

*Maine
Central
Employees'
Magazine*
July 1929





Independence Bell---July 4, 1776 (New Version)

There was tumult in the city,
In the quaint old Quaker town,
And the streets were thronged with people
Passing restless up and down—
People gathering at the corners,
Where they whispered lip to ear,
While the sweat dripped on their temples,
With the stress of hope and fear.

Far aloft in the high steeple
Sat the bellman, old and gray;
He was weary of the tyrant
And his iron-sceptred sway.
So he sat with one hand ready
On the clapper of the bell,
Till his eye should catch the signal,
The expected news to tell.

Quickly at the welcome signal
The old bellman lifts his hand;
Forth he sends the good news, making
Iron music through the land.
How they shouted! What rejoicing!
How the old bell shook the air,
Till the clang of freedom echoed
From the belfries everywhere.

The old State House bell is silent,
Hushed is now its clamorous tongue,
But the spirit it awakened
Still is living, ever young.
And we'll ne'er forget the bellman
Who, that great day in July,
Hailed the birth of Independence,
Which, please God, shall never die.

—*Author Unknown.*

MAINE
CENTRAL
RAILROAD

MAINE

EMPLOYEE

VOL. VI

What The O'

By SAMUEL O. I.

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Like Mark Twain's Death

When Mark Twain heard the report that he was dead he said that the report was greatly exaggerated. The same thing may be truly said of the comments upon the O'Fallon decision that have appeared in the press.

Most of the exaggeration has been due to a quite natural misunderstanding of what the Supreme Court has decided. It has been assumed by many persons that the court has decided the valuation of the railways to be based entirely upon their present value of reproduction—in other words, what it would cost to reproduce their properties if they had to be replaced at present wages of labor and present prices of materials. If the court had decided in this way it might be reasonable.



MAINE CENTRAL



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Author Unknown.

What The O'Fallon Decision Means

By SAMUEL O. DUNN, Editor of the *Railway Age*

NO decision ever made by the United States Supreme Court in a case directly affecting the railroads has attracted more attention, or been more generally misunderstood, than its decision in the O'Fallon valuation case. Since the decision was rendered estimates have appeared in the newspapers that it will increase the valuation placed upon all the railroads by \$10,000,000,000 to \$21,000,000,000. One widely published article said that the case involved \$2,000,000,000 annually in freight rates.

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When Mark Twain heard the news that he was dead he said that the report was greatly exaggerated. The same thing may be truly said of most of the comments upon the O'Fallon decision that have appeared in the press.

Most of the exaggeration has been due to a quite natural misunderstanding of what the Supreme Court has decided. It has been assumed by many persons that the court held that the valuation of the railways must be based entirely upon their present cost of reproduction—in other words, upon what it would cost to reconstruct their properties if they had to pay the present wages of labor and prices of materials. If the court had decided in this way it might be reasonable to

assume, as many have, that the railroads will be given a valuation of \$35,000,000,000 to \$40,000,000,000.

But the court did not so decide. It held that "Congress has directed that values shall be fixed upon a consideration of present costs, along with other pertinent facts, and this mandate must be obeyed". It said elsewhere, however, "no doubt there are some, perhaps many, railroads the ultimate value of which should be placed far below the sum necessary for reproduction". Obviously, it is erroneous to assume the court held that the valuation of all the railways should be based entirely upon their cost of reproduction, when it expressly said that "all pertinent facts" must be considered and that no doubt there are some, and perhaps many, railways that should be given valuations below their cost of reproduction.

Having now pointed out the principal reason why so many reports and comments regarding the decision have been highly misleading, let us briefly review some of the history of railroad valuation, and consider the true significance of the court's decision in this case.

The Nebraska Rate Case

The railroads never asked for a valuation of their properties as a basis for rate-making or for any other pur-



pose. They long opposed it, and it was forced upon them. The principal issue involved in the O'Fallon case was whether, in a valuation of railroads, weight should be given to the up-to-date cost of reproducing them. The railways did not originally advocate the use of cost of reproduction as an important factor in making valuations. They never advocated it until it had been definitely held by the courts to be a factor that must be considered.

The history of railroad valuation really begins with the Nebraska rate case—the famous case of Smythe vs. Ames, in which the Supreme Court held, in 1898, that investment was not the only thing to be considered, but that all factors affecting the value of the property must be given weight, including cost of reproduction. It has continued to so hold from that day to this. In the Nebraska rate case and in other cases tried a quarter-century or more ago this doctrine authorized valuations that were less than the actual investment.

It is well to get clearly in mind just why the court took this position. There are fluctuations in the value of all commodities and all property, as measured in money. For example, their value, as measured in money, usually declines in periods of depression and increases in periods of prosperity. The court held that railways were entitled to charge rates that would yield them a fair return upon the "present value" of their property. But the present value of no kind of property is necessarily the number of dollars of money that have been invested in it. It may be either less or

more. One important factor in the present value of any property constructed by the use of labor and materials is what it would cost to reproduce it now. Therefore, to hold that in the valuation of railroad property only the actual investment should be considered, and that the cost of reproducing it should be disregarded, would be to hold that its value should not be allowed to decline when the value of other property declines or to increase when the value of other property increases.

Government Regulation's Effects

Effective regulation of railroads by the federal government began in 1906. Before and after that it was constantly charged that the railways were over-capitalized, that the figures in their accounts indicating the investment in their properties were inflated, and that they were earning excessive returns.

The valuation law of 1913 directed the Interstate Commerce Commission to "ascertain and report in detail as to each piece of property other than land * * * the original cost to date, the cost of reproduction new and the cost of reproduction, less depreciation", and all other elements of value. This was simply in accordance with previous decisions of the Supreme Court as to the way in which a valuation must be made in order to conform to the provisions of the Constitution of the United States. Those who favored this legislation did not hesitate to provide for ascertaining and considering the cost of reproduction because they did not anticipate that it would exceed the capitalization or investment of the railways. On the contrary, most of them believed that



the cost of reproduction would be less than capitalization or investment. This was especially true of the case of LaFollette, who predicted that the valuation made in accordance with the new law would justify large reductions of rates and earnings.

Then Came the War

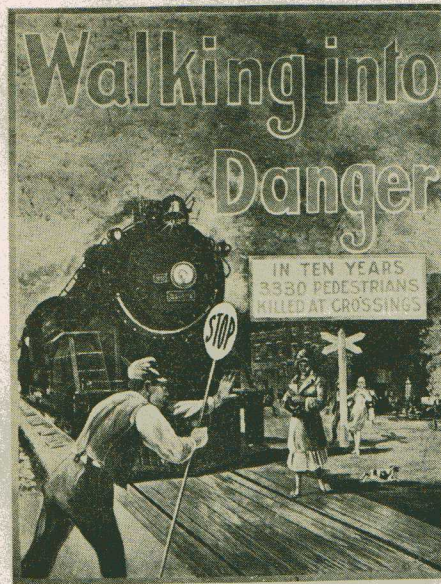
A year after the valuation law was passed the war in Europe began, which caused depreciation in the value of money throughout the world. This is simply one way of saying that the war caused in the United States as well as elsewhere large advances in the value of labor and the prices and values of commodities and of practically all kinds of property. The effect on the railroads and all public utilities was to make what it would cost to reproduce the parts of their property which were constructed before the war much greater than the value measured in money, that they had actually cost. The question



One important factor in the value of any property created by the use of labor and materials is what it would cost to produce it now. Therefore, to hold the valuation of railroad property the actual investment should be considered, and that the cost of producing it should be disregarded, to be held that its value should be allowed to decline when the value of other property declines or to rise when the value of other property increases.

Government Regulation's Effects

Active regulation of railroads by federal government began in 1906, and after that it was constantly held that the railways were overvalued, that the figures in their reports indicating the investment in their properties were inflated, and that they were earning excessive returns. The valuation law of 1913 directed the Interstate Commerce Commission to determine certain and report in detail as to the value of property other than land, and to value it at the original cost to date, less depreciation, plus the cost of reproduction new and the cost of reproduction, less depreciation, and all other elements of value. This was simply in accordance with the decisions of the Supreme Court as to the way in which a valuation must be made in order to conform to the provisions of the Constitution of the United States. Those who favored this legislation did not intend to provide for ascertaining the value of property by considering the cost of reproduction, because they did not anticipate that the value would exceed the capitalization of the investment of the railroads. On the contrary, most of them believed that



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arose as to whether, in the valuation of public utilities and railroads, weight should be given to this increase in cost of reproduction. In several public utility valuation cases following the war the Supreme Court held, as it had always held before, that this must be done—in other words, that since the cost of reproduction would exceed the actual investment, measured in money, the valuation usually must be made larger than the actual investment.

The property of the railways, according to their reports, represented in 1914 an investment of about \$17,000,000,000. The most important question relative to valuation presented to the Interstate Commerce Commission was as to whether this part of their property should be evaluated at what it had cost or at a larger amount because, as the commission itself estimated, it had actually cost about 40 per cent less than it would cost to reproduce it. The commission finally decided in the O'Fallon case that it would not make any allowance whatever for this increase in what it would cost to reproduce the railway property that existed prior to the war. It included the property constructed before 1914 in the valuation at its estimated actual cost. It added to this the investment that had been made subsequently at higher wages and prices. It included land at its present estimated value. From the sum thus arrived at it made a substantial deduction for depreciation, and the result was the valuation.

The Paramount Issue

Now, the big issue presented in the O'Fallon case was this: Did the com-



mission conform to the decisions of the Supreme Court, and obey the provisions of the LaFollette valuation law, when it refused to give any weight whatever in making a valuation to the fact that the cost of constructing the railway property existing before the war was much less than it would cost to reproduce it at the present time? The Supreme Court held that the commission had not carried out the law because it had not given weight to this increased cost of reproduction.

There are some very important facts that the foregoing recital makes plain. One of these is, that those who wanted a low valuation, and not the railways themselves, were responsible for it being made the law of the land that cost of reproduction should be considered in valuation. Another is, that these same persons, and not the railways, caused Congress to pass a law providing for a valuation, and even wrote that law. Still another is that all the Supreme Court has done in the O'Fallon case has been to decide that a valuation of railroad and public utility property must be made in the same way that it had been deciding for 15 years before the LaFollette law was passed, and has been deciding for the 16 years since it was passed, that such valuation must be made.

Means Nothing of the Kind

Is the result going to be, as many persons assume and tell the public, that the railways will be given a valuation \$10,000,000,000 to \$20,000,000,000 greater than their investment, that they will thereby be enabled to earn an enormously increased net operating income, and that this will

The Good Broom

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CLEAN
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—National Safety Council

be secured by huge advances in their rates, by large reductions in their wages, or by both these means? There are several reasons why it does not mean anything of the kind.

In the first place, as has already been pointed out, the Supreme Court did not hold in the O'Fallon case that a valuation must be based entirely upon present cost of reproduction, and therefore all estimates of the probable valuation which assume that it did are wildly erroneous. It held that the cost of reproduction and all other factors must be considered; and how little or how much weight must be given to cost of reproduction is still unsettled. A valuation made according to the Commission's method would have been less than the actual investment in the properties, because, in the main, it would have been an estimate of what the railways had

cost, less a large deduction for depreciation. The final valuation unquestionably will be larger than it would have been if made as the Commission proposed, but it is equally certain that it will be less than the estimated cost of reproduction.

No Effect on Wages

Whatever it may be, it is extremely doubtful if it will have any effect on wages. Railway wages have been fixed in the past chiefly in accordance with the cost of living, the nature of the employee's work, the hazards of the employment, and the wages paid for comparable work in other industries. Insofar as they have been affected indirectly by the net earnings of the railways, the tendency has been to increase them when net earnings have increased. It cannot reasonably be assumed, in view of past experience, that anything that tends to increase the prosperity of the railroad will tend to keep down or reduce the wages of their employees. The tendency is more likely to be in the opposite direction.

Will a valuation made in accordance with the Supreme Court's decision cause advances in railway rates? Questionably it will tend to produce rates higher than they otherwise would be, because it will be a stumbling block to reductions, and, in certain circumstances, an argument for increases. It must be borne in mind, however, that rates never have been adjusted arbitrarily for the sole purpose of enabling the railways to obtain a fixed return upon a valuation. A valuation is but one measure of how rates should and can be made



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matter how low a valuation might be
made it would be necessary to so fix
rates as to enable the railways to earn
enough return to attract new capital,
or they would become unable to ex-
pand and improve their properties
enough to handle the commerce of the
country satisfactorily and economi-
cally.

Traffic Must Move

On the other hand, no matter how
high a valuation may be made, rates
must be fixed low enough to enable
all kinds of traffic to move freely to the
markets of this country and of the
world, and to meet the competition of
other carriers by water and highway.
The law of the land requires not only
that the railways shall be given a fair
valuation, but also that each of their
rates shall be "just and reasonable".
Economic law requires that rates shall
be made no higher than the traffic
will bear.

The final valuation, whatever it
may be, will determine the general
level of railway rates only to a limited
extent. And it may well be pointed out
that this view of the matter is not a
new one. It is the view which railway
officers almost unanimously expressed
20 years ago when the agitation for
the passage of a valuation law was
going on, and they have expressed it
ever since. It has not been railway
officers, but other persons, who have
advocated a valuation as a means of
determining the rates the railways
could and should make, and it is
persons outside the railroad business
who are now expressing apprehension
that the valuation made will be too
big and will result in large advances
in rates.



Railway officers knew too much about the railroad business 20 years ago to express either much hope or much fear regarding a valuation, and their attitude is much the same now as it was then. They have always confidently believed that decisions of the Supreme Court would finally require the valuation to be made in a way that would tend to give railway property the same protection from confiscation that is given, under our constitution and laws, to other prop-

erty that is privately owned. But they have known too much about the railroad business, and the conditions under which it must be conducted, to expect a settlement of the valuation question to render it practicable to fix rates regardless of what the traffic will bear, or to make it unnecessary, if adequate net returns are to be earned, to operate the railways with the greatest practicable efficiency and economy.



Collecting Revenue for Uncle Sam at Border Town No Small Job

VANCEBORO—where the Maine Central joins hands with the Canadian Pacific and the St. Croix River separates the United States from the Dominion of Canada—some interesting instances are there experienced each and every day by the United States Customs and Immigration officers.

C. L. Cummings, Inspector in Charge of United States Customs, formerly a member of the Maine Central Family, has 11 men under his jurisdiction, four in the customs office at Vanceboro and seven working outside. One man is located at St. Andrews, two on the International Bridge between Vanceboro and McAdam and another goes to St. John each day on No. 71 and back on No. 8 for baggage inspection of all persons coming from Canada. During the heavy traffic tourist season, the force is



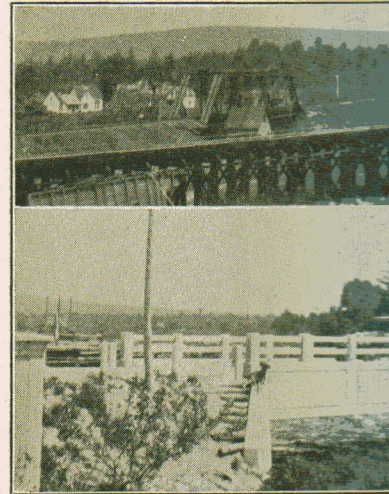
C. L. Cummings, Deputy Collector

augmented by extra inspectors and patrolmen.

Heavy Revenues Received

Strange as it may seem, there is very little trouble at this point by the illegal transportation of intoxicating beverages, especially is this true of

(8)



Top: International Bridge across St. Croix River. Bottom: Highway near McAdam.

train inspection. A major portion of the revenue which goes into the United States Treasury from duty is from tobacco shipments from Prince Edward Island to cities in the States.

Some idea of the amount of revenue collected can be gleaned from the following figures. During the month of February, over \$137,000 was collected. In January, \$66,000, and in March, 1928, \$192,000 was taken in.

An accurate check is made on all merchandise imported into the States on which a value has been declared by the shipper. For example, a freight car comes in over the Canadian Pacific generally at Vanceboro, where a manifest is turned over to the Maine Central. A record of each car number is kept, and its contents inspected, weighed and compared with the original invoice. The railroad furnishes men to help the Customs offices with the inspection. Only once in a great while do the



that is privately owned. But we have known too much about the railroad business, and the conditions under which it must be conducted, to make a settlement of the valuation of the property so onerous as to render it practicable to fix the price, regardless of what the traffic will bear, or to make it unnecessary, if the net returns are to be earned, to operate the railways with the greatest practicable efficiency and economy.

For Uncle Sam No Small Job

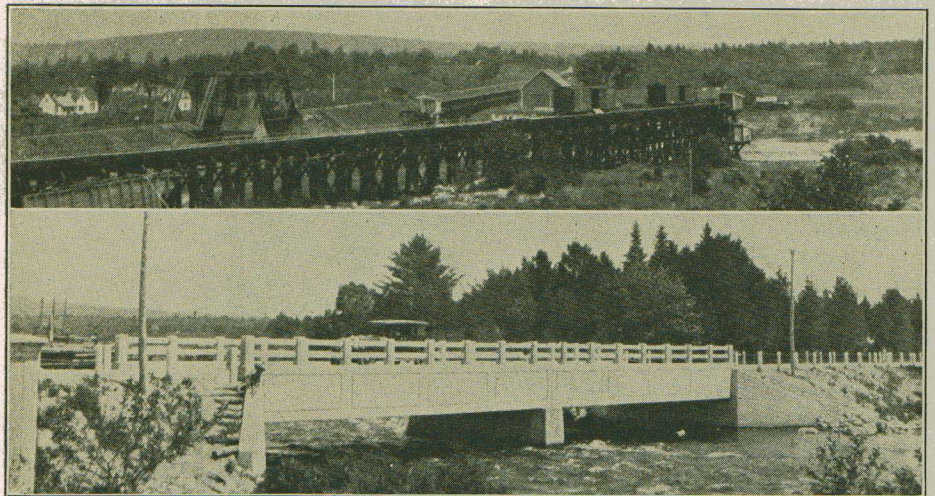


Cummings, Deputy Collector

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Top: International Bridge across St. Croix River between Vanceboro and McAdam. Bottom: Highway Bridge Looking towards Canadian Side

train inspection. A major portion of the revenue which goes into the United States Treasury from duty is from potato shipments from Prince Edward Island to cities in the States.

Some idea of the amount of duty collected can be gleaned from official figures. During the month of May, over \$137,000 was collected, April, \$66,000, and in March, 1928, over \$192,000 was taken in.

An accurate check is made of all merchandise imported into the States on which a value has been declared by the shipper. For example, a freight comes in over the Canadian Pacific generally at Vanceboro, where it is turned over to the Maine Central. A record of each car number is made, contents inspected, weighed and compared with the original invoice. The railroad furnishes men to help the Customs offices with the inspection. Only once in a great while do the in-

voices and the inspection fail to jibe.

Some Valuable Spuds

It was only a short while ago that an invoice was received for four cars of potatoes, billed to a destination in the States. Ordinarily there would have been nothing very unusual about this, but word had been flashed from the Canadian side to very carefully inspect each sack of potatoes as soon as it had crossed the border yard. The first car that came into the yard was switched onto the "Fairbanks" and the weight found to be okeh, seals checked and the first impression on opening the car door was one of disappointment. From outward appearances it certainly looked like an ordinary car of "spuds". As a matter of fact there were a few sacks of "*pomme de terres*" in the doorway but the balance of the cargo was whoopee, honest to goodness hard stuff, choice wines and liquors.



Another shipment came through billed as 24 cases of canned clams, but the clams turned out to be 24 cases of whiskey in cans with proper canned clam labels, with instructions for making an excellent stew. Needless to say the shipment never reached its final destination.

Auto Traffic Increasing

A comparison of the number of people crossing this line at this gateway is interesting. In the month of May, 1929, the records show 1,165 vehicles crossed the International Bridge against 90 passenger trains and 159 freight trains. The number of passengers carried on the trains amounted to 2,852 while the number that traveled over the highway numbered 2,375.

For the month of September, 1928, the peak of tourist traffic, over 12,000 people crossed the line in autos against 6,000 by train. The following month, October, 9,030 passengers traveled by train and 6,024 by auto. Customs men stated that the automobile traffic is increasing each year.

The exportation of merchandise from the States to Canada is on the increase. Thus far the current year there has been an increase of more than 3,000 freight and express shipments over the fiscal year ending June 30, 1928.

Inspection Important Job

The officer in charge of immigration inspection is Earl Crandlemire, brother of First Trick Operator Fayette Crandlemire of Vanceboro. For the past 19 years Mr. Crandlemire has met all kinds of people and had all kinds of experiences. Two of the inspectors under the chief go to St. John daily



Inspector Bonneau on the Job

and when traffic is heavy, four are needed. He has a force of six inspectors, a clerk and a guard, besides two patrolmen on the highway.

Each alien wishing to gain admittance to the United States is subject to a payment of \$8.00 for a head tax and \$10 for visa charge, except residents previously legally admitted who have not impaired such previous legal admission in any way, and aliens who have had a residence of at least a year in Canada, Cuba or Mexico, entering for a temporary stay.

A Few Unwelcome Visitors

If entrance is made into the States without proper rights they are subject to a fine of not over \$1,000 and not over a year in prison, or both. In some cases, medical examination is also required. If an alien comes over the line as a visitor the head tax is exempt but if intending to be a permanent resident the tax must be paid. A visitor may remain in this country without payment of a tax up to a period of six months.

There are two patrolmen under the Chief Patrol Inspector, who is located at Houlton. Any aliens apprehended by

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these officers are turned over Inspector in Charge at Vanceboro.

The inspection officers, too, their troubles with law breakers as well as in the customs end. trains aliens sometimes try to cross the line via "blind bags". They hide under coal piles on a tender, or brake beams. Some swim across. Others swim the river themselves across in improvised rafts but it is usually the short end of the bad bet, for the arm of the law is long and far reaching.



Interesting Vanceboro Port

There is no road so level as to rough places.—Cervantes.



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Interesting Vanceboro Potatoes

There is no road so level as to have no rough places.—Cervantes.

On The Cover

If you will allow us a little leeway in our definition, we did not have to go out of the Family this month to secure a picture for the cover. The beautiful English setter there shown is Willowbrook Lonesome, one of the best hunting dogs in Maine, and the property of Director Percy V. Hill of Augusta. She has placed in several field trials.

The father of the lusty litter around "Mrs. W. L. Hill" is Whitehope Duke, owned by Danforth L. Nash, proprietor of C. E. Nash & Son, in whose print shop in Augusta this Magazine is produced monthly. Duke has won prizes twice in the New Hampshire Field Trials, in competition with 70 or 80 dogs with national reputation.

Both Lonesome and Duke are registered in the American Field Stud Book, under the names above given. Both dogs, also, are used every fall in woodcock and part-ridge shooting, and there are very few, if any, better for our Maine covers, than these two.



Manning Attends Claim Convention

Freight Claim Agent M. C. Manning of Portland attended the 38th annual session of the Freight Claim Division of the American Railway Association, held at the Hotel Willard, Washington, D. C., the latter part of May.

Mr. Manning stated "some very instructive suggestions and criticisms were received from the prominent speakers who attended the convention."

Representatives from practically all the Railroads in the country were present as well as representatives from the U. S. Government interested in the further prevention of freight claims.

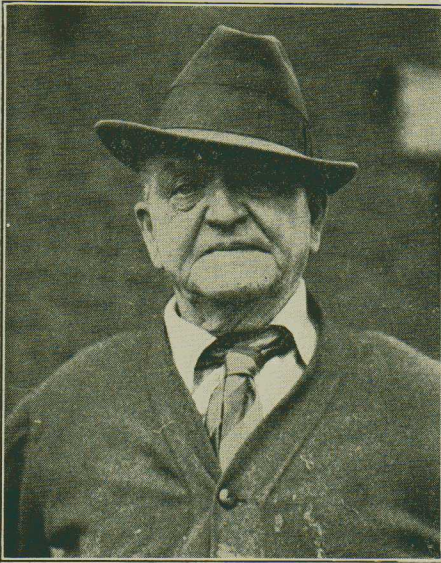


Life keeps a cash store, it gives us everything we pay for.

—The Great Western Magazine.



IN MEMORIAM



FRANK G. SWAN

Frank G. Swan, the oldest railroad man in the United States when he retired two years ago, died Friday, May 24th, at his home, the old Swan homestead, 201 Center Street, Bangor, where he had lived all his life. He was 78 years old.

He began railroading March 17, 1860, making 67 years of service at the time of his retirement. His first "run" was on the Bangor, Oldtown and Veazie railroad as trainman, baggage master, switchman and everything else that his father, Nathan T. Swan, conductor, didn't do.

When the Veazie railroad ceased operations in 1869, father and son went to the Bangor and Piscataquis, then to the European and North American, continuing with the Maine Central. Frank Swan often remarked that he had done everything on

a railroad except run an engine—and he could probably do that.

Much of his service was a passenger and freight conductor. The last 23 years of his service was as store keeper at the Bangor roundhouse, working six days a week and on a job which is no "snap" for anyone.

He took considerable pride in exceeding the service of his father, who was 64 years in railroading.

Mr. Swan lived to see the vast change in railroading, from the old wood rails with strap iron tops to the heavy steel rails of the present day; from the old Pioneer to the great "600s" and "700s" of the day which could carry the Pioneer on their fenders, vestibule trains, air brakes and signals, steam heating, electric lighted, block signals—an experience which comes to but few men—covering the entire span of American railroading from its start.

Mr. Swan is survived by his wife, Mrs. Alice L. Swan; one daughter, Edith M. Swan; one son, Harry M. Swan; and a granddaughter, Dorothy, all of Bangor.

Funeral services were held at the residence 201 Center street. Bearers were Frank S. Whitney, Francis T. Mooney, Harry W. Bradley, Harvey Hutchinson, Fred Richards and Alvah J. McNaughton. Interment was in Mt. Hope cemetery.

ALMONT PIERCE

Almont Pierce of Portland, boiler maker's helper at Rigby Shops, died May 29th, at the Maine General Hospital, following an illness of several months duration.

He was born in Marlboro, Mass. in 1886. For the past 14 years he had been employed at the Rigby Terminal, having entered the service Sept. 11, 1918. His loss is mourned by his associates and by his many friends with whom he was extremely popular.

His immediate surviving relatives are the wife and six children of Portland. His mother who resides in Marlboro.

Funeral services and the burial will be held at the family lot in the cemetery.

JOHN DUNN

John Dunn of 67 Merrill Street, Portland, retired car inspector, died recently at the Portland hospital. He was retired six months ago because of his health.

Mr. Dunn's health began failing after the death of his wife about five years ago. Since that time, he never fully recovered from his grief.

How the Girls at Home

By HENRY C.

SOMEWHERE, back of every man, efficiently does his work on the Maine Central Railroad, there is a woman, yes, and a regular woman.

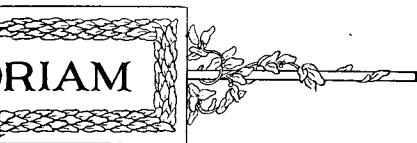
Why regular? Well because they are on day after day, with their suits and work, looking for no applause, and some and deserving much.

A Typical Case

Listen to the story of the girl in mind. Her husband is an employe of our Railroad. Has a nice home and children, with pets, same as we have here in Maine. It costs plenty to all up smart and well and pretty, but do it and do it well. Down comes measles and whooping cough and hands, turn and turn about, are laid in bed, finally including the old man. Months on that trail gets on a man's nerves. It costs big and knocks a man out of life. He has to keep on with it. The railroad must run, traffic must be kept and his home troubles must be kept in sight.

Something in the Atmosphere

As usual, one evening after trouble clearing away at home and he had



railroad except run an engine—and he could probably do that.

Much of his service was a passenger and night conductor. The last 23 years of his service was as store keeper at the Bangor roundhouse, working six days a week and on a job which is no "snap" for anyone.

He took considerable pride in exceeding the service of his father, who was 64 years of railroading.

Mr. Swan lived to see the vast change in railroading, from the old wood rails with strap iron tops to the heavy steel rails of the present day; from the old Pioneer to the great "600s" and "700s" of the day which could carry the Pioneer on their tenders, vestibule trains, air brakes and signals, steam heating, electric lighted, track signals—an experience which comes to but few men—covering the entire span of American railroading from its start.

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His immediate surviving relatives are the wife and six children of Portland and his mother who resides in Marlboro, Mass.

Funeral services and the burial took place in the family lot in the cemetery there.

JOHN DUNN

John Dunn of 67 Merrill Street, Portland, retired car inspector, died recently at a Portland hospital. He was retired about six months ago because of his health.

Mr. Dunn's health began failing at the death of his wife about five years ago. Since that time, he never fully recovered from his grief.

He was born in Prince Edward Island, but came to Portland when a young man. He married Ellen Nolan and made Portland his home until his death.

Funeral services were held at 289 Cumberland Avenue.

Card of Thanks

We wish to thank the Trackmen of Section 12 and Section 7 for their thoughtfulness and kindness in sending the beautiful flowers in our recent bereavement.

Robert H. Webber, Bowdoinham
Robert S. Webber, Freeport.



How the Girls at Home Back Up Our Railroad Men

By HENRY CROSSMAN GROVER, Boston

SOMEWHERE, back of every man who efficiently does his work on the Maine Central Railroad, there is a woman—yes, and a regular woman.

Why regular? Well because they click on day after day, with their substantial works, looking for no applause, getting some and deserving much.

A Typical Case

Listen to the story of the girl we have in mind. Her husband is an employee of our Railroad. Has a nice home and children, with pets, same as we have many, here in Maine. It costs plenty to keep it all up smart and well and pretty, but they do it and do it well. Down comes the 'flu and measles and whooping cough and all hands, turn and turn about, are laid up in bed, finally including the old man. Two months on that trail gets on any man's nerves. It costs big and knocks the joy out of life. He has to keep on with his job. The railroad must run, traffic must move, and his home troubles must be kept out of sight.

Something in the Atmosphere

As usual, one evening after troubles were clearing away at home and he had finished

a hard day's work at the railroad, he pulled up by his fireside with wife and children all happily about and the dog wagging his tail for attention, when he noticed there was something in the atmosphere—something coming.

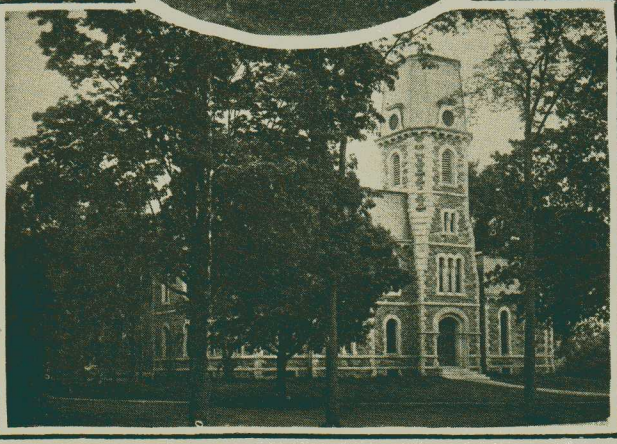
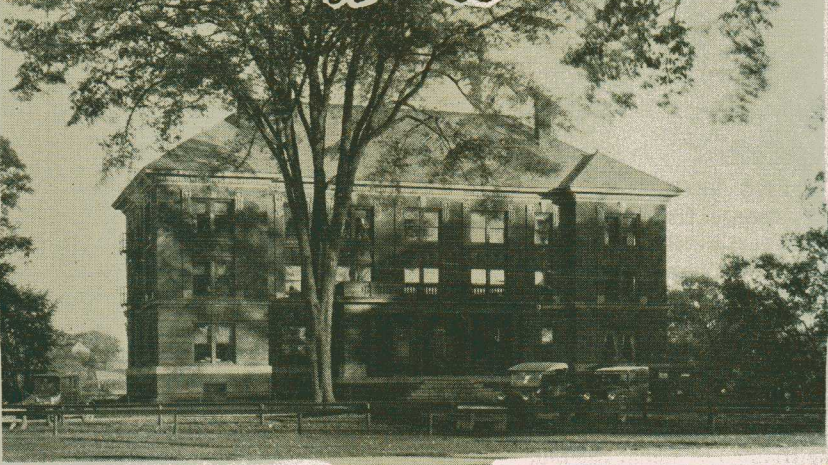
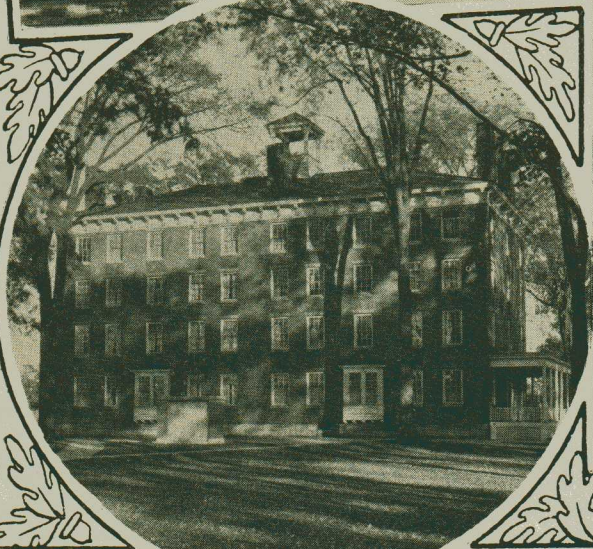
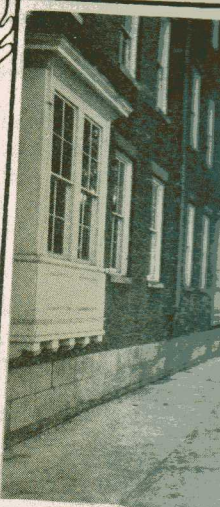
"Why are you all dolled up so nice? Why is everything so spick and span? Going to spring a surprise party? Not my birthday or anything?" That's what he asked.

Just the House on Fire

So Mother smiled and the kids yelled and clapped their hands and then Mother said: "Listen, old dear, and I'll tell you all about it. The house caught fire today. It looked serious for a while, but instead of passing more interruption to your work, I phoned the fire department and bundled the children off to the neighbors. It was a bad mess, but the firemen got here in jig time, knew what to do and did it.

"The fire was in the chimney. It did no damage, though it wet up the cellar and put out the furnace fire. But inside an hour and a half the firemen had gone, leaving house cold and some wet and very dirty. Why didn't I move out? Why

(Concluded on page 19)



COLBY COLLEGE, Waterville

A co-educational institution of about 600 students with a faculty of 34. Franklin W. Johnson, class of '91, has just recently been elected its new president.

Left to Right: Campus views reproduced above are: Top Row—Entrance to proposed new gymnasium; College Halls from South; The College Walk, showing several of the oldest buildings on the Campus.

Middle Row—South College, home of Zeta Psi and Alpha Tau Omega Fraternities; Roberts Hall, dormitory for men; Entrance to Campus through Gateway presented by Class of '02.

Bottom Row—Memorial Hall, college chapel and library, first college building in the United States erected to the memory of the soldiers of the Civil War; Recitation Hall.



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MAINE CENTRAL Employees' Magazine

Vol. VI JULY 1929 No. 7

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

EDITORIALS

THE ENDLESS BELT

Far-sighted shippers really appreciate the service railroads are now giving them. One large manufacturer recently referred to the rail lines as "part of his conveyor system." He meant that raw materials reached his plant with such certainty and regularity that he could base his whole production schedule on the firm foundation of reliable rail transportation service. His

company, he explained, found it necessary to keep only three days' stock on hand, thanks to steam railroad dependability. The economy of this is obvious. We are a part of—an important link in the endless belt carrying goods from the producer to the consumer.

RAILROADS AND LITTLE JOHNNY

This vitamin theory, about eating vegetables and fruits in winter, would be pure theory and nothing more without the refrigerator car and the fast and dependable service given by rail lines today. Little Johnny and Mary eat their spinach in February and December today, where their dads and mommies only got it in July or August. The average baby born today has twice as good a chance to grow up as he did 15 years ago. Fresh milk, fruits and vegetables, which reach him by rail, have a lot to do with this sorrow-destroying difference.

JUST A FEW SECONDS

It takes a fast passenger train an average of seven seconds to pass a crossing. Freight trains, longer and slower, occupy the crossing a bit more, but the few seconds or minutes autos have to wait for the train to pass are almost never worth worrying about. Yet last year over 7000 persons lost their lives trying to save this tiny fraction of time. The autoist who waits and watches the train go by might use that time being glad he is alive and blessed with good sense.

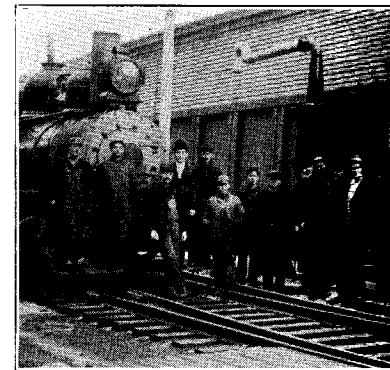
Only two passengers on railroad trains in the United States were killed in train accidents during the first six months of 1927. Compared to the automobile, which kills more than 20,000 Americans a year, the railroad seems as safe as a church.

The Swiss Federal Railways, often mentioned as the ideal example of a government-owned railroad, is having trouble making both ends meet. Its estimated deficit for 1927 is 12 million francs and the railway debt increased about a thousand million francs from 1915 to 1925. Not so good.



Maine C

Twenty Years Ago



Left to right: Geo. B. Pillsbury, Percy Hanson, Fireman; Fred L. M. Yardmaster; Fred Trask, Night V. Eng. House; Sam L. Benton, Yard K. man; Chas. Hart, Dayman Eng. H. Elwood Williams, Spare Hand; Arthur nels, Gateman, Bridge St.; John B. V. Gateman, Winthrop St.; Wm. S. K. Gateman, Rines Hill; Melvin Frost, livery Clerk, Frt. House, Fred A. H. Foreman Frt. House; Albert H. Hunt, House Man; Perley Randall, Frt. Man; J. W. Harlow, Truckman, Transfer; Harry DeBow, Asst. Bag master; Stillman G. Sylvester, Day gageman; Russell M. Field, Night Bag master, E. H. Walker, formerly Ticket P. E. Fuller, Ticket Agent; Howa Dickey, 2nd Trick Opr.; Edwd. A. 3rd Trick Opr.; Alvah O. Parsons, Frt. Office; Harry Walker, Frt.; H. E. Webber, Cashier Frt. Office; W. Hayden, Frt. Clerk; E. E. Parkman, resigned Dec. 20, 1909, to be Asst. to R. R. Commissioner at State H. This picture reaches us through the tesy of Ellis E. Walker, Frt. Office, Au

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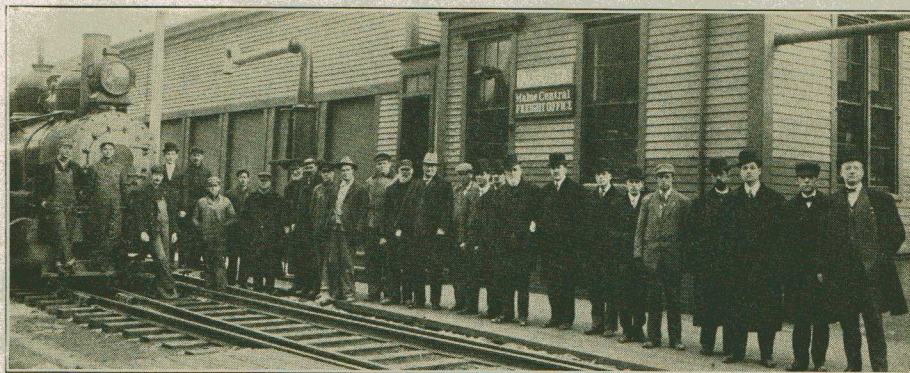
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Maine Central Family

Twenty Years Ago At the Capital City Station



Left to right: Geo. B. Pillsbury, Engr.; Percy Hanson, Fireman; Fred L. Merrill, Yardmaster; Fred Trask, Night Wiper, Eng. House; Sam L. Benton, Yard Brake-man; Chas. Hart, Dayman Eng. House; Elwood Williams, Spare Hand; Arthur Runnels, Gateman, Bridge St.; John B. White, Gateman, Winthrop St.; Wm. S. Keene, Gateman, Rines Hill; Melvin Frost, Delivery Clerk, Frt. House, Fred A. Hayden, Foreman Frt. House; Albert H. Hunt, Frt. House Man; Perley Randall, Frt. House Man; J. W. Harlow, Truckman, Mail Transfer; Harry DeBow, Asst. Baggage-master; Stillman G. Sylvester, Day Bag-gageman; Russell M. Field, Night Baggage-master, E.H. Walker, formerly Ticket Agt.; P. E. Fuller, Ticket Agent; Howard A. Dickey, 2nd Trick Opr.; Edwd. A. Barre, 3rd Trick Opr.; Alvah O. Parsons, Clerk Frt. Office; Harry Walker, Frt.; Howard E. Webber, Cashier Frt. Office; Wm. L. Hayden, Frt. Clerk; E. E. Parkman, Agent, resigned Dec. 20, 1909, to be Asst. Clerk to R. R. Commissioner at State House. This picture reaches us through the courtes-y of Ellis E. Walker, Frt. Office, Augusta

Portland Terminal Notes

By GRACE M. KATON

The offices of the Superintendent and Freight Agent have participated in new coats of paint and they are being enjoyed by all.

Freight Agent Melaugh, who has been confined to his home account illness, has resumed his duties.

Asst. Cashier "Al" Swett has been laid up account of broken ribs, result of "Al" doing circus stunts in his car, recently. Reports are that he will soon be back on the job.

Freight Clerk Francis J. MacFarland and Mrs. MacFarland are receiving congratulations on the birth of a daughter recently. Best wishes, "Mucker."

Miss Ethel E. Armstrong, of the Super-intendent's office, has returned from a motor trip to Quebec and vicinity. The trip was made in her new Essex car which she drove herself.

Mrs. Grace Noyes Charles has been substituting in the Inter. & Per Diem Bureau during the illness of Margaret R. MacFarland.



Boys From Motive Power Department at Bangor Take a Day Off and Go Fishing



Upper Panel: The Start from McKinley to the Fishing Grounds. Lower Panel: Lucky Thirteen from High Head. Inset: Nelson Nichols on Right, with Prize Cod Weighing 37 lbs. The Chauffeur on Left with Another Large One.

By C. H. LEARD
THIRTEEN Maine Central boys, most of them from the Motive Power Department, took their first deep-sea fishing

trip of the season on June 9th and brought back with them over 1,600 pounds of cod and haddock. These mighty fishermen left Bangor about 5 a.m. in a Reo Speed-

(18)



wagon en route for McKinley, where he embarked in the fine fishing smack of Covey, who served the dinner for the trip. This consisted of fish chowder, soup, made New England famous, together with lobsters and all the trimmings. A merchant of Bangor, A. C. Raymond, furnished many prizes which were awarded as follows:

First prize, a pair of overalls, was awarded to Boilermaker Helper Nelson Nichols. This prize was for the largest fish—a cod weighing 37 lbs.

Second prize, choice of any sport swine in the store, was awarded to Ralph T. This prize was captured with a cod weighing 34 lbs.

Third prize, pair of work gloves, was awarded to Brakeman John Hanson. His fish weighed about 30 lbs.

The biggest man of the party, L. Sanborn, machinist's helper, who weighed about 300 pounds, caught the smallest fish that was landed on the trip and for distinction won the booby prize—a woman's sun bonnet.

A cigarette lighter was awarded to Moran for catching the first fish. (The stand cigarette lighter was of latest design—a candle with box of matches attached.)

The big joke of the entire trip was Moran. He was born on a fishing smack off the coast of Labrador—so the joke goes—and for the first 25 years of his life did nothing but catch cod, and roam the seas. It was he that did all the bragging about never being sea-sick, but soon were they off shore on this particular trip before Mr. Moran began to turn pale for a pail and say, he hasn't got one yet and this was written June 19th. He was the only one on the trip to experience that "grand and glorious feeling

♦ ♦

Our Girls at Home

(Concluded from page 13)

didn't I send for you? I thought I would but rather stick on the job. I got right to work and soon had the place cleaned up, furnace set to rights, the fire built and

Department at Bangor Go Fishing



Fishing Grounds. Lower Panel:
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I sent for the children and we all set to and got dinner. So here we are—and that's that."

Can you beat it? Is this lady a regular? Nothing but! She's the kind they used to write poetry about, like "The Lady of the Cake," and "Gretchen at the Well." Back of almost all the Maine Central men who are making good there's a girl like this one. More power to them.

Motto or Stuffing?

The shades of night were falling fast
As through a country village passed
A speeding car with sign attached,
On which this word was rudely scratched,
Excelsior.

But where the highway crossed the track,
The engine hit the car, *ker-smack!*
The driver lay, without a sound—
They opened up his head and found
Excelsior!

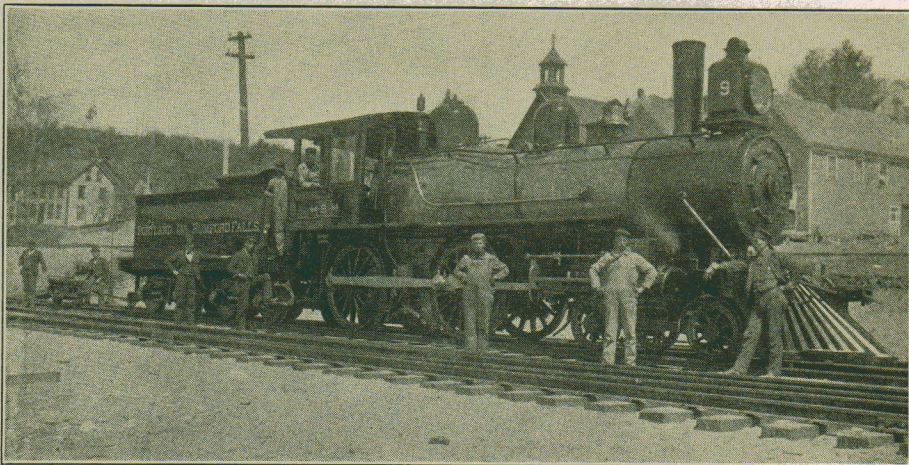
The Thrill That Comes Once In a Lifetime



—From the New York World



Old P. & R. F. Engine No. 9 at Chisholm Yard



Another old-time picture comes to us through the courtesy of Engineman C. A. Dolloff at Livermore Falls. The men in the picture are Will Hall, Watchman; Gus Ryder, Brakeman; Charles Ryder, Brake- man; Frank Hackett, Engineer; in window,

C. A. Dolloff, Fireman; in Gangway, H. R. Read, Conductor, with foot on step; Charles Randall, Station Agent, Liver- more; back of H. R. Read, R. B. Stratton, Civil Engineer, sitting on motor car, and Roadmaster Osgood standing by motor car.



Lime City Locals

By A. R. PUGH, Rockland

Miss Pratt (season's hottest day): "Good morning, Mr. Trafton, isn't it hot?"

Trafton: "Yes, it is, awful hot—nice and cool though."

Hen Comins has resurrected his last year's sport hat and feels all set for the summer season now. The tourists will feel at home to see the yaller hat bobbing up and down in and 'round the passenger station on the arrival of No. 53.

Miss Edith Pratt is happily ensconced behind the wheel of a brand new Willys-Knight sedan, and therefore leads the parade of Maine Central Family cars for this neck of the woods.

Regardless of the fact that sea and land planes are getting rather thick here this season, there being five of them here now ready to carry passengers hither and yon,

we are not worrying much about their cutting into Maine Central traffic, inas- much as we still have that glowing counte- nance of Arthur "Pop" McCurdy behind the ticket window, ready to dole out the requested transportation with a sweet smile and a gentle thank you. No tourist who has ever bought a ticket from him will ever think of abandoning us for a ride in a plane.

Wild Bill Bubier is taking a three- months' leave of absence from his duties as freight handler and we miss his wit and humor, but his duties in the shed are being ably taken care of by Oscar Crockett.



Over the Counter

Bargain Hunter: "What time does the next train leave for Los Angeles?"

Ticket Agent: "At 3.15, madam."

Bargain Hunter: "Make it 3.15 and I'll take it!"—*Santa Fe Magazine.*

(20)



Two Letters Whi

MAINE CENTRAL RAILROAD CO.
PASSENGER TRAFFIC DEPARTMENT

M. L. HARRIS,
GENERAL PASSENGER AGENT

June 13, 1922
File D-17-W

Mr. Lester H. Shibles,
State Club Leader,
University of Maine,
Orono, Maine.
Dear Sir:

Have before me your monthly let- ter, "Echoes from Clubdom." Vol- ume 11, of May, from which I learn that you will accompany Maine four delegates to the National Club Camp at the National Cap- ital on June 18th. Am wondering if you can be of any assistance to you in arranging transportation for the de- legates to Washington.

Yours very truly,

M. L. Harris
General Passenger Agent

General Office Not

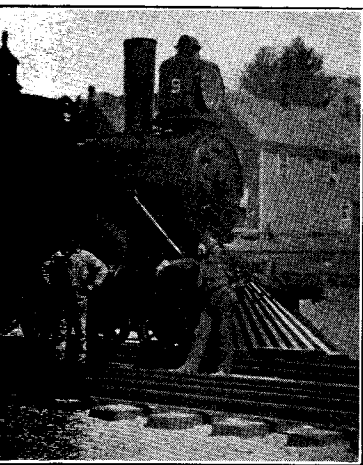
Mr. and Mrs. Erland J. Libby (Har- woodill) have returned from their w- edding trip to Boston and Washington. Their marriage took place in Portland on June 8th. Both Mr. and Mrs. Libby are members of the A. F. A. Office.

On June 1st, Mrs. Winoma D. H- ighley, stenographer in Auditor of Pas- senger Accounts Office, resigned.

During the past few months, a large number of new faces have been notified to the offices. The Misses Jennie C. Cynthiá Westman, Alice Foley, and Bauer and Christine Parker have



at Chisholm Yard



Dolloff, Fireman; in Gangway, H. d. Conductor, with foot on step; Randall, Station Agent, Liverack of H. R. Read, R. B. Stratton, engineer, sitting on motor car, and master Osgood standing by motor car.

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Two Letters Which Speak For Our Service

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PASSENGER TRAFFIC DEPARTMENT
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GENERAL PASSENGER AGENT

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COOPERATIVE EXTENSION WORK
IN
AGRICULTURE AND HOME ECONOMICS
STATE OF MAINE

COLLEGE OF AGRICULTURE OF THE
UNIVERSITY OF MAINE, AND THE
U. S. DEPARTMENT OF AGRICULTURE
COOPERATING EXTENSION SERVICE

ORONO, MAINE

June 14, 1929

Mr. M. L. Harris,
General Passenger Agent,
Portland, Maine.
Dear Mr. Harris:

I thank you very much for your letter regarding the trip to Washington. Some time ago I called up the ticket office in Bangor and told them just what I needed. As a result all tickets are either purchased or arranged for and everything is satisfactory from our point of view.

I am also very pleased to have this opportunity to tell you of the fine courtesy which was extended to us by the agent at Bangor. I assure you that we certainly appreciate such cooperation.

Yours very truly,

Lester H. Shibles,
State Club Leader

LHS:R

General Office Notes

Mr. and Mrs. Erland J. Libby (Hazel M. Woodill) have returned from their wedding trip to Boston and Washington. Their marriage took place in Portland on June 8th. Both Mr. and Mrs. Libby are employes of the A. F. A. Office.

On June 1st, Mrs. Winoma D. Hanson, stenographer in Auditor of Passenger Accounts Office, resigned.

During the past few months, quite a number of new faces have been noticed in the offices. The Misses Jennie Grant, Cynthia Westman, Alice Foley, Elsie Bauer and Christine Parker have joined

the ranks of the A. F. A. Office, Miss Catherine Stevens in the Freight Traffic Manager's Office, Miss Marjorie Goodwin in Auditor Passenger Accounts Office, and Mrs. Madeline O. Corcoran is substituting in the General Passenger Agent's Office for the summer months.

Joseph E. Bucklin of the Passenger Traffic Department, who was operated on for appendicitis on June 3rd, is rapidly recovering and has returned to his home.

The many friends of Ernest Ebbeson of the Engineering Department, who is on a leave of absence on account of ill health, were glad to see him on his recent visit to the office.



Puzzles Make A Hit---Who Will Guess 'Em?

In last month's *Magazine*, we printed a page of puzzles. The contest was wide open to all members of the Family, and from the answers that came in to the Editor's office, the puzzle artists did some puzzling over this interesting indoor sport.

Engineman M. C. Fisk at Rigby and E. W. Fenderson of the Engineering Department came the closest to ringing the bell, both getting all answers correct except the acrostic at the bottom of the page. In their answers the names of two general chairmen of labor organizations were slightly varied. Correct answers are printed below.

Answers To Puzzles in June Magazine

Anagram: GOODE

Concealed Names:

1. Bartlett
2. Rumford
3. Kingman
4. Wilton
5. Topsham
6. Rockland
7. Augusta
8. Eaton

Acrostic:

JOLLIER (J. Casey—Easler)
CUTIE
AIL
S
ACE
EMERY

Acrostics:

1	2
SOLON	MACHIAS
HIRAM	ICEBORO
ANSON (Shaw)	NEWHALL (Miner)
WALES	ELMWOOD
	RICCARS

3
HUB BUB
AMERICA
YEAST (Hayes)
EVE (Bates)
S

- Riddles: 1. Telegraph Key
 2. Engine Bell

This Month's Puzzles

BEHEADINGS

1. Behead (remove first letter) a siding near North Stratford and make skin affections.
2. Behead a station on Rangeley branch and make a grain.
3. Behead a station on Kineo branch and make raw metal.
4. Behead a station on back road and make a beam of light.
5. Behead a station on Rockland branch and make fruit.
6. Behead a station near Sabattus and make beverages.
7. Behead a station on Eastern division and make a hotel.

"SPLITS"

(Splitting is dividing a word into two syllables to make separate words)

1. Split a station on Eastern division and make male deer and a harbor.
2. Split a water tank siding in the Mountains and make a vehicle and a form of bread.
3. Split a station on Rangeley branch and make a tin container and a measure of weight.
4. Split a station on Eastern division and make a royal personage and a commoner.
5. Split a station on back road and make a Scotch "man" and one of his facial organs.

CONUNDRUMS

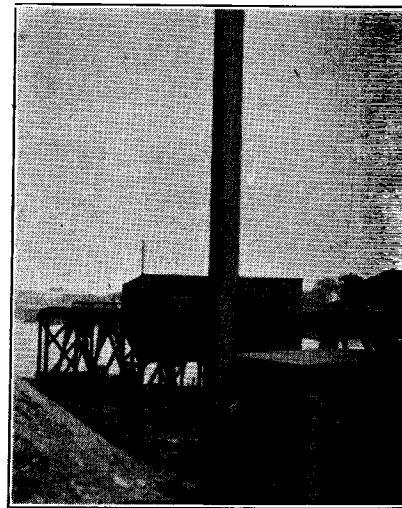
1. What Agent mows grass?
2. What Agent should wear robes?
3. What Agent works every day?
4. What Conductor is liable to set you afire?
5. What Conductor should be a good farmer?
6. What Engineman is sometimes blue?
7. What Conductor is an orator?
8. What Agent should travel far?
9. What Agent should be able to keep warm?
10. What Agent should make his own clothes?

11. What Agent is never short?
12. What Agent is always happy?
13. What Agent will never be poor?
14. What Agent should be able to get own meals?
15. What Agent never loses?

A TIME QUESTION

A railroad man was asked what time it was and he replied that it was between

New Power House



The coal discharging plant at Head, Bangor, has been placed in excellent operating condition by necessary repairs to machinery and installation of new power boilers.

Two new 72"-horizontal Return Tub boilers built by the Portland Company were installed in a new 30 x 35 wood frame flat graveled roof building. The steel structure from old setting was reclaimed and placed upon a cement base at new site.

This plant discharges an average of 150,000 tons of coal per year consigned to the C. P. Railway, Kennebec Wharf Coal Co., and various mills, including International at Webster and the Percot Chemical Fibre Co. at Great Water



Who Will Guess 'Em?

This Month's Puzzles

BEHEADINGS

- Head (remove first letter) a siding near North Stratford and make skin sections.
- Head a station on Rangeley branch and make a grain.
- Head a station on Kineo branch and make raw metal.
- Head a station on back road and make beam of light.
- Head a station on Rockland branch and make fruit.
- Head a station near Sabattus and make beverages.
- Head a station on Eastern division and make a hotel.

"SPLITS"

- Splitting is dividing a word into two parts to make separate words)
- Split a station on Eastern division and make male deer and a harbor.
- Split a water tank siding in the Mountains and make a vehicle and a form bread.
- Split a station on Rangeley branch and make a tin container and a measure weight.
- Split a station on Eastern division and make a royal personage and a companioner.
- Split a station on back road and make Scotch "man" and one of his facial organs.

CONUNDRUMS

- What Agent mows grass?
- What Agent should wear robes?
- What Agent works every day?
- What Conductor is liable to set you on fire?
- What Conductor should be a good farmer?
- What Engineman is sometimes blue?
- What Conductor is an orator?
- What Agent should travel far?
- What Agent should be able to keep warm?
- What Agent should make his own clothes?



11. What Agent is never short?
12. What Agent is always happy?
13. What Agent will never be poor?
14. What Agent should be able to get his own meals?
15. What Agent never loses?

A TIME QUESTION

A railroad man was asked what time it was and he replied that it was between five

and six o'clock; but, to be more particular, he said that the minute hand had passed as far beyond the 6 as the hour hand wanted of having reached the 6; that is, that the hour and minute hands made equal acute angles with a line passing from the 12 thru the 6. What time was it? (This one asked by C. H. L.)

New Power House Located At High Head



The coal discharging plant at High Head, Bangor, has been placed in excellent operating condition by necessary repairs to machinery and installation of new power boilers.

Two new 72"-horizontal Return Tubular boilers built by the Portland Company were installed in a new 30 x 35 wood frame, flat graveled roof building. The steel stack from old setting was reclaimed and placed upon a cement base at new site.

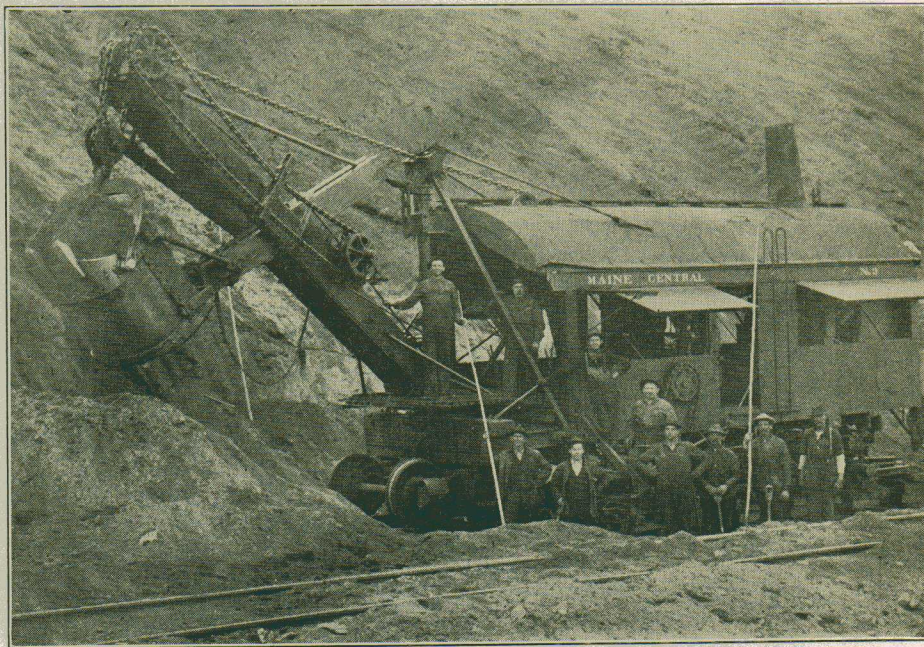
This plant discharges an average of 150,000 tons of coal per year consigned to the C. P. Railway, Kennebec Wharf & Coal Co., and various mills, including the International at Webster and the Penobscot Chemical Fibre Co. at Great Works.

Bangorites Attend Shrine Convention

Engineman Sam Lancaster, Potentate of Anah Temple, Bangor, and wife, General Agent C. C. Haynes of Northern Maine Junction, Past Potentate of Anah Temple, and wife, attended the Shrine Convention, held in Los Angeles, California, during the month of June. A special Pullman was chartered from Portland and moved over our Mountain Division to Montreal. In all, 23 Shriners made the trip from the State of Maine in this party, via the Maine Central Railroad. Nine from Kora Temple traveled via the Grand Trunk.



Sand Hill Pit On The Dover-Foxcroft Branch



This is the picture of Charles Philbrook's Steam Shovel crew who paused a moment to pose for the *Magazine* camera years ago.

Photo courtesy of Engineman George Ellis, Portland Terminal Company. Taken at the Sand Hill Pit.



Identifies Old Bridge Photo

In the June number of the *Magazine*, on page 9, you show an old picture of P. & R. F. bridge and ask the location. I can identify it as "Pottle Bridge" at east end of Mechanic Falls Yard. Think photo must have been taken while the bridge was being rebuilt 28 or 30 years ago.

Geo. A. Hutchins,
Opr., Mc. Falls.

R. C. Bradford, former Treasurer and Traffic Manager of old P. & R. F. R. R., as well as several others, gave us the same information. Thanks.

No News is Good News

By R. H. JOHNSON, Woodland

According to the old saw, "No news means good news," and that hits the nail on the head as applied to this section of the Maine Central. There is nothing unusual to report, and that points to the fact that everything is running smoothly, everybody is well, and the weather is fine.



At the book store: "Have you any fairy tales?"

New Clerk: "Say, lady, you can't kid me I guess I know fairies ain't got no tails."

—*Railway Carmen's Journal.*



How Silver-Tong

By E. W. M.

Up in Minnesota Mr. Olsen had a cow killed by a railroad train. In due season the claim agent for the railroad called.

"We understand, of course, that the cow ceased to be a very docile and valuable animal," said the claim agent in his persuasive claim-agently manner. "and we sympathize with you and your family in your loss. But, Mr. Olsen, you must remember this: Your cow had no business being upon our tracks."

On The New Bridge

IN these days of heavier locomotives, longer trains and greater tonnage, old bridges have to be condemned and new ones put in to span the gaps in a comparatively few years.

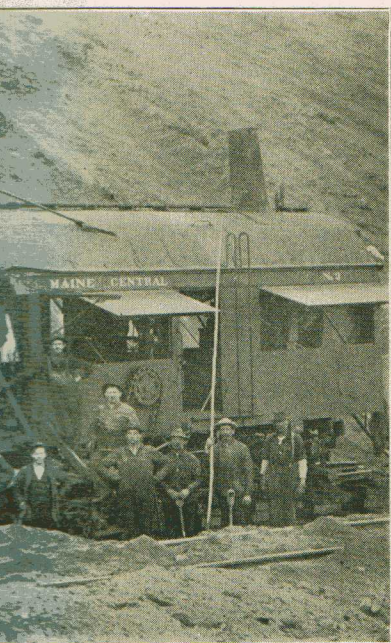
The new bridge in the cut shown in the picture has within the year been erected over the Jonesboro River between Jonesboro and Whitneyville, about a mile east of Jonesboro station on the Washington Central Branch.

The bridge is single span, constructed of Bethlehem steel and was erected under the supervision of E. A. Johnson, Supt. of Bridges and Bldgs., Portland, L. D. Smith, Supt. of Bridges and Bldgs., Bangor, and J. Cunningham, crew foreman.

Some of the men in the pictures are sectionmen from Columbia Falls and Whitneyville. Reading from left to right in the



er-Foxcroft Branch



o courtesy of Engineman George Ellis,
and Terminal Company. Taken at
and Hill Pit.

News is Good News

By R. H. JOHNSON, Woodland
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Station Clerk: "Say, lady, you can't kid me
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—*Railway Carmen's Journal.*



How Silver-Tongued Claim Agents Work

By E. W. MERSEREAU, Portland

Up in Minnesota Mr. Olsen had a cow
killed by a railroad train. In due season
the claim agent for the railroad called.

"We understand, of course, that the de-
ceased was a very docile and valuable
animal," said the claim agent in his most
persuasive claim-agently manner,
"and we sympathize with you and your
family in your loss. But, Mr. Olsen, you
must remember this: Your cow had no
business being upon our tracks. Those

tracks are our private property and when
she invaded them she became a trespasser.
Technically speaking, you, as her owner,
became a trespasser also. But we have no
desire to carry the issue into court and
possibly give you trouble. Now then,
what would you regard as a fair settlement
between you and the railroad company?"

"Vall," said Mr. Olsen slowly, "Ay bane
poor Swede farmer, but Ay shall give you
two dollar."

On The New Bridge Over Jonesboro River

IN these days of heavier locomotives, longer
trains and greater tonnage, old bridges
have to be condemned and new ones placed
to span the gaps in a comparatively few
years.

The new bridge in the cut shown above
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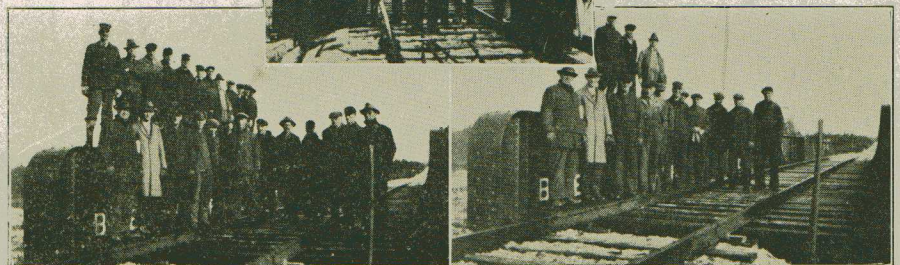
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and Bldgs., Portland, L. D. Smith, Superv'r
of Bridges and Bldgs., Bangor, and Alex
Cunningham, crew foreman.

Some of the men in the
pictures are sectionmen
from Columbia Falls and
Whitneyville. Reading
from left to right in the

cut (left panel) Front Row, Alex Cunning-
ham, L. D. Smith, E. S. Robbins, William
Foss, W. A. McReavy, H. Mills, M. Willey,
H. Miller, W. Ackley, F. Pennel, C. Calor,
John Reed, Bert Elmore. Back Row: E.
Palmer, C. Farnsworth, W. Stanhope, W.
O. Redding, W. S. Gross, C. Brown, Pearl
Gross, Allie Hailey, H. Jeffers, Chas.
Grant, R. Smith and A. W. Hilton.

(Middle panel): M. Willey, John Reed,
Fred Pennel, E. J. Palmer, E. Drisko, H.
Miller, C. Farnsworth, E. Pottle, W. H.
Foss, W. A. McReavy, Bert Elmore, W.
A. Ackley and Chas. Calor.

(Right panel) Front Row, left to right: A.
Cunningham, L. D. Smith, E. S. Robbins,
W. Stanhope, C. Brown, W. S. Gross, H.
Mills, A. W. Hilton, R.
Smith, H. Jeffers, Pearl
Gross. Back Row, left to
right: Otis Redding, C.
Grant and Allie Hailey.





Mail Clerk Wins \$28,000 On 99 Cent Bet

William P. Redmond, 10 March Street, Bangor, was a big winner in the English Derby charity's sweepstakes of the Army and Navy Veterans, Quebec Unit. He bought his ticket in New Brunswick, paying only 99 cents for it. When "Trigo", the victor, dashed down the home stretch on the Epsom Downs for the Derby Stakes, it marked the turning point in the lives of scores of persons who never saw a horse race. Redmond got second prize with his ticket, winning a prize of 28 grand. Con-

sequently he is \$27,990.01 ahead. Mr. Redmond is 35 years old, married and has four children and makes his home at 10 March Street, Bangor.

* *

Vacuum

Teacher—Where is your note book?

Pupil—In my head.

Johnny (from rear of room)—He's crazy. That's his blank book.—*L. I. R. R. Information Bulletin.*



Insurance Settlements More Than In June, 1928

CLAIMS settled by the Travelers Insurance Company for the period ending June 22nd, with members of the Maine Central Family under the group sickness and accident policy, totaled 74, an increase of 12 over the same period last year. This was the same number of claims settled the previous month.

Accident claims settled numbered 13 and four of these occurred in the Engineering Department.

Claims settled were as follows:

Name	Location	Reason
<i>General Office</i>		
Delmont W. Bishop	Publicity Bureau	Health
Earl H. Kennerson	Port. Div. Supt's Office	Health
Mary Lyden	Office Vice Pres. & Gen. Mgr.	Health
Abie Ryall	Office Vice Pres. & Gen. Mgr.	Accident
<i>Engineering Department</i>		
Thomas Bradley	Bartlett, N. H.	Health
Roy E. Farren	Cherryfield	Health
Willis E. Flinn	Unionville	Health
John Gillett	Eaton	Accident
Harry Goodwin	Waterville	Health
Eugene H. Greely	Danville	Health
Edward Grass	Forest	Health
Eliphalet Hall	W. Stewartstown	Health
Edward S. Hammond	Foxcroft	Health
Lewis G. Hammons	Brewer	Accident
Walter H. Ames	Skowhegan	Health
Vede King	Fairfield	Health
Lione O. LaGross	Harmony	Accident
Fred Murphy	Burnham	Accident
John Mushrow	Lewiston	Health
Wilbur C. Nutt	Thorndike	Health
Julian Parsons	Carmel	Health
Walter J. Pray	Portland	Health
Maynard Springer	Brewer	Health
Hollis A. Swett	Walnut Hill	Health
Percy M. Trafton	East Eddington	Health
Sidney Walker	Brownfield	Health
Edwin W. Warren	Brunswick	Accident

<i>Motive Power Department</i>		
George A. Barnes	Vanceboro	Health
Arthur H. Elie	Brunswick	Health
Elzear A. Gaudreau	Brunswick	Health
Fred L. Grows	Portland	Accident
William C. Hackett	Bangor	Health
Philip H. Harlow	Waterville	Health
Walter S. Jackson	Waterville	Health
A. J. Pine	Oakland	Health
Joseph A. Plante	Winslow	Health
Peter Roberge	Waterville	Health
Hugh Robinson	Bangor	Accident
Sam Rosenthal	Waterville	Health
Jerrold Shorey	South Portland	Health
Lafayette Simpson	Waterville	Health
Frank O. Woodbury	Portland	Accident
<i>Stations</i>		
Peter C. Anderson	Bangor	Accident
John Armstrong	Pittsfield	Health
Dana F. Aubin	Lewiston	Health
Moses Buylar, Jr.	Waterville	Health
Warren S. Coombs	Mattawamkeag	Health
Flora Griswold	E. St. Johnsbury, Vt.	Health
<i>M. C. Trainmen</i>		
Bert A. Nichols	Skowhegan	Health
Charles O. Hearon	Bangor	Health
L. P. Philbrick	Thorndike	Health
Stanley W. Plummer	Oquossoc	Health
Henry R. Trevett	Bar Harbor	Health
Chas. F. Copeland	Portland	Health
C. P. Hall	Woolwich	Health
Levi Henry	Bartlett, N. H.	Health
Joseph W. Lafayette	Randolph	Health
M. H. Moxcey	Portland	Health
Carl F. Pierce	Bath	Accident
F. E. Pinkham	Farmington	Health
Joseph E. Poulin	Waterville	Health
Harold R. O'Brien	Portland	Health
Edmund L. Risteen	Thomaston	Health
Jay E. Trott	Bangor	Health
Henry M. White	Bangor	Health
Donald S. York	Portland	Accident
<i>Enginemen</i>		
Bert W. Camerson	South Portland	Health
Charles H. Goodwin	Portland	Accident
Colon J. Peasley	Eastport	Health
D. C. West	Oldtown	Health
<i>Portland Terminal, Transportation Department</i>		
Edward J. Callinan	Portland	Health
John W. Holmes	South Portland	Health
John Marcroft	Portland	Health
Frank A. Morrill	Portland	Health

(26)

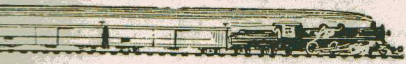
Portra



Left to right top row: Second Trick Dispatcher John Leyden; Chief Train Dispatcher Harry M. Treat, and Third Train Dispatcher Thomas Earles, Portland General Office.

Middle row: Freight Agent J. E. Earles, Asst. Superintendent Eastern

The Far



On 99 Cent Bet
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Vacuum

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on Bulletin.

Than In June, 1928

<i>Motive Power Department</i>		
ge A. Barnes	Vancboro	Health
ar H. Elie	Brunswick	Health
r A. Gaudreau	Brunswick	Health
L. Groves	Portland	Accident
am C. Hackett	Bangor	Health
H. Harlow	Waterville	Health
er S. Jackson	Waterville	Health
Pine	Oakland	Health
h A. Plante	Winslow	Health
Roberge	Waterville	Health
Robinson	Bangor	Accident
Rosenthal	Waterville	Health
ld Shorey	South Portland	Health
ette Simpson	Waterville	Health
k O. Woodbury	Portland	Accident
<i>Stations</i>		
C. Anderson	Bangor	Accident
Armstrong	Pittsfield	Health
F. Aubin	Lewiston	Health
s Bayler, Jr.	Waterville	Health
en S. Coombs	Mattawamkeag	Health
Griswold	E. St. Johnsbury,	Health
<i>Vt.</i>		
A. Nichols	Skowhegan	Health
es O. Hearon	Bangor	Health
Philbrick	Thorndike	Health
ey W. Plummer	Oquosoc	Health
y R. Trevett	Bar Harbor	Health
<i>M. C. Trainmen</i>		
F. Copeland	Portland	Health
Hall	Woolwich	Health
Henry	Bartlett, N. H.	Health
h W. Lafayette	Randolph	Health
Moxcey	Portland	Health
F. Pierce	Bath	Accident
Pinkham	Farmington	Health
h E. Poulin	Waterville	Health
nd R. O'Brien	Portland	Health
nd L. Risteen	Thomaston	Health
l. Trott	Bangor	Health
l. M. White	Bangor	Health
ld S. York	Portland	Accident
<i>Enginemen</i>		
W. Camerson	South Portland	Health
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J. Peasley	Eastport	Health
West	Oldtown	Health
<i>Portland Terminal, Transportation Department</i>		
rd J. Callinan	Portland	Health
W. Holmes	South Portland	Health
Marcroft	Portland	Health
r A. Morrill	Portland	Health

Portraits From

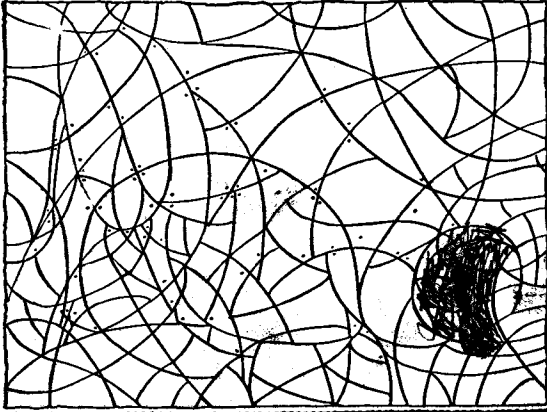


The Family Album

Left to right top row: Second Trick Train Dispatcher John Leyden; Chief Train Dispatcher Harry M. Treat, and Third Trick Train Dispatcher Thomas Earles, Portland General Office.
 Middle row: Freight Agent J. E. Gibbons, Asst. Superintendent Eastern Divi-

sion W. E. Kingston, and General Yardmaster S. Fraser, Bangor.
 Bottom row: Roadmaster Division No. 6, C. H. Higgins, Bartlett, N. H., Roadmaster Division No. 9 B. B. Whitney, Calais, and Asst. Roadmaster Division No. 2, C. T. Davis, Waterville.

A PAGE for the CHILDREN



Fill in the spaces and
find a
BARNYARD FRIEND
who brings you a most
healthful food

With a lead pencil
blacken in each space
that has a dot in it and
see who this can be.

* SIX TWIRLSOME TONGUE TWISTERS *

1  One oceanic oafish oaken ogre orally ordering oranges.

2  Two tutoring Tudors tooting tunes to tubular tulips.

3  Three thirsty Turks turn thickened turfs thirty turns.

4  Four forlorn froward foreigners from former frosty forums.

5  Five flighty friars finally flying frightful flights.

6  Six silly sisters selling single sickly signors silk singly.