

Maine
Central
Employees'
Magazine
August 1928



Highlights of the Story Told in the Railroad's Excise Tax Campaign

THE excise tax law makes the railroads tax collectors for the State, and every man, woman and child in Maine pays the railroad tax as a part of the transportation cost of everything he buys or sells.

During the last seven years the old tax law took more than 13 million dollars from the railroads in excise taxes while stockholders saw their dividends dry up or vanish entirely. Maine railroads are very largely owned by Maine people, 1354 out of 1913 holders of the Maine Central's common stock being residents of the State. Maine banks are heavy owners of Maine railroad securities and the interest they pay is affected by the continued prosperity of Maine railroads. Thus the railroad excise tax law touches the pocketbook of everyone who does business in Maine.

Railroads are in business to sell transportation to the public. They are eager to provide better service but they can buy all-steel trains, more powerful locomotives, better roadbeds and more comfortable seats only if they make a profit. If past losses continue, certain less profitable lines may have to be abandoned.

After long and exhaustive study, two successive Legislatures have passed laws granting railroads some measure of relief. The new railroad excise tax law was passed by a tremendous majority. It provides that Maine railroads will share in the tax reduction granted at the same time on farms, homes and factories. A referendum prevented the railroads from getting the help the Legislature decided they deserved. The Legislature's action will be sustained on September 10 when Maine citizens voting on the new tax law mark their ballots

YES X

MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEE

Vol. V

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Maine Railroad of Advantage

MAINE'S 14 railroads unite in an effort to call the voters of the State to the truth about the new railroad excise law which will be referred to the voters on September 10th. Briefly, Mainers will be asked to decide whether Maine railroads shall be permitted to share in the tax reduction granted by the last Legislature to owners of farm, home and factory in the State or whether the old system of unfair and oppressive taxation will continue to grind the railroads down.

Shortly after the adjournment of the Legislature, petitions were circulated and the action of the law was held up until it can be decided by a popular referendum, which will be voted on at the State election on September 10th.

For the Privilege of Doing Business

It is difficult for any fair man to study the whole question and arrive at any other conclusion. Many leading business men, statesmen, professional men and bankers are of the opinion that the new law is for the best interests of the State and have expressed it openly. Let us look into the question for a minute and see what we can find. Under the old law all of the private railroads doing a business in Maine pay an excise tax of $5\frac{1}{2}$ per cent



MAINE CENTRAL



EMPLOYEES' MAGAZINE

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No. 8

Maine Railroads Unite to Tell Story of Advantages of New Tax Law

MAINE'S 14 railroads will unite in an effort to carry to the voters of the State the truth about the new railroad excise tax law which will be referred to the voters on September 10th. Briefly, Maine citizens will be asked to decide whether Maine railroads shall be permitted to share in the tax reduction granted by the last Legislature to owners of every farm, home and factory in the State or whether the old system of unjust and oppressive taxation will continue to grind the railroads down.

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For the Privilege of Doing Business

It is difficult for any fair minded man to study the whole question and arrive at any other conclusion. Maine's leading business men, statesmen, professional men and bankers believe that the new law is for the best interests of the State and have endorsed it openly. Let us look into the situation for a minute and see what we find. Under the old law all of the principal railroads doing a business in Maine pay an excise tax of 5½ per cent of

their gross receipts in addition to local taxes to Maine cities and towns and the Internal Revenue Tax to the Government on net income. An excise tax, mind you, is a tax levied by any Government authority on a corporation for the privilege of doing business. The excise tax of Maine is higher than that of any other state in the Union, with the possible exception of California, where railroads are unusually prosperous. And this in spite of the handicap we have due to our winter climate and the sparsely settled conditions of the territory they serve.

It is almost impossible to make an exact comparison between the taxes imposed on Maine railroads and those in other states of the country, for practically every state has a different method of taxation. But their effect upon the railroads can be expressed in the terms of the Maine law. In Maine, the excise tax alone is 5.5 per cent of gross receipts, in addition to local, city and town taxes, while the state and local taxes combined of all the Class I railroads of America averaged 4.37 per cent of their gross receipts for a five-year period. The unfairness of the old law is even more marked when taxes are compared to earnings. For the last five years, the state and local taxes of Class I railroads have

The Story of the Railroad's Campaign

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amounted to 30.66 per cent of their net income before taxes and fixed charges. The corresponding figure for the Maine Central is 60.15 per cent, about twice the average of the country.

Maine Roads Unjustly Burdened

New England states have similar transportation problems and conditions and in comparing the tax methods of our sister states, the unfairness of the Maine law is clearly apparent. In Rhode Island, the tax is 1 per cent of the gross receipts in addition to local taxes. In Connecticut, it is $3\frac{1}{2}$ per cent of gross receipts, from which all other taxes are deducted. Vermont, New Hampshire and Massachusetts use a different method, but if the lines of the Maine Central in two of these states were taxed according to the Maine law, our taxes there would be more than doubled. Take the case of the Boston and Maine for example. That road has only 7 per cent of its tracks in the State of Maine, but over 20 per cent of its state taxes are paid here. If the other New England States taxed this road as heavily as Maine does, its taxes would jump three million dollars a year, a burden which would have proved ruinous during the last few years.

Not only are Maine railroads taxed more heavily than the railroads in other parts of the United States, they are taxed much more heavily than other classes of Maine property. The total taxes on our Road, for instance, in 1927 amounted to 7.04 per cent of our gross receipts, a drain on assets no legitimate private business could stand.

Taxed for Their Destruction

Nor is a railroad as valuable to its owners as are other classes of property. If a farmer can't make his farm pay, he may find a buyer and sell it; he can let it grow up to trees or he can walk off and leave it. If a manufacturer can't earn a profit making spindles, he can start manufacturing toys or almost anything else that suits his fancy. A railroad, on the other hand, is like a public highway. We must operate our trains or we lose title to our property. We can't use our lines for any other purpose than hauling freight and passengers nor can we sell them without the approval of the Government.

In this connection, we should consider the benefits derived from taxation. About half the money the State raises by taxes it spends for highways. This is fine for the man who owns an automobile but it is death to the railroads, which are taxed not for their benefit, not for their protection, but for their destruction. The State takes nearly two million dollars a year from its railroads and then spends many times that amount to increase the railroads' competition. This policy, in the last 15 years, has reduced the annual local passenger business of the Maine Central from 4,199,542 to 1,335,797, a decrease of 68 per cent.

Touches People's Pockets

In the last seven years, since the railroads were returned to their owners after Government operation, Maine railroads have paid the State 13 million dollars in excise taxes, and during the same time their dividends have

dried up and in many cases become conspicuous by their absence. In seven years, 1921 to 1927, in fact, the Maine Central paid the State of Maine \$6,585,572.51, and at the same time paid dividends to its owners only \$1,687,855. Maine people, large owners of our securities, the 1913 owners of Maine common stock and 482 out-of-state owners of preferred stock being included, are the State. But the question comes even closer home than that. Practically all the savings banks in the State are heavy owners of Maine railroad securities and the interest they pay their depositors is affected by the railroads' ability to make a fair

The Only Possible Answer

Every member of the Maine Central Family knows that we are unable to sell transportation to the public. The more attractive we make our service the more large owners buy it easily we can sell it. The gravest question confronting the management is to furnish adequate transportation service to the communities traversed by its lines. In order to do this full service required to make needed investments in equipment and facilities, to pay reasonable wages and make a return to the owners of the property at the same time. In the last seven years, the unjust and oppressive excise tax has made it impossible to do all these things, which can be accomplished only out of profits. The new tax law will give some aid in this direction.

The new law seeks to establish a so-called "gross-net" plan of taxation which has the approval of the tax experts of the Nation because



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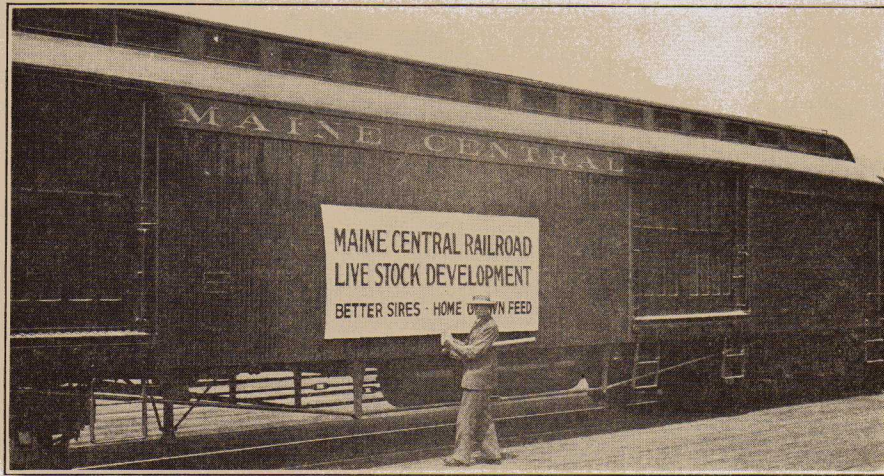
The new law seeks to establish the
 so-called "gross-net" plan of taxation,
 which has the approval of the leading
 tax experts of the Nation because it

provides a sliding scale of tax rates
 more in keeping with the railroads'
 ability to pay than under the old law.
 Under the new law, passed by the
 Legislature of 1927, the tax will con-
 tinue to be assessed upon gross trans-
 portation receipts but on a sliding
 scale varying from 3½ per cent when
 net operating income does not exceed
 10 per cent of gross receipts, up to 5½
 per cent when net operating income
 exceeds 25 per cent of gross receipts.
 "Net railway operating income"
 means net income after payment of
 operating expenses and taxes, includ-
 ing debits and credits from equipment
 and joint facility rents. Interest on
 bonds, rental of leased lines, and other
 fixed charges are not deducted from
 gross receipts in determining the fig-
 ure. Provisions in the new law
 grant special benefits to short lines
 and narrow gauge roads which are
 now struggling for their existence. An
 interesting result of the new law will
 be the inevitable and continued effort
 of all railroads to increase the ratio of
 their net to gross income, which will
 mean that they will always be trying
 to raise their own tax rate.

Every member of the Maine Cen-
 tral Family is interested in the railroad
 excise tax referendum, and from sev-
 eral viewpoints. First, as a Maine
 citizen interested in the progressive
 development of the State; second, as
 a consumer; third, as a depositor in a
 savings institution or a policy holder
 in an insurance company, and as such,
 an owner by proxy of Maine railroads;
 and finally as a railroad man. The
 only possible answer to be made to this
 question on September 10th for justice
 and public welfare is **YES X**



Livestock Special Will Cover System



Industrial Agent Hunton Beside One of the Special Livestock Cars

PRACTICALLY all the important farm sections of Maine will be reached by the special Livestock Development Train which the Maine Central will run over its lines early in August as part of its program of assisting in the progressive development of Maine agriculture. Such trains have been run before in New England, but it is safe to say that never before has the job been done so completely and thoroughly.

Cars Fitted to Purpose

The "Livestock Special" will preach the doctrine of better sires and home-grown feed and will be in charge of our veteran Industrial Agent, W. G. Hunton of Portland. It will consist of 6 cars, including two stock cars, an observation platform car, on which the animals may be led out and demonstrated at each stop, an exhibition car containing farm displays, a combination coach and a cook car.

The cars which will make up the train have been extensively remodeled and put in shape for their new purpose in the Waterville Shops under the direction of Master Mechanic F. H. Ramsdell and General Foreman of Car Repairs M. F. Rhoades.

The train will be made up in Portland and will be open for inspection of the Maine Central Family on Sunday afternoon, August 5th. Leaving Portland on the 6th, it will make three or four stops daily until its return on August 14th, these stops varying from an hour to over night in length. Every county in the State except York and Aroostook will be either touched or approached by this train, which will make in all 27 scheduled stops.

A University on Wheels

The itinerary is as follows: August 6, Portland, 6 a.m., Mechanic Falls, 10 a.m., Livermore Falls, 1 p.m., Far-

(6)



mington, 5 p.m.; August 7, Junction, 9 a.m., Winthrop, 1 p.m., Oakland, 2 p.m., Skowhegan, 5 p.m.; August 8, Fairfield, 8 a.m., Buxton, 11 a.m., Newport, 1 p.m., Dover-Foxcroft, 5 p.m.; August 9, Carmel, 9 a.m., Oldtown, 1 p.m., Brewer, 4 p.m.; August 10, Ellsworth, 9 a.m., Cherryfield, 2 p.m., Millville, 5 p.m.; August 11, Calais, 1 p.m., Dennysville, 1 p.m., Bangor, 1 p.m.; August 13, Augusta, 10 a.m., Doonham, 1 p.m., Brunswick, 1 p.m.; August 14, Rockland, 10 a.m., Casset, 2 p.m., returning to Portland.

The train will carry about 100 head of livestock, including adult and young dairy and beef cattle of the leading breeds, about a dozen sheep and eight head of swine. Poultry will be included, with one

"Cross Country"

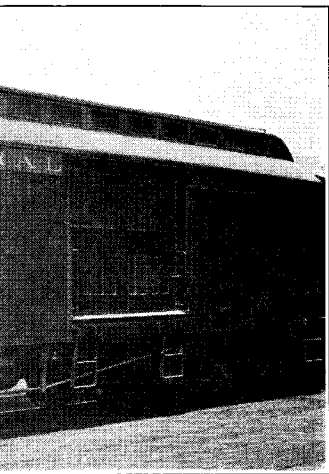
Essay submitted by Elbert E. S. Contest. Winner of First Prize in Safety Section

THE motor-car increase has created a problem admitting of a simple solution. The railroad must cut some main and lesser trunk fares automobile and rail fares. Thus the grade-crossing problem comes greater with the growth of motor-car sales. The grade-crossing menace, therefore, must be eliminated.

Suggests the Movie

Besides motoring, we are a going nation. Periodic circuit photo-plays for entertainment around the results of grade-crossing accidents and illustrating s

Cover System



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Junction, 11 a.m., Newport, 2 p.m.,
Dover-Foxcroft, 5 p.m.; August 9,
Carmel, 9 a.m., Oldtown, 12 noon,
Brewer, 4 p.m.; August 10, Ellsworth,
9 a.m., Cherryfield, 2 p.m., Machias,
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of livestock, including adult and
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and eight head of swine. Poultry, too,
will be included, with one cockerel

weighing over 12 pounds. The train
really deserves the title of "A Univer-
sity on Wheels," for besides the live-
stock, there will be a large number of
exhibits carrying lessons of improved
farm practice. A large corps of
speakers, including Mr. Hunton and
Publicity Agent Dudley Alleman from
the Maine Central, will accompany
the train and give talks at the various
stations.

The Maine Central is in economic
partnership with the farmers along its
lines and this train is part of a long-
time policy of doing everything in our
power to aid Maine farmers in their
search after better agricultural meth-
ods, wider markets and more profit-
able returns for their products, which
eventually, we hope, will result in
heavier freight traffic.

"Cross Crossings Cautiously"

*Essay submitted by Elbert E. Seger, Kalamazoo, Mich., in Safety Section Essay
Contest. Winner of FIRST prize in College Group, under auspices
Safety Section, American Railway Association*

THE motor-car increase has ush-
ered in a problem admitting of no
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fares automobile and rail forces clash.
Thus the grade-crossing problem be-
comes greater with the growth in
motor-car sales. The grade-crossing
menace, therefore, must be emphasized.

Suggests the Movies

Besides motoring, we are a theater-
going nation. Periodic circulation of
photo-plays for entertainment built
around the results of grade-crossing
accidents and illustrating safe and

dangerous crossing conduct would
make a factor for education and reach
a large audience.

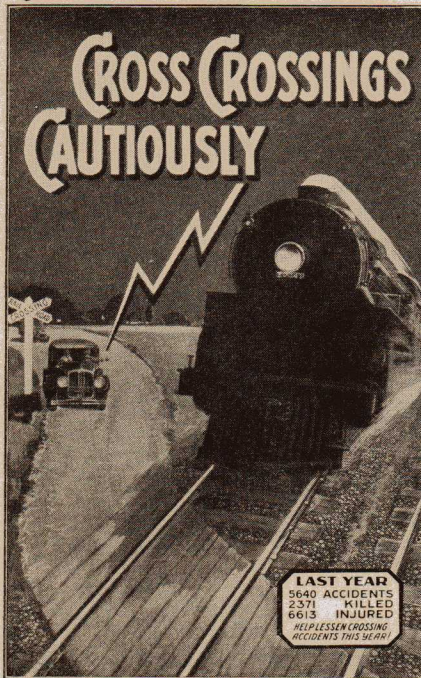
In addition, we must not neglect
school education in our program. The
introduction of a Public Safety course
in high schools, colleges, and univer-
sities would serve to bring students to
realize the grade-crossing peril and to
be more conservative in risking life
and limb.

A New Insurance Poilcy

If the human element were elimi-
nated and universal, standardized
warning devices substituted, the mo-



Play Safe



toring public would encounter identical signals at all crossings, thus making for less confusion. There should be a series of attractive signals leading to a crossing.

Organized society, through state governments, can assist in solving the problem. By issuing, with the yearly automobile licenses free literature on the railroad-crossing danger, and periodically through the year, the entire motoring public could be reached.

The modern insurance trend is making the world safer. Better health, longer lives, and fireproof buildings are evidence of this. Why should not grade-crossing accident and death insurance reduce the toll? Perhaps this would serve also to emphasize the necessity of avoiding this ever-present danger.

F. J. Nichols of Waterville Relates His Impressions of California Trip

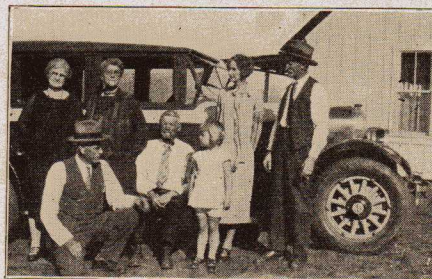
CALIFORNIA is certainly one of the most beautiful States in the Union,"

Mr. Nichols of the Waterville Ticket Office recently declared. "A trip that is never to be forgotten, an ideal spot in winter, corresponding to our own beautiful state in summer."

A Former Westerner

Mr. and Mrs. Nichols have made several trips from coast to coast, in fact years ago Mr. Nichols was an agent for the Santa Fe at various points before coming east to the Maine Central, and has traveled extensively on the Pacific Coast. The picture shown here was taken on Mr. Nichols' "ranch" at Dulzura, Calif., on last New Year's Day. Mr. Nichols can be seen in the foreground of the picture and Mrs.

Nichols is second lady from the left. Other people in the picture are relatives.



Mr. Nichols writes the *Magazine* as follows: "We spent a very delightful winter, and enjoyed the trip out, going via the Santa Fe, and returning via the Sunset

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from Los Angeles to San Francisco 'Daylight', leaving Los Angeles at arriving San Francisco at 7.45 distance of 471 miles without a stop. Only two brief stops for water made, but no one got off or on. This equipment is used on this train, Pullman coaches, dining car, cafeteria and observation car, where a splendid lunch had at any time, at a very reasonable price.

Variety of Scenery

"This trip gives one a greater variety of scenery than any I know of. Starting from Los Angeles, you pass through a rich orange and fruit section. The valley country is dotted with comfortable homes, and the distant foothills with cottages, which overlook the ocean. Soon after leaving Orange, the railroad skirts the seashore for a while, then swings northeast into the mountains through large cattle ranches with herds of fat, sleek cattle and horses.

"As you near San Jose, in the Clara Valley, the ranches are much smaller and devoted more to gardening, poultry raising. Between San Jose and San Francisco (47 miles) the country is a solid expanse of small fruit orchards, homes, and could almost be called a suburb of either of the cities. The trip is one never to be forgotten, and especially enjoyable, as oil burners and electric motives are used. This, too, applies to the entire trip to New Orleans. The track is rock ballasted the entire distance. The most desirable seats therefore, were in the rear of the observation car, free from dust, smoke or cinders.

A State of Boosters

"Texas is quite a wonderful State, chock full of boosters. It is hard

"What kind of ears has an engineer?"

"I don't know."

"Why, engineers, of course."

A reader asks if fish gain weight. This depends entirely upon who weighs them.—*Detroit News*.



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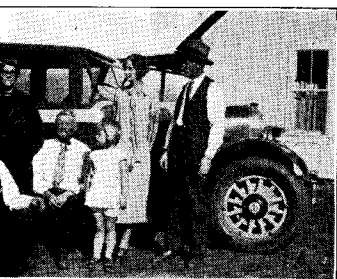
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A State of Boosters

"Texas is quite a wonderful State, and chock full of boosters. It is hard to dis-

cover just what they are boosting for, except the size of the state, but they never give you a chance to inquire. It's just boost, boost; how this town, and that town have grown, and how wonderfully some certain oil well is producing, but so far as I could see, outside the town limits, a traveller today would require the services of a guide to direct him to the water holes, to keep him from dying of thirst, just the same as was the case 200 years ago.

"New Orleans is a beautiful city, but the South as a whole has absolutely nothing to attract any one either from Maine or California, except the very cordial attitude and greeting accorded all travellers."

Served in Many Positions of Trust

Mr. Nichols' railroad career dates back to the 70's and has included many branches of railroad work. He learned telegraphy at Hawley, Minn., and at the age of 16 was the only relief agent on the Minnesota Division of the Northern Pacific Railway. He worked at various points during the summer of 1876 and was checked in as agent at Belle Prairie, Minn., Sept. 26th of that year, later being transferred to Pine City, March, 1888. He took a 60-day leave of absence and went to California, liking the country so well he entered the employ of the California Southern, a part of the Santa Fe, bidding goodby to Minnesota for all time.

Coming east, Mr. Nichols entered Maine Central service and for a number of years was at Bowdoinham, later being transferred to the Accounting Department in the General Offices, Portland. He also was located as agent at Rangeley for several years for the Sandy River and Rangeley Lakes Railroad, going to Waterville about ten years ago where he is now located.



"What kind of ears has an engine?"
"I don't know."
"Why, engineers, of course."

Two in One

"It's so good of you, doctor, to have come this far to see my husband."

A reader asks if fish gain weight rapidly. This depends entirely upon who catches 'em.—*Detroit News*.

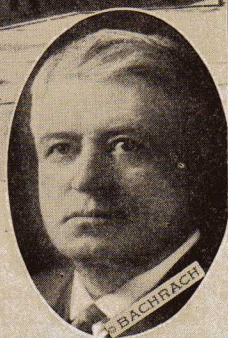
"Not at all, madam, not at all. I have a patient next door and I thought I'd kill two birds with one stone."—*Yale Panel*.



The Bangor Union Station --- Past and Present



OLD M.G. STATION
BANGOR, ME.



This picture shows the change that time brings to railroading, as to all else. The old Western Station was torn down on the very morning in 1906 that the upper view was taken. The lower view shows the present Bangor passenger station, taken

from the west end of the bridge over the Kenduskeag river on the Main Line, Eastern Division. Superintendent T. M. McLaughlin is shown in insert, presiding over its destinies.



In the infant department of a Sunday School, after a picture of Adam and Eve in the Garden of Eden had been shown, the teacher asked:
 "Now, children, what lesson are we meant to learn from this?"
 "Eat more fruit," was a bright little boy's prompt answer.
 * *
 A hasty temper is a danger signal on the railway to success.

Ned—Father, how do they catch lunatics?
 Mr. McGuire—With face powder, beautiful dresses, and pretty smiles, my son.
 —*Rock Island Magazine.*
 * *
 Economy has frequently nothing whatever to do with the amount of money being spent, but with the wisdom used in spending it.—*Henry Ford.*

MAINE CENTRAL Employees' Magazine

Vol. V AUGUST 1928

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

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

MAGAZINE
 STAFF CORRESPONDENTS

Grace M. Katon, Superintendent
 C. D. Atherton, Fr
 Joseph D. Rourke, South
 John F. Dunn, Eastern Division

J. L. Riggie, Superintendent
 C. H. Leard, Bangor Mot.
 C. A. Jefferds, Bangor
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 R. H. Johnson,
 E. F. McLain,
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Portland Division
 E. W. Tibbetts,
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 A. L. Eastman,
 J. E. Winslow,
 Alfred R. Pugh,

General Offices
 Mrs. B. T. Preston
 E. I. Hill, Public

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

EDITORIALS

OUR DUTY AS CITIZEN

Our ancestors through generations fought and strove might have the privilege of expressing our opinion upon public questions that concern us in the great democracy in which we live. It is our solemn duty to exercise our franchise and on September 10th to register our opinion upon a question that vitally concerns us.

- Past and Present



the west end of the bridge over the
Keag river on the Main Line, East-
division. Superintendent T. M. Mc-
n is shown in insert, presiding over
emies.

-Father, how do they catch lun-

McGuire—With face powder, beau-
esses, and pretty smiles, my son.
Island Magazine.

♦ ♦

omy has frequently nothing what-
do with the amount of money being
out with the wisdom used in spend-
-Henry Ford.

MAINE CENTRAL Employees' Magazine

Vol. V AUGUST 1928 No. 8

"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*

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General Offices

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E. I. Hill, Freight Claims

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upon a question that vitally concerns
us.

The first article in this issue briefly
touches upon some of the points in-
volved in the Maine railroad excise tax
question, which will be voted on at the
State election on September 10th. It
is your duty to yourself and to the
organization of which you are a part
to study this question on its merits.
We firmly believe that we are right in
this matter, that approval of Legis-
lature's stand on the new excise tax
law is necessary to the progressive de-
velopment of the State of Maine.

As members of the Maine Central
Family we should view this question
as citizens of the commonwealth be-
fore we consider it from the viewpoint
of railroad men. If we agree that
Maine voters should approve the action
of the Legislature in establishing the
new law, we should get busy. Not only
should we be sure of casting our own
votes, but we should make every pos-
sible effort to see that our friends and
relatives understand this question
fully so that they can vote intelligently
on September 10th.

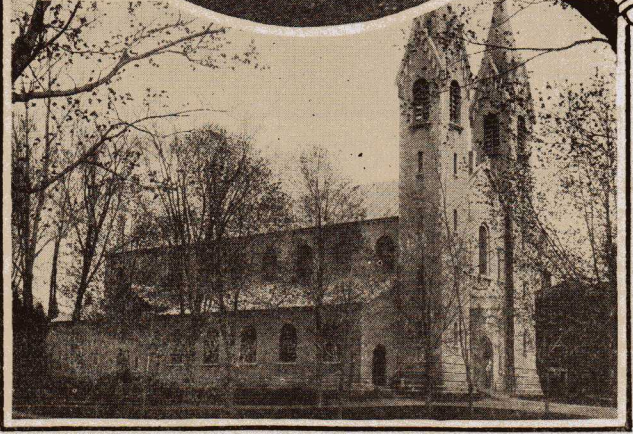
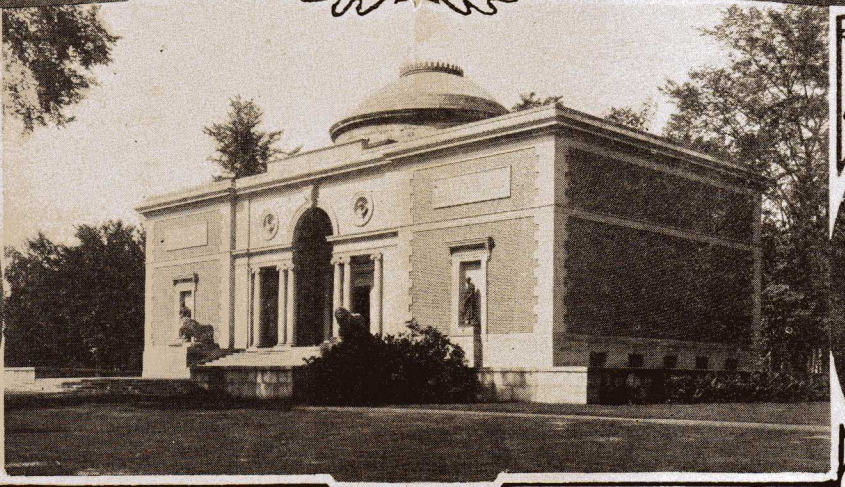
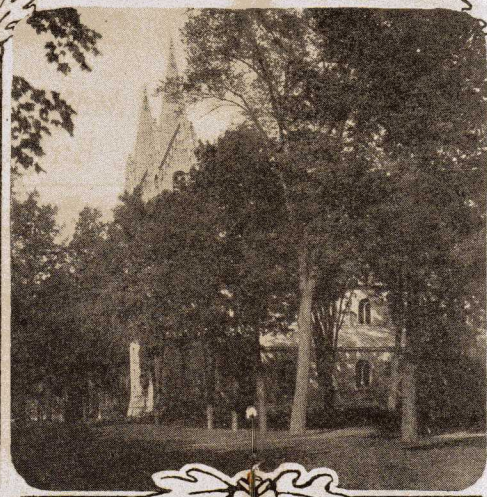
The Publicity Committee of the
Maine Railroads will publish adver-
tisements in Maine papers and will
issue printed matter, copies of which
will be sent on request to any member
of the Maine Central Family who ad-
dresses this office. When the people of
Maine understand the facts bearing
upon the railroad excise tax referen-
dum we are absolutely convinced that
they will register an overwhelming

YES X

ONE of the highest and most sacred
rights of every honest business is
the right to be let alone.

It is the duty of the government
not to place on honest business any
unjust burden.

—W. E. HUMPHREY, *Chairman*
Federal Trade Commission.



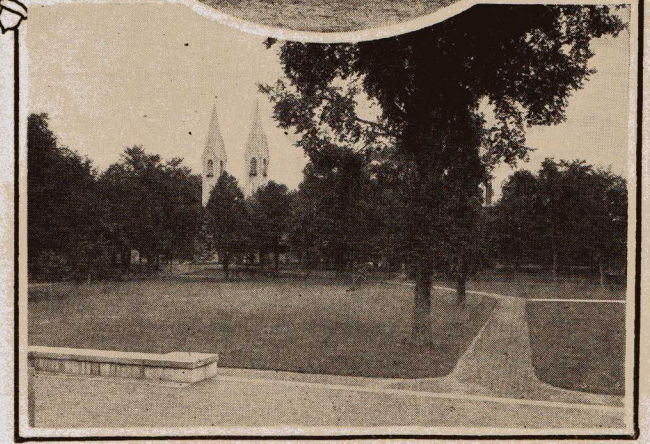
Bowdoin College, Brunswick

Maine's Oldest Institution of higher education was incorporated in 1794 and named in honor of James Bowdoin, a distinguished Governor of Massachusetts. The student body of the college numbers 544 men. It ranks high in scholarship and athletics among the leading Universities and Colleges of the country. Pictures reproduced above are top row, left to right— Science Hall; Campus and Chapel; Campus Lawn. Middle row— Massachusetts Hall; Walker Art Building; Memorial Gateway, Class of '75. Bottom row— King's Chapel; View of Campus and "Thorndike Oaks" from Art Building.



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IN MEMORIAM

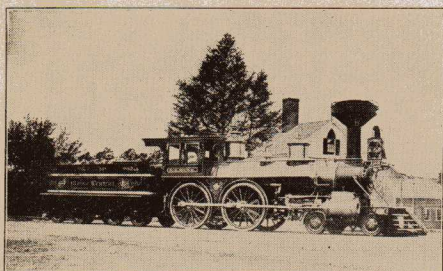
MOSES BUTLER

Moses Butler, retired employee from the Waterville Car Shops, died recently at his home, 5 Butler Court, Waterville, in his eighty-third year. Mr. Butler was born May 18, 1845, at St. Mary's, Quebec. He moved to Waterville 65 years ago and entered the employ of the company when a young man in the capacity of a blacksmith. He retired five years ago.

Mr. Butler was a member of the Sacred Heart Church parish. He was a man of genial disposition who made friends very easily.

He is survived by his widow, Mrs. Moses Butler; their sons, Moses Butler, Jr., Henry H. Butler and Joseph E. Butler; two daughters, Mrs. John J. Kelley of South Portland and Mrs. J. M. Vigue of Waterville; six grandsons, one granddaughter, Mabel E. Butler, and one great-granddaughter, Coleen Shirley Vigue.

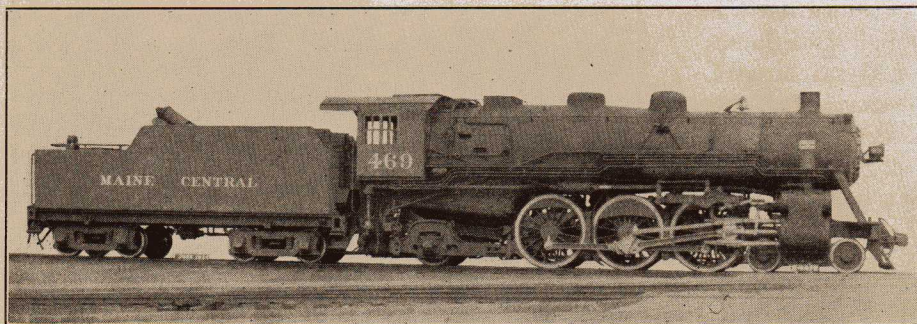
Maine Central Locomotives Then and Now



Then: The "R. B. Dunn," built by the Maine Central in 1868, was the last word

in locomotives at that time. Who can tell us where this picture was taken? The editor would like to know about this old engine and will appreciate hearing from our old timers.

Now: Our latest passenger type locomotive. Compare this with the one shown above. Specifications of No. 469 are partially as follows: Driving Wheel Diameter 73", Weight in working order, 272,000 lbs., Maximum Tractive Power of booster 10,400 lbs., capacity of water tank 10,000 gals., fuel 14 tons, tender 8-wheeled type.



Things We

By E. J.

A Non-Palatable Salad

The above title doesn't read as what we are going to say would be hungry, does it? Sure it doesn't, was it.

Nearly everyone delights in sitting and enjoying a bang-up good salad or more ingredients. We didn't make the above mentioned salad, but was asked to give it the "once over" had been put together.

First there was a bag of nuts. They shells on them, and the bag was when it was not even untied.

Then there was a crate of melons were ripe enough to be just right. What kind of dressing did they use? Ah, come to the real feature of this. There was a shipment of arsenate loaded right on top of the nuts and it sprung a leak and sifted all of fruit and vegetables and of course the was complete, but sad to relate, edible.

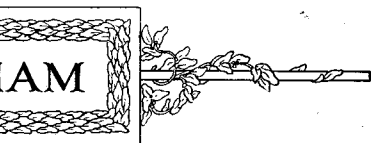
Pressed Bananas

What does the above title mean stands just exactly as it reads. We heard of pressed bananas? Don't say any one has but nevertheless they Listen carefully.

A shipment of nearly five bunches of green bananas were loaded their ends in a "reefer" car. Were they loaded properly? "Yes, sirree, Bob" they got pressed is a mystery, but when the car was opened at destination was that they had been so roughly handled there was a space ten feet wide in the of car where bananas had cleared pressed towards the other end.

You ask how hard they were Oh, it only took two men to loosen a bunch from the mess so it could be loaded, and when the bananas started ripen, what a sight! Spotted from one end and very disagreeable looking

All of this was due to rough handling the car in which the bananas were but try and get an admission that



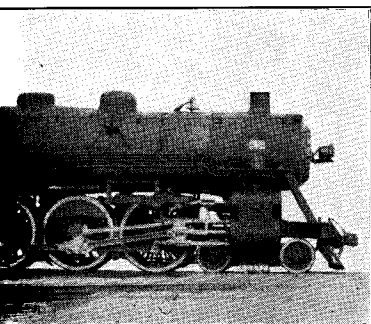
Butler was a member of the Sacred Church parish. He was a man of disposition who made friends very

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Then and Now

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Things We Have Seen This Month

By E. I. HILL, Traveling Agent

A Non-Palatable Salad

The above title doesn't read as though what we are going to say would make you hungry, does it? Sure it doesn't. Neither was it.

Nearly everyone delights in sitting down and enjoying a bang-up good salad of one or more ingredients. We didn't make you the above mentioned salad, but we were asked to give it the "once over" after it had been put together.

First there was a bag of nuts. They had shells on them, and the bag was whole, too; it was not even untied.

Then there was a crate of melons. They were ripe enough to be just right. What kind of dressing did they use? Ah, now we come to the real feature of this salad! There was a shipment of arsenate of lead loaded right on top of the nuts and melons. It sprung a leak and sifted all over the fruit and vegetables and of course the salad was complete, but sad to relate, hardly edible.

Pressed Bananas

What does the above title mean? It stands just exactly as it reads. Who ever heard of pressed bananas? Don't know if any one has but nevertheless they existed. Listen carefully.

A shipment of nearly five hundred bunches of green bananas were loaded on their ends in a "reefer" car. Were they loaded properly? "Yes, sirree, Bob." How they got pressed is a mystery, but when the car was opened at destination we found that they had been so roughly handled that there was a space ten feet wide in one end of car where bananas had cleared and pressed towards the other end.

You ask how hard they were pressed. Oh, it only took two men to loosen each bunch from the mess so it could be unloaded, and when the bananas started to ripen, what a sight! Spotted from end to end and very disagreeable looking.

All of this was due to rough handling of the car in which the bananas were loaded but try and get an admission that it was.

A New Type of Lumber

Now we want you all to imagine you are going to build a house—we don't care to see your plans at all.

You have them, we assume, and have specified the sort of lumber that you wish put into this house of yours.

All O. K. so far. Now your builder orders the lumber from the western coast as you are fussy as an old woman as to what you want and where it is to come from.

The shipper orders a car and the railroad inspects and sets it for him. He loads it, battens the doors, and even goes so far as to tie some of the lumber up in paper.

The car is accepted and rolled down here to Maine and when it is opened—such a mess!

The lumber is covered with soot and cinders and it has worked down through the entire load. In other words you have spotted and speckled lumber for your house.

You don't see anything wrong so far? Well, perhaps it is a little blind but the car doors did not fit tight at the bottom and the cinders and soot sucked up through and scattered all around.

Just a bit more care in the inspection of this car would have prevented this, but it was another case of take a chance.

We can say Load, Tight Pack, Trim and Handle Freight any time without catching our breath and we hope you will all soon begin to repeat it in unison with us.



New Table for Lancaster

Contract for the masonry work for a new 85-foot turntable at Lancaster has been let to the John H. Simonds Co. of Portland. The old table at Thompson's Point will be taken up, moved to Lancaster and there erected by our own crew.



Always put off—and see where you'll get off.



Farm Cooperative Pays Tribute to Our Service

A recent issue of "The Cooperator," a monthly magazine published by the Eastern States Exchange, farmers' purchasing co- fertilizer car in 1928 in the entire territory have been about 144 hours, while the average in 1927 was 154 hours.

Unusually Rapid Shipments of Feed Cars

Destination	Left Buffalo	Arrived	Hours	Route
Augusta, Maine	11.15 p.m. 3/28	2.30 p.m. 3/31	63.15 min.	N.Y.C.— B.M.—Me. C
2 Belfast, Maine	10.40 p.m. 3/27	1.50 p.m. 3/31	87.10 "	N.Y.C.— B.M.—Me.C. —B.M.L.

Unusually Rapid Shipments of Fertilizer Cars

Destination	Left Baltimore	Arrived	Hours	Route
Dover-Foxcroft, Maine	9.15 p.m. 3/1	5.15 p.m. 3/5	92	Penn.—N.H.—B.M. —Me. C.
3 Corinna, Maine	4.00 p.m. 3/6	3 p.m. 3/10	95	B. O.—P. R.—N. H. —B. M.—Me. C.

operative association, has the following to say about railroad service:

"During 1927 feed and grain cars from the Eastern States mill at Buffalo to points of delivery in Eastern States territory averaged 118 hours. For the first three months of 1928 the average time in transit has been decreased to 108 hours. For April they averaged 4.17 days.

"The accompanying table shows nine shipments which have come through from Buffalo in remarkably short time. It shows the railroads which participated in the remarkable handling of these freight shipments.

Fertilizer Cars also Make Fast Time

"The shipments of fertilizer from Baltimore to New England points also show the splendid service the carriers are giving to the Exchange. Indeed, the speed attained by fertilizer shipments is even more remarkable than that of feed shipments because most of the feed cars are now being shipped regularly each month over established routes while the fertilizer cars as a rule are only seasonal shipments.

"The accompanying table shows a few of the most spectacular fertilizer deliveries to New England points. The cars have averaged slightly less than six days during 1928 as against slightly more than six in 1927. The hours in transit for the average

Livingston Manufacturing Co. Rockland, Maine

June 28, 1928

Mr. C. A. Small, Commercial Agent,
Maine Central R. R. Co.,
Lewiston, Maine.

Your file: G33

Dear Mr. Small:

I am very happy to learn from your letter of June 27th that you have inaugurated a new service from Rockland to points on the Washington County Branch. This loading directly into a Portland car instead of transferring at Waterville, Brunswick and Bangor should give our customers a much better service and is of great assistance to us. I am writing them of this new service today and hope that it may work out to our mutual advantage.

Thanking you for your usual prompt attention and cooperation, I remain,

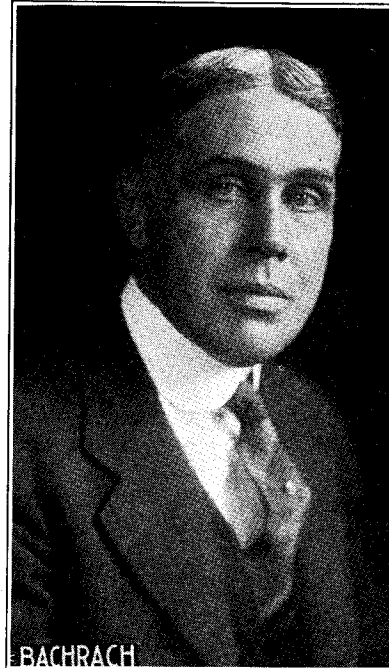
Yours very truly,
Livingston Mfg. Company
(Signed) Putnam Bicknell,
Manager

PPB:HM



Maine C

Office Opened in P

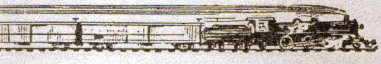


Charles K. Hall, General Agent

Better to serve the shippers of Aroostook County, Maine Central has opened an office in the Star Herald Building, Presque Isle. Charles K. Hall has transferred to this new location, with the title of General Agent.

He entered the service of Maine Central Railroad Co. November, 1900, as clerk in the General Freight Agent's office; was promoted Traveling Agent in June, 1901; Assistant to General Freight Agent in April, 1902; and Commercial Agent in April, 1903. Entire service, with exception of one year, has been with the Maine Central.

To take Mr. Hall's place, Guy A. [Name] has been appointed Commercial Agent.



Route to Our Service

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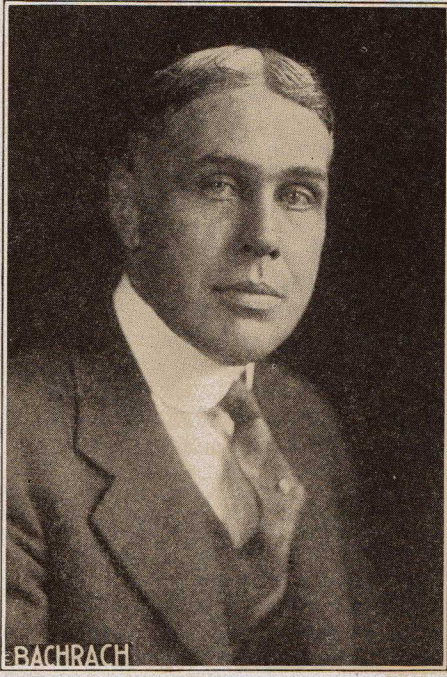
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Livingston Mfg. Company
(Signed) Putnam Bicknell,
Manager

B:HM



Maine Central Family

Office Opened in Presque Isle--Hall in Charge



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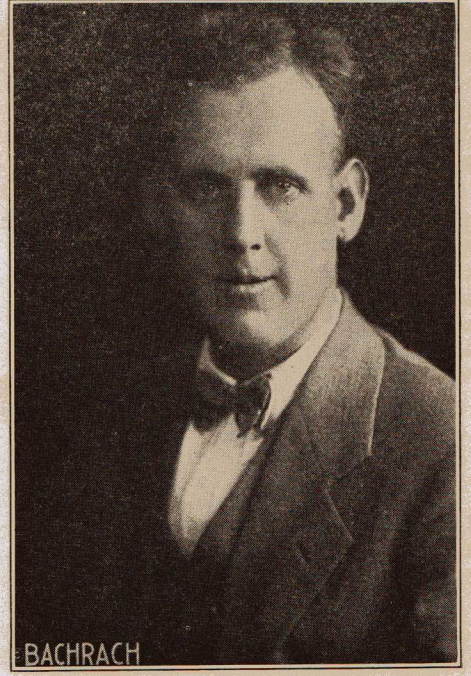
He entered the service of Maine Central
Railroad Co. November, 1900, as clerk in
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pointed Traveling Agent in June, 1915,
Assistant to General Freight Agent in 1919
and Commercial Agent in April, 1923.
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has been with the Maine Central.

To take Mr. Hall's place, Guy A. Shaw
has been appointed Commercial Agent

with headquarters in Portland. He has
entered the service of Maine Central Railroad Co.
in July, 1914, as clerk in Tariff Bureau and
was appointed Traveling Freight Agent
August 20, 1923.

Traveling Agent F. O. Crock, who has
been located at Presque Isle for the last
two years, will continue to serve under
Mr. Hall in his present position.

From this new office, the Maine Central
will achieve closer contact with Aroostook
County shippers, whose freight we handle
in such large volume, and will be able to
give them quicker service on rate and route
information, diversion matters and other
phases connected with transportation.



Guy A. Shaw, Commercial Agent



Conductor Emery Takes Kineo Run To See Dad



It is not often that a conductor on the Maine Central Railroad is fortunate enough to have his train run right by his father's home, and furthermore fortunate enough to have his father, physically able to walk in a sprightly manner down to the station daily to greet his son. A lucky man is he indeed who can boast of this unusual record.

"Just to Get His Paper"

But such was the case of J. A. Emery until the summer change of time went into effect. "Al," as he is called by all railroad men and by his many friends and acquaintances made during his 33 years of service to the public, held the run between Port-

land (his home) and Kineo Station, trains Nos. 5-253, 254-20.

Thus every other day, J. A. passed through North Anson, his father's home town. All winter long his father, Luke Emery, just as regularly as the trains pulled in, would be at the station to see "Al" the few minutes the train remained at the station stop. Incidentally Mr. Emery claims he came down just to get his daily paper and to keep in touch with the latest news from down river, but after meeting this genial, likable person, we know that way down in his heart he had one and only one motive in mind and that is—well, guess.

A Civil War Veteran

Mr. Emery Senior was born May 16, 1840, at North Anson, the youngest of ten boys and three girls. His grandfather was a Revolutionary soldier, and he, himself, saw service in the Civil War. He enlisted in Company G of the 16th Maine and served two years and ten months. He was wounded twice, taken prisoner at Gettysburg, and for several months was in Libby Prison and at Belle Isle, Virginia. Mr. Emery's occupation has always been a carpenter, and his home has always been in North Anson.

It is not out of place to mention in our columns the many pleasant remarks that have been made by the traveling public about Conductor Emery. He is always ready to accommodate a passenger, courteous at all times, efficient, loyal and very popular with all he meets.



Buggy Needed

The Carrs had recently had their sixth baby. Mrs. Carr, who was the wife of a trainman, was going down street when Mrs. Flynn called to her.

"O, Mrs. Carr, congratulations. I hear ye have a new baby."

"Yis," said Mrs. Carr, "an' I hope it's the caboose."—*Irish Humor.*

Save Your Money

Telephone Operator: "I have your number. Deposit five cents, please."

Souse: "Whazzat?"

Operator: "Please deposit your money!"

Souse: "Shay, listen, girlie, what I want is a convershashun wizza fren', not finanshul advice from a stranger."—*New York Journal of Commerce.*

(18)



Maine Central Dog T

A Phenomenal and Pompo Polysylla

By C

THIS, Ladies and Gentlemen, is Princess Jacqueline, AKC 521509, King Thoroughbred French Bull Terrier, bred by Mrs. Walter Robinson of Bangor. Mrs. Robinson is the wife of "Hick" Robinson, M. T., (Hick received his Master of Plumber's degree from Mr. Sayward's school of Plumbing.)

Princess Jacqueline is perhaps one of the most popular dogs in the United States today outside of Rin-tin-tin. Dog shows all over the country have been amazed at her ability to clearly pronounce and get out words. She has just returned from a mistress from a tour of practically the whole state east of the Mississippi and Mrs. Robinson has a scrap book filled with notices and pictures from the different cities where her wonderful dog gave performances that have attracted world-wide attention.

Perhaps a few of the headlines from various newspapers throughout the country would prove the great popularity of this member of the Canine Family. Received:

St. Louis Daily Globe-Democrat

"Princess Jacqueline, tiny French Bulldog, knows her English; educated thoroughly, will perform at Coliseum."

New York Times

"Talking dog attracts interest at Bicyclic show, Princess convinces critics of pet's vocal prowess."

Detroit Evening Times

"Here's a real talking dog. French Bulldog here for the Detroit kennel show, a vocabulary of eleven words and more with her mistress."

Boston Paper

"This dog says 'Hello' and she's the 'central' of Boston canine party."

Chicago American

"Talking bulldog here for show, 'I won't.'"

Go Run To See Dad

(his home) and Kineo Station, trains
253, 254-20.

every other day, J. A. passed
North Anson, his father's home
All winter long his father, Luke
just as regularly as the trains
in, would be at the station to see
the few minutes the train remained
station stop. Incidentally Mr.
claims he came down just to get
y paper and to keep in touch with
st news from down river, but after
g this genial, likable person, we know
y down in his heart he had one and
e motive in mind and that is—well,

A Civil War Veteran

Emery Senior was born May 16,
t North Anson, the youngest of ten
d three girls. His grandfather was
olutionary soldier, and he, himself,
vice in the Civil War. He enlisted
pany G of the 16th Maine and
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ed twice, taken prisoner at Gettys-
nd for several months was in Libby
and at Belle Isle, Virginia. Mr.
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nvershashun wizza fren', not finan-
vice from a stranger."—*New York*
Journal of Commerce.

Maine Central Dog Turns Up Nose at Engine House

A Phenomenal and Pompous Pedigreed Pup that Prattles Popular Polysyllables with Proficiency

By C. H. LEARD, Bangor

THIS, Ladies and Gentlemen, is Princess Jacqueline, AKC 521509, a talking Thoroughbred French Bull owned by Mrs. Walter Robinson of Bangor. Mrs. Robinson is the wife of "Hick" Robinson, M. T., (Hick received his Master Tinnocker's degree from Mr. Sayward's School of Plumbing.)

Princess Jacqueline is perhaps one of the most popular dogs in the United States today outside of Rin-tin-tin. Dog experts all over the country have been amazed at her ability to clearly pronounce and spell out words. She has just returned with her mistress from a tour of practically every state east of the Mississippi and Mrs. Robinson has a scrap book filled with press notices and pictures from the different cities where her wonderful dog gave performances that have attracted world-wide attention.

Perhaps a few of the headlines taken from various newspapers throughout the country would prove the great publicity this member of the Canine Family has received:

St. Louis Daily Globe-Democrat

"Princess Jacqueline, tiny French bull, knows her English; educated thoroughbred will perform at Coliseum."

New York Times

"Talking dog attracts interest at Boston, cynosure at show, Princess convinces skeptics of pet's vocal prowess."

Detroit Evening Times

"Here's a real talking dog. French bull dog here for the Detroit kennel show has a vocabulary of eleven words and sings with her mistress."

Boston Paper

"This dog says 'Hello' and she's the 'central' of Boston canine party."

Chicago American

"Talking bull dog here for show says, 'I won't.'"



Princess Jacqueline

Chicago Paper

"Royal French pup knows its dog English. Jacqueline, under threats, can spell and sing, too. She'll show off at the Armory."

The dog's vocabulary consists of such words as "hello," "elevator," "I will," "I won't," "out," "Bangor," and many more. Mrs. Robinson recently came to the Engine House to see her husband who at present is working here and had Princess with her. Some of the boys said the dog went into the shop, looked all around the plant and then said: "This is a hell of a place" and turned up her nose and started for home. This would seem perfectly natural in view of the fact that during the past five or six months she has been living at the best hotels in the country.

Already Mrs. Robinson has refused two offers of \$5,000.00 for her pet who is soon to start out on another long tour of exhibitions.



For Forty-Six Years a Railroad Man



L. F. Crane, Agent at Orono, on June 25 Was 70 Years Old. From All Appearances He Is Good for Many More Years of Faithful Service

L. F. Crane, familiarly known over the System as "Lew." on the 25th of June had the distinction of completing his 46th year of railroading, the greater part of this time being with the Maine Central.

He learned telegraphy at Kingman at the age of 16 by use of the old tape system under the tutelage of Geo. D. Crane. He held positions as Agent at Eaton when the Eastern Division was called the European and North American R. R. and was also agent at Forest.

Has Seen Many Changes

He worked as operator at Mattawamkeag, Tomah, Danforth, Moosehead, Lake View, Holeb and at Brownville Junction. Dispatched trains for a time on the Canadian Pacific. For 31 years he has held position as Agent at Orono.

Mr. Crane can recall to mind many interesting incidents which occurred during his many years of service. He has seen many changes take place during his railroad career. For a number of years Mr. Crane was in the train service working as brakeman, baggagemaster and conductor. He was for a short time employed by the Bangor Piscataquis Railroad at Abbott Village.

Skipper on First Train East

When the lease of the European and North American Railroad was signed over to the Maine Central on September 30, 1882, a special train in charge of Conductor Crane and Engineman Fred Little of Waterville was run over the line as the first Maine Central train to operate on E. and N. A. iron. On board the special was President G. E. B. Jackson, General Manager Payson Tucker and Treasurer J. S. Cushing.

Witnessed University's Growth

Since Mr. Crane has been agent at the college town he can recall when the number of students at the University of Maine numbered only 200. Now the number of students total nearly 2000. His favorite hobby is radioing and he passes many enjoyable hours tuning in with his Atwater Kent set.

With all the hard work and long hours of service Mr. Crane has been called upon to perform, he has enjoyed excellent health and we confidently predict he will be with us for an additional fifty years.

Our "Ask Me Another"

Almost any Maine Central man can answer some of the following questions about the road for which we work—how many can answer them all? Send in your answers to the Editor and see how close you come to the correct replies which will be given next month.

1. What was the former name for Deering Junction?
2. What track is known as "the Europe?"
3. Where did Frankenstein trestle get its name?

(20)



4. Where was the old Congress station, Portland, located?
5. What was the original name of the Rockland branch?
6. Where were the general offices of the company located before the building was erected?
7. What conductor was known as "Joe?"
8. What President of the Company was once a candidate for Vice President of the United States?
9. What station was once known as "Jack's Crossing?"
10. Where is the track called the "pen" and how did it get its name?

The first set of correct answers to these questions will be rewarded by your choice of a frigidaire hat or arco shoes as a prize. A large number of members of the Family have answered dozens of questions like those above and we will give them in. The author of the best ten correct answers will receive a prize of a self-watering flower pot.



Mathematician's Answer

In last month's *Magazine* we asked the question: "On a four-track road, a freight train is running on track 1 and is overtaken by a passenger train on track 4, joining track, running in the same direction at a speed of 50 miles per hour. Five minutes after the passenger train passes the engine of the freight train, 47 minutes elapse. How fast is the freight train moving?"

Here is the official answer: "Assuming a 100-car freight train to be one mile long, overall, we have the fact that in 47 minutes the passenger train travels one mile more distance than the freight train.

"Now then, in 47 minutes the passenger train covers $39 \frac{1}{6}$ miles. Therefore the freight train covered $38 \frac{1}{6}$ miles in 47 minutes which is a speed of 48 miles per hour.

$$60 : 50 :: 47 : 39 \frac{1}{6}$$

$$47 : 38 \frac{1}{6} :: 60 : 48 \frac{34}{47}$$

The following was received from tender William Phillips, Court Street, Auburn:



Crane can recall to mind many interesting incidents which occurred during many years of service. He has seen changes take place during his railroad career. For a number of years Mr. Crane was the train service working as brakeman, baggage master and conductor. He was for a short time employed by the Piscataquis Railroad at Abbott

Skinner on First Train East

When the lease of the European and American Railroad was signed over to the Maine Central on September 30, 1900, a special train in charge of Conductor and Engineman Fred Little of Bangor was run over the line as the first Central train to operate on E. and W. Iron. On board the special was General G. E. B. Jackson, General Manager, and Messrs. W. H. Tucker and J. S. G. G.

Witnessed University's Growth

Mr. Crane has been agent at the University of Maine for many years. In town he can recall when the number of students at the University of Maine was only 200. Now the number of students total nearly 2000. His favorite hobby is radioing and he passes many evenings tuning in with his Atwater set.

In all the hard work and long hours of his life Mr. Crane has been called upon to do many things. He has enjoyed excellent health and he confidently predicts he will be with us for an additional fifty years.

"Ask Me Another"

Most any Maine Central man can answer some of the following questions about the road for which we work—how can we answer them all? Send in your answers to the Editor and see how close you come to the correct replies which will appear next month.

1. What was the former name for Deer Island Junction?

2. What track is known as "the Europe"?

3. Where did Frankenstein trestle get its name?



4. Where was the old Congress Street station, Portland, located?
5. What was the original name of what is now the Rockland branch?
6. Where were the general offices of the company located before the present building was erected?
7. What conductor was known as "Circus Joe"?
8. What President of the Company was once a candidate for Vice President of the United States?
9. What station was once known as "Jack's Crossing"?
10. Where is the track called the "goosepen" and how did it get its name?

The first set of correct answers to these questions will be rewarded by your choice of a frigid hat or arco shoes as a prize. Hundreds of members of the Family have in mind dozens of questions like those above. Send them in. The author of the best ten wins a prize of a self-watering flower pot.



Mathematician's Answer

In last month's *Magazine* we asked this question: "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 is the official answer: "Assuming 100-car freight train to be one mile long, over all, we have the fact that in 47 minutes the passenger train travels one mile greater distance than the freight train.

"Now then, in 47 minutes the passenger train covers $39 \frac{1}{6}$ miles. Therefore the freight train covered $38 \frac{1}{6}$ miles in the 47 minutes which is a speed of $48 \frac{34}{47}$ miles per hour.

$$60 : 50 :: 47 : 39 \frac{1}{6}$$

$$47 : 38 \frac{1}{6} :: 60 : 48 \frac{34}{47}$$

The following was received from Gate-tender William Phillips, Court Street Crossing, Auburn:

50 miles per hour = $\frac{5}{6}$ miles per minute.

If it took 47 minutes to pass 100 cars, it must have taken $\frac{47}{100}$ of a minute to pass one car of the freight train.

$\frac{5}{6}$ miles per minute $\times \frac{47}{100}$ minutes = $\frac{235}{600} = \frac{47}{120} = \frac{1}{3}$ of a mile in one minute or 20 miles per hour the freight was traveling approximately.

Looks to us as if H. L. Harris, Chief Clerk to Assistant Comptroller Reeves, hit it right. Here is his answer:

$$47 \text{ minutes} = 2,820 \text{ seconds.}$$

Passenger train traveled 39.16667 miles.

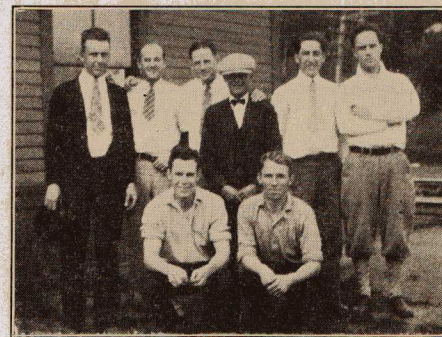
Freight train traveled 38.16667 miles or .8120568 miles per minute.

One mile per minute = 60 miles per hour.

Answer: 48.723 miles per hour.



White Mountain Boys at a Famous Resort



One thousand five hundred seventy-five feet above the sea level, a cool summer's day, and the lofty Mt. Washington proudly looking down upon the station force at Fabyans, N. H., right in the heart of the White Mountains. For pep, health and an appetite "the boys" all recommend mountain climate—you can't beat it.

In the snapshot from left to right back row, we have Agent Stillings, Ticket Agent Birmingham, Asst. Ticket Agent Ryan, Henry Cliche, J. R. Gagner, J. Clifford (in foreground), T. Flynn and Oscar Bean.



Just How You Say It



The Handsome Conductor—You'll have to transfer at Belvedere.

The Pretty Passenger—What time does this train reach Belve?—*Detroit News*.

* *

He was boasting about his pure English descent. "I'm English through and through," said he, "from the crown of my head to the sole of my foot. I shall live and die an Englishman." "Man," replied the Scot, "hae ye no ambition!"

Hard to Stretch

Operator Prouty: I wish my pay was printed on elastic paper.

Signalman Coffin: What's the idea?

Operator Prouty: So it will stretch between paydays.

General Office Notes

Miss Ethel Fuller, stenographer for many years in the A. F. A. Office, resigned on July 14th to make her future in Washington, D. C.

Mrs. Addievilla Nielson of the A. F. A. Office is on a three months' leave of absence due to ill health.

Claude E. McClaskey of the Passenger Traffic Department resigned during the past month.

John H. Clothey of the Passenger Traffic Department has been transferred to the A. F. A. Office.

The new automatic sprinkler system is now being installed and the office looks like a boiler room in process of construction. A large force of men are at work on the job and stepladders, air hose, pipe and fittings obstruct the corridors. The system is being installed in remarkably quick time and early completion of the job is expected.

* *

What Our Patrons Say

Camp Quest Rockwood, Maine

July 11, 1928

Mr. J. S. Coombs,
Maine Central R. R.
Portland, Maine.

My dear Mr. Coombs:

We wish to express our appreciation of the efficient manner in which you handled our Camp Quest party on June 28th. The food was splendid, the service excellent, and your Mr. Shepley did everything possible to make our meal a pleasant one.

It's nice to get a few flowers before you die and we hope that you will consider this a real bouquet.

Cordially yours,
(s) *L. D. Beers.*

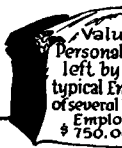
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Insurance Benefits

SIXTY-SIX benefit claims were paid by the Travelers Insurance Company with members of the Maine Family for the month ending July 1st. Ten of these claims were settled on account of accidents. The report shows a change from the number settled during the previous month.

Claims settled were as follows:

Name	Location
<i>General Office</i>	
Frank Grant	Mot. Power Office
Mary Lyden	Building
Thelma Melchior	Aud. Frt. Accts.
<i>Engineering Department</i>	
Stuart Allen	Portland
John Beane	Bingham
Napoleon Couillard	Brunswick
Clarence E. Dobbins	Stockton Springs
Arthur Hodsdon	Rumford
James D. Kinney	Bancroft
James E. Moreside	Baring
Herbert Marshall	Danforth
Frank Minard	Brunswick
Harold A. Milton	Waterville
Wilbur C. Nutt	Thorndike
William Violette	Waterville
<i>Motive Power Department</i>	
Robert O. Butcher	Lancaster
Thomas B. Connary	Lancaster
Vastiano Digricorio	Rumford
Frank Harriman	So. Portland
Frank Hutchinson	Ridlonville
Henry G. Ingersoll	Lancaster
Warren H. Miller	Oakland
Samuel J. Newell	Calais
John O'Neil	Lancaster



Which

General Office Notes

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Addieville Nielson of the A. F. A. Office, on a three months' leave of absence from work, returned to health.

John E. McClaskey of the Passenger Department resigned during the month.

W. H. Clothey of the Passenger Traffic Department has been transferred to the General Office.

A new automatic sprinkler system is being installed and the office looks like a boiler room in process of construction. A force of men are at work on the ceiling, stepladders, air hose, pipe and other things obstruct the corridors. The system is being installed in remarkably quick time and early completion of the job is expected.

♦ ♦

What Our Patrons Say

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July 11, 1928

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Dear Mr. Coombs:

We wish to express our appreciation of the efficient manner in which you handled our Camp Quest party on June 28th. The food was splendid, the service excellent, and your attention to detail was appreciated. Shepley did everything possible to make our meal a pleasant one.

It's nice to get a few flowers before they die and we hope that you will consider this a real bouquet.

Cordially yours,
(s) L. D. Beers.



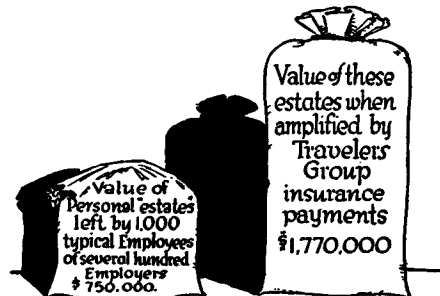
Insurance Benefits for 66 Members of Family

SIXTY-SIX benefit claims were settled by the Travelers Insurance Company with members of the Maine Central Family for the month ending July 18th. Ten of these claims were settled on account of accidents. The report shows little change from the number settled during the previous month.

Claims settled were as follows:

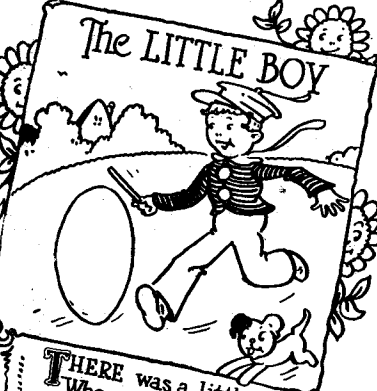
Name	Location	Reason
<i>General Office</i>		
Frank Grant	Mot. Power Office	Accident
Mary Lyden	Building	Accident
Thelma Melchior	Aud. Frt. Accts.	Sickness
<i>Engineering Department</i>		
Stuart Allen	Portland	Sickness
John Beane	Bingham	Accident
Napoleon Couillard	Brunswick	Sickness
Clarence E. Dobbins	Stockton Springs	Sickness
Arthur Hodsdon	Rumford	Sickness
James D. Kinney	Bancroft	Sickness
James E. Moreside	Baring	Sickness
Herbert Marshall	Danforth	Sickness
Frank Minard	Brunswick	Sickness
Harold A. Milton	Waterville	Sickness
Wilbur C. Nutt	Thornidike	Sickness
William Violette	Waterville	Sickness
<i>Motive Power Department</i>		
Robert O. Butcher	Lancaster	Sickness
Thomas B. Connary	Lancaster	Sickness
Vastiano Digricorio	Rumford	Sickness
Frank Harriman	So. Portland	Sickness
Frank Hutchinson	Ridlonville	Sickness
Henry G. Ingersoll	Lancaster	Sickness
Warren H. Miller	Oakland	Sickness
Samuel J. Newell	Calais	Sickness
John O'Neil	Lancaster	Sickness

Carl P. Piper	Brewer	Sickness
E. W. Robinson	Bangor	Accident
Walter N. Trecarten	Bartlett	Sickness
F. Clifford Bolton	Rigby	Sickness
James Coppinger	Rigby	Sickness
Coleman Durant	Rigby	Sickness
Amos T. Knight	Rigby	Sickness
Thomas F. Michaud	Rigby	Accident
Patrick McGrath	Rigby	Sickness
Fred A. Shaw	Rigby	Accident
Cleophas Vincent	Rigby	Sickness
Wallace Whitehouse	Rigby	Sickness
Guy E. Parkhurst	Waterville	Sickness
George J. Stone	Waterville	Sickness
William M. Smith	Waterville	Sickness
George H. Thibedeau	Waterville	Sickness
<i>Stations</i>		
F. F. Blackwell	Fairfield	Accident
Meride Boivin	Rumford	Sickness
Norman Burns	Winthrop	Accident
Frank L. Carsley	Dover-Foxcroft	Accident
Walter E. Crawford	Waterville	Accident
Fred J. Hennessey	Brunswick	Sickness
George Faulkes	Augusta	Sickness
Omer Vigue	Waterville	Sickness
F. Ethel Warhurst	Rumford	Sickness
<i>Trainmen</i>		
Fred A. Brown	Bangor	Sickness
James O. Palmer	Rumford	Sickness
W. E. Robbins	Oldtown	Sickness
B. M. Rutherford	Portland	Sickness
<i>Enginemen</i>		
Alex Cunningham	Bangor	Sickness
William H. Gross	Lewiston	Sickness
James J. Lowery	Portland	Sickness
Timothy M. Otis	Oakland	Sickness
A. F. O'Brien	Fairfield	Sickness
<i>Portland Terminal, Transportation Department</i>		
Alfred Beckwith	So. Portland	Sickness
Thomas Cornelius	So. Portland	Sickness
Patrick L. Halloran	Portland	Sickness
George E. Morgan	So. Portland	Sickness
Thomas McDermott	Portland	Sickness
Merrick R. Pray	So. Portland	Sickness
Albert J. Stanton	Portland	Sickness
Florence F. Twomey	Portland	Sickness



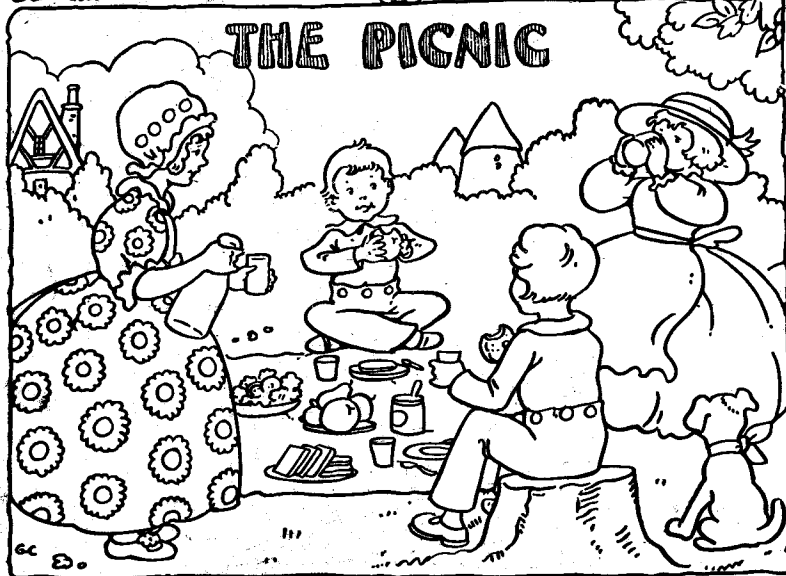
Which Will Be Your Estate?

A PAGE for the CHILDREN



THERE was a little girl,
And she had a little curl,
Right in the middle of her forehead!
She was always very good,
Cause she ate the proper food,
And so she was never, never horrid!

THERE was a little boy,
Who was always full of joy,
From the morning until the time of night,
He slept the whole night through,
And ate good fresh food, too,
So you see that's why he always felt just right!



A PICTURE FOR YOU TO COLOR.
See how nicely you can do it!