

Maine
Central
Employees'
Magazine

July 1928



Increasing Burdens of Local Taxation

FROM time to time within the past few years we have publicly and specially directed attention to the fundamentally vital fact that while our Federal government has been mindful of the national welfare and the productive prosperity angles of the national revenue needs, the state and municipal governments (with few exceptions) have merrily gone on their way in their increasingly heavy expenditures.

In the veritable political Babel about the plight of American agriculture much has been heard about special forms of governmental subsidy relief and very little has been heard about the relation of increasing burdens of state and local taxation to the farmer's prosperity or adversity.

By the same token much has been known and heard about the increasingly difficult competitive marketing and production problems of many of our principal manufacturing industries and the relation of these material problems to the ever-ascending levies and burdens of state and local taxation of factories, machinery, goods in process or raw materials as well as corporate income.

— *National Industrial Council.*

MAINE
CENTRAL
RAILROAD

MAINE
EMPLOYEES

Vol. V

The Big Show The Road?

THE circus of all circuses came to Portland on Saturday, June 10. Although the movement of the show as far as the Maine Central Railroad was concerned was confined to the yards of our subsidiary company, the Portland Terminal, it was nevertheless a big day for Portland.

Coming direct from Worcester, Mass., over the Boston & Maine Railroad, the first of the four trains, on which the vast amusement enterprise makes its annual country-wide pilgrimage, arrived in this city at 3.30 o'clock Saturday morning. The final train—the "luxury" cars that carry the star artists of the "Big Show" was in the yard before ten o'clock.

Ran in Four Sections

There is always a fascination with watching the trains unload and of course there is always a large crowd on the platform to witness the unloading. It requires four sections consisting of 98 cars to transport the entire caravan from Worcester to Portland. The 400 cars, which incidentally are all 70 feet long and all steel and the 28 stock cars with steel under-frames carried the menagerie, one of the finest on the coast. It was estimated that the number of animals was well over the 1200.

One particular feature of the show was a sea elephant weighing 6000 lbs. claimed to be the only one in captivity.



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. V

JULY, 1928

No. 7

The Big Show Has Come to Town
The Road's Part in a Circus

THE circus of all circuses came to Portland on Saturday, June 23rd. Although the movement of the train as far as the Maine Central Railroad was concerned was confined to the yards of our subsidiary company, the Portland Terminal, it was nevertheless a big day for Portland.

Coming direct from Worcester, Mass., over the Boston & Maine, the first of the four trains, on which this vast amusement enterprise makes its annual country-wide pilgrimage, rolled into this city at 3.30 o'clock Saturday morning. The final train—the "deluxe" cars that carry the stars and artists of the "Big Show" was in the yard before ten o'clock.

Ran in Four Sections

There is always a fascination watching the trains unload and of course there is always a large crowd on hand to witness the unloading. It required four sections consisting of 98 cars to transport the entire caravan from Worcester to Portland. The 46 flat cars, which incidentally are all 70 feet long and all steel and the 28 stock cars with steel under-frames carried the menagerie, one of the finest on earth. It was estimated that the number of animals was well over the 1200 mark.

One particular feature of the show was a sea elephant weighing 6 tons, claimed to be the only one in captivity,

300 pounds of fish a day being required to satisfy its appetite. Twenty-four modern sleeping cars were included in the trains to accommodate the 2000 circus folk with the show.

A Beehive of Activity

Richardson Field, in the rear of the Exposition Building, was a veritable beehive of activity from early morning until late at night. Quick-working roustabouts drove the tent stakes and tugged on guy ropes that sent a dozen tents rearing the canvas tops skyward. Quite a sight to see five men working on one stake, rat-tat-tat-tat, in perfect time.

An Interesting Variation

Before noon, the big top had been raised, long lines of cages had been trundled into the arrival tent, the herds of elephants had plodded their way from the Commercial Street Yards to the field and the show was ready to start. Early Sunday morning the combined shows journeyed to Montreal, P. Q., for the next performance.

"Circus" business represents an interesting variation to our usual business of hauling passengers, pulpwood, pork and such miscellaneous products. Opinion differs as to the value of circus business, for while the established tariff produces quite a nice bunch of revenue, the character of the mer-



chandise hauled entails a risk from which one movement might easily wipe out the circus profits of a decade.

The Eternal Boy in Us

From the human, personal point of view, one finds almost as wide variation of opinion about circus business. One of the most prominent officials in the circus is the "trainmaster," who has charge of loading and unloading and the movement of the show from place to place. To represent the railroad and contact with the circus trainmaster, an assistant superintendent or traveling conductor accompanies the movement. Most of these officials will tell that they despise and deplore being tied up on a circus job but it is not hard to see that underneath the surface the eternal boy in every one of them enthuses and turns mental handsprings when they go on the road with a show. We venture to assert that one of the happiest memories in the lives of many railroad men is of the heartbreaks, griefs, smiles and laughs connected with circus movements.

The character of circuses, expressed both in terms of four-legged and two-legged members of the troupe, has changed very radically in the last ten or fifteen years. Some circuses in the old days represented as hard-boiled an aggregation of thugs as could have been rounded up in a day's journey. Railroad men who accompanied an outfit like this did well to watch the filling in their teeth and leave their watches at home.

Assistant Superintendent W. A. Wheeler tells a story of a Sunday circus run from Bangor to Calais during which a stop was made at Washington

Junction. The hand car of a section crew was on the next track, loaded with rubber coats, boots, etc. Naturally, the section crew turned their backs on their equipment and gazed with the interest everyone displays at the circus cars beside them. As always happens when a circus train stops, the show men piled off and buzzed around like a disturbed swarm of bees.

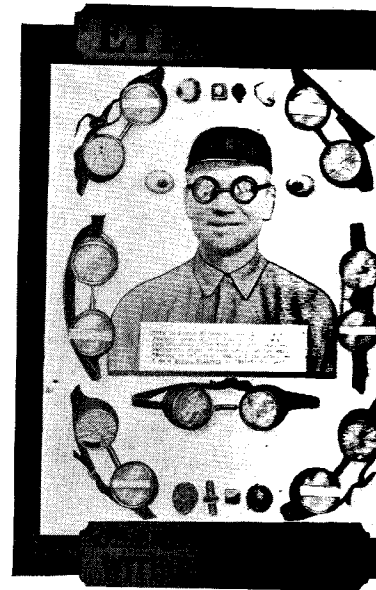
They Gathered in the Honey

Like bees pouncing on a bit of broken honey, the negro lumpers saw the coats and boots on the section car, pounced on them and in the twinkling of an eye dove back into their hive, distributing the spoil in all parts of the train so that when the departure was made almost immediately not a single bit of equipment was to be found and all the section men had to show for the affair was increased experience.

There are circuses and circuses even today, but the tone of the business has changed as if by magic. The old roughneck days are gone and most circus folks now-a-days are as clean, high-class, self-respecting a group of people as you would find in a day's journey. While the basic character of the southern, cornfield darky, from which class most of the roustabouts or lumpers are recruited, has not changed, this class of circus employees are kept in hand much better than they used to be and chances of having your coat lifted off your back without your knowing it are not at all great today as they used to be.

The Dreaded Sunday Run

Circuses draw very rigid caste lines, which is reflected in the accommodations offered the various types of employees, some of the stars having



living quarters equal to those in the best private cars, while at the other end of the scale and in some of the smaller aggregations, the lumpers sleep in, on and under the wagons, covered only by a piece of canvas. If something else they are able to

A Sunday run is the thing dreaded more than anything else by troupe members for many of the show travel in sleepers with permanent berths, married couples, single men and single women being separated in different coaches so that there is no place but the vestibules and vestibules to wander around and stretch one's legs and hold social conversation. The interesting result of this, from a railroad point of view, is that at every stop, no matter how short, the train just pours out its passengers from every doorway, who pile aboard after the train has started.

The extraordinary organization of a circus in which everyone has a

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The extraordinary organization of a circus in which everyone has a job

to do in loading and unloading and setting up the show, vies in the minds of those railroad men who have been connected with circus movements with the extreme sagacity and ability of "the bull". "The bull" is the circus term for an elephant, which even in these days of modern equipment and motorized movement from the siding to the grounds is still the star pinch hitter.

"Bring the Bull"

One of the memories etched most deeply in the mind of a prominent Maine Central official recalls a scene at Ellsworth many years ago. A heavy wagon was badly cramped so that the splendid circus horses couldn't move it even when fastened on the end of a pole. Whips were cracking, horses plunging and rearing when suddenly the cry, "Bring the bull", rang out above the tumult in the stentorian tones of the trainmaster.

In an incredibly short space of time the massive pachyderm slouched up with his attendant. Without a single spoken order, the enormous beast took in the situation with his small, dancing eyes. Reaching out he grasped the pole of the wagon with the tip of his trunk. With a little flip he jerked it into place and again without an order wheeled and walked off nonchalantly as if to say, "Is *that* all this commotion was about." Elephants are frequently used in tough jobs of loading and unloading and beside their enormous strength, they show almost super-human intelligence.

The railroad's "gravy" from circus movements used to come from the passenger revenue from the crowds which packed in under the big tent.



In "the good old days," it was no unusual thing for an excursion train of a dozen cars to start out of Calais before daybreak for a show at Bangor. It is no use reciting the sad, sad story of what gas and rubber has done to this class of passenger business.

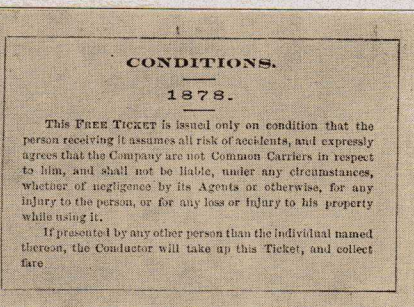
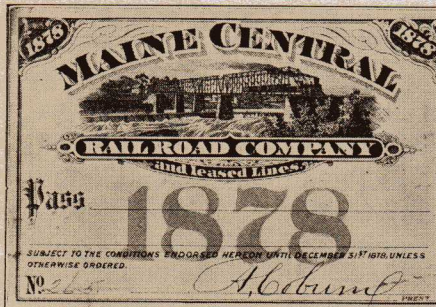
Little Left to Chance

Railroads now rely on their freight revenue for what they get out of circus business. It is interesting to note that each movement is made the subject of a special contract between the railroad company and the circus company in which mighty little is left to chance and on which all signatures are witnessed. Perhaps it is a relic from the old days but the contracts are filled with "parties of the first part" and "of the second part," with "whereases" and "whereofs."

Mocking birds are even mentioned in the contract in which Article 6 provides: "In case of accident or damage for which the party of the first part should be held liable by any court for said accident or damage, the party of the second part agrees to accept the following amount as complete and full settlement, viz: For Elephants, \$300 each; for Lions, Tigers or any wild animal, \$100 each; for Horses, Mules and Ponies, \$75.00 each; for Mocking Birds, Dogs, etc., \$5.00 each; for Camels, \$50.00 each."

When the circus comes to town, it's a big day in the lives of many youngsters from 6 to 66 but as in the case of most other things the public gets, in the background of every circus stands the railroad man who brought them here and who is waiting to carry them on to the next stand.

A Pass Only Fifty Years Out Of Date



Train Was Switched

A certain country minister posted this notice on the church door: "Brother Smith departed for Heaven at 4.30 A.M."

The next day he found written below: "Heaven, 9 A.M. Smith not in yet. Great anxiety."

Advisable

A contest recently was conducted by a soap and perfume manufacturer for an advertising slogan and among the slogans submitted was the following:

"If you don't use our soap, for Heaven's sake use our perfume."—*Pipe Progress.*

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Little Leaks

MR. CONDUCTOR was out his monthly requisition for supplies. He had put down a list of fuses and torpedoes, and he had his head in the effort to think of what else he might need. "Let's see," he thought, "guess I better order some more hammers." So down went "10 hammers." But tucked away in the corner of the closet in his caboose were ten new hammers which had been taken from their wrapping paper. Honest? Oh, no; just carelessness, perhaps too indolent to look up and check up before ordering hammers alone cost the railroad seventy dollars a year!

Quick but Expensive

While Mr. Conductor was out his requisition, his rear window was laying a fire in the caboose so he had to carefully split up some of the matches rammed in a little paper, and he took his pocket for a match. The pocket was empty, but there were no matches in a box in the closet. It was easier, however, to pick up a match from the case and use that to light the fire. It worked to perfection. The fuses cost 11 cents each. The annual bill for this one article was more than four thousand dollars. Ten cents will buy a dozen matches, with 60 matches in a box—but it will only buy one match. Seven hundred and twenty matches will buy the price of one fuse!

After burning up the equivalent of 12 boxes of matches to start with, Mr. Trainman took his lantern and went outside. The lantern was out and failed to burn after sev-



month in the year. They are not built of steel—and wood can be smashed in rough usage. Ordinarily careful handling would result in a great decrease in the number of chests needed. If you've forgotten your key, and instead of asking the other fellow for his you proceed to break open the chest, you're paving the way for an-

other \$28 expenditure. You wouldn't do that if you had to pay for it yourself, would you?

And right there is the answer. If we'd all consider that these various supplies are our own—and after all, we are the company—we would be more economical and careful in their use. There's dollars in it!

Familiar Scene at Bangor Union Station



This view is a picture of Chisolm Bros., news stand and is in charge of E. A. Doran, who is their Agent for Eastern Maine. He has been in charge of their affairs at Bangor

for nearly 40 years. The young lady is Miss Mary McNamara, one of Mr. Doran's clerks.—C.H.L.

"Bill went to Washington expecting that his Senator would get him an easy berth."

"And did he?"

"Not exactly; but he gave him a wide one."—*Boston Transcript.*

McIntosh: Do ye ken, O'Flannigan, th' name o' th' show where the Scotsman knocks oot a gang o' Irish?

O'Flannigan: Sure, an' that's asey—"The Miracle."—*Passing Show.*

(8)



Old-Time Turntable of the Man

By C. H. LEARD

WHAT employee in any department of the entire System has a record that can compare with that of the remarkable one of William C. Manning at the Bangor Round House? He is the most conscientious and faithful employee to be found on this system in any of the Railroads in the country.

An Enthusiastic Pedestrian

Mr. Manning, who is the oldest employee on the station employees' roster, is now in his 67th year, has been continuously in the Motive Power Department for the past 33 years and during the last 12 or 15 years has been operating the turntable. The picture below shows Mr. Manning in the cab of turntable just as he was letting engine 411 out of the hole. He has never during all this long term of service taken but one or two vacations, the longest one being over 20 years ago, and as long as he has worked for the Company he has been late a day.

In fact "Billy", who goes to work at 7.00 A.M., is almost without fail at his engine house a few minutes before 6.00 and please take into consideration that he walks to his work a distance of one and one-half miles and walks home the same distance when he is through at night. No matter what the weather may be, rain or snow in winter or summer, he never uses the street car but prefers to walk. He certainly has set for himself an enviable record and it is a record that he as well as the Company should be proud of.

"Too Long for the Bed"

When asked if he had anything to say through the columns of the *Magazine* he thought would be of interest to the employees "Billy" got in a remarkably good mood and spoke of the first time engine 275 came to Bangor some 28 or 30 years ago. It must have been a most remarkable day in railroad history both to the employees and the people of Bangor. He says that at that time the 275 was a

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Old-Time Turntables and Some Reminiscences of the Man Who Operates Bangor's

By C. H. LEARD, Motive Power Department, Bangor

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In fact "Billy", who goes to work at 7.00 A.M., is almost without fail at the engine house a few minutes before 6 o'clock, and please take into consideration the fact that he walks to his work a distance of one and one-half miles and walks home after he is through at night. No matter what the weather may be, rain or snow, winter or summer, he never uses the street cars but prefers to walk. He certainly has made for himself an enviable record and one that he as well as the Company should be proud of.

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When asked if he had anything to say through the columns of the *Magazine* that he thought would be of interest to other employees "Billy" got in a reminiscent mood and spoke of the first time engine 275 came to Bangor some 28 or 29 years ago. It must have been a most remarkable day in railroad history both to railroad employees and the people of Bangor. He says that at that time the 275 was a mighty

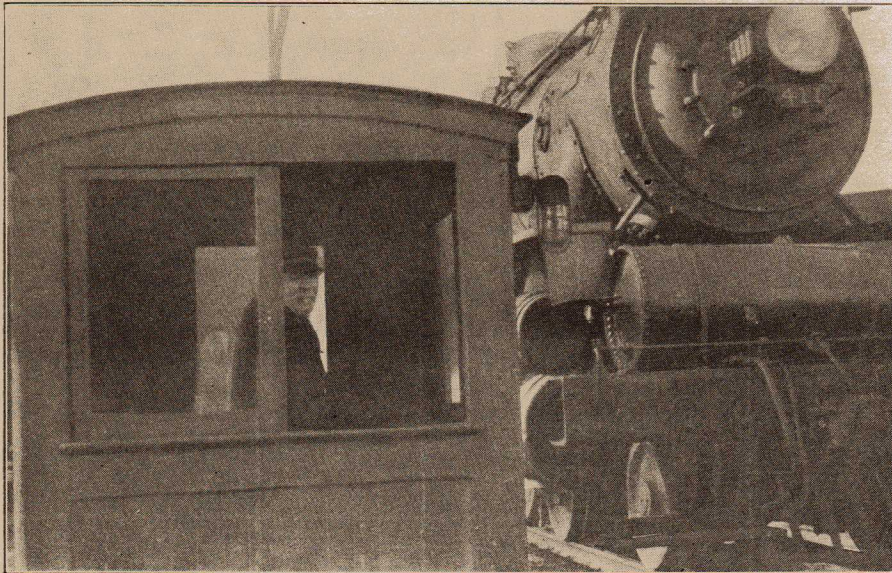
big, long engine and as the turntable which was located at the old engine house (now demolished) was only fifty feet long and the total wheel base of the engine was 51 feet 6 inches long, it was necessary therefore to put an extension on the turntable tracks. The extensions were elevated so as to pass over the rails located on the bulwark surrounding the table. As mentioned above, "Billy" said it was a most momentous day. Indeed a BIG Day.

Another great event in Bangor that Mr. Manning spoke of when the Maine Central broke all previous records and created excitement for a vast throng of inquisitive as well as interested people was the day when Engine 301 arrived in Bangor for the first time hauling a string of 80 cars. This was in 1896 and at the time the Eastern Maine State Fair was just closing its Exhibition Week.

Old State Fair Days

In those days, as many of the older employees recollect, exhibitors would have their stock brought into Bangor and the Maine Central would store the empty cars at Hermon Pond and Hermon Center until the Fair was over. The cars were then brought into Bangor and the Fair patrons would have their same cars to use. The day of which Mr. Manning was speaking it became generally broadcasted around Bangor that a new and monstrous engine hauling the biggest string of cars ever to enter Bangor was coming in about noon. A greater part of the cars were the empties that had been stored as spoken of above.

Such a throng of people as assembled to witness the big event. That part of Main Street which overlooks Bangor Freight Yard, was lined with excited spectators, Bangor Yard was crowded with curious sightseers and almost every individual was counting the number of cars as the train pulled in to see if there were the full number of eighty as advertised. Manning went on to say that when the 301 got to the engine



W. C. Manning Lets No. 411 Out of the House

house, Engineer Louis Marquis, known far and near as "Jimmie Smikey" and who has since died, hardly had the courage to run this engine onto the old turntable and Hostler J. W. Furrow, now Round House Foreman at Bangor, was called to do the job.

One Man against Twenty-five Horses
"Speaking of turntables Now and Then" Billy said, "This table that we are running now requires two 25-horse power motors to operate it and do you remember, Charlie, a good many years ago it took but two men to run the table 24 hours per day, each man working a shift of 12 hours. Johnnie Beaulieu, the smallest man in the whole crew, hardly weighing a hundred pounds, pushed the table around nights and Joseph Page, the oldest man then working in Bangor, he being 82 years old when he stopped work, operated the table during the day; the table then of course being pushed around by man power only."

Mr. Manning in spite of his many years service ended the interview by saying that if he keeps on feeling as well as he does at the present time, he is good for 20 years more service with the best Railroad in the Country.

The Man at the Crossing Watches Them Pass

By Crossingtender BURNS, No. Anson

When the man at the crossing with stop in his hand
Bids them stop with a stern command,
Then is the time they own the earth,
And they give her the power
For all she is worth.
For "Go" is their motto with speed on the brain,
And they go crashity bang under the train.
They are hurled and torn and thrown through the air,
Bits and fragments everywhere.
It was too bad but they couldn't wait,
And took their chance with the heavy freight.
But there is no chance for one to whine,
For the stop was there and so was the sign,
Far too many motorists seem to be blind
To all our slow and caution signs.
If they should be a moment late,
Goodness knows what would be their fate!

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

A STOP BOARD

No less an authority, no less a true servant of the public than President Coolidge has recently uttered the following warning: "In general the country is served through the competition of private enterprise. If the people are to be politically free, they must be economically free. Their only hope in that direction for them to keep their own business in their own hands."



If you keep your mind young, your life is quite likely to keep young also.



Man at the House

Man at the Crossing Watches Them Pass

Crossingtender BURNS, No. Anson

the man at the crossing with stop in
hand
em stop with a stern command,
s the time they own the earth,
ey give her the power
she is worth.
o" is their motto with speed on the
ain,
ey go crashity bang under the train.
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rough the air,
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YOUR OWN BUSINESS

This is the Maine Central EMPLOYEES' MAGAZINE. It might not even be very much of an exaggeration to say that the Maine Central is its EMPLOYEES' RAILROAD. Half of the dollars the Road receives pause but momentarily before they dive like homing pigeons into your pockets.

Paste this inside your hat—you members of the Maine Central Family—anything, everything, that affects the Maine Central Railroad Company touches YOU on the "pocket nerve," the tenderest in the human body.

It is your duty TO YOURSELF to study your Road's problems and inform yourself of your opportunities to do something to help solve them. When you find something you can do to help—it is your duty to YOURSELF to take off your coat, roll up your sleeves and GET BUSY.

FREIGHT SERVICE FIRST

It is a matter of common knowledge that freight service today is vastly superior to what it was before the war. Freight transportation has been speeded up and the regularity and promptness of deliveries wonderfully improved. This has had a profound effect on the Country's business. Merchants can get along with smaller stocks of goods which can be more frequently and easily cleared and replenished. Everybody who spends a dime shares in the benefits of this progress.

Railroads and railroad men made these results possible. Improved facilities secured by capital expenditure, wiser management and more efficient work on the part of employees all along the line brought them about. Passenger service gets most of the praise and blame that comes from the public, but from the point of view of public interest and public welfare, as well as of railroad revenue, it is the freight service which takes the lead.



"Do your shoes hurt?"

"No, but my feet do."

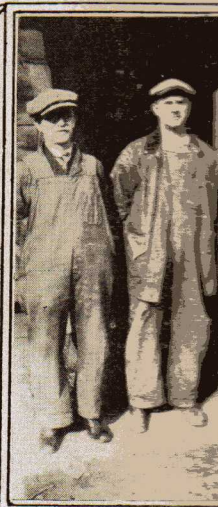
—Nebraska Awgwan.



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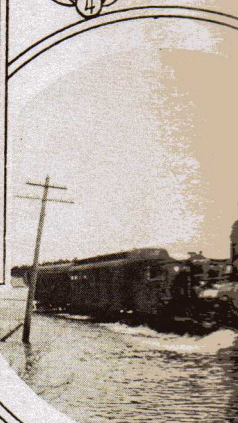
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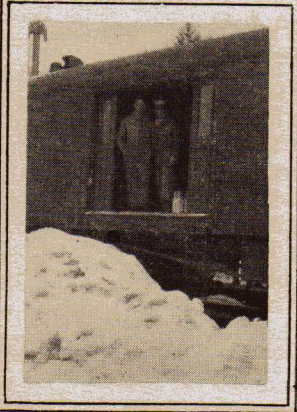
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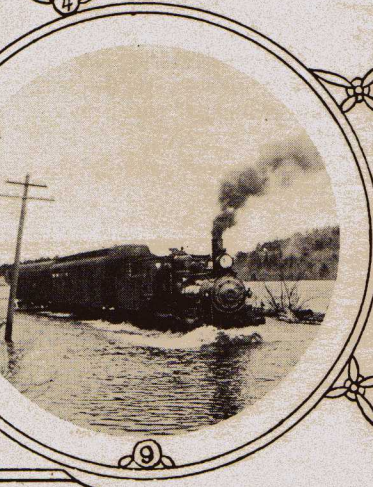
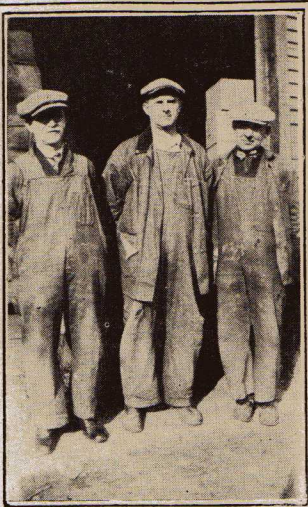


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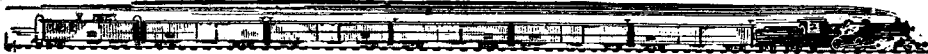
Here and There over the System

(1) Frt. Cond. W. E. Knowlton, Brunswick. (2) Engineer A. L. Dunn; Fireman H. A. Carmichael, Eastern Division, Vanceboro. (3) Group from General Offices, Portland. (4) Frt. House Fmn. W. H. Thorpe, Frt. Housemen O. Fortin and D. St. Pierre, Brunswick. (5) Delivery Clerk Geo. P. Leduc, Auburn Frt. House. (6) Agent J. A. MacKenzie, Lincoln. (7) Barbara MacKenzie, daughter of Agent, Lincoln. (8) Agent H. A. Reed on platform, Mattawamkeag Station. (9) High water near Bangor a few years ago (photo contributed by Supt. McLaughlin, Bangor). (10) Foreman E. E. Walker, Augusta Frt. House. (11) Operator F. L. Bowness and Agt. R. B. Wyman, Readfield Depot. (12) Baggage-master Arthur Spaulding and Expressman Claude Thomas, Rumford Branch (photo by Miss Mabel Sanborn at Byron). (13) Agent A. B. Congdon, Lunenburg. (14) Operator W. E. Durgin, Brunswick. (15) Receiving Clerk F. C. Ayer, Auburn Frt. House.



Here and There over the System

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IN MEMORIAM

PARKER W. HANNAFORD

Parker William Hannaford, born in Northfield, N. H., in 1845, died at his home in Waterville last month.

Mr. Hannaford learned the trade of carpenter and continued in that business until January, 1878, when he entered the employ of the Maine Central Railroad at Augusta on general passenger car repairs.

He continued in this capacity until 1881 when he entered the employ of the Manchester Locomotive Works at Manchester, N. H., in the pattern department. He remained with this company until November, 1885, when he returned to Augusta and again entered the employ of the Maine Central. On March 1, 1886 he was appointed foreman of passenger car repairs and the following year came to Waterville where he was made general foreman of the car department on Nov. 1, 1890. He continued in this office for nearly thirty years, retiring several years ago.

NEIL R. HALL

Neil R. Hall, clerk in Rigby Terminal Yard for the past four years, was instantly killed on Sunday, June 17, when he apparently stepped in front of a shifting engine while on his way home from work in the Terminal Car Shop.

It is alleged there was no eye witness to the accident, the body being found on the track near the car shop by Edward Libby, a switchman, just a few minutes after Mr. Hall had left the shop with a cheerful farewell to fellow workers.

Mr. Hall was born in Windham, March 9, 1869, and was the son of Charles W. and

Ellen Webb Hall. He graduated from the Windham schools, Bridgton Academy and Gray's Business College. He entered Maine Central service March 29, 1892, and for a number of years was stationed at Brunswick. About four years ago he was transferred to Portland (Rigby Yard). He resided on Keswick Road, at Thornton Heights, and was a member of Presumpscot Lodge of Masons.

Mr. Hall is survived by his wife, Anna Sherlock Hall, one sister, Mrs. John Legrow of Windham, two brothers, Walter B. Hall of Windham and Frank E. Hall of South Windham.

Interment was at Riverside cemetery, Brunswick.

EUGENE LEDDY

Eugene Leddy, formerly chief dispatcher on Portland Division, died June 9 at the Maine Eye and Ear Infirmary from illness resulting from an infected ear.

Mr. Leddy was born May 19, 1896, and entered Maine Central service Oct. 24, 1912. He was employed for a period of 12 years. For some time he was connected with Porter, Erswell & Co., until about a year ago when he went with the New York Central Railroad in New York City.

Mr. Leddy was a member of the Portland Athletic Club. He is survived by his parents, two brothers, Dr. Percy A. Leddy of New Haven, Conn., and John D. Leddy of Portland; and four sisters, Margaret and Eleanor Leddy of South Portland, Ruth Eddy of Orange, N. J., and Mrs. Jack Stewart of Natick, Mass.

Funeral services were held from the home 15 Mitchell Road, South Portland, and interment was at Forest City cemetery.

We Tell The V



A square meal

MENU

Meat Loaf	Baked Potatoes
Cabbage Salad	Butter
Whole Wheat Bread	Milk (for children)
Norwegian Prune Pudding	Top Milk

Altho
Railroa
week to
officials
amount
in Mai
Take,

meal shown above, suggested by the department of the University of Maine. For carrying the various ingredients that make up the "dollar dinner" to Waterville, for instance, the Maine Central gets *only one and six-tenths cents*, as shown by the table.

Article	Weight
Hamburg steak	1 lb.
Eggs	4 ea.
Milk	2 1/2
Butter	1 lb.
Cabbage	1 lb.
Potatoes	2 ea.
Prunes	5 lb.
Bread (wh. wheat)	10
Sugar	1 lb.
Flour	1 ea.
Corn starch	2 ea.
Bread crumbs	2 ea.
Vinegar	1 ea.
Lemon juice	1 ea.
Salt	1 ea.
Pepper	1 ea.
Mustard	1 ea.
Cinnamon	1 ea.
Total Weight	9 lb. 3

The Maine Central has taken *less than two* out of the hundred cents in this dol

What can you buy cheaper than Transportation?

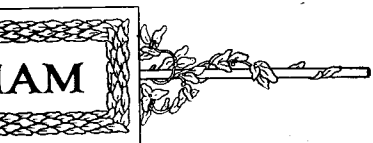
smaller than t
these five peop
MAINE CEN
Serves A
Regardless

This is the third of our present series of good will advertisements running in Maine newspapers. By talking of freight charges in terms of simple, every-day commodities with which every one is familiar, we endeavor to drive home to the people of Maine, how CHEAPLY we are selling our services.

Readers of the following Maine newspapers have seen this advertisement: I



We Tell The World --- Or Part Of It



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Business College. He entered Maine
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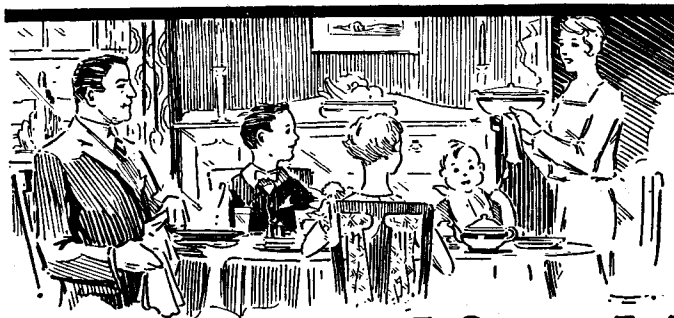
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ment was at Forest City cemetery.



**MAINE
CENTRAL
RAILROAD**

A square meal for a dollar

MENU

Meat Loaf	Baked Potatoes
Whole Wheat Bread	Butter
Norwegian Prune Pudding	Top Milk
	Milk (for children)
	Cabbage Salad

Although the Maine Central
Railroad pays \$200,000 every
week to its 7,000 employees and
officials, the share of this
amount borne by each family
in Maine is unbelievably small.
Take, for example, the square

meal shown above, suggested by the Home Economics De-

partment of the Uni-
versity of Maine. For
carrying the various
ingredients that make
up the "dollar dinner"
to Waterville, for in-
stance, the Maine Cen-
tral gets *only one and
six-tenths cents*, as
shown by the table.

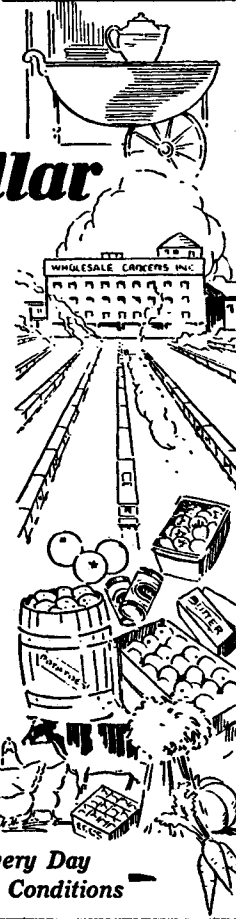
The Maine Central
has taken *less than two*
out of the hundred cents

Article	Weight	Source	Market Price	Maine Central Freight Charge
Hamburg steak	1 lb.	Chicago	\$0.2750	\$0.0021500
Eggs	4 oz.	Winthrop	0.0650	0.0007600
Milk	2 1/2 lb.	Newport	0.1300	0.0051563
Butter	1/2 lb.	Chicago	0.2000	0.0008967
Cabbage	1 lb.	Portland	0.0500	0.0021525
Potatoes	2 lb.	Presque Isle	0.0700	0.0024000
Prunes	1/2 lb.	Los Angeles	0.0700	0.0004500
Bread (wh. wheat)	10 oz.	Minneapolis	0.0500	0.0007000
Sugar	1/2 lb.	New York	0.0325	0.0008000
Flour	1 oz.	Minneapolis	0.0012	0.0000700
Corn starch	2 oz.	Oswego	0.0090	0.0001738
Bread crumbs	2 oz.	Minneapolis	0.0100	0.0001400
Vinegar	2 oz.	Pittsburgh	0.0075	0.0001888
Lemon juice	1/2 oz.	Los Angeles	0.0100	0.0003366
Salt	1/2 oz.	Syracuse	...	0.0003003
Pepper	1/4 oz.	New York	0.0100	0.0000071
Mustard	1/2 oz.	New York	...	0.0000125
Cinnamon	1/2 oz.	New York	...	0.0000284
Total Weight	9 lb. 3 oz.	Total Cost	\$1.00	\$0.0161530

in this dollar meal, an amount
smaller than the cost of the sugar
these five people ate.

**What can you
buy cheaper
than
Transportation?**

MAINE CENTRAL RAILROAD
*Serves Maine and Its People Every Day
Regardless of Weather or Highway Conditions*



This is the third of our present series of
good will advertisements running in Maine
newspapers. By talking of freight charges
in terms of simple, every-day commodities
with which every one is familiar, we en-
deavor to drive home to the people of
Maine, how CHEAPLY we are selling our
services.

Readers of the following Maine news-
papers have seen this advertisement: Ken-

nebec Journal, Bangor Commercial, Bangor
News, Bath Times, Lewiston Sun, Lewiston
Journal, Portland Press Herald, Portland
Express, Portland News, Waterville Sen-
tinel, Addison Observer, Auburn Free Press,
Bar Harbor Times, Bath Independent,
Boothbay Register, Brunswick Record,
Calais Advertiser, Camden Herald, Lincoln
County News, Eastern Gazette, Piscataquis
Observer, Eastport Sentinel, Ellsworth



American, Gardiner Journal, Lisbon Enterprise, Livermore Falls Advertiser, Lubec Herald, Madison Bulletin, Machias Union Republican, Old Town Enterprise, Pittsfield Advertiser, Richmond Bee, Rumford Falls Times, Skowhegan Independent Republican, Le Messenger (French), Rockland Courier-Gazette, Franklin Journal.

By the way, why not try out this "Square Meal for a Dollar?" Here's how it goes:

A Square Meal for a Dollar

The Home Economics Department of the University of Maine have figured out a menu which provides a square meal for a family of five people at the cost of a dollar, the details of which appear on page 15. Following are the recipes for three of the dishes included in the menu:

Meat Loaf

- | | |
|--------------------|-------------------------------|
| 1 lb. Ground Beef | 1 cup Milk |
| 2 tbs. Butter | 1 teaspoon Salt |
| 1 Egg | $\frac{1}{4}$ teaspoon Pepper |
| 1 cup Bread Crumbs | |

Combine meat with other ingredients, form into loaf in covered baking pan. Bake $1\frac{1}{2}$ hours in moderate oven (410 degrees Fahrenheit). Uncover last half hour to brown.

Salad Dressing

- | | |
|---------------------------|----------------------------|
| 2 tbs. Flour | $\frac{1}{2}$ tsp. Mustard |
| 1 Egg | $\frac{3}{4}$ tsp. Salt |
| 2 tbs. Butter | $\frac{1}{4}$ cup Water |
| $\frac{1}{4}$ cup Vinegar | |

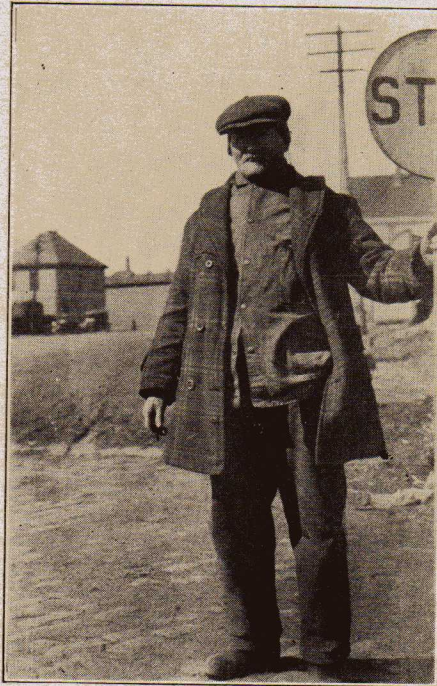
Mix dry ingredients. Beat egg well, add vinegar diluted with water, beat thoroughly. Combine with dry ingredients. Cook over hot water, stirring constantly until like medium white sauce. Add butter.

Norwegian Prune Pudding

- | | |
|--------------------------|-----------------------------------|
| $\frac{1}{2}$ lb. Prunes | $1\frac{1}{2}$ cups boiling water |
| 2 cups cold water | 1 tbs. Lemon Juice |
| 1 cup Sugar | $\frac{1}{3}$ cup Cornstarch |
| 1 tsp. Cinnamon | $\frac{1}{4}$ tsp. Salt |

Wash and soak prunes in two cups cold water several hours. Stew until soft in same water. Remove stones and return prunes, cinnamon and water to kettle, add $1\frac{1}{2}$ cups boiling water. Slowly stir in the thin paste made of cornstarch, sugar and some cold water and boil 20 minutes stirring constantly. Add lemon juice. Cool in molds. Serve with milk or cream.

On Guard at Bangor



Patrick Nelligan, crossingtender at Railroad Street, Bangor Freight Yard, first started railroading away back when the wood burners were in use on the Eastern Division. As a matter of fact Veteran Nelligan has a record of 46 years of faithful service to his credit.

He is now 68 years of age. Every day finds him at his busy post in the Queen City, active, alert, on the job every minute. He reports to General Yard Master Sam Fraser. The building in the background on the left is the Bangor Freight Office. Patrick says he is sure going to vote for "Al" Smith.



Solid Something

Baggagemaster: Nice ring; cost five?
Signalman Spinney: No ten.
B'g'm'st'r Messer: And Wool worth it.

No Loss Reported

Clerk Preble: That child does not get her temper from me.
Wife: No, none of yours is missing.

Maine Ce

Satisfied Custom

John Robinson's Circus

Waltham, Mass.

June 6, 1928.

Mr. D. C. Douglass,
Vice Pres. and Gen. Mgr.
Maine Central Railroad
Portland, Maine.

Dear Sir:

As we have just finished a number of moves over your lines, it is with great pleasure that I wish to call your attention to the wonderful service rendered us while on your lines. In fact, the service received by us was the very best we have ever received on any lines east of the Mississippi River.

Every operating official that we came in contact with, as well as the various yard and road crews, had one motto—that was service, and I want to assure you that every man did his part to see that we received it.

I only regret that we could not spend more time on your lines and that I could personally thank each and every employee for the wonderful service we received with our train.

It would be a great favor to me if you would have this letter published in your *Railroad Magazine*, so that the various employees may know what the John Robinson's Circus thinks of the service received on the Maine Central Railroad.

Yours very truly,

John Robinson's Circus

W. M. Thompson (Signed)

By Asst. to General Manager.

On Guard at Bangor



Patrick Nelligan, crossingtender at Railroad Street, Bangor Freight Yard, first used for roadburning away back when the old burners were in use on the Eastern Division. As a matter of fact Veteran Nelligan has a record of 46 years of faithful service to his credit.

He is now 68 years of age. Every day you can find him at his busy post in the Queen Street, active, alert, on the job every minute. He reports to General Yard Master Sam Messer. The building in the background on the left is the Bangor Freight Office. Nelligan says he is sure going to vote for Messer Smith.

♦ ♦

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Signalman Spinney: No ten.

Engineer Messer: And Wool worth it.

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Maine Central Family

Satisfied Customers Discuss Our Service

John Robinson's Circus
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Yours very truly,

John Robinson's Circus
W. M. Thompson (Signed)
By Asst. to General Manager.

Geo. A. Hall Co.
Houlton, Maine

April 3, 1928

Mr. G. H. Eaton, F.T.M.,
Portland, Me.

Dear Sir:

Thanks for your wire of even date re our last two cars of grass seed moving via your line.

We are pleased to advise that the car from Syracuse arrived this A.M., and also understand that the car from Crawfordsville is due tomorrow.

We appreciate the service that the M. C. R. R. has given us, and will continue to give you all the business that we can.

Yours truly,

GEO. A. HALL CO.

G-GAH

5418 Greene Street
Germantown, Pa.

May 20, 1928

Ticket Agent L. W. Merritt,
Union Station,
Portland, Maine.

Thank you for your many favors in the past thirty years that I have been going to Maine, and it gives me pleasure to state that in all these years I have never had an error in your bookings from your office.

(Signed)

Frank B. Gummey, M.D.

en This Month

HILL, Portland

Large number of bales of wool were about last to go into the car.

Of course they were helped in. We imagine that the loaders and stowers of this were afraid that they catch cold—so the bales that showed the worst symptoms of illness were pushed on top of cars to keep them warm. How could they in the tops are sealed?

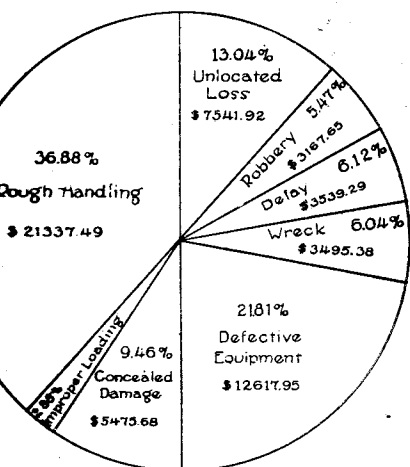
Oh, there were a few that were loose and acid warmed the bales up so much it med them. Just another case of someone couldn't stop to think but could and take a chance and the carrier has to le.

In a Bad Mix

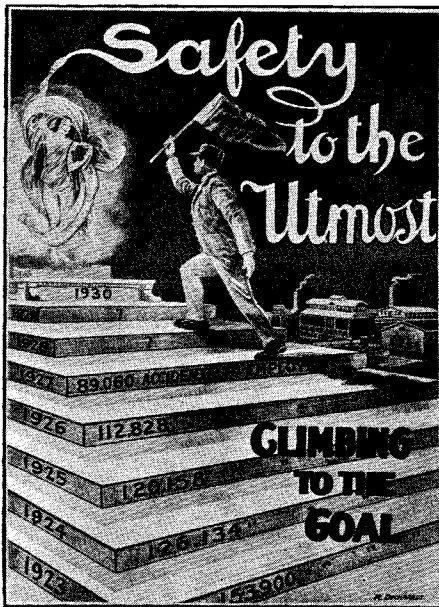
We were called upon to inspect a carload paint and oil. They are mixed together frequently to make paint thin, etc. Did y mix in this case? No they did not. ere were a whole "flock" of cans of oil ing in the doorway of this car quietly nding their own P's and Q's. The barrels ded each side of them were badly effected h the desire to move. They did this

ls for the Year 1927

\$57861.71



L/D CAUSES



very thing and squeezed the cans very hard. Perhaps if we had been present when the squeezing took place we would have heard them squeal like a "flapper" getting her first lesson in osculation but we only saw the results.

Some cans had their tops split open and others holes in the bottoms and the oil, oh, yes! it was all over the other cans, on the floor and also on the ground under the car. Why all this? Because there were no corsets—no wire bracing around the cans to keep the barrels from squeezing them. This looked to be a case of conservation of effort on the part of some one and of course it is going to cost some money.

Railroad Hash

A short time ago we received a call to check up some damage in a house car bound over east. That's easy just standing around and checking up the damage. Sure it is—but how many of you loaders and stowers ever stop to estimate what it costs?

We think that the stowers of this car must have had some dogs that had colds in their throats, because they loaded cartons of dog biscuits next to machine oil, and when the barrels sprung a leak the dog biscuits lapped it up in good shape. When

the dogs got around to eat these biscuits see how easily they would slip down.

There were several empty warp beams in this car loaded with the ends next to some cases of cloth. They did not get along well together for some reason or other and when the battle for space was at its height the beams punched some holes in the cases and also through the cloth inside.

The old refrain now pops up, "Load, Tight Pack and Trim your Freight." If you don't, we are going to have to tell you about it.

* *

In Other Words, Harry Got Married

By E. F. McLAIN, Calais

I am at a loss for words to cover the feelings aroused as I pen this epistle or epitaph.

Some months ago, in a down-trodden mood, I wrote a little article pertaining to the unanimous number of benedicts (no, I didn't say derelicts) on the Calais Branch roster of engineers. Each and every engineer on this paying piece of pike has a ball and chain.

Quite unusual of course, but more unusual and strange to this married frame of mind was the fact that only one man on the Fireman's list could go out any night he wanted to. This son of freedom has been the butt of many a cute remark filled with caustic envy and hopeless jealousy. Thinking he would profit by the prevalence of martyrs to the cause around here I was horrified to learn of this boys recklessness.

His name? Sure. Harry B. Kenison.

He will be welcomed with open arms into this Brotherhood of Broken Beaks and Beezers. Misery likes company. Congratulations are in order. Goodwill overtures, open and two-faced, are heard wherever Harry is seen. Today he is the blushing bridegroom, carefree and happy. Tomorrow, boys, he's like the rest of us. Nevertheless from everybody come sincere good wishes of good luck and happiness. May his married life be long and unclouded by old man trouble.



A Little Sales Talk Can Boost Our Business

THE following story culled from "The Office Economist" and passed along to the *Magazine* by W. P. Reeves of Portland, Assistant Comptroller, is so good and applies so directly to the securing of new business by the right sales talk and incidentally producing more traffic tips that we are printing a portion of the article below.

"Late one night a passenger boarded a western train at a small station, and went into the sleeping car, asking for his berth. The Pullman conductor said that every berth was taken. When the passenger protested that he had wired for a reservation, the conductor laughed and said that his name was not on the car plan, and that telegraphing didn't entitle him to a berth, anyway—the railroad agent had probably forgotten to send the message. The passenger went to the railroad conductor, who might have dismissed him with a curt statement that he had nothing to do with the sleeping-car. But that conductor had a little sales spirit.

"We want you to be comfortable every minute you're on this road," said he genially. "Let's go back and see what's wrong."

"Bread on the Waters"

Ten minutes later the passenger was in a berth. His name had been misspelled on the car plan, that was all, and the Pullman conductor lacked sales spirit to investigate.

Two months later this passenger had the routing of a special train that was to take a party of business men to the Pacific coast; and that road was chosen from several competitors, because one conductor had handled a difficulty like a salesman—and the conductor was taken along to look after the party.

Sales spirit and the salesman's way of thinking and talking, are needed in thousands of places in our everyday business world. It can be adapted to work and situations never regarded from that standpoint and utilized to increase freight and passenger traffic.

It was not until a certain large public-service corporation stopped handling cus-

tomers' complaints through a junior clerk and gave that detail to an efficient salesman, for instance, that it began to create genuine goodwill in its community.

Sales spirit can be made a means of promotion to many a man who apparently does not need it in his work, but who will take the trouble to study and apply it.

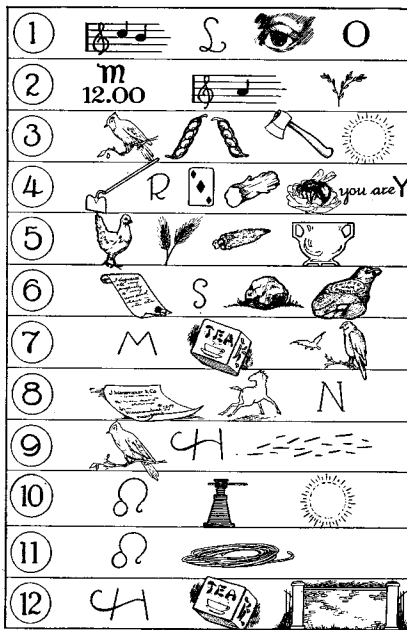
Important tips on new business have recently been received by H. H. Hanson, formerly general agent at Lewiston, E. I. Hill, Traveling Agent, Portland; C. H. Leard, Motive Power, Bangor; Harry M. Treat, Chief Dispatcher, Portland; J. E. Crepeau, Agent at Whitefield; Roy Palmer, Operator at Burnham Junction; J. W. Webb, Chief Clerk, Auburn; C. T. Messer, Baggage-master, Oldtown; and T. H. Pell, Operator, Bangor.

A FREQUENT TRAFFIC TIP WILL BE APPRECIATED FROM YOU.

Who Are They

By C. R. BRYANT, Aud. Dis. Office

See answers on page 22



(20)

Paper City Section C



We are indebted to Lion Rousse Rumford for the above picture taken long ago in the Rumford yard. From left to right we have in the back row Hellen, Stanley Barrett; second row Michael Cook, Joseph Gagnon, Ottonis, Forest Fisher, Walter Bullock, Fisher, John Souzy and George Bailey the hammer.

Arthur Hodsdon is also in this crowd was off duty the day picture was taken.

Where the Wamkeag Waters Flow

By P. T. HEWEY, Sr., Lee

I have been in Lincoln Center,

I have also been in Winn:

Likewise I've been in Kingman,

But never dwelt therein.

And yet there is another Town,

Where the people well I know

It lies partly in the valley,

Where the Wamkeag Waters Flow

Now with my Friends and Neighbors

I must take a parting hand;

Some day I'll wander back again

To see you if I can:

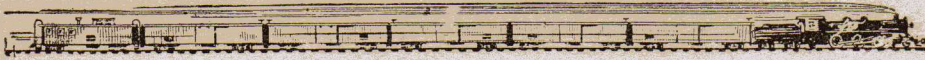
It makes me melancholy,

For somehow I hate to go,

And leave the Town of Pitlock,

Where the Wamkeag Waters Flow

The above was written by P. T. Hewey, father of G. C. Hewey, Foreman of Car Repairs at Bangor. Mr. Hewey



"Well, conductor, when you apologized to that lady what did she say?"
 "She didn't say anything," said the conductor, "she just waved her hand."

* *

Mathematicians Front and Forward!

On a four-track road, a 100-car freight train is running on track 1. It is overtaken by a passenger train on an adjoining track, running in the same direction at a speed of 50 miles per hour. From the time the passenger train passes the caboose until it passes the engine of the freight train, 47 minutes elapse. How fast is the freight train moving?

* *

Here's a Few Lines on Railroad Rhymes

The retirement of F. D. Underwood from the Presidency of the Erie recalls to Old Time Railroaders the days when he was division superintendent on the C. M. & St. P.

A waggish locomotive engineer telegraphed from out on the line as follows:

"F. D. U.

Engine two seven two has bust a flue.
 What shall I do?

Donahue."

Back came the reply:
 "Donahue.

Plug the flue in the two seven two
 and fetch her through.
 F. D. U."

* *

CALAIS REPARTEE

Jack Whiteknact: "Every bone in my body aches."

Bill Glass: "You must have a terrible headache."

It is well for a man to respect his own vocation whatever it is, and to think himself bound to uphold it, and to claim for it the respect it deserves.—*Charles Dickens.*

"Sardine Express" Crew

By E. T. McLAIN



Take a look at some of the custodians of the "Fish Limited" at Eastport. "Allie" Trafton, Engineer, Howard "Steamhard" Myers, Fireman, Charlie "By Godfrey," Conductor, Merry "Jerky" Allan, and Roscoe "Arbuckle" Constantine, Brake-men.

* *

Answers to Puzzles on page 20

- (1) C. B. Elliott
- (2) M. A. Weed
- (3) J. P. Paxson
- (4) Horace Woodbury
- (5) Henry Coburn
- (6) Willis Stoneham
- (7) M. T. Hawkes
- (8) Bill Colton
- (9) J. H. Marks
- (10) Leo Jackson
- (11) Leo Coyle
- (12) H. T. Wall

(22)



The Locomotive Sp

Swaying, swinging, swerving,
 Rushing round each bend,
 Ev'ry day I'm serving—
 Sticking to the end.
 Ripping thru the darkness—
 Lamps that stab the night;
 Creature of steels, but borne on
 wheels—
 Man's monument of might.

Each day that comes I'm ready
 Let weather what it be.
 Thund'rous? Yes, but steady—
 Symbol of Liberty!

Less Sickness, M

FOR the monthly period ending 18th four less claims were settled by the Travelers Insurance Co. with members of the Maine Central than during the previous month, but accidents jumped from six to eleven.

Members of the Motive Power Department, which last month had the distinction of heading the list of those who dropped this month to a tie with the Engineering Department, each having one member receiving claims for disability from sickness and four from accidents.

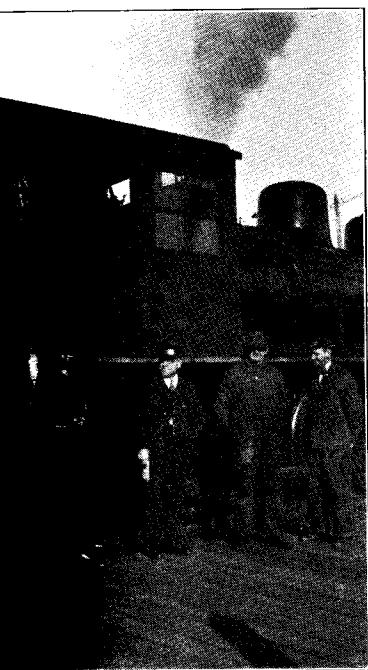
Members of the Maine Central will be grieved to learn that Neil P. who met his death during the month crossing the tracks in Rigby Yards, did not carry a group accident protection policy. This may be a lesson to some of our members to avoid accident and sickness, like lightning, when we least expect it.

The following claims have been settled during the month:

Name	Location
<i>General Offices</i>	
Howard R. Bean	Aud. Frt. Accts.
Eleanor G. Conboy	Eng. Dept. Office
Louise Daicy	Building
Carroll Frank	Mot. Power Office
Lawrence Halcrow	Building
Theo Miller	Car Service
Irving W. Russell	Eng. Dept. Office
<i>Engineering Department</i>	
Mark Bellefontaine	Portland
George Bernier	Westbrook
James Clark	Portland
Elbridge Courson	Brunswick
Leon E. Cookson	Waterville

Dine Express" Crew

By E. T. McLAIN



...a look at some of the custodians
 "Fish Limited" at Eastport. "Allie"
 on. Engineer, Howard "Steamhard"
 s. Fireman, Charlie "By Godfrey,"
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♦ ♦

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The Locomotive Speaks

Swaying, swinging, swerving,
 Rushing round each bend,
 Ev'ry day I'm serving—
 Sticking to the end.
 Ripping thru the darkness—
 Lamps that stab the night;
 Creature of steels, but borne on
 wheels—
 Man's monument of might.

Each day that comes I'm ready
 Let weather what it be.
 Thund'rous? Yes, but steady—
 Symbol of Liberty!

Born in the heats of ages,
 Cast in the largest mold,
 God of speed, in an hour of need.
 I'm young, and I'm never old.

The hands that guide and feed me;
 The eyes that watch my way
 I'd crush, if they would not heed me;
 But others would come that day.
 Towering temple of power
 King of the Iron Trail—
 No storm-swept night shall stop my
 flight,

While I pull the Evening Mail!

H. J. C.

—Reprinted from the Detroit Free Press.

Less Sickness, More Accidents Last Month

FOR the monthly period ending June 18th four less claims were settled by the Travelers Insurance Company with members of the Maine Central Family than during the previous month, but accidents jumped from six to eleven.

Members of the Motive Power Department, which last month had the doubtful honor of heading the list of sufferers, dropped this month to a tie with the Engineering Department, each having 15 members receiving claims for disability from sickness and four from accident.

Members of the Maine Central Family will be grieved to learn that Neil R. Hall, who met his death during the month while crossing the tracks in Rigby Yards, did not carry a group accident protection policy. This may be a lesson to some one, for accident and sickness, like lightning, strikes when we least expect it.

The following claims have been settled during the month:

Name	Location	Reason
<i>General Offices</i>		
Howard R. Bean	Aud. Frt. Accts.	Sickness
Eleanor G. Conboy	Eng. Dept. Office	Sickness
Louise Daicy	Building	Sickness
Carroll Frank	Mot. Power Office	Sickness
Lawrence Halcrow	Building	Sickness
Theo Miller	Car Service	Sickness
Irving W. Russell	Eng. Dept. Office	Sickness
<i>Engineering Department</i>		
Mark Bellefontaine	Portland	Sickness
George Bernier	Westbrook	Sickness
James Clark	Portland	Sickness
Elbridge Courson	Brunswick	Accident
Leon E. Cookson	Waterville	Accident

Frank Dishon	Kingman	Sickness
Carroll Dodge	Oakland	Sickness
John Harmon	Sebago Lake	Sickness
Lione O. Lagross	Harmony	Accident
Grace E. Nason	Portland	Sickness
John O'Donnell	Portland	Sickness
John Paradie	Gilbertville	Sickness
Percy E. Shaw	Carmel	Sickness
Ernest L. Stover	Lambert Lake	Sickness
Swight H. Thorsen	Ellsworth	Accident
Winfield S. Tilton	Pittsfield	Sickness
Edward Therriaault	Bartlett	Sickness
George D. Walker	Brownfield	Sickness
Fred A. Wilson	Cherryfield	Sickness

Motive Power Department

Frank C. Brown	Portland	Sickness
Clyde Burnham	Portland	Sickness
John J. Campbell	Portland	Sickness
Joseph Cochran	Portland	Sickness
Carroll H. Ellis	Bangor	Sickness
Arthur H. Elie	Brunswick	Sickness
William J. Glass	Calais	Sickness
F. K. McConnell	So. Portland	Sickness
Philip M. McIver	Vanceboro	Sickness
Arthur E. Towsey	Portland	Sickness
Winton B. Abbott	Waterville	Accident
John A. Cyr	Waterville	Sickness
Cleophas Frappier	Waterville	Sickness
Henry Gleason	Waterville	Accident
Jordan N. McCulley	Waterville	Accident
Thomas Pooler	Waterville	Accident
Charles J. Thibedeau	Waterville	Sickness
George W. Wood	Waterville	Sickness
Fred H. Wentworth	Waterville	Sickness

Stations

Frank N. Blaisdell	Oakland	Sickness
Elbridge Gerry	Bangor	Sickness
William H. Gogan	Waterville	Sickness
Lorraine M. Price	Bath	Accident
Lyford Robbins	Augusta	Sickness

Trainmen

John A. Currie	Bartlett	Sickness
Alphonse LaFlamme	Waterville	Sickness
John O'Donnell	Waterville	Sickness

Enginemen

Harry A. Bickford	Oakland	Accident
E. P. Cook	Harmony	Sickness
Alex Cunningham	Bangor	Sickness
Erwin W. Grant	Portland	Sickness
Wm. R. Stanchfield	So. Portland	Sickness
Everett U. Wardwell	Livermore Falls	Accident

Portland Terminal, Transportation Department

Thomas D. Jewell	Portland	Sickness
Charles F. Kenniston	Portland	Sickness
William F. Lancaster	Portland	Sickness

A PAGE for the CHILDREN

A DECLARATION of
A HEALTHY, SAFE and SANE
FOURTH of JULY

and done in form
of a REBUS
for YOU to read

Sky ets t s & burst

Ro SHOOT PURPLE RED GREEN & OH!

Sizzling round (60 Min)

SP BASEBALL SCORE gay colors

We like 2

T make us th of the 1776 vic

But 2 & they R DANGEROUS

So We DCLARE another

2 celebr8 60 MIN coun birth (24 hours)

LOTS FOR SALE of play, a h ke, a nic say

WILL make JULY 4

A healthy, & sane

DAY

Here is a picture of the LIBERTY BELL
Can you find the two concealed patriots?

