



Maine Central Family

Seen 36.6 Miles East of Leeds Junction



As we haven't heard from any member of the Family on the Farmington Branch for quite some time we rode up there on No. 7 the other day with Conductor George Plaisted and snapped the above pictures. Some say that Agent Walsh has a likeness to "Cal" Coolidge. What do you think? Well, anyway, J. F. didn't choose to run away from the camera, although he was in an awful hurry to get over to the ticket office from across the tracks to sell the pasteboards for No. 24.

The two lower pictures show one of the peanut engines of the S. R. & R. L. just after a run from Carrabasset, and one of that road's plows bucking a snowdrift out on the line, not this winter, folks, but in '26 when we had plenty of snow to brag—or cuss—about.

Agent Walsh has been in Maine Central service since 1900, sixteen years of which has been at Farmington. Prior to that he was at West Falmouth, Yarmouth Jct. and Woolwich.

Who's Who An

THE man who makes much more writing the biographies of General Helen of Troy, Adam and Eve than other historical characters, isn't capped by lack of facts since he knows them all and no one can dispute his conditions, since the subjects are very dead and their descendants, if any, care.

The biographer who attempts to list the life and achievements of a living person has a much harder task, for he must necessarily stick to facts and when facts are forthcoming he dares not rely upon his imagination. In telling you about L. Merritt, Ticket Agent at Portland Station, in a way the writer is up to the neck in it. He claims he's just an ordinary human being and that nothing ever happened to him worth working a fuss over. But the affairs in and around the Station Ticket and Pullman office may be a whole lot different if it were not for the going, competent individuals like Merritt.

He knows the ticket game from frontward, backward, sideways and all ways and there is probably not another man in the service who can excel him in this extensive field of Railroad work.

For the past 27 years he has been in Portland and during that time has been in contact with thousands of patrons, and is efficient, judicious in his dealings with the public, considerate and very fair to his employees who work under him.

Bangor Car Department

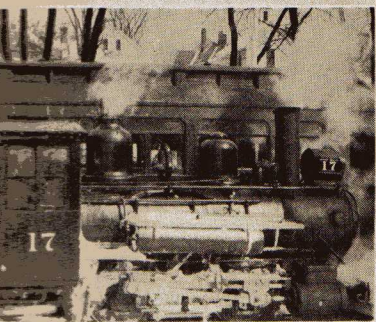
By C. A. JEFFERDS

Miss Lena Golden has resumed her position as stenographer in General Foreman's office after a leave of absence. Miss Golden's place was filled by Mrs. Carrie Sturges in Portland. Miss Golden visited in Bangor, New York and Chicago.

George Graves is now quite busy making wintering trips for the coming summer and

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Leeds Junction



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Who's Who Among the Ticket Agents

THE man who makes much money by writing the biographies of Galahad, Helen of Troy, Adam and Eve and other historical characters, isn't handicapped by lack of facts since he invents them all and no one can dispute his assertions, since the subjects are very much dead and their descendants, if any, do not care.

The biographer who attempts to limn the life and achievements of a living subject has a much harder task, for he must necessarily stick to facts and when facts are not forthcoming he dares not rely upon his imagination. In telling you about Leon W. Merritt, Ticket Agent at Portland Union Station, in a way the writer is up against it. He claims he's just an ordinary average human being and that nothing ever happened to him worth working a fuss about. But the affairs in and around the Union Station Ticket and Pullman office might be a whole lot different if it were not for steady going, competent individuals like Leon Merritt.

He knows the ticket game from A to Z, frontward, backward, sideways and endways and there is probably not another man in the service who can excel him in this extensive field of Railroad work.

For the past 27 years he has been at Portland and during that time has come in contact with thousands of patrons, always efficient, judicious in his dealings with the public, considerate and very fair to the employees who work under him.



Leon W. Merritt

The writer knows these statements are absolute facts for he worked in Mr. Merritt's office one summer as extra ticket seller.

"L. W." is a hard conscientious worker. He never appears "too busy" or bored when asked to explain to an employee or a passenger the second time. And he is the most accommodating "cuss" you ever saw. We are proud to have him in our family.



Bangor Car Department

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Miss Lena Golden has resumed her duties as stenographer in General Foreman's office after a leave of absence. Miss Golden's place was filled by Mrs. Carrie Stubbs of Portland. Miss Golden visited in Boston, New York and Chicago.

George Graves is now quite busy planning trips for the coming summer and has

already placed his order for a new Chev. "All aboard boys, who'll buy the gas?"

Charles H. Loftus, our genial material clerk, is soon to take on the bonds of matrimony, his engagement being announced recently to Miss Marion Barnett of Woodstock, N. B. Miss Barnett was formerly a resident of Portland.

Rather bad for the Portland boys getting beat in the recent bowling tournament held in Bangor. As stated before by the writer, Martin Sheppard came across.



Who Are They?

By C. R. BRYANT, Aud. Dis. Office
See Answers on page 22

1 R

2 See

3 BOB

4 See Are Bee

5 er er

6 Sun

7 yer

8 Ben

9 a are ney

10 2000 Lbs

General Office Notes

Passenger Traffic Department

Winston Minott is back at his duties after six months' absence due to an injury received when struck by an automobile.

Mr. and Mrs. Sherman Hapgood are on a month's trip to Southern California. Mr. Hapgood is our Traveling Passenger Agent.

Earl Fenderson, formerly clerk in the

11 R ch

12 Ralph

13 J SS

14 J S

15 H Ford

Passenger office, has been transferred to the Drafting Room, Engineering Department.

Olive Small, private stenographer to General Passenger Agent, is now driving a Chevrolet Coach, thanks to the cooperation of Fred Smith, T.P.A., Boston and Maine.

Car Service Department

"Bill" McCullum recently purchased an up-to-the-minute radio set, but not being an expert operator has returned it on account of expensive power tubes.

Agnes Nielson, so they say, recently took a long, long slide down the Promenade.

Virginia Reardon is back on-the-job after a short illness.

Engineering Department

The following Engineering Department officials attended a convention of the American Railway Engineering Association in Chicago: Harry Stetson, E. A. Johnson, Walter Norris, H. H. Robinson, J. P. Scully, M. Sutherland, Spurgeon Sullivan. On their way out, they stopped at Washington, D. C., where Congressman Beedy entertained them by sight seeing over the city.

Helen Monroe has returned to her duties after a few weeks' absence on account of illness. Mrs. Alice P. Burke, formerly stenographer in this department, substituted for Miss Monroe.

Eleanor Conboy is confined to her bed by a nervous breakdown.

A new Blue Print machine has been recently installed in the Engineering Department, where it is turning out much work at the hands of Clifton Burrows.

Ruth Goodridge, who has been ill with the grippe, has returned to her duties in the Freight Traffic Department.

Mrs. Edith Jess of the Auditor of Accounts' office, has recovered from her recent sickness and is back to her desk again.

Mr. and Mrs. George Dibblee, Jr., recently receiving congratulations upon the birth of a daughter, Ann, born March 8th. Mr. Dibblee is clerk in Auditor of Accounts' Office.

Freight Audit Office

Howard Dodge was called to New York recently on account of the death of his father.

Ralph Chase, Vera Hanson and J. Bouchard are now back at their duties in the Freight Audit Department.

"Herbie" Clough, Czar of the General Offices, recently lost a box of real cigars, betting on the recent Sharkey-Scraper with "Baldy" Burke.

C. H. Blatchford, General Solicitor, is present on an extended trip to Panama and Mediterranean Sea points.

Our Purchasing Agent Eugene I. Decker and Mrs. Decker left March 9th for Petersburg, Florida, where they will visit relatives for a short while.

M. C. Manning, Freight Claim Agent, attended a session of the Eastern Railway Conference, held in New York City, the past month.

♦ ♦

Portland Terminal News

By G. M. KATON

The accompanying photo is an excellent likeness of Miss Ethel E. Armstrong, Superintendent's office, Portland Terminal Company, who is spending a few weeks in sunny California, and Mr. Donald Feeney, the popular screen actor (who in his private life is Francis Feeney, son of John Feeney of Portland, a former member of the Portland Terminal Family) and who was snapped at Hollywood, Calif.



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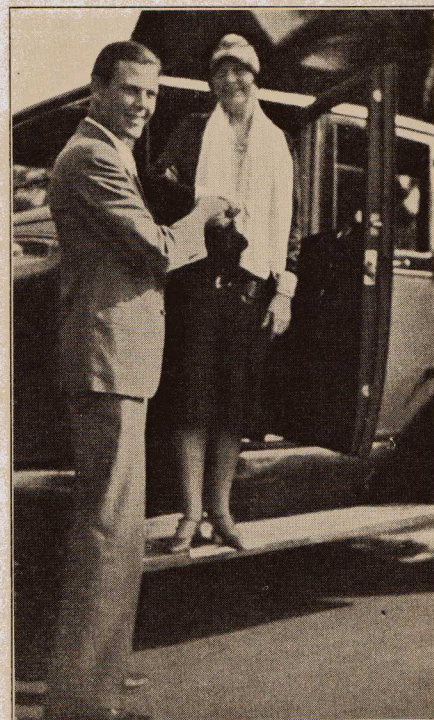


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Company, who is spending a few weeks in
sunny California, and Mr. Donald Keith,
the popular screen actor (who in private
life is Francis Feeney, son of John T.
Feeney of Portland, a former member of the
Portland Terminal Family) and was
snapped at Hollywood, Calif.

Miss Armstrong writes that she is enjoy-
ing wonderful weather and has visited
Catalina Islands, Long Beach, Hollywood,
Los Angeles, San Diego, Calif., and Tia
Juana, Mexico, spending several days with
former Yardmaster Frank H. Harmon and



family, at Burbank, Calif., Jessie Waters,
former Train Director and family, and Mrs.
George Ebert Kline, who will be remem-
bered as Miss Katherine Morrison, clerk at
the Freight Office.

On the return trip Miss Armstrong plans
to take in the sights of San Francisco, Salt
Lake City, Denver, Chicago, New York
and Montreal.



You're Dem Right

Teacher: Norman, give me a sentence
using the word "diadem."

Pupil: People who drive over the rail-
road crossing diadem sight quicker than
those who stop, look and listen.—Portland
Telegram.



Ain't It The Truth

By CHARLES H. BLACKWELL, F.T.D.

A. F. T. M. Gilbert Miller now says he is credibly informed that steel wool comes from the sheep on Iron Mountain, Missouri.

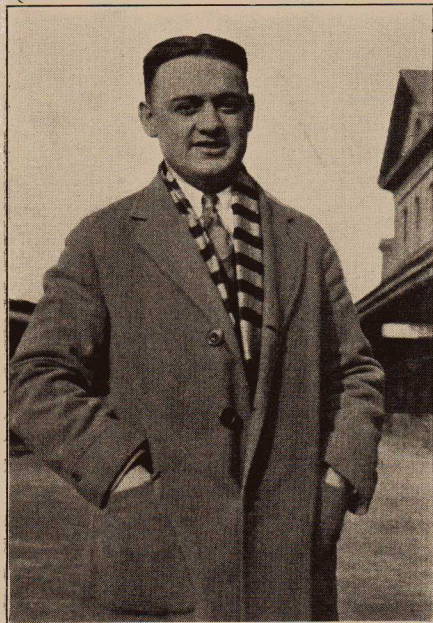
Industrial Agent Hunton admits it may be true but says it can't be so good as that obtained from hydraulic rams fed by Maine water-power.

♦ ♦

Waterville Station News

F. J. Nichols returned to his duties March 15th after a six months' vacation spent on the Pacific Coast.

Raymond Barriault is contemplating investing not over 25 dollars in a stripped down flivver for special use between his residence and station.



Adolph Dutille, Jr.
"Beau Brummel" of
Waterville Baggage room

Jack Ramsay is soon to pay a visit to the Metropolis of Canada and how?

John Dutille says he is planning a trip to New York City in the near future. If

his plans materialize John will board in Brooklyn and commute back and forth over the famous Brooklyn Bridge.

♦ ♦

Magazine Editor Talks To Calais Rotary

By E. F. McLAIN, Calais

Through the efforts of Dr. M. W. Miner, energetic director of the Calais Rotary Club, several members of the Family were recently afforded the pleasure of hearing Editor and Publicity Agent Dudley Alleman air his views of the matter of advertising and publicity.

Getting away under a bad handicap—No. 127 was about an hour late and we had to wait dinner for him—the editor impressed his audience with value of advertising intelligently, and the utter waste of huge sums in hit-or-miss advertising. Dr. Miner, like many of us, felt that Washington County was being neglected both in state and Company publicity. He said as much when introducing Mr. Alleman, who disagreed with the medical personage as far as the Railroad is concerned.

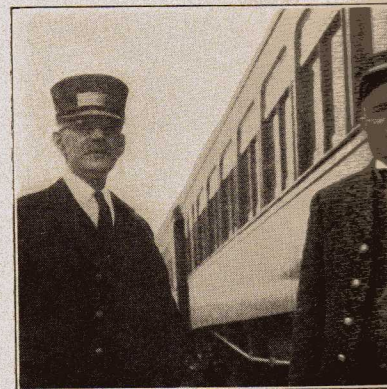
The Maine Central Railroad, our editor declared, has for many years, been spending thousands of dollars annually to broadcast to the Nation Maine's natural advantages, agricultural, industrial and recreational. This expenditure is based on the Company's firm belief that the Railroad is in economic partnership with the farmers, the factories and the recreational developments along our lines—that as these prospered the Railroad will inevitably prosper. Naturally, Mr. Alleman said, the Railroad receives more benefits from developments in Washington County than from similar developments in the vicinity of Portland, and therefore is directing its advertising and publicity towards "boosting" this section whenever possible.

Among the railroaders who received special invitations were R. M. Desmond, Agent at Calais, Percy Adams and Stephen Greenlaw, clerks in Mr. Desmond's freight office, Ben Whitney, Roadmaster, J. B. Kennison, Foreman at the shops, and the writer.

(18)



Brown Plus Brown Makes a Fine Team



Left, Fred A. Brown, Conductor
Right, Fred W. Brown, Brakeman

At last the unbelievable has happened. By circumstance the *Magazine* came able to register in our family album above snapshot taken recently on the form at Oldtown. Just about one century will you find a conductor and brakeman on the same train with the same names.

These two gentlemen run numbers 93, 92 and 129 regularly between Oldtown and Vanceboro, one of the longest runs in the system. Fred A., who has been with the company since 1898, makes his home in Bangor and has just recently returned to work having been off duty on account of sickness for several months. Fred W. is an associate on the Eastern Division and the Washington County Branch welcomes his return.

Fred W. of Calais, who has been with the company since 1906, is very popular in the Down-Easters. Almost everyone has a hobby and Fred W. is no exception. There is nothing he likes better than fishing and he is awaiting the day when the ice will melt on Spednic Lake at Vanceboro. Fred's associate H. E. Colby, commonly known over east as "Ricketty Ike", are planning to catch some big ones this spring. "Ri-



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Brown Plus Brown Makes a Fine Team

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the same historic weapon that killed the
75-pound bobcat in the wiles of Waukeag.



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* *

The "Works" at Cherryfield



E. A. Day, Agent

"Ed" is truly a landmark on the Wash-
ington County Branch. Old timers will
recall seeing for years the familiar picture
of "Ed" in the office almost always with his
sleeves rolled up attending to his duties at
the down-east station. His record at
Cherryfield dates back to 1904.

* *

Conductor Plaisted In Florida

George Plaisted, Conductor on Portland
Division, on March 11th once more hied
himself to southern climes for a few weeks'
vacation from his run between Portland
and Farmington on Nos. 7 and 24. His
purpose in trekking southward was to visit
his daughter in Miami. Conductor Frank S.
MacDonald held the run during his absence.



On the Job at Solon



Agent R. B. Larrabee is the man who has ruled the destinies at this station for fourteen years. Solon is a one-man station on our Somerset Branch, and Ralph B. is the *one* man who can fill the job to perfection. He is not what you call an old old-timer, but his seniority position dates back to 1907, a 21-year record of faithful service to the Company.

♦ ♦

This Station Is Proud of Its Milk Business

By G. A. PLUMMER, Agent, Newport
Thinking that perhaps a few figures on the amount of milk being handled at this station might be of interest to our readers, I have made up figures for the month of January, 1928, which I think is a fairly representative month.

In this month we handled on our passenger platform, including the full and empty and transfer cans, 6003 cans and received by freight billed to the Turner Center System 7981 full cans milk.

They inform me that they have on hand at present 240,000 pounds condensed milk to the shipped later. This condensed milk is put up in 600-pound barrels.

I would like to express my appreciation of their cooperation with the M. C. R. R. in handling this large amount of milk, as they have been ready to meet me more than half way and there has been no complaint whatever.

Rigby Terminal Notes

By J. E. MILLS

Mrs. Elsie B. Munroe, formerly of the Roadmaster's Office, Portland, is now located in the Motive Power Department as clerk.

Since Clerk Edward Towsey has been transferred to the Master Mechanic's office and has Saturday afternoons and Sundays off, we understand that his labors do not cease after he leaves the office, as his wife puts him to work just after lunch helping around the house. It is rumored that in a work out with his son, John, he did not get his guard up soon enough with the result that he is now claiming that he ran into a door in the dark.

Frank S. Prescott, Store Clerk, who has been out on account of illness, is back at work.

♦ ♦

An Easy Winter for the Motor Coaches



Above snapshot shows one of our Fageol Motor Coaches on the highway between Portland and Bridgton. Due to the exceptionally mild winter and scarcity of snow, conditions have been such that the "Big Bus" has been running regularly between its terminals.

♦ ♦

The Silver Lining

Police Sergeant—Is the man dangerously wounded?

Patrolman—Two of the wounds are fatal, but the other one isn't so bad.—*Police Magazine.*

(20)

A Veteran B



The illustration above shows the Conductor James Malone about to go of Bucksport for Chipmans and

We Are After The Goat's Account's Goat

By E. I. HILL, Traveling Agent

All of us at some time or other have something or some one "get our goat." Of course we simply sat quiet and did nothing to overcome the situation.

The "goat" in the Freight Claim Department is claims of all sorts.

Do we sit at our desks wearing our elbows and let the goat run wild? We do NOT!

We plan to be on our toes at all times and do all we can to keep the "goat" down and within his confines.

Every time a receiving clerk receives a shipment improperly "put up" or a car does not trim and pack his load properly or a switching crew "shakes" cars roughly or a train crew "gives it



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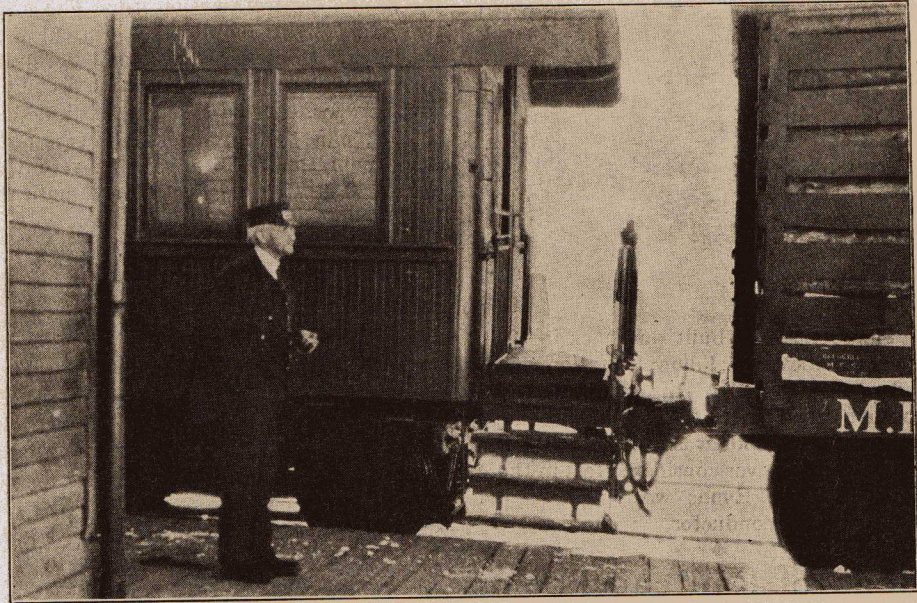
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The Silver Lining

Police Sergeant—Is the man dangerously injured?
 Fireman—Two of the wounds are fatal, the other one isn't so bad.—*Police Chronicle.*



A Veteran Bucksport Branch Skipper



The illustration above shows the veteran Conductor James Malone about to pull out of Bucksport for Chipmans and points

north. The letter "M" on the car at the right of the picture may stand for the number of M434.

We Are After The Claim Account's Goat

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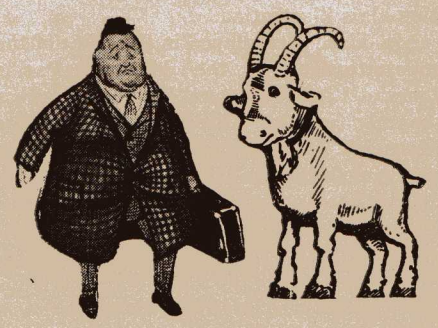
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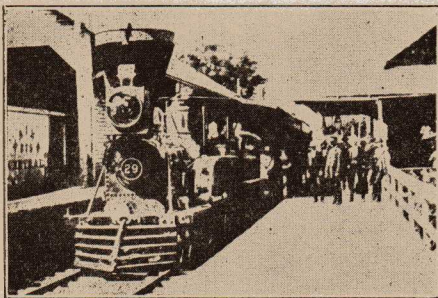
too quickly it gives our little "Billy" an opportunity to do a little bleating which he never misses.

Let's all tie the "goat" up as securely as possible so he won't cause any more annoyance to the account than is absolutely necessary.





Old Timer at Hallowell



The "Atlantic," built way back in 1848, is shown above at Hallowell Station. Cylinders were 14 x 18. This locomotive used to run on the Somerset and Kennebec R. R. and the speed made was from 6 to 10 miles per hour which was considered fast in those days. Charlie Evans was engineer and John Holmes, conductor.

Book of Railroad Poems Published by M. P. Man

A collection of original illustrated poems dealing entirely with railroad subjects and of especial interest to railroad people is being offered by the poet, Sidney Warren Mase of Little Rock, Ark. The book is printed on high grade glossy paper and bound in black leather. The title of the book is "The Singing Wheels," and the price is \$1.50, plus postage. They will be sent C. O. D. to any address.

All branches of railroad service come in as a subject for one or more of the poems, each being printed on a full page with a high class illustration.

Mr. Mase is employed in the office of the superintendent of the Missouri Pacific Lines at Little Rock and his poems appear monthly in the Missouri Pacific Lines Magazine. "The Singing Wheels" may be obtained from Mr. Mase, whose address is 5422 U Street, Little Rock, Ark.

Bangor Veteran Retires

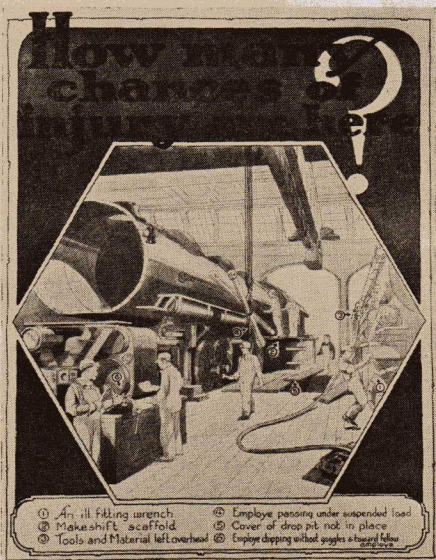
By C. H. LEARD, Bangor
Cornelius Griffin, who has been con-

tinuously employed on the Eastern Division for the past 45 years, was recently put on the Maine Central pension list. The first two years of his employment was at the old Engine House in Bangor and the past 43 years he has been a locomotive fireman, covering Switcher in Bangor Yard. Mr. Griffin's oldest son, Patrick, who is a mail clerk running out of Bangor, was recently elected State Commander of the American Legion in Maine.

* *

Answers to Puzzle on page 16

Elias Taylor	1
E. C. Paine	2
Bob Innes	3
C R B	4
Georgetta Bunker	5
Viola Nickerson	6
Dot Sawyer	7
Pearl Bennett	8
F. D. Varney	9
Roy Dunton	10
Elmer Hatch	11
Ralph Small	12
Clif Jess	13
A. J. Raynes	14
C. H. Blatchford	15



① An ill fitting wrench ④ Employee pensing under suspended load
 ② Makeshift scaffold ⑤ Cover of drop pit not in place
 ③ Tools and Material left overhead ⑥ Employee clipping without goggles & head fall

(22)



Biggest Benefits Since

NINETY claims were paid in employees and officials of the C.R.R. and P.T. Co. by the Fidelity Insurance Company during the ending March 19, 1928. This is the largest, both in number and amount the group insurance was put in for included two major accident claims of these was for the accidental death of Trainman Walter C. Pettee and one accidental death of Sectionman Lowell, employed on section 96.

The Motive Power group was the heaviest sufferer with 29 casualties, followed by the Engineering Department with 18, Trainmen with 14 and other forces with 13. Ten members of the C. Transportation Department to count, followed by General Office with 8 benefit payments, including Director of the Company.

Auditor Payrolls Fred S. Taylor points out that a couple of claims have been held up lately because members of the family have not complied with the terms of the policy, which requires that a doctor must be consulted in all cases of sickness. Recently a member of the Family was sick on January 12, returned to work on February 19 and filed a claim on January 12—and *didn't have a doctor*. This is a bit too strong even for the Fidelity Insurance Company, whose records so clearly indicated that they are ready to pay more than half way.

If you are sick file claim at once and consult a doctor.

The following claims have been paid during the month ending with March 19, 1928.

Name	Location	Benefit
General Office		
Maurice Hawkes	Aud. Frt. Accts.	\$100.00
Edith W. Jess	Auditor Payrolls	\$100.00
Eva M. Knight	Aud. Frt. Accts.	\$100.00
Helen B. Munroe	Chief Eng. Office	\$100.00
Samuel W. Philbrick	Skowhegan	\$100.00
Joseph L. Reagan	Aud. Frt. Accts.	\$100.00
Julia Roper	Gen. Mgr. Office	\$100.00
Florence L. Webber	Frt. Traffic Mgr's Office	\$100.00
Engineering Department		
Herbert L. Ames	Skowhegan	\$100.00
John E. Beane	Bingham	\$100.00
George W. Costain	East Holden	\$100.00
Gilbert E. Emery	Portland	\$100.00
John Greenwood	Portland	\$100.00
Philip Gormley	Portland	\$100.00

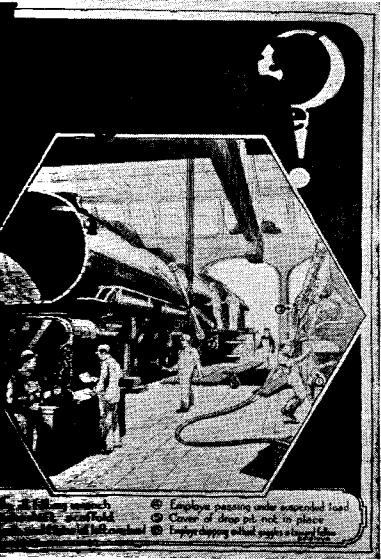


ously employed on the Eastern Division
the past 45 years, was recently put on
Maine Central pension list. The first
years of his employment was at the
Engine House in Bangor and the past
years he has been a locomotive fireman,
ring Switcher in Bangor Yard. Mr.
in's oldest son, Patrick, who is a mail
running out of Bangor, was recently
ed State Commander of the American
on in Maine.

* *

Answers to Puzzle on page 16

- Elias Taylor 1
- E. C. Paine 2
- Bob Innes 3
- C R B 4
- Georgetta Bunker 5
- Viola Nickerson 6
- Dot Sawyer 7
- Pearl Bennett 8
- F. D. Varney 9
- Roy Dunton 10
- Elmer Hatch 11
- Ralph Small 12
- Clif Jess 13
- A. J. Raynes 14
- C. H. Blatchford 15



Biggest Benefits Since Group Policy Established

NINETY claims were paid in full to employees and officials of the M. C.R.R. and P.T. Co. by the Travelers Insurance Company during the period ending March 19, 1928. This was the largest, both in number and amount, since the group insurance was put in force, and included two major accident claims. One of these was for the accidental death of Trainman Walter C. Pettee and one for the accidental death of Sectionman John Lowell, employed on section 96.

The Motive Power group was the heaviest sufferer with 29 casualties, closely followed by the Engineering Department with 18, Trainmen with 14 and Station forces with 13. Ten members of the P. T. C. Transportation Department took the count, followed by General Office forces with 8 benefit payments, including one Director of the Company.

Auditor Payrolls Fred S. Twitchell points out that a couple of claims have been held up lately because members of the family have not complied with the terms of the policy, which requires that a doctor must be consulted in all cases of sickness. Recently a member of the Family went out sick on January 12, returned to work on February 19 and filed a claim on March 12—and *didn't have a doctor*. This is going a bit too strong even for the Travelers Insurance Company, whose record so far has indicated that they are ready to meet us more than half way.

If you are sick file claim at once and consult a doctor.

The following claims have been settled during the month ending with March 19:

Name	Location	Reason
<i>General Office</i>		
Maurice Hawkes	Aud. Frt. Accts.	Accident
Edith W. Jess	Auditor Payrolls	Sickness
Eva M. Knight	Aud. Frt. Accts.	Sickness
Helen B. Munroe	Chief Eng. Office	Sickness
Samuel W. Philbrick	Skowhegan	Sickness
Joseph L. Reagan	Aud. Frt. Accts.	Accident
Julia Roper	Gen. Mgr. Office	Sickness
Florence L. Webber	Frt. Traffic Mgr's. Office	Sickness
<i>Engineering Department</i>		
Herbert L. Ames	Skowhegan	Sickness
John E. Beane	Bingham	Sickness
George W. Costain	East Holden	Sickness
Gilbert E. Emery	Portland	Sickness
John Greenwood	Portland	Sickness
Philip Gormley	Portland	Sickness

Joseph A. Gagnon	Rumford	Sickness
Vede King	Fairfield	Sickness
John W. Lowell	Olamon	Accidental Death
<i>Motive Power Department</i>		
John Leclere	Brunswick	Sickness
George L. McKenzie	Lincoln	Sickness
Harold G. Mills	Pembroke	Sickness
Kserty Shaner	Oldtown	Sickness
George E. Shaw	Etna	Sickness
Percy E. Shaw	Carmel	Sickness
Guy A. Stimpson	Brunswick	Sickness
William C. Uetz	Carmel	Sickness
Peter Velleux	Portland	Sickness
Fred Brown	Rockland	Sickness
Harry C. Bartlett	Portland	Accident
Frank E. Bishop	Rumford	Accident
Tom H. Calverly	Portland	Sickness
Martin Foley	Portland	Sickness
Peter S. Griffin	Portland	Accident
Peter L. Growls	Portland	Sickness
Ralph C. Hooper	Auburn	Sickness
Isaac C. Jackson	Portland	Sickness
George Lank	Eastport	Sickness
Wallace H. Lord	Portland	Sickness
Howard O. Morrison	Bingham	Sickness
John F. Martell	Portland	Sickness
Charles Mitchell	Portland	Sickness
Philip M. McIver	Vanceboro	Sickness
Norman McLeod	Brewer	Sickness
Patrick McFarland	Portland	Sickness
Alexander McKenzie	Portland	Sickness
Frank S. Prescott	Portland	Sickness
Frank T. Palmer	So. Portland	Sickness
Percy Pendleton	Brunswick	Sickness
Floyd Tapley	Milltown	Sickness
Frank S. Whitney	Bangor	Sickness
Arnrose E. Arnold	Waterville	Sickness
Arnold A. Dow	Waterville	Sickness
Henry C. Dearborn	Waterville	Sickness
Napoleon Lafferreve	Waterville	Sickness
Leo McDonald	Waterville	Accident
Charles Vigue	Waterville	Sickness
<i>Stations</i>		
John Armstrong	Pittsfield	Sickness
Charles Commary	Orono	Sickness
Sylvanus W. Coram	Vanceboro	Sickness
Forest C. Edgcomb	Bangor	Sickness
Fred V. English	Oldtown	Sickness
E. H. Harding	Detroit	Sickness
Ansel C. Hall	Vanceboro	Sickness
Partick J. Kelliher	Auburn	Sickness
Frank R. Lawrence	Brewer	Sickness
Charles Longley	Milford	Sickness
Clifton C. Mitchell	Poland	Accident
Daville E. St. Pierre	Bangor	Sickness
Raymond Thornton	Bangor	Sickness
<i>Trainmen</i>		
Deola O. Berry	Lancaster	Accident
Levi W. Berry	Portland	Sickness
Archer E. Butler	So. Portland	Sickness
James F. Bendelow	Portland	Sickness
Frank L. Jetcher	Bangor	Sickness
James B. Fox	Auburn	Sickness
Howard E. Goss	Auburn	Sickness
Joseph Hamlin	Rockland	Sickness
Nicholas L. Huston	Dover-Foxcroft	Sickness
Donald E. Nowell	Portland	Sickness
William S. Peabody	Portland	Sickness
Walter C. Pettee	Eastport	Accidental Death
William E. Robbins	Oldtown	Sickness
Frank C. Willette	Bangor	Sickness
<i>Portland Terminal, Transportation Department</i>		
Charles E. Billings	So. Portland	Sickness
Thomas E. Burke	Portland	Sickness
Annie Z. Donahue	Portland	Sickness
Coleman Dillon	Portland	Accident
Bartley C. Flaherty	Portland	Sickness
Patrick J. Greaney	Portland	Sickness
Ralph E. Kane	Portland	Sickness
Mathias O'Toole	Portland	Sickness
James P. Peterson	Portland	Sickness
Charles H. Priest	Portland	Sickness

M.C.R.R. Reference Information

Brought Up to Date

Miles of Road Operated 1122.33	Total Passenger Train Cars 310
State of Maine 981.71	Passenger Cars 158
State of N. H. 99.50	Combination Cars 22
State of Vt. 36.02	Baggage Cars 50
Province of N. B. 5.10	Other Passenger Train Cars 80
Mileage Road Owned 646.76	Total Freight Train Cars 7147
Mileage Road Leased 454.79	Box Cars 3808
Miles Trackage Rights 20.78	Eastman Heater Cars 475
Miles First Main Track 1122.33	Coal Cars 1296
Miles Second Main Track 86.76	Rack Cars 945
Miles Additional Main Track 2.76	Caboose 117
Miles Yd. Track & Siding 368.49	Other Freight Train Cars 506
Miles of Track in Use 1580.93	Company Service Cars 479
Revenue Passengers	Ferry and Steamboats 4
Carried in 1927 1,901,281	Total Performance of
Number of Passengers	Locomotives 5,697,494 miles
Carried one Mile 100,392,383	Freight Service 2,266,688 miles
Revenue Frt. Hauled	Passenger Service 2,112,658 miles
in 1927 7,846,058 tons	Mixed Service 167,553 miles
Freight Train Car Miles	Special Service 2,373 miles
1927 69,271,575	Switching Service 998,392 miles
Passengers Carried One	Work Service 149,830 miles
Mile per Mile of Road 89,524	Aver. Miles per Ton of Coal 16.55
Ton Miles, Rev. Frt.,	Aver. Miles per Pint of
per mile of road 793,632	Lubricants 10.28
Average Haul, Pass 52.80 miles	
Aver. Haul, Rev. Frt. 113.42 miles	Maine Population and Area
Aver. Rev. per Passen-	County Sq. Miles Population
ger per Mile 3.60 cents	Androscoggin 459 65,796
Aver. Rev. per Ton of	Aroostook 6453 81,728
Freight per Mile 1.867 cents	Cumberland 853 124,376
Number of Locomotives 215	Franklin 1789 19,825
Passenger 52	Hancock 1522 30,361
Freight 134	Kennebec 879 63,844
Switching 29	Knox 351 26,245
	Lincoln 457 15,976
	Oxford 1980 37,700
	Penobscot 3258 87,684
	Piscataquis 3770 20,554
	Sagadahoc 250 23,021
	Somerset 3633 37,171
	Waldo 724 21,328
	Washington 2528 41,709
	York 989 70,696
	Total 29,895 768,014

CHARLES E. NASH & SON, AUGUSTA, MAINE