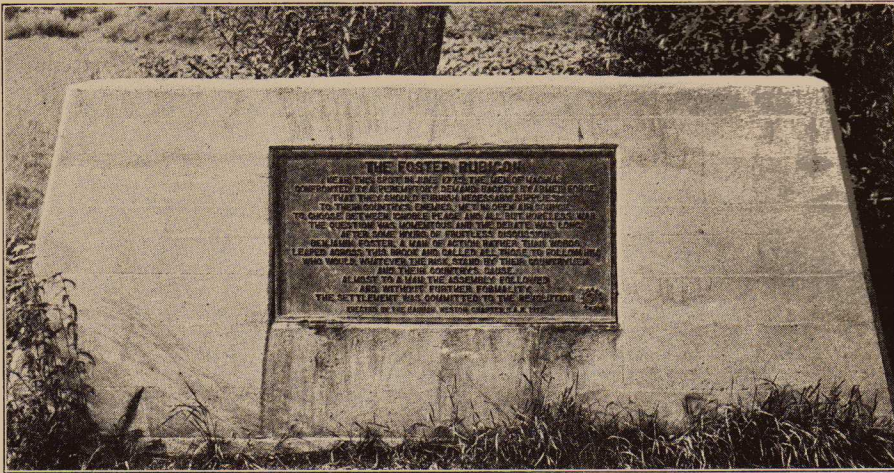


Maine  
& Central  
Employees'  
Magazine  
September 1928



# Historic Spots Along Our Lines



That part of our System lying between Portland and Rockland may be rich in but has no monopoly on historic memories. At Machias was fought our Nation's first naval engagement, and here also occurred one of the most dramatic incidents of American history, which is beautifully

immortalized in living prose in a tablet erected on the outskirts of Machias. Through the kindness of Frank S. Ames of that town we are able to tell this story to the Maine Central Family. As the text in picture above may not be quite legible it is repeated herewith:

## "THE FOSTER RUBICON"

**"Near this spot in June, 1775, the men of Machias  
Confronted by a peremptory demand backed by armed force  
That they should furnish necessary supplies  
To their country's enemies, met in open air council  
To choose between ignoble peace and all but hopeless war.  
"The question was momentous, and the debate was long.  
After some hours of fruitless discussion  
Benjamin Foster, a man of action rather than words,  
Leaped across this brook and called all those to follow him  
Who would, whatever the risk, stand by their countrymen,  
And their country's cause.  
Almost to a man the assembly followed  
And without further formality  
The settlement was committed to the Revolution.**

Erected by the Hannah Weston Chapter, D. A. R., 1917.



# MAINE

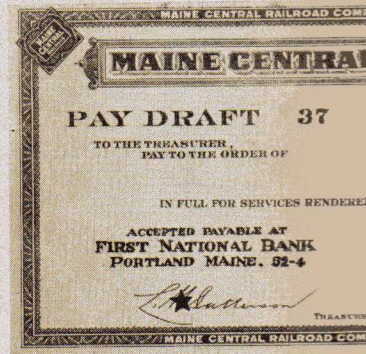
# EMPLOYEE

Vol. V

SEPT

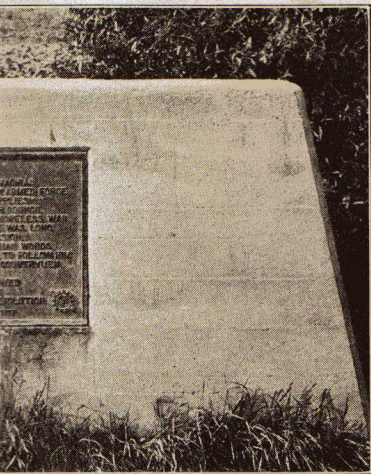
## Weekly Payroll Drafts to Rep

IN common with most of the principal business concerns in the United States, many of the railroads of the country use checks instead of cash for their weekly payroll. "In Step with Modern Transportation Progress" the Maine Central will adopt this method effective with payrolls for the week ending September 12th. Checks and drafts are now commonly recognized as the chief medium of payment and convenience to employees and officials is expected from their use. On the other hand the new method of payment will avoid the risk and expense from handling large sums of money required by the present method. Preparation of the payroll checks for the wages and salaries will be purely mechanical under the new system. On the special draft



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# MAINE CENTRAL



## EMPLOYEES' MAGAZINE

Vol. V

SEPTEMBER, 1928

No. 9

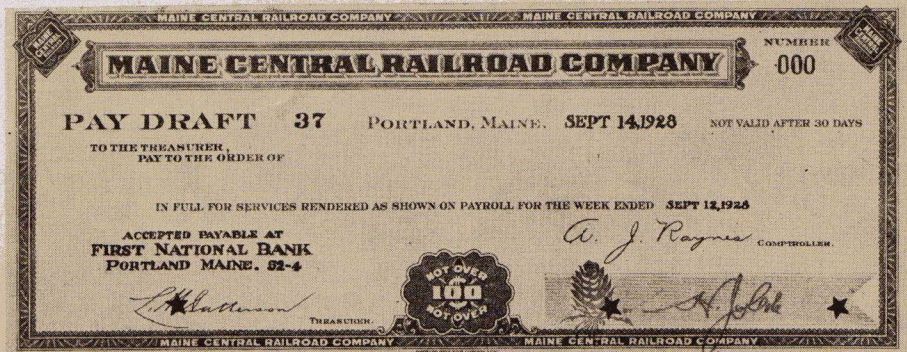
### Weekly Payroll Methods Reorganized Drafts to Replace Cash Payments

**I**N common with most of the principal business concerns in the United States, many of the larger railroads of the country use drafts instead of cash for their weekly payroll. "In Step with Modern Transportation Progress" the Maine Central will adopt this method effective with payrolls for the week ending September 12th. Checks and drafts are now commonly recognized as our chief medium of payment and no inconvenience to employees and officials is expected from their use. On the other hand the new method of payment will avoid the risk arising from handling large sums of money required by the present method.

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an Addressograph machine puts in the name of the payee. Next a Protectograph enters the amount of money due him. And finally a six-unit check signer signs six checks at a time and cuts them apart in one operation. Such a signature is accepted as legal, as though it were a personal signature. This machine is the first one to appear in this section of the country and is made by the Todd Manufacturing Co., of Rochester, N. Y., which has a local office in Portland.

As far as individual members of the Maine Central Family are concerned, the new payroll system will produce no change in time of payment. Drafts will be forwarded by the Treasurer to Agents and certain individuals who will act as Distributing Agents. They will hand these



The New Form of Pay Draft



out under practically the same rules as has heretofore governed cash payments.

Most of the leading banks in cities and towns all over our system have agreed to cash pay drafts and these drafts should be good for their face value at almost any store where a member of the Family trades, from St. Johnsburry to Princeton. Further, Agents are authorized to cash checks for employees they know, whenever funds are available for such payments.

It should be borne in mind that the new pay drafts are just like so

much money and should be treated with the respect due an equal amount of the "long green." It will not be a sound idea to park them on the counter of the grocery store or inside your hatband in a restaurant. For they will be cashed at any bank upon the identification of the payee or endorser.

The new arrangement will apply to all employees and officials of the Maine Central and Portland Terminal Companies, and we are confident that every member of the Family will cooperate to the fullest extent in making the new plan a success.

— Y E S X —

## Maine Central Family Pulls Together for a "Yes" Vote September 10th

Last month's *Magazine* carried a story of the railroads' position on the excise tax law referendum which is to be referred to the voters of Maine on September 10th. Briefly stated, Maine citizens will decide by their ballots whether the railroads of the state may share in the reduction of taxes granted by the last Legislature to owners of every home, farm and factory in the state or whether the old, unjust system of taxation will continue to oppress Maine's public servants.

### Has Strong Backing

Few public questions have arisen in recent years in which either side of the question received so nearly 100 per cent unanimous support of the leaders in all lines of the state's activities as has the railroads' side of

the present referendum. The new law was approved unanimously by the committees on taxation in two successive Legislatures and passed in two Legislatures by tremendous majorities. The action of the Legislature has been enthusiastically endorsed by the men and women most prominent in the public business, professional and agricultural activities of the state, besides thousands upon thousands of citizens in every walk of life.

Maine railroads feel that an economic question as complex and involved as railroad taxation, cannot possibly receive from the voters as a whole the intelligent attention that it deserves. But they take the position that while the popular referendum was not of their seeking, it is their

duty to so inform the voters through newspaper advertising, printed material and public addresses, that an intelligent decision can be reached by anyone who is willing to take the trouble of looking into the matter.

### A Family Affair

To this end, Maine's 14 state railroads are carrying their story to the public. These railroads include Bangor & Aroostook, Belfast & Moosehead Lake, Boston & Maine, Bridgton & Saco River, Canadian Pacific, Canadian National, Kennebec Central, Knox, Lime Rock, Maine Central, Monson, Portland Terminal, Sandy River & Rangeley Lake, Wiscasset, Waterville and Farmington.

The management of the Maine Central takes the position that it has never attempted to suggest to its employees and officials the way they should part their hair, the ticket they should vote, the church they should attend or the lodge they should join. And in the present campaign, it is departing from this time-honored policy. But employees and officials, almost to a man, from Fryeburg to Vanceboro, are regarding the present excise tax campaign as a Family affair, which vitally affects their bread and butter.

### A Potent Factor

They have informed themselves of the merits and the details of the question and have decided that not only they, their wives and their sisters, their cousins and their aunts are going to vote "Yes" on this question, but that their neighbors should be informed that a "Yes" vote is necessary to back up the Legislature for the

money and should be treated with the respect due an equal amount of "long green." It will not be an idea to park them on the counter of the grocery store or inside a hatband in a restaurant. For they can be cashed at any bank upon the authorization of the payee or endorser. The new arrangement will apply to all employees and officials of the Central and Portland Terminal Companies, and we are confident every member of the Family will cooperate to the fullest extent in making the new plan a success.

## Pulls Together September 10th

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interests of the State of Maine. The response from all parts of the system and from all departments has been most gratifying and will be a potent factor in the big "Yes" vote majority on September 10th which we now confidently predict if every one of us continues to do his part.

Many railroad men will find that their duties on September 10th will make it impossible for them to go to the polls, but the law provides a method for their protection known as "Absentee Voting." Any qualified voter who must be out of town on election day can take advantage of this provision by making application either in person or in writing to the city or town clerk where they reside.

### Absentee Voting

He will be given an application for "Absentee Voting Ballot", to be filled in, reading as follows:

"I.....hereby apply for an official absent voting ballot. I am a legal resident of the city or town of.....in the county of.....State of Maine. I am a duly qualified and registered voter and am as I believe entitled to vote at the next.....election at precinct.....ward.....in the city or town of.....in the county of.....State of Maine.

"My address, including street and number if any, on April first of the present year was..... and is now....."

Signature.....

An Affidavit on the back of a special envelope which carries the "Absentee Voting Ballot" should be made



out by the voter, giving the reason why he cannot be present to vote on the day of election and signed.

Members of the Maine Central Family know that large corporations are necessary to do business efficiently under modern conditions but an unfortunately large number of uninformed voters believe that it is a

heinous crime to be a large corporation and will throw up their hats and cheer when anybody takes a crack at a company such as ours. For this reason, it is necessary that we make every vote count. From watchman to president, we are working together on this common problem in a way that insures success.

YES X

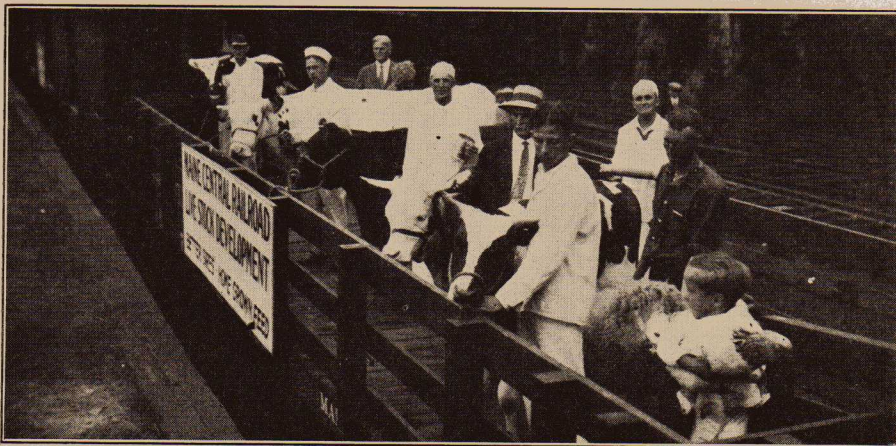
## Livestock Special Great Success

The Maine Central's Special Livestock and Farm Development Train which toured the system from August 6th to 14th, inclusive, was a tremendous success from every point of view. Conducted in the interests of better farming, with particular emphasis on pure-bred sires and home-grown feed, it attracted large crowds of interested farmers at all its stops, ranging from 125 to 695 at each place.

It is estimated that a total of between seven and eight thousand passed through the train, observed its extensive displays of feeds and seeds, grains and grasses, looked over the large complement of dairy and beef cattle, sheep, swine and

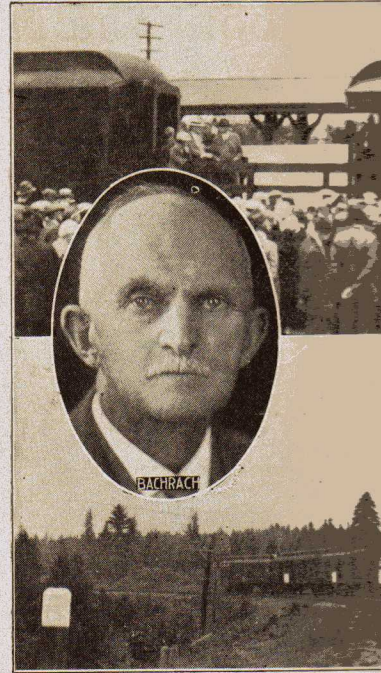
poultry carried, and listened to talks on better farming by representatives of the College of Agriculture, University of Maine, the State Department of Agriculture, the Maine Experiment Station and the Maine Central Railroad. Our Industrial Agent, W. G. Hunton, was pleasantly surprised by the reaction received all along the line to this project, based as it was upon the idea that the Railroad is in economic partnership with the farmers in the territory it serves.

The schedule of the Livestock Special was laid out with care and from the time it left Portland until its return all arrivals and departures were made on time.



The Fine Points of the Livestock Were Demonstrated

(6)



Above—Interested Farmers  
Below—The Livestock Special  
Insert—Industrial Agent

This contributed very largely to the success of the undertaking and was one phase of the fine cooperation received from those in charge of the train from all members of the Maine Central Family with particular reference to the train which consisted of Conductor A. E. Ford, Flagman C. S. Erskine, Brake Harry Green, Engineman O. P. McLaughlin and Fireman W. P. Andrews on the Portland Division and Engineman A. R. Brown and Fireman M. J. Mix on the Waterville Division.

After the completion of its tour the stock was returned to the owners from whom it was borrowed and the train returned to Waterville, there to be dismantled. We are pleased to note that the equipment of all the cars will be fully preserved so as to be available for repetition of this trip another year.

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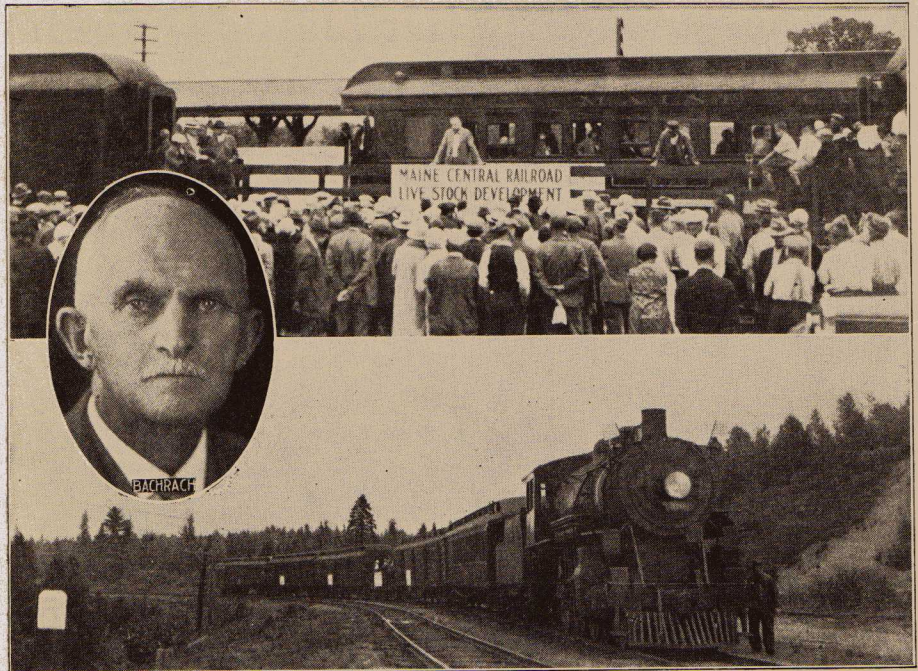
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**Above—Interested Farmers Hear the Message of Better Farming.**

**Below—The Livestock Special en Route.**

**Insert—Industrial Agent William G. Hunton, in charge of Train.**

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## English As She Is Wrote

Below is printed the copy of a letter received at Oquossoc with its address, sent us by Agent S. W. Plummer:

**Ed Man Station Oconseck, Maine**

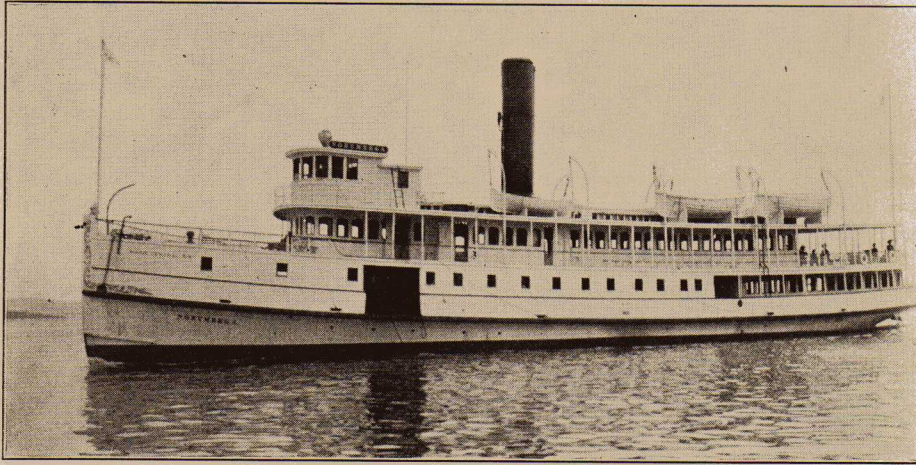
Lewiston, Me.

August 23, 1928

I would lake to know if my pack clotes is there if yet do you remember the first of August in the morning a young man he left 2 pack of clots there on one morning and we thoug to go back there but we have find a job here in Lewiston and we didnt go back so if you be good anaught to send then to me there is one pack with some shose in and the other one is full of close try and send it to me right away and send to me at C. O. D. and I pay here. Try and send it right.



## Boat Service Made Bar Harbor Famous as a Resort Known the World Over



Steamer Norumbega which Quarters Frenchman's Bay

Forty-four years ago the Maine Central Railroad began carrying passengers by steamer from its terminal at Mount Desert Ferry to Bar Harbor. It has maintained ever since then a service that because of its high standards for equipment and personnel and because of the distinguished class of passengers it has carried has become nationally famous, says a recent edition of the Bar Harbor Times.

These Frenchman's Bay boats of the Maine Central have been a potent factor in the process of placing Mount Desert Island in its present unique position among American coast resorts. In the days before the automobile, New York and Boston express trains connecting with the steamers at the Ferry were not only the de luxe route to Mount Desert, but were the only practicable means of reaching the island for people who did not care for the real sea voyage on the Eastern Steamship boats.

### Service Greatly Reduced

At one time the railroad ran its boats from the Ferry as far west as Rockland, and four steamers shuttled across from

Bar Harbor to the Ferry. Today the service is reduced in volume, but not in quality. As the number of boats has been reduced the best of the employees have been retained, and now when the Norumbega goes ahead on her bow spring and backs away from the Bar Harbor dock she carries above and below enough sea experience to outfit a whole fleet of passenger steamers.

In the wheelhouse is Capt. Joe Norton who observed recently the 29th anniversary of his service on Maine Central boats. Pilot Rod Sadler who has his 29th anniversary this summer and Chief Mate Lewis Foss who had been with the company 26 years on June 5. All three are master mariners who have commanded ships for the Maine Central, and who have other years of sea experience back of their service with the company.

On the Bar Harbor dock is Frank Whitmore, agent in charge, 38 years in Maine Central service.

### A Veteran Crew

Down in the engine room is Chief Engineer Wallace Miles, 28 years with the



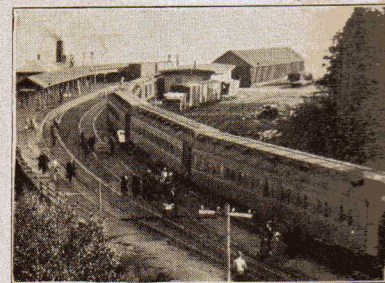
company, Frank Jordan, First Assgineer, 26 years with the company. Dickson, Second Asst., 22 years with company. In between decks, Allie the cook, has a Maine Central boat of 26 years, and Charlie Turner, the r is practically a new man; he has aboard only about 18 years.

It could hardly be said that the Norumbega starts across the Bay v green crew aboard. The Norumbega built in 1902, about the time when veterans aboard her now entered the ploy of the company, but because sh crew have been long in the service do mean that the service has become a unfavorably by age. A sailorman a piece of tempered steel; the steel better as it is hammered and forged the sailor improves and tempers as pounded and hammered on the anvil perience and adventure in his dan calling.

### He Began Early

Capt. Norton began to go to sea he was 12 years old, 46 years ago. he was 21 he left his last sailing ship Emmeline G. Sawyer, aboard which was struck by lightning in the B Fundy, and began "steamboating" deckhand on the City of Richmond has been working on steamers during the 37 years since.

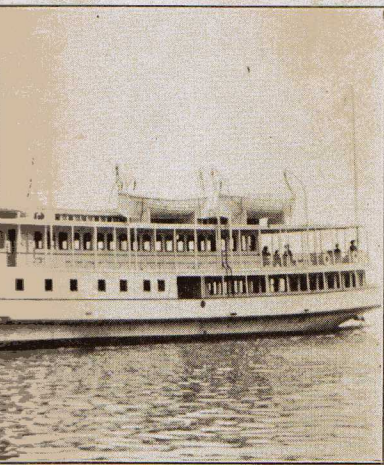
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Mount Desert Ferry Landing



## Harbor Famous the World Over



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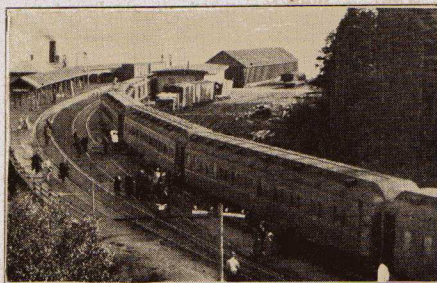
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Mount Desert Ferry Landing



Captain Joe Norton

steamers on the Maine coast. For twenty-five years he has alternated between commanding a steamer in the Penobscot Bay run in the summer and going mate on Frenchman's Bay boats in the winter.

### Fire Fighting a Side-Line

Captain Foss has among the mementos of his quarter century of service in this region a letter of thanks for his part in saving the town of Castine from destruction by fire, and clippings of newspaper descriptions of his daring mid-winter rescue of a half-frozen man adrift in a sinking boat in a gale.

One of the most pleasant features of the long service of the deck officers on Frenchman's Bay steamers is the wide acquaintances they have formed among famous Americans. Besides a number of Presidents, including Harrison, Taft and Roosevelt, and many well-known statesmen and diplomats who have been occasional passengers, there is a whole list of names of persons nationally known who have been constant visitors here and passengers on the boats. Henry Van Dyke first fell in



# MAINE CENTRAL Employees' Magazine

Vol. V SEPTEMBER 1928

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

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

MAGAZINE  
STAFF CORRESPONDENTS

*Portland Terminal*  
Grace M. Katon, Superintendent's  
C. D. Atherton, Freight  
Joseph D. Rourke, South Po  
John F. Dunn,

*Eastern Division*  
J. L. Riggie, Superintendent's  
C. H. Leard, Bangor Mot. Pow.  
C. A. Jeffers, Bangor Car  
P. N. Carson, Bangor Ticket  
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R. H. Johnson, Wo  
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H. D. Davis, Kin  
T. S. Kelley,

*Portland Division*  
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E. E. Walker, A  
A. A. Thompson, Wat  
W. H. Marshall, O  
A. F. Smith, Le  
R. C. Brown, Le  
P. J. Hanley, Lewiston, Ru  
S. O. Swett, Ru  
A. L. Eastman, Lar  
J. E. Winslow, Ro  
Alfred R. Pugh,

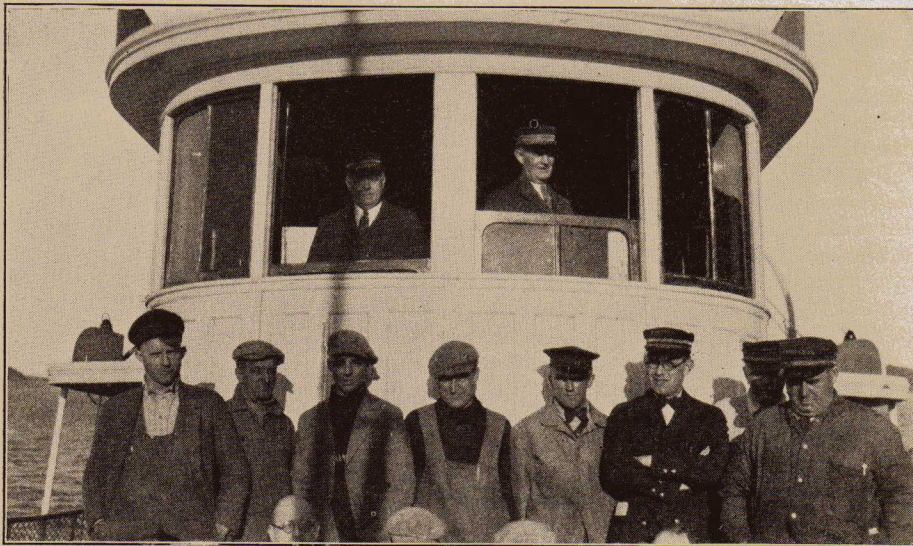
*General Offices*  
Mrs. B. T. Preston, Publicity E  
E. I. Hill, Freight C

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

## EDITORIALS

### THE VOTE ON SEPTEMBER 10

Again in this issue, we devote space to the railroad excise tax referendum to be voted upon September 10th. Since this issue was presented to the members of the Maine Central Family in the August number of Magazine, the response from all has been of such a nature and character that the editor wants to take opportunity of stating that he is p



A Veteran Crew which Maintains High Standards of Service

love with Mt. Desert as he viewed it from the deck of a Maine Central steamer.

#### Many Fine Boats

The first steamer to take passengers across Frenchman's Bay was the Electa, commanded by Capt. Oliver. She was succeeded by the Sebenoa, which became a freighter when her place was taken by the Long Island, which is now the Pemaquid, and is still in the service.

The finest boats ever run here were the Rangeley and the Moosehead. They have been sold now, and are running in New York waters. One of them has been renamed and is a Hudson River dayliner. Other boats still well remembered here are the Sappho and the Samoset. When the Bay line was running at capacity back in 1914 the Moosehead and Rangeley each carried about 11,500 passengers during August.

The Frenchman's Bay boat service is a much less important thing now than it was in 1914, but it will always be a beautiful scenic route to Mount Desert Island.

#### University of Maine Orono, Maine

August 16, 1928

Mr. William G. Hunton  
Industrial Agent  
Maine Central Railroad Co.,  
Portland, Maine

Dear Mr. Hunton:

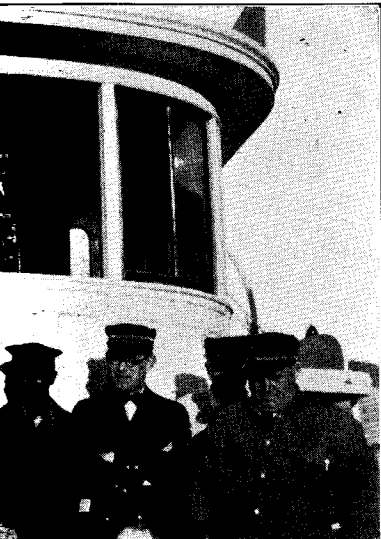
It seems to me that you should be congratulated on the splendid exhibition and the interest which was taken by both the farmers and those on the train. I believe that the movement was well worth while and that it will result in an added cooperation between the farmers and their organizations on the one hand and the railroad on the other.

With very best wishes and thanking you for the opportunity of making the trip, I remain,

Sincerely yours,

(Signed) H. S. Boardman  
President.

HSB/ET



High Standards of Service

University of Maine  
Orono, Maine

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*Eastern Division*  
J. L. Riggie, Superintendent's Office  
C. H. Leard, Bangor Mot. Pow. Dept.  
C. A. Jefferds, Bangor Car Dept.  
P. N. Carson, Bangor Ticket Office  
V. A. Cunningham, Oldtown  
R. H. Johnson, Woodland  
E. F. McLain, Calais  
S. A. Frost, Eastport  
H. D. Davis, Vanceboro  
T. S. Kelley, Kingman

*Portland Division*  
E. W. Tibbetts, Brunswick  
E. E. Walker, Augusta  
A. A. Thompson, Waterville  
W. H. Marshall, Oakland  
A. F. Smith, Lewiston  
R. C. Brown, Lewiston  
P. J. Hanley, Lewiston, Lower  
S. O. Swett, Rumford  
A. L. Eastman, Bemis  
J. E. Winslow, Lancaster  
Alfred R. Pugh, Rockland

*General Offices*  
Mrs. B. T. Preston, Publicity Bureau  
E. I. Hill, Freight Claims

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

## EDITORIALS

### THE VOTE ON SEPTEMBER 10TH

Again in this issue, we devote some space to the railroad excise tax referendum to be voted upon September 10th. Since this issue was presented to the members of the Maine Central Family in the August number of the Magazine, the response from all sides has been of such a nature and character that the editor wants to take this opportunity of stating that he is proud

to be associated with the men and women who make up the Maine Central and the Portland Terminal Company.

From the management, concerned as it is with winning its fight of long years for relief from the onerous burden of the old tax law, there has come not one ounce of pressure on any official or employee to make him vote otherwise than as dictated by his own conscience and his enlightened self-interest. On the other hand, on the part of the rank and file there has been a notably swift recognition of the fact that the referendum question was a Family affair and there has arisen a tremendous powerful concerted movement to do something about it. While there has been no pressure from the management, there has been a great demand from employees in widely scattered locations and different departments to show them how they could best work to win the end desired.

When men and women of the Maine Central Family decide really to work together for any just cause, there is very little that can stop us and unless our efforts during the next few days are greatly slackened, we shall achieve what we have been working for so long, a just tax by the State of Maine and an overwhelming majority of:

— YES X —

"The United States will not prosper on a taxation system that makes great industries pay more to the tax collector than to its stockholders," says the *Carbondale* (Pa.) *Leader*.

— YES X —

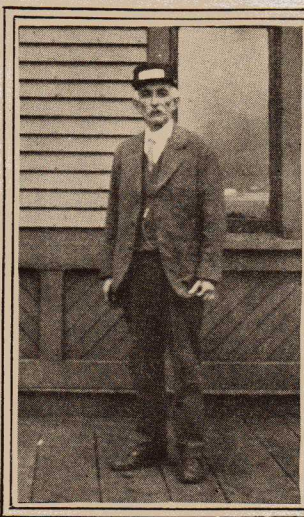
The future of the railroads is secure, with efficient management, loyal and capable employees—IF they are not unduly hampered by public authority.

— YES X —

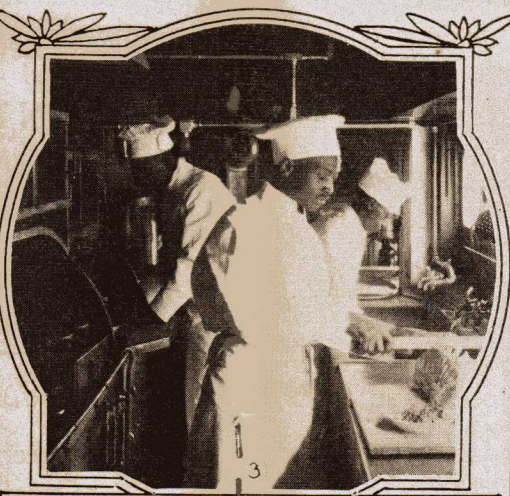
American railroads are the best in the world and are constantly striving to make their service to the public still better.



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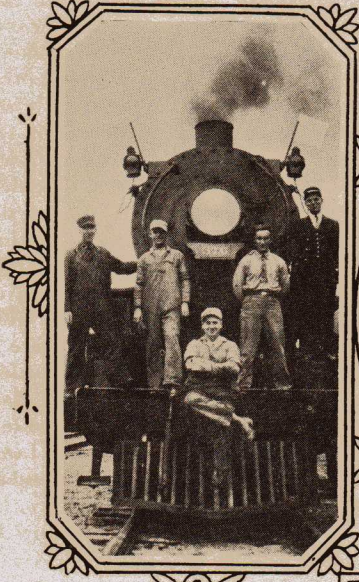
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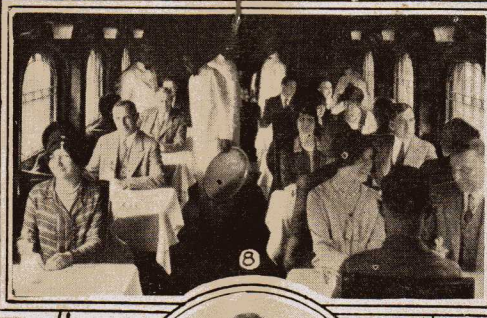
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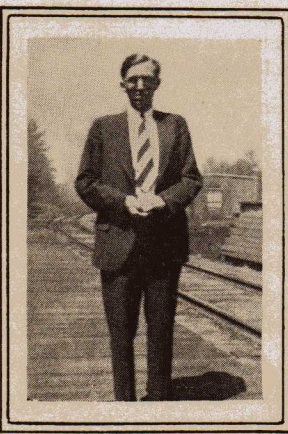
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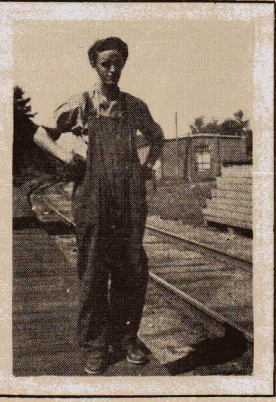
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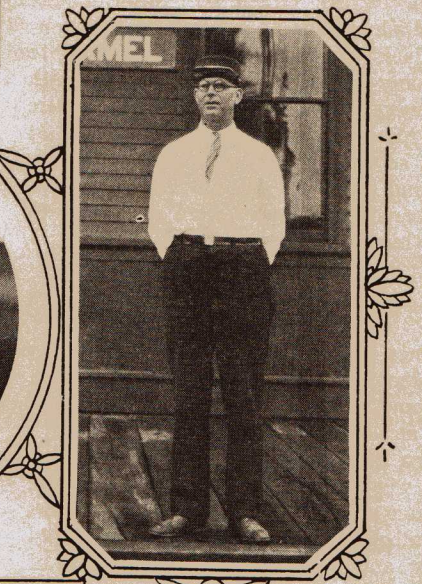
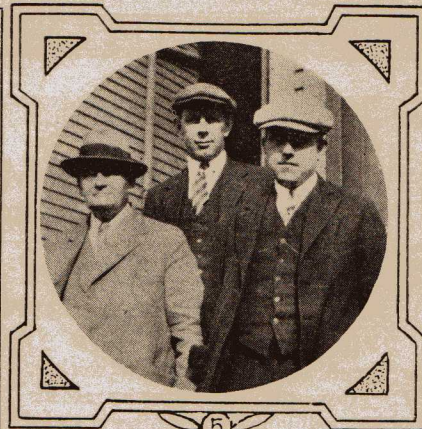
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## Here and There Over the System

1. George Peterson, General Offices, Portland. 2. Agent G. A. Plummer, Newport. 3. Kitchen in one of our Dining Cars. 4. Clerk S. J. Barkowsky, Lincoln. 5. Frt Agent J. E. Clark, Ft. Clerk Haley and Billing Clerk Walker at Brunswick. 6. Crew on Special Livestock Train snapped at Ellsworth. 7. Conductor A. E. Bickford, Port. Div. 8. Interior of one of our dining cars (all persons in picture are employees). 9. Trainman Charles Erskine, Portland Div. 10. Agent E. G. Hodgkins, Carmel. 11. Agent H. A. Maddocks, Wilton. 12. Baggage man W. S. Pike, Wilton. 13. Operator Mrs. A. McLaughlin, Wilton. 14. Trainman Harry Greene, Port. Div. 15. Freight Conductor H. S. Keene, Portland Division.

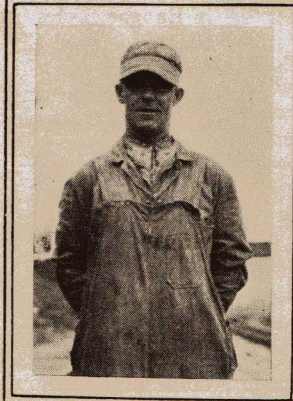


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IN MEMORIAM

**JOHN E. AINSWORTH**

"Our friend and former fellow worker, John E. Ainsworth, passed away at his home in Kennebunk, Maine, after a short illness," writes Grace B. Katon of the Terminal.

"'Jack' as he was familiarly known to his many friends, had been in poor health for several years, and was forced to retire from his railroad duties in 1921, after 24 years service. His was a sunny disposition and generous, and he will long be remembered by all who were privileged to know him."

**JAMES E. LAWRENCE**

James E. Lawrence, employed at Rigby Terminal for more than 20 years, died at his home, 49 Lafayette Street, August 15, after an illness lasting six months.

Born in Charlottesville, Va., Mr. Lawrence went to White Rock as a little boy. He later moved to Portland where he was a member of the Masonic Order, an Odd Fellow and a member of the Knights of Pythias. He attended the American Methodist Episcopal Church of Portland.

Besides his wife, Rhoda A. Lawrence, he is survived by a daughter, Mrs. Walter Gaskell of Portland. Funeral services were held at his late residence, 49 Lafayette St. Interment was in Forest City Cemetery.

**FRANK MINARD**

Frank Minard, 73, carpenter in A. Blethen's crew at Brunswick, died June 4th. Mr. Minard was born November 17, 1855, and entered Maine Central Service April 1, 1890. His 38 years of faithful service to the company were practically all spent at Brunswick.

**ARTHUR D. FOSS**

Arthur D. Foss, 44, machinist's helper at Rigby, died July 19th at Caribou, Maine. Mr. Foss was born in Perham, Maine, in 1884, and entered Maine Central service August 15, 1924. At the time of his death he was on a leave of absence. He is survived by a wife, Nora I., and many friends.

**HENRY E. THOMAS**

Henry E. Thomas, car cleaner at Portland Union Station, died July 18th after a short illness. He was employed November 1, 1912, at the South Portland shops, later being transferred to Union Station. He is survived by a daughter, Florence E. Smith, of Portland.

**L. D. SMITH LOSES SON**

A tragedy which brought great sadness in Bangor circles occurred last month when twelve year old Clyde Smith met his death by drowning in the Penobscot River. Another boy of the same age lost his life at the same time. Young Smith was the oldest son of L. D. Smith, recently appointed supervisor of Bridges and Buildings at Bangor in place of E. A. Johnson.

**A Sound Idea**

The Magazine of a Western railroad labor organization has adopted a slogan with a whole lot more in it than mere words: "Boost the Road you are Working for and Work on the Road you are Boosting for."

Maine C

"Johnny" Mace S

The well-known lineaments of "Johnny" Mace, veteran Portland D. conductor, have been of late displayed in an even broader field than that of Maine. Under the heading "58 years with the Maine Central", magazines over the country are displaying his beaming smile along with this story: "That is the splendid record of John Mace, fifty-eight uninterrupted years of service on the Maine Central road.

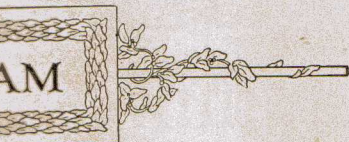
"It is a record to be proud of—a record that begins with rookie service as a boy and comes down to the present as a conductor in command of one of the more important passenger trains.

"Conductor Mace knows his railroad seconds—as most of us know them—by home. It is his job to get his train to the station safely, daily, on time.

"And if you ask Conductor Mace what he makes of watch he carries, he answers quite naturally—a Hamilton.



Conductor John A. Mace



**ARTHUR D. FOSS**

Arthur D. Foss, 44, machinist's helper at Caribou, Maine, died July 19th at Caribou, Maine. He was born in Perham, Maine, in 1870 and entered Maine Central service in 1895. At the time of his death he was on a leave of absence. He is survived by a wife, Nora I., and many friends.

**HENRY E. THOMAS**

Henry E. Thomas, car cleaner at Portland Station, died July 18th after a long illness. He was employed November 1911 at the South Portland shops, later transferred to Union Station. He is survived by a daughter, Florence E. Smith, and a son, Fred.

**L. D. SMITH LOSES SON**

A tragedy which brought great sadness to the family circles occurred last month when 27-year-old Clyde Smith met his death while fishing in the Penobscot River. Another boy of the same age lost his life at the same time. Young Smith was the son of L. D. Smith, recently appointed supervisor of Bridges and Buildings at Bangor in place of E. A. Johnson.

**A Sound Idea**

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# Maine Central Family

## "Johnny" Mace Smiles at a Wider Audience

The well-known lineaments of our "Johnny" Mace, veteran Portland Division conductor, have been of late displayed in an even broader field than that of Central Maine. Under the heading "58 Years with the Maine Central", magazines all over the country are displaying his familiar smile along with this story: "That is the splendid record of John Mace—fifty-eight uninterrupted years of service on the Maine Central road.

"It is a record to be proud of—a record that begins with rookie service as a mere boy and comes down to the present as a conductor in command of one of his road's more important passenger trains.

"Conductor Mace knows his run—by seconds—as most of us know the way home. It is his job to get his train through safely, daily, on time.

"And if you ask Conductor Mace what make of watch he carries, he answers—quite naturally—a Hamilton.



Conductor John A. Mace

"Years of experience have taught Conductor Mace the value of accuracy and dependability—that is why he chose the Hamilton as the watch to share with him his distinguished service record."—*Adv.*

As a result of this effective "copy," we anticipate extra shifts in the Lancaster, (Penna.) factory that makes "The Railroad Timekeeper of America."

— YES X —

## C. N. Young Becomes Pill Magnate

By H. D. SPENCER, Beecher Falls

After nearly 17 years as clerk and telegrapher, C. N. Young brought his services for the Maine Central to a close recently, resigning his position as clerk-telegrapher at Beecher Falls. Mr. Young began work for the Maine Central at West Stewartstown, where he served as clerk for seven years.

He first worked as telegraph operator when he filled the vacancy created at Beecher Falls incidental to Operator K. M. Spencer joining the Army. After the return of Operator Spencer, Mr. Young did spare work as agent or operator for about a year, then returned to Beecher Falls, taking the position made vacant by Operator Spencer bidding in elsewhere, and has filled that position to date.

Mr. Young has purchased a drug store business at West Stewartstown, where his many friends hope he will meet with the greatest of success.



## Things We Have Seen This Month

By E. I. HILL, Traveling Agent

Our stock of subjects on Claim Prevention is growing almost daily and we begin to feel as though you are trying to see how many you can pile up. Here's where we'll bat a few of them back.

Everyone knows that a stower of a way car is up against it planning his load. Freight is coming to him all day and he must so load his cars as to prevent damage on account of shifting, falling and many other causes.

### A Well (?) Loaded Car

A short while ago while at a station the way freight came in. No, the whole town was not down to see it arrive, but we were there.

Being interested in claims and prevention we naturally stuck our nose into the car and then our whole body followed.

The car was only moderately full of freight. The first thing that caught our eye was a pile of glazed sash piled against the side of the car. Then several boxes of fruit and THEN—A BAGGAGE TRUCK!

Anything on the truck? No. Truck near the sash? "Yep", right next to it. Truck was trigged of course? How do you get that way? No trigs or anything else to hold it in place at all and we have wondered many times since why everything in the car was not more or less stove up.

Just a case of luck, that's all; but say what you will, it was very poor loading.

### Some Playful Dye Kegs

Many of us have heard of the famous "Steve" Brodie. Yes he is the "guy" who took a chance and got away with it. We're going to tell you about another fellow who took a chance but didn't get away with it.

This was a house car and it was set out due to the eagle-eyed inspector's finding it leaking.

There were bananas, leather, sugar in bags and cartons, paper boxes and kegs of welt dye in the car. "Jest" a regular house car. Sure. Well with such a small variety there could not have been much damage.

No, you are in wrong again. The "guy" who took the chance just loaded the kegs of dye in the car and never even thought to trig or stay them.

One keg felt kittenish and got to playing around and some of the other freight got peeved at it's action and broke it's neck and every other shipment in the car had an opportunity to change it's color.

Of course a 100 per cent complete job of damage was not done but if the second edition of "Stevie" hadn't taken a chance the consignees would not have made any claims. This sort of thing cost's money boys.

### Beautiful Road Oil

You all know what road oil is, that black slimy oil that gets on your feet, all over your car and makes you say everything but the Sunday School lesson when you get foul of it.

A short while ago we got mixed up with some. Did we get some on our clothes? Well never mind that part of it.

It was in drums and they had seen some service. In fact we honestly believe that the drums were eligible for admission to the home for feeble-minded.

They were rusty, dented and looked simply horrible. Some of the drums were leaking where rusty parts had given way and the car was sure a sight for sore eyes.

There was just play enough in the load so the drums jolted against each other which did not contribute to the looks either so instead of a road being oiled, the inside of this car got the dose.

It means that car will have to be thoroughly cleaned before it can be used again just because some one did not think. Now all together: Load, Tight Pack, Brace and Stay your freight properly so we won't have to remind you next month.

— YES X —

"But, surely," urged Jones, "seeing is believing."

"Not necessarily," replied Brown. "For instance, I see you every day."

(16)



## Beautiful Biddy Bob Deadheading

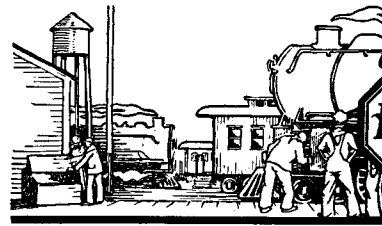
By C

On a cold rainy morning some little ago, No. 71 pulled into Bangor Station with a grinding of brakes the customary noises attendant with the stopping of a heavy train and above the din and roar was heard the unusual of a large well-developed rooster crowing right lustily.

### A Car-Knocker's Fowl

No sooner had the train stopped than Car Inspectors Kelley and Adams began their customary inspection of the train. Imagine their great surprise on finding a rooster perched on one of the brake beams under the head end of the baggage car.

He was wet, he was cold, he was huddled and he was a thoroughly dejected and looking he-hen as he stood there cowering under the brake beam with a death-like grip. Nevertheless, his spirits were not daunted.



By V. A. C

### Yes Sir, We Are Funny that

Lady: Can two sleep in a berth?

Opr. Prouty: Yes.

Lady: I only bought one ticket. Can someone share my berth?

Opr. Prouty: Not without your permission, lady.

### A Born Automobilist

Opr. Bowley: What is a blowout?

Opr. O'Connell: It's a heart-wrenching explosion followed by a stream of profanity.





## This Month

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## Beautiful Biddy Bobs Into Bangor on Brake Beam Deadheading Beneath Baggage Car

By C. H. LEARD, Bangor

On a cold rainy morning some little time ago, No. 71 pulled into Bangor Union Station with a grinding of brakes and all the customary noises attendant with the stopping of a heavy train and above all the din and roar was heard the unusual sound of a large well-developed rooster crowing right lustily.

### A Car-Knocker's Fowl

No sooner had the train stopped than Car Inspectors Kelley and Adams began their customary inspection of the cars. Imagine their great surprise on finding Mr. Rooster perched on one of the brake beams under the head end of the baggage car.

He was wet, he was cold, he was hungry, and he was a thoroughly dejected and sorry looking he-hen as he stood there on that brake beam with a death-like grip. Nevertheless, his spirits were not daunted, for

his cock-a-doodle-doo was as loud and musical as any up-to-date's rooster could be.

### Did He Break the Mann Act?

Some of the boys at the Station took him into the baggage room, gave him a good rub down, a hot drink of checkerberry and a big feed of hasty pudding and milk and it is reported that some employee of the Maine Central had fricasseed chicken for his Sunday dinner.

It seems evident that young Mr. Rooster escaped from some shipping crate around North Station, Boston, and went to roost on the nearest perch he could see, which happened to be the brake beam on 71's baggage car, little dreaming that he was about to take such a thrilling ride on a fast express train.

— YES X —



By V. A. CUNNINGHAM. Oldtown

### Yes Sir, We Are Funny that Way

Lady: Can two sleep in a berth?

Opr. Prouty: Yes.

Lady: I only bought one ticket; does someone share my berth?

Opr. Prouty: Not without your permission, lady.

### Ah that Efficiency Fellow

Kelley: I think I've got everything here.

Agt. Dennis: There's just one thing you have overlooked.

Kelley: What's that?

Agt. Dennis: If we had stilts we could take longer steps.

### A Born Automobilist

Opr. Bowley: What is a blowout?

Opr. O'Connell: It's a heart-wringing explosion followed by a stream of profanity.

### Peeled Down

Agent Dennis: I have some news to impart. Will you please call the crew together.



Cashier: Yes sir, he will be in just as soon as he gets his switch lights filled.

**But they Are Great for Peeling Potatoes**

Passenger: Who is that gentleman with the well-carved features?

Baggage Master Messer: That's our Signalman. He is learning to use a safety razor.

**The Song of the Month**

We dreamed that we were twins but pay day woke us up.



**The Oldtown Philosopher**

Jake The Signalist: (Norman Hesseltine) formerly a clerk at Bangor Freight office, now a famous scenic advertising artist, drew this while in the Oldtown Office. He says its me writing news for the *Maine Central Magazine*. But Hades, I hate to think I look like that.—V. A. C.

— YES X —

**Brevity the Soul of Wit**

Along the line of the Underwood anecdote recently published in the *Magazine*, Trainman F. H. Black tells of a foreman painter named Niles who formerly worked for the Company and who had been ordered to paint a certain station as quickly as possible.

On completion of the job he wired his superior officer as follows:

“Paint arrived  
Paint applied  
Paint dried  
Yours truly  
Niles.”

**Household Goods**

By “DINTY” MOORE, Greene

What makes those brakies swear so hard  
When they're unloading freight?  
'Tis not the heavy bale or box, nor the unwieldy crate,  
'Tis not the heavy farm machines, or big truck loads of grain,  
Nor any ordinary freight, that makes 'em get profane.

It's 'ouse 'old goods, 'ouse 'old goods—  
It's the 'orrid 'ousehold goods,  
All bound round with rope yarn  
And packed in awful shape,  
In old cartoons with broken tops  
Tied up with cotton twine,  
And when we start to handle 'em  
The blasted girt ropes break.

What makes the agent tear his hair  
When he checks out the stuff  
On the closely written way bill  
And cry “O Lord Enough!”  
The items blurred with transfer stamps  
Have been thrice checked and more  
To decipher it's impossible  
No wonder he gets sore.

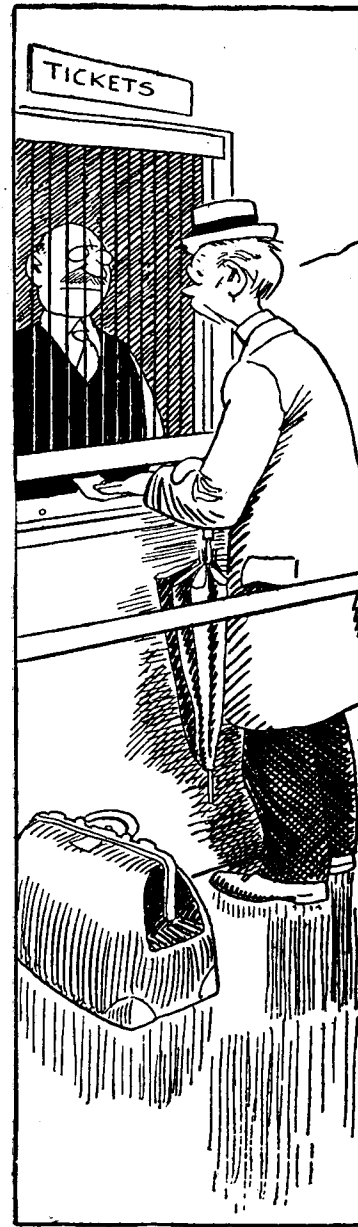
'Ouse 'old goods, 'Ousehold goods—  
O those 'alf packed 'ouse 'old goods,  
Machine drawers leaking spools of thread  
And buttons by the score  
Umbrellas tied to bed ends  
With garden rake and mop,  
And bureaus shedding knobs and casters  
On the freight house floor.

What makes the claim adjuster roar  
And kick the office cat?  
Say “Ding the Ding,” and “O migosh”  
And some things worse than that?  
For losing his angora, he's surely not to blame

You see for damaged 'ouse 'old goods  
He's just received a claim  
Household goods, Household goods—  
When you ship your household goods  
To Bangor or to Reno, be sure and pack 'em right,

Use nice strong crates and boxes and mark 'em plain and good,  
And we'll land 'em safe and promptly  
Now signing off—“Good-night.”

**The Thrill that**





## Household Goods

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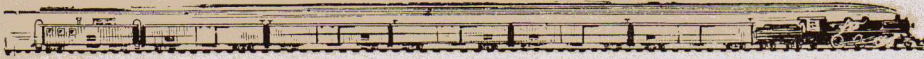
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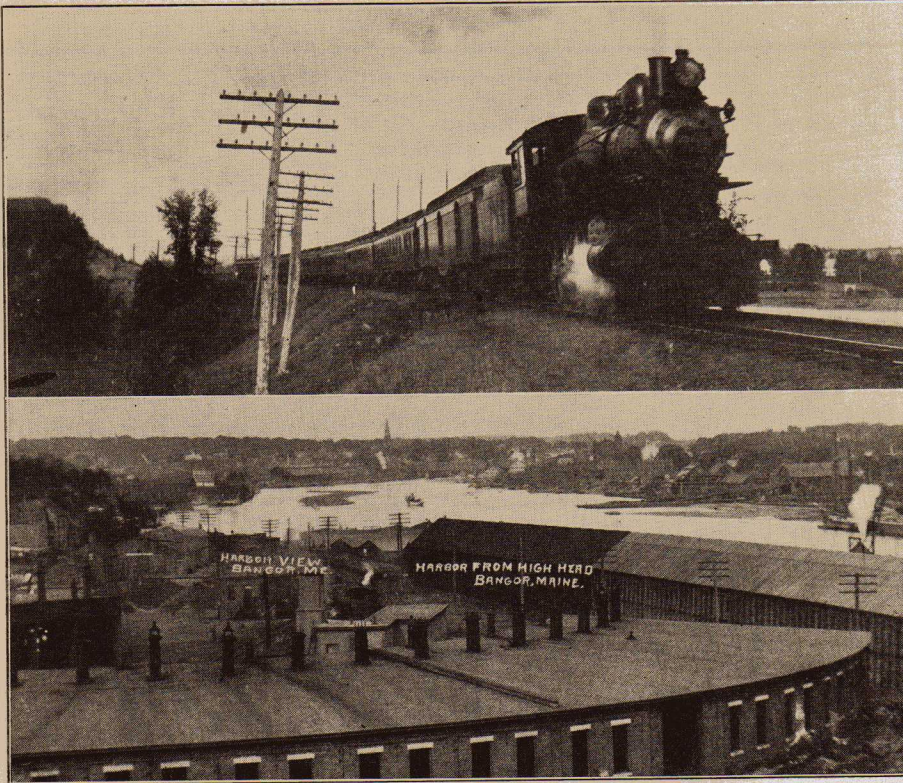
## The Thrill that Comes Once in a Lifetime



Copyright, Press Publishing Co. (New York World) 1928



## As It Used to Be in the Queen City



Top Picture—Shows the “Knickerbocker Express” rounding the curve at High Head at Bangor. Masts of schooners in the Penobscot River can be seen in the rear. The headlight on Engine 288 has been changed since this picture was taken but the same engine is still in service running out of Portland. Looks like Gus Horeyseck in the cab, but that’s only a guess. How about it, Gus, are we right?

Bottom Picture—Taken from High Head, showing view of Round House, Harbor and Bangor city proper. Part of the station and train shed can be seen in the background along the waterfront. Across the river on the right is the flourishing city of Brewer. (Both pictures contributed by Supt. T. M. McLaughlin.)

## Portland Terminal Notes

By GRACE B. KATON

Carle L. Wiggin, chief clerk to the Superintendent, has returned from a vacation of two weeks, passed at Boston, Boothbay Harbor and other points of local interest.

John F. Conlen, the genial operator in the Superintendent’s building, met with quite a loss a short while ago. One morning just as he was starting to work his car caught fire and was totally destroyed. We are all very sorry.

Harry O. Noyes, Spvr. of Inter. and per diem, is absent from his duties, on a vacation.

C. A. Feury has resumed his duties at the per diem bureau after two weeks spent at Fort Williams, during maneuvers.

( 20 )



The superintendent’s building has been dressed up with new front steps and radiators. Both improvements were needed and will be greatly appreciated by all.

Walter T. Kelly, ass’t. cashier, has returned to the office after two months’ vacation.

Mrs. Julia Kennard Packhem and Maude I. Feeney, former employees of the freight office, have been doing substitute work during these past few weeks. They were all very glad to welcome them back among us.

Miss Alice M. Archibald and Miss M. Perry are both enjoying a vacation from their duties.

— YES X —

## A Temporary Change of Allegiance



Drawing by J. J. Lyden.

To those who know the staunch liberalism of Charles Willey, Assistant Superintendent at Lancaster, it was a severe shock when he appeared on the streets of Bangor with an “Al Smith” placard attached to his car. It was equally a shock when he discovered it, and still more so when he found that whoever had formed the dastardly deed had caulked the rivets the plate onto the car.

However, after considerable labor and the accompaniment of proficient carpenters he succeeded in removing and destroying the plate, and became once again “true to Hoover.”

— YES X —

Conductor: “I’ve been on this train for ten years.”

Passenger: “Zat so? Where did you get on?”—*Yale Record*.



## Queen City



## Portland Terminal Notes

By GRACE B. KATON

L. Wiggin, chief clerk to the Superintendent, has returned from a vacation of weeks, passed at Boston, Boothbay and other points of local interest.

F. Conlen, the genial operator in Superintendent's building, met with loss a short while ago. One morning as he was starting to work his car fire and was totally destroyed. We are very sorry.

O. Noyes, Spvr. of Inter. and per absent from his duties, on a vacation.

Feury has resumed his duties at the ticket bureau after two weeks spent on maneuvers.



The superintendent's building has been dressed up with new front steps and new radiators. Both improvements were much needed and will be greatly appreciated by all.

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— YES X —

## A Temporary Change of Allegiance



Drawing by J. J. Lyden.

To those who know the staunch Republicanism of Charles Willey, Assistant Roadmaster at Lancaster, it was a severe shock when he appeared on the streets recently with an "Al Smith" placard attached to his car. It was equally a shock to him when he discovered it, and still more of a shock when he found that whoever performed the dastardly deed had carefully riveted the plate onto the car.

However, after considerable labor, to the accompaniment of proficient cussing, he succeeded in removing and destroying the plate, and became once again "true-fer-Hoover."

— YES X —

Conductor: "I've been on this train seven years."

Passenger: "Zat so? Where did you get on?"—*Yale Record*.

## Our "Ask Me Another" Column

Editor of the Magazine:

I herewith submit answers to the ten questions in the August number of the M. C. Employees' Magazine.

1. Westbrook Junction or Morrell's Corner.
2. Europe Track in Bangor yard next to Scale track.
3. Frankenstein trestle on Mt. Division (or old P. & O. R. R.) derived its name from Frankenstein Cliff near trestle.
4. On Commercial Street directly across from C. H. Priest's office (Supt. Portland Terminal).
5. Knox & Lincoln Railroad and Penobscot Shore Line.
6. The building now occupied by C. H. Priest, Supt. Portland Terminal, on Commercial Street.
7. Joseph B. Chandler.
8. Arthur Sewall of Bath, a shipbuilder. (W. J. Bryan and Arthur Sewall).
9. The station called Pejepscoot Mills on Lewiston to Brunswick Branch (once the Androscoggin Railroad.)
10. The Track No. 3 directly in front of the Brunswick Depot. There was a leanto built on to the side of the depot, and it was so low that it would not clear a man on a box car. It was used for a freight house when the road was first built and the railroad boys named it the "goose pen."

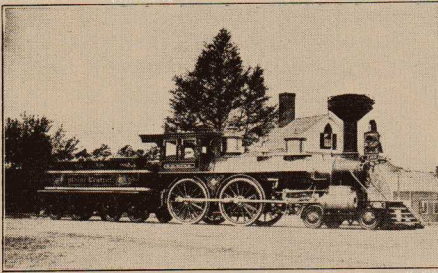
S. H. Anderson,  
Conductor, M. C. R. R.

Conductor Anderson's long service has so familiarized him with the System that his answers, covering such wide separated points as Frankenstein Trestle and Bangor, are almost entirely correct. But didn't he slip on No. 4? The old Congress Street Station in Portland, we understand, stood on the present site of the West End Branch, Casco Mercantile Trust Co., and the trainmen's building, St. John and Congress Streets.



# Maine Central Locomotive No. 10 "R. B. Dunn"

By C. S. GIVEN, Cathance



The locomotive "R. B. Dunn," illustrated in the August magazine, was built by the Maine Central in its Waterville shop in 1868,—the first locomotive built by the company. It was broad gauge—5 feet 6 inches—cylinders 14 x 22 inches, 5 foot 6 inch drivers, and weighed about 25 tons.

It was painted a dark red with gilt lettering and scrolls.

### Some Early Locomotives

When the Androscoggin & Kennebec and the Penobscot & Kennebec roads were consolidated as the Maine Central in 1862, the A. & K. had nine locomotives, numbered one to nine inclusive, and the P. & K. had four locomotives numbered one to four, inclusive. The P. & K. locomotives were renumbered 11-12-13 and 14, leaving the No. 10 vacant, which was given to the new locomotive.

Although the date of building has always been given as 1868, this locomotive did not make its appearance in Lewiston until July 11, 1869. The *Lewiston Journal* of that date stated that this locomotive was resplendent in new paint, hauling an excursion train of newly painted coaches, and had engineer Thomas Lacombe at the throttle.

### A Good Motto

Besides its brass dome and cylinder casings and brass boiler bands, on the sides of the headlight was painted an eagle, and from its beak streamers bearing the words; "Safety, Speed and Durability." From that date, this engine hauled the daily passenger trains between Waterville

and Danville Junction, a round trip per day; Engineer Thomas Lacombe. When the Portland & Kennebec R. R. was consolidated with the Maine Central in 1870, the Maine Central tracks were narrowed to standard gauge.

### She Went to Canada

The "Dunn," being one of three outside connected engines owned by the company, was with the new No. 15, "A. D. Lockwood," sold to some Canadian road in 1870, it being considered too expensive to narrow them up. What her later history was, I have never discovered. It is supposed to have been photographed at Waterville. The late Col. F. E. Boothby claimed the "Dunn" was fast. He once told me that he conducted a special passenger from Bangor to Kendalls Mills, hauled by this engine, in one hour and twenty minutes. A second No. 10 "R. B. Dunn" was built by the Portland Company in 1871, and remained in service many years, also a second No. 15 "A. D. Lockwood" which was destroyed in 1883.

— YES X —

## General Office Notes

A wedding of much interest was that of Miss Dorothy F. Sawyer and William Henry Coburn, both of the Auditor of Disbursements Office, which took place in Portland, August 20th.

Miss Bertha Webber of the A. F. A. office and Harold Trufant of Portland were married on August 20th.

C. A. Lane has returned to his duties in the Engineering Department after being in camp at Camp Devens for three weeks.

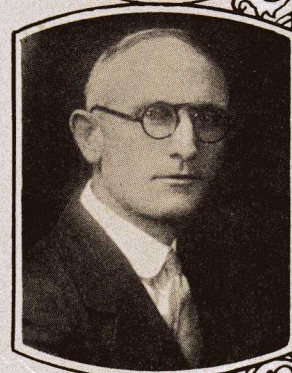
Mrs. Alice P. Burke, formerly of the Engineering Department, is substituting in the Passenger Department.

YES X

Yes, Gertrude, when cranberries are stewed they make better applesauce than prunes do.

( 22 )

# Portra



Left to right, top row: C. S. Rolfe, Engineer Maintenance of Way; V. Norris, Bridge Engineer; H. W. Smith, General Supervisor Maintenance of General Offices, Portland.

Middle row: L. D. Smith, Supervisor Bridges and Buildings, Division C, B...



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Portraits From



The Family Album

Left to right, top row: C. S. Robinson,  
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 Norris, Bridge Engineer; H. W. Stetson,  
 General Supervisor Maintenance of Way,  
 General Offices, Portland.

Middle row: L. D. Smith, Supervisor  
 Bridges and Buildings, Division C, Bangor;

B. B. Whitney, Roadmaster Division No.  
 9, Calais; J. P. Scully, Roadmaster Divi-  
 sion No. 4, Lewiston Upper.

Bottom row: T. W. Fowler, Supervisor  
 Signals Division No. 1, Deering Junction;  
 M. Sutherland, Signal Engineer, Bruns-  
 wick; E. McKenney, Roadmaster No. 2,  
 Waterville. [Photos by Bachrach.]

# A PAGE FOR THE CHILDREN

Can you answer these?

PROTECT YOUR HEALTH

Do you drink raw, pasteurized or certified milk at your home?

What does "immunization" mean?

Who was Jenner?

What is the meaning of quarantine?

Name eight rules of health.

Why should you never use a common towel or common drinking cup?

How much do you weigh?  
How tall are you?

Why are flies harmful?

Why should you never drink from a roadside spring or brook?

What should you do before crossing the street?

