

Maine
Central
Employees'
Magazine
November 1928



STAND BY YOUR COMPANY

*If you think your company's best,
Tell 'em so.*

*If you'd have it lead the rest,
Help it grow.*

*When there's anything to do
Let the fellows count on you,
You'll feel bully when it's through
Don't you know.*

*If you're used to giving knocks,
Change your style;
Throw bouquets instead of rocks
For a while.*

*Let the other fellow roast,
Shun him as you would a ghost,
Meet his hammer with a boast
And a smile.*

*When a stranger from afar
Comes along,
Tell him who and what you are—
Make it strong.
Needn't flatter, never bluff,
Tell the truth, for that's enough;
Join the boosters—they're the stuff,
Sing your song!*

—Santa Fe Magazine



MAINE CENTRAL



EMPLOYEES' MAGAZINE

Vol. V

NOVEMBER, 1928

No. 11

Many Changes At Waterville Car Shops

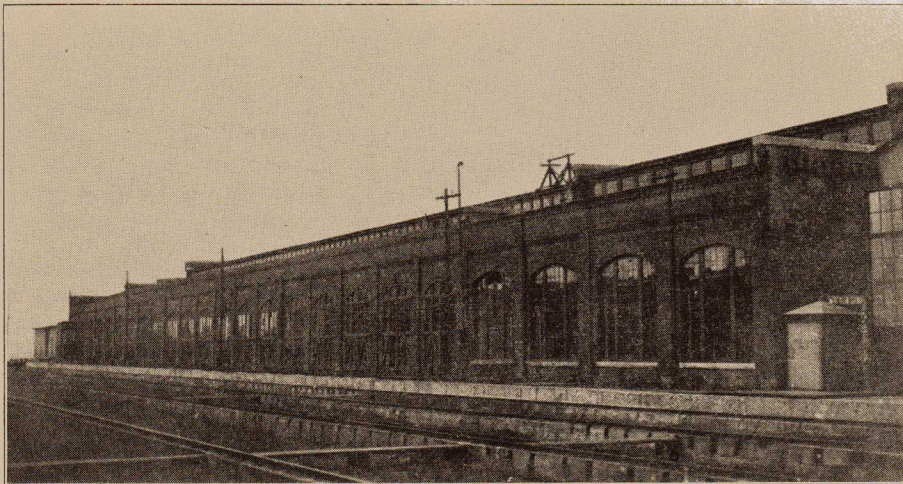
SINCE the closing of the Portland car repair shops and the centralization of all repair work on the System, the shops at Waterville have undergone numerous changes. Waterville is now the pivot city of the State for all repairs and is fast becoming one of the most important centers along the line.

Less Chance of Accident

Perhaps the first change that would attract one's attention on entering the railroad property is about the yard. A parking space for 75 automobiles has been built and it cares for a condition that long bothered. It also affords greater safety to the employees who do not own automobiles because there is less dodging this way and that

to keep clear of the automobiles after working hours. The parking system takes away the danger that always lies in crossing a train track, because the parking space has been made at the entrance. In spite of this precaution a guard is always stationed at the crossing at the start and close of working hours to add another measure of safety for both the railroad and the employees.

A new wash or stripping room 48 by 95 feet has been added. It is in this room that all passenger cars are taken and made ready for necessary repairs. The cars received in this department are placed on a side-track and then jacked into the air, an operation which is very interesting to watch because it



New Paint Shop At East End of This Building

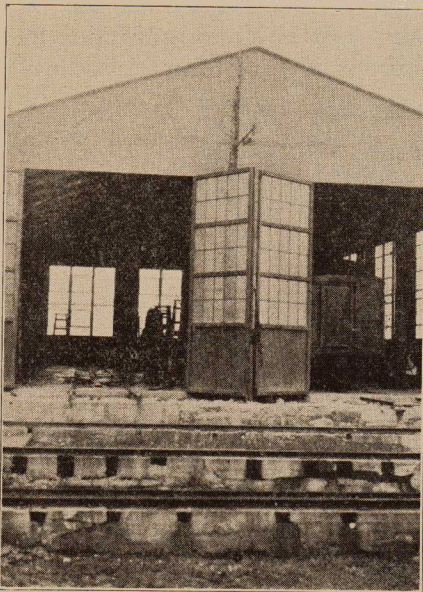


requires only the push of a button to set the machinery in operation.

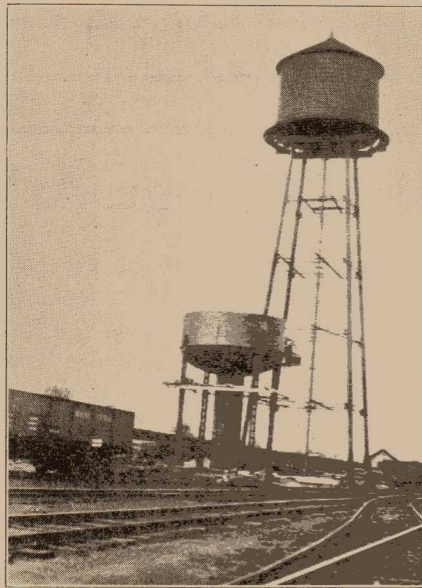
Like an Auto Jack

These electric jacks are placed at both ends of the car and work in much the same manner as an automobile jack. It holds the heavy car in the air so the workmen can do their repairs from underneath. When the program is completed in this room, the car is shipped along to the next room for repairs of a different nature. Modern machinery has been used extensively at the shop, which is the largest repair department in the State.

A new paint stock room has been added. The building is about 20 feet from the repair shop and is 85 by 20 feet. In their building program the officials saw that each building was the same distance from the track, thus giving an attractive appearance to the entire yard.



New Wash Room at Waterville



New Water Tank at Waterville Yard

A building for the storing of glass, batteries and generators is another improvement. The change has added the old passenger repair shop to the freight department and has concentrated repairs and painting of passenger equipment in a single building. In this department one finds the drills, gagers and pipe fitting machinery.

A sprinkler system has been recently installed to give every possible fire protection to all departments. There is also a new water tank in the process of construction just west of the round house.

These additions have given the shops a much finer appearance and have made Waterville the center of the repairing system.



Will Rogers says: "Many of the youths of this country need narrower pants and broader ideas."

(4)



How Fire Extingu

By LORING F. WILCOX

A FIRE extinguisher is a somewhat unsightly, cumbersome piece of machinery, in the way, something to be bumped into, a fine place to catch dust UNTIL—you want it and then it becomes a matter of life and death. Instead of treating our extinguishers with bored contempt or giving them the even greater insult of absolutely ignoring them, would it not be a good idea now, BEFORE the fire starts, figuratively to take the machine apart and see what makes it go? When you smell smoke and leap up to see the devil's ghastly face, it will be too late to learn how to use the extinguisher to best advantage. An ounce of attention now is worth a pound of risk and later on.

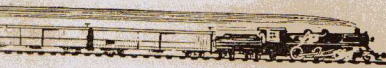
An Article of Importance

There are fewer articles of more importance, receive less care, and are regarded with more mystery than the ordinary extinguisher. There are many types of these extinguishers, but in this article we will discuss only the most common one, generally known as the "soda and acid."

Many people think of "chemicals" as something to be associated only with chemists, but many high sounding chemical formulas, when in their every day street clothes come down to old friends that we meet every day. And so the chemicals that are used in the soda and acid extinguisher are nothing but baking soda which the housewife uses in cooking, and oil of vitriol, another name for sulphuric acid.

Ask the Baggage-master

Now that that mystery is solved let us go on. Take down or pick up your extinguisher, if you have one, and unscrew the top. It will probably be no easy job to get this off as undoubtedly it is rusted on since last being opened. It may be necessary to take a hammer



Water Tank at Waterville Yard

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How Fire Extinguishers Work And Why

By LORING F. WILCOX, John C. Paige Company, Boston

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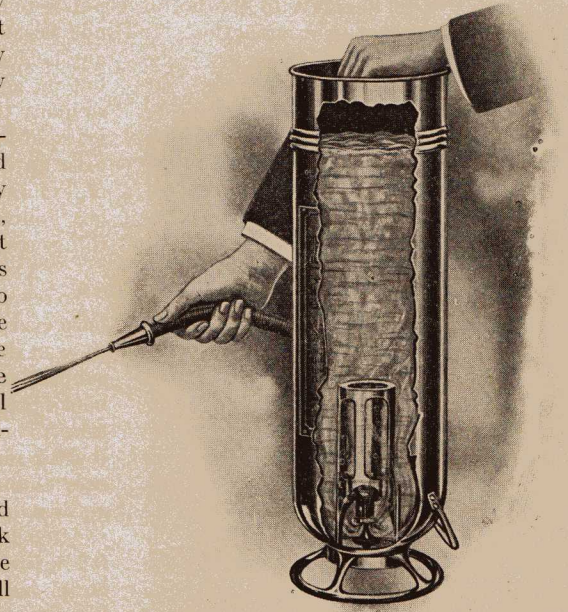
Now that that mystery is solved let us go on. Take down or pick up your extinguisher, if you have one, and unscrew the top. It will probably be no easy job to get this off as undoubtedly it is rusted on since last being opened. It may be necessary to take a hammer

and tap the outside of the threads in order to loosen the scale. Or it may be possible to inveigle the baggagemaster or some kind friend into giving you a lift with a crow bar. Two persons can sometimes take off the top when one is unable to.

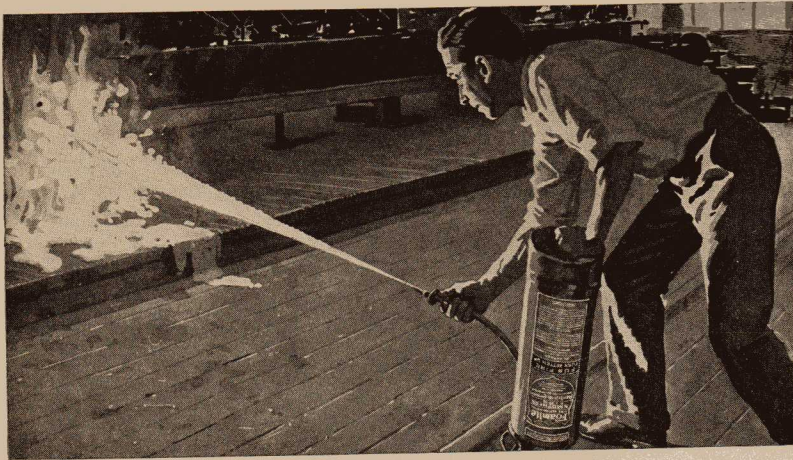
In any case make a note on your cuff that just before you put the top on again, you will rub some grease or oil into the threads so that the next time it will not be so hard to remove. This may save considerable strong language at some future date. After having removed the cover, you will notice a glass bottle resting in a cage. Take it out, cage and all. The bottle should be of eight ounce capacity and filled just half full.

Takes Water without a Stop

This apparent waste of glass is not because the extinguisher makers are in league with the glass manufacturers, but because of the peculiar property of sulphuric acid which makes it take water from the atmos-



Courtesy American-La France & Foamite Corp. Interior View of Inverted Extinguisher in Action



Courtesy American-La France & Foamite Corp.

Foam Type Extinguisher in Action—Similar to Soda and Acid

phere. This is similar to the way common salt becomes sticky during dog days. The acid will do the same thing and if the bottle was full to start with, it would in a short while probably be running over. There should be a stopper either of lead or porcelain which will fit loosely into the bottle.

Now as to the test or examination. In the first place, look it over to see if it seems to be in good condition, not rusted out, split or soldered, also that the hose is in good shape. Extinguishers are sometimes soldered after they have split on account of freezing, but this should never be allowed. There is sufficient pressure generated by the mixing of these two chemicals to cause serious injury in case the tank should blow up.

Pretend It's a Horn

Look into the nozzle as there is sometimes a powder deposited here which in time might obstruct the flow. It is well to blow through it and hold one hand over the screen on the inside to see that there is a clear passage. Then very carefully let one or two drops of the acid fall into the solution in the tank. There should be a good reaction or effervescence. It takes a little experience to tell just how much of a reaction there should be, but you can form some idea. So much for the ordinary test or examination.

The question is often asked as to how often these extinguishers should be recharged. Most Inspection Bureaus, and Railroads including the Maine Central, make it a rule that they should be shot off, cleaned inside and out, and new charges put in once every twelve months. This is not because the chemicals would not last any longer in the ordinary course of events, but on account of the fact that there are so many things which might happen to the extinguisher mechanically. It would surprise anyone who had not made a business of examining these extinguishers for the last fourteen years to know how many things actually do happen.

A Specially Conducted Fire

So remember to shoot off the extinguisher once every twelve months. A good way is to wait for a quiet day, then clean out rubbish from waste baskets and various nooks and corners about the premises and take them out to a good safe place and touch a match. Then get all hands to witness the method of handling the extinguisher.

After being emptied, wash it out and follow the instructions for charging that are on the outside of the tank. We will repeat these here as some of the older types do not have them.

Thoroughly mix $1\frac{1}{2}$ pounds of bicarbonate of soda (the white powder) with about $2\frac{1}{2}$

gallons of water, enough to come up to mark on the inside of the tank, leave approximately one-sixth of the tank's capacity for expansion. Pour 4 ounces of sulphuric acid into the 8-ounce bottle. On the stopper and set the bottle into cage. After putting a few drops of oil on the threads, screw on the cover, wipe

Services Of Red Cross

AMONG the great problems which confront the United States today is that of the welfare of our citizens. More than 100,000,000 individuals must be taken care of properly, taught proper methods of sanitation, proper nutrition, first aid and many other things which will prolong life to the full "three score and ten" as well as make it worth being lived.

Help of Many Kinds

An undertaking of such a gigantic size is of the utmost difficulty and in order to be carried out efficiently, a national organization of trained experienced workers is essential. This organization exists in the American Red Cross.

Carrying aid and relief to stricken nations, teaching the science of life saving, first aid by means of organized classes, regular demonstrations, providing help for disabled veterans at home and the seamen stationed within as well as without the limits of the United States are but a few of the activities of the American Red Cross.

Work All over the World

When disaster visits a section of our country, be it flood, fire or storm, the Red Cross gets on the job, bringing assistance to the stricken area. In a remote part of Alaska during the past year, a disastrous fire occurred. In addition to extending what aid it could through its agencies in that section involved, the Red Cross National Headquarters dispatched substantial assistance from its national resources. Operations in 14 counties of eastern Kentucky which had been swept by



American-La France & Foamite Corp.

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the outside and hang the extinguisher in a place where it can be seen, but not be in the way, and where it can be easily taken down when the fire comes. Then after checking up to see that you have at least two extra charges, you can feel that you have taken all reasonable precautions.



Services Of Red Cross Seen As National Boon

AMONG the great problems which confront the United States today is that of the welfare of our citizens. More than 100,000,000 individuals must be taken care of properly, taught proper methods of sanitation, proper nutrition, first aid and many other things which tend to prolong life to the full "three score and ten" as well as make it worth being prolonged.

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during the past summer, were carried out by the National organization in cooperation with local Red Cross Chapters and State authorities and aid was extended to some 11,000 individuals affected.

With the Marines in Nicaragua and China, the Red Cross, carrying out the implied will of the country, has sent comforts which spelled home, dropping cartons of cigarettes to marooned squads from airplanes, magazines and papers and other articles which would make their lot easier.



Our Greatest Mother

+ JOIN! +



Nurses and health instructors have been sent into the country's industrial and production centers to teach the principles of health to the workers. First aid experts and other workers have carried the message of health and preservation of life to ever-increasing classes in these subjects. Public health nurses under the Red Cross are to be found all over the United States, co-operating with local health authorities in developing community health. They have proved themselves especially valuable in rural sections where they sometimes constitute the only agency of the kind within miles.

Total expenditures during the past year aggregated more than \$25,000,000. Of this amount, \$18,000,000 went toward disaster relief and \$3,391,000 sent for aid to service men, disabled veterans and their families. Relief was extended in more than 100 major disasters which involved approximately 685,000 persons.

The TWELFTH annual Roll Call of the American Red Cross will be held this year from Armistice Day to Thanksgiving Day, November 11 to November 29. The aim of the organization is to gain 5,000,000 members.

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Of Course Its a Different Matter Now

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

The amusing letter that was written to Agent Plummer of Oquossoc and which was published in the September number of the *Magazine* brought to mind a very humorous letter that was received in the Freight Claims Bureau nearly 25 years ago. At that time freight claims were not handled in the expeditious manner that they are today. Sometimes it would be a year or longer before claims were finally settled.

It appears that some old farmer down on the Rockland Branch purchased a carriage from a mail-order house in the Middle West and when it arrived at destination the seat cushion was missing. Naturally the consignee filed a claim with the local

agent. This in due time was received at the Freight Claims Bureau in the General Office and was given the customary serial number and one of the regular printed cards was sent the farmer instructing him if he wished to write regarding the claim to kindly refer to the claim number.

After a month or two had elapsed he became rather impatient and wrote the office about his cushion. Another printed card was sent him saying his claim, number so-and-so, was being investigated and undoubtedly a settlement would be made within a short time.

Mr. Farmer waited another long period and it was evident that his patience was entirely worn out as the following peppy letter was received in Portland:

"Dear Sirs:

When are you folks going to have another setting to talk over my cushion? Already I have spent more money than the dam cushion was worth buying Arnica Oil to rub on myself. If you don't hurry up and send me a new cushion pretty god darned quick or the money to buy one I will have to have another patch on the seat of my pants. So for the Lord's Sake get a hustle on and do something.

Yours truly,

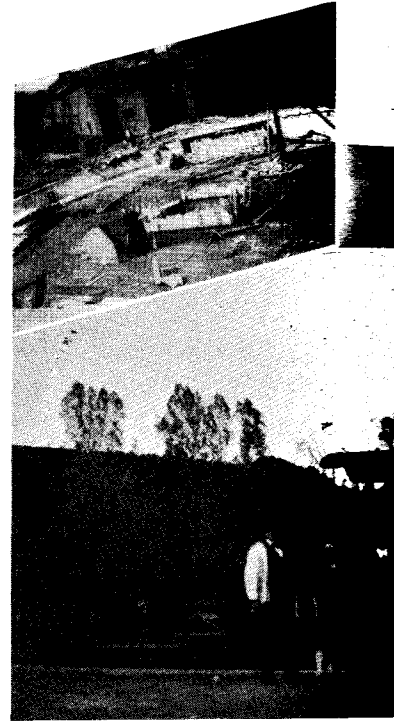
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Roadmasters Attend Meeting At Detroit

The recent convention of the Roadmasters' Association, held at Detroit, Mich., was attended by Asst. Roadmaster A. S. Dodge, Division No. 1, Brunswick, Asst. Roadmaster W. A. Prescott, Division No. 4, Lewiston and Roadmaster B. B. Whitney, Division No. 9, Calais. Undismayed by the narrowness of the St. Clair River, the representatives of our Engineering Department attended all the sessions and returned inspired with the determination to make our right-of-way even better than it is at present.

(8)

New Turntable in



Left upper picture: Foundation of turntable at Lancaster Round House looked September 19.

Center upper picture: Frank J. De Superintendent of John H. Simonds substructure contractors.

Right upper picture: Veterans J. Smith, Car Foreman and Edward M. Foreman. Mr. Magoon is holding "T" famous pet cat of Motive Power Department.

Lower picture: As new table looked October 15. Engine 614 and some members of Family.

This new 85-foot table was former Thompson's Point and replaces the 65-foot, hand-operated table.

The table was installed under the supervision of Wilbur Lampson, Superintendent of Bridges and Buildings, Division A, Detroit Junction, and Murdoch Sutherland, Superintendent of Motive Power, Bangor.



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New Turntable in Operation at Lancaster



Left upper picture: Foundation of new turntable at Lancaster Round House as it looked September 19.

Center upper picture: Frank J. Devine, Superintendent of John H. Simonds Co., substructure contractors.

Right upper picture: Veterans Joseph Smith, Car Foreman and Edward Magoon, Foreman. Mr. Magoon is holding "Tillie," famous pet cat of Motive Power Department.

Lower picture: As new table looked on October 15. Engine 614 and some members of Family.

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The Pines Digby, Nova Scotia, Canada

August 4, 1928

Station Agent,
Maine Central R. R.
Lancaster, N. H.

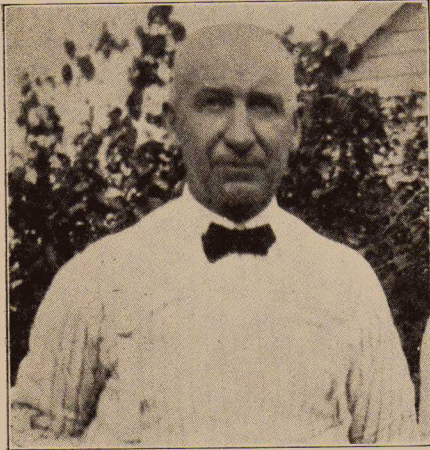
Dear Sir:

I wish to thank you for your assistance in recovering my lost package. I received it in first class condition the day after you notified me that it had been found. I really appreciate your trouble very much.

Yours truly,
MURIEL LEE



IN MEMORIAM



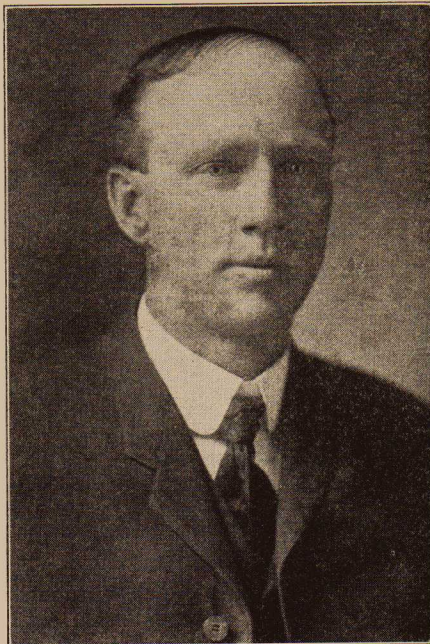
THOMAS M. LEIGHTON

Thomas M. Leighton, veteran of thirty years' service with the Company, died suddenly October 3rd.

He was born in Medway, Mass., 62 years ago and had made his home at 31 Whitney Avenue, Portland, for the last seven years. His entrance into Maine Central service dates back to 1902. For twenty years he was foreman at Waterville Shop, in 1922 he was transferred to Portland as a foreman at Thompson Point Shops, in 1925 he was transferred back to Waterville as foreman of Freight Repairs and was acting in that capacity at the time of his death.

Mr. Leighton was en route to his work from Augusta in his automobile when his death occurred. There was no evidence of an accident for his machine was stopped at the roadside with the engine running.

He is survived by his wife, Katherine Elizabeth Leighton, his father, Walter Leighton of Haverhill, Mass., and four half-sisters, Therese, Grace, Alice and Mildred.



HARRY C. CRONKHITE

Harry C. Cronkhite, aged 54, widely known conductor and esteemed resident of Bangor, passed away October 4 at his home, 88 Norfolk Street.

Mr. Cronkhite was born in New Brunswick but had lived for the past 32 years in Bangor. He started his railroad career with the Maine Central more than 25 years ago and was widely known. He was a member of the Order of Railway Conductors and held in high esteem by many friends. A wife, mother, two sons, one sister and four brothers survive.



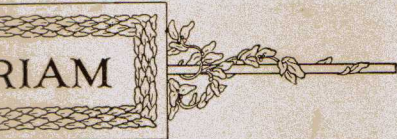
PHILIP WHITMAN MITCHELL

Philip, little nine-year-old son of C. C. Mitchell, died September 26 result of injuries received when struck by an automobile near his home in Portland. He will be greatly missed by the train as he was always a popular lad with the passengers.

Much sympathy is being extended to the parents in their bereavement, Philip.

STILL DOING BUSINESS

Tiring of using the automobile in predictions, would-be economists are predicting that airplanes will jump the railroads. No less an authority than President E. E. Loomis of the Maine Valley takes exception to this forecast. He admits frankly that the increase of the motor car has naturally changed the character and diminished the volume of railway passenger service. But in s...



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PHILIP WHITMAN MITCHELL

Philip, little nine-year-old son of Clerk C. C. Mitchell, died September 26 as a result of injuries received when struck by an automobile near his home in Poland. He will be greatly missed by the trainmen as he was always a popular lad with them.

Much sympathy is being extended the parents in their bereavement, Philip being

their only child. They wish to express their thanks, through this *Magazine* to all railroad friends for flowers and kindly notes. Among the latter was the following poem:

I'm sure he's just away
My little lad,
And that a recent night
Of wild alarm
And anguish more than
My poor heart could stand,
Had not One very closely
Held my hand—
Is but a dream of mine!

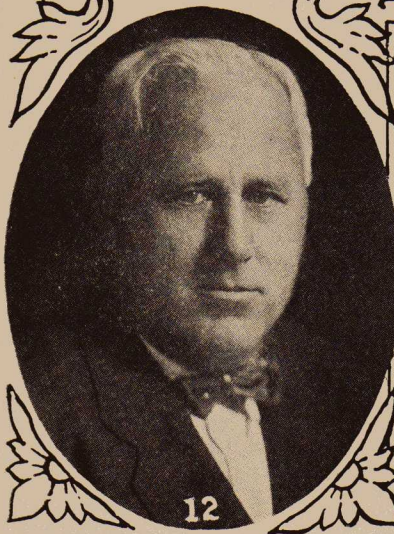
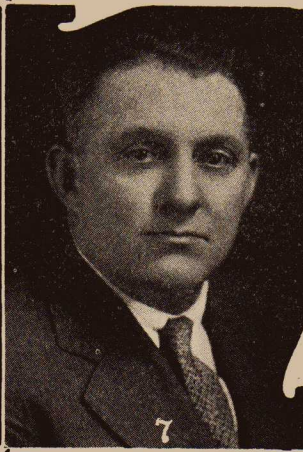
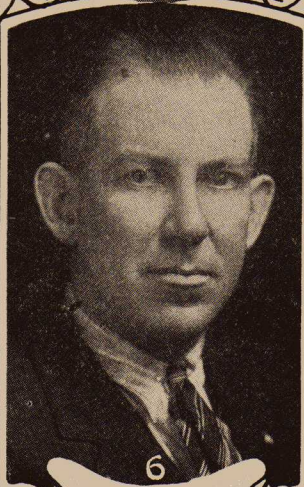
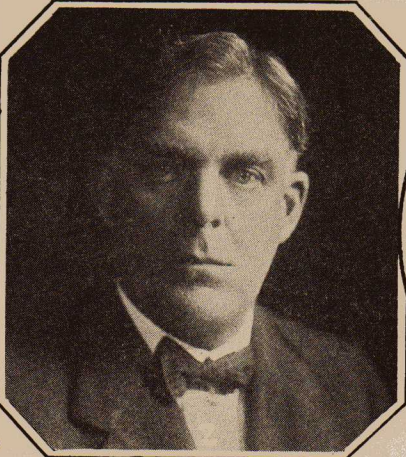
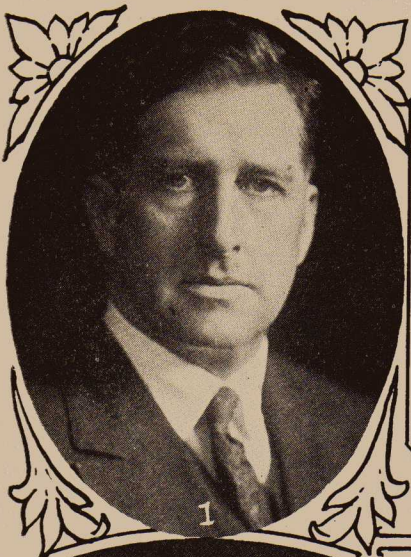
And I know, too,
That in some lovely garden,
He's still in school.
Taught by a wiser mind than mine
—A gentler rule!
And on a hillside
Of quite wondrous beauty
He romps as here!
And runs and shouts,
And sings and dances
With playmates near.

And so it comforts me
To know that Sonny dear
Is never sad
While he's away
But well and strong
And true and glad
Thru all the day.
Dear Father—Keep him so!
This precious child of mine
This little lad of mine
Who's just away.

STILL DOING BUSINESS

Tiring of using the automobile in their predictions, would-be economists are now predicting that airplanes will junk the railroads. No less an authority than President E. E. Loomis of the Lehigh Valley takes exception to this forecast. He admits frankly that the increased use of the motor car has naturally changed the character and diminished the volume of railway passenger service. But in spite of

this development, he feels that the automobile, rightly considered, is a good feeder to the railroad; and conversely, the railroad is a good feeder to motor transportation. After analyzing the possibilities of air transport, Mr. Loomis concludes that "safety and comfort are the two qualities which make American railway passenger service superior to all other modes of transport."



Some Officials of Motive Power Department

(1) C. Frank, Fuel Supervisor, Portland. (2) H. F. Noyes, Asst. Supt. Motive Power, Portland. (3) P. M. Hammett, Supt. Motive Power, Portland. (4) P. G. Smith, Asst. to Supt. Motive Power, Portland. (5) E. G. Ringberg, Mechanical Engineer, Portland. (6) Geo. Gilman, Foreman, Brunswick. (7) F. W. Richardson, Foreman, Waterville. (8) F. H. Ramsdell, Master Mechanic, Waterville. (9) J. C. McMulkin, Air Brake Inspector, Waterville. (10) M. F. Rhoades, General Foreman Car Repairs, Waterville. (11) A. H. Bonney, General Foreman, Car Repairs, Bangor. (12) H. A. Southworth, Master Mechanic, Rigby. (13) F. H. Bennett, General Foreman, Rigby. (14) J. E. Marden, General Car Inspector, Portland. (15) F. S. Whitney, General Foreman, Locomotive Department, Bangor.



All photos by Bachrach



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MAINE CENTRAL Employees' Magazine

Vol. V NOVEMBER 1928 No. 11

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

Eastern Division
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C. H. Leard, Bangor Mot. Pow. Dept.
C. A. Jeffers, Bangor Car Dept.
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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

A STORY WORTH RETELLING

It's pretty hard to write anything new or startling about SAFETY. But the old, old message that it pays to be careful, that no amount of money can bring back a life or an arm or a leg—is worth repeating over and over again. American railroads during the past eight years have spent \$323,701,000 of new capital for safety purposes. All but \$22,395,000 of this they spent of their own free will, without orders from any government commission.

New safety devices, greater attention to the SAFETY idea, have brought results. Accidents to railroad workers are diminishing. The Maine Central's record is not so good as it ought to be when compared with the railroads of America as a whole.

Just as we can swear harder, talk louder and eat faster than the men on any other system, we must learn as well to jump quicker if we are to keep the Maine Central's name up at the top where it belongs. And besides learning to jump quicker it would be well to get the habit of looking first. "To go West" in doughboy slang means to get bumped off—what a statistician would refer to as a fatality. Let's remember the Maine Central is the farthest down-east railroad. We frown upon "going West" in slang or in any other way. The best safety device is a careful workman.

THE POWER WE CONTROL

If man power alone were used to move the freight carried by American railroads, a vast army of 1,200,000,000 men, each carrying a 100-pound load fifteen miles a day, would be required. While we haven't counted noses recently, we reckon there are not that many able-bodied men on the globe. Of course the idea of hauling the load on our own backs is grotesque and fantastic. But at least it serves to show the tremendous job we do, in our place in America's marvelously efficient transportation system.

♦ ♦

Our job is to have the right car at the right place at the right time, and to make prompt delivery of all traffic.

♦ ♦

Confidential Tip

If you would like to get the Boss's job, work to boost him up out of it, don't try to pull him down. Then, if the scheme doesn't work out promptly you might at least be getting yourself a better job while you're waiting, and you are playing safe.

Anyway, as a gamble, the odds will be entirely in your favor.—Anon.

(14)



The Husky Station



Where you change for the Branch. It takes an able crew to ship at this junction point. For they build 'em big and husky as cut shows. Agent G. A. Plummer old guard can be seen on extreme seniority dates back to 1889.

♦ ♦

French Railroad

Christopher Morley, author reports the receipt of the following station master at Donville-Triang according to the *Railway Age*. age referred to was dispatched Filbert street station in Philadelphia.

"There is arrived in the station to you, dispatched by Mr. Filbert Phila, merchandise as follows:

1 Packet
which are at your disposition
the sum of
0 Fr. 86 for carriage
0 Fr. 25 for expense of notification
Total 1 Fr. 11

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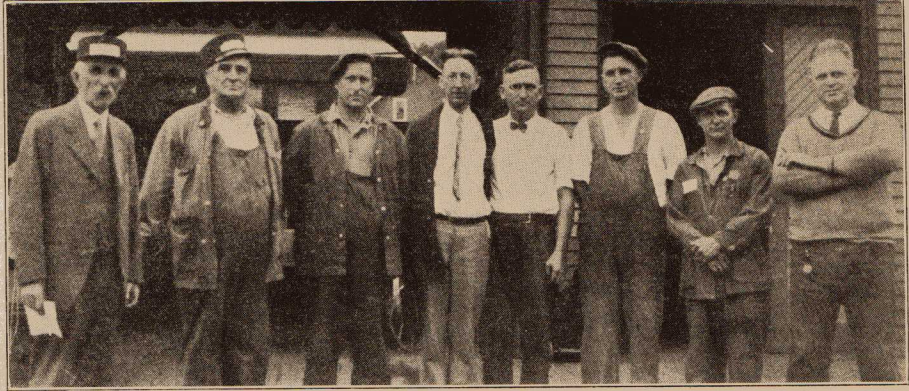
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 in your favor.—Anon.



Maine Central Family

The Husky Station Force at Newport Junction



Where you change for the Foxcroft Branch. It takes an able crew to man the ship at this junction point. For this reason they build 'em big and husky as the above cut shows. Agent G. A. Plummer of the old guard can be seen on extreme left. His seniority dates back to 1889.

"I pray you to have these merchandises carried away immediately, warning you that at the expiration of the hereunder indicated delay they will be submitted to the legalities of storage determined by tariff.

"The person who will take delivery in the station will have to be bearer of the present letter fortified by your signature at the bottom of the following notice.

"If they were not lifted away from the station in 48 hours from the putting to post of the present letter of advice, they would be able to be trucked away from the office, and without other warning, into a public magazine, where they would remain at your disposition.

"I have the honour to salute you."

French Railroading

Christopher Morley, author and critic, reports the receipt of the following from a station master at Donville-Triage, France, according to the *Railway Age*. The package referred to was dispatched from the Filbert street station in Philadelphia.

"There is arrived in the station addressed to you, dispatched by Mr. Filbert, Saint Phila, merchandise as follows:

- 1 Packet
- which are at your disposition against the sum of
- 0 Fr. 86 for carriage
- 0 Fr. 25 for expense of notification
- Total 1 Fr. 11

Bangor Car Department

By C. A. JEFFERDS

Arthur Archer, formerly Paymaster at Bangor, was the recipient of a very pleasant surprise when he took No. 102 after paying the boys off Sept. 12-13. It was the gift of



a traveling bag to remind him, as Mr. Pollard, who made the presentation, said: "That it was empty, but chuck full of friendship."

Mr. Archer has been paying off here for the past eight or nine years and he was ever ready and willing in his acts to accommodate. The subscriptions were mainly from the boys in the Car Department and Baggage Room.

It was presented by P. B. Pollard, Gen. Foreman, who showed himself an adept in acting as such. Mr. Archer was taken wholly by surprise and thanked the boys as he left us with our best wishes and friendship.



At The Seashore



Bernard and Violet

Through the courtesy of Adolphe Dutille, Jr., baggageman at Waterville, we are pleased to reproduce a snapshot of his two children, Violet and Bernard, taken at Thomas Point last summer. Violet is four years of age and Bernard six. We ask you confidentially, ain't they cute?



Regional Advisory Boards, of which there are now 13, have become permanent parts of our transportation structure.

General Office Notes

Miss Laura P. Poole, typist in the Freight Audit Office, was married on October 12th to Egbert O. Tukey. The wedding took place in Pemaquid, the former home of the bride. Mr. and Mrs. Tukey will make their future home in Schenectady, N. Y.

Miss Vera Hanson, of the Freight Audit Office, was married on September 29th to Mr. Keith Davis of Portland.

On October 17th, Miss Madeline G. Owen, a former member of the Maine Central Family, and Mr. James J. Corcoran of the Engineering Department, were married.

The wedding of Miss Marcella A. Lee of Portland and Melville L. Davis of the Accounting Department took place on October 17th.

Miss Rose B. Langlais, who for the past six years has been employed in the Accounting Department, and who has recently resigned, was tendered a farewell dinner by her friends and associates on Monday evening, October 15, at the Columbia Hotel. The dinner was in the nature of a surprise to Miss Langlais and during the evening she was presented with a gift as a token of esteem.

Those present were: Mrs. Winona Hanson, Mrs. Beatrice Dow, Mrs. Georgie Bunker, Mrs. Dorothy Thompson, Mrs. Dorothy Coburn, Mrs. Bertha Callahan and the Misses Doris Thomas, Blanche Reed, Marguerite Hollywood, Betty Marsh, Pearl Bennett, Ruth Mangum, Amy Robertson, Margaret Newell, Kathryn Canavan, Ruth Liberty, Eleanor Conboy, Margaret Hamlin, Bernice Dix, Cora Hoy, Bertena Bodge, Honora Desrochers, Margaret Lynch and the guest of honor, Miss Langlais.

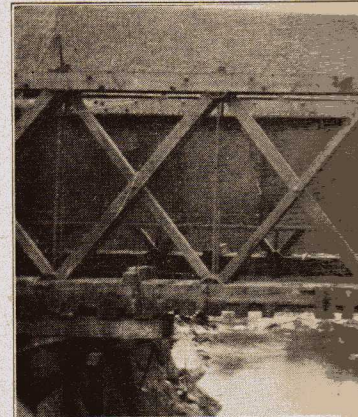
During the past month, the engagement of Elton V. Twaddell and Miss Blanche M. Cole was announced. Mr. Twaddell is employed in the Auditor of Disbursements Office.

Mr. and Mrs. C. Herbert Oberg are receiving congratulations upon the birth of a son, Carl Herbert, Jr., on October 18th. Mr. Oberg is in the Freight Traffic Department.

(16)



New Bridge E



**Upper—New span over M
Lower—At work on Moose**

The new one-span steel bridge over the Moose River about half a mile east of Johnsbury has been completed and placed during the past month.

Further east, the American Bri

Things We

By E.

We went down town one morning recently, in response to an invitation, to get a look at some damaged automobiles. We were expecting to gaze at a real lot of



General Office Notes

Laura P. Poole, typist in the Audit Office, was married on October 10th to Egbert O. Tukey. The wedding took place in Pemaquid, the former home of the bride. Mr. and Mrs. Tukey will make their future home in Schenectady.

Alvera Hanson, of the Freight Audit Department, was married on September 29th to Melville L. Davis of Portland.

On October 17th, Miss Madeline G. Johnson, former member of the Maine Centennial Commission, and Mr. James J. Corcoran of the Engineering Department, were married. The wedding of Miss Marcella A. Lee of the Freight Department and Melville L. Davis of the Freight Department took place on October 17th.

Joseph B. Langlais, who for the past several years has been employed in the Accounting Department, and who has recently resigned, was tendered a farewell dinner by his friends and associates on Monday evening, October 15, at the Columbia Hotel. The dinner was in the nature of a surprise party for Langlais and during the evening he was presented with a gift as a token of appreciation.

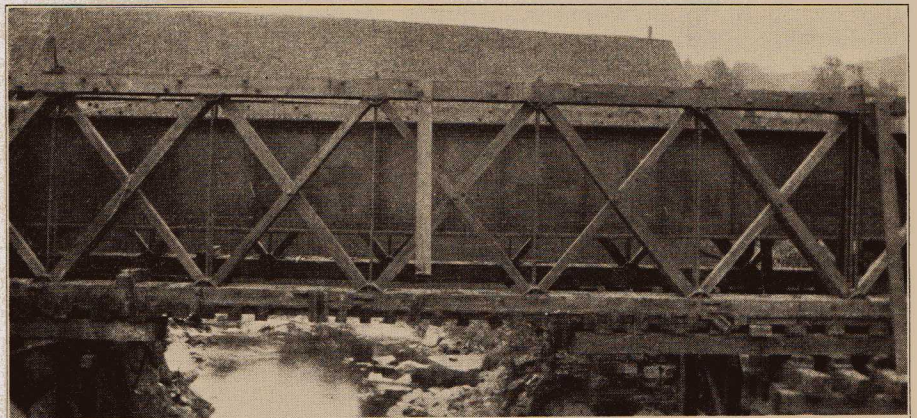
Present were: Mrs. Winona Hanson, Mrs. Beatrice Dow, Mrs. Georgie Dow, Mrs. Dorothy Thompson, Mrs. William Coburn, Mrs. Bertha Callahan, Misses Doris Thomas, Blanche Arguerite Hollywood, Betty Marsh, Ruth Mangum, Amy Robinson, Margaret Newell, Kathryn Canavan, Liberty, Eleanor Conboy, Marmaline, Bernice Dix, Cora Hoy, Bodge, Honora Desrochers, Marchand and the guest of honor, Miss

At the past month, the engagement of Miss V. Twaddell and Miss Blanche M. Twaddell is announced. Mr. Twaddell is now in the Auditor of Disbursements

and Mrs. C. Herbert Oberg are receiving congratulations upon the birth of their son, Carl Herbert, Jr., on October 18th. Mr. Oberg is in the Freight Traffic Department.



New Bridge Erected On Mountain Road



Upper—New span over Moose River, before removal of old structure. **Lower**—At work on Moose River Bridge. Bridge Foremen Coombs and Baird in center.

The new one-span steel bridge over the Moose River about half a mile east of St. Johnsbury has been completed and put in place during the past month.

Further east, the American Bridge Com-

pany has commenced the removal of the old wooden structure across the Connecticut River at Lunenburg. A new modern steel span will be in place on or before December 1st.

Things We Have Seen This Month

By E. I. HILL, Traveling Agent

We went down town one morning recently, in response to an invitation to have a look at some damaged automobile tires, expecting to gaze at a real lot of damage.

We were shown a lot of tires. Brand new ones? Yep. Have wrappers on 'em. Sure thing. Here and there on the wrappers we saw little and large spots of paint. It was



dry and hard and had been there a long time.

The boss tried to tell us the oil from the paint which had soaked through the wrapper had damaged the tires and wanted us to admit it and take them off of his hands. We couldn't quite see that far and told him we'd look into it.

We did this little thing and what do you suppose. The paint was on the wrappers of the tires when they were shipped but the bill of lading and waybill were clear of any notations.

You can't imagine anything like it. Neither can we, but it's the truth. Honest it is. We can only think of one thing to say and it is the subject heading of this little story. **Inspect Your Shipments** and if anything is out of the ordinary with them make a record on the bill of lading and waybill to cover.

More Lumber

A few months ago we told you about some lumber that was speckled.

We were called upon very recently to have a look at another car of this same sort of stock. The load was placed in the car in very good shape but when it came out. Oh me, oh my, what a sight.

How did it get in this condition? Listen very carefully while we get it to you.

In one end of the car was a small door. Some expert (?) had attempted to board it up. He did a very poor job. He left cracks of varying lengths between the pieces of boards so that cinders and soot did not have to fight its way in. In fact we believe it had a fight to keep out of the car.

Both ends of car had large cracks over six feet long where boards bulged out. There was a hole in side sheathing and the roof was loose. Outside of this the car was all right.

Now, then, when we approach the agent at shipping point he will probably advise that the car was properly inspected before it was loaded and in good condition to receive this lumber.

Yes, we used to have red pepper put on our tongues when we told stories but there are not enough employees' mouths on this Road to hold all the pepper that could be

bought with the money it took to settle the claim.

Automobiles

No, you haven't got to hurry for these automobiles will not run over you. It will probably be some little time before they are able to run at all.

Nearly every railroad employee has seen a car loaded with automobiles.

Well, this one was loaded the same as all the rest. There were two loaded with all wheels on the floor. In one end of the car one was "hossed" up on its rear wheels and in the other end a truck was "hossed" on its front wheels.

Did they fall down? Now how did you guess? That's just what they did. Presume there was quite a bit of damage? You're still running strong? How did it happen?

Say, "hain't" we talked, sung, hollered and what not about rough handling long enough for you to answer that last question.

Somewhere, some train crew or hump yard crew or switching crew shook this load up and the repair bill will about equal the cost of a new car.

Cut it out, boys, as you can get an idea of what it costs from the above.

* *

Claim Generalities

Agent: We had a car of goods recently arrive in awful shape.

Claim Agent: What was the cause?

Agent: Oh, the car leaked.

Claim Agent: Where?

Agent: Everywhere.

Claim Agent: In what particular place did it leak the worst, roof or sides?

Agent: Oh, in ever so many places.

Claim Agent: Did you have a proper inspection made and recorded to show the nature and location of the leak, the extent of the damage done and whether or not the defects were old and of long standing and if they were apparent and present when the car was loaded?

Agent: What did you have to bring that up for?

We'll Say They



Superintendent T. M. McLaughlin (from the left) contributed this game picture. It should be mentioned for protection against the sheriff that the photo was taken when the two per person was in effect. The g killed in the vicinity of Trout Brook Mattagamon.

* *

Sherlock Holmes F Mountain Road R

Charles Willey, assistant roadman Lancaster, not only knows track, displayed hitherto unsuspected a sleuth. It will be recalled that h Republicanism had a shock, not l when he discovered an Al Smith pla riveted to his car. He took the gib friends good-naturedly, but in the

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maintain it? We talked, sung, hollered and whistled, not about rough handling long enough for you to answer that last question. Here, some train crew or hump crew or switching crew shook this load and the repair bill will about equal the cost of a new car.

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Oh, the car leaked.

Agent: Where?

Everywhere.

Agent: In what particular place was the leak the worst, roof or sides?

Oh, in ever so many places.

Agent: Did you have a proper inspection made and recorded to show the exact location of the leak, the extent of the damage done and whether or not the car was very old and of long standing and the leak was apparent and present when the car was loaded?

What did you have to bring that



We'll Say They Got What They Went After



Superintendent T. M. McLaughlin (fifth from the left) contributed this excellent game picture. It should be mentioned as a protection against the sheriff that this photo was taken when the two deer laws per person was in effect. The game was killed in the vicinity of Trout Brook Farm, Mattagamom.

+ +

Sherlock Holmes Finds Mountain Road Rival

Charles Willey, assistant roadmaster at Lancaster, not only knows track, but has displayed hitherto unsuspected ability as a sleuth. It will be recalled that his ardent Republicanism had a shock, not long ago, when he discovered an Al Smith plate firmly riveted to his car. He took the gibes of his friends good-naturedly, but in the back of

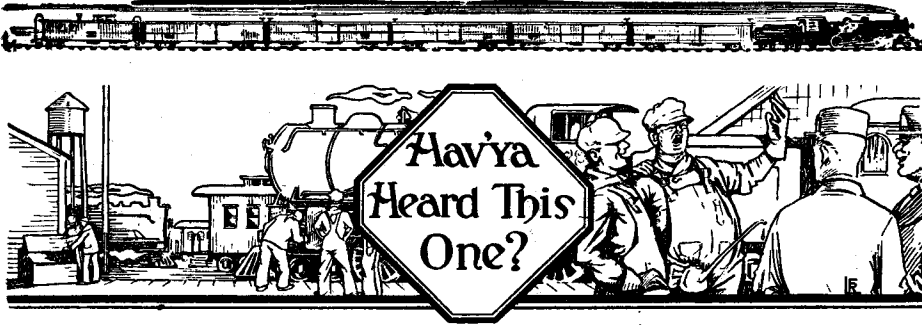
his mind was a firm determination to uncover the identity of the dastard who tricked him. And he made good.

Carefully saving some of the rivets which were not totally destroyed in his terrific onslaught when removing the plate, he spent his evenings and other spare moments studying them. Trainmen noticed that when riding from one point to another, he was analyzing something through a magnifying glass, and muttering to himself. Finger prints, too, came in for close study—until at last he was able to cry "Eureka!"

But Joe Sayward still declares he did not attach the plate, although it is noticeable that he does not directly deny furnishing the rivets.

+ +

In the last eight years railroads have voluntarily spent a third of a billion dollars to insure greater safety to their employees and the public.



By V. A. CUNNINGHAM, Oldtown

Brakeman Henry: You know the Lodge offered a silk hat to the man who would stand up and truthfully say he had never kissed any woman but his wife since he had been married.

Conductor Haney: Why didn't you stand up, Carl.

Brakeman Henry: Well-l-l-l, I look like hell in a silk hat.

An Old, Old Friend

Brakeman Brown: Did you ever hear that one?

Brakeman Black: Say, my grandfather kicked his cradle all to pieces when he heard that one.

Brakeman McInnis: Going to have that snapshot mounted?

Conductor Phillips: Yeh, mounted on a box car.

Conductor Haney has so little use for a gas tank on his car that he has had it fitted up with hinges and now uses it for a trunk.

Kindly Visitor in R. R. Yard: Where do you find most of your mistakes in this sort of work?

Brakeman Buchanan: In the hospital, sir.

Just the Same to Her

A Sweet Faced Old Lady came up to the ticket window as the Conductor was calling "All aboard," and said, "I would like a ticket for Portland."

Then began that series of fumbles through hand bag, pocket book and purse so dear to the heart of every woman who is trying to hurry. The bills she first found did not suit her and she started to replace

them and select others. Everyone was standing on their toes with that peculiar haste that every railroad man experiences trying to serve last-minute patrons at leaving time.

Operator Prouty signaled the Conductor to hold the train and seeking to speed up the sale of the ticket, said, "I can change that bill, lady, your train is waiting." The tension was so great the air fairly squeaked, when the S.F.O.L. calmly replied, "Oh, I've got to wait 55 minutes in Bangor anyway, so I may as well wait here."

No Other Reason

Lady Customer: That man has been looking at me for an hour, I think he must be drunk.

Operator Bowley (giving her the once over): I think he must be.

Young Patron: What does a little boy get for telling lies?

Operator O'Connell: A ride at half fare.

* *

Our "Ask Me Another" Column

From a point just west of Parkers Crossover to Clinton Station is exactly five miles. A train half a mile long starts with engine at the point west of Parkers Crossover at 7.30 a.m. and stops with caboose at Clinton Station at 7.45 a.m. At the same time trainman starts walking over the top from caboose and gets to engine when train stops at Clinton. How far did trainman travel and at what rate of speed?

See answer on page 23.

(20)



Moses Green Has

QUIET, unassuming but courageous, faithful and popular described in a small way the veteran Moses Green who for over forty years has held the position as janitor and porter at Port Deposit Union Station. "Mose," as he is called by his thousands of friends among both railroad employees and the general public, was born in Maryland in a small town near Port Deposit way back in 1853.

First Work on Pennsy

When a young man he went to work on the Pennsylvania Railroad and for a period of five years was in the employ of the company in their Maintenance of Way Department.

It was long in '72 that "Mose" left "Pennsy" and went to Philadelphia where over four years he was employed at the Hotel. After the Centennial he went to Maryland where he remained for a year. In 1877 he again roamed the world, this time he journeyed to London and for a number of years he worked in several Boston hotels. It was while located in Boston that his father died and he was left to care for his mother and children, he being the oldest in the family.

Forty Years on the Job

Through a friend, he heard of the opening of the present Union Station in Port Deposit and two days after the official opening of the depot on July 24, 1888, "Mose" entered the Portland Terminal service. To make a long story short, he has been working at the station ever since—40 years last month and still very much on the job.

Harking back to the old days, "Mose" said in part: "A great many changes have taken place since my entering the service. The Station Master at that time was L. Williams. E. S. Leavitt, now with the Eastern Steamship Lines at Eastport, was Ticket Agent. Incidentally Mr. Leavitt sold the first railroad ticket from Port Deposit Union Station. Peter Robichaux was platform foreman. Later he was discharged when the 'Portland' sank in '98. I. Towle (deceased) was Baggage Agent in the offices in the depot. After Mr. Towle's death, Robert Whitney was Station



ldtown

select others. Everyone was on their toes with that peculiar every railroad man experiences serve last-minute patrons at leav-

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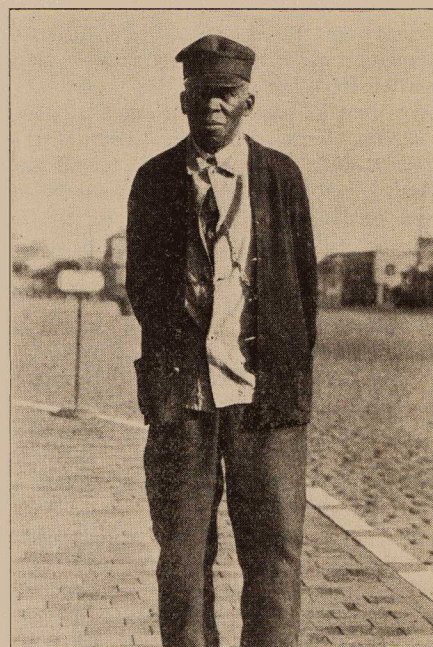
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It was long in '72 that "Mose" left the "Pennsy" and went to Philadelphia. For over four years he was employed at Guy's Hotel. After the Centennial he went back to Maryland where he remained for about a year. In 1877 he again roamed northward, this time he journeyed to Boston and for a number of years he worked in several Boston hotels. It was while he was located in Boston that his father died and he was left to care for his mother and nine children, he being the oldest in the family.

Forty Years on the Job

Through a friend, he heard of the opening of the present Union Station in Portland and two days after the official opening of the depot on July 24, 1888, "Mose" entered Portland Terminal service. To make a long story short, he has been working at the station ever since—40 years last June—and still very much on the job.

Harking back to the old days, "Mose" said in part: "A great many changes have taken place since my entering the service. The Station Master at that time was M. L. Williams. E. S. Leavitt, now with the Eastern Steamship Lines at Eastport, was Ticket Agent. Incidentally Mr. Leavitt sold the first railroad ticket from Portland Union Station. Peter Robichaud was platform foreman. Later he was drowned when the 'Portland' sank in '98. Horace Towle (deceased) was Baggage Agent, with offices in the depot. After Mr. Williams' death, Robert Whitney was Station Mas-



Porter Moses Green

ter, then Wellington Sprague, then George Haskell. All of these men have passed on, Hugh Kennedy holding the position at the present time.

Witnessed Many Changes

"When the station first opened there was only one baggageroom, located in the west end of station nearest Rigby Yard. All office work was done in the old General Office building on Congress Street where the Casco Mercantile Trust Company bank now stands. At that time there were two telegraph offices—one for the Portland and Ogdensburg R. R. and one for Boston & Maine and Maine Central. Jonas Hamilton was Superintendent of the P. & O. at this time and his son was telegraph operator in Union Station."

Mr. Green makes his home at 995 Congress Street, Portland, and has one daughter 27 years of age, now a student of medicine at the University of Pennsylvania. Mr. Green just recently enjoyed his 75th birthday.



Portland Terminal Notes

By GRACE M. KATON

Miss Ethel E. Armstrong of the Superintendent's office is enjoying a two weeks' vacation from her duties.

We were all glad to welcome Nathaniel J. Coffin, former Waybill Clerk at the Agents' office, and renew old friendships recently. "Natie" is very pleasantly located at Miami, Florida, as county tax collector and this is his first trip north in four years.

Miss Marjorie M. Fay, Freight Clerk, has returned from a vacation passed at Niagara Falls, New York, and Boston.

Sympathy is being extended to James J. Hasson in the loss of a brother recently.

Mrs. Annda Conley Hasson, who was formerly of the P. T. Family, but now located at Hartford, Conn., was calling on old friends a few days ago.

Station Master Hugh J. Kennedy, with Mrs. Kennedy, has been passing a few days at Washington, D. C. We note he extended the good wishes of Maine to President Coolidge, for which all are very grateful.

Ralph Thompson has left for a two weeks' vacation with his parents at St. John, N. B. His duties have been assumed by Oliver C. Sheean temporarily.

Sidney "Beeman" Chase, who has been confined to his home with sciatica, is some better, and we hope will soon be able to return to his duties at the Freight office.

Mr. T. F. Foss, who has been suffering from a nervous breakdown over a year, called on the boys in the freight house recently. Tom is feeling much better and will, if improvement in health continues, come to work soon.



Hammond-Newcomb

Hugh H. Hammond, popular engineer on Eastern Division, and Miss Gertrude A. Newcomb, both of Bangor, were married during the last month. Their wedding trip was spent in Quebec. Mr. Hammond is the son of former pensioned engineer Fred W. Hammond, an old timer in Eastern Division railroad circles.



Calais Notes

By E. F. McLAIN, Calais

Mr. and Mrs. Harry Kenison returned recently from a most enjoyable honeymoon. Montreal, Quebec, Boston, New York, Philadelphia, Pittsburgh and Washington were visited. They watched the Yankees giving the Cardinals a baseball lesson and saw Babe and Lou perform. They will reside with the groom's parents, Foreman and Mrs. J. B. Kenison, for the winter.

Fred Barstow enjoyed a visit to his sister's home in South Weymouth as the principal subject of his week's vacation.

Mr. and Mrs. Kenison have returned from a pleasant trip to New York.

About all we have to write about down here is who's who, why and where they went. I might say John Sterling Tracey, successor of the late Daniel Boone, has purchased a new bird dog. Lou Stager has a new Buick, etc. While these events are of interest to a number of us, they sound "Bingvilley" to others. We are all married now, so that's that. Thank goodness, nobody has been seriously injured or killed this year, so what have you? Perhaps somebody will go hunting soon and give us a good break. Let's hope so.



Tall Timber Tales

By RANGELEY ROOSTER

Fred Watson, sometime ago, while at work repairing the coal shed at Oquossoc, was sawing away like a steam mill, when a Moose Bird, or Canada Jay, lit on his head. Handing his saw to "Dan," Fred began slowly to raise his hands to catch the "Jocker" but he (the bird, I mean) flew away. That's the way with Fred's big fish, they all get away. I tell you, Fred, we cannot stop birds from flying over our heads but we can prevent them from building nests in our hair. Now if you knew how, those jays could be called out of the woods by hundreds, and you could pose for the movies.

I was going by the Eagle's Nest at Ten Degree the other day with an axe on my shoulder, and was making a noise or call like "Old Baldy's" when I heard a swish of wings behind me and I had to swing the axe vigorously to keep him from lighting on *my head*. I bet the old bird had a good laugh at me, and said to himself, "I'll learn

that feller to come by my house and sass me."

He and Mrs. Baldy come to their summer home up on the side of Brimstone in March every year and stay until snow comes. This year they had two youngsters to feed, quite a responsibility. They are not as carefree as we would think. I would like to tent out near them and get better acquainted.

Fred, you are a carpenter, why don't you knock together a bird house out of waste lumber on every job, put them up out of the way of cats and other enemies. Everybody loves the birds that play so important and delightful part in the great moving picture constantly unrolling before our eyes. And the most appealing form of wild life there is still left about us.

* *

"Ask Me Another"

The trainman mentioned on page 20 traveled six miles, at the rate of 44 miles per hour.

Less Accidents In Group Insurance Settlements

THOUGH the number of benefit claims paid to members of the Maine Central Family by the Travelers Insurance Company under the group insurance policy was relatively high for the last month, accidents showed quite a decrease.

During the monthly period ending October 18, 55 claims were settled, only 6 of them or 11 per cent representing accidents. This compares with 19 per cent of accidents for the previous month.

Claims were settled as follows:

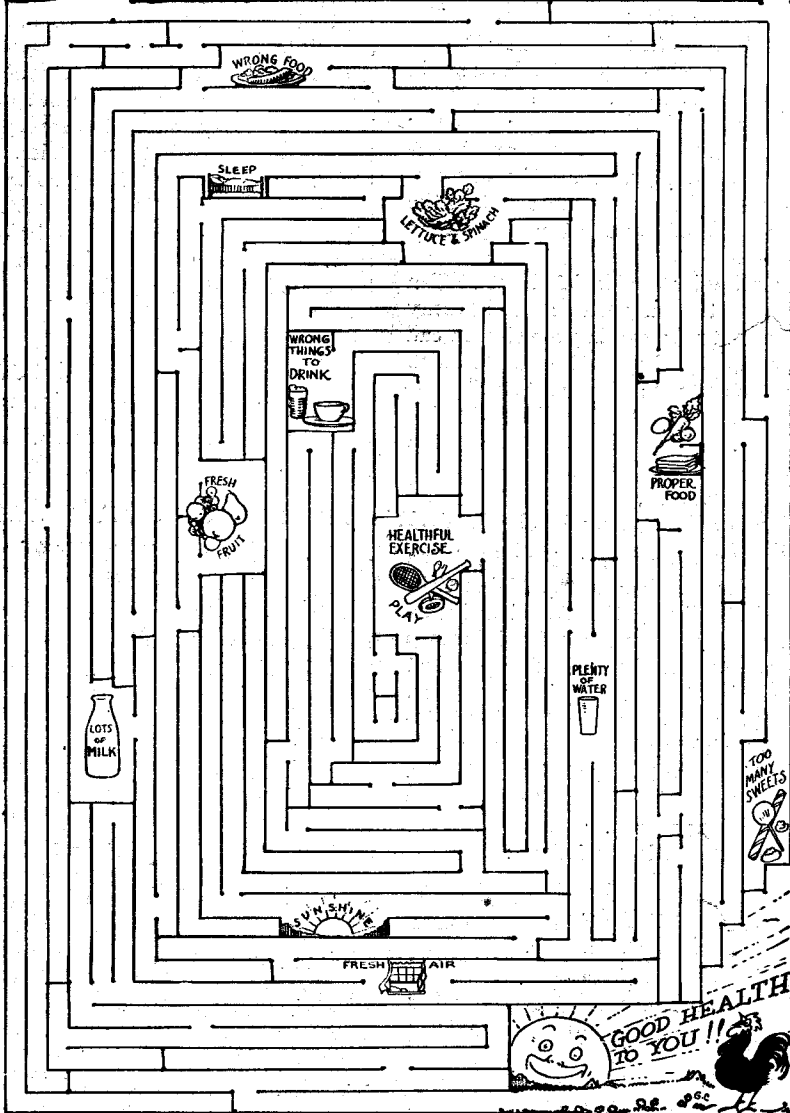
Name	Location	Reason
<i>General Office</i>		
John I. Briggs, Jr.	Building	Sickness
Addievilla Nielsen	Aud. Frt. Accts.	Sickness
Herman F. Noyes	Mot. Power Office	Sickness
Fred P. Preston	Frt. Traffic Mgr.	Sickness
Trena Robinson	Aud. Payrolls	Sickness
<i>Engineering Department</i>		
David Bellefontaine	Woodfords	Sickness
LeRoy Burnham	Leeds	Sickness
Joe Daigle	Augusta	Accident
James Donovan	Gardiner	Sickness
James Dowe	Portland	Accident
Forest Fisher	Rumford	Sickness
James Jenkins	Waldoboro	Sickness
Joseph Lampron	Westbrook	Sickness
William Maguire	Lewiston	Sickness
Patrick Noonan	So. Portland	Sickness
Wilbur C. Nutt	Thorndike	Sickness
John Paradie	Gilbertville	Sickness
<i>Motive Power Department</i>		
Edward Dixon	Auburn	Sickness
Vastiano Digricorio	Rumford	Sickness
John W. Harrington	Bangor	Sickness
Theodore H. Hanson	Vanceboro	Accident
James G. Lane	Bartlett	Sickness
David M. McFarland	Milltown	Sickness
Stanley Antworth	Waterville	Sickness
John A. Cyr	Waterville	Sickness
Irvin J. Foster	Waterville	Sickness
Aubrey J. Hawkes	Waterville	Sickness
Percy C. Johnson	Waterville	Sickness
Frank A. Nadeau	Waterville	Accident
Owen M. Whitten	Waterville	Sickness
William Dixon	Portland	Sickness
Bruno Doucett	Portland	Sickness
Adam Duebobby	Portland	Sickness
David Harlow	Portland	Sickness
<i>Stations</i>		
William Butler	Dover-Foxcroft	Accident
Moses Butler, Jr.	Waterville	Sickness
Horace F. Knowles	Portland	Sickness
George E. Risteen	Skowhegan	Sickness
William Routh	Augusta	Sickness
Edward S. Runnells	Hallowell	Sickness
B. J. Sirois	Clinton	Sickness
Wilfred A. Vigie	Waterville	Sickness
<i>Enginemen</i>		
Frank J. White	Lancaster	Sickness
Harry C. Cronkhite	Bangor	Sickness
Wesley W. Jacobs	Waterville	Sickness
James D. Minott	Portland	Sickness
Oscar V. Shedd	Mattawamkeag	Sickness
<i>Portland Terminal, Transportation Department</i>		
Michael F. Carroll	Portland	Sickness
Peter Freese	Portland	Sickness
Charles L. Lord	Portland	Sickness
John L. Pelton	Portland	Sickness
Clifford Richards	Portland	Sickness
Walter Sawyer	Portland	Sickness
Cleveland H. Wright	Portland	Sickness
Edward W. Westort	West Falmouth	Accident

A PAGE for the CHILDREN

The HALLOWEEN MAZE

HOW CAN PETER PUMPKIN GET THROUGH TO DAYLIGHT?

ENTER HERE
USE THE
HEALTHY
ROUTE



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