

# Maine Central Employees' Magazine



Christmas  
1928



## Christmas

By Edward Sandford Martin

Though doubters doubt and scoffers scoff,  
And peace on earth seems still far off;  
Though learned doctors think they know  
The gospel stories are not so;  
Though greedy man is greedy still  
And competition chokes good-will,  
While rich men sigh and poor men fret,  
Dear me! we can't spare Christmas yet!  
Time may do better—maybe not;  
Meanwhile let's keep the day we've got!

On Bethlehem's birth and Bethlehem's star  
Whate'er our speculations are,  
Where'er for us may run the line  
Where human merges with divine,  
We're dull indeed if we can't see  
What Christmas feelings ought to be,  
And dull again if we can doubt  
It's worth our while to bring them out.  
"Glory to God: good-will to men!"  
Come! Feel it, show it, give it then!

Come to us, Christmas, good old day,  
Soften us, cheer us, say your say  
To hearts which thrift, too eager, keeps  
In bonds, while fellow-feeling sleeps.  
Good Christmas, whom our children love,  
We love you, too! Lift us above  
Our cares, our fears, our small desires!  
Open our hands and stir the fires  
Of helpful fellowship within us,  
And back to love and kindness win us!



## The Maine Central's Big Job

Passenger trains may be showy, they may get the publicity, but it is the little red box car that pays most of our wages. And so, at the expense of considerable time and money, the *Magazine* has arranged to give the freights a little "front page stuff." Every member of the Maine Central Family, we feel sure, will prize the insert in this issue, which shows one of our freight trains, extra 630 west, known as "The Morning Glory," on the job hauling Maine goods to market.

### Such Pictures Rare

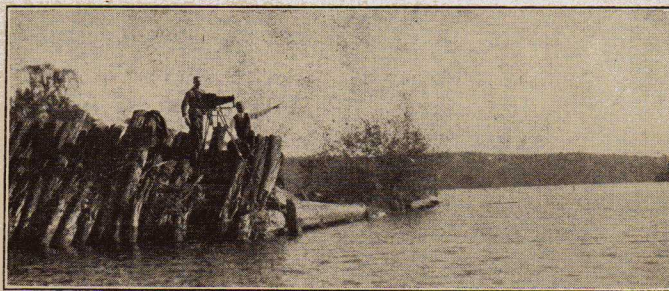
On the particular day the picture was taken this job had 70 revenue loads from Bangor and 33 from Waterville and consisted of 4294 gross tons. The train was in charge of Conductor Y. C. Neilson. Engineman J. E. Fay was at the throttle of the Mikado, with Fireman T. R. King on the left side and with Engineman J. H. Corbett and Fireman W. C. Andrews in helping engine No. 619. Others in the crew

were Flagman George Kennedy and Brakeman C. L. Conley.

In these days of modern transportation methods there may be nothing unusual in a hundred-car train, but we maintain that a picture of a hundred-car train is rather rare. This is due to the scarcity of photographic equipment capable of taking such a picture and to the fact that there are mighty few places in the United States where such a view can be obtained, unobstructed by foliage, buildings or cuts. The broad swing and the width of the Kennebec River at the point where the picture was taken alone made the view possible.

### Not an Easy Shot

The story of this picture is not complete unless it mentions the skill and



**There Are a Few Places in the United States Where Such a Picture as the Center Spread Could Be Taken—and This One Wasn't Easy—Photographer and Editor Shooting the Train from the East Bank of the Kennebec River.**



## Railroads Can Benefits of

the knowledge of photographic possibilities possessed by the firm of Kahill and Spratt of Portland, who snapped the shutters. Three trips to Gardiner were necessary before a satisfactory picture was obtained and the job was not without a slight element of risk, as the only point of vantage containing the proper angle for getting the "shot" was the disused and rotting foundation of an old ice house a short distance from the east bank of the river. Mention should also be made of Traveling Conductor Harry E. Heughen, without whose advice and assistance satisfactory results could hardly have been obtained.

We believe that many members of the Maine Central Family would like to obtain prints of this picture for mounting. Arrangements have been made so that any member of the Maine Central Family can obtain this material at cost.

### Extra Copies Obtainable

Extra prints have been made of the insert in this issue which may be obtained free at the office of the *Magazine*, Room III, General Office Building, Portland, uncreased, or it will be mailed to any address for five cents to cover postage. This same half-tone print can be obtained on

application, framed with glass and an attractive ebony colored frame for \$1.08 f. o. b. or \$1.25, delivered. If the original photographic print of the train alone is desired, this will be furnished f. o. b. for \$1.80, or delivered for \$1.90. This picture measures 48 x 7 inches, and will cost mounted in attractive frame, \$3.30, f. o. b., or \$3.50, delivered.

Not the least interesting part of this story is told in type on the picture and shows that this is strictly a Maine Central train, which serves as fairly accurate cross section of Maine industry and agriculture.

### From Here to There

The complexity of our modern economic life is graphically illustrated by a tabulation of the destinations of cars in this train, which were routed to 43 different cities and towns in 14 states. This also shows the complicated service that the railroads of America are called upon to perform in routing cars from anywhere to everywhere in the criss-crossing, interweaving system of rail lines which cobwebs the map of the United States. Truly is it said that through the arteries of our railroads flows the life blood of America.



### SAFETY FIRST

At a small country station a freight train pulled in and sidetracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching. A placid, well-dressed woman had alighted from the passenger train and was passing close to one of the freight brakemen when he yelled to his buddy:

"Jump on her when she comes by, Bill, run her down by the elevator, cut her in two and bring the head end up by the depot!"

The lady picked up her skirts and ran for the station yelling murder at every jump.—*Everybody's Magazine*.

(4)

**T**HE proposed surcharge is the most imminent of political rate making. This is still on the calendar and may come again at the short session which begins in December. Passage by the Congress of such legislation would be a violation of every principle upon which our existing policy of rate regulation is based.

### 1. Question: What is the Pullman surcharge?

*Answer:* The Pullman surcharge is a charge for extra service performed by the railroad. It is 50 per cent of the charge made by the Pullman Company for Pullman service, and is collected by the Pullman Company from the railroads.

### 2. Question: What does the Pullman charge pay for?

*Answer:* Special and expensive services which Pullman passenger trains require, but which railroads are not called upon to perform for day-coach passengers. They may be enumerated as follows:

(a) The railroads have to carry over twice as many pounds of baggage per Pullman passenger as they do for a day-coach passenger, because a smaller number of persons can be accommodated in a Pullman car. According to the latest official statistics, the average weight of a Pullman passenger carried is 12,254 pounds. The actual average weight of baggage per passenger carried is 100 pounds.



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## Railroads Cannot Afford to Lose Benefits of Pullman Surcharges

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### 2. Question: What does this surcharge pay for?

*Answer:* Special and expensive services which Pullman passengers require, but which railroads are not called upon to perform for day-coach passengers. They may be enumerated as follows:

(a) The railroads have to haul over twice as many pounds of equipment per Pullman passenger as per day-coach passenger, because a smaller number of persons can be accommodated in a Pullman car. According to latest official statistics, the actual average weight of a Pullman car per passenger carried is 12,254 pounds. The actual average weight of a day coach per passenger carried is 5,681 pounds.

(b) Sleeping cars must be parked at stations for occupancy by passengers prior to departure and subsequent to arrival. This greatly increases the track space required, involves additional switching, requires heating facilities, and other extra services.

(c) In order that the traveler may not be forced to change cars, many Pullmans go through to the passenger's final destination. Such an accommodation involves extra switching at junction points, so that through cars may be taken out of one train and transferred to another, frequently on a different railroad.

(d) The volume of Pullman traffic fluctuates widely and on short notice. This forces the railroads to move many empty cars to points where they are needed.

### 3. Question: Could the railroads stand the abolition of this surcharge?

*Answer:* In no year since the passage of the Transportation Act of 1920 have the railroads earned the fair return of 5 $\frac{3}{4}$  per cent fixed by the Interstate Commerce Commission. In the seven years up to January 1, 1928, the railroads have earned an average of less than 4.2 per cent on invested capital; and this showing—which is far from adequate—was made possible only by the steady application of more economical and efficient methods of operation.



**4. Question: How much are the railways short of this fair return established by the Transportation Act?**

*Answer:* More than 2½ billion dollars. To abolish the Pullman surcharge would add some 40 million dollars annually to this deficiency of return.

**5. Question: Is the surcharge a "war measure"?**

*Answer:* No. At the beginning of the Federal-control period the United States Railroad Administration was confronted with the task of meeting increased operating costs. Being familiar with the fact that sleeping and parlor-car travel was the class of passenger traffic yielding the lowest revenue per car-mile and incurring the highest operating costs, the administration decided that this traffic should contribute additional revenue. Therefore, an "additional passage charge" was established to apply to all travel in sleeping and parlor cars. This was a per-capita charge of one-sixth of the ticket fare. The "additional passage charge" took effect June 10, 1918. The plan never worked successfully because of the numerous complications in the method of collecting the charge. It was abolished by the Railroad Administration late in the same year.

**6. Question: Why was the surcharge established?**

*Answer:* When the railroads were returned to private operation in 1920, they were incurring a deficit at the rate of approximately one billion dollars per year. The Transportation Act of 1920—which prescribed the conditions under which the roads were

returned to their owners—charged the Interstate Commerce Commission with the duty of fixing such freight and passenger rates as would enable the carriers to earn a fair return, in order that they might provide the public with adequate and efficient transportation. It was out of this condition that the Pullman surcharge grew.

**7. Question: What revenue does the surcharge provide?**

*Answer:* About 40 million dollars a year.

**8. Question: What portion of this, in the year 1927, went to roads earning less than 5 per cent on their capital investment?**

*Answer:* About 30,355,000 dollars or more than 75½ per cent of the total.

**9. Question: Has the Commission ever made a careful analysis of the economic factors entering into the Pullman surcharge?**

*Answer.* Yes. After a thorough investigation—following the attempts of various organizations to get the surcharge abolished—the Commission declared this charge just and reasonable.

**10. Question: What did the Commission say?**

*Answer:* In its decision, which was rendered January 26, 1925, refusing to eliminate the surcharge the Commission said in part:

"At a time when whatever capacity the railroads may have for rate reductions should be utilized for the benefit of other forms of traffic we ought to scrutinize with great care any proposal to collect less revenue from those who ride in sleeping cars

or from those who are able to afford luxury of parlor cars. They ought to pay the full cost and value of the service furnished and a reasonable return on property value. This record does not show that they are paying any more."

**11. Question: Does the Commission think that Pullman passengers are economical in trying to abolish the surcharge?**

*Answer:* No. The Commission continued in its decision:


"When the time comes for requiring railroads to accept less passenger revenue than they now receive, those who experience the relative discomforts of ordinary coach travel, many of them because they must count the pennies, rather than those who select the most expensive and luxurious form of transportation which modern railroads afford, are clearly entitled to prior consideration."

**12. Question: What other forms of transportation should shoulder the burden of making up the surcharge revenue if this charge is to be removed?**

*Answer:* Let those who demand abolition try to supply an answer. The facts in the matter are plain: If the carriers lose 40 million dollars a year, coach passengers or shippers will have to make it up. If this is not done the efficiency of transportation facilities of the country is bound to be affected.

**13. Question: Does the Commission want this to happen?**

*Answer:* All the evidence points emphatically to the contrary. The Commission recognized that the carriers were rendering the best service ever furnished to the public. This rapid and efficient service has enabled business to reduce the total amount of ton-miles carried, with a resultant saving of enormous funds for other purposes.



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**14. Question: Has Congress ever  
been asked to pass legislation  
which would abolish the Pull-  
man surcharge?**

*Answer:* Yes. Several efforts have  
been made at special legislation of  
this character.

**15. Question: Can such a devel-  
opment be considered con-  
structive?**

*Answer:* No, because such activ-  
ities would open the way for congress-  
sional legislation on all rate questions  
without regard to their merits as de-  
termined by expert investigation on  
the part of the Interstate Commerce  
Commission. This body is appointed  
expressly for such work. The Pull-  
man surcharge is an economic matter  
and not a political question.

**16. Question: Should politics be  
the governing factor in rail-  
road legislation?**

*Answer:* Commissioner B. H.  
Meyer's view on this matter—as  
stated in an address before the Uni-  
versity of Wisconsin Chapter of Phi  
Beta Kappa, Madison, Wisconsin,  
May 17, 1928—follows:

"Occasionally attempts have been made  
to nibble politically at the Commission. In  
the past these nibbles were sometimes an-  
noying but never harmful. It has remained  
for recent times to attempt to control Com-  
mission action through political channels.  
These attempts were made boldly and at  
times with fury. Every one of them has  
failed. I do not believe they ever will  
succeed, but it will be a sorry day for gov-  
ernment if they ever should succeed."

**17. Question: Shall politics over-  
ride facts?**

*Answer:* Commissioner Meyer  
answers this question by propounding  
another:

"After we have conscientiously gone  
through every stage of a proceeding accord-



ing to our rules of practice and in consequence with the law, after parties in a case have aided us through the presentation of evidence under the guidance of able counsel; after elaborating briefs have been filed and arguments had; after all these things have been done, are the members of the Commission to throw their conscience and their oath of office, the Interstate Com-

merce law and the Constitution of the United States to the winds and decide in response to external political or other improper demands? The suggestion is too monstrous to be discussed. It goes to the very foundations of our government. It presents the gravest questions of sound public morals."

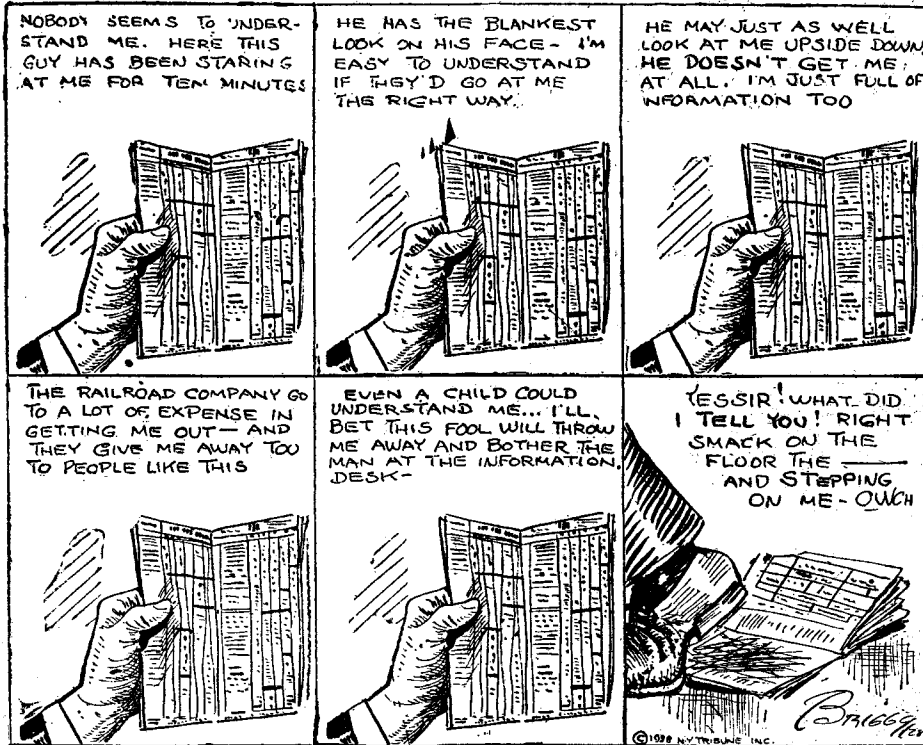


## An Investment in Transportation

**I**F a greater number of business men would regard their agencies of transportation as part of their own business equipment the transportation situation would be quickly solved. It is a hopeful sign that a few out-

standing industrial interests believe this sincerely and practice it. Certainly the investment bankers of the country believe it, as witness this statement of plain truth by the Committee on Railroad Securities of the

**WONDER WHAT A R. R. TIMETABLE THINKS ABOUT :: By Briggs**



(8)

Investment Bankers Association whose report was the most vigorously presented at the recent annual convention of the organization:

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Keen competitive conditions and many other trading problems can be overcome to a very large degree, Klein's opinion, by the application of the newer science of market analysis and business management.

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Stressing the importance of the spread of New England's manufacturing industries in contributing to business stability, Dr. Klein points



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"Freight rates paid by the shipper are in the final analysis an investment in transportation and the quality of this transportation is usually in direct proportion to the rate paid. The cheapest trans-

portation is not always the most economical. What the shipper wants is the most efficient and economical transportation and he should pay a rate which will enable the roads to give it to him and to pay a sufficient return to the owners, that the roads' credit may be maintained and new capital produced upon the most favorable terms when needed."



## What About New England Anyway?

*So Much Has Been Said about Whether Maine and New England Are Going Backwards or Forwards, that the Following Review of Studies Made by Federal Experts Should Prove of Interest to Maine Central Readers*

**S**TEADILY improving national standards of living and the increasing purchasing power of the American people as a whole, point to expanding markets for the high-grade specialized products of New England's remarkably diversified industries, according to Dr. Julius Klein, Director of the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce.

Keen competitive conditions and many other trading problems can be overcome to a very large degree, in Dr. Klein's opinion, by the application of the newer science of market analysis and business management.

### Wide Diversity

Stressing the importance of the wide spread of New England's manufacturing industries in contributing to business stability, Dr. Klein pointed to

the official figures of the Bureau of the Census which show that nearly two-thirds of all the classes of industry listed for the entire country are represented in New England.

Primarily because of this same great sweep of manufactures the cotton consuming industries do not occupy the position of paramount importance in New England generally believed. Government figures show that all the cotton consuming industries combined contribute only about ten per cent of the total income from manufacturing in the whole area.

Again, the prosperity of New England has been regarded by many to hang upon the boot and shoe industry; yet all the leather industries, together with all the rubber manufactures of the region, comprise less than 12 per cent of the contribution made by all of New England's factories and mills.



The metal manufactures of New England (principally in the southern part) mean more to the people of that section as a source of income than all the textiles, metal-working industries contributing nearly one-third of the total income for all manufacturing in New England against 27 per cent for textiles, including wool, silk and knit goods, and all wearing apparel.

Revolutionary changes in distribution methods have affected retail distribution in New England as in other parts of the country. Department stores have had distinctive development in New England because of the large number of population centers of considerable size. Despite the tremendous pulling force of the automobile and other factors in drawing local trade of small communities to larger nearby centers, it is found the majority of family trading in New England is still carried on with merchants of the local community.

#### Improved Retail Methods

Chain store development has been pronounced, particularly in southern New England. The success of chain organization is attributed to skilled central management, attractive arrangement of stores in well chosen locations and rapidly moving stocks of standardized goods. The success of the chain stores has stimulated many independent retailers to adopt improved methods in their business and to reduce operating costs by eliminating sources of waste. Better control of merchandising operations is indicated on the part of many of the successful stores, which have come to realize that increased volume of sales does not necessarily mean profits.

There are some distinctive preferences of the different racial groups, such as the Canadian-French, the Polish and Italian stock but the people of foreign birth are found to become assimilated rapidly and to adopt the customs and taste of the native stock with surprising rapidity. As a general rule their purchases are influenced more by the size of their income than by racial peculiarities.

#### A Cause of Travel

Out-of-town trips for purchases of dresses, coats, furs, furniture, rugs and the like were indicated by from one-third to one-fourth of the housewives who replied, the frequency of these trips to larger centers being determined largely by their distance from such centers. The principal reasons given for trading out of town were the greater variety and more up-to-date styles found in the larger stores, these factors appearing more important than differences in price. Theaters and other attractions also were important factors in many instances.

The majority of these housewives indicated that the service of local stores was quite satisfactory, only nine per cent of the total number who replied indicating that they were not entirely satisfied with the service they obtained from stores in their own community. The chief limitation appeared to be the smaller selection and style range in the smaller centers and some criticism was made of the poor arrangement and display offered in the smaller stores. It was indicated, however, that many of the retail stores in the smaller centers offered conditions fully as satisfactory as those in the larger stores.

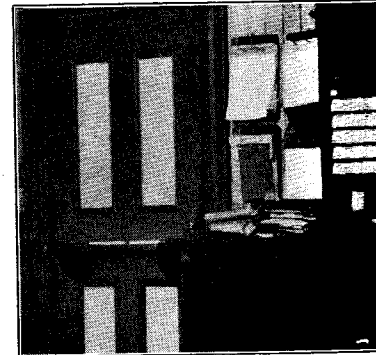


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Ticket Agent S. L. Prov

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#### A Cause of Travel

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#### Losses Offset

Discussing some of the more general aspects of New England, Dr. Klein states, that while in certain lines of industry some New England manufacturers have fallen back, their losses are in general being largely offset by the progress of many other establishments even in the same industries which have adapted their operations to the changed conditions that have prevailed since the war.

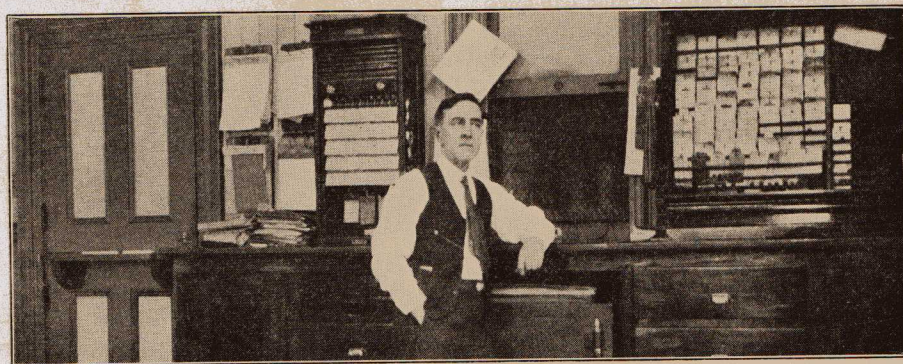
The condition of New England manufactures in the last few years has been one of transition and adjustment.

The whole region has been going through a thorough house-cleaning. In this respect it has an advantage in comparison with other regions which have not yet faced these conditions but which will be confronted sooner or later with similar problems.

New England is the first region of the United States which has approached its problem of adjustment by making a thorough inventory of its resources and its weaknesses and it has thereby set an example which will doubtless be followed by other regions.



### Consolidation of Freight and Ticket Offices at Pittsfield and Newport



**Ticket Agent S. L. Provencher in Remodeled Pittsfield Office**

**I**N line with the general plan of economy and consolidation all over the System are alterations in the station buildings at Pittsfield and Newport which have recently undergone several changes and improvements.

At each station the freight office and ticket office were formerly in separate buildings, that is, the ticket office was located of course in the station proper but the freight office in the freight house in another

building. Now the freight and passenger business is transacted (or will be in a short while) in one office, the station proper.

At Pittsfield the east end of the waiting room, where formerly was located the ticket and telegraph office, is now the location of the new offices.

The consolidation at both stations is identical, the only difference being the location at Newport. The new office there is



**Operator A. H. McCarrison,  
Newport Junction**

located in the west end of the waiting room nearest Waterville instead of the east end.

New hot water heating plants have been installed and the old station stoves done away with. Four new office lights with artistic porcelain shades have been installed and in each office there are nine windows, furnishing an abundance of light. A new door has been built at the end of each office for the convenience of the freight patrons who will do business over a counter just inside the door. All accounting of both the freight and passenger business will be done in the office as well as the wire work.

It is thought that it will work out greatly to the advantage of all concerned and be a big improvement over the old layout.

♦ ♦

## The Magic of Regular Service

Few of us today appreciate the vast importance of regularity in our daily lives.

The fact that transportation systems deposit us each day at our offices with a variance of hardly a minute has become a habit. The oranges on our breakfast table are a matter of course, and yet those oranges come by fast refrigerator freight from Florida or the Pacific Coast. Their regularity of arrival is based on a definite schedule followed by thousands of indi-

viduals from the grower in his southern orchard to the truckman who delivered the crate to the grocer's store.

At the root of almost every daily activity that depends upon regularity is some form of service rendered by the railroad. Whether it is transportation of our person to the office or the arrival of the spinach for our December dinner, the railroad has performed the vital act of transportation. Upon transportation the entire happiness of modern civilization depends.

—From a P. R. R. Dining Car Menu.

♦ ♦

## Lancaster Motive Power Foremen



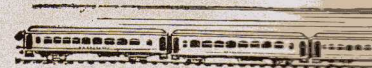
Here are a couple of popular veterans in the Motive Power Department at Lancaster whom many of the Family will recognize at once. Joseph Smith (left), Car Foreman, and Edward Magoon, Foreman at the Round House, have both been in the service of the Road for a number of years. Mr. Smith's service record dates back to 1886 and Mr. Magoon first entered the service of the Maine Central in 1907.

♦ ♦

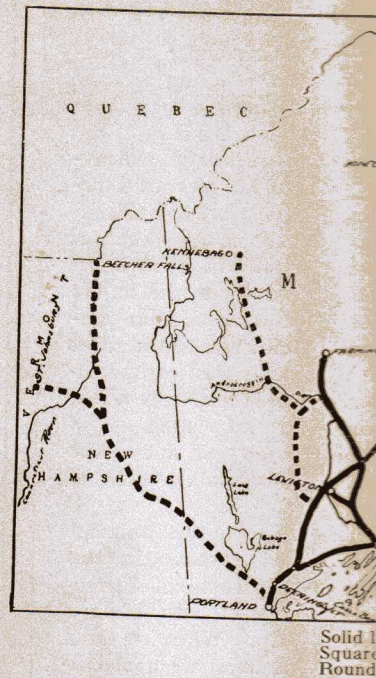
### Nothing Else Mattered

Porter: "This train goes to Buffalo and points east."

Old Lady: "Well, I want a train that goes to Syracuse, and I don't care which way it points."—*Houlton Times*.



## Fifty Years Ha To C



It is interesting to study the e  
which have taken place on our  
during the last fifty years.

An old system map used in our  
way back in 1878 is reproduced abo  
shows the 355 miles of track over  
Maine Central trains were operated  
time.

Briefly, in '78, trains Portland to B  
were operated either via the Lower  
through Augusta or through Lewiston  
the Back Road with connections at B  
wick for Bath, Leeds Junction for  
mington, Waterville for Skowhegan,  
ham Junction for Belfast and Ne  
Junction for Dexter.

On the Rockland Branch, Maine C  
trains made connections at Bath  
steamer for Boothbay (except in v  
when boat ran from Wiscasset) and  
Knox and Lincoln Railroad from an  
Wiscasset, Newcastle and Rockla

The Portland and Ogdensburg Rail  
now the Mountain Road, served all V