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No. 2

Freight Claim Prevention

By M. C. MANNING, Freight Claim Agent

THE old adage we hear so often "An ounce of prevention is worth a pound of cure" is very applicable to our problem of preventing freight claims. Let every employee who handles a pound of freight use every ounce of Freight Claim prevention possible. Let everybody pull together and do our best to prevent LOSS and DAMAGE.

The subject of Claim Prevention is an important one as it deals with the Prevention of Claims which yearly cost the Maine Central Railroad large sums of money.

In 1928 we paid claims for loss and damage amounting to \$52,875.63. Figures for 1929 are not yet available. Freight Claim Prevention covers a big field and a wide range of subjects. It means dollars and cents saved for every bit of Prevention accomplished.

Let us consider the subject of SEALS for a moment. There are good seals and bad seals. A good seal record is a jewel; a bad seal record and the company pays.

Seals should be kept in a safe place and in consecutive order.

When you are taking records of seals, examine them closely. Watch out for a seal that has been manipulated; give seals the pull test when applying or removing same to see if they are properly locked. Seal card records should be properly kept and cards filed in consecutive order. Notify the Superintendent at once of any broken seals discovered.

Take more care in reading seals and reporting defects. Keep a record of everything you do. Be sure you read and record seals correctly because defective seal records, or inaccurate

seal readings and recordings are almost certain to cost us money if another carrier is concerned. The seal may have been O.K., but if the record is mixed the other carrier says "defective record" and we pay. There are mutilated seals, defective seals, broken seals and if a seal is no good the car should be protected with a good seal and a record kept of the circumstances. Make your record a good one. Let us all cooperate for the good of the company.

Times change fast in this age; what was a custom yesterday is poor form today. We must use progressive methods.

Don't load shipments in cars that are not in proper condition to receive them. Determine their fitness before loading.

Loss and damage to freight chargeable to defective equipment arises from causes which are largely preventable, such as leaky roof and sides. Agents, conductors and the entire Maine Central Family should be interested in seeing that our patrons receive suitable cars for their commodities, which we hold ourselves out to transport.

Cars should be clean and free from nails and bolts to receive paper, grain and cotton, piece goods. Filth, oil and water should be removed. The roof should be tight and no cracks in

the sides of the car. The doors should fit tight, battened if necessary. When consistent, load oil and acids in old cars, or any other commodity which might stain the car floor and leave an odor which would render a good car unfit to receive flour and grain, or stains the floor and make it unfit to receive cotton piece goods which might be damaged by oil spots.

Rough Handling is the largest factor of Freight Claim Payments. The subject is of paramount interest to every member of the Maine Central Family, who will interest himself in Claim Prevention. All of which reminds us of a story.

"Freight Claim Agent was present at a station when several bags of apples were being unloaded. The crew very carefully picked up each bag in their arms and carried them into the freight shed and very carefully laid them down. The Freight Claim Agent, who was unknown to the Train Crew, asked, 'Do you always handle shipments as carefully as that?' 'H—! No!' said one of the crew, 'Those apples belong to me.'"

The moral of this is, if every checker loader, caller, stower, Agent, Conductor and Train Crew will take a personal interest and make an effort to prevent damage our old enemy "Rough Handling" can be dealt a blow that will put him down for the count.



Sure of It

Traveler (as train stops): "Will I have time to get a drink here?"

Conductor: "Yes, sir."

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Traveler: "Are you sure the train won't start without me?"

Conductor: "Yes, sir. I'll take one with you."—*Passing Show.*

Get More Business!

DURING the coming year our individual success and that of our railroad will depend largely upon the quality of service we render. Competition in the transportation field is very keen. Our competitors, including motor trucks and passenger busses are reaching out for freight and passengers—traffic we need and can handle promptly, safely and economically. To meet our competitors and win in the struggle for traffic, we must maintain our prestige by intensifying our efforts to please our patrons with courteous, efficient and dependable service. We have substantial roadbed and track, skilled man-power, adequate motive power and other equipment. Getting business should not be confined to the Traffic Department. Do not hesitate to praise our service at every opportunity. Let us all take a real personal interest in this matter and see to it that our railroad gets its full share of all freight and passenger traffic moving.

Our Slogan for 1930 should be
"GET MORE BUSINESS"

Letter From a Retired Conductor to His Son

(From John Gordon to his son Kenneth. Kenneth's application for position as trainman on the Highland & Lowland—the "Hilo" road—has been accepted.)

Dear Kenneth:

Bully for you! Of course I hadn't much doubt you'd get the job, but I'm glad to know that the trainmaster thought well enough of you to believe you might some day make a railroad man. Because it isn't every man who has the ability to be a *real* railroader; and it's always a gamble hiring a new man. I've got confidence enough in you to feel that you will warrant the risk.

You have a mighty lot to learn, son, before you can call yourself a railroader. I want you to remember that you're at the very foot of the ladder—and it's a tall ladder with a lot of rounds. You won't be worth your salt for a while; but it's up to you to become an asset instead of a liability as soon as you can.

I note from your letter that you've been assigned as a student brakeman to old Jim Brophy. He'll rawhide you some, but it will be good for your soul. And just because he's an uneducated old cuss, you don't want to get feeling too superior, because he'll soon take it out of you.

I'm glad, of course, that you were able to have a good education before starting out to make your mark. The mental training you got will help you to think quickly in an emergency; and it should help you to climb a little faster up the ladder I spoke of. But in themselves your Algebra and your Latin and Greek won't do much for you in running a train; and there are a lot of young fellows whose education stopped with the three R's who know more right now about railroading than you'll acquire for some time. You won't need algebra in figuring up your tonnage; and you'll call "all aboard" in plain United States.

Old Jim went to school until he could read coarse print, and he can sign his name to a train order; but if you said anything about algebra to him he'd think it was some kind of a vegetable. But he knows

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railroading from A to Z and a little beyond; so don't try to impress him with your superior education, because it's what he knows that you want to learn now.

I recall one rookie I had, years ago, who was a college man and anxious that everyone should know it. The first day he was with me I kept him in the caboose so he wouldn't get hurt, and while I was writing up my journal he improved the opportunity to tell me what was wrong with the road, from the President down. It really seemed too bad for him to have to start in as a humble trainman; he should have been Chairman of the Board.

As soon as I started in to show him some of the simpler duties of a brakeman, his superiority became manifest. Everything I told him to do, he'd suggest a better way to do it, and he was quite peeved when I insisted on my way.



Old Jim Brophy

One day we were switching at Freedom and we had almost finished work just ahead of 72. No. 72 was the classiest passenger train we ran; and woe betide any man who unnecessarily delayed her. I put my engine in to clear and went to the telegraph office to check up my bills. Before I went I said to my rookie: "After 72 goes, run in on the wagon track and get that flat car; run around it and shove it in on 14, then couple up and we'll be done."

His Daily Mail



He keeps the postmen busy,
To his desk they make a track.
They are bent beneath the burden
Of an overloaded sack.

Some of it comes C. O. D.,
While his letters come prepaid.
He gets more mail than "Mary" did,
When she was "movie" maid.

Rather queer is F. C. B.,
His system profits lack.
He never keeps the mail he gets,
But always sends it back.

— O —

Checkee Mr. Stoneham

Mr. W. P. Stoneham,
20 Deane St., Portland, Me.
Dear Sir:

AmERICAN bloy he leavee launlee in my shoppee thlis mornin. He slay launlee for W. P. Stoneham. He slay he spellie it so I know where it blongs. I slay he dam funny name. He slay you gettee it done pletty dam quickee or there will be a new cops in the Chop Suey flamilee. Me thlink that funny to have cops in AmERICAN Chinamans flamilee, but me do it goodee, AmERICAN plan. AmERICAN plan, clean. European plan dirtee. I send checkee so you getter launlee at my shopee. Yours thuuly,

(s) George King.

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After you've worked a while on the Hilo, you'll learn that Freedom yard is one of the trickiest on the system. It's all on a grade; there isn't half room enough, and it's a place where you'll have to keep your eyes open.

Mr. Smarty took my orders, but he looked at his watch, saw that he had 7 minutes before 72 was due, and he could see no reason for waiting. He had seen cars "flipped," and here was an excellent chance for him to show what superior clay he was made of. So he went in and got that flat, backed up the main line, pulled the pin and gave the hog-head the kick motion, letting the flat run along down the grade. When he got to 14 switch he dropped off, incidentally turning a double hand-spring as he lit. By the time he got the switch unlocked and half over, that flat was on him, running about 20 miles an hour. And just as 72 whistled at the yard limit, the flat struck the partly open switch and went crosswise onto the ground.

I'd taken occasion before to give that gentleman what is popularly known as a "piece of my mind," but what I said to him when I came out, with 72 impatiently standing in front of that wrecked car, laid over all my previous attempts. I think, when I got through, he knew what I thought of him. Anyway, he disappeared and didn't wait to attend any investigation, and I never saw him again.

I'm not afraid of your doing any fool stunts like that, and I believe you'll realize that you don't know it all. Some day I hope you'll be giving orders; to qualify for that you've first got to learn to take orders, and to obey them.

Give my regards to old Jim, and tell him not to spare you out of any mistaken idea of favoring the son of

Your affectionate father,

JOHN GORDON

— O —

First Actor: "I'm getting on. Somebody has named a cigar after me."

Second Actor: "I hope it draws better than you do."

Shop Crafts of Bangor District Elect Officers

At the Annual Meeting of the Association of Shop Crafts Employees of Bangor District held recently, officers for 1930 were elected as follows:

President: Bertram L. King

Vice President: Michael J. Kavanagh

Secretary: George B. Hunter

Treasurer: George W. Graves

The General Board of the Association has twelve members, each of the three districts being entitled to four members.

The General Board members for Bangor District for 1930 are:

Bertram L. King, Blacksmith

Chester L. Shepard, Machinist

George B. Hunter, Carman

Harry L. Burnham, Carman

Alternate

Alfred E. Stevens, Boilermaker

The general board is the governing board representing the several shop craftsmen employed by the Maine Central and Portland Terminal Companies. This organiza-

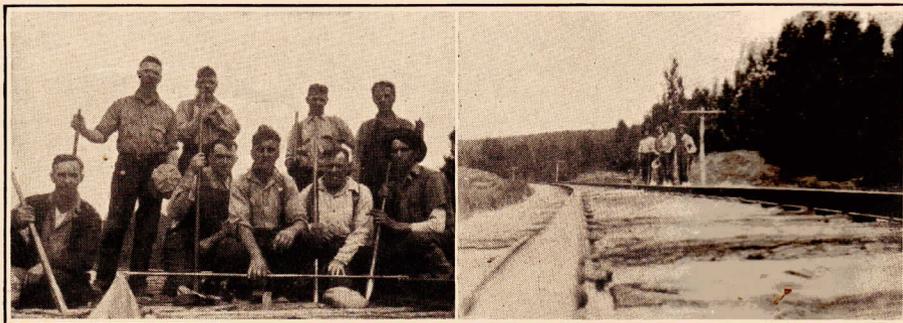
tion is of the type commonly known as system or independent, the General Board being the central unit of the several crafts. It is interesting to note that this type of organization is the exact opposite of the American Federation of Labor, which separates the local crafts and has the national chairman as the central unit of representation.

From the latest statistical reports, the membership of the crafts, represented by system organizations, exceeds that of the same crafts having affiliation with the American Federation of Labor in a ratio of approximately two to one.

1929 was a very prosperous year with large additions in membership and the action of the management of the Maine Central Railroad and Portland Terminal Companies in granting a substantial wage increase in June of last year was very welcome and highly appreciated by the General Board.



String Lining of Curves Made Easy



Photos by A. L. Eastman, Bemis

Left, back row: Henry Benson, Casey, "Ed" Arsenault and Napoleon Thibeault.

Front Row: Val. Robinson, John Robinson, John B. Arsenault, Weldon E. Allen, and "Pete."

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Right, Walter Tank curve, west of Bemis Station, Section No. 219.

A. L. Eastman's crew putting in proper elevation, note track has been lifted and center stake has disappeared below ties.



A New Bowling Team

Ever hear of the new bowling team from the Maine Central League, called The Yellow Dogs? The Yellow Dogs team defeated the Maine Central "Old Timers" a month or six weeks ago and have since repeatedly refused to bowl us a return game. This is a unique team, as it takes two managers to run the team. Did you ever hear of any team having two managers?

The night they bowled the Old Timers, they won by 31 pins, and Horace Budd, Howard Bean and John Corcoran bowled way over their heads. It is reported they tipped the pin boy. To prove that they were way over their heads on Jan. 10th, the night the Maine Central League bowled, Horace Budd bowled 260 and Howard Bean bowled the wonderful total of 250. Doesn't that prove my previous statement? The night my Old Timers rolled the Yellow Dogs, we were very much out of practice and slow to get going as the score shows they won the first string by 57 pins, and the Old Timers came back to win the second string by 11 pins, and the third by 15 pins. We wanted them to bowl one more string and pleaded with them, but they absolutely refused for they knew the Old Timers were just beginning to get going, as the Old Timers hit 498 on that third string. Now, a substantial reward will be given to anyone who will get the Yellow Dogs down to the Bowlodrome Alleys any night when the Old Timers are there. We will be glad to bowl the Yellow Dogs any time they can get up courage enough to come down to the alleys when we are there.

JOHN P. GOUD, Manager
The Old Timers.

A Good Time Was Had by All

When train No. 11 pulled out of Union Station in Portland Jan. 11, it carried

among its passengers three bowling teams from the General Offices. One five-girl team and two five-men teams. They were traveling to Bangor, to participate in a bowling match there that evening.

In a previous encounter with the Bangor teams, the General Office bowlers, on their own lanes, walked away with the lion's share of the honors. The girls' team came away with the Bangor girls wampum. And the men's second team had the scalps of Bangor's second team safely tucked in their belts. The G. O. first men's team bore all the scars of this encounter by going down to defeat before Bangor's onslaught. It left a bloody taste in their mouths and they vowed revenge in the next encounter.

Arriving in Bangor the G. O. teams were met at the Station and conducted to a hotel, where rooms were engaged for the night. Retiring to their rooms they removed the stains of travel. After this, with minds of one accord, they went in search of a food emporium. This was easily accomplished and the inner-man was satisfied accordingly, to his own taste. Having thus prepared themselves for a strenuous evening, one and all journeyed to the Chateau, where the festivities of the evening were to be conducted.

With a cheer, the lead-off bowlers stepped forward and the match was on. The match as a whole was not very exciting. It was quite evident at the end of the first string that there was room for a large amount of improvement in every one's bowling. The high spot of the match was reached when the men's first team bowled their second string. Bangor won this by two pins, hitting a total of 523.

At the end of the match the Bangor girls had recovered their wampum from the G. O. girls, winning by 49 pins. Bangor's second men's team took the G. O. second team into camp by a margin of 51 pins. But the G. O. first men's team had their revenge by laying their opponents low, winning by 81 pins.

Misses Florence Bass, Dorothy Hollywood, Frances Moran, Sadie Flaherty and Doris Girard were the fair sex representing the General Offices. Their opponents were:

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Shaw, Coffin, Freese, Rolnick and Nowell.

Waldo Paine, Albert Foster, Horace Budd, Howard Bean and John Cochrane opposed Bangor's first team, consisting of McGrath, Diviney, L. Kitchen, Golightly and Griffin.

Perley Jordan, Clifford Barron, Howard Dodge, Harold Malloy and James Dole made up the G. O.'s second men's team. They had the pleasure of bowling against G. Kitchen, Nowell, Prescott, Comber and Rogan.

The count is now even, one game on each side of the line. The General Offices teams are looking forward to bowling a rubber game on a neutral alley in Waterville or Lewiston. Details for this match have not as yet been arranged.

The scores:

- G. O. Girls, 1191
- G. O. Men's 1st Team, 1458
- G. O. Men's 2nd Team, 1236
- Bangor Girls, 1240
- Bangor Men's 1st Team, 1377
- Bangor Men's 2nd Team, 1285



Our Off-Line Freight Agency At Presque Isle



Interior View of Office

Left to right, Messrs. Doyle, Crock and Murphy

IT may not be generally known to all employees but an office has been maintained in the Star Herald Building at Presque Isle, Maine, since 1927. The office was opened in order that the company might have a closer contact with shippers in that territory. Traveling Freight Agent Fabian O. Crock is in charge. In addition to covering the Bangor & Aroostook territory, Mr. Crock also travels through territory in Maine reached by the Canadian Pacific and Aroostook Valley Railroad. Reginald Doyle of Caribou is clerk and stenographer and looks after the direct requests for rates, diversions and tracing.

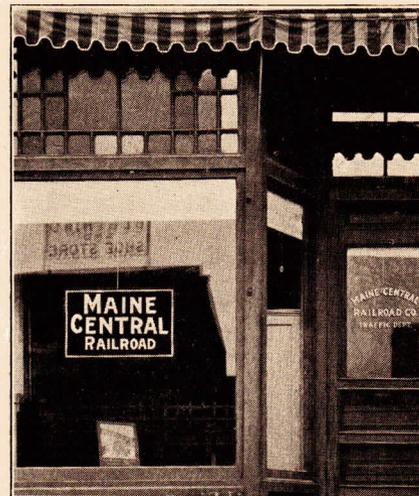
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During the potato season a large number of requests for rates and routes are received daily and are constantly increasing.

While Caribou is the largest potato shipping point on the Bangor & Aroostook there is more business controlled at Presque Isle and adjacent territory than at any other point. Besides handling freight matters the office has also been instrumental in securing some new passenger business, and makes reservations and furnishes information relative to train schedules, etc.

The office is conveniently located on the main street in Presque Isle in the heart of

the business section and many favorable comments on its attractiveness have been made.



Attractive Entrance to Our Presque Isle Office

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M. of Way Veterans Retired with Honor

Peter Desjardin was born July 18, 1873, and entered the service on May 1, 1906, as laborer in extra crew at Brunswick, was promoted to Asst. Foreman June 1, 1911, and Foreman of extra crew in 1912, and held that position until the time of his retirement September 3, 1929.

Mr. Desjardin is a widower and makes his home in Brunswick.

Michael Morin, born December 25, 1874, entered the service April 18, 1899, as a laborer in extra crew at Brunswick. In 1904 was promoted to Foreman Extra Crew, retired on pension September 1, 1929. He is married and his address is Brunswick.

Pig In A Poke

As a rule train dispatchers do not fall for a "Pig in a Poke", as the old expression runs, but we have heard of a case where one of them picked for a bag without being aware of its contents. Dispatcher Fowles in the Portland office was called to the office door by his daughter one forenoon recently, and she handed him a paper bag, saying as she did so, "Here is your lunch, dad." Dad says, smilingly, "Why I brought my lunch." "You did," exclaimed Lona, "Is it something real good?" Fowles, still



thinking about some extra up the line and not tumbling that there might be a fly in the ointment, opened the sack which he had brought with him and found the contents to be plain, old fashioned corn meal, instead of the customary rations of brain food.

— o —

"I want to be procrastinated at de nex' corner," said the negro passenger.

"You want to be what?" demanded the conductor.

"Don't lose your temper. I had to look in de dictionary mys'f befo' I found out dat 'procrastinate' means 'put off.'"

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Interior View of Freight Office



Portland Terminal Company, located on Commercial Street, Portland
Inset, Freight Agent H. A. Melaugh

Photo by John A. Marshall



IN MEMORIAM

Harry W. Bradley

HARRY W. BRADLEY, 44, machinist, Bangor, died December 17th. His passing was a distinct shock to all who had the pleasure of knowing him. He was a young man who easily made friends with all whom he came in contact with. On account of his pleasing personality, his amiable disposition and his friendliness, he was one of the most popular men ever employed at Bangor Shop.

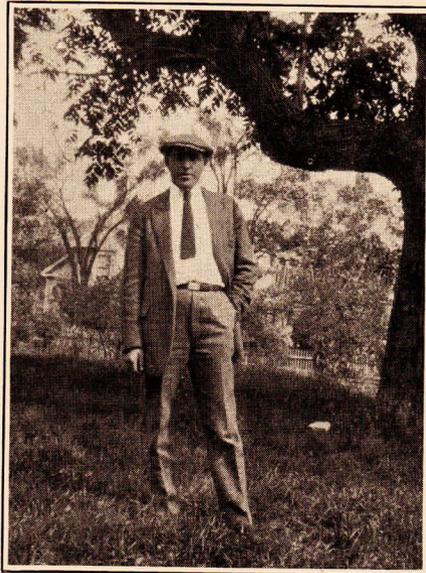
He was born in Newfoundland about 44 years ago, where, as a boy he roughed the severe climate and tempestuous seas of Newfoundland and Labrador on many a fishing trip with his father. Many a thrilling and interesting tale has he unfolded of life among the Es-

kimos and sturdy old fishermen in and around that Northern Country.

He came to Bangor when a young man and at the time the S. A. Maxfield Company of Bangor was at its height, Mr. Bradley held the responsible position of Master Mechanic for that concern. At the time of his death he had completed twelve years' service with the Maine Central Railroad.

He is survived by his widow, three sons, Armand, who is serving with the U. S. Navy and who is at present located in

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Harry W. Bradley

China, Kenneth and Harry Jr., both of Bangor, a sister, Mrs. Lewis Judkins of Greenville, and a brother of Millinocket.

Funeral services, which were largely attended, were held December 19th from his residence, 273 Pine Street. Bearers were: F. W. Richardson, C. L. Sheperd, Albert Violette, Earl Rideout, G. A. Dickey, and H. Hutchings, all fellow workmen from the Bangor Shops.
C. H. L.

TIMOTHY A. O'DONNELL

Timothy A. O'Donnell, 71, of Waterville, died very suddenly January 10th, at his home on Sanger Avenue in that city. While Mr. O'Donnell had been in ill health for a number of years, the end came very

suddenly and was a surprise to his hosts of friends.

For more than 40 years Mr. O'Donnell was employed by the Company, holding the position as yard master, Waterville, later being a Freight Conductor between Waterville and Portland and his kindly disposition endeared him to all who knew him.

He was born in Waterville, September 6, 1859, the son of Mr. and Mrs. Timothy O'Donnell, and after attending school there entered the employ of the railroad. On

January 12, 1886, he married Miss Ellen Goggin of Lewiston in that city, who survives, together with the following children: Mrs. Mary Richardson of Waterville, Timothy J. O'Donnell of Boston, James E. O'Donnell of Toledo, Ohio, Hugh T. O'Donnell of Springfield, Mass., Bernard, Elizabeth, Ellen and Maurice O'Donnell of Waterville, also one brother, John, who resides in Waterville, three sisters, Mrs. Mary Hay of Vassalboro, Mrs. John B. Friel of Waterville and Miss Delia A. O'Donnell of Lynn, and twelve grandchildren.

Mr. O'Donnell was a member of the Brotherhood of Railway Trainmen.

C. RALPH BRYANT

C. Ralph Bryant, 63, clerk in Auditor Disbursements Office, Portland, died January 18th at his home, 17 Arlington Street. Mr. Bryant commenced railroading in 1891, working as a clerk in the freight office at Houlton, Maine, for the Canadian Pacific Railway Co.

He worked in that office until the Bangor and Aroostook R. R. was built from Brownville to Aroostook County, engaged with that company as freight cashier and billing clerk at Houlton, being stationed there until 1905 when the Searsport division of the B. & A. R. R. was built from La Grange to Searsport. He then went to Stockton as clerk in the office of the Chief Engineer and remained in that department until November, 1906, when he was called into the General Freight Office at Bangor, remaining there until May, 1907. He then returned to Houlton as chief clerk to the Assistant General Freight Agent. In 1910 he came to Portland for the Maine Central and was employed as clerk in the Auditor of Freight Accounts office. A few months later he was transferred to the office of Auditor Disbursements where he was employed at the time of his death. Mr. Bryant was a firm supporter and charter member of the Order of Railway Clerks.

Mr. Bryant was born in Thomaston, Maine, son of Joseph and Irene Bryant, and attended Union, Maine, High School,

after which he was graduated from Dirigo Business College, Augusta, Maine.

He is survived by his wife, E. Annette (Stone) Bryant, formerly of Houlton; three children, Beatrice, wife of Lt. John F. Holland of Fort Francis, E. Warren, Wyo.; Hortense, teacher of Latin in Morse High School; Lt. Burnell V. Bryant of Freehold, N. J.; a granddaughter, Ruth Holland; a sister, Mrs. Frank C. Flint of Rockland, Maine; two brothers, W. J. Bryant of Union and Oliver S. Bryant of Walnut Hill, Maine.

CHARLES F. MADDOX

Charles F. Maddox, 69, of South Portland, died December 15th at his home, 49 Chapel Street, that city. For many years he was employed as a car repairman for the Portland Terminal Co. He is survived by his wife, two daughters, two brothers and a sister.

ALFRED E. MERCIER

Alfred E. Mercier, 61, crossing tender at Waterville, died December 30th in that city. He was first employed May 3, 1916, as trackman and held that position until May, 1922, when he was made crossing tender at Lewiston, being transferred to this Department on account of being physically unable to continue in the service as trackman. The same year he was transferred to Waterville as crossing tender and held that position until his death.

H. W. BLAISDELL

Herbert W. Blaisdell, 65, Agent at Dexter, died December 11th. He was first employed in 1889 as Baggage-master at Dexter, made Agent in November, 1894, and held that position until his death on the above date.

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CARD OF THANKS

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

J. W. Hughes and Family, Bingham.

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Eskimo Jack



Eskimo Jack is a famous English Setter belonging to Engineer E. W. Grant of Portland. Mr. Grant is at the present time running on trains 127 and 48 between Portland and Bangor.

Jack is a well bred setter, beautifully marked with white, lemon and ticked. The dog has several valuable pedigrees and is a brother to Eskimo Chick who also has taken many prizes at various dog shows.

Both animals are excellent bird dogs and their owner has shot more than a hundred birds with them, mostly woodcock and partridges.

— O —

A Voice from Miles Pond

Section Foreman Lewis Strout of Section 167 is in danger of losing his track inspector and yard caretaker at the pond yard.

Trackman Jacques is in fear he will get his Waterloo as on New Year's eve he was awakened out of a sound sleep by the State snowplow about three thirty, and he thought the Maine Central had changed their tracks and were going to use his house for a station, and began to sell tickets for Portland and way stations, but now he thinks he will have to refund the price as it seems there is no change. Everything quieted down as usual until Sunday night, Jan. 5th. Old John Barley Corn cropped out again, one of June King's teams started from Lancaster, N. H., for the Pond to

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work on Harry Newman's pulp job (of which Mr. King is foreman). The driver fainted away, eh? When he was found, his hair was frozen to the ground and the team gone. When a search was made for the team, they found it had run down the R. R. track from the Miles Pond crossing and was held fast in one of the east switches at No. Concord Yard.

Now, the question is, who does trackman Jacques work for, and what is his occupation? Is he track inspector, highway patrolman, or caretaker of a race track?

— O —

Commendable Work

On December 27th when Extra 623 East passed Oakland, Gateman Hiram Patten noticed a rod protruding from the train and immediately notified Operator H. N. Desmond, who took action at once and word was sent to Waterville where the train was inspected. Upon inspection it developed there was a broken journal box strap, which allowed the journal box to drop down, necessitating the car being shopped at Waterville. Mr. Patten showed commendable attention to the interests of the Company in discovering the broken rod, and getting word to the operator so promptly, and Operator Desmond's quick action, which assured the discovery of the defects at Waterville undoubtedly prevented possible trouble.

— O —

Portland, Me.
December 20, 1929

To M. C. Engine Crews:

Yesterday our kind friend and neighbor John McGarry, our genial engine dispatcher, came in and presented us with the season's greetings and a very kind remembrance from my old associates for which we are very, very grateful and thank you all very much.

As to my health, I seem to be doing a little better than holding my own and hope I can yet make the grade even though she's steaming hard, my sanders are working good and have some sand left.

Sincerely yours,

(s) Tom Gagnon.



Nice All Around

"She is a very nicely reared girl."

"Yes. She looks good from the front, too."

—Wm. Keienburg, Jr.
New Braunfels, Tex.

An Old Timer

"Come at once. Our baby swallowed a dime," an excited Scotchman telephoned a doctor.

"How old is it?" asked the doctor.

"1894," answered the Scot promptly.

—Meisha H. Goldish,
Marietta, Ohio.

Number Please!

Motor Cop (to professor in mathematics): So you saw the accident, sir. What was the number of the car that knocked this man down?

Professor: I'm afraid I've forgotten it. But I remember noticing that if it were multiplied by 50 the cube root of the product would be equal to the sum of the digits reversed.—Albert Eisenhart, York, Pa.

Good-bye Grandpa

Grandpa, in a speedy car,
Pushed the throttle down too far;
Twinkle, twinkle, little star,
Music by the G. A. R.

—W. C. Batchelor, Covington, Ky.

Too Risky

The hotel was burning, and the fire roared nearer and nearer to the guest marooned on the window ledge on the sixteenth floor. Below him a dozen firemen were holding a large canvas for him to jump into, but their shouts and signals were in vain. Finally, on the twentieth try, one managed to make himself heard just as the walls were on the point of falling.

"Jump!" he screamed. "Why don't you jump?"

"Not till you lay that sheet down on the ground," the victim bellowed back. "I'm afraid you fellows will drop it!"

Explained

"Oh, what a strange looking cow!" exclaimed a sweet young thing from Detroit. "But why hasn't it any horns?"

"Well, you see," explained the farmer, "some cows is born without horns and never has any, and others shed theirs, and some we dehorn, and some breeds ain't supposed to have horns at all. There's lots of reasons why some cows ain't got horns, but the big reason why that cow ain't got horns is because she ain't a cow—she's a horse."

Clear Thinker

The new bell boy at the hotel tapped on the door. "Please, sir, here's a telegram for you."

"All right! Slip it under the door."

"I can't, sir. It's on a tray."

—Fred Rheume, Uncasville, Conn.

Force of Habit

Co-Ed: "Stop that man; he wanted to kiss me."

Cop: "That's all right, miss, there'll be another along in a minute."—Ohio Sun Dial

Lower or Upper

Dear Old Lady: "Can you please tell me the berth rate for the Twentieth Century?"

Agent: "See the government statistics, madam, this is a Pullman office."—Lampoon.

Impossible

Flapper: "I'd like to try on that rose dress."

Salesman: "Sorry, madam. That's a lamp shade."

Doctor: "You say you didn't sleep all night because the window curtain was up? Why didn't you pull it down?"

Patient: "Doctor, I should reach across the street."

Page seventeen

Do You Remember Way Back When?



The above photo, property of Archie Dupill, watchman round house at Oquosoc, shows old time round house crew at Rumford, taken about 30 years ago.

The man in the back row reading from left to right is none other than F. H. Bennett, now Foreman at Waterville Shops.

It is interesting to note the side tanks on old engine No. 4, No. 3 was the old R. F. & R. L. compound, the coupler on No. 10 on the extreme right of the picture is an interesting study.

From left to right, back row:

| | |
|------------------|---------------------|
| No. 1. Not known | No. 7 Geo. Bonney |
| No. 2 Redmond | No. 8 Bennett |
| No. 3 Vaughan | No. 9 F. Bennett |
| No. 4 Not known | No. 10 F. Parsons |
| No. 5 F. Austin | No. 11 Not known |
| No. 6 G. Redmond | No. 12 James Hollis |
| | No. 13 Price |

From left to right, front row:

| | |
|-------------------|---------------------|
| No. 1 A. Dupill | No. 5 Horace Redmon |
| No. 2 Dana Bishop | No. 6 Not known |
| No. 3 Knox | No. 7 N. Keene |
| No. 4 Small | No. 8 Not known |
| | No. 9 Not known |

Will some of the old timers kindly inform the Editor the names of men not known.

Page eighteen

E. H. Winslow Made Secretary of Cooperative Unions

Four trainmen organizations met on Saturday, January 11th at Waterville for the purpose of effecting closer cooperation between the four organizations of Brotherhoods of Firemen, Engineers, Trainmen and Conductors.

A permanent organization was effected with W. E. Easler of Portland as Chairman; Vice Chairman, I. A. Turner, Bangor; Treasurer, E. H. Winslow of Waterville, and Chaplain, E. T. Jones of Waterville.

There were many testimonials given in the interest of cooperation and there were also lengthy discussions on many other vital matters. Representatives were present from Bangor and Portland.

Acquaintances were made and renewed and a social time enjoyed in addition to the regular business meeting.

— O —

In the Insane Asylum

"Is that clock right?" asked a visitor.
 "No, of course not," replied a patient,
 "if it was it wouldn't be here?"

Portland Terminal

By GRACE M. KATON

Mr. and Mrs. Daniel W. Sanborn celebrated their eighteenth wedding anniversary January 1st, with a family dinner party at their home and a theatre party in the evening. We are all wishing them many of these events.

Mr. and Mrs. Robert M. Thomas are receiving congratulations on the arrival of a young daughter January 4th. "Bobbie" is Clerk in the Inter. & Per Diem Bureau.

Miss Margaret (Chick) Coyne has returned from a visit at New York City, where she was the guest of her sister over the New Year.

Edwin H. Whiteley, chief clerk to the agent, has returned to his work after a prolonged illness.

During the recent ice storm in Portland the State Street steps were the best place in the city. All Terminal employees should extend a vote of thanks to the Roadmaster for the manner in which this thoroughfare was kept clear and sanded.

George E. Goodwin, Yard Clerk, and Dana B. Libby, Yard Conductor, have been appointed night Assistant Yardmasters in the west and east yards, Rigby.

Freight Checker James H. Snowden has been confined to his home with a bad attack of rheumatism but is improving and will soon be back on the job.

Word has been received from George T. Delano, Freight Clerk, who has gone to Florida for the winter, saying that he had been married to a lady from that state. We did not learn the fair lady's name but the good wishes of the Terminal force is extended to them.

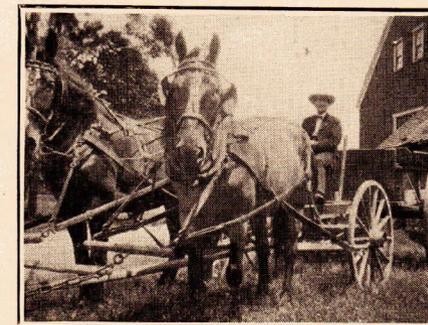
There has been a bowling league organized in the Superintendent's building for Monday nights at the Libby Building on Free Street at 6.30 P.M. as follows:

Team 1—Logue, Eleanor (Capt.)
 Sullivan, Dan'l
 Starbird, Leonard

Team 2—McFarland, Margaret (Capt.)
 Noyes, H. O.
 Lee, Robt.
 Team 3—Noyes, Grace (Capt.)
 Wiggin, C. L.
 Conlen, H. F.
 Team 4—Starbird, Mary (Capt.)
 Gurney, Jack
 Flaherty, Sadie K.
 Team 5—Katon, Grace (Capt.)
 Foss, Thomas
 Mulkern, James
 Team 6—Mohan, Winnifred (Capt.)
 Connery, Pete
 Noyes, E. C.
 Subs.—MacDuffie, J. F.
 Flaherty, Marie
 Tobin, A. M.
 Norton, M. G.

— O —

John A. Mace In New Pose



They say John handles a span of horses in just the same efficient way he used to run trains on the Maine Central. The above photo was taken down on the farm at Winthrop where John vacations a bit—and that hat would come in mighty handy where he is now, for he and the Mrs. are spending a few months in sunny Florida—where they advertise it as June all the year, a great place to be for a fellow who has a note coming due July 1st.

Page nineteen

Interesting Jottings from the General Offices

By J. E. BUCKLIN

Dick Conconnon is back in the Telegraph Office after having spent a few months at No. Jay Station learning the ropes. Dick has learned to operate and may be placed out on the line at some future date.

The engagement of Miss Ida Buker of Portland and Robert Woodill of the General Manager's Office has recently been announced.

Mr. and Mrs. Herbert Oberg are receiving congratulations on the birth of a seven pound daughter, born Dec. 22. Mr. Oberg is employed in the Freight Traffic Department.

Roy Witham, former member of A. F. A. Office, now of Los Angeles, Cal., sends New Year's greetings to all his friends.

The year 1929 will long be remembered as a series of disaster by Thomas Stack, genial clerk in the A. F. A. Office. To start the season, Tom went on the casualty list with a bad case of Charley-Horse after playing his first baseball game. After the stock market collapse he started for Canada in a perfectly good Studebaker car, and arrived home a week later on a train and proudly proclaimed that the steering wheel and windshield of the Studebaker were still intact after a collision with a Ford somewhere in New Hampshire. (No! Tom was perfectly sober.) To cap the climax Tom has just announced his marriage to Miss Ursula Doherty of Westbrook, Maine, on October 22nd.

Walter Robinson is back at his desk again and we're mighty glad to see him. If I'm any judge guess he's glad to see everybody. Why? Because Robbie is feeling right proud at having two good eyes instead of one. During the ice storm in December, Robbie ventured out of doors to clear the ice away from the house and as luck would have it, down came a limb crashing on the ground with one of the little twigs flying up to bury itself in Robbie's eye. For several days it could not be determined whether the eye could be saved or not.

Page twenty

George R. Lowell, Treasury Dept., was taken to Westbrook Hospital recently and operated on for appendicitis and hernia. Last reports indicated he was showing signs of improvement. Best of wishes from all of us at the office.

Rose B. Langlais, formerly employed in Asst. Comptroller Reeves' office, recently paid her friends a visit.

Due to an oversight on somebody's part, we have neglected to welcome to the General Offices Mr. James B. Trumbull, who came here Nov. 1, 1929, to act as Office Engineer in the Engineering Department. Previous to this date, Mr. Trumbull was associated with the N. Y. N. H. & H. R. R.

W. S. Phinney, formerly of Lowell, Mass., has also joined the forces in the Engineering Department

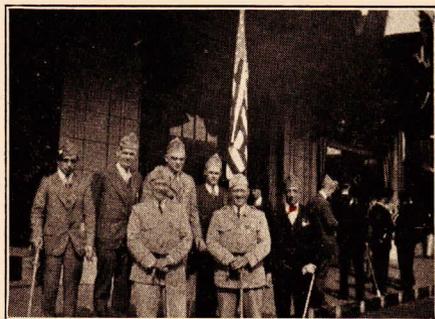
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Supt. F. J. Runey On Leave Of Absence

Frank J. Runey, superintendent Portland Division was on January 1st granted a leave of absence.

Fred O. Wood was on that date appointed acting superintendent.

— o —



Snapped at the American Legion Convention at Louisville. Ed Clarity, Fred Magee, Tim Sullivan, and Ed Noyes. Do you recognize them?

Take Care!

Snow and Ice Bring Slips and Falls

MR. C. T. BAILEY, Chairman of the Committee on Train Service Accidents, Safety Section, American Railway Association, in writing on the subject of "Accidents to Persons Struck or Run Over by Cars or Locomotives at Places Other than Highway Crossings" states that "A review of the past several years indicates that the ratio of fatal injuries as to the whole of this cause is higher than from any other particular cause of train service accidents occurring to employees on duty. In 1928 there were 359 employees killed on duty and 461 injured. A ratio of about 43 per cent of all injuries due to this cause were fatal injuries.



Remove Snow and Ice from Footboards and Grab-irons.

"Approximately the same ratio applies in past years, in fact 43 per cent of all train service fatalities occurring to employees on duty are attributed to this cause and I believe if the following recommendations were considered by the railroads of this country that this toll of fatal injuries would be greatly reduced:

"1. Plan convenient avenues as means of ingress and egress to railroad property and insist that employees use such avenues going to and from work.

"2. Plan an educational campaign among train service employees prohibiting them from walking along track and through yards unless their duties require it.

"The three outstanding causes of fatal injuries under this classification were: Walking along track; crossing tracks not at crossings; while working on or along tracks.

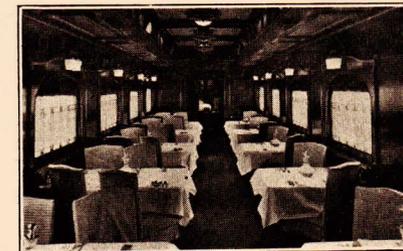
"A large percentage of accidents occurring from these causes occur to other than train and engine service employees.

"Insistence in proper use of blue flags when making inspection in train yards and

while making repairs to cars on repair tracks, is a vital essential to reduce accidents from this cause."

— o —

New Covers On Seats In Dining Cars



The above cut shows the interior of dining car now running on trains Nos. 64 and 11 (the Flying Yankee) between Portland and Bangor. The new covers for dining car chairs recently put on add greatly to the attractiveness of the interior.

— o —

How To Arrive At Your Income Tax

First take your income
Add your wife's income
Divide by your eldest son's age
Add your telephone number
Add your telephone number
Subtract your auto license number
Add electric light bill
Divide by the number of kilowatts
Multiply by your father's age
Add number of gold fillings in teeth
Add your house number
Subtract your wife's age (approximately)
Divide by the number of aunts you have
Add the number of uncles
Subtract number of daughters
Multiply by the number of times
You have gone up in an airplane
Subtract your best golf score
Add a pinch of salt
And then go out and
Borrow the money and pay the tax.

Page twenty-one

Records Show More Sickness During Winter Months

A COMPARISON of the number of claims paid by the Travelers Insurance Company to members of the Group Accident and Sickness Insurance by periods produces some very interesting information. During the period ended January 17, 1930, there were 60 claims account sickness and 7 accident claims, compared with 36 sick and 4 accident claims the previous period.

The comparison also shows that many more claims were paid in the months of January, February and March than in the other months. Whether this is an unavoidable condition due to our vigorous climate or to neglect to take the proper precautions to avoid sickness is a much mooted question.

As we are now right in that trying period when sickness is most prevalent, we should take every precaution to keep well.

The booklet "Keeping Fit," published by the Travelers Insurance Company, offers "Sixteen Suggestions for Seekers of Sound Health," which if followed will assist in retaining our health and happiness.

Below is a list of claims paid during period ended January 17:

| Name | Location | Reason |
|-----------------------|-------------------|--------|
| <i>General Office</i> | | |
| Margaret H. Andrews | Industrial Bureau | Health |
| Lillian M. Carey | Frt. Audit | Health |
| Alfreda M. Johnston | Frt. Audit | Health |
| Vyletta E. Macomber | Car Service | Health |
| Angela Stevens | Frt. Audit | Health |
| <i>Engineering</i> | | |
| Fred S. Curtis | Carmel | Health |
| Enos J. Dow | Pittsfield | Health |
| Irvin H. Faunce | Brunswick | Health |
| Philip Gormley | Portland | Health |
| Perry Kelley | Harmony | Health |
| Wilbur Lampson | Portland | Health |
| John Leclere | Brunswick | Health |
| Hosea D. Libby | South Portland | Health |

| | | |
|--|------------------|----------|
| Grosvenor R. Lindsay | Portland | Health |
| Grace E. Nason | Bangor | Health |
| Emile A. Sarrasin | Westbrook | Health |
| Harvey F. Suddy | South Portland | Health |
| Charles F. Woodard | Oakland | Health |
| <i>Motive Power</i> | | |
| Peter H. Boudreau | Waterville | Health |
| Carl Boylan | Bangor | Accident |
| Harry W. Bradley | Bangor | Health |
| Fred B. Brooks | Brunswick | Health |
| Robert O. Butcher | Lancaster, N. H. | Health |
| Edwary Carey | Waterville | Health |
| Erwin S. Carter | Waterville | Health |
| Charles S. Chester | Waterville | Health |
| Samuel W. Cram | Brewer | Health |
| Arthur H. Elie | Brunswick | Health |
| Eugene G. Evans | South Portland | Health |
| William T. Hiscock | Farmington | Accident |
| Joseph D. Levasseur | Waterville | Health |
| Paul W. Mallick | South Portland | Health |
| F. K. McConnell | South Portland | Health |
| Robert McIntosh | Lancaster, N. H. | Accident |
| Norman McLeod | Brewer | Accident |
| William L. O'Brien | Waterville | Health |
| Henry A. Southworth | Portland | Health |
| Archie Swan | Rumford | Health |
| Charles J. Thibodeau | Fairfield | Health |
| <i>Stations</i> | | |
| A. C. Foss | Mechanic Falls | Health |
| A. D. Hebert | Oquossoc | Health |
| Charles E. Longley | Milford | Health |
| George F. Milan | Brewer | Health |
| Matthew McQuarrie | Bath | Health |
| T. S. Nason | Newport | Health |
| Dana E. Pratt | Veazie | Health |
| Ashton E. Wardwell | Bath | Health |
| <i>M. C. Trainmen</i> | | |
| George A. Donahue | West Peru | Health |
| W. A. Horne | Portland | Health |
| Henry J. Kelly | Waterville | Accident |
| Cornelius M. Ryan | Waterville | Accident |
| William A. Traynor | Waterville | Health |
| Charles T. Williams | Oakland | Health |
| <i>All Engines</i> | | |
| Silas W. Getchell | Waterville | Health |
| Claude Q. Quigley | Rumford | Health |
| Luther A. Stearns | Bangor | Health |
| George R. Trueworthy | Mattawamkeag | Health |
| <i>Portland Terminal Transportation Department</i> | | |
| <i>P. T. Stations</i> | | |
| Bartley H. Flaherty | Portland | Health |
| Clarence M. French | Portland | Health |
| Frank A. Morrill | Portland | Accident |
| Holden Turner | So. Portland | Health |
| Edwin H. Whiteley | So. Portland | Health |
| <i>P. T. Trainmen</i> | | |
| Frank Andrews | So. Portland | Health |
| Thomas Cornelius | So. Portland | Health |
| Walter H. Kimball | Portland | Health |
| Stinson D. Lewis | So. Portland | Health |
| Martin E. McIntire | So. Portland | Health |

