



# MAINE CENTRAL Employees' MAGAZINE



January  
1930

## Nine Little Railroad Men

Nine little railroad men handling freight,  
One stepped on a rusty nail,  
That left eight.

Eight little railroad men surfacing track  
eleven,  
One didn't hear the bell,  
That left seven.

Seven little railroad men, with a lot of cars  
to fix,  
One failed to post a blue flag,  
Then there were six.

Six little railroad men, all spry and alive,  
One rode an engine pilot,  
Then there were five.

Five little railroad men, all warned before,  
One went between moving cars,  
Then there were four.

Four little railroad men, with good eyes to  
see,  
One didn't wear his goggles,  
Then there were three.

Three little railroad men, on train overdue,  
One left a switch open,  
And then there were two.

Two little railroad men, on a switching run,  
One left a car foul,  
And then there was one.

Said one little railroad man, left all alone,  
Now while my skin is whole and my life's  
my own,  
I'll take your safety dope, and take it  
straight,  
Before I go the way of the other eight.

—Penn. News.



Vol. VII

## 2335 Claims Travelers Group

(Has been in operation for ...)

By FRED S. T.

**T**HE Travelers Group Accident and Sick Insurance company has completed three years of operation on November 21st.

This Group Accident and Sick Insurance Plan means just what the term implies, a form of insurance available to all officers and employees on the Maine Central as a benefit regardless of age or occupation. The cost is the same for both the young and the unusually aged. The benefits are made possible by a group plan of administration. From the day of its inception, when an accident claim was paid, it was evident that this plan of insurance would supply much needed help to the welfare of our employees. I doubt ever, that even its most enthusiastic supporters foresaw the extent of assistance to be furnished.

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Vol. VII

JANUARY, 1930

No. 1

## 2335 Claims Paid Employees By Travelers Group Insurance Plan

(Has been in operation for three years and has paid claims amounting  
to over \$122,000.00)

By FRED S. TWITCHELL, Auditor Payrolls

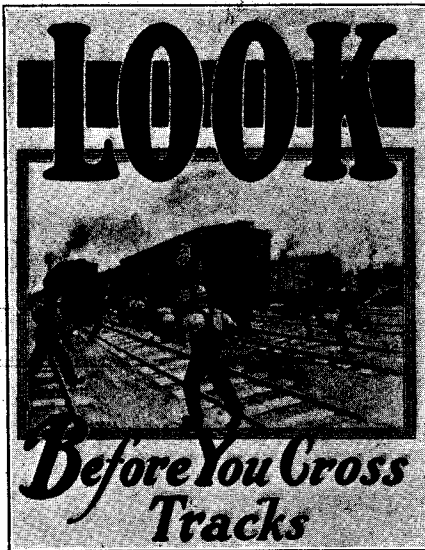
**T**HE Travelers Group Accident and Sick Insurance completed three years of operation on November 21st.

This Group Accident and Sickness Insurance Plan means just what the term implies, a form of insurance available to all officers and employees on the Maine Central as a group, regardless of age or occupation. The cost is the same for both the old and young and the unusually generous benefits are made possible by the group plan of administration. From the day of its inception, when a major accident claim was paid, it was evident that this plan of insurance would supply much needed help to the welfare of our employees. I doubt, however, that even its most enthusiastic supporters foresaw the extent of assistance to be furnished.

Briefly this is what has been accomplished:

*The year ended November 22, 1927, 685 claims were paid, year ended November 22, 1928, 765, and the year ended November 22, 1929, 885—a grand total of 2335. Of these 15 were death claims, 328 were accidents and 1992 sick claims. The total payment amounted to over \$122,000.00. The above figures indicate that an average of one in every five policy holders drew over four weeks benefits during the year ended November 21, 1929.*

Those of you, who were unfortunate enough to have been included in the 2335 claimants know the benefits and fairness of the insurance. Those of you who were fortunate enough to escape sickness and accident during the period, can rest well assured that



the money was well invested and made possible the relief for those in need. The funds to make these payments were taken from a sort of workers

community chest, which was supplied from 25c pieces deducted from the wages of members of the Group and distributed, after personal investigation, in accordance with the contract, by the Travelers Insurance Company. From my contact with the claim adjusters and from remarks made to me by several employees, who have collected benefits, I feel that this insurance is supplying a needed assistance to many in the time of real distress, and furnishing protection to those who are well.

The contract has been renewed for another year and any information desired in regard to the operation of the Group Insurance Plan may be obtained from your Foreman, Superintendent, Supervisor or Auditor Payrolls Office.

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### Traveler Claims Settled Nov. 22 to Dec. 18 Inc.

Name	Location	Reason	Stations	Reason
Mortimer L. Harris	Gen. Pass. Agt.	Health	Pittsfield	Health
Harry A. Chase	Freight Audit	Health	Waterville	Health
	<i>Engineering</i>		Bangor	Health
Walter H. Ames	Skowhegan	Health	Waterville	Health
Peter Bass	Portland	Health	Mattawamkeag	Health
Herbert L. Davis	Milford	Health	Dexter	Health
Frank Harriman	So. Portland	Accident	Thorndike	Accident
Perry Kelley	Harmony	Health	Gilmore B. Wentworth	Health
P. F. Maloney	Calais	Health	<i>M. C. Trainmen</i>	
William W. Morton	Gilman, Vt.	Health	Rockland	Health
Edward C. Nichols	Augusta	Health	Harmony	Health
Joseph Rousseau	Rumford	Health	<i>Enginemen</i>	
Bert S. Searles	Skowhegan	Health	Portland	Health
Maynard Springer	Brewer	Health	Portland	Health
	<i>Motive Power</i>		Foxcroft	Health
Joseph F. Chamberlain	Waterville	Health	<i>P. T. Stations</i>	
Joseph Cochran	Portland	Health	Portland	Health
Philip Dutelle	Oakland	Health	Portland	Accident
Arthur Gagne	Brunswick	Health	So. Portland	Health
John J. Halleran	So. Portland	Health	Portland	Health
Charles Karter	Waterville	Health	So. Portland	Health
Arthur Mathieu	Waterville	Health	Portland	Health
Wallace B. Miles	Mt. Desert Ferry	Accident	Portland	Health
Jacob McL. Horne	Portland	Health	<i>P. T. Trainmen</i>	
Emery E. Roberts	Waterville	Health	Portland	Accident
Wallace J. Roux	Waterville	Health	Portland	Health
Nelson Vashon	Waterville	Health	<i>P. T. Wharf</i>	
Wallace N. Whitehouse	Portland	Health	Portland	Health
John Armstrong				
Ellis M. Beane				
John E. Byard				
Carl R. Douglass				
Clayton W. Handy				
Willis C. Percival				
L. P. Philbrick				
Levi W. Berry				
H. E. Brown				
August Horeysek				
Andrew M. Turcotte				
Harry W. Warren				
Frank O. Dearing				
John F. Flaherty				
Irene M. Flaherty				
Bernett F. Kennedy				
Joseph Mountfort				
Mathias O'Toole				
Walter W. Sawyer				
Ralph G. Thompson				
Thomas E. Burke				
Matthew M. Kilmartin				
Patrick Kilmartin				

## Improvement

By AR

TO those who have not visited the shops at Waterville there are many new sights in store for them.

As one enters the Main Office building finds it completely renovated; all desks are flat topped, of the same height, and new filing cabinets are very much in prominence. The portion formerly occupied by the Air Brake Inspector is now the office of the Piece Work Inspectors; the Air Brake Inspector's office now being on the second floor in the Round House office building.

Just east of the office, one finds the garage which houses the motor driven equipment. This consists of a Reo truck, three Clark tractors, a Baker tractor with hoist. These are used for transporting material long hauls and the tractors around the grounds for moving sorts of material. They are of the time and have become indispensable.

Between the Main Office

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 ...and from remarks made to me  
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...eane	Pittsfield	Health
...yard	Waterville	Health
...ouglass	Bangor	Health
...W. Handy	Waterville	Health
...Percival	Mattawamkeag	Health
...brick	Dexter	Health
...B. Wentworth	Thorndike	Accident
	Richmond	Health
...Berry	<i>M. C. Trainmen</i>	Health
...own	Rockland	Health
	Harmony	Health
...oreyseek	<i>Enginemen</i>	Health
...M. Turcotte	Portland	Health
...Warren	Portland	Health
	Foxcroft	Health
...Dearing	<i>P. T. Stations</i>	Health
...Flaherty	Portland	Accident
...F. Kennedy	So. Portland	Health
...ountfort	Portland	Health
...O'Toole	So. Portland	Health
...Sawyer	Portland	Health
...Thompson	Portland	Health
	<i>P. T. Trainmen</i>	Accident
...E. Burke	Portland	Health
...M. Kilmartin	Portland	Health
...Kilmartin	<i>P. T. Wharf</i>	Health
	Portland	Health

# Improvements at Waterville Shops

By ARTHUR A. THOMPSON

**T**O those who have not visited the shops at Waterville recently, there are many new sights in store for them.

As one enters the Main Office he finds it completely renovated; all desks are flat topped, of the same height, and new filing cabinets are very much in prominence. The portion formerly occupied by the Air Brake Inspector is now the office of the Piece Work Inspectors; the Air Brake Inspector's office now being on the second floor in the Round House office building.

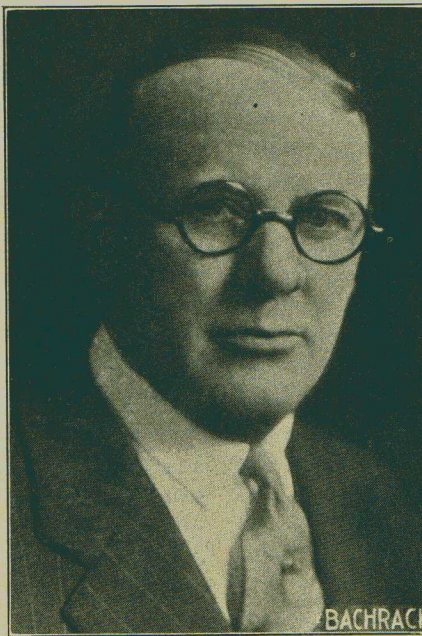
Just east of the office, one finds the garage which houses the motor driven equipment. This consists of a Reo truck, a Ford truck, three Clark tractors, and a Baker tractor with hoist. The trucks are used for transporting material on long hauls and the tractors are used around the grounds for moving all sorts of material. They are busy all of the time and have become almost indispensable.

Between the Main Office and the

Round House, during the noon hour, in the summer, exciting horse shoe pitching contests were often held. On this plot, which has recently been filled and leveled, the boys held baseball practice and after a successful season they are already beginning to talk of next season's schedule!

The Machine Shop, with its coat of paint and white-wash together with a rearrangement of machinery, is a much better and lighter place for work. On the erecting side small benches have taken the place of the old ones; new jacks, unwheeling trucks, and a pipe bender and forge have been added to the equipment. Each engine,

as soon as it comes into the shop, is put on schedule and that schedule is on a metal tag on the rear of the engine so that all concerned can easily see when their particular work must be finished. The Foremen who have supervision over locomotive work have a new office where the electric shop used to be. On the machine side one finds a new arrange-



**F. H. Bennett**  
 Master Mechanic

ment of machines and benches and the addition of a three spindle light duty drill, a single spindle light duty drill, a turntable centering machine, a 30" engine lathe, a four ton travelling crane, and a 36" drawcut shaper.

The wheel shop is an interesting place with all of its appliances for tire and wheel work. An axle preheating and welding machine has recently been added. The blacksmith's shop has additions to its equipment that aid in speeding on the work. A bar shear, jib crane, wood burning babbitt kettle, Oxweld profile machine, and double fire forge are the most recent. The air brake shop has been extended and an 18" engine lathe, an 18" brass lathe, and a single spindle light duty drill added to its former equipment. The remodelled storeroom for the locomotive department would certainly be of interest to all. Here one finds three floors devoted to supplies that are shipped to all points on the road where locomotive repairs are made, and from this store go parts, via requisition, for repairs in the shop and round house. The store is a busy place and anyone interested in supplies would find much to attract them.

The electric shop, now where the car casting store was formerly located, has two floors and in many ways is better fitted for work of this sort than it was in its former location.

In the old freight room a buzz planer and band saw are tools that further the work greatly and the concrete walk which goes the full length is appreciated by all who have anything to do with the movement of material and also by those whose duties take them through this shop. One corner of this room has been

taken for the storage of different pieces of lumber that are ready for immediate use in the repairing of freight cars. Steel car repairs are made in the room north of the freight room. The old passenger shop is occupied by freight cars now and here also are the tools for punching, drilling, and shaping steel. The bolt and tool room is also a recent addition that is worthy of note.

The freight room office has undergone a change, too, with its new filing cabinets, new arrangement of desks, and a coat of paint. In the mill room a buzz planer, and in the cabinet shop an 18" swing cutting saw have been added. The north end of the paint shop is utilized for passenger repairs now and a jib crane and electric glue pot have been added to the coach shop outfit.

To facilitate the work in the paint shop a paint mixer and portable paint sprayers are now used. The remodelled storeroom for the car department is where the former car store was but is much changed in appearance. This storeroom has three floors and material for repairs to all classes of cars is dispensed to all inspection points on the road as well as to the departments in the shop. At the oil room a journal waste renovating machine and a journal oil purifier have been installed. In the different departments many pneumatic tools have been added; several machines changed to motor drive and motor exchanges made. Two Browning Locomotive Cranes, one of which is a recent addition, operate around the shop yards, unloading heavy material and carrying it to whatever place it may be needed.

## Plenty of



Photos by H. M. Treat

Approximately 3000 carloads of wood were hauled over our line from the Rolling Mill Wharf at Dover, N. H. land consigned to the Hollingsworth & Whitney Paper Company at Waterbury, Vt.

## Recent Changes In

SEVERAL important changes have been made in the Maintenance of Way Department of interest to all employees. Clifford H. Higgins, former Roadmaster, Division No. 6, Bartlett, N. H., has recently to accept a similar position with the Boston & Maine Railroad with headquarters at Dover, N. H. Mr. Higgins entered the service in 1912 as a trainman in the Engineering Department at Dover, N. H. He was promoted to train conductor in Valuation Department, Assistant Engineer, Assistant Roadmaster at Mattawamkeag, and in 1922 was promoted to Roadmaster with headquarters at Bartlett. His service record was outstanding during the World War for a period of three years when he went overseas with the Engineers. He was very popular and with whom he came in contact he had him much success in his new position.

Simultaneously with the resignation of Mr. Higgins, Lloyd F. Brean, Roadmaster at Rumford, was transferred to the position made vacant by Mr. Higgins. Mr. Brean has been in the service since 1914, entering the employ of the Company as a Rodman in the General Offices at Portland.

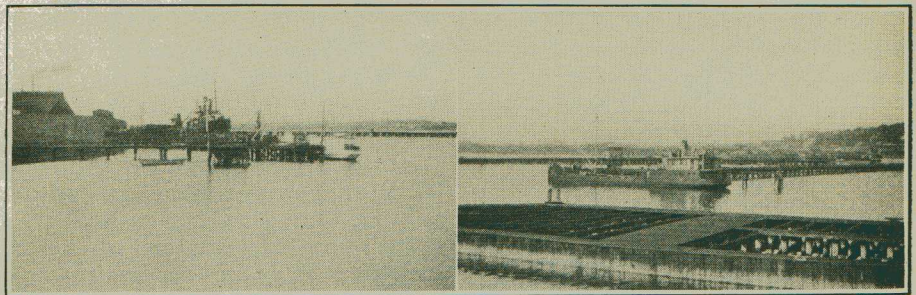
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## Plenty of Paper Originates Here



Photos by H. M. Treat

Approximately 3000 carloads of pulp-wood were hauled over our line in 1929 from the Rolling Mill Wharf at Portland consigned to the Hollingsworth and Whitney Paper Company at Waterville.

The pulp arrives at Portland via steamer from points in Norway, Sweden and Nova Scotia and is transferred at the dock to freight cars for shipment over the Maine Central.

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## Recent Changes In Maintenance Of Way Dept.

**S**EVERAL important changes have been made in the Maintenance of Way Department of interest to all employees. Clifford H. Higgins, former Roadmaster Division No. 6, Bartlett, N. H., resigned recently to accept a similar position with the Boston & Maine Railroad with headquarters at Dover, N. H. Mr. Higgins entered the service in 1912 as a Rodman in the Engineering Department at Portland. He was promoted to transit man, computer in Valuation Department, Assistant Engineer, Assistant Roadmaster at Mattawamkeag, and in 1922 was promoted to Roadmaster with headquarters at Bartlett. His service record was broken during the World War for a period of two years when he went overseas with the 101st Engineers. He was very popular with all with whom he came in contact. We wish him much success in his new position.

Simultaneously with the resignation of Mr. Higgins, Lloyd F. Brean, Roadmaster at Rumford, was transferred to fill the position made vacant by Mr. Higgins. Mr. Brean has been in the service since 1911, entering the employ of the Company as a Rodman in the General Offices at Portland.

He has held positions as Asst. Engineer, Portland, Asst. Roadmaster, Calais, Asst. Roadmaster, Waterville, and Roadmaster at Lancaster. In 1924, he was transferred to Roadmaster, Division No. 5, with headquarters at Rumford, which position he held until October 12th when he was transferred to Bartlett. Mr. Brean during the war was in the service for a period of two years, 1917 to 1919 with the 14th Engineers.

Elvin T. Ricker of Mattawamkeag was on the same date advanced to Roadmaster at Rumford. Mr. Ricker formerly was Asst. Roadmaster at Mattawamkeag and has been in the service since May 2, 1914. Another advancement at Mattawamkeag was that of William E. Bonner to the position of Acting Roadmaster. Mr. Bonner has been in the service since 1890 and held positions as trackman, section foreman and extra crew foreman.

Effective November 28th the Eight Track Division was abolished and the territory Oakland to Kineo assigned to the Fourth Track Division under jurisdiction of J. P. Scully, Roadmaster at Lewiston.

F. H. Parkman was made Assistant Roadmaster of the Fourth Track Division.

## Letter From a Retired Conductor to His Son

(From John Gordon to his son Kenneth. Kenneth has written the old man that, on graduating from high school, he has applied for a trainman's job on the Highland & Lowland—the "Hilo" line.)

My dear Kenneth:

So the railroad blood is in your veins, too! And, like your Dad, you want to be a railroad man. I'm glad of it, son. It's a hard life, and you'll never grow rich through it; but it's a *man's* life—and I have faith enough in you to believe that you'll acquit yourself as a man.

I'm not going to give you a lot of advice. Too much counsel is worse than none at all—it goes in one ear and out the other because of its volume. But there are two or three things that, out of my years of experience, and because of my natural interest in you, I want to say to you.

If your application is accepted, I want you to feel from the start that you are entering upon a real career—just as much a profession as that of medicine or law. A doctor has to put in four years studying before he is qualified to hang out his shingle. A railroad man, if he has the real stuff in him, never gets through learning. The first few years, you'll be more of a liability than an asset to your employers—but I want you to reduce the liability all you can and as fast as you can. But remember, son, that you're entering upon an honorable, productive occupation. You're going to be a part in the great machine that provides transportation for the world. It was my good fortune, perhaps, but I like to feel that in part at least it was my honest, earnest endeavor to be faithful, that permitted me to retire, after fifty years service, without a blemish on my record. Fifty years from now, I want you to be able to tell your son the same thing!

From the start, Kenneth, remember that loyalty to the interests of your employer is the only honest course. You will have many opportunities to cheat, but if you're the man I think you are you won't accept them. The company will pay you for a day's work—see that you give them honest

return for their dollars. If the pay isn't enough you can always throw up the job; but if you accept the company's good money, be sure to give them good service and honest service in return.

And loyalty doesn't consist entirely of just giving honest service. Train yourself to think of "my" company; "my" train. If you see an employee carelessly wasting company supplies, or damaging property, have in mind that it is "my" company which is paying for it. You know that if you paid out of your own pocket for the piece of freight that you carelessly damage, you would be more careful. Your interests and the company's are one and indissoluble. Always remember that.

They didn't make so much of "safety first" when I was railroading as they do now, but it's a good thing to keep in mind. First, of course, for personal and selfish reasons—you want to keep all your legs and arms intact. Second, in the interest of your employer. Your service to them as a whole, able-bodied man is more valuable than as a one-legged man tending a crossing. Play safe. That doesn't mean to be over-cautious, but it means to use reasonable care.

This brings to my mind old Joe Cragin, who was in Juniper yard when I was a youngster, just beginning my career. Joe always boasted that he bore a charmed life—and as he had been railroading since Hector was a pup without getting a scratch, everybody believed it. He used to do all sorts of stunts—crazy things that no one else would attempt—and he always came out with flying colors.

But one day old Joe took his last chance—and lost. The crew had kicked a car in onto a string on the cripple track, and when it was about two feet away, Joe undertook to go between the cars. He had done it thousands of times before—he was quicker than an eel. But this time he was just a split second too slow—the drawbars caught him and he was crushed like a piece of paper wadded up in your hand.

So don't take unnecessary chances. Chance taking seems unavoidable in railroading isn't a ladies' game—and it's always danger lurking around the corner, but you don't need to go hurrying about in trouble.

I hope you get the job, son. Perhaps I could help you get it by a personal introduction. Mr. Rankin, the superintendent of "Hilo" we used to call him—but I don't want you got the job on your own. It's a good thing, sometimes, and it's a good thing to know that back of you there is someone who can help you in a tight place. I want you to start on your own, but I want you firmly placed. Good luck to you—me know how you make out.

Your affectionate father,  
JOHN GORDON

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## Kelly's Dream

By Sparky, Better Known as N. F. Switchman, Rigby

Kelly was a call boy, and he'd sign  
with a scroll,  
To a weekly pay check, for the loco  
roll.

Kelly's one ambition was to be an Engineer,  
But he'd have to go on firing to  
great career.

With business very quiet, and the  
almost spent  
Kelly dozes off in slumber, and this  
he dreamt.

"My name is Mr. Kelly. I'm a full  
Engineer,  
I haul trains o'er the System, and  
but little fear.

I climbed the railroad ladder, never  
the many rounds,  
And I've put on weight, immensely,  
less than ninety pounds.

"For I wanted to be a Choo-Choo  
A Choo-Choo Engineer,  
To feel the wheels beneath me,  
And have my vision clear.  
My heart is filled with gladness  
For the job I hold so dear,  
For I longed to be a Choo-Choo  
A Choo-Choo Engineer."



## Instructor to His Son

for their dollars. If the pay isn't you can always throw up the job; you accept the company's good be sure to give them good service best service in return.

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By Sparky, Better Known as N. F. Godfrey,  
Switchman, Rigby

Kelly was a call boy, and he'd sign his name with a scroll,

To a weekly pay check, for the local P. T. roll.

Kelly's one ambition was to be an Engineer, But he'd have to go on firing to start his great career.

With business very quiet, and the evening almost spent

Kelly dozes off in slumber, and this is what he dreamt.

"My name is Mr. Kelly. I'm a full-fledged Engineer,

I haul trains o'er the System, and I have but little fear.

I climbed the railroad ladder, never missed the many rounds,

And I've put on weigh immensely, nothing less than ninety pounds.

"For I wanted to be a Choo-Choo—

A Choo-Choo Engineer,

To feel the wheels beneath me,

And have my vision clear.

My heart is filled with gladness

For the job I hold so dear,

For I longed to be a Choo-Choo—

A Choo-Choo Engineer."

## Lone Wolf



### THE MIGHTY HUNTER

In the wilds of the Allagash country  
Where the "teddy" bear comes to play,  
Lone Wolf Wilson went hunting,  
A grizzly bear to slay.

He tramped the aisles of the forest,  
Searched each hill-top and glade.  
But the weary miles were fruitless,  
In vain was the trip he made.

He headed back to the haunts of man,  
Where of hunting he could dream.  
But he was detained by head winds  
And cross-currents of a stream.

So he waited at the cross-roads,  
Alone, in dread despair.  
And wired his friends at the office,  
That he was marooned out there.

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## Famous Cats

—ologue  
—o' nine tails  
—apult  
Puss-in-the-corner  
—s meouw  
Krazy Kat.

P. C. B.

# MAINE CENTRAL Employees' Magazine

Devoted to the interests of  
Maine Central Railroad Employees  
and published monthly at Portland, Maine  
DELMONT W. BISHOP, Editor

Vol. VII JANUARY 1930 No. 1

Communications and contributions by members of the Maine Central family, and by all others are welcomed. They should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

## Editorials

### YOUR NEW YEAR'S RESOLUTION

The season for making or renewing resolutions is here. Many good ways for starting off the new year can be suggested but all too often they mean too little and for too brief a period. By the time this editorial is read, in all probability 99 per cent of the resolutions will have been broken by the 6500 Maine Central employees who made them. We haven't any quarrel with that for most new year resolutions do not last more than a week.

But we want to suggest a resolution that every employee should greet with enthusiasm and that is:

**RESOLVED: THAT I AM THANKFUL I AM RAILROADING WITH THE MAINE CENTRAL AND THAT I WILL GIVE MY BEST FOR THE GOOD OF THE SERVICE.**

The Company is providing the opportunities. Let us resolve to take full advantage of them every day throughout the new year. Each year brings new opportunities, new pleasures and new responsibilities. Our real satisfaction and joy comes through the realization that we have met every problem and undertaken the performance of every task with the very best there was in us. That no duty has been shirked, and no opportunity to serve been neglected. To be able to look back upon our work and after having fairly

weighed it and say to our innermost selves "well done" is to be possessed of the most satisfying reward that can come to man.

That this Company is an important factor in the comfort and well being, perhaps even the happiness of those we serve, and substantially contributes to the material prosperity of many industries, gives us a growing appreciation of the part it plays in the progress and prosperity of its territory.

The *Magazine* would like to suggest to all its readers, especially to those who come in contact with the public, the cultivation throughout the year of a thoughtful and courteous spirit that will be reflected in a cheerful service. And it is just as easy and much more satisfactory to render this service in a cheerful way, so that the recipient carries away a happy recollection of his contact with us. YOU can help build up a permanent friendly and cordial relationship with our patrons by giving them a cheerful service.

May 1930 prove a good year for the Company we serve and may it prove a happy and prosperous one for you.

A HAPPY NEW YEAR TO EVERYONE.—D. W. B.



## General Office

Marguerite Hollywood of the Passenger Accounts' Office, recently spent a week in New York and Philadelphia. She spent a number of hours trying to understand that after sitting in the office two days, gave up in despair and came on her way. Better luck next time.

Mr. and Mrs. Clarence Connors are receiving congratulations on the birth of a daughter, born November 22nd. Mr. Connors is employed in the Auditor's Office.

Everett Goddard is now in the Manager's Office, having been transferred from the Auditor Payrolls Office.

Mrs. H. Luvisi (Ethel Fuller), formerly of the Freight Claim Bureau, and at present time employed at Washington, C., recently paid a visit to her acquaintances about the building. With regret that we learn of the passing of Ethel's brother, Clayton, who passed away after a severe illness.

Even though the following editorial is a bit late in making its appearance in this column, we think it is too good to leave in obscurity. Horace Buden, Comptroller's Office, stepped out of New York City several weeks ago, where the thermometer was registering a temperature higher than it is at the present time on account of climatic or atmospheric conditions encountered in that city. Perhaps Maine is all it is cracked up to be as a vacationland. Anyway, Buden's clerks hint that while he was on his vacation, only about twenty-four hours elapsed between the time when he left for New York City and his return. That!

Arthur H. Leeman of Etna spent the holidays with his mother, Mrs. Locke, Auditor Payrolls Office.

Mrs. Helen (Meserve) Meserve, Telegrapher Car Service Dept., has had her position filled by Miss Helen Meserve.

Three guesses to everybody for the answer. Where did Theo Miller go on her vacation?

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HAPPY NEW YEAR TO EVERY-  
-D. W. B.



## General Office News and Happenings

By J. E. BUCKLIN

Marguerite Hollywood of the Auditor of Passenger Accounts' Office, recently spent a week in New York and Philadelphia. She spent a number of hours trying to get an interview with Rudy Vallee, but understand that after sitting in the outer office two days, gave up in despair and continued on her way. Better luck next time.

Mr. and Mrs. Clarence Connors are receiving congratulations on the birth of a daughter, born November 22nd. Mr. Connors is employed in the Auditor Payrolls Office.

Everett Goddard is now in the General Manager's Office, having been transferred from the Auditor Payrolls Office.

Mrs. H. Luvisi (Ethel Fuller), formerly of the Freight Claim Bureau, and at the present time employed at Washington, D. C., recently paid a visit to numerous acquaintances about the building. It was with regret that we learn of the death of Ethel's brother, Clayton, who passed away after a severe illness.

Even though the following extract is a bit late in making its appearance in this column, we think it is too good to leave in obscurity. Horace Budd, Asst. Comptroller's Office, stepped out for New York City several weeks ago, when the thermometer was registering about 50 higher than it is at the present time, but on account of climatic or atmospheric conditions encountered in that city, decided perhaps Maine is all it is cracked up to be as a vacationland. Anyway, Budd's fellow clerks hint that while he was on his annual vacation, only about twenty-four hours elapsed between the time when he started for New York City and his return. Imagine that!

Arthur H. Leeman of Etna passed the holidays with his mother, Mrs. Inez E. Locke, Auditor Payrolls Office.

Mrs. Helen (Meserve) Mosher, stenographer Car Service Dept., has resigned. Her position is filled by Miss Helen Pease.

Three guesses to everybody for this one. Where did Theo Miller go on her vacation?

Mrs. Trena Robinson, stenographer Auditor Payrolls Office, has returned to her duties having been out for a few days.

N. L. Woodbury, A. F. A., apparently is doing his daily dozen by trying out that new-fangled snow plow. I'll bet he doesn't care how much it snows now.

Charles Parks, Auditor of Disbursement's Office, has been out sick for two weeks.

Greetings to Walter E. Coolbroth. Glad to see you back again, Shorty. To those who have been employed in the General Offices for quite a number of years, Shorty Coolbroth's name will sound familiar because back along in 1916 he was a full-fledged member of the force in the Car Service Department.

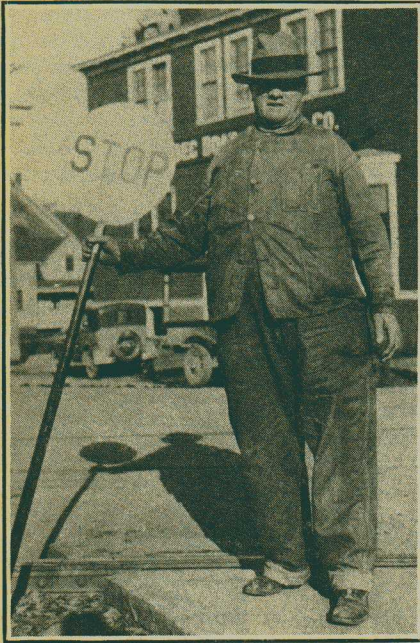
Kenneth Rolfe was home from Colby College for the holidays.



Geo. Bass? Why the last time I saw him, he was breaking the speed limit down Exchange Street in Bangor, with a bull moose at his coat tail. He made Union Station just in time and swore that he would never visit Bangor again with a handful of salt in his pocket.

## Waterville Notes

By A. A. THOMPSON



W. D. Frost, crossing-tender at Waterville, has been safeguarding the public from Maine Central trains since the year 1906. Always the same jovial fellow with a hearty goodmorning to all with whom he comes in contact, he is for the Maine Central 100%. He is a great worker in the Brotherhood of Station employees and has held an office in that order for several years. His son, Ora, is employed in the Freight House.

Mrs. Fay Barker Prince, who has been in the employ of the Company since April 29, 1919, passed in her resignation to take effect December 21. Mrs. Prince began to work with the family at the Waterville Freight Office, and in the following fall transferred to the Master Mechanic's Office where she has worked ever since. Always competent and pleasing, she leaves with the good wishes of all who have come in contact with her.

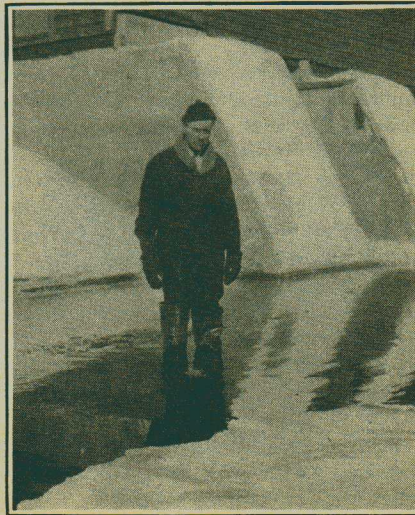
The Shop's Basket Ball Squad is occupying the limelight at present. Several games have been arranged and a great deal of interest is being manifested. The new suits, with jerseys and stockings of orange and black, and trunks of khaki with monogram on the jersey, look very fine. If any team should want a *real* game, arrangements should be made with H. H. Hamlin, Waterville Shops.

## Oquossoc Notes

By A. R. SPAULDING

George Storer, Flangeman, and Engineer Stevens have put away their bush scythes for the season and have equipped their private car for the winter. They came to Rumford recently much to the pleasure of Engineer Morse and Dunham and hereafter will be part of the regular equipment on 214 and 213 during the winter.

Flagman H. E. Philbrook can now be seen week days wearing his heavy rubbers with the 20-inch tops.



A Snapshot of Ralph Barnes at Oquossoc.

Ralph is a plumber employed by C. D. Sayward of Waterville.

## Of Interest To A Old Timers

South St. Paul  
142 No. Concord  
December 9th

Editor:

Through the kindness of my friend, Bert Pettingill, who I pre this moment is bucking snow so between Pittsfield and Harmony just had the pleasure of reading cember issue of your magazine.

I have been away from the Ma tral so long, having left there in N 1892, that I recognize only a fe names, but the surprise for me page 21, next to the last in the h was headed "Do you remember;" this was a reproduction of the program of the Maine Central Relief Association dance held in I in 1891.

"Do I remember?" I do and alv

I fired the special that handled t from Waterville to Portland, over r road.

George Haynes, better known as foot," was the engineer, he and doing special work at Waterville un Rafter.

We left Waterville about 4.00 P day. It was dark and cloudy an like snow but none was falling at t but when we reached Augusta it v ing down in bucketfuls and w reached Brunswick it had develop blizzard.

If I remember correctly, we ha 42. She did not have side curtains snow was coming in all over me melting as fast as it came so I w as wet as it was possible to be.

After leaving Brunswick th seemed to get worse, if such a t possible.

Before we reached Freeport, pulled his head inside the cab a digging the snow out of his ey "Francis, this is the first time I h been lost on an engine, but I do r where we are." Shortly after that

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Snapshot of Ralph Barnes at  
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## Of Interest To All Old Timers

South St. Paul, Minn.  
142 No. Concord St.,  
December 9th, 1929

*Editor:*

Through the kindness of my old time friend, Bert Pettingill, who I presume at this moment is bucking snow somewhere between Pittsfield and Harmony, I have just had the pleasure of reading the December issue of your magazine.

I have been away from the Maine Central so long, having left there in November, 1892, that I recognize only a few of the names, but the surprise for me came on page 21, next to the last in the book and was headed "Do you remember;" following this was a reproduction of the cover of program of the Maine Central Railroad Relief Association dance held in Portland, in 1891.

"Do I remember?" I do and always will.

I fired the special that handled the crowd from Waterville to Portland, over the lower road.

George Haynes, better known as "Light-foot," was the engineer, he and I were doing special work at Waterville under Dan Rafter.

We left Waterville about 4.00 P.M. that day. It was dark and cloudy and looked like snow but none was falling at that time, but when we reached Augusta it was coming down in bucketfuls and when we reached Brunswick it had developed into a blizzard.

If I remember correctly, we had engine 42. She did not have side curtains and the snow was coming in all over me and was melting as fast as it came so I was about as wet as it was possible to be.

After leaving Brunswick the storm seemed to get worse, if such a thing was possible.

Before we reached Freeport, George pulled his head inside the cab and after digging the snow out of his eyes said, "Francis, this is the first time I have ever been lost on an engine, but I do not know where we are." Shortly after that we heard

the wheels pass over the switch and caught a glimpse of the depot at Freeport.

From that time on it seemed to let up a little and we finally reached the Union Station at Portland.

We then went to the Round House in the lower yard and sat by the stove drying our clothes until we started on the return trip. We were as wet as though we had tried to swim Casco Bay.

Sometime towards morning we started back to Waterville with the crowd. We did not have much trouble as there had been a plow through ahead of us.

When we reached Waterville, we got orders to go through to Bangor with the special.

We made Bangor all right and after getting dinner we were handed a freight train for Waterville, and arrived there about 4.00 P.M., just about 24 hours after we had started for the dance.

We were pretty well tired out and my room at Maggie's that night seemed a most wonderful place.

After all these years I don't presume there are many of the boys that remember me. Just ask Bert Pettingill, Bob Lombard, Irving Turner, or my old friend, Fred Sturtevant, etc.

I am wondering tonight if there are any who made that trip with us?

With best wishes to all my Maine Central friends, I am,

Yours very truly,

A. S. Francis.

— O —

**Send It in**

If you have a bit of news  
Send it in;

Or a joke that will amuse  
Send it in;

A story that is true  
An incident that's new,  
We want to hear from you—  
Send it in;

Never mind about the style  
If the news is worth the while,  
It may help, or cause a smile—  
Send it in.

## Rail Transportation Gains 200 Per Cent in 25 Years

**Compares with Gain of 55 Per Cent in Population and in Output of Farm Products; Reflects Advance in Standards and Living**

The volume of rail transportation has increased more than 200 per cent in the last quarter of a century, according to the United States Department of Commerce. This compares with an increase of approximately 55 percent in the output of farm products; 280 percent in the output of minerals (mainly due to the large expansion in petroleum production); and about 180 percent in factory output.

"These remarkable figures compare with an addition of about 55 percent to the population of the country," the Department states. "It is obvious that there is produced for each person in the population a far greater volume of goods and services than at the beginning of the century, which means, of course, a great advance in living standards."

The ability of the American railroads to provide a transportation service adequate to meet changing conditions and customs is one of the outstanding factors in the country's development, and has gained for the carriers the title "The Civilizing Rails."

The Commerce Department's analysis is contained in a discussion of "Progress in National Efficiency," prepared by E. Dana Durand, Chief of Division of Statistical Research, Bureau of Foreign and Domestic Commerce. The report compares the period 1898-1900 with 1926-1927. The Department explains that the figures represent quantities—computed on the basis of weighted averages—not values in terms of dollars of changing buying power.

The study also shows the comparative figures for the post-war periods from 1918-1920 to 1926-1927. "Combining the figures for the four branches," the Department continues, "there has been since 1918-1920 an increase of nearly one-fourth in the quantity of goods and service produced and of one-third in the average output per worker."

"The underlying causes of advancing efficiency of American industry translate themselves into a number of more specific

and direct factors. Among these the most noteworthy are the advance in education, scientific research, and invention; the rapidly increasing use of capital reflected in the greater employment of mechanical and of automatic and semi-automatic machinery; the larger scale of production permitting greater application of mass methods and lowering of unit costs; the conscious and concerted effort to eliminate waste and improve methods of production and distribution; the high scale of wages resulting in general large buying power; and the comparative stability of prices and of credit."

### League of Nations

Waitress—"Hawaii, gentlemen. Youse must be Hungary to eat in a dump like this."

First Man—"Yes, Siam. And we can't Rumania long either. Venice lunch ready?"

Waitress—"I'll Russia to a table. Will you Havana?"

F. M.—"Nome. You can wait on us."

Waitress—"Good. Japan the menu yet? The Turkey is Nice."

F. M.—"Anything at all. But can't Jamaica little speed?"

Waitress—"I don't think we can Fiji that fast, but Alaska."

F. M.—"Never mind asking anyone. Just put a Cuba sugar in our Java."

Waitress—"Sweden it yourself. I'm only here to Servia."

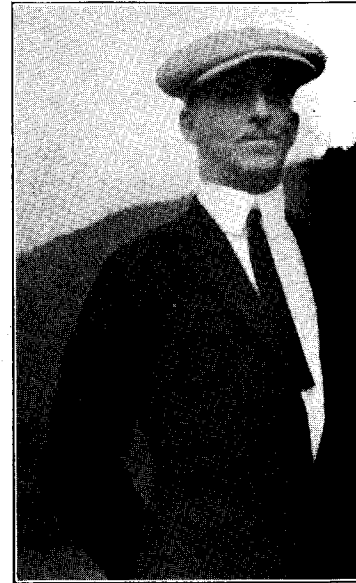
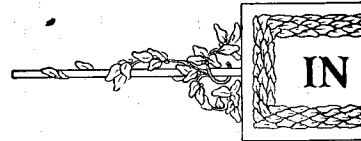
F. M.—"Denmark our bill and call the Bosphorus. He'll probably Kenya. I don't Boliva know who I am."

Waitress—"No, and I don't Carribbean. Youse guys sure Armenia."

Boss—"Somoa your wisecracks, is it? Don't Genoa customer is always right? What's got India? You think maybe this arguing Alps business?"

Customer—"Canada racket! Spain in the neck."

*Via Marguerite Lufkin*  
Purchasing Agent's Office



**ARCHIE D. FELT**

Archie D. Felt, 53, former employee of the Company at Rumford and Barre, died very suddenly November 30th at 24 Fairmount Ave., Auburn. Mr. Felt had been in his usual health up to the time of his fatal illness which was a heart attack.

He was born in the Woodstock section of Bryants Pond, the son of Alvin and Emily Bryant Felt. He was graduated from Bryants Pond High School and attended Hebron Academy and Shattuck Business College. He was a musician of considerable ability and early in life turned his attention in that direction. He spent several years in Florida, a member of a hotel and for three years was a member of the theater orchestra in Worcester, Mass.

Mr. Felt was a member of the Rumford Lodge, F. and A. M., of Rumford and a member of the Eastern Star Chapter of the Eastern Star at Rumford Royal Arch Chapter.

Per Cent in 25 Years

Population and in Output of Standards and Living

Direct factors. Among these the noteworthy are the advance in educational, scientific research, and invention; the steadily increasing use of capital reflecting the greater employment of machinery; the larger scale of production reflecting greater application of mass production and lowering of unit costs; the persistent and concerted effort to eliminate waste and improve methods of production; the high scale of wages reflecting in general large buying power; the comparative stability of prices and credit."

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Stress—"Hawaii, gentlemen. You see we have Hungary to eat in a dump like that Man—"Yes, Siam. And we can't wait long either. Venice lunch ready?" Stress—"I'll Russia to a table. Will you have a banana?" M.—"Nome. You can wait on us." Stress—"Good. Japan the menu yet? Turkey is Nice." M.—"Anything at all. But can't you get a little speed?" Stress—"I don't think we can Fiji fast, but Alaska." M.—"Never mind asking anyone. Just get a Cuba sugar in our Java." Stress—"Sweden it yourself. I'm only from Serbia." M.—"Denmark our bill and call the waiter. He'll probably Kenya. I don't know who I am." Stress—"No, and I don't Carribean. The guys sure Armenia." S—"Somoa your wisecracks, is it? The Genoa customer is always right? The ones got India? You think maybe this is a big Alps business?" Customer—"Canada racket! Spain in the back." *Via Marguerite Lufkin*  
Purchasing Agent's Office

IN MEMORIAM



ARCHIE D. FELT

Archie D. Felt, 53, former employee of the Company at Rumford and Bangor, died very suddenly November 30th at his home, 24 Fairmount Ave., Auburn. Mr. Felt had been in his usual health up to the time of his fatal illness which was a heart attack.

He was born in the Woodstock section of Bryants Pond, the son of Alonzo and Emily Bryant Felt. He was graduated from Bryants Pond High School and attended Hebron Academy and Shaw's Business College. He was a musician of unusual ability and early in life turned his talents in that direction. He spent several winters in Florida, a member of a hotel orchestra and for three years was a member of a theater orchestra in Worcester, Mass.

Mr. Felt was a member of Jefferson Lodge, F. and A. M., of Rumford; Jefferson Chapter of the Eastern Star and Rumford Royal Arch Chapter.

ALBERT E. BALL

Albert E. Ball, father of Clifford R. Ball, Clerk in Supt. F. J. Runey's office, Portland, died November 29th, following an illness of only two days. Mr. Ball was for more than 40 years a barber in the city of Portland. He was 64 years old, born in Camden, Maine, but lived in Portland since childhood. He is survived by two sons, two daughters and eight grandchildren.

GILBERT A. POWERS

Gilbert A. Powers, 58, former employee of the Company in the Operating Department, died Nov. 29th, following an illness of a few months. Mr. Powers was Sheriff in Portland and was nearing termination of his first year in office. For a while he was Yardmaster at Brunswick, serving in that capacity until 1893 when he entered the employ of the Boston & Maine. Mr. Powers was a Mason, an Elk and a prominent member of the Brotherhood of Railroad Conductors, having held the principal office in that organization.

Besides his widow, he is survived by one son, Clinton Powers of Richmond, Va., three brothers, Frank P. of Portland, Allen C. of Freeport, and Ammon K. of Gardiner, and one sister, Mrs. Annie E. Edgcomb of Portland.

Card of Thanks

We wish to express our sincere thanks to all Maine Central Railroad employees for the beautiful floral tribute sent in the death of our loved one.

Anson M. Glidden and Family.  
Rockland, Maine Dec. 11, 1929.

Card of Thanks

I wish to extend my thanks cordially and sincerely to each one for the generous donations I received from you through Mr. D. E. Coney and Mr. F. S. Peavy. Your thoughtfulness was much appreciated both by my family and myself.

R. W. Fenlason

# Here's a Laugh

**Good Reason**

Schoolboy (translating)—“She slipped and fell into the river. Her husband, horror-stricken, rushed to the bank—”

Teacher (interposing)—“What did he run to the bank for?”

Boy—“To get the insurance money.”—*The American.*

“It's the little things in life that tell,” said the co-ed as she yanked her kid brother from under the sofa.

**Judgment Day Made to Order**

“Brethern and sistern, when the last day arrives there shall be weeping and gnashing of teeth.”

“Oh, Lord Gawd!”

“Sister Mandy, what ails yo?”

“I ain't got no teeth.”

“Teeth will be furnished,” added the parson.

**No Little Difference**

A Texas frontiersman came into camp riding an old mule.

“How much for the mule?” asked a bystander.

“Jist a hundred dollars,” answered the rider.

“I'll give you five dollars,” said the other.

The rider stopped short, as if in amazement, and then slowly dismounted.

“Stranger,” said he, “I ain't a-goin' to let a little matter of ninety-five dollars stand between me and a mule trade. The mule's yourn.”

**The First State**

The following is said to come from Aberdeen. Jock met his friend Sandy in the street. “Sandy,” he said, “I wonder of you could oblige me wi' a cigarette?” “But I thocht you said you'd stoppit smokin’?” said Sandy, reluctantly. “Aye, weel,” replied Jock. “I've reached the first stage. I stoppit buying.”

**So Inconsiderate**

Voice over Wire—“Madam, your husband has been run over by a truck!”

“Good heavens! On the afternoon of my bride party!”

**He Got It**

Our office boy wanted a raise. He went to his boss and asked for \$2.00 a week. “Do you think you are worth it?” he was asked. “I do” was the reply. I've been thinking so for three weeks but have been too durn busy to say so.”



**It Won't Be Long Now**

A bricklayer said to a foreman on a new job: “I'd like to work here, but I can't find a place to park my car.”

The foreman replied: “I guess you won't do. This is a high class job and we want only bricklayers who have chauffeurs.”

**Portland Terminal**

By GRACE KATON

Mrs. Margaret Dillon James, Stower George H. James and mother Cashier Thomas H. James, of the Terminal force, died recently, and their many friends are extending sympathy. She was a sister of Stephen Dillon and Charles Dillon, employed at the Terminal.

Mrs. Julia Kennard Packhem has been doing substitute work in the Freight Office of late.

Chief Clerk Edwin H. Whiteley has been fined to his home account illness.

Freight Clerk George T. Delaney has been on Friday night for St. Petersburg, Fla., for a three months' leave account illness.

The Superintendent's building on Commercial Street was given a present of new stairs from the Terminal. The old ones were badly worn from over sixty years of travel.

George H. Skillings, pensioned off as a keeper, has been in Washington, D.C., called there by the illness resulting from an accident of his grandson.

Michael A. Sweetman, checker at Terminal House, has been confined to home by illness for a long time, but trust he will soon be with us again.

Alfred W. Swett, cashier, met with a serious loss recently, when his home in Westbrook was destroyed by fire. He is all sorry, "Al."

Switching Supervisor Michael (Mike) O'Brien has returned from a well-deserved rest and vacation. He has been taking in the big sights in New York and Boston.

John Donahue No. 2, of the Terminal force, was injured sometime ago while on his work but is showing a steady gain and will resume his duties shortly.

They say Officer Fred Stanton at the Station had his pockets picked on several stormy nights when there were no lights in the waiting room.





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John Donahue No. 2, of the Terminal force, was injured sometime ago while at his work but is showing a steady gain and will resume his duties shortly.

They say Officer Fred Stanton at Union Station had his pockets picked one of the stormy nights when there were no electric lights in the waiting room.

**People Thought It Was An Irish Revolution**

If a member of the Family should have by chance strolled by the Bowlodrome Alleys, Portland, Friday night, December 6th, his first impression would have been that an Irish Revolution or a general Chinese uprising was in full progress, but such is not the case, 'twas merely the first meeting of the M. C. R. R. League Five and the M. C. Outlaws in a three string bowling match.

To the peaceful tinkle of the cow bells, intermingled with the melodious strains of a "Raspberry Band" and the steady tramp of Manager John Goud, of the Outlaws, back and forth across the Alley, the League Five, at the first bell, proceeded to initiate the Outlaws into the fine points of the game. As the game grew hotter, so did John, and never did a sentry perform his duty to fuller extent. Although listing slightly to starboard, caused by an extra large chew of "climax," Manager Goud, as if seized with a premonition of disaster, never let up on his lonely vigil till the last ball had been rolled, and the decks cleared.

All hail, John Goud and his illusioned followers, 'twas a noble effort, but all in vain, and although, after the match, Goud is quoted as saying "A man may be down, but he is never out," the Referee has tolled "ten," and we do not allow a "long count."

**M. C. R. R.**

Name	1	2	3	T
McCallum	83	80	104	267
Budd	96	101	118	315
Foster	108	95	87	290
Bean	116	92	91	299
Corcoran	98	93	83	274

Total 501 461 483 1445

**M. C. R. R. Outlaws**

Name	1	2	3	T
Goud	82	98	89	269
Malloy	74	88	111	273
Pearson	95	79	84	258
Hennigar	95	105	100	300
Smart	98	102	114	314

Total 444 472 498 1414

## The Real Railroader

A real railroader is more than a jobholder. He works on a railroad because he loves it, because there is something about it which thrills him and lures him.

He never loses the joy of watching a speeding train screaming into the sunset, with its power and its rush and thunder, its hint of far places, its battle against distance and the elements.

The red glare of an open firebox against the starlit sky is a beautiful thing to him; the click of wheels is the most rhythmic of music.

To him there is a deeply human element about that vast, thunderous, vibrant machine called a railroad—something to cherish, to foster, to work for and fight for and consider always in its every element of welfare.

Those men soon began to stand forth, unwilling to take the easy course of the yes-man, but eager to exert initiative and to battle sincerely for constructive principles. One by one they arose—men who were hiring themselves because they could see ahead and show others how to look into the future; men who radiated their enthusiasm to a dozen beyond them and through that dozen to a hundred.

For the true railroad man there is so much to be done that there are not enough days in the year, not enough years in a lifetime, for him to accomplish everything he wants to do. He is as much a pioneer as anyone who ever discovered new country; the urge onward is ceaseless, and that is what makes life worth while.—*Sir Henry Thornton, president of the Canadian National Railways, in the Saturday Evening Post.*

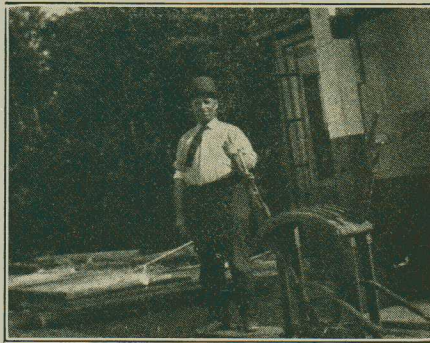
— O —

### Hero by Proxy

Two little boys came into the dentist's office. One said to the dentist: "I want a tooth took out and I don't want no gas because I'm in a hurry."

Dentist: "That's a brave little boy. Which tooth is it?"

Little Boy: "Show him your tooth, Albert."—*Texas Ranger.*



You have all heard that little ditty "When Old Bill Bailey played the Ukelele." That song was composed just about the time the above picture was taken—in the days of the Brown derbys. We have in the photo pensioned operator William H. Bailey, all set to throw the iron at Hermon Pond way back in the nineties.



## The M.C.R.R. Man

Yes, he is a Railroad Man,  
Just try to beat him—if you can.  
He will lead you a merry chase,  
If you try to keep his pace.

From Portland, Maine, he takes his train  
To Quebec Junction, then home again.  
Home, just long enough to eat and sleep  
Then back again on the same old beat.

He always greets you with a smile,  
And answers questions all the while.  
What time do we arrive at Bangor, Maine?  
Is there a bus to meet this train?

What time are we due at the Junction?  
When does this train stop for luncheon?  
Will you watch my baby, please,  
While I stop off for a cup of tea?

My ticket I forgot to buy  
How much is the mileage by the mile?  
Lucky I am not a R. R. Man,  
As am afraid I would say—Oh hang.  
*Wife of a R. R. Man*

## Change for Prince



This unique station on the Washington County is the transfer point to the Central Princeton Branch. At this station the trains cross the St. Croix boundary line between the United States and Canada, and for a few miles through the woods of the Dominion of New Brunswick, so called, is really only a junction station. All conductors are required to register their trains, and all trains, whether passenger and freight are required to stop at regular stops. Most passenger trains west go into Calais to make connections for Princeton instead of stopping on the station platform.

There are no inhabitants, only timbered untrammelled forests and the lazy St. Croix to break the monotony. But there is fishing in this river and at certain points of the year big salmon are caught.

Although this is not much of a station to look at, real good business passes through this little terminal to and from Woodland and Princeton.

— O —

*The hardest thing in the world is to be busy and important when you're not.*



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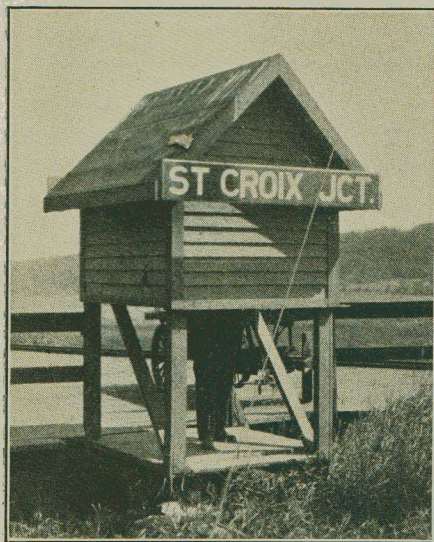
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"Did I forget to buy  
 tickets? How much is the mileage by the mile?  
 I am not a R. R. Man,  
 but I'm afraid I would say—Oh hang,  
 I'm the  
 Wife of a R. R. Man

## Change for Princeton



This unique station on the Washington  
 County is the transfer point to the Maine  
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 the trains cross the St. Croix River,  
 the boundary line between the United States  
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 through the woods of the Dominion. The  
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— O —

*The hardest thing in the world is to look  
 busy and important when you're not.*

## The Painter's Crew Are Well Looked After

By V. A. CUNNINGHAM, Oldtown

I used to feel sorry for the boys in our  
 Family who spent the greater part of their  
 lives in work cars, but after dining with  
 Pete McCartney and his Painters' Crew  
 I have changed my mind.

Every man in this crew has been in the  
 service of the Maine Central for years. Mr.  
 Jordan, who recently passed away, was  
 their cook for more than 24 years, being  
 relieved by E. L. Jenkins of Wytotpitlock.

When one walks into the Cook and Din-  
 ing Car and views its immaculate appear-  
 ance, with its gleaming rows of burnished  
 copper kettles and boilers, its polished  
 range and shining cooking utensils, one  
 begins to envy the crew that has such  
 quarters, for no home was ever cleaner or  
 more spic and span. The walls glisten and  
 the floor has that clean white look that  
 would delight a Dutch housewife, and over  
 all is spread an air of happy good fellowship.

The living and sleeping quarters are  
 comfortable and homelike and equal in  
 appearance to the rest of the outfit, while  
 the office is a marvel of compact equipment  
 and attractive furnishings and decorations,  
 making it one of the most pleasant and  
 efficient looking offices we have on the  
 Maine Central System.

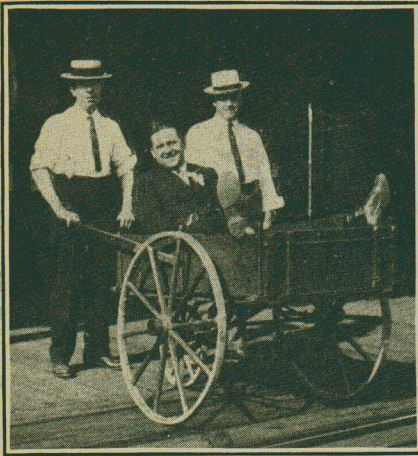
I arrived at the living car a few minutes  
 before dinner time and we sat around with  
 a dignity that became the occasion, talking  
 and listening to the bustle in the dining car.  
 At last Trueworthy went to the door and  
 sticking his head into the kitchen, yelled,  
 "You better snap around in there." There  
 came a suggestive scrape inside and a voice  
 roared, "Pull that pumpkin out of here or  
 the devil will have another mouth to feed  
 this noontime." I relaxed at once and  
 began to feel right at home.

— O —

**Oh Dear!**

"Willie, I wish you'd run across the  
 street and see how old Mrs. Brown is this  
 morning."

## Simmy Sent It In



He said it was taken back in the pre-war days when they really had a lot of work to do at Pittsfield and I guess it must be so because Simmy never rolls his sleeves unless he means business. In case you don't recognize the subjects, Simmy is on the left in one of his characteristic poses and standing at the right is the veteran "Bill" Bailey. In the foreground is Operator Healey, now deceased.

— O —

### Oh! Trainman! Spare That Leg!

Their attention attracted by the screams of spectators, trainmen saw a young man fall under a Y. and M. V. freight train, trucks of three cars ran over his left leg before the engineer could stop his train.

Train crew and bystanders lifted the youth carefully from where he lay beside the track, and carried him gently to an automobile.

"Thanks, now will you get me another one?" he asked.

"Another what," someone inquired.

"Why, another leg," he said, "that one was wooden."

He said his name was Hawthorne and that he lived in Chicago.

—Portland Press Herald.

## Bath Notes

By L. J. SANBORN

The tug "Pejepscott," Captain J. F. Hallowell in command and fleet of barges owned by the Sagadahoc Towing Co., who have been in the wood service plying between Bath and Salmon River, New Brunswick, for the Pejepscott Paper Company of Brunswick, made her last trip arriving at Bath with barge No. 4 in tow November 21, and with the unloading of this barge, completed a very good season.

From April 12, when the season opened, to November 21, the tug landed 62 barge loads of four-foot peeled spruce wood, approximately 21,000 cords, which was handled from the barges into cars by J. C. Mulligan Co., using 25 ton crane and they loaded a total of 1741 cars, all going to the Pejepscott Paper Company's Mills at Topsham and Pejepscott Mills.

The Bath Iron Works launched in November three steam trawlers, two of them on Saturday, November 30, a party from Boston attending the launching in a special Pullman coming in on train No. 57 and out on No. 78.

Ashton E. Wardwell, veteran billing clerk, has been confined to his bed with illness up to this date, Dec. 9. It is hoped that he will soon be back on the job as everybody misses his smiling face and general efficiency around the freight office.

## Lewiston Notes

By P. J. HANLEY

Geo. Cole, genial Express Messenger, has returned on Lewiston-Brunswick Branch after three months' lay-off on account of sickness.

Pop Bailey, veteran engineer, has returned home after a serious case of blood poisoning affecting his arm.

## Railroad Lingo

A contributor sends in this story road lingo:

A railroad brakeman who had just finished bringing in his train, decided to get a cup of black coffee. So he walked to a restaurant near the terminal and saw a young girl waitress, he thought he would have some fun. When the girl asked for his order, he replied—"Cut the Java off from the Java train and place it on siding—then bring the Java train in on main line."

The girl took the order without glancing at the smiling brakeman, she turned her head and called to the cook: "Cut the engine oil for a rough bearing."

Other contributors furnish the following terms used more or less on the rails:

**STORMY-END**—The end of a train which comes out of the track laying engine first.

**STINGER**—A brakeman.

**SWING-TRAIN**—Work train that moves material from storage to point where work is being done.

**TALLOW POT**—Locomotive firebox.

**TOE-LINE**—Line indicating the position of slope of roadbed with top surface of embankment.

**TAIL**—Locomotive throttle.

**TIE-UP**—Reference 16-hour law which gives employees message of advice as to when work on line laying over.

**TELL-TALE**—A device used in connection with signal levers to prevent overrunning a signal.

**TERRIER**—An amateur track worker.

**ZU-LU**—Emmigrant outfit.

Send in your favorite expressions of railroad editor, magazine headquarters, Portland.

### Bedtime Stories

Little six-year-old Mary awoke in the morning at 2.00.

"Tell me a story, Mama," she pleaded.

"Hush, dear, daddy will be in so soon, tell us both one."—*The Frisco Emigrant Magazine*.

**Bath Notes**

By L. J. SANBORN

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John Bailey, veteran engineer, has returned home after a serious case of blood poisoning affecting his arm.

**Railroad Lingo**

A contributor sends in this story on railroad lingo:

A railroad brakeman who had just finished bringing in his train, decided to have a cup of black coffee. So he walked into a restaurant near the terminal and seeing a young girl waitress, he thought he would have some fun. When the girl asked him for his order, he replied—"Cut the cow car off from the Java train and place it on a siding—then bring the Java train in on the main line."

The girl took the order without even glancing at the smiling brakeman, turned her head and called to the cook: "One can of engine oil for a rough bearing."

Other contributors furnish the following terms used more or less on the rails:

**STORMY-END**—The end of the rail which comes out of the track laying machine first.

**STINGER**—A brakeman.

**SWING-TRAIN**—Work train that conveys material from storage to point where work is being done.

**TALLOW POT**—Locomotive fireman.

**TOE-LINE**—Line indicating intersection of slope of roadbed with top surface of embankment.

**TAIL**—Locomotive throttle.

**TIE-UP**—Reference 16-hour law; of employees message of advice as to what point on line laying over.

**TELL-TALE**—A device used in connection with signal levers to prevent oversight. A device used on a boiler.

**TERRIER**—An amateur track laborer.

**ZU-LU**—Emmigrant outfit.

Send in your favorite expression to the editor, magazine headquarters, Portland.

**Trains That "Fall Apart"**

Express trains which literally "fall apart" at full speed to deliver cars and their passengers at small way-stations were put into service in England recently. Coaches destined for minor stops, says Popular Science Monthly, are attached to the rear and detached or "slipped" when their stations are reached, while the train speeds on.

The "slipping" is accomplished through an ingenious uncoupling device. Over the coupling hook fits a sliding bar which is lifted by a lever operated by a "slipguard" from a compartment at the front of the section to be detached.

As soon as the coupling is broken, the air brakes are automatically applied to the detached section. Naturally, both airbrake and train heating pipe connections are pulled apart, but the airbrake pipe on the proceeding express is automatically sealed, as are the heating pipes on both sections.

— O —

**Conundrums**

1. What Fireman should see a dentist?
2. What Engineman should drive an automobile?
3. What two Enginemen should beware the hunter?
4. What Engineman should look out for a baited hook?
5. What Engineman should be an oculist?
6. What Engineman sticks to the job?
7. What Fireman should be a clergyman?
8. What Agent is a long-legged bird?
9. What Agent is hard as a rock?
10. What Agent should be a soldier?

— O —

**Bedtime Stories**

Little six-year-old Mary awoke one morning at 2.00.

"Tell me a story, Mama," she pleaded.

"Hush, dear, daddy will be in soon and tell us both one." —*The Frisco Employees' Magazine.*

He locked his ignition, his steering wheel, his gear-shift and the door to his car—then lost his keys.—*Texas Ranger.*

"Why do you scratch yourself?"  
" 'Cause I'm the only one who knows where I itch." —*U. of S. Calif. Wampus.*

## How Much Are You and Your Job Worth?

**A** VETERAN locomotive engineer, who for many years has been a leader of constructive sentiment among his associates on a large Eastern system, requested the publication of the following, as the reflection of his attitude toward the problem of relationship between the employed and their employers, in *The Railroad Employee*, official journal of the veteran employee movement.

It is from a recent issue of the Victorian Railway's Magazine and is unqualifiedly commended to the attention of our readers:

"Do you get paid what you are worth? It is probably a lucky thing for you that you don't, otherwise you would find it difficult to make ends meet.

"Perhaps you don't believe this. Perhaps you have never tried to estimate what you, yourself, are actually worth. . . . What you could earn, on your own, if you didn't happen to be employed by somebody else.

"Your job may be worth the salary you receive . . . but it doesn't follow that you are worth it, too.

"Of course there are men who are worth every bit they get. They are the conscientious workers who do their best every day, and in every way, every week of the year.

"Some men are self-satisfied individuals, with a strong disinclination for any sort of work, and a curious idea that they are doing their employers an honor by working for them.

"Some of us realize that we could be a lot better than we are, and we try to keep ourselves up to the mark. Some of us, on the other hand, don't care a button.

"In every organization there are two sorts of men.

"One says: 'I am not getting paid enough. I'll have to work harder, learn more, and increase my earning capacity.'

"The other says: 'I am not getting paid enough. So I won't work so hard, I'll balance it off that way.'

"There is only one cure for the second man, and that's the sack. It is just waiting round the corner for him.

"It is the kindest thing that any organization can do for him, because he is a sick man morally. He has lost his sense of values.

"When he has been hunting round for another job, for a few weeks; when he has stood with a mob of two hundred men, after a boy's job—and this actually happened a few weeks ago; and finally when he learns that, far from being worth more than the basic wage, or whatever he was getting, he is not worth anything—not a rasso—and that nobody is anxious to pay him sixpence for his services, then he will begin to wake up. Or give up.

"Altogether there is a lot too much talk about 'how much am I going to get?' It is all very fine to a certain extent, but what he should ask is: 'How much am I going to be able to give?' Much more important.

"There are some positions where there is so little scope for a man to advance, or give anything, that no go-ahead fellow would stop at them long.

"On the other hand there are firms and organizations where you will find every inducement and encouragement to improve yourself and give your very best. It is here that all the right minded men are found.

"Look after the giving; let the getting look after itself!

"Don't worry about how much you are getting, provided there is no limit to what you can give.

"The time to start kicking up a fuss is when you find you can no longer give as much service as you would like, and are able.

"There's a bigger job waiting for you then."

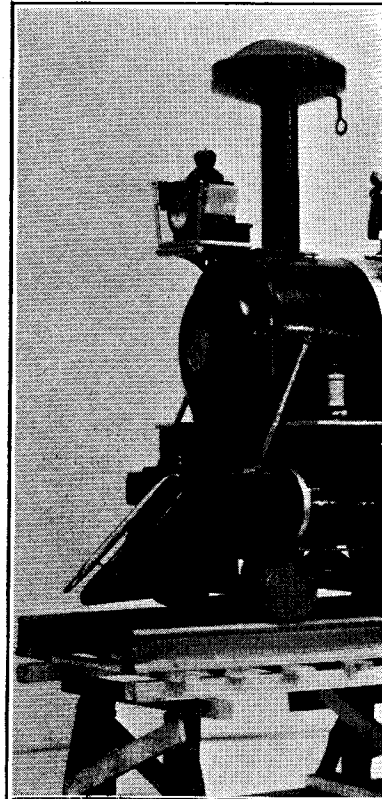
The foregoing is good logic for everyone employed in industry and its application would iron out many rough places along the highway of service.

— O —

She: What would I get if I should cook a dinner like this every day, asked a young bride of her husband.

He: My life insurance.

## A Letter From "Peq"



"Pequawket No. 6, built by Peabody Co. in 1875, drivers 5 feet, cylinder 24", steam 140 lbs., built for general use, used considerably on Bartlett Passenger trains Nos. 1 and 2, Edgar Stevens, Fireman, Geo Babb, Fireman, Hays O'Connell, Conductor.

She was rated by the engineers as a medium smart engine, was a very heavy engine, big brass number plate, brass mouldings on headlight stand, brass holders, brass bands on boiler, steam sand domes and hand rails brass, mounted on running board the same, mud guards and pumps brass.

In only one serious wreck, she struck

## Your Job Worth?

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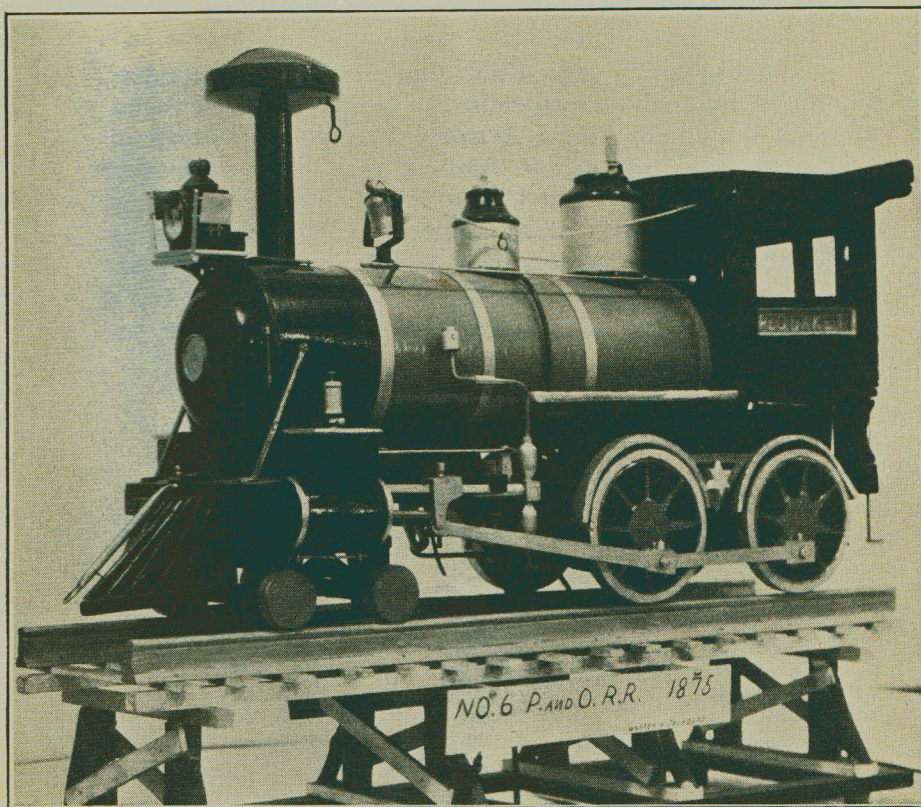
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— O —

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My life insurance.

## A Letter From Warren Saunders About "Pequawket" No. 6



"Pequawket No. 6, built by Portland Co. in 1875, drivers 5 feet, cylinders 16 x 24", steam 140 lbs., built for general service used considerably on Bartlett Passenger trains Nos. 1 and 2, Edgar Stevens Engineer, Geo Babb, Fireman, Hays Osgood, Conductor.

She was rated by the engineers as a medium smart engine, was a very showy engine, big brass number plate, brass mouldings on headlight stand, brass flag holders, brass bands on boiler, steam and sand domes and hand rails brass, moulding on running board the same, mud guards and pumps brass.

In only one serious wreck, she struck a cow

in Anderson's woods and was thrown completely off the track. Stevens, Engineer, and Babb, Fireman, were scratched up a bit.

In 1890 I fired her many trips for Geo. Babb on Nos. 154 and 163, Mountain Division, with Jack Richards as Conductor.

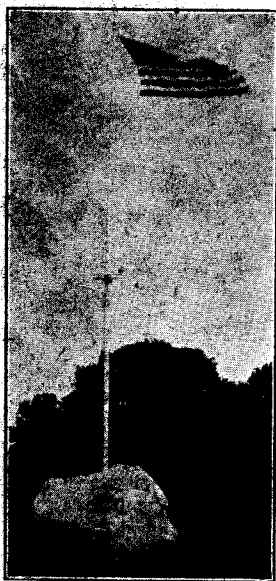
Was scrapped about 1892, I think. I am a little ashamed of the model, as it was my first attempt and very crude. My later model of the "Pioneer" first locomotive to turn a wheel in Maine, November, 1836, on the Bangor & Piscataquis Canal & R. R. Co., is much more complete."

Warren W. Saunders  
West End Hotel, Portland.

## MAINE'S TRIBUTE to the AMERICAN ROUND the WORLD AVIATORS

On the shore of Mere Point, Casco Bay, Maine, 200 feet west of this spot on September 5, 1924, the United States Army Round the World Aviators, after starting westward from Seattle, Washington, April 6, 1924, made their first landing on the soil of the United States. To this point they covered a distance of 22,369 miles in 153 days; actual flying time 300 hours. They arrived at Seattle September 28, 1924, and thus completed the first air flight around the globe, a distance of 26,103 miles in 176 days, actual flying time 375 hours, 11 minutes.

### The Personnel and Airplanes Were:



Air Cruiser "Chicago"  
1st Lt. Lowell H. Smith in command  
1st Lt. Leslie P. Arnold

Air Cruiser "New Orleans"  
1st Lt. Eric H. Nelson  
2nd Lt. John Harding, Jr.

Air Cruiser "Boston"  
1st Lt. Leigh Wade  
2nd Lt. Henry H. Ogden  
Flew from Seattle to point near Iceland and sank there August 3, 1924; officers proceeded by steamer to Pictou, Nova Scotia, whence in "Boston 11" they flew to Seattle.

Air Cruiser "Seattle", Flagship  
Major Frederick L. Martin  
Sgt. Alva L. Harvey  
Wrecked off Alaskan coast Apr. 30, 1924.

This memorial was erected in 1924 by order of the Governor and Council of the State of Maine to commemorate a great achievement.