to increased taxes, wages and an enlarged maintenance program.

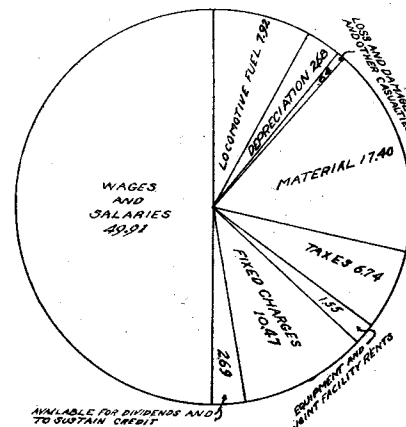
Though the total number of passengers carried declined from 2,159,247 in 1926 to 1,901,201 in 1927, it is significant to note that passenger train mileage, 2,046,690 in 1927, showed an increase of 13,694 miles over the previous year. An increase of 15½ tons revenue freight per train mile indicates improved efficiency in operation. Freight revenue, which produced \$14,646,865.46 in 1927, \$75,000 more than in 1926, was the largest item in the Company's total railway operating revenues of \$20,217,534.66 for the year.

On the other side of the ledger, the greatest single item of expense was that of payrolls, which amounted for the Maine Central and its subsidiary, the Portland Terminal Company, to \$11,979,453.02. This represented an increase of over a quarter of a million dollars or about three per cent in the Maine Central's payroll and a de-

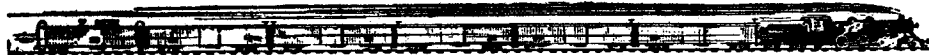
crease of about \$50,000 in that of the Portland Terminal Company.

Taxes paid by the corporation showed a decrease of \$25 in one item, that of the State of Vermont, while every other item showed an alarming increase. Notable in this classification is the item of \$956,864.82 paid to the State of Maine as excise tax on the privilege of conducting a business which netted slightly over half that amount. This was \$43,095.39 more than in 1926.

The annual report reflects an important development of the year in the inauguration of a regular four per cent dividend policy on common stock beginning with the payment of July 1, 1927.



Division of 1927 Revenue



Improved future operating efficiency is indicated by an increase in the Company's rail replacement program, which involved laying 10,965 tons of 100 and 85-pound rail in main line during the year, as against 7,129 tons in 1926, with proportionate increase in relay rails laid in branch lines. The bridge across the Kennebec River at Bath has been in successful operation since October 24, 1927, and has resulted in greatly improved service to the Rockland Branch, and

the elimination of the expensive car ferry at that point. The Company's rolling stock is in good condition and adequate for its needs.

On December 31, 1927, the Company had 1913 holders of its 120,071 shares of common stock, of whom 1,354 were residents of Maine. On the same date, State of Mainers constituted 482 of the 578 holders of the Company's 30,000 shares of preferred stock.

The following statement shows comparison of surplus after charges, dividend appropriations, State of Maine excise tax and total taxes for the years 1923 to 1927, both inclusive.

Year	Surplus	Dividend		State of Maine	
		Appropriations	Excise Tax	Total Taxes	
1923	\$ 10,464.18		\$928,036.50	\$1,182,489.29	
1924	389,022.00	\$ 337,500.00	962,109.42	1,216,286.54	
1925	1,177,000.38	450,000.00	915,450.29	1,184,180.16	
1926	1,270,396.84	390,142.00	913,769.43	1,227,040.66	
1927	551,025.17	510,213.00	956,864.82	1,373,275.46	
Grand Total	\$3,397,908.57	\$1,687,855.00	\$4,676,230.46	\$6,183,272.11	

In addition to the taxes shown in this statement, this Company has paid an average of \$46,377.41 a year in the period above stated as its proportion of taxes assessed upon the Portland Terminal Company.

Big Project at Bangor Engine House

Preliminary Work Already Started Under Direction of the Engineering Department

By C. H. LEARD, Chief Clerk Motive Power Department

WHEN Bangor engine house was built some twenty-eight or nine years ago it was thought that it would meet all requirements needed for its lifetime but with the advent of extremely larger, more powerful and up-

to-date power, housing facilities have become inadequate and somewhere about twelve years ago one section containing seven stalls had to be elongated about nineteen feet to accommodate the bigger type of loco-

(4)



Top; Foreman Russell and his right: Mason Tender Fred Gow L. D. Smith, Foreman W. R. Tender Pearl Martin, Albert Ave account of ill health, Mason T Mason Willis Flynn, Mason T taken. Bottom left; Frank S. department, and Supervisor B. & article, C. H. Leard.

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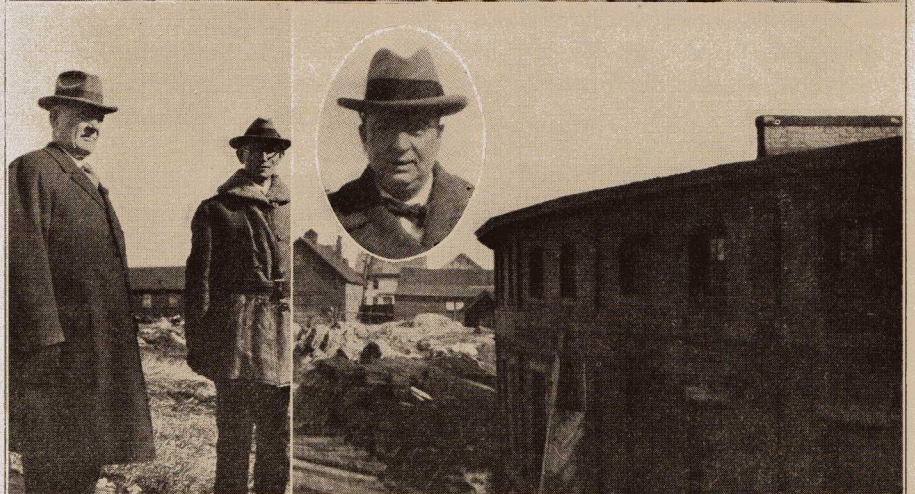
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Top: Foreman Russell and his crew ready to attack Engine House job, left to right: Mason Tender Fred Gower, Mason John Allen, Supvr. B. & B., Div. C, L. D. Smith, Foreman W. R. Russell, Stone Cutter Wm. McCarthy, Mason Tender Pearl Martin, Albert Avery, formerly Hoisting Engineer, now retired on account of ill health, Mason Tender Benj. Johnson, Laborer Malcolm Tracy, Mason Willis Flynn, Mason Tender Geo. Brown was absent when picture was taken. Bottom left: Frank S. Whitney, General Foreman, Motive Power Department, and Supervisor B. & B. Smith. Inset: The genial author of this article, C. H. Leard.

motives. On account of the gradual retirement of the Company's small power, which has been replaced with larger and heavier engines, it has now become necessary to again rebuild at Bangor. This time two more sections, or fourteen stalls, will be ex-

tended back nineteen feet. Originally the house was built seventy-one feet deep and with the new addition it will have a depth of 90 feet.

Previous to the removal of the back wall of the engine house and the

(Continued on page 6)



“Cross Crossings Cautiously”

Essay submitted by Clifford C. Clarke, Erie, Pa., in National Safety Section Essay Contest. Winner of FIRST prize in Grammar School Group, under auspices Safety Section, American Railway Association

Records of Crossing accidents reveal four outstanding facts:

- Conditions are usually deceiving and dangerous.
- Odds are overwhelmingly against the motorist.
- Responsibility falls mainly on the motorist.
- Motorists appear insensitive to these facts.

Education, instructive, coercive and exemplary is the remedy. Drivers must be brought to fully realize the dangers of intersection and the fundamental folly of inviting them by either omission or commission. Also, that responsibility for collision is primarily theirs. The train follows a determined course, passes a known point, advertises its approach more clearly, has no liberty of time, requires greater stopping distance, etc.

At the intersecting point you face these “driving” facts. If you are wise you will therefore:

- Consider the odds against you.
- Remember your duty to everybody.
- ObeY traffic rules closely.

Bangor Engine House

(Concluded from page 5)

starting of the construction of the new it will be necessary to blast and remove practically 2000 cubic yards of solid ledge, which in itself is a job

Study crossing accidents. See how it might have been you.

- Sacrifice everything to Safety.
- Concede trains preference always.
- Reckon with possible machine failure.
- Operate sanely and fitly only.
- Stop, Look, Listen.
- Suppress all “chance taking.”
- Insist on quiet concern from everybody.

- Never trust to the engineer.
- Guard every angle of approach.
- Secure for emergency. He cannot swerve to avoid you.
- Consult records. They show autos constant losers.
- Apply simple arithmetic—30 miles per hour means 45 ft. per second.
- Use your head.
- Train against excitability.
- Impress yourself with your responsibility.
- Omit no details of precaution.
- Underestimate no “remote possibilities.”
- Satisfy yourself thoroughly.
- Let nothing divert your attention.
- Yield to no unsafe counsel.

of no small proportions. One of the accompanying pictures illustrates a small part of the ledge that will have to be removed before work on the building is commenced. Due to the close proximity of the engine house



and the engines within it also working in and around the plant time will be consumed in blasting the ledge than ordinarily would account of not being able to use charges of dynamite.

Foreman William R. Russe “Dynamite Bill” as he is some called by his friends and which very appropriate title on account his great knowledge and skill in use of high explosives, has his at work removing the ledge and complete the foundation work will remove the back wall now sing. The new brick construction

Last Civil War Ve

By A. A.

On January 14th, the last Civil Veteran in the employ of the M. C. at Waterville, and perhaps on the system, retired from the service Company. This gentleman is none than Elisha R. Branch.

His railroad career began in 1863 he was water boy for a construction during the summer months. In 1864 began braking between Bangor and ville Junction, and after being jammed between two cars, he decided to sever connection with the road and try something else; so, having a desire to travel joined The European Shows, an over circus, owned by Smith and Nath New York City. He traveled with show in the middle west and Canada assistant head canvasman.

Returning to the employ of the M. R. in 1895 as a Car Repairer, he served this work for seven years, then was transferred to Carpenter, and assigned to motive repairs at which he worked time of retirement. The “boys” “Lish” a present of a beautiful mah smoking cabinet, Foreman E. C. B. making the presentation in a very pl

Cautiously”

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at work removing the ledge and will
complete the foundation work also
will remove the back wall now stand-
ing. The new brick construction work

is to be let to some outside concern
on contract. All carpenter work is to
be attended to by the Maine Central’s
own crew in charge of Foreman Harry
Adams.

The entire project, which undoubt-
edly will take three or four months to
complete, is under the direct super-
vision of Leslie D. Smith, Supervisor
of Bridges and Buildings, Division C,
Bangor, and is his first large under-
taking since he was promoted to the
office recently created by the promo-
tion of Elbridge A. Johnson and his
transfer to Portland.

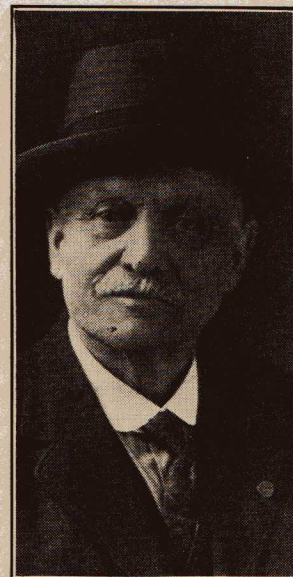
Last Civil War Veteran Goes On Retired List

By A. A. THOMPSON, Waterville

On January 14th, the last Civil War
Veteran in the employ of the M. C. R. R.
at Waterville, and perhaps on the whole
system, retired from the service of the
Company. This gentleman is none other
than Elisha R. Branch.

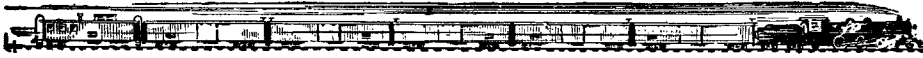
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New York City. He traveled with the
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this work for seven years, then was trans-
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smoking cabinet, Foreman E. C. Bickford
making the presentation in a very pleasing

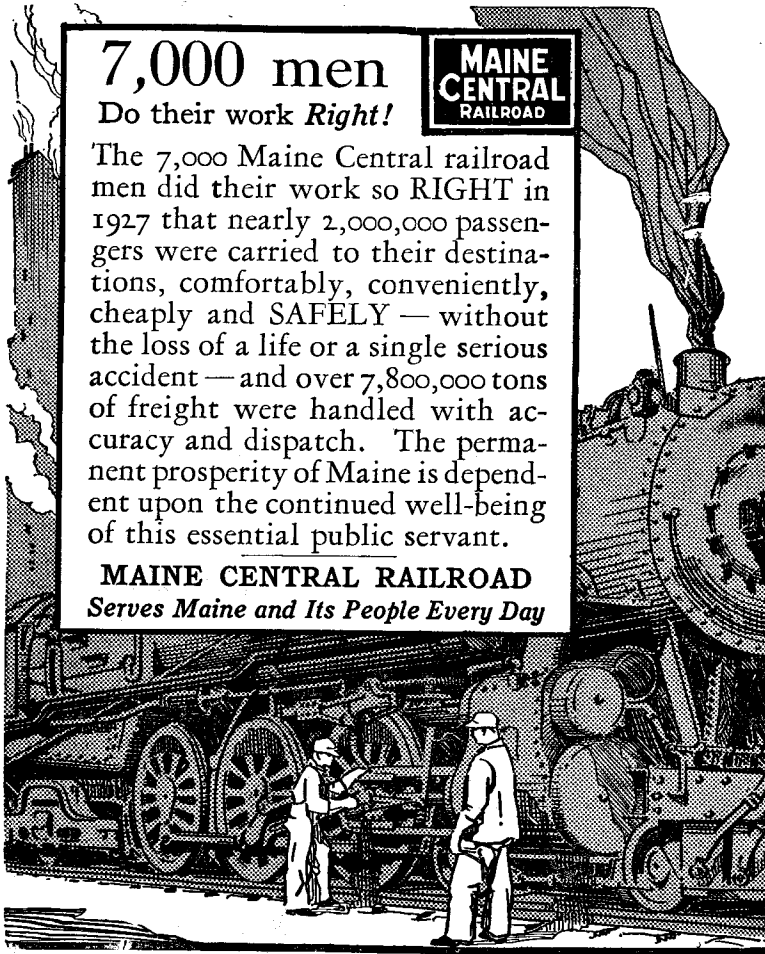


Elisha R. Branch

manner. At present the adjustment to a
different mode of living is rather confusing
to “Lish” and brings forth comments re-
garding those “that hang out on corners!”



We Tell The World—or Part of It



7,000 men

Do their work *Right!*

**MAINE
CENTRAL
RAILROAD**

The 7,000 Maine Central railroad men did their work so **RIGHT** in 1927 that nearly 2,000,000 passengers were carried to their destinations, comfortably, conveniently, cheaply and **SAFELY** — without the loss of a life or a single serious accident — and over 7,800,000 tons of freight were handled with accuracy and dispatch. The permanent prosperity of Maine is dependent upon the continued well-being of this essential public servant.

MAINE CENTRAL RAILROAD
Serves Maine and Its People Every Day

Herewith is shown a reproduction of the first of a series of goodwill advertisements now running in newspapers throughout the State.

The keynote of the ad, we think, is a broadcast of the spirit of the members of the Maine Central Family who do their work so **RIGHT** that our fine record of safety to passengers was

maintained in 1927.

The illustration in the advertisement was designed to show the tremendous power of our Mikado type of locomotive and was developed from a picture taken in Rigby Yard with Engineman J. B. Cayford, Fireman W. C. Andrews and No. 629 posing as the subjects.

(8)

MAINE CENTRAL Employees' Magazine

Vol. V APRIL 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

STAFF CORRESPONDENTS

Portland Terminal

Grace M. Katon, *Superintendent*
C. D. Atherton, *Freight*
Joseph D. Rourke, *South*
John F. Dunn, *South*

Eastern Division

J. L. Riggie, *Superintendent*
C. H. Leard, *Bangor Mot. Po*
C. A. Jefferds, *Bangor C*
P. N. Carson, *Bangor Tick*
V. A. Cunningham, *W*
R. H. Johnson, *V*
E. F. McLain, *I*
S. A. Frost, *V*
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A. A. Thompson, *Lewisto*
W. H. Marshall, *I*
A. F. Smith, *I*
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J. E. Winslow, *I*
Alfred R. Pugh, *I*

General Offices

Mrs. B. T. Preston, *Publicity*
E. I. Hill, *Freight*

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

EDITORIALS

AN INVITATION

The Editor, Dear Sir

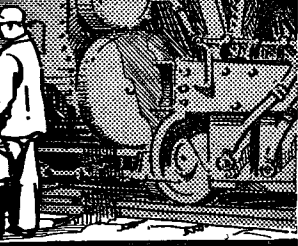
Have you ever stopped to think about the Bunk House in Rigby a trip and stay at the Hotel on Stilts would cost any fairminded man that their a some fast trains runing over the M. R. I tell you the Gospel truth the runs that I ever saw or heard tel right here in the Bunk House put mind of when I was a young lad do the farm we would sit around the s

—or Part of It

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V. A. Cunningham, *Oldtown*
R. H. Johnson, *Woodland*
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R. C. Brown, *Lewiston*
P. J. Hanley, *Lewiston, Lower*
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The Editor, Dear Sir

Have you ever stopped to think of the Bunk House in Rigby a trip and a short stay at the Hotel on Stilts would convince any fairminded man that their are still some fast trains runing over the M. C. R. R. I tell you the Gospel truth the fastest runs that I ever saw or heard tell of is right here in the Bunk House put me in mind of when I was a young lad down on the farm we would sit around the stove in

the General Store and oh! boy say couldn't those horses travel, and then those big fish that we nearly caught last fall those old time bed time storys got nothing on all the railroading that is done in the Bunk House at Rigby still we never get a write up in the *M. C. Employees Magazine* this is the place to locate a all round honest to goodness care for nothing railroad man. let's hear you come back through the *M. C. Employees Magazine* I thank you.

Janitor Jim White
(Sunny Jim)

My dear Jim:

Don't you know that the minute I stuck my head in the bunk house door, everyone would shut up like a clam? Don't you know the temperature would drop about 69 degrees, and everybody would begin to act polite and refined-like?

Now I just can't stand being treated refined unless it's by people who don't know any better. In that case I manage to endure it but always try to escape as soon as possible.

There are few things in this world I'm sure of, but one point on which I'm very sure is that it doesn't come natural for a Rigby train crew to act refined and lady-like. If you tell me, Jim, that they'll act natural I'm your man and will toddle right down to the Hotel on Stilts with ears pinned back.

As long as you didn't ask, I'll slip you a bit of information. I can tell a few myself, having been across during the late international unpleasantness and being possessed of a fertile imagination.

Don't think my hesitancy is due to modesty—I've been accused of everything in the calendar but that. Nor could I possibly be shocked by anything I might hear, having associated at times with prominent railroad officials. Furthermore, I have been insulted by experts—in two languages—and nothing that could possibly be said would phase me; my Angora is securely stabled.

But I can't, Jim, I just simply can't stand the frosty face. Assure me the boys will act natural and it's a trade.

The Editor.

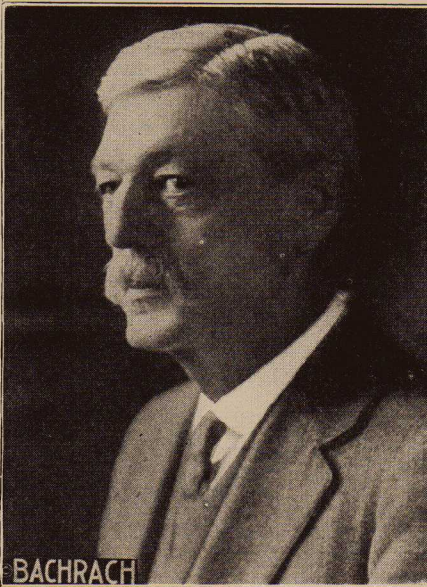


IN MEMORIAM

Death Takes Our Chief Engineer

B. T. WHEELER, 1863-1928

BERTRAND T. WHEELER, for the past sixteen years our Chief Engineer and head of one of the largest departments of our Company, died on March 20th at the Maine Eye and Ear Infirmary in Portland, where he had been confined for several weeks following an operation for sinus and antrum trouble. He had been in rather poor health for the past two years. Mr. Wheeler was born at Lempster, N. H., on November 25, 1863, and graduated from Dartmouth College in the class of 1884. His first position after leaving college was with the Old Colony Railroad in 1885, where he served as Assistant Engineer, building second track near Fitchburg, Mass. It was here that he met Mrs. Wheeler.



When this road became part of the New Haven System, he retained his position, and in 1895 and again from 1900 to 1902, he served as Superintendent of Streets of the City of Boston, making a splendid record in this onerous position.

Railroad work again beckoned and from August, 1902, to November 1, 1912, he served as Engineer of Construction with the New York, New Haven and Hartford Railroad. From 1910 to 1912 he was also Engineer of Construction of the Boston and

Maine Railroad. He was also Chief Engineer of the Portland Terminal Company.

"B. T. Wheeler was a man of brilliant intellect," declared Vice President and General Manager D. C. Douglass, "capable and possessed of remarkable organizing ability. He was noted for the courage of his convictions—the kind of a man I like to work with," he concluded.

There was a remarkably close parallel in the careers of B. T. Wheeler and Asa H. Morrill, who served under him as Engineer of Construction. "I have known B. T. since 1885," said Mr. Morrill, "when he went to work for my father on what was then the Old Colony Railroad. In 1906, I went to work for him. At this time he was Engineer of Construction on the New Haven. When he was called to Portland to work for the Maine Central, I followed shortly after."

"B. T. had the reputation of being a hard taskmaster," continued his chief lieutenant, "but those who knew him always recognized that he was more than this; that you always knew where he stood and that he never deviated in the slightest from his ever-constant purpose to be absolutely fair and just. He knew exactly what he wanted, when he wanted it and what to say if he

didn't get it, but if he handed you he didn't want to hear of it further did you hear anything from him if it went along properly. All who knew respected B. T. Wheeler. With us who knew him best, the feeling went much further and deeper."

"Those who were privileged to study under Mr. Wheeler," asserted Robinson, Engineer Maintenance "were surely fortunate and greatly appreciated his characteristics of absoluteness and justice. He was an engineer of remarkable ability and a wonderful executive and organizer. Those of us who have been closely connected with our work had a feeling of respect and a feeling difficult to express."

Following a memorial service in Portland, Me., Mr. Wheeler's body was taken on Saturday, March 24th, to Fitchburg, Mass., accompanied by the Chief Engineer and several Maine Central officials. He was interred in the family burial plot.

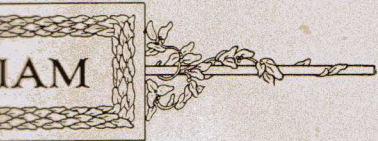
Mr. Wheeler is survived by his wife, Mrs. Wheeler, by three daughters, Mrs. Theodora Thurston of this city, Mrs. Warren of Cape Elizabeth and by Miss Wheeler; and by three sons, Bertram of Chicago, Donald of Buffalo and Charles of Boston.

CHARLES JORDAN

Charles Jordan of Bangor, came to Portland on January 21st. He entered Maine service July, 1922. Mr. Jordan is survived by a wife and six children.

EDWARD J. NAGLE

Having served as a worthy example of faithfulness and courtesy, exemplifying the higher attributes of an employee to the end of his service, truly



Chief Engineer

1863-1928

Railroad. He was also Chief Engineer of the Portland Terminal Company. B. T. Wheeler was a man of brilliant intellect," declared Vice President and General Manager D. C. Douglass, "capable and possessed of remarkable organizing ability. He was noted for the courage of his convictions—the kind of a man I like to work with," he concluded.

There was a remarkably close parallel in the careers of B. T. Wheeler and Asa H. Morrill, who served under him as Engineer of Construction. "I have known B. T. since 1885," said Mr. Morrill, "when he went to work for my father on what was then the Old Colony Railroad. In 1906, I went to work for him. At this time he was Engineer of Construction

New Haven. When he was called to Portland to work for the Maine Central, he died shortly after."

B. T. had the reputation of being a hard taskmaster," continued his chief lieutenant, "those who knew him always recognized that he was more than this; that you knew where he stood and that he deviated in the slightest from his constant purpose to be absolutely fair. He knew exactly what he wanted, he wanted it and what to say if he



didn't get it, but if he handed you a job, he didn't want to hear of it further. Nor did you hear anything from him if the job went along properly. All who knew him respected B. T. Wheeler. With those of us who knew him best, the feeling went much further and deeper."

"Those who were privileged to work and study under Mr. Wheeler," asserted C. S. Robinson, Engineer Maintenance of Way, "were surely fortunate and greatly appreciated his characteristics of absolute impartiality and justice. He was an engineer of remarkable ability and a wonderful executive and organizer. Those of us who have been closely connected with him in our work had a feeling of respect and affection difficult to express."

Following a memorial service Friday at Portland, Me., Mr. Wheeler's body was taken on Saturday, March 24th, to Winchester, Mass., accompanied by the family and several Maine Central officials, and was interred in the family burial plot there.

Mr. Wheeler is survived by his widow, by three daughters, Mrs. Theodore K. Thurston of this city, Mrs. Warren King of Cape Elizabeth and by Miss Ruth Wheeler; and by three sons, Bertrand of Chicago, Donald of Buffalo and Allen of Boston.

CHARLES JORDAN

Charles Jordan of Bangor, carman, died January 21st. He entered Maine Central service July, 1922. Mr. Jordan is survived by a wife and six children.

EDWARD J. NAGLE

Having served as a worthy example of faithfulness and courtesy, exemplifying the higher attributes of an employee who comes to the end of his service, truly being en-

titled to the commendation, "Well done, thou good and faithful servant". Edward J. Nagle, clerk in the Audit Department, General Offices at Portland, died on February 26 at the State Street Hospital, Portland. He had been employed since 1907.

The Maine Central could scarcely have had in its employ one who served with stauncher loyalty or greater devotion to duty, nor one who gained a greater host of friends for self and employer.

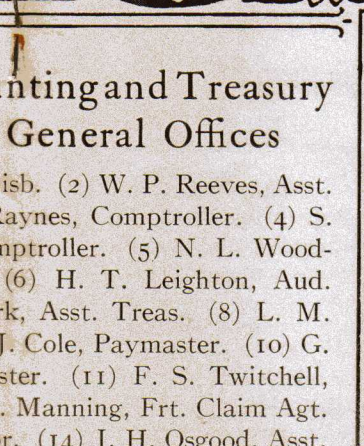
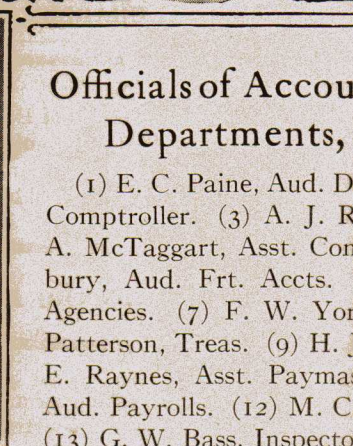
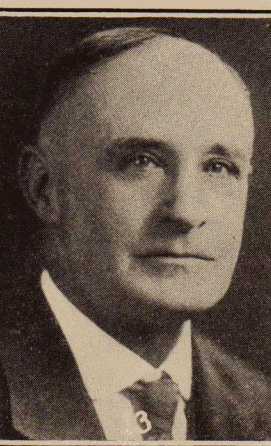
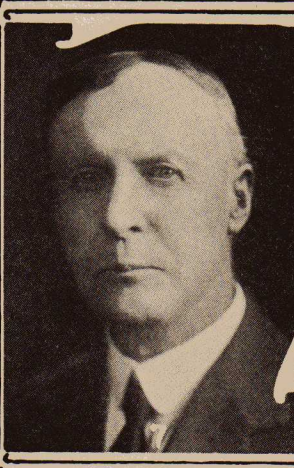
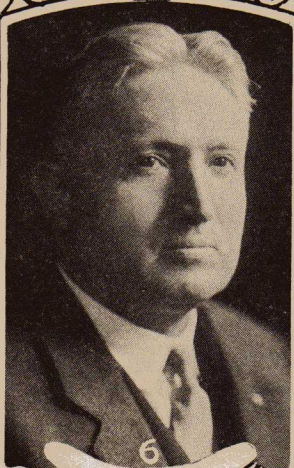
He was born in Portland and was a lifelong resident, having attended the public schools and graduating from Portland High with the class of 1902. For five years he was employed by the Eastern Steamship Company.

He was a familiar figure at the "West End" where he enjoyed a great number of friends to whom he was known as "Eddie". He was a staunch supporter of the Brotherhood of Railway Clerks and a member of Local No. 374, a lover of all sports and a member of Maine Central Bowling League.

Surviving him are his mother, Ellen L., two brothers, Frank J. and Leslie R., two sisters, Mary F. and Mrs. George J. Woods. Interment was in Linwood Cemetery, Haverhill, Mass.



Edward J. Nagle



Officials of Accounting and Treasury Departments, General Offices

(1) E. C. Paine, Aud. Disb. (2) W. P. Reeves, Asst. Comptroller. (3) A. J. Raynes, Comptroller. (4) S. A. McTaggart, Asst. Comptroller. (5) N. L. Woodbury, Aud. Frt. Accts. (6) H. T. Leighton, Aud. Agencies. (7) F. W. York, Asst. Treas. (8) L. M. Patterson, Treas. (9) H. J. Cole, Paymaster. (10) G. E. Raynes, Asst. Paymaster. (11) F. S. Twitchell, Aud. Payrolls. (12) M. C. Manning, Frt. Claim Agt. (13) G. W. Bass, Inspector. (14) J. H. Osgood, Asst. Aud. Frt. Accts. (15) W. E. Lucey, Aud. Pass. Accts.

All photos by Bachrach



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Departments, General Offices**

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All photos by Bachrach

