

*Maine*  
*Central*  
*Employees'*  
*Magazine*  
*June 1928*



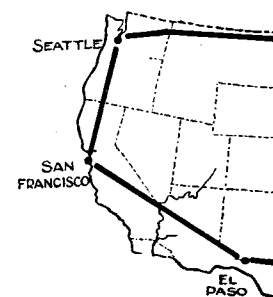
Do You Realiz

MAIN

By H. T. LU

HOW many of us employees of the Maine Central Railroad have any conception of the vast amount of material there is involved in the construction of a permanent way upon which the wheels of the Company's trains may safely roll? If we could travel over the entire System with any other purpose than to see everything we could do no better than make a mere guess at the number of animals and the things we had seen.

The Valuation Department, however, has a basis for determining the quantity of various items, namely the Government's inventory as of December 30, 1916; which has been broken down to date by recording on prescribed forms the quantities of materials added to or removed from the inventory each year. With this source of information available it is possible and it may be of interest to state the quantities of a few of the



Cross Ties Wo

# The Railroad Clerk

By SIDNEY WARREN MASE

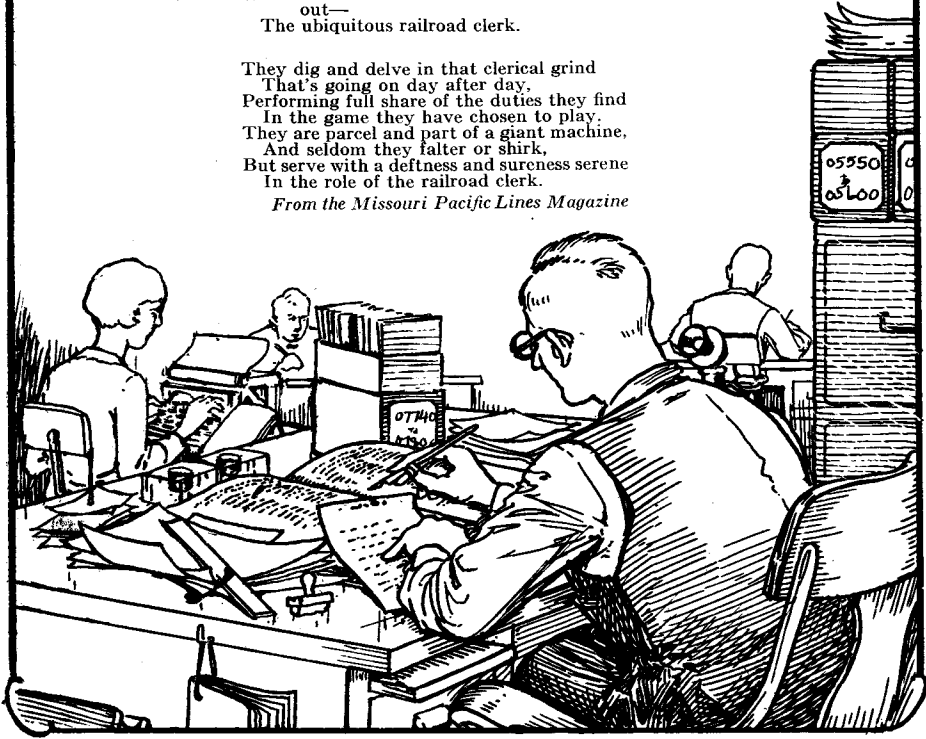
There's a class that's submerged in the railroad game,  
Of which little is said or known,  
Who should merit a niche in the hall of fame  
Which the railroads may claim for their own.  
They are men and women, and each of them share  
In the multiple scheme of work,  
That is wrought by all with an infinite care  
In the role of the railroad clerk.

They labor with pencils and adding machines,  
With pens and with typewriters fleet,  
And lend to the quota of busying scenes  
A service distinctively meet.  
With letters, reports and statistical dope,  
And problems that baffle and irk,  
With which they must strive and successfully cope,  
Is the task of the railroad clerk.

In stations and offices, yards and in shops,  
In freight depots, out on the road—  
Roundhouses and places there work never stops—  
In shanty or box-car abode—  
Anywhere — everywhere — all around and about,  
Each doing their share of the work,  
We find them wherever the railroads reach out—  
The ubiquitous railroad clerk.

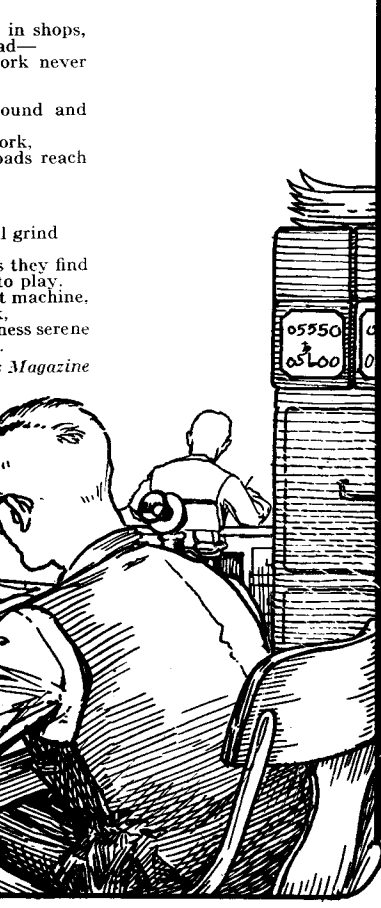
They dig and delve in that clerical grind  
That's going on day after day,  
Performing full share of the duties they find  
In the game they have chosen to play.  
They are parcel and part of a giant machine,  
And seldom they falter or shirk,  
But serve with a deftness and sureness serene  
In the role of the railroad clerk.

From the Missouri Pacific Lines Magazine



# Road Clerk

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 Magazine



# MAINE CENTRAL



## EMPLOYEES' MAGAZINE

Vol. V

JUNE, 1928

No. 6

### Do You Realize The Size Of The MAINE CENTRAL

By H. T. LUND, Assistant Engineer

**H**OW many of us employees of the Maine Central Railroad have any conception of the vast amount of material there is involved in the construction of a permanent way over which the wheels of the Company's trains may safely roll? If we could travel over the entire System with no other purpose than to see everything, we could do no better than make a mere guess at the number of any of the things we had seen.

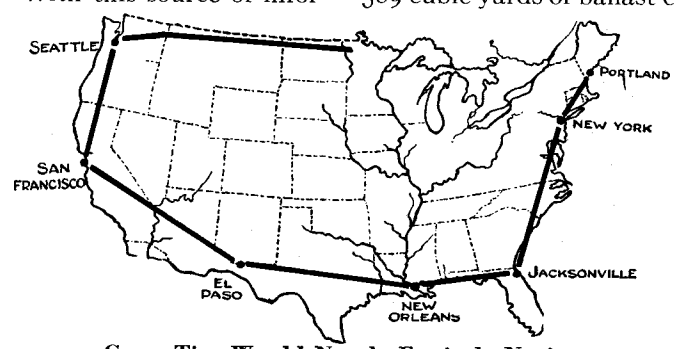
The Valuation Department, however, has a basis for determining the quantity of various items, namely, the Government's inventory as of June 30, 1916; which has been brought down to date by recording on prescribed forms the quantities of materials added to or removed from use each year. With this source of information available it is possible and it may be of interest to state the quantities of a few of the

items and try by comparisons to give a picture of what the figures mean. The date for which these figures are computed is Jan. 1, 1927.

Up to that time the amount of earth and rock which had been excavated all over the System in order to make a reasonably level place to lay the tracks was 28,168,681 cubic yards, which you may visualize as a nice big Washington pie of dirt one mile square and twenty-five feet thick with a solid rock frosting one foot and a half thick sprinkled over six inches deep with loose rock. A conservative estimate of the cost of cutting and disposing of that pie is twelve and a half million dollars.

But such material does not make a safe or comfortable bed for the cross ties to lie in and stay put, so 7,185,589 cubic yards of ballast consisting of

crushed stone, gravel and cinders was procured and placed for that purpose at a cost



Cross Ties Would Nearly Encircle Nation



of over four million dollars. This quantity would add about eight feet to the thickness of the pie, if it wasn't large enough in the first instance.

Now come the cross ties which do not include ties on bridges or under turnouts. There are 4,350,415 of them and they are about eight feet long. Place them end to end and they would extend from Portland, Maine to Seattle, Washington, by way of New York City, Jacksonville, New Orleans, El Paso and San Francisco, and from Seattle about one-third of the distance home again along the northern border of our country. Cross ties vary in cost from around 70 cents for the poorer qualities in side tracks to \$1.80 for the best main line ties. Taking eleven years as the average life of a tie it will be seen that it is necessary to purchase about 395,500 a year for replacements.

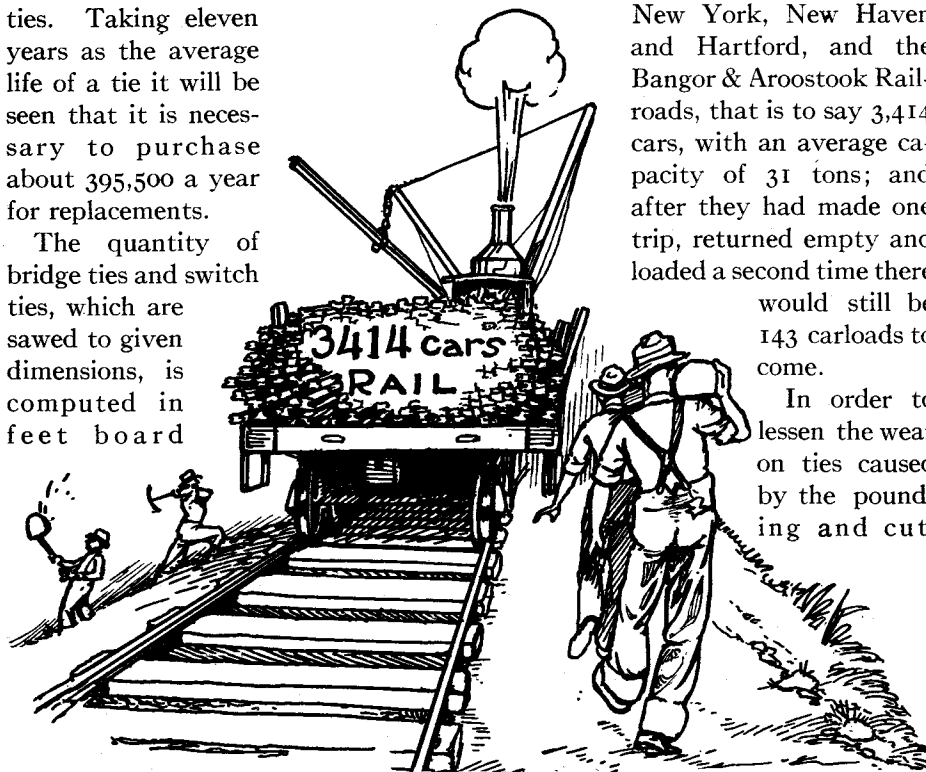
The quantity of bridge ties and switch ties, which are sawed to given dimensions, is computed in feet board

measure. The Maine Central has in use 3,411,000 feet B.M. of bridge ties and 7,457,000 feet B.M. in 3275 sets of switch ties or a total of 10,868,000 feet. Quite a fair sized cottage could be built with 12,000 feet of lumber, and at that rate the above total would be enough to make a village of 900 houses.

The only excuse for all this bother about ties was to have something on which to fasten the rails, and there were about 192,969 gross tons of rail in use at the beginning of last year. This is equivalent to 216,125 net tons and if it were necessary to haul them all at one time it would take all the flat cars owned by the Maine Central,

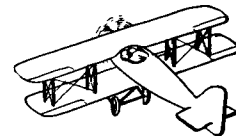
the Boston & Maine, the New York, New Haven and Hartford, and the Bangor & Aroostook Railroads, that is to say 3,414 cars, with an average capacity of 31 tons; and after they had made one trip, returned empty and loaded a second time there would still be 143 carloads to come.

In order to lessen the wear on ties caused by the pounding and cut-



Our Rails Would Load All New England's Flat Cars

(4)



Enough for Village of 900 Houses

ting action of the rails as loads pass over them, more than 219,000 tie plates are placed on ties and underneath the base of rail. These piled up 24 to the side would make a column 49 miles long or if placed end to end would about reach from Portland, Maine to Toledo, Ohio. To look at that number in another way, it would take seven months working eight hours a day including Sundays and holidays to count them at the rate of one second,—providing you did not make a mistake. Most of the ties bought in recent years weigh 8 pounds each but many of them are nearly worn out and much lighter. So, if we assume an average weight of only 4 pounds the above number would weigh 438,000 tons. An 8-pound tie plate costs about 20 cents at the present time.

There are about 22,900,000 spikes weighing 14,777,000 pounds or 7,389 net tons, holding the rails

sure. The Maine Central has in 3,411,000 feet B.M. of bridge ties 7,457,000 feet B.M. in 3275 sets of switch ties or a total of 10,868,000 feet.

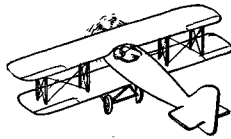
Quite a fair sized cottage could be built with 12,000 feet of lumber, and at that rate the above total would be enough to make a village of 900 cottages.

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England's Flat Cars



Enough for Village of 900 Houses

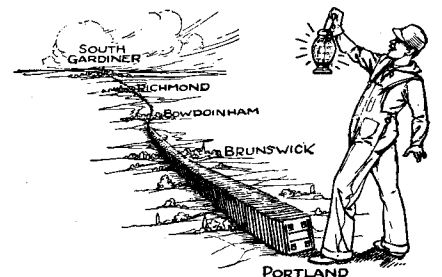
action of the rails as heavy loads pass over them, more than 6,219,000 tie plates are placed on the ties and underneath the base of the rail. These piled up 24 to the foot would make a column 49 miles high; or if placed end to end would just about reach from Portland, Maine to Toledo, Ohio. To look at that number in another way, it would take you seven months working eight hours a day including Sundays and holidays to count them at the rate of one per second,—providing you did not make a mistake. Most of the tie plates bought in recent years weigh about 8 pounds each but many of the old ones which are nearly worn out are much lighter. So, if we assume an average weight of only 4 pounds each, the above number would weigh 12,438 tons. An 8-pound tie plate costs about 20 cents at the present time.

There are about 22,900,000 track spikes weighing 14,777,000 pounds or 7,389 net tons, holding the rail, frogs,

switches, etc., to the ties. Reverting again to a distance comparison, these placed end to end would make the round trip between Boston and Chicago, 2,072 miles, with 6 miles left over. The tie plates and track spikes combined represent enough metal to build two bridges like the new Carlton Bridge with 1,800 tons to spare.

It would seem as if anything as heavy as main line rail, fastened with at least four spikes to each tie which, in turn, is embedded in ballast, would stay just where it was put; but under certain conditions such is not the case. On tracks where the traffic is all in one direction, as east-bound or west-bound in double main line territory, those rails just creep along to see what's doing up ahead where all the trains go that pass over them. If all of the trains go east so do the rails, and just a few feet away the rails are going west with their trains.

It is a bad habit for these rails are connected at many points with other track fixtures and signal appliances which have not developed the wanderlust; and it cost the Maine Central approximately \$70,000 to overcome this habit by the installation of 329,000 anti-creepers or rail anchors.



Tie Plates Would Reach from Portland Nearly to South Gardiner



## Gigantic New Cement Plant



ON May 14, the first trainload of Dragon Cement was shipped over our Road by the Lawrence Portland Cement Company. This shipment went to dealers in the New England States and was the first result of \$4,000,000 invested in plant and equipment at Thomaston.

### While the Whistles Shrieked

Officials of the cement company were present and as the train pulled out of the yard at Thomaston the mill whistles shrieked in salute of this solid trainload of 22 cars. A second section later in the day pulled out from the mill to the main line and proceeded westward as a double header.

A large banner on the side of a freight car told the story:

"Solid train. Dragon Portland Cement." First shipment from New

England's own and only cement mill, Thomaston, Maine. Lawrence Portland Cement Company.

The "big train" consisted of 33 cement-laden cars drawn by locomotives 523 and 355, the entire train representing a weight of 1655 tons.

With the exception of Conductor Fred Koster of Rockland, it was a Portland train crew which had charge of the cement special. W. R. Williams held the throttle on 523 and E. A. Stone was fireman. A. W. Brown was engineer on 355 and D. L. Toothaker did the stoking. R. Gallerson was head brakeman and W. L. Tierney flagman.

### Too Hot for Frogs Now

It is interesting to note that less than a year ago the spot where this magic city now stands, the frogs were singing their plaintive refrain. All the

(6)



## Starts Going



necessary materials of manufacture are on hand in large quantities, including approximately 12,000 tons of coal already in storage on the ground. This will be added to daily. The station, it is figured, will have a consumption each 24-hour day of 100 tons, with an annual consumption approaching 85,000 tons.

Fuel is one of the most expensive items in the manufacture of cement and is subject to a grinding operation as well as drying. The pulverized coal is fed to the huge rotary kilns and ends through a nozzle, being blown

### New Ter

Two motor cycles with side cars recently been purchased for the Portland Terminal Company and will be used to speed up the distributions of mail by the General Offices, the Terminal



## Cement Plant



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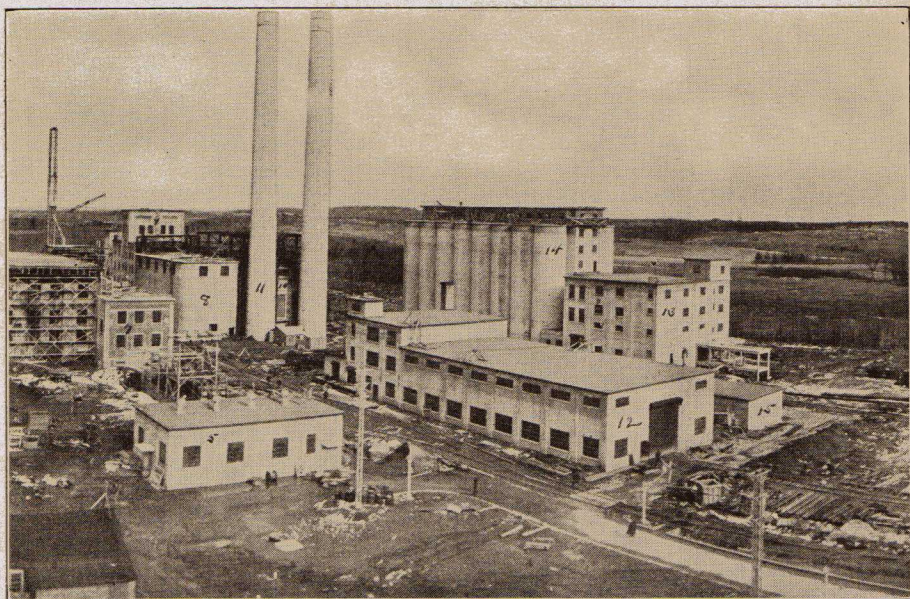
With the exception of Conductor Koster of Rockland, it was a full train crew which had charge of the cement special. W. R. Williams was the throttle on 523 and E. A. [unclear] was fireman. A. W. Brown was engineer on 355 and D. L. Tooth did the stoking. R. Gallerson was head brakeman and W. L. Tierney was an.

### Too Hot for Frogs Now

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## Starts Going Full Blast



necessary materials of manufacture are on hand in large quantities, including approximately 12,000 tons of coal already in storage on the grounds and this will be added to daily. The operation, it is figured, will have a daily consumption each 24-hour day of 225 tons, with an annual consumption approaching 85,000 tons.

Fuel is one of the most expensive items in the manufacture of cement and is subject to a grinding operation, as well as drying. The pulverized coal is fed to the huge rotary kilns at one end through a nozzle, being blown in

from the coal building, a process which requires the installation of considerable equipment. Large storage bins for the coal have been constructed on the premises, with special trackage, three miles of which has been laid in the plant yards, running direct to the coal basins.

### Will Tell the World About Maine

Through the advertising of the Portland Cement Company the message of Maine-made cement will be carried to all corners of the United States, a benefit to the Pine Tree State and incidentally to the Maine Central.

## New Terminal Equipment

Two motor cycles with side cars have recently been purchased for the Portland Terminal Company and will be used to speed up the distributions of mail between the General Offices, the Terminal and

Rigby Yards. A new two-ton truck was also added to the Terminal's rolling stock at the same time. This equipment will replace machines and services previously hired from outsiders.



# Enemies Of Our Progress

By CHAUNCEY THOMAS

In *Railroad Man's Magazine* September, 1911

**A** CERTAIN story runs as follows: A man was sorely troubled by rats in his barn. He was trying to kill them, and his efforts were watched and aided by his six-year-old son. One day the boy rushed gleefully into the house crying: "Papa! Papa! I've killed all the rats! I've killed all the rats!"

### Rough on Rats

"How did you do it, my son?" asked the father.

"Why," beamed the boy, "I burned down the barn."

Now, this is just what many well meaning people in America are apparently doing, or trying to do, in regard to the railroads. In order to correct a few temporary evils they are willing to burn down the railroad barn—and with no more thought of what they are doing than the six-year-old child.

Little did the boy reckon on the winter to come, of the loss to his father and himself in his suicidal effort to kill a few rats. To as little extent do

millions of people realize the harm they are bringing to the railroads, and through the railroads, to themselves, by adverse laws, local greed, or ignorance of railroad conditions.

### All Moved by Railroad

Practically everything that a man, woman or child eats and wears, at one time in its process of manufacture, has been moved from one place to another by a railroad. Take anything as an example—a pair of socks for instance. A man buys a pair of socks at the city or the village store

for twenty-five cents. That pair of socks is one of millions of pairs that were made a thousand miles away. To reach the store so that the man could buy them, the socks had to travel on a railroad.

But this is not all. The socks are made of cotton, and the cotton had to be carried on a railroad from the South a thousand miles north to the cotton mills. Here it was woven into a skein, and the skein was taken several hundred miles more over the iron rails to the sock factory.

And yet this is not all.

### An Endless Chain

The machinery that cleaned that cotton, the machinery that wove the skein, and the machinery that made the socks, all had to be transported on a railroad.

Not only is this obviously true, but the food for the cotton-picker, the cotton weaver and the sock maker had to be hauled many hundreds of miles from various points on the rails. The machinery that helped to create that food, the plow of

the Iowa farmer, and the ax of the Oregon lumberman—all and everything—had to go almost entirely by rail.

It is an endless chain, this thing of interlaced transportation, vitally involving thousands of men, even with so simple a thing as a common pair of socks, and what is true of that article of apparel is true of everything one can name.

### Every Man's Partner

The railroad is every man's partner. The railroad is not—except to the mentally blind—a huge grafting monster that preys

### This Story's Source

Norridgewock, Maine  
April 30th, 1928

Mr. Editor:

I have before me a copy of the old "Railroad Man's Magazine," issue of September, 1911.

You may have heard of this magazine, which has long since stopped publication.

In this issue I find an article which interests me very much, for it shows that even in those days they had very serious problems.

I am handing you herewith a copy of the article, which many members of the Maine Central Family will like to read.

Yours very truly,  
V. T. Blaisdell,  
Operator M.C.R.R.  
Skowhegan, Maine.

on the country through which it r  
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it is with the railroad.

But who owns the railroads? No  
get excited. Not "Wall Street." A  
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beings. Human beings somehow  
the railroads. Who are they?

### Savings Banks and Insurance

The American people. The C  
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maybe which runs by your farm o  
your town or city. Have you an  
insurance? If so, you most certai  
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It is as clear as the fact that  
your horse, and your horse owns  
Therefore you own that head, do

Suppose for some reason you  
exactly like that horse's head. It  
about too much in fly time, let us  
you proceed to take an ax and d  
the horse on the theory that the  
longs to the horse and not to you?  
the head, and you have destroyed  
and by killing the horse you hav  
your wagon, and you must get



# Progress

OMAS

September, 1911

Twenty-five cents. That pair of socks of millions of pairs that were made sand miles away. To reach the store t the man could buy them, the socks travel on a railroad.

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## Every Man's Partner

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on the country through which it runs. It is not so much like an invading army as it is like the mail service, yet thousands of people in America seem to think that anything they can do to injure the railroads is a benefit to themselves and their families.

This policy is like cutting short the food of the horse that drags the plow. For a few days one has more profit out of that horse, then the horse grows weak. It can be whipped only a few days more, then it must sink and die—or have more food. So it is with the railroad.

But who owns the railroads? Now don't get excited. Not "Wall Street." Anything and everything must be owned by human beings. Human beings somewhere own the railroads. Who are they?

## Savings Banks and Insurance

The American people. The Common American people, the man or woman who has a few hundred dollars in the savings bank or a thousand or two dollars of life insurance. They are the people who own the American railroads, and when a surely honest but mentally benighted member of a legislature aims some drastic law at "the railroads" he is hitting, not at a mere collection of dumb iron and wood, but at millions of men and women and himself.

Many a man who reads these lines is unconscious of the fact that he owns some part of an American railroad. Take yourself as an illustration. Have you any money in a savings bank? If so part of that money is invested in railroad bonds—part of your money is in the very railroad, maybe which runs by your farm or through your town or city. Have you any life insurance? If so, you most certainly own part of some American railroad.

It is as clear as the fact that you own your horse, and your horse owns his head. Therefore you own that head, do you not?

Suppose for some reason you do not exactly like that horse's head. It may jerk about too much in fly time, let us say. Do you proceed to take an ax and decapitate the horse on the theory that the head belongs to the horse and not to you? Destroy the head, and you have destroyed the horse; and by killing the horse you have stopped your wagon, and you must get out and

walk and leave your load behind.

Absurd as it may sound, when reduced to ordinary sense, it is just what many unthinking people in this country are doing today in regard to the railroads.

## You May Hit Yourself

The railroad is the horse's head. The life insurance company or the savings bank is the rest of the horse, and you are the horse owner—or, in other words the bank depositor. Pass killing laws against the railroad and you injure the savings bank and your—not the other fellow's—insurance; and both fire and life insurance at that.

No man can injure the railroads of this country without injuring himself. There is only one exception; the man who does not work—namely, the criminal and the tramp. The railroad is the partner of every other man, woman, and child in America, although most of us do not realize it.

Were there any hod-carriers in Illinois or Idaho before the railroads came? Was there any need of hod-carriers or mail carriers or hired girls or blacksmiths. Take the railroad away, and in a year, even in a month, where would be the hod-carrier, the mail carrier, the hired girl, the blacksmith? Gone.

Each and every one of them, even without a dollar saved up, each and every worker in America is directly connected with the prosperity of the American railroad.

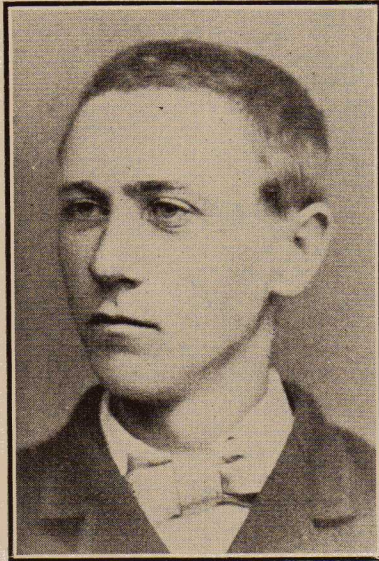
## Horses Must Be Fed

The railroad is literally an "iron horse" and must be fed just like a "flesh horse." The man who injures the railroad is exactly like the teamster who starves his team. There is no difference.

In America, today, we have too much law, too much sentiment, and too little sense. In America, today, are about twenty million families, and if each family owned one share of railroad stock directly—just one little hundred dollars worth—and voted the stock instead of voting against the railroads; if this were done we would have more and better railroads and fewer railroad troubles.



## IN MEMORIAM



**ALVAH C. ROBINSON**

Alvah C. Robinson, 65, sectionman at Brunswick, was struck and instantly killed by Rockland Branch train No. 55 on Saturday, April 28. The accident occurred at Deep Cut, just outside the Brunswick yard limits.

It is thought that Mr. Robinson saw the train approaching, but failed to step back far enough from the track to clear the train. Death was due to a broken neck and fractured skull.

Mr. Robinson was born in Brooks, Maine February 1st, 1863, the son of Charles B. and Lydia Day Robinson. For many years he was a progressive farmer. He moved to Brunswick about ten years ago and was employed for a time in the lumber business, after which he went to work for the Maine Central. He is survived by his wife, Mrs. Annie Robinson. The above picture of Mr. Robinson was taken over forty years ago.



**FRANK W. HAMMOND**

Frank W. Hammond, 74, pensioned conductor, died April 27th at his home 99 Boutelle Road, Bangor. Mr. Hammond was employed for 51 years by the operating department and was retired and pensioned on July 14, 1923.

He entered the service August 9, 1872, as brakeman. In 1879 was promoted to conductor. He was conductor on trains 45 and 46 between Mattawamkeag and Vanceboro, later on trains 31 and 32 between Mattawamkeag and Bangor. His last run was between Newport and Dover-Foxcroft.

He is survived by a daughter, Mrs. Mabel Hammond Knowlton of Bangor.

### TWO RECENT DEATHS

Notices of the death of Boilermaker Joseph Gurney at Waterville Shops on April 14th and Trackman George W. Hanscom at North Jay on April 28th, have been received in our office as we go to press with this month's *Magazine*.

## MAINE CENTRAL Employees' Magazine

Vol. V JUNE 1928

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

DUDLEY ALLEMAN, Editor  
D. W. BISHOP, Associate Editor  
MAGAZINE

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E. I. Hill, Freight

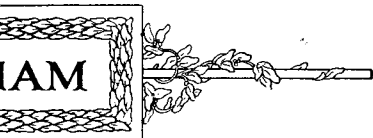
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# MAINE CENTRAL Employees' Magazine

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"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

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C. D. Atherton,                      Freight Office  
Joseph D. Rourke,                      South Portland  
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In 1927 the freight car's average daily jaunt had been increased to 30.3 miles, a gain of over a fifth. What does this mean? First, perhaps, that the Nation is pros-

perous, producing tonnage at a fairly uniform rate. Also that the railroads have used good judgment in forecasting the demands on their services and have made adequate provision for the forthcoming tonnage.

But more important than these factors, doesn't this increased efficiency indicate a degree of team work among railroad men unequalled in almost any other line of organized human endeavor? Freight car miles per day and all the other factors which indicate railroad efficiency are on the increase because freight traffic representatives, transportation forces, motive power employees, maintenance of way men, clerks, telegraphers, station employees and all the others are doing their own particular work in a way that reflects credit on the Roads they represent.

### YOUR DOLLAR'S WORTH

Your dollar has more cents. That is, the little greenback that has such an important place in our lives will buy more than it has any time in the last five years. Such, at least, is the conclusion of the National Industrial Board, regarded as an authority on such matters.

The purchasing power of the dollar, the Board relates, has since July, 1920, been increased by a decline of 21.1 per cent in the cost of things we buy. This drop in prices has been going on steadily during 1926 and 1927. It has been so slow and gradual that few of us may have noticed it, but it is none the less real and important.

Every member of the Maine Central Family is better off than he was last year and much better off than two years ago.



Freight rates on American railroads are the lowest in the world. The average rate on a ton of freight carried one mile in the United States is approximately one and one-tenth cents. For an equivalent service English railroads receive more than three times as much, and French and German roads about four times as much.

Railroads have so improved their service that passengers are safer on trains than in their homes.



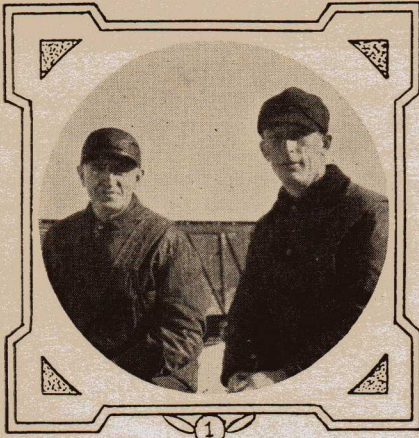
FRANK W. HAMMOND

Frank W. Hammond, 74, pensioned conductor, died April 27th at his home 99 Le Road, Bangor. Mr. Hammond employed for 51 years by the operating company and was retired and pensioned on April 14, 1923.

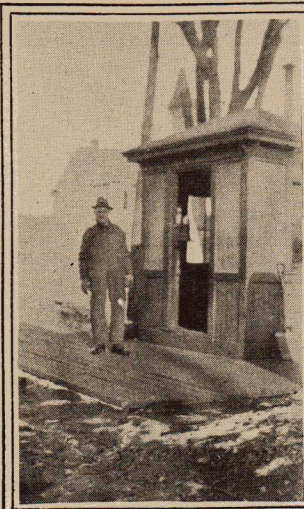
Entered the service August 9, 1872, as a brakeman. In 1879 was promoted to conductor. He was conductor on trains 45 between Mattawamkeag and Vanceboro on trains 31 and 32 between Mattawamkeag and Bangor. His last run was between Newport and Dover-Foxcroft. He survived by a daughter, Mrs. Mabel Hammond Knowlton of Bangor.

### TWO RECENT DEATHS

News of the death of Boilermaker Gurney at Waterville Shops on April 4th and Trackman George W. Haney at North Jay on April 28th, have been placed in our office as we go to press with this month's Magazine.



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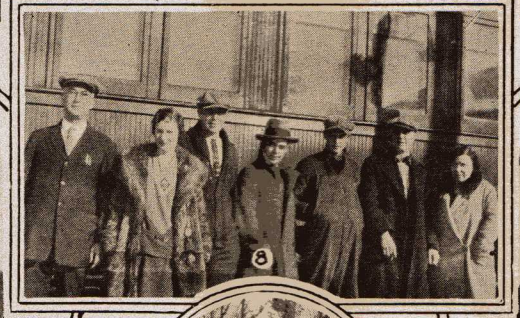
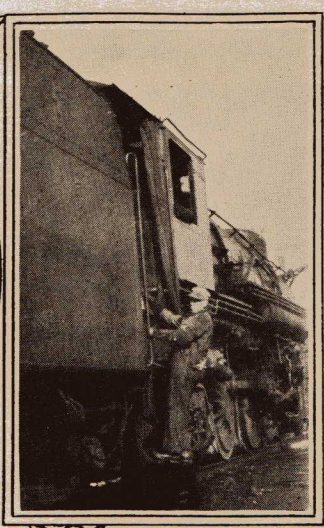
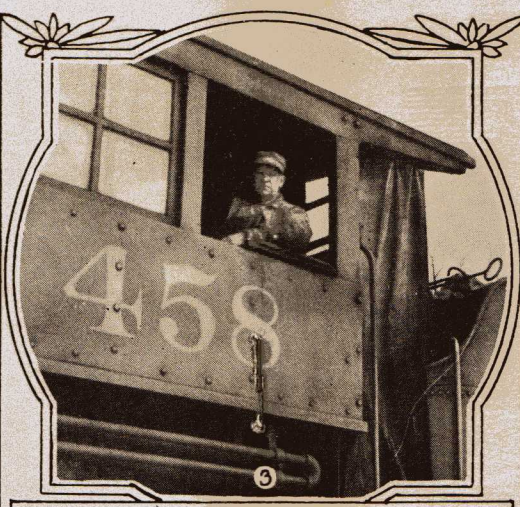
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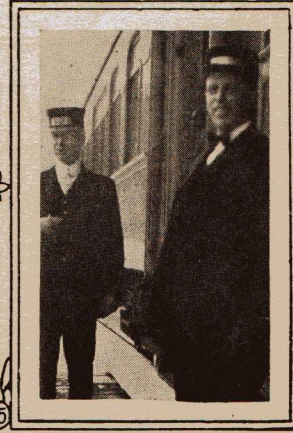
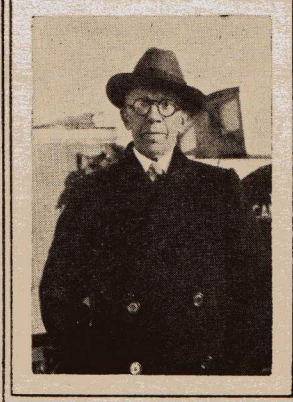
## Here and There Over the System

(1) Sectionmen R. C. Hunter and E. F. Bartlett, Vanceboro. (2) Crossing Tender Harry White, Freeport. (3) Engineman Charles H. Goodwin. (4) Engineman J. H. Cayford. (5) Brakeman Charles Darrach. (6) Brakeman L. V. P. Nichols. (7) Section crew, Livermore Falls, J. F. Chadbourne, Foreman. (8) Vanceboro Office Force, H. D. Davis, Chief Clerk on left. (9) Opr. N. H. Bunker, Freight Handler H. R. Trenett and Agent F. E. Whitmore, Bar Harbor. (10) Harold Foster, A.F.A. Office, Portland. (11) Agent E. F. Redman, Danville Junction. (12) Carl Bruns, Aud. Pass. Accts. Office, Portland. (13) Freight Conductor Harry Ruff and daughter, Rumford. (14) General Agent B. Jackman, Vanceboro. (15) Conductor Eugene Vaughn and Brakeman "Cy" Whittier on Rumford Branch.




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**Pays Maine People  
\$200,000<sup>00</sup>  
Two Hundred Thousand Dollars  
Every Week**

**Every Week in the Fifty-Two**

The Maine Central Railroad pays its seven thousand employees and officials over \$200,000 — a total of exactly \$12,080,012.02 by the parent companies and its subsidiaries in 1927. Over a million dollars every five weeks.

Railroad men keep mighty little of this \$200,000 a week in their pockets. They pay it out to grocers, to clothiers, to doctors, to landlords. They put it in the plate Sundays; some of it goes into the savings banks. They use it to pay taxes and buy homes and food and pianos.

This \$200,000 a week is the very life blood of Maine trade. Every farmer, every professional man, every clerk and storekeeper in Maine receives his share of these dollars.

Anything that aids the railroad's prosperity increases this golden payroll stream; anything that harms the Maine Central tends to dam it up.

**MAINE CENTRAL RAILROAD**  
*Serves Maine and its People Every Day*

**Why disturb  
such an essential  
Public Servant**

## We Tell The World --- Or Part of It

A facsimile of another good will ad is reproduced above for the benefit of our readers. This advertisement, the second of a series, has been inserted in all Maine newspapers, including all dailies and weeklies along our line, a total of 37 papers.

In the larger cities and communities like Portland, Lewiston, Bangor and Waterville where weekly payrolls run into several figures the amount was shown in each advertisement. The amounts of these local

weekly payrolls surprise a lot of people. They are: Greater Portland, \$76,000; Waterville, \$28,000; Bangor and vicinity, \$22,000; Brunswick, \$6,250; Lewiston and Auburn, \$6,150; Rumford, \$5,700; Calais, \$3,150; Rockland, \$3,000; Augusta, \$1,850; Livermore Falls, \$1,400; Farmington, \$1,300; Ellsworth, \$1,200; Gardiner, \$1,150; Dover-Foxcroft, \$1,150; Bath, \$1,100; Eastport, \$1,000; Oldtown, \$950; Pittsfield, \$900, and Bar Harbor, \$850.



## “Regardless of Weather”

There is a certain satisfaction in knowledge of a good job well done. Satisfaction is increased by the knowledge of the appreciation of a good job by people who benefit by that work. But the greatest pleasure of all arises when parties benefited are pleased, admit we are pleased and even go so far as to tell the world they are pleased. Such an incident which occurred last fall, has just come to our attention.

### Aid for the Stricken Area

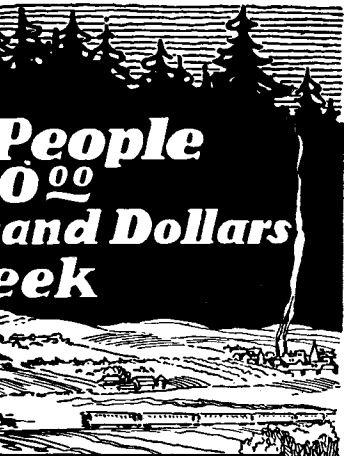
Every member of the Maine Central Family knows what good work we did promptly repairing the damages from disastrous floods which ravaged Northern eastern New England last November, making possible the rushing of badly needed materials to the stricken inhabitants and industries. That our work was not appreciated is generally known, but nearly so general, we believe, is the knowledge of the fact that a resident of St. Johnsbury purchased advertising space to tell the world how much he appreciated it.

In the November 23rd issue of the *Johnsbury Caledonian-Record* appeared the following ad:

**COAL**

Through the Efforts of the  
Maine Central Railroad  
We have received plenty of coal  
which relieves the temporary  
shortage  
E. T. & H. K. IDE

And thereby hangs a tale. It will be remembered that the floods had practically wiped Northern Vermont's railroads off the map. Our Mountain Road offered the



**People  
0.00  
and Dollars  
Week**

## Fifty-Two

Seven thousand employees  
exactly \$12,080,012.02 by  
in 1927. Over a million

\$200,000 a week in their  
clothing, to doctors, to  
houses; some of it goes into  
taxes and buy homes and

of Maine trade. Every  
week and storekeeper in

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Maine Central tends to

**ROAD  
Day**

**Why disturb  
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## - Or Part of It

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# Maine Central Family

## “Regardless of Weather or Highway Conditions”

There is a certain satisfaction in the knowledge of a good job well done. This satisfaction is increased by the knowledge of the appreciation of a good job by the people who benefit by that work. But the greatest pleasure of all arises when the parties benefited are pleased, admit they are pleased and even go so far as to tell the world they are pleased. Such an incident, which occurred last fall, has just come to our attention.

### Aid for the Stricken Area

Every member of the Maine Central Family knows what good work we did in promptly repairing the damages from the disastrous floods which ravaged North-eastern New England last November, making possible the rushing of badly needed materials to the stricken inhabitants and industries. That our work was much appreciated is generally known, but not nearly so general, we believe, is the knowledge of the fact that a resident of St. Johnsbury purchased advertising space to tell the world how much he appreciated it.

In the November 23rd issue of the *St. Johnsbury Caledonian-Record* appeared the following ad:

### COAL

Through the Efforts of the  
Maine Central Railroad  
We have received plenty of coal  
which relieves the temporary  
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E. T. & H. K. IDE

And thereby hangs a tale. It will be remembered that the floods had practically wiped Northern Vermont's railroads off the map. Our Mountain Road offered the only

rail connection to the whole section. Sidings all over the East were full of cars destined to the stricken area, with consignees clamoring for their freight.

E. T. & H. K. Ide, big St. Johnsbury coal, grain and feed dealers, approached “Bill” Locke, our genial veteran Traveling Freight Agent, with the information that seven cars of grain consigned to them from the West were on a siding at North Stratford, two of which they needed very badly for the starving dairy cattle of the vicinity.

### He Knew His Job and Did It

Long years of experience enabled Mr. Locke to know what to do and just how to do it, and through the hearty cooperation of the Transportation forces, these two badly needed cars were spotted next morning on the Ide side track. So when a short while later the Ides were able to announce again by virtue of Maine Central hustle and “get there” spirit, that they had an adequate supply of coal they “wanted to give the Maine Central credit,” and ran the advertisement featured above.

This story is just exactly in line with our slogan that we serve the people along our lines 365 days in the year, regardless of weather or highway conditions.



## New Bridge at Lunenburg

“In step with modern transportation methods,” our Road has decided to replace the old wooden bridge across the Connecticut River at Lunenburg, built in 1887, and has asked for proposals on the work. The new structure will be a three-span bridge, of through-truss type of construction, 360 feet long. Thus passes the last wooden bridge of this type on the System.



# Fifty-Two Years In The Portland Freight Shed

By D. W. BISHOP, Associate Editor

**W**ENT down to the Freight Sheds on Commercial Street the other day to get information about the retirement of General Foreman F. J. Driscoll, effective June 1st.

This happened to be on a Friday. If you are familiar at all with the location of the shed visualize for a moment the platforms seven hundred feet long, the inbound and outbound delivery platforms and the mountains of freight, consisting of everything from toothpicks to gasoline engines.

As Mr. Driscoll was the man of the hour, I started looking for him. I had been told that I would probably find him out on the platform so made a bee line for that place.

Had not wandered far before I met Assistant Foreman Jack Farrell, who informed me that I was two days late to catch Mr. Driscoll on the job, he having finished his last day on Wednesday and was now at his home on Pleasant Ave., out in Woodfords. He very kindly gave me his address, remarking, "We are going to miss F. J. I worked with him for 24 years and I never knew a better man to work for. That holds true for the entire crew of 121 men" he added.

"If you have got a little time and want to look around," Mr. Farrell said, "my time is yours." Assuring him of my appreciation, we started "looking around" via one of the tractors.

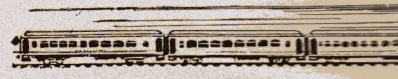
Incidentally these tractors with the trailers have proven invaluable from the moment they were installed a few years ago. More freight has been handled and with much quicker dispatch. It was no uncommon sight to see tractors hauling ten or a dozen trailers darting here and there over the platform.

This is the way freight is now handled at the Portland Terminal Sheds. When a load of freight is received, instead of being placed on the floor to await loading, it is placed on a trailer or on trailers, but no trailer can be loaded with freight for more than one car. The freight is waybilled in the same manner as before but in addition to this a "ballot," so-called, is placed in a slot on the trailer provided for it, and on it is marked the track and car number to which that particular freight has been assigned.

The trailers are then picked up and attached to tractors in trains of six, eight



Freight House in the Eighties—Young Driscoll Is First Man to Left of Corner



or more and distributed to the cars for stowing of their consignments. The tractors are not hauled into the car by tractor but are left just outside the car door where their loads are handled by hand truck by the stowers. On the trip back the tractor returns empty trucks to the stowers hauls inbound freight. It is estimated that between 600 and 800 tons of freight are handled by this method daily.

### Operated by Electricity

The tractors are operated by electricity from storage batteries carried in the bodies. These batteries are either of the Edison thirty-cell type or the standard eighteen-cell lead-plate battery, and weigh approximately 1,000 pounds each. The tractors weigh about 3,200 pounds and the maximum voltage carried is between 1,274 and 1,300 volts per tractor. A recharging plant has been installed in the sheds and tractors are recharged daily so they may be in continuous operation.

The tractors are controlled from the operator's seat and have three speeds and as many in reverse. They are controlled with a foot pedal but have a safety arrangement which driver works automatically when the weight of the driver is removed from the seat. When the driver arises from his seat a strong coil spring is allowed to come into action which automatically releases the brake and releases the controller handle so that it returns to a neutral position. This arrangement will bring the tractor to a stop of its own accord when it reaches speed, within a few feet. The tractor can be started again when the driver has returned to his position, released the brake, and the controller handle into first speed.

"Don't believe we could get along without the tractors now, we like them so much. In the old days," Mr. Farrell remarked, "it was no small job to move a heavy load weighing several tons from one end of the house to the other on rollers, now it is a matter of minutes."

After snapping a few pictures, and thanking Mr. Farrell for his courtesy, I took the next car for Mr. Driscoll's home in Woodfords, for it was really the veteran Driscoll whom I was anxious to see.



# Progress

MAS

September, 1911

ty-five cents. That pair of socks of millions of pairs that were made and miles away. To reach the store the man could buy them, the socks travel on a railroad.

this is not all. The socks are made on, and the cotton had to be carried railroad from the South a thousand north to the cotton mills. Here it ven into a skein, and the skein was several hundred miles more over the ls to the sock factory. yet this is not all.

## An Endless Chain

The machinery that cleaned that cotton, the machinery that wove the skein, and the machinery that made the socks, all had to be transported on a railroad.

Not only is this obviously true, but the food for the cotton-picker, the cotton weaver and the sock maker had to be hauled many hundreds of miles from various points on the rails. The machinery that helped to create that food, the plow of

a farmer, and the ax of the Oregon man—all and everything—had to go entirely by rail.

an endless chain, this thing of inter-transportation, vitally involving ds of men, even with so simple a s a common pair of socks, and what of that article of apparel is true of ing one can name.

## Every Man's Partner

railroad is every man's partner. The is not—except to the mentally a huge grafting monster that preys



or more and distributed to the cars for the stowing of their consignments. The trailers are not hauled into the car by tractors but are left just outside the car door from which their loads are handled by hand or truck by the stowers. On the trip back the tractor returns empty trucks to the sheds or hauls inbound freight. It is estimated that between 600 and 800 tons of freight are handled by this method daily.

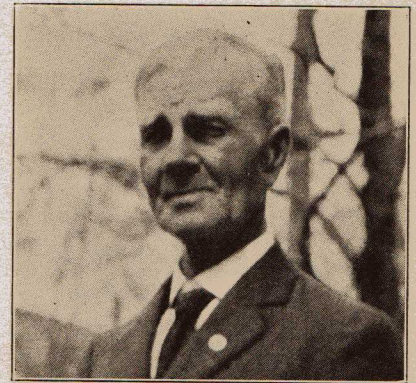
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F. J. Driscoll

Ringing the bell at his home on Pleasant Avenue, I was ushered in by Mr. Driscoll's daughter who informed me: "Father is puttering around the house somewhere and will be right in." She invited me to sit down and wait. It was then that I met Mrs. Driscoll. Introducing myself I told her my mission and she replied, "I will go and try to locate him. Since he has been home from his work he is like a wild man, can't sit still a minute." Very soon I was privileged to meet the man I had heard mentioned so often. I had only talked with him a few moments when I soon realized why he had held the position as General Foreman for so many years, and why he was so well liked.

Asked to say a few words for the *Magazine*, he immediately responded, "I have an old picture around here somewhere that shows the old house taken way back in the 80's". [See previous page].

Mr. Driscoll, now seventy-two years old, joined the service on August 10, 1876.

"Suppose you have been General Foreman in the House under quite a few agents haven't you, Mr. Driscoll," I asked. "Five," he said without hesitating. "W. S. Eaton, Frank Rogers, R. A. McClutchy, Charles Calkins and Harry Melaugh. When I started working we only had nine men in the house. Mr. Clay of the Eastern Steamship Company was at that time one of the bill clerks in the office. Quite a lot different than the present time. There are 121



John J. Farrell

men in the house at the present time but I have had as many as 200 men on the payroll during the war, when there was such a congestion of freight. Yes, sir, in those days we used to have all nationalities, Scandinavians, Russians, Spaniards and even had a crew of negroes at one time, but the men just couldn't mix with them so we had to let them go." Mr. Driscoll related many more things of interest but space will not allow relating them all, so whoa.

♦ ♦

## Fisherman's Luck on Friday the 13th

By E. F. McLAIN, Calais

Picture if you can, a portly gentleman, encased in fisherman's toggery together with the inevitable pipe firmly held by the best set of artificial teeth money can buy. Let the fact remain with you that this person, with forehead running almost to the nape of a rather red neck, is securely seated in a flat bottom punt. He is serenely drifting before the gentle zepfers, calmly trolling for salmon in the mud puddle commonly known as Bog Lake. Suddenly without warning comes a strike. The pipe he is filling together with the tobacco spontaneously disappear in the lake. The trout is a whale! He breaks water and runs. This fat guy loses his head and stands up. The boat tips. He sits down,

suddenly. Snap! A two dollar leader, twenty-five feet of line, and two more dollars worth of rigging go down together with the fish, of course. Not so with the big man's temper. "To hell with the blankety-blank-and some more blanks—fish," quoth he. "Come on Ma, let's go home." And so passed Mr. Jack Whiteknact's Sunday, date of May 13th, (if you are superstitious) on Bog Lake this year of our Lord 1928.

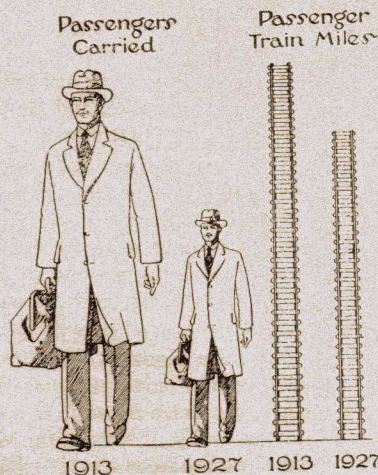
♦ ♦

## What Passenger Service Is Up Against

The illustration below shows how conditions have changed from those existing over a decade ago.

From figures compiled by General Passenger Agent M. L. Harris, actual statistics show that the total number of passengers carried over our lines has dropped from 4,766,403 for the fiscal year ending June 30, 1913, to 1,901,201 during 1927, a decrease of 60 per cent.

Analyzing these figures still further it is seen that there has been a decrease during this period of 68 per cent in local passengers, while the interline passenger business has decreased only two-tenths of one per cent, this class of traffic just about holding its own.



(18)



Passengers now travel longer distances than they did fifteen years ago, as shown by the further fact that the total passenger miles traveled decreased only 40 per cent in fifteen years.

As against decreases of 60 and 68 per cent in passenger traffic from the year 1913 to 1927 the total passenger train mileage has decreased only 23 per cent, indicating a great proportionate increase in train service today over that of fifteen years ago, when compared with the times we are called upon to haul.

♦ ♦

## Verow--Birmingham

Helen Verow, nee Birmingham, former stenographer in the Motive Power Department at Bangor, was recently united in marriage to George W. Verow, Superintendent of the Eastern Manufacturing Company's plant at Lincoln.

Mrs. Verow had been in the employ of the Company for the past ten years, the last four being in Mr. Whitney's office at Bangor. She was presented with a gold watch by her many friends in the person of Miss Blanche Butterfield of the Personnel Office bid in the position made vacant by Mrs. Verow's resignation. C. H.

♦ ♦

## General Solicitor V the Near East

General Solicitor C. H. Blatchford is on leave, is enjoying a tour in the Near East, accompanied by Mrs. Blatchford. His itinerary includes Egypt, Syria, Palestine, where a brother and sister are located. Several post cards from him have been received in the General Offices.

♦ ♦

## Dunn at Safety Meeting

Train Rules Examiner M. F. Dunn, in charge of Safety Work, attended the conference of the Safety Section of the American Railway Association, held at Buffalo May 15th to 17th. Mr. Dunn reports a very profitable meeting.



## Cement Plant



and's own and only cement mill, Bangston, Maine. Lawrence Portland Cement Company.

The "big train" consisted of 33 freight-laden cars drawn by locomotives 523 and 355, the entire train representing a weight of 1655 tons.

With the exception of Conductor Koster of Rockland, it was a hand train crew which had charge of the cement special. W. R. Williams was the throttle on 523 and E. A. ... was fireman. A. W. Brown was engineer on 355 and D. L. Tooth ... did the stoking. R. Gallerson was head brakeman and W. L. Tierney was ...

### Too Hot for Frogs Now

It is interesting to note that less than a year ago the spot where this city now stands, the frogs were singing their plaintive refrain. All the

Passengers now travel longer distances than they did fifteen years ago, as shown by the further fact that the total passenger miles traveled decreased only 40 per cent in fifteen years.

As against decreases of 60 and 40 per cent in passenger traffic from the years 1913 to 1927 the total passenger train mileage has decreased only 23 per cent, this indicating a great proportionate increase in train service today over that of fifteen years ago, when compared with the traffic we are called upon to haul.

\* \*

## Verow--Birmingham

Helen Verow, nee Birmingham, formerly stenographer in the Motive Power Department at Bangor, was recently united in marriage to George W. Verow, Superintendent of the Eastern Manufacturing Company's plant at Lincoln.

Mrs. Verow had been in the employ of the Company for the past ten years, the last four being in Mr. Whitney's office at Bangor. She was presented with a purse of gold by her many friends in the office. Miss Blanche Butterfield of the Freight Office bid in the position made vacant by Mrs. Verow's resignation. C. H. L.

\* \*

## General Solicitor Visits the Near East

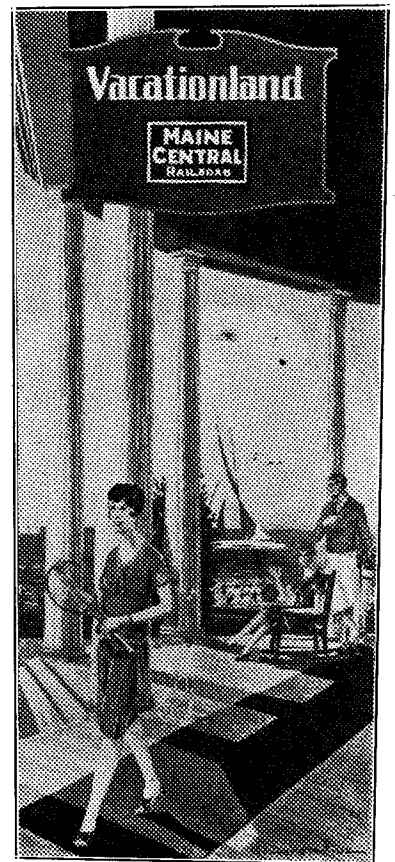
General Solicitor C. H. Blatchford, who is on leave, is enjoying a tour in the Near East, accompanied by Mrs. Blatchford. His itinerary includes Egypt, Syria and Palestine, where a brother and son are located. Several post cards from him have been received in the General Offices.

\* \*

## Dunn at Safety Meeting

Train Rules Examiner M. F. Dunn, in charge of Safety Work, attended the annual conference of the Safety Section of the American Railway Association, held in Buffalo May 15th to 17th. Mr. Dunn reports a very profitable meeting.

## New Vacationland Booklet is Issued



A reproduction of the cover of our new booklet "Vacationland" is shown above. This new piece of advertising matter just recently off the press has been distributed far and wide in territory where the tourist business originates. Thirty-five thousand copies were printed and we feel it should produce very definite results in greater passenger traffic.

The information contained in the booklet relates specifically to hotels, camps, places to fish, where to spend a vacation, fares, golf courses and is profusely illustrated and attractive.



## When the Eastern Division was Given the "Double-O" by Western Union Officials



Superintendent T. M. McLaughlin of the Eastern Division sent the *Magazine* this picture, taken in 1924 near Old Town. Mr. McLaughlin can be seen standing in the rear seat holding his hat. J. B. Norcross, Superintendent of Telegraph, is easily

recognized in the driver's seat. The other gentlemen are all officials of the Western Union Telegraph Company. Photograph was taken as the party was making an inspection trip east of Bangor.



## Things We Have Seen This Month

By E. I. HILL, Traveling Agent

Frequently we are asked: "Do you find freight being better handled now-a-days than it used to be?" In most cases we reply, "Yes," but there are times when we must say, "No." So that all may have the benefit of the most flagrant cases we are going to tell you their stories.

### Balancing Act a Flop

Of course everyone of you have seen a kit of paint. Well this time there were three kits. They were loaded into a freight car—you notice nothing unusual in this; neither do we, but—these three kits were loaded on top of each other. Were they supposed to do a balancing act while the car was rolling? Right you are, the very first time.

But no one was around when the fall came so we couldn't laugh. Did the kits get hurt? One did, it lost its head and then its contents, ran onto some cloth loaded into the same car and caused a lot of damage. We can think of only one reason for such an occurrence. The stower of this car probably had a date that night and as a result of thinking of it lost his balance; or if he didn't, the kits did.

### The Ice Warmed Up

A short while ago there were five barrels of live lobsters in ice peacefully reposing in a freight house waiting to take a ride in one of our freight cars. The way freight came along and the only shipment that the trainmen had to play with was a bag of rice. The barrels of iced lobsters must have had a very lonesome and forlorn look to the trainmen, as they took this bag of rice and laid it right next to the lobsters.

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The lobsters did not warm up the in the least, but the ice did. It ran the bag and the rice got "all wet" swelled up over it.

If the trainmen had put the bag on the other side of the freight house would have been just as friendly to the lobsters and we would not have to a claim for damage.

### Sand, Sand, Where Was That Sand?

Another sad tale about some ice number of barrels of fresh fish were loaded into two freight cars with many other contents. What's wrong with this? Not except a lapse of memory by someone.

## He Knows More About Man West

By C.

IT isn't that Herbert Hunnewell B field needs an introduction to of the older employees, especially in the Motive Power Department, for account of his having spent two or years of his long railroad service as G Air Brake Inspector of the System office in Portland and his services as carrying him from one end of the S to the other, he naturally came in contact with a large number of the employees.

### Started Firing

On June 1st, 1893, or about 35 years Charles Keith, then Traveling Engineer hired young Butterfield as a locomotive fireman and for three years during that he was firing he was running between Bangor and Waterville and for one year between Portland with Engineer W. J. Boone now dead. After six years of firing he appointed locomotive air brake inspector at Bangor by General Inspector Coggin (this gentleman being later succeeded by C. T. Eldridge.)

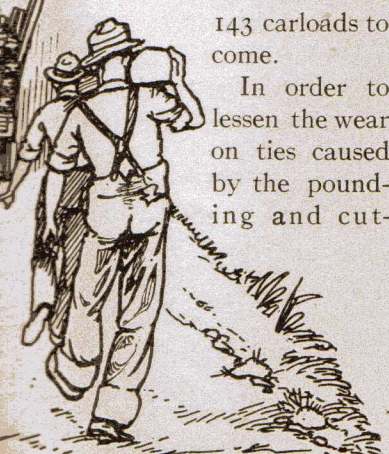
When Mr. Eldridge was put in charge of Waterville Engine House, Mr. Butterfield was promoted to General Air Brake Inspector having headquarters in the G



ure. The Maine Central has in 3,411,000 feet B.M. of bridge ties 7,457,000 feet B.M. in 3275 sets of witch ties or a total of 10,868,000 feet. Quite a fair sized cottage could be built with 12,000 feet of lumber, at that rate the above total would be enough to make a village of 900 cottages.

The only excuse for all this bother with ties was to have something on which to fasten the rails, and there were about 192,969 gross tons of rail laid at the beginning of last year. This is equivalent to 216,125 net tons of rail if it were necessary to haul them. At one time it would take all the flat cars owned by the Maine Central, the Boston & Maine, the New York, New Haven and Hartford, and the Bangor & Aroostook Railroads, that is to say 3,414 flat cars, with an average capacity of 31 tons; and after they had made one trip, returned empty and loaded a second time there would still be 143 carloads to come.

In order to lessen the wear on ties caused by the pounding and cutting



England's Flat Cars



The lobsters did not warm up the rice in the least, but the ice did. It ran over the bag and the rice got "all wet" and swelled up over it.

If the trainmen had put the bag of rice on the other side of the freight house it would have been just as friendly toward the lobsters and we would not have to pay a claim for damage.

#### Sand, Sand, Where Was That Sand

Another sad tale about some ice. A number of barrels of fresh fish were loaded into two freight cars with many other shipments. What's wrong with this? Nothing, except a lapse of memory by someone—we

provide sand to put around such shipments so the ice won't run too far away from the fish. We also provide shovels to handle the sand with. But due to an attack of rheumatism, lumbago, or some other disease the stowor of the car didn't put any sand around these barrels and nine other innocent shipments were christened by ice water and no one was present at the ceremony.

Load, trim and pack your freight right, boys. It may take a few minutes' more time but your suppers will keep, so will your dates and we won't have to spend some good company money to pay claims.



## He Knows More About Air Brakes Than Old Man Westinghouse Himself

By C. H. LEARD, Bangor

IT isn't that Herbert Hunnewell Butterfield needs an introduction to most of the older employees, especially those in the Motive Power Department, for on account of his having spent two or more years of his long railroad service as General Air Brake Inspector of the System with office in Portland and his services as such carrying him from one end of the System to the other, he naturally came in contact with a large number of the employees.

#### Started Firing

On June 1st, 1893, or about 35 years ago, Charles Keith, then Traveling Engineer, hired young Butterfield as a locomotive fireman and for three years during the time he was firing he was running between Bangor and Waterville and for one year he was on trains 8 and 19 between Bangor and Portland with Engineer W. J. Boothby, now dead. After six years of firing he was appointed locomotive air brake inspector at Bangor by General Inspector F. F. Coggin (this gentleman being later succeeded by C. T. Eldridge.)

When Mr. Eldridge was put in charge of Waterville Engine House, Mr. Butterfield was promoted to General Air Brake Inspector having headquarters in the General

Office. Some years later he was again transferred to Bangor and appointed Fore-



Herbert Hunnewell Butterfield



man of Locomotive Repairs. During the time he was foreman, the system of air brakes on engines was growing and expanding as well as getting more and more complicated, firebox doors, bell ringers, cylinder cocks, reverse gears and other appliances all gradually being equipped to operate by air.

#### More Modern Appliances

The E T equipment came into use and as time went by the small 8 inch and 9 1-2-inch air compressors were replaced by the use of the larger 8 1-2-inch cross compound and 11-inch air pumps. In view of the evolution in matters pertaining to air brakes and the use of air on engines it became necessary to have a skilled mechanic, one who was versed in the intricacies of this expanding equipment, and as no better or more experienced man could be found than Mr. Butterfield, he was assigned to these duties at Bangor and is still "The Air Brake Man" at that point.

"Bucky," besides being an artisan in the matter of repairing defective air brakes, can quote the poets almost as well as a good many professors of English, as he is an exceedingly well read man and has a most retentive memory. He is also an accomplished musician and skillfully plays most of the stringed instruments. He can handle the banjo, guitar, violin, as well as the piano almost like a professional. In fact, years ago, he had an orchestra which played for all the country dances within a radius of a great many miles of his old home town, Vassalboro. One of his daughters, Miss Blanche Butterfield, is a stenographer in Bangor Freight Office and his son, Andrew M. Butterfield, who was formerly employed at Bangor Engine House, is now Assistant Mechanical Engineer of the Hyde-Windlass Company of Bath.

\* \*

### Portland Terminal Notes

By GRACE M. KATON

Miss Ethel E. Armstrong has resumed her duties at the Superintendent's office after a four months' trip to California. She reports a most enjoyable time.

Mr. Elihu H. Rice, Supvr. Cashier, is away for a month's leave of absence. During his absence W. T. Kelly will replace him.

There have been three weddings of interest in the Terminal recently, Miss Grace V. Soule and Ludwig Starling were married April 25th. They are both employed in the inward department of the Freight office. Mrs. Anna Halloran Conley, W/B Mach. Oper., was married at Hartford, Conn., to Francis Hasson May 1st; and Mrs. Bessie W. Desmond became the bride of Fred Lambert at Dover, N. H., October 6th, just making the announcement.

Mrs. Grace Noyes Charles, substitute Clerk at the Inter. & Per Diem Bureau, who has been seriously ill at a local hospital, is reported as improving and we will be glad to welcome her back.

Miss Mildred Cressey of Saco has accepted a position as stenographer at the Freight office.

\* \*

### Retired Engineer Boosts Maine in California



The above picture taken March 22nd in the Palm Garden of the U. S. Grant Hotel, San Diego, California, shows Mr. and Mrs. H. E. Gordon of Belfast. Mr. Gordon, a former engineman, is now retired from

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actual duty but the valuable assistance given the Company in distributing publicity and advertising matter in principal cities of California during the winter is worthy of mention in our *Magazine*. Mr. Gordon's untiring efforts in respect are certainly appreciated.

\* \*

### General Office Notes

By MRS. B. T. PRESTON

Mr. and Mrs. Harold J. Foster are receiving congratulations on the birth of a son. Mr. Foster is clerk in A. F. A. C.

Mr. Lawrence Halcrow, Superintendent of the Office Building, in other words "Larry," has returned to his duties after a few weeks' illness.

### Sickness Benefits

**B**ENEFIT payments for loss of income from sickness and accident received by members of the Maine Central Family still continue to be prominent although in the last statement there was a slight decrease for the period ending 18th.

Members of the Motive Power were the heaviest sufferers, with claims paid to men, two less than during the previous month. Among the Engineering men only nine received benefits, but the big decrease in sickness occurred among Street employees, with whom six claims for inability for sickness were settled, as against 16 for sickness and one for accident during the previous month.

The following claims have been settled during the month:

Name	Location	Reason
<i>General Office</i>		
Georgia M. Ames	Aud. Payrolls	Sick
George S. Chase	Store Dept.	Sick
Edwin P. Clarity	Aud. Frt. Accts.	Sick
Rose B. Langlois	Asst. Comptroller	Sick
Herman F. Noyes	Mot. Power Office	Sick
Dorothy K. Raynard	Aud. Frt. Accts.	Sick
Trena E. Wilson	Aud. Payrolls	Sick
<i>Engineering Department</i>		
George Austin	Portland	Sick
James E. Campbell	Brewer	Sick
Edward S. Hammond	Foxcroft	Acc.
George W. Hanscom	Fairfield	Sick
Harry Hanscom	Steep Falls	Sick
Emil Lampron	Westbrook	Sick
Ralph C. Loring	Portland	Acc.
Millard V. Noble	Hiram	Acc.
Chas. D. Sayward	Waterville	Sick



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On May 5th, Mr. Granville Nickerson, Chief Clerk in the Purchasing Agent's office, was married to Miss Alma Doughty of South Portland.

Mrs. Harry Nielson of the A. F. A. office is the proud mother of an adopted 3 months old son.

Miss Ruth Mangum of the Law Department, and Miss Bessie Marsh stenographer in the President's office, spent a week in Washington during the past month.

Mr. M. C. Manning, Freight Claim Agent, attended the Eastern Claim Conference in New York during the past month.

An engagement announced during the past month was that of Miss Stella Christensen, stenographer in A. F. A. office, and Mr. Harold McDuffie of Portland.

## Sickness Benefits Decrease from Last Month

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Dorothy K. Raynard	Aud. Frt. Accts.	Sickness
Trena E. Wilson	Aud. Payrolls	Sickness
<i>Engineering Department</i>		
George Austin	Portland	Sickness
James E. Campbell	Brewer	Sickness
Edward S. Hammond	Foxcroft	Accident
George W. Hanscom	Fairfield	Sickness
Harry Hanscom	Steep Falls	Sickness
Emil Lampron	Westbrook	Sickness
Ralph C. Loring	Portland	Accident
Millard V. Noble	Hiram	Accident
Chas. D. Sayward	Waterville	Sickness

<i>Motive Power Department</i>		
Julius B. Anderson	So. Portland	Sickness
Lec H. Butler	Portland	Sickness
Lydia Bourne	Portland	Sickness
Frank E. Brisson	Lancaster	Sickness
E. E. Burnham	So. Portland	Sickness
Frank Brume	Portland	Sickness
Thomas B. Connary	Lancaster	Sickness
Vastiano Digricorio	Rumford	Sickness
Bruno Doucette	So. Portland	Sickness
Francis L. Ellis	Portland	Sickness
Delia Foley	Portland	Accident
Patrick Joyce	Portland	Sickness
James G. Lane	Bartlett	Sickness
Felix Milos	So. Portland	Sickness
James McDonald	Portland	Sickness
Ambrose W. Munson	So. Portland	Sickness
Frank S. Prescott	So. Portland	Sickness
Ralph Parsons	Lancaster	Sickness
Frederick E. Ward	Portland	Accident
Winton B. Abbott	Waterville	Sickness
Joseph Gurney	Waterville	Sickness
Raymond Lashus	Waterville	Sickness
Harry J. Lane	Waterville	Sickness
Paul Nadeau	Waterville	Sickness
Joseph Roderick	Waterville	Sickness
<i>Stations</i>		
William E. Durgin	Brunswick	Sickness
James E. Gibbons	Bangor	Sickness
David Martel, Jr.	Rumford	Sickness
Elmer A. Ranger	Auburn	Sickness
William H. Southard	Wiscasset	Sickness
Villa E. Wescott	Vanceboro	Sickness
<i>Trainmen</i>		
Fred C. Eaton	Portland	Sickness
Fred M. Estabrook	Waterville	Sickness
Daniel C. Higgins	Calais	Sickness
Irving V. Joy	Bangor	Sickness
John H. Libbey	Bangor	Sickness
Harry E. Morse	Lancaster	Sickness
Harris P. Merry	Bangor	Sickness
<i>Portland Terminal Transportation Department</i>		
Arthur T. Coffin	Portland	Sickness
Martin J. Coyne	Portland	Sickness
Joseph H. Finney	Portland	Sickness
Peter Johnson	Portland	Sickness
Harry O. Noyes	Portland	Sickness
John W. Norton	Portland	Sickness
William J. Somers	So. Portland	Accident
Fred M. Whitlock	Portland	Sickness

# M.C.R.R. Reference Information

## Brought Up to Date

<p>Miles of Road Operated..... 1122.33</p> <p>State of Maine..... 981.71</p> <p>State of N. H..... 99.50</p> <p>State of Vt..... 36.02</p> <p>Province of N. B..... 5.10</p> <p>Mileage Road Owned..... 646.76</p> <p>Mileage Road Leased..... 454.79</p> <p>Miles Trackage Rights..... 20.78</p> <p>Miles First Main Track.. 1122.33</p> <p>Miles Second Main Track. 86.76</p> <p>Miles Additional Main Track 2.76</p> <p>Miles Yd. Track &amp; Siding 368.18</p> <p>Miles of Track in Use..... 1580.03</p> <p>Revenue Passengers</p> <p>Carried in 1927..... 1,901,201</p> <p>Number of Passengers</p> <p>Carried one Mile... 100,392,333</p> <p>Revenue Frt. Hauled</p> <p>in 1927..... 7,846,058 tons</p> <p>Freight Train Car Miles</p> <p>1927..... 69,271,576</p> <p>Passengers Carried One</p> <p>Mile per Mile of Road.. 89,534</p> <p>Ton Miles, Rev. Frt.,</p> <p>per mile of road.... 793,632</p> <p>Average Haul, Pass... 52.80 miles</p> <p>Aver. Haul, Rev. Frt. 113.42 miles</p> <p>Aver. Rev. per Passen-</p> <p>ger per Mile..... 3.60 cents</p> <p>Aver. Rev. per Ton of</p> <p>Freight per Mile..... 1.646 cents</p> <p>Number of Locomotives..... 215</p> <p>Passenger..... 52</p> <p>Freight..... 134</p> <p>Switching..... 29</p>	<p>Total Passenger Train Cars..... 310</p> <p>Passenger Cars..... 158</p> <p>Combination Cars..... 22</p> <p>Baggage Cars..... 50</p> <p>Other Passenger Train Cars 80</p> <p>Total Freight Train Cars..... 7147</p> <p>Box Cars..... 3808</p> <p>Eastman Heater Cars..... 475</p> <p>Coal Cars..... 1296</p> <p>Rack Cars..... 945</p> <p>Cabooses..... 117</p> <p>Other Freight Train Cars . 506</p> <p>Company Service Cars..... 479</p> <p>Ferry and Steamboats..... 4</p> <p>Total Performance of</p> <p>Locomotives..... 5,697,494 miles</p> <p>Freight Service..... 2,266,688 miles</p> <p>Passenger Service..... 2,112,658 miles</p> <p>Mixed Service..... 167,553 miles</p> <p>Special Service..... 2,373 miles</p> <p>Switching Service.... 998,392 miles</p> <p>Work Service..... 149,830 miles</p> <p>Aver. Miles per Ton of Coal 16.55</p> <p>Aver. Miles per Pint of</p> <p>Lubricants..... 10.28</p> <p style="text-align: center;"><b>Maine Population and Area</b></p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">County</th> <th style="text-align: left;">Sq. Miles</th> <th style="text-align: left;">Population</th> </tr> </thead> <tbody> <tr><td>Androscoggin.....</td><td>459</td><td>65,796</td></tr> <tr><td>Aroostook.....</td><td>6453</td><td>81,728</td></tr> <tr><td>Cumberland.....</td><td>853</td><td>124,376</td></tr> <tr><td>Franklin.....</td><td>1789</td><td>19,825</td></tr> <tr><td>Hancock.....</td><td>1522</td><td>30,361</td></tr> <tr><td>Kennebec.....</td><td>879</td><td>63,844</td></tr> <tr><td>Knox.....</td><td>351</td><td>26,245</td></tr> <tr><td>Lincoln.....</td><td>457</td><td>15,976</td></tr> <tr><td>Oxford.....</td><td>1980</td><td>37,700</td></tr> <tr><td>Penobscot.....</td><td>3258</td><td>87,684</td></tr> <tr><td>Piscataquis.....</td><td>3770</td><td>20,554</td></tr> <tr><td>Sagadahoc.....</td><td>250</td><td>23,021</td></tr> <tr><td>Somerset.....</td><td>3633</td><td>37,171</td></tr> <tr><td>Waldo.....</td><td>724</td><td>21,328</td></tr> <tr><td>Washington.....</td><td>2528</td><td>41,709</td></tr> <tr><td>York.....</td><td>989</td><td>70,696</td></tr> <tr><td colspan="2" style="text-align: center;">Total</td><td style="text-align: center;">29,895 768,014</td></tr> </tbody> </table>	County	Sq. Miles	Population	Androscoggin.....	459	65,796	Aroostook.....	6453	81,728	Cumberland.....	853	124,376	Franklin.....	1789	19,825	Hancock.....	1522	30,361	Kennebec.....	879	63,844	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
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