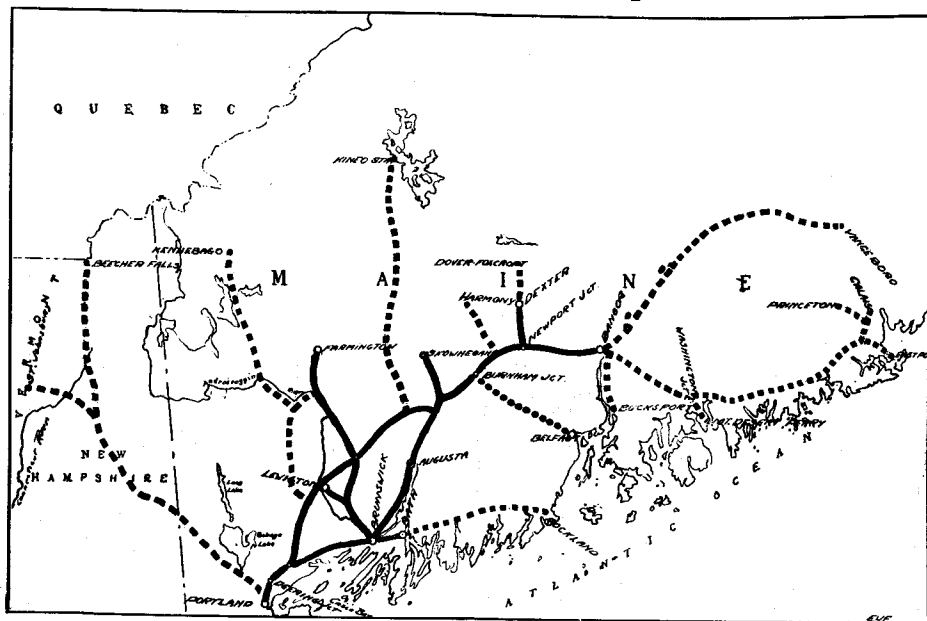




## Fifty Years Has Wrought Many Changes To Our System Map



Solid line above—M.C.R.R. 1878  
 Square dots above—Lines Added  
 Round dots above—B.&M.L.R.R. Operated in '78

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

An old system map used in our folder way back in 1878 is reproduced above and shows the 355 miles of track over which Maine Central trains were operated at that time.

Briefly, in '78, trains Portland to Bangor were operated either via the Lower Road through Augusta or through Lewiston over the Back Road with connections at Brunswick for Bath, Leeds Junction for Farmington, Waterville for Skowhegan, Burnham Junction for Belfast and Newport Junction for Dexter.

On the Rockland Branch, Maine Central trains made connections at Bath with steamer for Boothbay (except in winter when boat ran from Wiscasset) and with Knox and Lincoln Railroad from and to Wiscasset, Newcastle and Rockland.

The Portland and Ogdensburg Railroad, now the Mountain Road, served all White

Mountain points. This road was taken over by the Maine Central in 1888.

At West Waterville, now Oakland, connections were made with Somerset Railroad from and to North Anson. At Bangor with E. & N. A. Railway from and to Oldtown and points east, and Bangor and Piscataquis R. R. to and from Bucksport, Mattawamkeag, Houlton, Woodstock, Fort Fairfield, Caribou, St. Stephen, St. Andrews, Frederickton, St. John and Halifax. It was necessary to change cars at Burnham for Belfast Branch, now the B. & M. L. R. R., and Newport for Dexter Branch, Dexter being the terminal.

The Mt. Desert Ferry Branch and the Washington County Branch had not been built at that time.

Grand Trunk connections, as at present, were made at Yarmouth and Danville Junction for Montreal.

At Westbrook connections were made from and to New York, Worcester and Rochester.



# MAINE CENTRAL Employees' Magazine

Vol. V      DECEMBER 1928      No. 12

"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*

## MAGAZINE STAFF CORRESPONDENTS

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Joseph D. Rourke,	South Portland
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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 POSSIBLE EXPLANATION

Emphasis on safety work is making headway in the reduction of railway accidents, but no progress is being made in one direction. An increase is reported in the number of autos crashing into the side of trains. Maybe the explanation lies in a theory put forth by a paper in British India, which says: "Fortunately we have not in India the kind of motorists who cannot avoid the temptation of running a race against a train at a level-crossing and losing it—they are a peculiar class bred in America."

### Happy Christmas to All



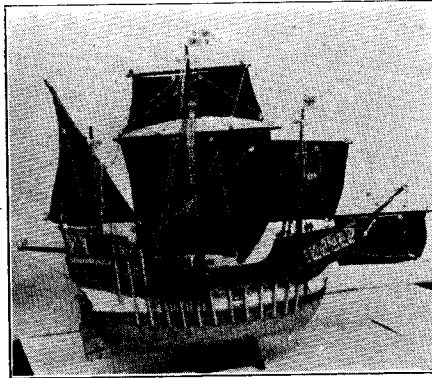
VEN though in danger of being accused of rushing the season a bit, the staff of the *Magazine* has endeavored to put out something in the nature of a Christmas Number in this issue. A possible justification for being a bit forward may lie in the fact that as a railroad our principal contribution to the spirit of Yuletide is the transportation of Christmas trees which bring joy into millions of homes—a job well out of the way long before the 25th of December.

There is more than tonnage and freight revenue in this traffic. It is a symbol of goodwill, of love, of faith, of hope and charity. When we haul Christmas trees, we haul millions of smiles, not only for their final recipients but for all who observe them en route. For few men are so hard-boiled that their glance does not soften and their emotions respond to these suggestions of the Christmas spirit.

Even more than we need a good five-cent cigar, we need more smiles. Smiles have a definite business value; the public has come to expect "service with a smile." But their value is even greater to the man who does the smiling. And at no time of the year is it so easy to smile as in this happy season of Christmastide. A happy Christmas and a yearful of smiles to every member of the Maine Central Family!



## Chief Engineer Rides a Novel Hobby



Model of the *Santa Maria*

Some golf. Some fish. Others coax two leaves of lettuce to grow where none grew before. Still others pound the ivories or push them back and forth across the table; turn the pages or the pasteboards. Every man has or should have a hobby to which he may turn from the cares of his job for rest and relaxation. Recreation means literally building anew, and that means simply something different.

Chief Engineer Asa H. Morrill is a notable amateur florist, having 80 different varieties of roses on his beautiful Prout's Neck estate. His excursions into the field of photography also yield him much pleasure and serve to perpetuate many scenes beautiful and practical. Besides all this, and besides, of course, his efficient attention to his arduous duties, he builds ship models. Surely he is well supplied with hobbies.

We are privileged to reproduce herewith his model of Columbus' flagship, the *Santa Maria*, that frail cockleshell which with the *Nina* and the *Pinta*, braved the unknown terrors of the stormy Atlantic.

Mr. Morrill's model is remarkable for the fidelity with which he has copied the exact dimensions, curves and riggings on which Columbus relied over 500 years ago. Hours of patient labor could have been avoided by overlooking such details as carronades, tackle blocks, stays and ratlines. But they were not skimped. This ship is *right*, even

to the coloring of the crosses on the sails, a Maltese cross on the mainsail and a Bontonee cross on the foresail, and the quartering on the shields hung on the bow.

Anything worth doing, Mr. Morrill believes, is worth doing well. This thought, carried out in work as well as in play, is what make some men Chief Engineers, Superintendents and Managers, while others, satisfied with a "good enough to get by," stay just about where they start.

\* \*

## Pearlon's Sad Plight in Song and Story

By Mrs. Florence C. Monahan, Operator  
One day in September, a work train was called

To go up in the Notch, rip-rap to unload.  
They picked up a crew sturdy and strong  
With Butterfield as flagman, to go along.  
They reached Willey House Station and started to work

Pearlon, with flag, who was never known  
to shirk,

Started West, to protect them from on-  
coming train.

The sky was clear, and no sign of rain.

But—as the crew all agreed—it was none  
too warm,

So Pearlon stood around, never dreaming  
of harm.

He turned around and to his surprise  
Saw an animal of "MONSTROUS" size!

Well,—what happened next, no one just  
knows,

But that animal, curious, I suppose,  
Started to come to see whom he might be  
But did he catch up to him? I can't agree.  
The crew were surprised to see brave Pear-  
lon run,

Shouting to Foreman, "Joe, got a gun?"

"Let's have it quick, a lynx I see,

And I want to get HIM, before he gets  
ME!"

"Here's the key to my gun-cupboard, go  
help yourself,

You'll find ammunition there on the shelf."

"But I won't go alone," "Come on Mc-  
Graw,



And if we get him, we'll call it a draw."  
Off they started, up the track,  
But it wasn't long, 'ere they came back.  
To doubt Pearlon's word would be absurd,  
For further particulars, consult Conductor  
Hurd.

*By* A MEMBER OF THE FAMILY

On a recent date one of our construction trains was at work between Bartlett and Crawfords in charge of Conductor Hurd. The work was progressing and at a specified time the train needed flag protection. Flagman Butterfield was notified who hastened back some distance from the train and much to his amazement he saw a vicious looking animal crossing the track.

The animal saw him and became very much angered at his presence. Crouching down, the animal prepared himself for an attack on our brave flagman who was commencing to experience a severe attack of palpitation of the heart. Flagman Butterfield quickly retreated as fast as his long legs would carry him, crying for help as loud as his lungs would permit. Conductor Hurd, hearing the cries of his Flagman, as if in distress, hastened with all possible speed to his aid.

When Conductor Hurd reached poor "Darby," who was now experiencing the last stages of heart failure and unable to speak, made motions for Conductor Hurd to get a gun. Hurd quickly returned to the Willey House and borrowed a gun from Mrs. Monahan, hastening back to the scene of the near catastrophe.

Conductor Hurd, alert and watching in readiness to bring down the vicious animal, when much to his surprise, he spied the huge animal that had caused all the disturbance. Suddenly it disappeared into the thicket with the rest of his brother rabbits. It is expected that poor "Darby" will recover after a long quiet rest, far removed from any such excitement.



He: "I call her Mine."

She: "Why?"

He: "Because she's such a little gold-digger."—*Judge.*

## Know Your Police Force



**Officer Fred Stanton**

Some of the boys around the Portland Terminal call him "Gentleman Hicks," some call him "Ossifer," but the majority of his many friends call him Fred, for after you have met this member of our Police Force and get to know him, it's simply out of order to address him any other way.

Fred Stanton is custodian of Portland Terminal interests in and around Union Station and is on the beat each day of the year. In addition to his regular duties as officer of the law, he oftentimes acts in the capacity of an information dispenser. For it's part of his job to know the arrival and departure time of trains and to keep informed about the city of Portland. "Some of the questions almost had me stopped when I first came on the job," he said, "but now they seem to come easy."

He's popular with the traveling public and employees and certainly has a way with patrons of the road, if you know what we mean.

He has been with the Company since 1918, first entering the service at the Terminal Freight House. He was transferred to the Union Station in 1927.



from the grower in his southern  
to the truckman who delivered the  
the grocer's store.  
The root of almost every daily activity  
depends upon regularity is some form  
rendered by the railroad. Whether  
transportation of our person to the  
the arrival of the spinach for our  
dinner, the railroad has per-  
formed the vital act of transportation.  
Transportation the entire happiness  
of modern civilization depends.

from a P. R. R. Dining Car Menu.

♦ ♦

## Tractor Motive Power Foremen



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

♦ ♦

### Nothing Else Mattered

Mr. Smith: "This train goes to Buffalo and  
Syracuse."  
Mrs. Smith: "Well, I want a train that  
goes to Syracuse, and I don't care which  
direction it goes." — *Houlton Times*.



## Industrial Agent Given Important Honor

The presidency of the New England  
Hereford Breeders' Association was con-  
ferred on our Industrial Agent W. G. Hun-  
ton at a recent meeting of this organization,  
composed of prominent pure-bred cattle-  
men in all of the six New England States.

Tackling this job with his usual enthu-  
siasm and vigor, Mr. Hunton is planning a  
series of meetings in Maine, New Hamp-  
shire, Vermont, Massachusetts, Rhode Is-  
land and Connecticut, and working up  
some new ideas to revive and intensify the  
interest in this well-known New England  
beef breed.

♦ ♦

## Oakland News and Notes

By W. H. MARSHALL, Oakland

Oh, Glory—This is me, broadcasting on  
my Radiola two-tuber, if you hear any  
whistling you know where it comes from—

News are scarcer than hens' teeth, but  
will leave that to our Agent, Bro. Bowen.  
Shush, and then another shush, this is a  
secret, and there's money in it, too, ask  
the Boss he knows. Brother R. B. Bowen  
is in the Hen Biz, and do you know he  
keeps tabs on every hen, knows just who is  
giving goods, and who the loafer is. Yes,  
sir, he has a card-index system, if a Ply-  
mouth Rock is on the nest she's credited  
with one mark on the right side of the card,  
etc.

Why, I pray, hasn't some one thought of  
this before. His housekeeper keeps him in-  
formed as to the progress the various  
biddies are making, so you egg failures,  
here's a chance for you to reap in on this.  
He will gladly give information free of  
charge to any who want to make a success  
in this little side issue.

### Heading South

Bro. Walton is making plans to go South.  
All the birds are practically gone now so  
Walton is packing his little grip and as the  
snow starts in so will he to warmer climes.  
We hope he enjoys his trip with the Mrs.

You guys on the Eastern Division won't  
see me any more this winter, as I have put

my Packard away for the winter. She is  
a Four, but a darn good one and don't cost  
much for parts. I've moved again, and  
this time am up on Alpine St. Good walk  
but will do me good, as it will give me a  
chance to get a breath of the ozone, and  
keep me down to my normal weight. You  
know I tend to broaden out about this time  
of the year.

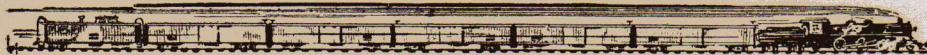
Our second Trick Operator is getting  
prepped up to join the Christmas Carol  
Singers, by opening up the back window  
and joining in with the Holy Rollers next  
door, by bursting out on the chorus, and  
keeping time by clapping his hands. The  
boys are wondering where he got the blis-  
ters. I know. People have been comment-  
ing on that beautiful tenor that always  
comes in on the chorus. Bro. Desmond,  
I won't tell any one on you, as you certainly  
can warble.

♦ ♦

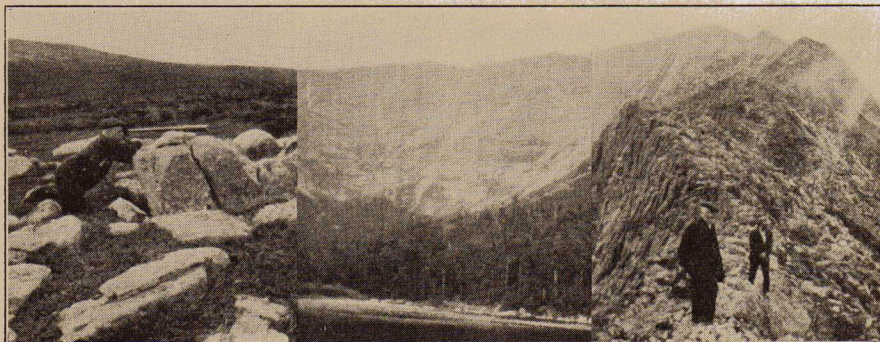
## "Hard Luck" Hank Caught at Last



Hard luck for "Hank" is right. The  
subject of the picture avoided the camera  
for years, just wouldn't have his picture  
taken for the *Magazine*, but at last after  
gunning for a long time, Trainman A.  
Downs was able to "shoot" him one day  
last winter at Winthrop with the result  
shown above. Who is it? Why, no one  
else but F. M. Harrington, Portland Divi-  
sion Freight Conductor, and a mighty  
popular one, too.



## The Maine Central Champion Mountain Climber



**Uncle George Treworthy on the Top of the World—Center, Chimney Pond—  
Right, with his Son, Roscoe, throwing Rocks into the Next County**

By C. H. LEARD, Bangor

"Uncle" George Treworthy, who has been running an engine on the Eastern Division for nearly 33 years, is a much sprier man than most of us will be when we reach his age, 66 years. Mr. Treworthy has always had an ambition to climb Old Mount Katahdin, but the opportunity never presented itself until he was 63 years of age.

His sons then persuaded him to make the trip with them and their first ascent was made by way of the Avalanche Trail. He enjoyed the climb so well that last year he again made the trip, this time going to the top by way of the Saddle Slide and Chimney Pond. This fall he made his third trip up, using the Abol Trail on the South Side of the Mountain. Mr. Treworthy claims mountain climbing is a most invigorating sport and says that the experience is well worth the hardships encountered.

He first began working for the Maine Central back in 1885 and most of his running has been between Bangor and Mattawamkeag, where he makes his home. He has five children. His oldest son Roscoe is an operator on the Portland Division and his youngest son attends the U. of M.

We expect to hear of Engineer Treworthy tackling Pike's Peak, Mount Shasta or Mount McKinley next summer or perhaps all three of them, as rocks, ledges and precipices are mere details in his young life.

## General Office Notes

The engagement of Miss Thelma A. Melchoir of the A. F. A. Office and Philip M. Burnham of Hartford, Conn., was announced during the past month.

On Thursday evening, November 22nd, the girls of the A. F. A. Office gave a shower of electrical gifts at the Columbia Hotel to Miss Stella Christiansen. Those present included Miss Angela Stevens, Miss Elaine Adjutant, Miss Thelma Melchoir, Miss Lillian Carey, Miss Marjorie Kelley, Miss Hazel Heath, Miss Gladys Higgins, Miss Dorothy Hollywood, Miss Alfreda Johnston, Mrs. Bessie Smythe, Mrs. Eva Knight, Miss Florence Bass, Miss Hazel Woodill, Mrs. Bertha Trufant, Miss Reta Shaw, Miss Marjorie Brown, Miss Katherine Bowes, Miss Frances Moran, Miss Mary Weston, Mrs. Pearl Weeman, Mrs. Orilla Morris, Mrs. Lillian Carter, Mrs. Elva Smith and the guest of honor, Miss Christiansen. Miss Christiansen is to be married in the near future to Harold McDuffie of Portland.

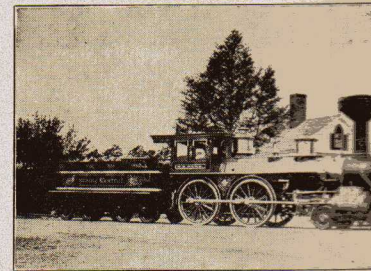
The Misses Vyletta Macomber, Edna Gamble, Adelaide Bachelder, Agnes Nielsen, Hazel Marshall and Helen Little, all of the Car Service Department, spent Armistice Day in New York City.

Harold Paine of the Auditor of Payrolls Office resigned during the past month to go to South America with the Pan Am Gas Co.

(18)



## Veteran Engineman



**The Old "R. B. Dunn"**

**I**N response to our request in the *zine* some time ago for information about the "R. B. Dunn," F. of Portland, retired engineer, called recently. According to Mr. York, the engine was built at Waterville by the Central and the picture taken at the Street crossing by the depot shed, which it used to run.

### Wood Burners Then

"I should judge this picture was about 1870 or '71," said Mr. York. His father was originally a Grand Trunk who came on the Maine Central in the picture of the "R. B. Dunn" was about that time. The house shown in the picture was bought by Edwin Noye,intendent of the Road at that time. His wife's father later bought this property she was born there. The house is the family.

"The old 'R. B. Dunn' was sold about 1872 or '73 and a new and larger 'Dunn' took her place. I ran the engine after I was promoted in '81, I did work for two years, during which I ran her. She was a smart little engine. Remember they were all wood burners that time. As a matter of fact," Mr. York in conclusion, "I have seen the road built all over in my time."

### Son in the Service

Mr. York, who was born Nov. 1, 1872, entered Maine Central service as an engine man Apr. 30, 1873 and was promoted to the position of engineer May 25, 1881. He was promoted to the position of Chief Engineer Feb. 1, 1926. Walter, one of his t

## Mountain Climber



World—Center, Chimney Pond—  
rucks into the Next County

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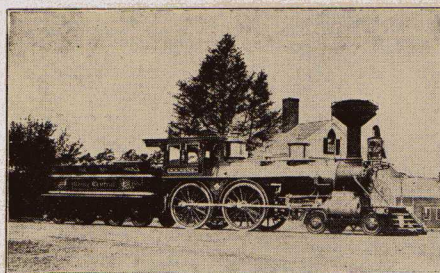
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owes, Miss Frances Moran, Miss Weston, Mrs. Pearl Weeman, Mrs. Morris, Mrs. Lillian Carter, Mrs. Smith and the guest of honor, Miss Christiansen. Miss Christiansen is to be in the near future to Harold of Portland.

Misses Vyletta Macomber, Edna Adelaide Bachelder, Agnes Niel-  
zel Marshall and Helen Little, all of the Car Service Department, spent the Day in New York City.

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## Veteran Engineman Tells About Old Locomotive



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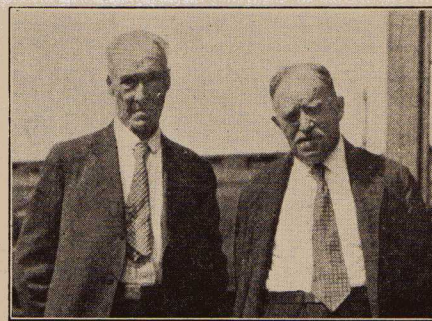
### Wood Burners Then

"I should judge this picture was taken about 1870 or '71," said Mr. York. "My father was originally a Grand Trunk man who came on the Maine Central in '71 and the picture of the 'R. B. Dunn' was taken about that time. The house shown in the picture was bought by Edwin Noyes, Superintendent of the Road at that time. My wife's father later bought this property and she was born there. The house is still in the family.

"The old 'R. B. Dunn' was sold about 1872 or '73 and a new and larger 'R. B. Dunn' took her place. I ran the new one. After I was promoted in '81, I did spare work for two years, during which time I ran her. She was a smart little engine. Remember they were all wood burners at that time. As a matter of fact," said Mr. York in conclusion, "I have seen the railroad built all over in my time."

### Son in the Service

Mr. York, who was born Nov. 22, 1856, entered Maine Central service as fireman Apr. 30, 1873 and was promoted to engineman May 25, 1881. He was pensioned Feb. 1, 1926. Walter, one of his two sons,



Two Old Timers, York and Maynard

is in Maine Central service, which he joined in September, 1901, in the Car Department at Portland. After service at Bangor, Deering Junction and Portland Yard, he is now stationed at Rigby with the title of Foreman. Mr. York's other son is living at Watertown, Mass.

The day that Mr. York visited our offices, another old timer called at the building to renew old acquaintances, in the person of Wesley J. Maynard, for many years foreman at Thompson's Point and later at Union Station. He is now living with his daughter in Suffield, Conn. Mr. Maynard first entered Maine Central service on March 28, 1882, was made Foreman of Car Inspectors at Union Station in 1903 and retired on pension in 1922.

\* \*

## How Pat Got Even

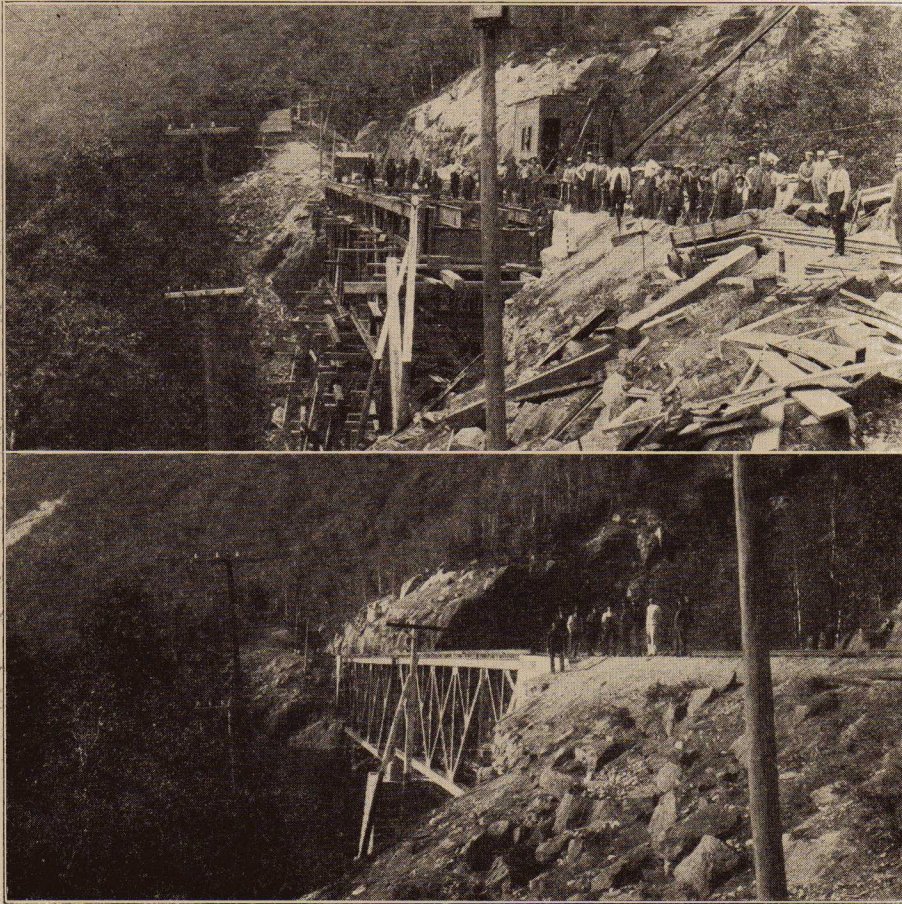
Pat was over in England working with his coat off. There were two Englishmen working on the same railroad, so they decided to have a joke on the Irishman.

They painted a donkey's head on the back of Pat's coat and watched to see him put it on.

Pat, of course, saw the donkey's head on the back of his coat, and turning to the Englishmen, said, "Which of yez wiped yer face on me coat."—*Borrowed.*



## At Work on the Willey Brook Bridge in 1905



Upper cut shows old Willey Brook Bridge in Crawford Notch, N. H., in 1905. In that year, on Sunday, August 13th, the two old spans were replaced by two new

ones in 9 minutes and 30 seconds.

Lower cut shows completed job. (Pictures contributed through courtesy Walter Norris, Bridge Engineer, Portland.)



## Things We Have Seen This Month

By E. I. HILL, Traveling Agent  
**More Lumber**

It sure does seem as if we're trying to introduce a new style of lumber on the market. What do we mean? Why black, sooted lumber, of course. In the past we

have told you about it and just recently we were called upon to have a look at more of it.

Some more finished stock? Right. Loaded all right? Yes. 'Twas the same old story, cracks in sides and ends of car

(20)

and loose doors and you can't keep and cinders out when those com exist.

Perhaps if some of you had to buy some of this new (?) style lumber you would be more careful how you load cars to load it into.

### Horses

The horses we are going to tell you were pure-bred Percherons and worth a whole lot of money. Their owner wanted to give them a ride in a freight car. Were they delighted with their trip? No, believe not—for several reasons.

Every employee around the station should know how a car that is to be loaded with livestock should be prepared. Is that? What! You mean to say you are not familiar with the manner in which it is done? Well, the floor must be properly bedded, and livestock comfortably etc., etc.

You rather infer that something was omitted in this case. Get away from the horse's head or he will bite you. You were right the first time.

The parties loading these horses thought they were night hawks, for no bedding was placed in the car at all. On top of that they were tied near the doorway in a manner so they had every opportunity to "slat" around whether they wanted or not. Having their shoes off, they took every advantage of this and the result reached their destination in a mangled and injured condition. It's goin' ter be so to straighten the muss out.

Now, then, if the employees who loaded the horses had taken the opportunity to have inspected the car after it was loaded we would not have had this to write—but they didn't. Why?

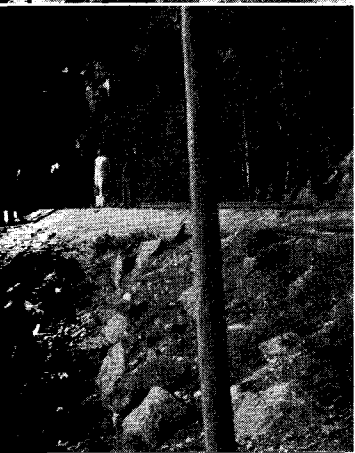
### A Review

The year is fast drawing to a close and we feel that a little review of "Things We Have Seen" may be the proper dose.

You read about the paint that was used for acrobatic stunts. Ice that warmed up the forgetfulness in putting sand around the barrels. Then came the acid, some of the paint and a bum loaded house car. We tried to put a salad together for you and pressed some bananas. We even tried



## ook Bridge in 1905



9 minutes and 30 seconds.  
cut shows completed job. (Pic-  
tributed through courtesy Walter  
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## This Month

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Every employee around the stations should know how a car that is to be loaded with livestock should be prepared. How is that? What! You mean to say you are not familiar with the manner in which it is done? Well, the floor must be properly bedded, and livestock comfortably loaded, etc., etc.

You rather infer that something was omitted in this case. Get away from that horse's head or he will bite you. You are right the first time.

The parties loading these horses thought they were night hawks, for no bedding was placed in the car at all. On top of all this, they were tied near the doorway in a loose manner so they had every opportunity to "slat" around whether they wanted to or not. Having their shoes off, the horses took every advantage of this and as a result reached their destination in an injured condition. It's goin' ter be some job to straighten the muss out.

Now, then, if the employees where the horses were loaded had taken the opportunity to have inspected car after it was loaded we would not have had this story to write—but they didn't. Why?

### A Review

The year is fast drawing to a close and we feel that a little review of "Things We Have Seen" may be the proper dope.

You read about the paint that tried acrobatic stunts. Ice that warmed up and forgetfulness in putting sand around fish barrels. Then came the acid, some more paint and a bum loaded house car. We tried to put a salad together for you and pressed some bananas. We even tried to

introduce a new style of lumber on the market.

Next you heard about the keg of dye that broke its neck and some road oil that wouldn't stay put. Then you wiped your chin readin' about the alky and we related to you the perfect loaded car. To change around we told about tires and autos and now what.

We wonder if our tales have brought any results. They must have, for we are not called upon so frequently to "have a look". It must mean something.

You may ask if we are storing these things up agin yer' and we hasten to answer No! You ask what the heck we are doin' and we can truthfully reply:

We are wishing you all a Merry, Merry Christmas and a Bright, Happy and Prosperous New Year.

## Claim Generalities

Agent: We had a shipment of Household Goods arrive last week all stove up.

Claim Agent: Explain.

Agent: Oh! It was in horrible shape, all smashed.

Claim Agent: What specific articles were in bad order?

Agent: Oh! Everything.

Claim Agent: Did you perform an inspection and note the precise damage and nature of same to each article?

Agent: Oh, yes, we recorded the shipment in bad order.

Claim Agent: You should have made a record of the nature and extent of damage to each article and described the cause and proposed a remedy in order to serve prevention. Such ambiguous records are of small benefit.

Agent: Oh! Let's not talk about it.

♦ ♦

### CARD OF THANKS

Through the *Magazine* I wish to thank the M. C. R. R. employees, on the Mountain Road, for the kind assistance given me by their liberal subscription to a fund that greatly helped me during my recent sickness and I assure them same is greatly appreciated.

ERNEST DRAGON,  
Sectionman.

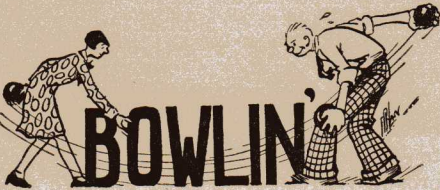


## "Maintenance of Ways" at Waterville Yard



Section crews at Waterville Yard. W. C. Tucker (second man from right in front row) and E. J. Stevens (third from right in front row) are the foremen of these crews.

Mr. Tucker and Mr. Stevens have both been in Maine Central service for a long time, the former entering in 1902 and the latter in 1893.



## The Game Is On

Bowling enthusiasts from the General Office and the Portland Terminal do certainly enjoy bowling over the candle pins every Friday evening at the Bowlodrome alleys on Forest Avenue as any member of the league will testify.

Some interesting battles have been waged for individual as well as team honors and interest in the sport runs exceedingly high.

There are eight teams in the Terminal League and the following officers are in

charge: Miss Hazel Marshall, President; Miss Frances Moran, Vice-President, Mrs. Georgie Bunker, Treasurer; Harry Caldwell, Secretary and Charles May, Manager.

In all, 28 tournaments have been scheduled and the bowling each week will continue throughout the winter.

As this *Magazine* went to press on November 20, Team No. 5 was heading the pack, having won 20 strings and lost only 8, with a percentage of 714.

Phil Smart had high average of 98 for the men while Dorothy Hollywood had high average of 84 for the fairer sex. Smart also copped the honors for high single score having knocked them over for a tally of 124. Miss "Vy" Macomber held the record of 121 for single high string.

For high three strings total Charles May had a record of 323 and Miss Hollywood for the women had 278. Team No. 6 had high total of 401 for single honors also a



team total of 1083. Standing of teams as follows:

Team	Won	Lost
No. 5	20	8
No. 6	18	10
No. 8	17	11
No. 2	16	12
No. 1	11	17
No. 7	11	17
No. 4	10	18
No. 3	9	19

## Victory Opens Season

Saturday evening, Oct. 27, the Five Bowling Team met the East Club Team on their alleys and aided a fine rolling of R. Hennigar, A. F. A. (101-115-110), won the match by 100. Other members of the team were L. P. Hawkes, C. Hawkes and Sprout the A. F. A. Office.

♦ ♦

## From Engineer to

By C. H. LEARD, Bangor

Prof. and Mrs. F. E. Holmes moved from their home in Iowa City, Iowa, to Bangor, Maine, last summer. He spent the summer with Mrs. F. E. Holmes' parents, Mr. and Mrs. D. L. Stafford of Bangor. The summer was spent at Stafford's summer home on Verona Island on Penobscot Bay. Prof. Holmes was formerly Roadmaster of Division No. 1, headquarters in Bangor, and is at the head of the Department of Hydraulics and Mechanics at the University of Iowa.

Mr. Stafford was one of the most successful engineers that ever ran on the Maine Division and for many, many years was the Bucksport trains up and down the banks of the old Penobscot. He is now on the retired list some few years ago.

♦ ♦

## We're Getting Famous

I have just been handed a copy of the September Montana Wild Life, published by the Montana Department of Fisheries and Game, and it has the joke I sent you in March, about the horse sneezing into a nose bag, Operator Prouty's reply to an excited lady—right to the last corner.

—Vern Cunningham

## at Waterville Yard



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High three strings total Charles May, record of 323 and Miss Hollywood the women had 278. Team No. 6 had total of 401 for single honors also a



team total of 1083. Standing of teams is as follows:

Team	Won	Lost	Percent
No. 5	20	8	714
No. 6	18	10	643
No. 8	17	11	607
No. 2	16	12	571
No. 1	11	17	393
No. 7	11	17	393
No. 4	10	18	357
No. 3	9	19	321

## Victory Opens Season

Saturday evening, Oct. 27, the Railroad Five Bowling Team met the East Deering Club Team on their alleys and aided by the fine rolling of R. Hennigar, A. F. A. Office, (101-115-110), won the match by 13 pins. Other members of the team were L. Hawkes P. Hawkes, C. Hawkes and Sprowl, all of the A. F. A. Office.



## From Engineer to Prof.

By C. H. LEARD, Bangor

Prof. and Mrs. F. E. Holmes motored from their home in Iowa City, Ia., and spent the summer with Mrs. Holmes's parents, Mr. and Mrs. D. L. Stafford of Bangor. The summer was spent at Mr. Stafford's summer home on Verona Island on Penobscot Bay. Prof. Holmes was formerly Roadmaster of Division No. 3, with headquarters in Bangor, and is at present the head of the Department of Hydraulics and Mechanics at the University of Iowa.

Mr. Stafford was one of the most popular engineers that ever ran on the Eastern Division and for many, many years guided the Bucksport trains up and down the banks of the old Penobscot. He was put on the retired list some few years ago.



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—Vern Cunningham.

## The Younger Generation Cops First Place



Charles R. Bowley, Jr., son of Operator Bowley at Oldtown, has hung up a record that a lot of the McC Family's big boys can shoot at for a long time. Charlie, Jr., who is 13 years old, brought in the first deer of the season at Oldtown, outwitting hundreds of hunters who eagerly sought the honor of being Nimrod No. 1.

Charlie is a typical Maine boy, who loves the woods and was an expert hunter and fisherman when he toddled to school for the first time, so when strolling through the woods in Alton on his first Saturday after the season opened with his double-barreled shotgun loaded to the hilt with buck shot, he selected a likely looking place and awaited developments. After a short wait, a nice fat doe deer did come along. Charlie, Jr., knew just what to do and did it with such promptness and accuracy that the deer dropped in its tracks and was soon swung up by the barn as shown above.



## Engineers at Boston Convention

The Maine Central was well represented at the annual meeting of the American Bridge and Building Association, held in