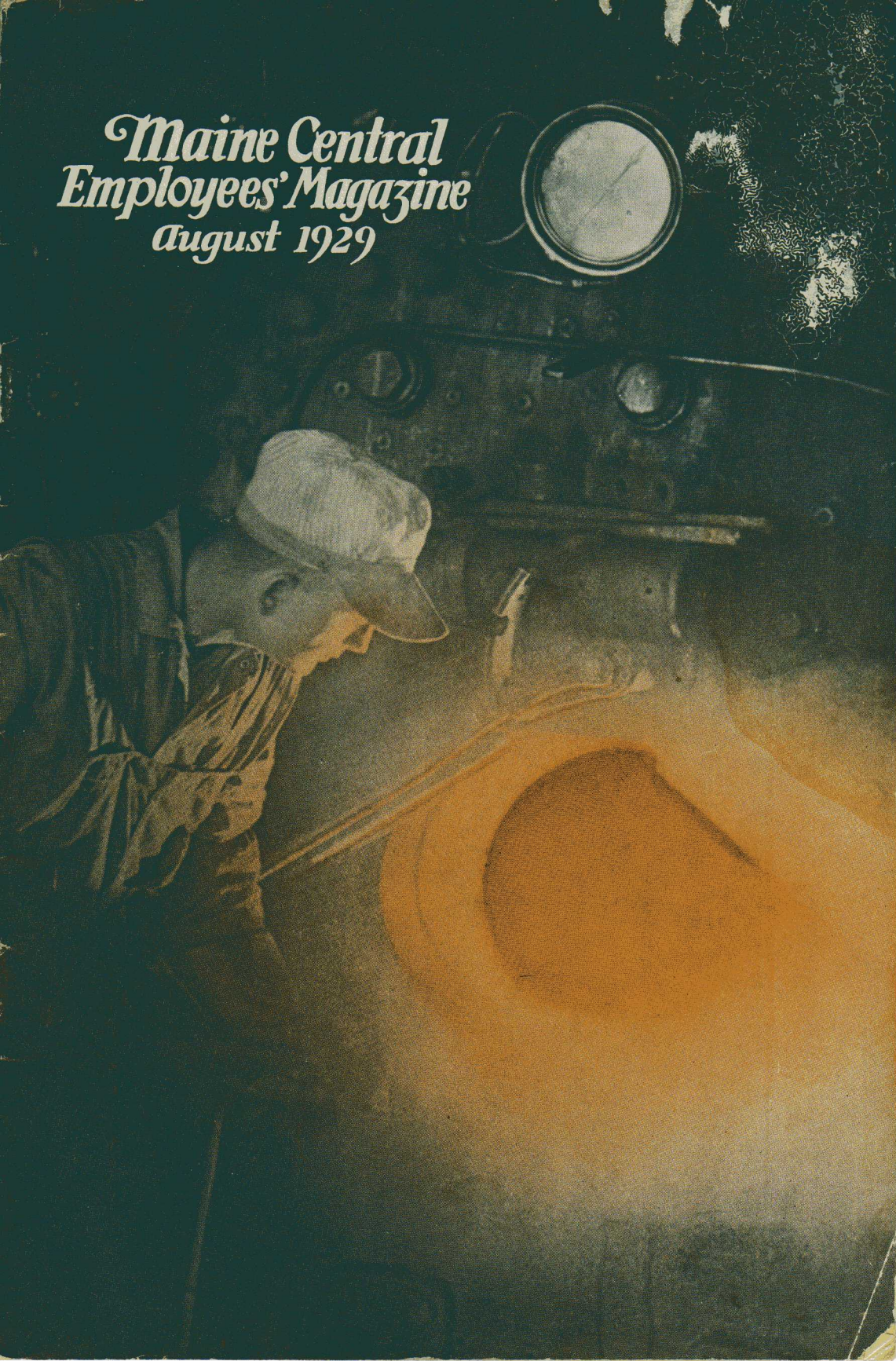


*Maine Central
Employees' Magazine
August 1929*



The Bloodless Sportsman

ANONYMOUS

*I go a-gunning, but take no gun;
I fish without a pole;
And I bag good game and I catch such fish
As suits a sportsman's soul.*

*For the chiefest game that the forest holds,
And the best fish of the brook,
Are never brought down by a rifle shot,
And are never caught with a hook.*

*I bob for fish by the forest brook,
I hunt for game in the trees,
For bigger birds that wing the air,
Or fish that swim the seas.*

*A rodless Walton of the brooks,
A bloodless sportsman, I,
I hunt for the thoughts that throng the woods,
The dreams that haunt the sky.*

*The woods are made for the hunters,
The brooks for the fishers of song.
To the hunters who hunt for the gameless game,
The streams and the woods belong.*

*There are thoughts that roam from the soul of the pine,
And thoughts in the flower-bell curled;
The thoughts that are blown with the scent of fern,
Are as new and as old as the world.*

*So, away, for the hunt in the fern-scented wood,
Till the going down of the sun.
There is plenty of game still left in the woods
For the hunter who has no gun.*

*So, away, for the fish, by the moss-bordered brook,
That flows through the velvety sod:
There are plenty of fish still left in the streams
For the angler who has no rod.*

—From *The Value World* via A.A.T.

Pullman Service Of

IT has been truly said that the roads have built America. It is an equal truth that the Pullman car has furnished the traveling comfort in this marvelous expansion. Without this systematized service furnishing the necessary luxuries, the numbers who make rail journeys in the case of business as well as pleasure.

Some 78 years ago—on the evening of September 1, 1859, to be exact—the first Pullman sleeping car left Bloomington, Illinois, for the trip to Chicago. It was No. 9 and two remodeled railroad coaches. It contained four passengers who were willing to pay extra for a comparatively good night's sleep on a bed, rather than sit and doze on a regular Chicago & Alton day

A Far Cry

It is a far cry from those two experiments to 1928 when the Pullman Company owned nearly 10,000 cars; and the four passengers who that night have increased mightily to 33,923,920 passengers were carried in the fiscal year ending Dec. 31, 1928, a daily average of more than 100,000. At the time of his death in 1897, George M. Pullman, pioneer of railway travel comfort, had his humble enterprise blossom



MAINE CENTRAL



EMPLOYEES' MAGAZINE

VOL. VI

AUGUST, 1929

No. 8

Pullman Service An Important Part Of Railroading

IT has been truly said that the railroads have built America, and it is an equal truth that the Pullman car has furnished the traveling comfort in this marvelous expansion. Without this systematized success in furnishing the necessary luxuries there would be a noticeable diminution in the numbers who make rail journeys, in the case of business as well as of pleasure.

Some 78 years ago—on the evening of September 1, 1859, to be exact—the first Pullman sleeping car left Bloomington, Illinois, for the night trip to Chicago. It was No. 9, one of two remodeled railroad coaches, and it contained four passengers who were willing to pay extra for a comparatively good night's sleep on an actual bed, rather than sit and doze in a regular Chicago & Alton day coach.

A Far Cry

It is a far cry from those two little experiments to 1928 when the Pullman Company owned nearly 9,248 cars; and the four passengers of that night have increased mightily, since 33,923,920 passengers were carried for the fiscal year ending Dec. 31, 1928, a daily average of more than 92,942. At the time of his death in 1897, George M. Pullman, pioneer builder of railway travel comfort, had seen his humble enterprise blossom like a

rose garden; but were he alive today it is likely that, far-seeing as he was, he would be astonished.

These 33,923,920 passengers traveled in the aggregate 14 billion miles, or an average distance of about 411 miles a passenger, or a car ride of more than 116 miles for every resident of the United States.

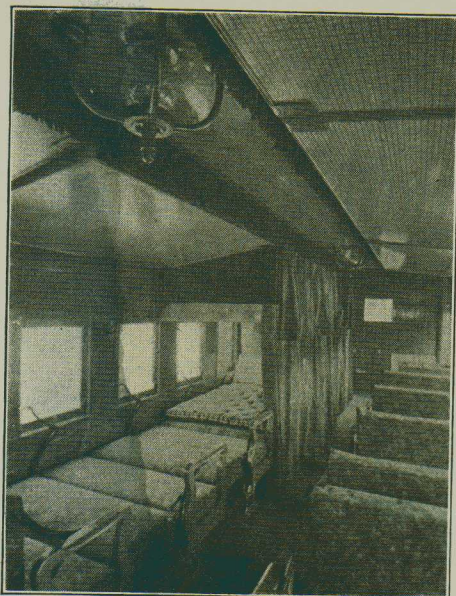
A man in Bangor can buy a Pullman ticket clear through to San Diego, California, and this convenience can, practically, be duplicated between any points to which there is Pullman service. This does not mean that the State of Maine man has a through Pullman to California, since he would change at Boston and Chicago.

America's Greatest Housekeeper

The first Pullman sleeping car was a stubby little thing, about half the size of the palaces on wheels of today. Its furnishings were plain, its decorations practically none. The beds had mattresses, blankets and pillows but no sheets; candles furnished a dingy illumination; one basin in open view sufficed for the passengers' hasty washings.

What a contrast today! During the 12 months cited the 160 storerooms in all parts of the country had 10,116 articles on hand, including 9,691,951 pieces of linen, required for daily equipment and reserve. During the





Courtesy of The Pullman Company

Interior of First Pullman Sleeper No. 9, Showing Methods of Making Down Upper and Lower; Candle Lamps, and Wood Box and Stove at End of Car to Right

year the Pullman Company again demonstrated itself as America's greatest housekeeper by buying 412,761 sheets, 455,701 pillow slips, and 1,217,105 towels; 3,643,895 cakes of soap and 123,134 gallons of liquid soap; 94,101,204 paper drinking cups, and 5,808,558 hat bags. These are but a few of the major purchases. Laundries washed 278,856,819 pieces of Pullman property during the year.

The Pullman interior of today is a thing of beauty. Steel has replaced wood construction to further safeguard the passengers' safety, and metal under the hands of artists' skill has shown marvelous wood graining and flat color effects. Upholstery of varying shades to match the tasteful decorative schemes pleases the eye,

and is in keeping with the obvious cleanliness of Pullman service.

Hotel Rooms Awheel

The majority of American travelers prefer the open-section sleeping cars as they are not only thoroughly comfortable but also permit the passenger to catch glimpses of his car companions and see what is going on. Nearly all this type of car contain a drawingroom and one or more compartments, affording the more exclusive the privacy they desire. Then there are sleeping cars containing nothing but drawingrooms and compartments, parlor cars for day travel and luxurious combination sleeping or parlor cars that have observation lounge rooms. The open-section sleeper of today has a fixed headboard between each section, giving a semi-privacy not found in the old-style cars.

The new single-room sleeping car proved popular from the start and now is in operation on railroads on the Atlantic and Pacific coasts and in the Middle-West for overnight service only. Regular bedsteads, individual toilet facilities and other comforts give the traveler a hotel room awheel.

New Refinements

New Pullmans are built a foot longer, and the additional space is given to the women's dressing room and permits much greater capacity.

The green floor light shows possible aisle obstructions to wanderers without the reflection disturbing any sleeping passenger. The luminous berth is another convenience in a darkened car.

Separate curtains for upper and lower berths have done away with the annoyance that the full length cur-

(4)

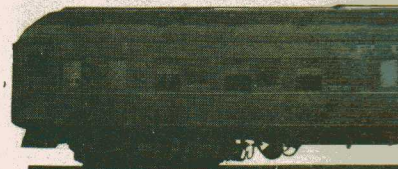
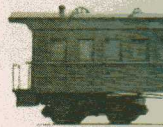


tains sometimes brought throughlessness on the part of a passenger.

Lower berth occupants find convenient shelf for luggage in the style inverted headrest, permitting necessary bags to be at hand without occupying any sleeping space. Shelf of webbing, that displaced old hammock, gives upper berth passengers equal comfort.

Pullman Car Names

The names of Pullman cars occasioned rapt public interest many decades, and fanciful about them have gone the rounds of the newspapers. When the Pullman organization was in its swiftest clothes the letters of the alphabet were used but when the 26 designations were exhausted it was seen other method was needed. Then the names, beginning with the Pullman in 1865, the first all-Pullman-built. At first feminine and floral names were given parlor cars only, but the rule did not hold good long. The ancient and romantic history of fiction and the studbooks of thoroughbred racehorses contributed to Pullman car nomenclature, but the



Upper: Exterior of First Pullman Use on Our Road



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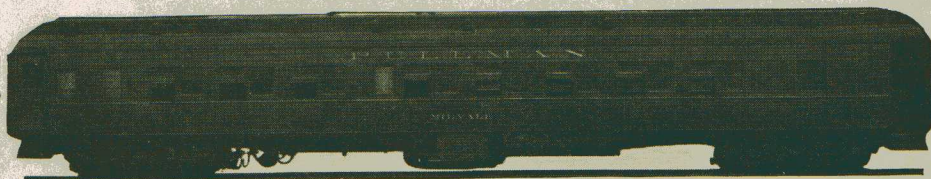
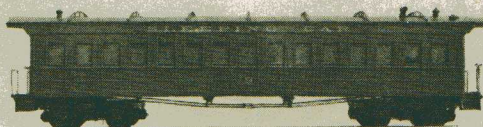
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last few years names of new cars
usually signify a type of car. The
prefix word tells the tale to every
Pullman or railroad man interested.
For instance, El Arellano, El Ulloa
and the other "Els," and Mountain
Burg and the other "Mountains" are
10-section library observation cars;
Camp Bragg, Camp Bullis, etc., Fort
Amador, Fort Worden, etc., Cape
Alava, etc., are all 10-section, draw-
ingroom, two-compartment style;
East Arcadia, etc., and the "Mc"
cars, McAdams, McLaren, etc., the
"Saints," St. Albans, etc., East Buf-
falo, East Palmyra, etc., Orange Bay,
Orange Bend, etc., Red Ash, Red
Bluff, etc., are all 12-section drawing-
room variety; Glen Alta, Glen Nevis,
etc., are six-compartment, three-draw-
ingroom type; Point Airy, Point Wil-
son and other "Points" are 10-sec-
tions, 2 drawingrooms; while the cars
named after lakes are 10 sections,
drawingroom and two compartments,
and so it goes. Cars on notable limited
trains are often named after historical
persons and places
peculiar to the
territory trav-
ersed.



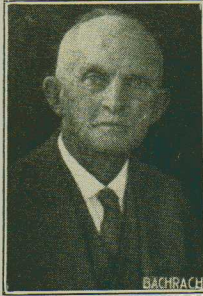
Upper photo courtesy of The Pullman Company.

Upper: Exterior of First Pullman Sleeper No. 9. Lower: A Modern Sleeper in Use on Our Road Today. Note Comparative Size



Second Annual "Farm Special" Tours Fifteen Counties Along The Line

LEAVING Portland on Saturday, July 29th, the Maine Central's Special Livestock and Farm Development train started on its ten-day tour around the State under the supervision of Industrial Agent W. G. Hunton of Portland. The "Bull Special" will make three or four stops each day in important farming sections along our line, offering helpful suggestions to farmers and stockmen on the value of pure-bred livestock; on how to preserve soil fertility; a helpful plan for practical crop rotations; a strong appeal for a diversity of crops on all farms; and suggestions on how to convert cheap feeds into meat and dairy products on the farm.

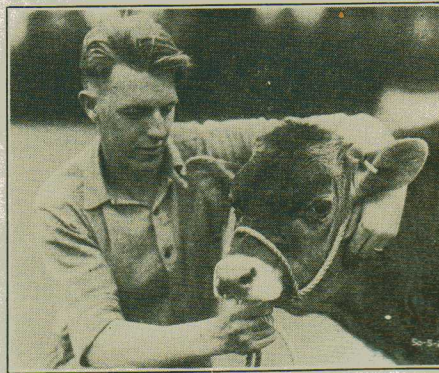


**W. G. Hunton
Special's Boss**

Mr. Hunton recently visited many of the leading stock farms of the State in the interests of the "Bull Special" and through the hearty cooperation of breeders of pure-bred livestock secured representatives of the leading dairy breeds.

One Up on J. J. Hill

There are several new features added this year which will increase the interest and efficiency of the Livestock Train. A number of years ago James J. Hill, pioneer Great Northern railroad builder, took a trainload of young pure-bred bulls into his territory, distributing them along the line as a railroad enterprise. This year the Maine Central is going Hill one better. Not only are we distributing a large number of pure-bred dairy bulls in Maine, but Mr. Hunton has arranged



Passengers on Special, Lewis E. Parlin, U. of M. Sophomore, Winner of Portland Farmers' Club Scholarship, and P. B. Holger, Highly-Bred Jersey Bull Calf.

(6)



Four Bovine Aristocrat

to swap them for scrub bulls. will be brought back to Port destined to the slaughter house.

Not only will this leave in community a bull which is bou raise the level of dairy product that section, but the result will be the elimination of an animal. if allowed to breed, would be s decrease the average milk and b fat production of the State of M The farm exhibition, the displ feeds and seeds, the exhibits of tical farm forestry, grains and g other features of the "Bull Sp will be far more pretentious tha first train run last year.

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The consist of the seven-car is as follows: Pullman, Home-C Grains and Soil Car, 3 Stock Platform Demonstration Car Commissary Car. Stations sto be made and complete itinerary f



Special" Tours Along The Line

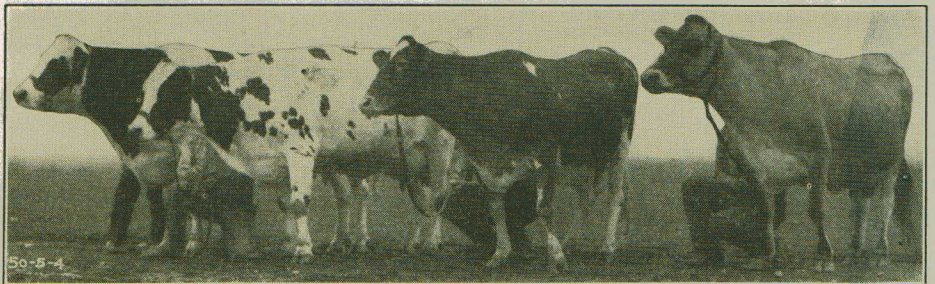
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Four Bovine Aristocrats from the U. of M., Cows on Wheels

to swap them for scrub bulls, which will be brought back to Portland and destined to the slaughter house.

Not only will this leave in each community a bull which is bound to raise the level of dairy production in that section, but the result will also be the elimination of an animal, which if allowed to breed, would be sure to decrease the average milk and butter-fat production of the State of Maine. The farm exhibition, the display of feeds and seeds, the exhibits of practical farm forestry, grains and grasses, other features of the "Bull Special" will be far more pretentious than the first train run last year.

Especially attention will be paid to the need of lime and to insect pests and plant diseases and farmers have been urged to bring soil to the train for tests as well as specimens of diseased plants and fruits for the experts to diagnose and recommend a remedy.

The consist of the seven-car train is as follows: Pullman, Home-Grown Grains and Soil Car, 3 Stock Cars, Platform Demonstration Car and Commissary Car. Stations stops to be made and complete itinerary follow:


Itinerary

- July 29th: Fryeburg, Hiram and Cornish.
- July 30th: Gray, Poland, Canton and Farmington.
- July 31st: Leeds Ctr., Readfield, Oakland, Norridgewock and Waterville.
- Aug. 1st: Hinckley, Skowhegan and Lewiston Upper.
- Aug. 2nd: Sabattus, Wiscasset, Warren and Brunswick.
- Aug. 3rd: Bowdoinham, Richmond, Burnham Jct. and Pittsfield.
- Aug. 5th: Harmony, Dover-Foxcroft, Dexter and Newport.
- Aug. 6th: Carmel, Bangor, Mattawamkeag and Lincoln.
- Aug. 7th: Cherryfield, Machias and Calais.
- Aug. 8th: Ellsworth and Holden.

♦ ♦

The Lion and the Mouse

If the automobile continues to strengthen its aggressiveness toward the railroads the latter may be placed completely on the defensive. Last year in 20 per cent of the railroad versus automobile collisions it was the motor car that did the attacking and crashed into the ribs of the obstructing steam train.—*New Orleans Times Picayune.*



Bath Iron Works Corporation Stages Phenomenal Come-Back

SINCE its reorganization in October, 1927, when the total force of the Bath Iron Works Corporation consisted of a President, Vice President and a Treasurer and a Chief Clerk, the come-back of this well known Maine concern has been nothing less than phenomenal. So well is the new organization equipped and organized to produce yachts and trawlers of the very finest craftsmanship and reliability that 736 men are to-day working overtime, the pay roll is in excess of \$20,000 per week and new ways are required for keels soon to be laid down.

Since December 1, 1927, when the Bath Iron Works Corporation began operations, four of the finest yachts in the world have been completed or are still under construction in the yards, three trawlers have been completed for the Atlantic and Pacific Fish Company, two more are building for this concern, as well as two trawlers for the Bay State Fish Company, and a utility boat has been constructed for the Brown Corporation.

Ultra-Modern Equipment

The yachts mentioned include the *Vanda*, 240 feet in length and with a displacement of 1279 tons; the *Hi-Esmaro*, 267 feet, 5 inches in length and with a displacement of about 1,400 tons, the *Corsair*, 343 feet 6 inches in length and with a displacement of about 2,000 tons, and the *Paragon*, built for Chas. D. Davol, President of the Davol Rubber Com-

pany, which is practically completed and will be launched on August 7th.


The *Hi-Esmaro* was launched last month with great eclat and christened with what appeared to an interested observer to be real pre-war champagne, and now lies in the stream receiving the finishing details to its marvelous interior under the watchful eye of its owner H. Edward Manville of the John Manville Company. 314 men are now at work on this boat, which is equipped with every modern device for the safety and comfort of its passengers.

Gyro compasses, radio bearing finders, sonic sounders, an elaborate heating and ventilating system, and



Yacht Hi-Esmaro Going Down the Ways

(8)



suchlike, ultra-modern gadget included in this boat but the that most impressed the write the amount of teak, mahogany nut and other choice woods that into the finish of the various and the remarkable precision craftsmanship with which the w being done. Truly it may be said New England makes quality ducts, and the Bath Iron Works corporation deserves to be placed up at the head of the list of New land firms which are producing customers want today.

The Hi-Esmaro Described

For those who are interested in naval architecture, it might be said that the *Hi-Esmaro* is a twin oil burning, Diesel yacht, class 1 at Lloyds. Her length overall, out including the bowsprit, is 267 feet, depth at lowest point to deck 22 feet 6 inches, and loaded her draught will be about 12 feet.

The yacht has a clipper bow, long overhanging stern, and completed with the bronze figurehead and carvings, will present a very handsome appearance. She is schooner rigged, having two pole masts.

The two propelling engines are Bessemer type, 4-cycle, solid piston, full Diesel, each having two cylinders 18" in diameter and 24" stroke developing 1500 shaft horsepower each and capable of driving the yacht at a speed of 18 miles per hour with the Hyde bronze propellers turning at 300 revolutions per minute. The *Hi-Esmaro* is a handsome addition to the ever growing fleet of large pleasure yachts.



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Corsair Means Pirate

Even outclassing the *Hi-Esmaro* is the *Corsair*, being built for J. Pierpont Morgan. Her keel is laid and she is well in frame. When completed she will be the largest private yacht afloat. We didn't hear this in Maine so it's probably all right to tell it. Believe it or not as you wish. As many people know, J. Pierpont of the house of Morgan, now has a very large and beautiful yacht, known as the *Corsair*, but the new *Corsair* will simply be the *Corsair* and not *Corsair III* as is usual in most cases. Webster defines this word as "a privateer. . . . In Europe generally a corsair was regarded as a pirate; hence a pirate." The Morgans are said to be descended from the famous buccaneer Captain Henry Morgan who is almost as famous as Capt. Kid, Bluebeard, and like famous gentry. You can draw your own conclusions.

The present work and position of the Bath Iron Works Corporation is of particular interest to the Maine Central Family for two reasons. One since beginning operation slightly over a year ago up to July 1st of this year, the Bath Iron Works Corporation has paid the Maine Central \$59,095.09, which makes them one of the most important patrons of the whole system. While the *Hi-Esmaro* was being built, this ship alone required incoming carload shipments of four or five a day. Over 300 cars of steel went into the boat beside countless carloads of machinery, paint, insulating material, teak, mahogany and miscellaneous materials.



The difference between a couple of caretakers and a payroll of over \$20,000 a week has made Bath a flourishing city instead of what we may now admit was a dismal stagnating town. The difference in incoming freight shipments of shoes and sealing wax and radios, and grapefruit and anthracite coal and what have you, which is directly attributable to the Bath Iron Works payroll, makes a not inconsiderable difference in the Maine Central balance sheet.

While comparative figures of incoming freight traffic are not available, General Agent L. J. Sanborn of Bath, states: "Our business for June was the largest for any month I



L. Eugene Thebeau

have been here, that is, January, 1928, and I think a statement that the general business at this station this year over same period five years ago shows a general increase on nearly all commodities.

"To my mind, the Bath Iron Works, employing between seven and eight hundred men with a payroll of around \$20,000 a week, at the present time reflects on all business in Bath. In other words everyone gets his part of this payroll."

Our Old Friend Gene

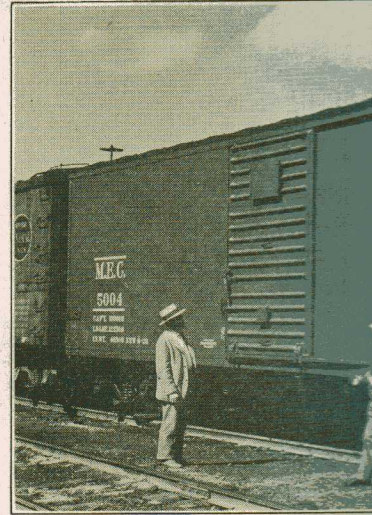
The other particular interest we have in the Bath Iron Works is the fact that a former member of the Family, ex-General Agent L. E. (Gene) Thebeau of Bath, now Treasurer and Director of the Bath Iron Works, is one of the most important factors in the remarkable recrudescence of this great Maine industry. Mr. Thebeau, with the same energy, force and tact that so many of us remember, in his well equipped and smoothly running office, has charge of the accounting, purchasing, time keeping, stores, expense control, payrolls and advertising of the Corporation. He is still as interested in routing shipments from the West to Bath via the Maine Central as he used to be.

The Bath Iron Works Corporation is an outstanding example of what New England brains, capital and the craftsmanship of skilled New England labor can accomplish to the benefit of everyone,—transportation companies, individuals, merchants, community and state.

(10)



Fleet of 1000 New



Superintendent of Motive Power
to Superintendent

Things are looking a good deal this month around all Maine Central as more and more of the fleet of thousand new box cars roll into the yard go directly into service. Clearly, keeping in step with modern transportation methods, for these new cars are furnished us by the Standard Steel Car Company, Bulter, Pa., along the designs recommended by the American Railway Association for the heaviest kind of service and the utmost possible reliability and maintenance cost.

If the entire order of a thousand were assembled on one track, they would be a train over eight miles long. Split up into eight trains of 125 cars over a mile long, it would require six times of eight Maine Central locomotives of the heaviest tonnage rating, the 630 series, to haul these cars, from Northern Maine Jct. to Portland.

Loaded, this fleet of one thousand Maine Central box cars would have an aggregate capacity of 122,500,000 pounds of freight. Full of news print, Maine's most important individual



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Fleet of 1000 New Box Cars Ordered into Service



Superintendent of Motive Power P. M. Hammett Turns Over First Car to Superintendent of Car Service Fred L. Strange

Things are looking a good deal brighter this month around all Maine Central Yards, as more and more of the fleet of the thousand new box cars roll into the yards and go directly into service. Clearly, we are keeping in step with modern transportation methods, for these new cars are built for us by the Standard Steel Car Company at Bulter, Pa., along the designs recommended by the American Railway Association for the heaviest kind of service and insuring the utmost possible reliability and lowest maintenance cost.

If the entire order of a thousand cars were assembled on one track, the result would be a train over eight miles long. Split up into eight trains of 125 cars, each over a mile long, it would require the services of eight Maine Central locomotives of the heaviest tonnage rating, the number 630 series, to haul these cars, empty, from Northern Maine Jct. to Portland.

Loaded, this fleet of one thousand new Maine Central box cars would have an aggregate capacity of 122,500,000 pounds of freight. Full of news print, one of Maine's most important individual com-

modities, this would supply the State's newspaper of largest circulation with a sufficient supply to print over 8,000 24-page days' editions, enough to supply week-day editions for over 25 years.

The addition of this new fleet of freight cars to our present equipment, railroad officials asserted, will enable us to give shippers and receivers of freight even better service than they have received in the past.



What Could Be Sweeter?

Dining Car Commissary Coombs has received the following note written on menu and sent from dining car No. 1202, July 3rd:

"Dear K—

The enclosed menu shows you why travelling in Maine is an epicurian delight and really an economical pas-time. Wonderful food at very low price. Who could ask for more?

Signed—Ned"



Miles Of Extra Equipment Required To Handle Invasion Of Campers And Tourists



Camp Parties Waiting for No. 154 for Mountain Road Points

PORTLAND UNION STATION was undoubtedly the busiest spot on the System during the hectic period of the tourist invasion to points in the State of Maine.

The first of the expected horde of campers and councillors bound for a few months' roughing in the Maine woods descended upon us Thursday, June 27th, and for approximately a week up to and including Fourth of July literally thousands of these city youngsters jammed the station and trains.

Fifteen Thousand Youngsters

It was estimated by officials that the traffic was even greater this summer than in previous years and it has always been good business, immediately following the closing of schools, colleges and the opening of summer homes and camps by out-of-State people.

Scattered throughout Maine are more than three hundred boys' and girls' camps with an enrollment of about 15,000, each camp having an average of about seventy campers. The ages of the children run from seven to sixteen. The majority of these boys and girls travel by rail from their homes to camp and it is a gigantic task on the part of the transportation companies to carry the campers safely.

Frequently in Five Sections
Most of the campers were delivered to us by the Boston & Maine. The State of Maine Express, the Bar Harbor Express and other through trains from New York ran frequently in four and five sections. Our No. 157 with through sleepers from Montreal brought several extra sleepers via the White Mountain Route.

Upon arrival at Portland our problems begin, not only with traffic men but with the Western Union and the Union Station Dining Room employees. The sleepers arrive in Portland in the early morning and it is a common sight to see 75 or 100 boys and girls in their camp uniforms in the Union Station dining room for breakfast. It seems to be the custom for every camper to send a telegram to the parents at home telling of arrival. This alone means an enormous amount of work for the telegraph operators.

The Kids Take Charge

If the camp is situated on the main trunk line of the Road, the Bar Harbor Express, No. 153, delivers the special car or cars to the nearest camp stations. If they are destined to points on the Kineo Branch, the car goes through on No. 253, if to points on the Rangeley Branch, it's The Rangeley No. 53, and Rockland

(12)



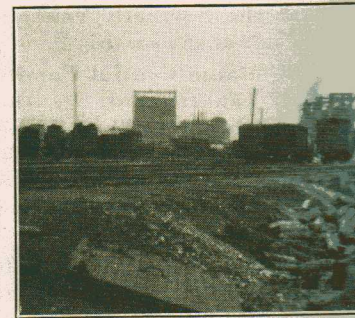
Express serves the Rockland Branch. Many of the camps are located on the Lake, the transfer at Portland is made from Pullman cars to motor cars of the SamOset Company, our special

From the Boston region the campers usually travel in special charters. In Pullman cars, the distance not being so great, necessitate the use of sleeping car attendants. Crews have to use every precaution for the safety of the children as they travel. They want to roam all over the train and they take possession of everything. Of course the baggage is important. For a large camp requiring the greatest amount of baggage a car at least and sometimes

Movement Extends to Middle

The origin of the camp traffic is interesting to know. Although most of the business comes from New York, it is proper, many of special car men

Will Enlarge Wharf



Site of New Wharf

No. 3 Wharf at the Portland Union Station in the Fore River is soon to be enlarged. An 82-foot addition to the wharf to permit the berthing and discharge of an additional vessel is proposed. The new wharf will be built on the side of an old wharf of which only the rotted piling remains. It will be a continuation of the present wharf.



Required To Handle And Tourists



Mountain Road Points

Frequently in Five Sections

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Express serves the Rockland Branch. As many of the camps are located on Sebago Lake, the transfer at Portland is sometimes made from Pullman cars to motor coaches of the SamOset Company, our subsidiary.

From the Boston region the campers usually travel in special chartered parlor cars, the distance not being sufficient to necessitate the use of sleeping cars. Train crews have to use every precaution for the safety of the children as they naturally want to roam all over the train, in fact they take possession of everything in sight. Of course the baggage is important, each large camp requiring the greater part of a baggage car at least and sometimes more.

Movement Extends to Middle West

The origin of the camp trade is interesting to know. Although most of the business comes from New York City proper, many of special car movements

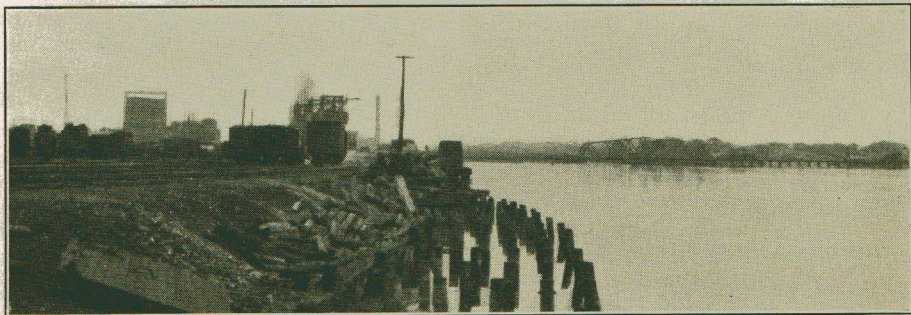
originate from points as far west as St. Louis, and as far south as Knoxville, Tenn., Louisville, Ky., and Mississippi, from points in Canada and Ontario, from the central states of Ohio, Illinois, Middle Atlantic States, points in Pennsylvania and Massachusetts.

Our records show that a total of 24 extra coaches, 164 extra sleeping cars, 16 extra parlor cars and 40 extra trains were handled during the rush.

It was necessary to rush return of empty Pullmans to Boston, New York and Philadelphia each day in order to take care of the requirements of the week ending the 4th, practically all the extra equipment used in moving the campers and tourists had to be returned by extra deadhead service so that the total number of extra trains run on account of the additional traffic was approximately 80.



Will Enlarge Wharf At Portland Terminal



Site of New Wharf, Looking Toward China Clay Pier

No. 3 Wharf at the Portland Terminal in the Fore River is soon to be enlarged. An 82-foot addition to the china clay pier to permit the berthing and discharge of an additional vessel is proposed. The addition will be built on the side of an old wharf, of which only the rotted piling remains and will be a continuation of the present china clay wharf.

Construction of the new wharf will be followed by dredging operations in which 140 feet of bottom will be deepened and widened.

The proposed extension will be used not only for the discharge of china clay, when two or more of such vessels are in port, but will be used for the handling of other commodities either loaded or discharged.

MAINE CENTRAL Employees' Magazine

Vol. VI AUGUST 1929 No. 8

"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

Portland Terminal
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C. D. Atherton, Freight Office
Joseph D. Rourke, Roadmaster's Office
John F. Dunn, Rigby

Eastern Division
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S. O. Swift, Rumford
A. L. Eastman, Bemis
Alfred R. Pugh, Rockland

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

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

EDITORIALS

A PERSONAL WORD From Dudley Alleman

The job of editing this Magazine has its pleasures and its pains. Among the latter may be mentioned the fact that custom has long dictated a stilted, impersonal style for the editorial columns of publications, which the editor most thoroughly deplores.

As after this issue my name will cease to appear at the top of this column, here goes

custom overboard. I have a few thoughts, coming direct from the heart, that I want to set down in good bold type.

First I want to say that the job of producing this monthly has been a very happy one. I fail to remember a single instance in which a reasonable request to any employee or official for help on Magazine work has not been granted—and mark this because it's vitally important—granted with a smile. In the same breath I doff my straw Kelley to the men and women whose names appear above, and to the many others who for one reason or another are unnamed—without whose sterling cooperation this Family magazine would have been a flop.

Next I want to say that I have knocked around these United States pretty thoroughly up to the Rocky Mountain wall, taken a long jaunt to the eastward, and have tried to keep my eyes and ears open en route, as I agree with the philosopher that the proper study of mankind is man. If it wasn't for their veneer of provincialism, encased with a slightly harder shell of ultra-conservatism, I believe sincerely that the Northern Yankees would be the salt of the earth.

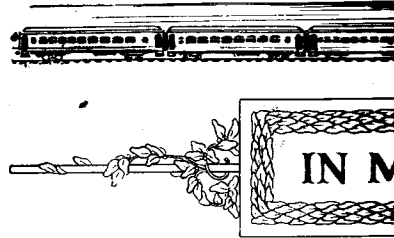
Most of the Maine Central Family are Northern Yankees, but by the Lord Harry, they have travelled around enough and met enough outsiders so that this hard shell I worry about has been pretty much cracked and rubbed off.

Finally, though I admit that railroading is a hard game, I believe that the Maine Central is about as fine an organization to be hooked up with as you'll find in many days' journeys. I'm proud to have been one of the small cogs in the great machine.

And so, as Tiny Tim so aptly remarked, God bless us, every one.

For my successor, Delmont W. Bishop, I bespeak the same enthusiastic cooperation that has been accorded to me, which has made my work so pleasant and, I hope, somewhat constructive.

(14)



JOSEPH M. VIGUE

Joseph M. Vigue, 62, died at his 256 Main St., Waterville, June 25th a lingering illness which became serious three weeks before his death. Mr. Vigue was General Yardmaster at the Waterville Yard and had been in the employ of the Maine Central Railroad for 41 years. He was born in Waterville, and in his early years before he entered railroad service employed as a spinner at the Lowell Mill. He entered the service of our company March 3, 1888, as clerk and checker in the Yard. On March 2, 1890, he made a Yard Brakeman and two years later was promoted to spare Yard Brakeman and Road Brakeman. He held his regular position as Yard Brakeman, and those days it was customary to use men to operate as road crews.

In 1895 Mr. Vigue took the position of Conductor of the Shop Switcher and after qualified as Road Conductor, run relief trains and doing construction work.

In 1902 he was transferred to Lewiston as Yardmaster. While at Lewiston spent part of his time as Conductor of relief plow and other emergency trains. In February, 1904, he was again transferred

overboard. I have a few thoughts, direct from the heart, that I want down in good bold type.

I want to say that the job of writing this monthly has been a happy one. I fail to remember a single instance in which a reasonable request to any employee or official in the Family Magazine work has not been granted—and mark this because it's so important—granted with a smile. In the same breath I doff my hats to the men and women whose names appear above, and to the others who for one reason or another are unnamed—without whose cooperation this Family magazine would have been a flop.

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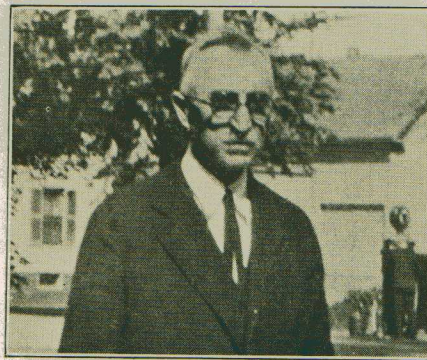
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So, as Tiny Tim so aptly reminded God bless us, every one.

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IN MEMORIAM



JOSEPH M. VIGUE

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In 1895 Mr. Vigue took the position of Conductor of the Shop Switcher and soon after qualified as Road Conductor, running relief trains and doing construction work.

In 1902 he was transferred to Lewiston as Yardmaster. While at Lewiston he spent part of his time as Conductor on relief plow and other emergency trains. In February, 1904, he was again transferred

to Brunswick as Yardmaster and in that same year, six months later, was made General Agent at that point.

It was on Jan. 1, 1906, that Mr. Vigue was transferred to Waterville at his own request. He held positions in Waterville Yard as Night Yardmaster and Asst. Yardmaster until his promotion on Feb. 1, 1911, to the position of General Yardmaster, the position which he held until his death.

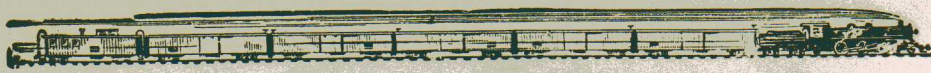
Mr. Vigue was one of the few remaining members of the old school. Deeply loyal, an energetic and forceful worker, it might also be said that he was married to his job, following his work, ever intent on producing the best possible service with the utmost economy. "You didn't have to call him out of bed," declared Superintendent Frank J. Runey, "whenever there was an emergency he was sure to be on the job, any time day or night. He was a real 24-hour man."

To use an apt quotation, Mr. Vigue might be written "as one who loved his fellow men." His deep devotion to his family and his warm friendship for all those with whom he came in contact explain his wide popularity and measure the general sorrow throughout the Maine Central Family at his untimely death.

Forty-three years ago he was married to Mary A. Butler, who survives him. There are also three sons, Arthur J., Herbert H. and Ernest J.; four brothers, Charles of Waterville, Henry of Augusta, Frank of Portland and John of Indiana, beside two sisters, Mrs. May Cordes of Portland and Mrs. Elizabeth Case of Portsmouth.

A. W. BENSON

Albert W. Benson of Bangor, 79, for more than fifty years a resident of that city and for years ticket agent at Bangor Union Station, passed away Saturday,



July 13, at the home of his daughter, Mrs. Frank H. Davis, angina pectoris being the cause.

Mr. Benson was born in Oakland, the oldest of five children. His railroad career extended over a period of nearly a half century, starting while very young as telegraph operator, later becoming an agent and then for many years ticket agent at Bangor. He was possessed of an exceedingly pleasant personality which made him popular in a wide personal circle as well as with the traveling public. To his friends he was always "Al" Benson. He entered Maine Central service as operator in July, 1869, working as such at Fairfield, Lewiston and Bangor. In June, 1871, he became ticket agent at Bangor, holding this position until his retirement on April 1, 1913. Of late years Mr. Benson has passed his winters in the South, having been for many years a resident of Southern Pines, N. C.

He was prominent in Masonry, being a member of St. John's Commandery and the Mystic Shrine. He is survived by his daughter, Mrs. Davis; a son, Frank H. of Great Neck, Long Island; a sister, Mrs. Frederic H. White of Lewiston; three brothers, Charles C. of Auburn, former agent at Lewiston Upper, Harry of Lewiston, former freight agent at Winthrop, and Willard of Boston, former clerk in Bangor office, later traveling passenger agent for Can. Pac. Ry.; four grandchildren and three great grandchildren.

ERNEST N. HERRICK

Ernest N. Herrick, 40, Agent at Cumberland Center for the past fifteen years, died at his home June 30th following an illness of but three weeks. He had apparently been making a good recovery when on Sunday afternoon he suffered a relapse and died a few minutes later.

Mr. Herrick was born in Brownville and was widely known throughout western Maine on account of his ability as a musician, playing the cornet, banjo and violin. It was but a short time ago that he organized an orchestra among the pupils of the



Ernest N. Herrick

Intermediate Schools in Cumberland. He was a member of the class of 1912, Colby College, and a member of the A. T. O. Fraternity and was very popular with his college mates.

He was thoroughly a man's man and was more than popular among members of the Maine Central Family and with the general public with whom he came in contact. An excellent agent, it could be well said of Mr. Herrick that he was a master of his job, paid strict attention to business and knew it thoroughly. Coming, as he did, from a long line of railroad men, he had a natural ability for his work, and in his passing the Road lost a most efficient worker.

Mr. Herrick is survived by his wife, Mrs. Mollie Moulton Herrick, who is also a graduate of Colby in the class of 1910. A son, Moulton, a sister and his mother also survive him.

CHARLES C. BERRY

Charles C. Berry, 82, retired conductor, died recently at his home, 35 Jefferson St., So. Portland, after a long illness. Mr. Berry, a native of Bath, had served 32 years on the Road at the time of his retirement, 23 years of which he had been a conductor between Portland and Bath. Following his retirement he was associated for four years with the Union Safe Deposit and Trust Company, Portland. He was



Charles C. Berry

a Past Master of Portland Lodge of a member of Greenleaf Chapter, St. Commandery and the Order of Conductors.

His daughter, Mrs. Edith B. Berry whom he lived, is the only near relative.

HERBERT N. WILLEY

Herbert N. Willey, 47, Car Re at Rigby, died July 19th. He v August 14, 1882, and entered Terminal service July 6, 1908, as at Thompson's Point. August was transferred to Rigby as car re and held that position at the tin death. He resided at 1200 Cong Portland.

The sympathy of the Maine Family is extended to his wife and who survive.



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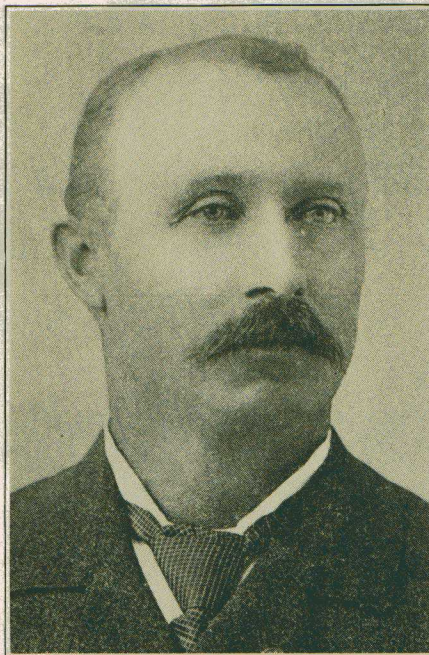
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Charles C. Berry

a Past Master of Portland Lodge of Masons, a member of Greenleaf Chapter, St. Albans Commandery and the Order of Railroad Conductors.

His daughter, Mrs. Edith B. Brett, with whom he lived, is the only near surviving relative.

HERBERT N. WILLEY

Herbert N. Willey, 47, Car Repairman at Rigby, died July 19th. He was born August 14, 1882, and entered Portland Terminal service July 6, 1908, as carpenter at Thompson's Point. August, 1926, he was transferred to Rigby as car repairman and held that position at the time of his death. He resided at 1200 Congress St., Portland.

The sympathy of the Maine Central Family is extended to his wife and family who survive.

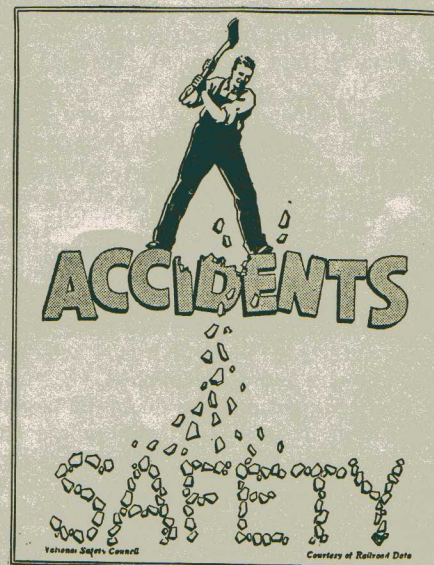
JOHN E. LITTLEFIELD

John E. Littlefield, pensioned draw-bridge leverman on Vaughn Bridge, passed away July 12th, at his home in Pleasantdale. For a number of years he was in the employ of the Boston and Maine, being injured in the service. He was afterward transferred to the Terminal, where he continued in service until April 13th, 1925, when he was granted a pension. He is survived by a daughter Alice and by a son Ernest, who is a brakeman on the Boston and Maine.

MRS. GEORGIANNA HARRIS

Mrs. Georgianna Harris, widow of Stephen F. Harris and mother of General Passenger Agent M. L. Harris, died Thursday, June 27th, at the summer home of Mr. Harris at Windham Hill. Interment was in the family lot at Wakefield, Mass.

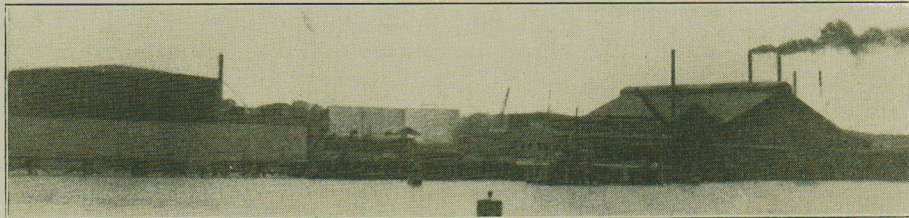
Break Down This Barrier





Maine Central Family

Portland Oil Plantation Produces Heavy Traffic



General Location of Several Oil Companies—Rolling Mill at the Right

The Oil Plantation, so called, within a few hundred yards of the Portland Terminal tracks over the Fore River bridge at Portland, is the originating point of an enormous volume of freight traffic over our line. Records show that five companies have originated over 6,500 cars, mostly containing gasoline, during the last eight months.

Some of the oil is imported into Portland in tankers from Beaumont, Texas, Tampico, Mexico, and points in Venezuela. The oil companies have their own boats which make regular trips with their cargoes direct to Portland which is a distributing center for the entire State of Maine and New Hampshire. Here the tankers discharge the gasoline, motor oils, kerosene and fuel oil into large storage tanks holding many thousands of gallons. Smaller oil boats redistribute the gas and oil to towns along the coast, while tank cars keep the inland towns and cities supplied.

The leading companies doing the largest volume of business are the Standard Oil Company, Mexican Petroleum Company, Shell Eastern Petroleum Company, Gulf Refining Company, Jenney Company, The Texas Company, Tidewater Fuel Company, Colonial Gas Company, Valvoline Oil

Company, Beacon Oil Company and Pan American Oil Company.

Not all of the supply coming into Portland Harbor comes direct from the originating point but is transferred at Boston, arriving there in huge tankers too large for the port of Portland. Only a short time is required to pump out the cargo from the boats into the storage tanks and within a very few hours the boats are ready to start through the bridges again and out to sea.



Harris Meets Dr. Lee

Herbert M. Harris, Chief Clerk in Assistant Comptroller's office, had the pleasure of being an invited guest at a convention of radio men held recently in Boston, where he met Dr. DeForest Lee, father of the radio tube, the guest of honor at the meeting. Dr. Lee explained the latest developments in television, which has made remarkable strides of late.

It is not at all improbable, by the way, that inside of five years we will be seeing moving pictures in our homes. Mr. Harris had the pleasure of conversing with Dr. Lee and was much impressed with his democratic attitude.



Some More Puzz

Again we find E. W. Fenderson Engineering Department, Portland, winning the fur-lined cuspidor, first prize in our great system-wide monthly contest, with a list of answers in hand only in a couple of unimportant det

Answers to Puzzle In July Magazine

BEHEADINGS

- | | | |
|------------|-----------|---------|
| 1. Fitches | 2. Frye | 3. Gore |
| 4. Gray | 5. Spears | 6. Wal |
| 7. Winn | | |

SPLITS

- | | | |
|--------------|-------------|--------|
| 1. Bucksport | 2. Carroll | 3. Can |
| 4. Kingman | 5. Monmouth | |

CONUNDRUMS

- | | | |
|-------------|----------------|---------|
| 1. Hayes | 2. Priest | 3. Da |
| 4. Bernier | 5. Haycock | 6. Mo |
| 7. Webstert | 8. Miles | 9. Co |
| 10. Taylor | 11. Longfellow | 12. Joy |
| 13. Rich | 14. Cook | 15. Wy |

A TIME QUESTION

The question published last month had the hands on a railroad man's watch such a tricky one that we are publishing its entirety the answer submitted by Dispatcher H. M. Treat of Portland.

At 5 P.M. the hour-hand of course is on figure 5 and the minute hand on 12.

Let x represent the distance which the hour hand had travelled since 5 o'clock. The minute hand had to travel x to reach a point which made it the same distance from and before figure 6 as the hour hand from and past figure 6.

Then $12x$ represents the distance which the minute hand had travelled in that time, since it travelled 12 times faster than the hour hand.

Now then, since these two hands travel equal distance each side of figure 6, the minute hand must be the same distance from and before figure 7 as is the hour hand from and after figure 5 and which of course we have stated is to be represented by x . This fact gives us the following equation: