



# MAINE CENTRAL

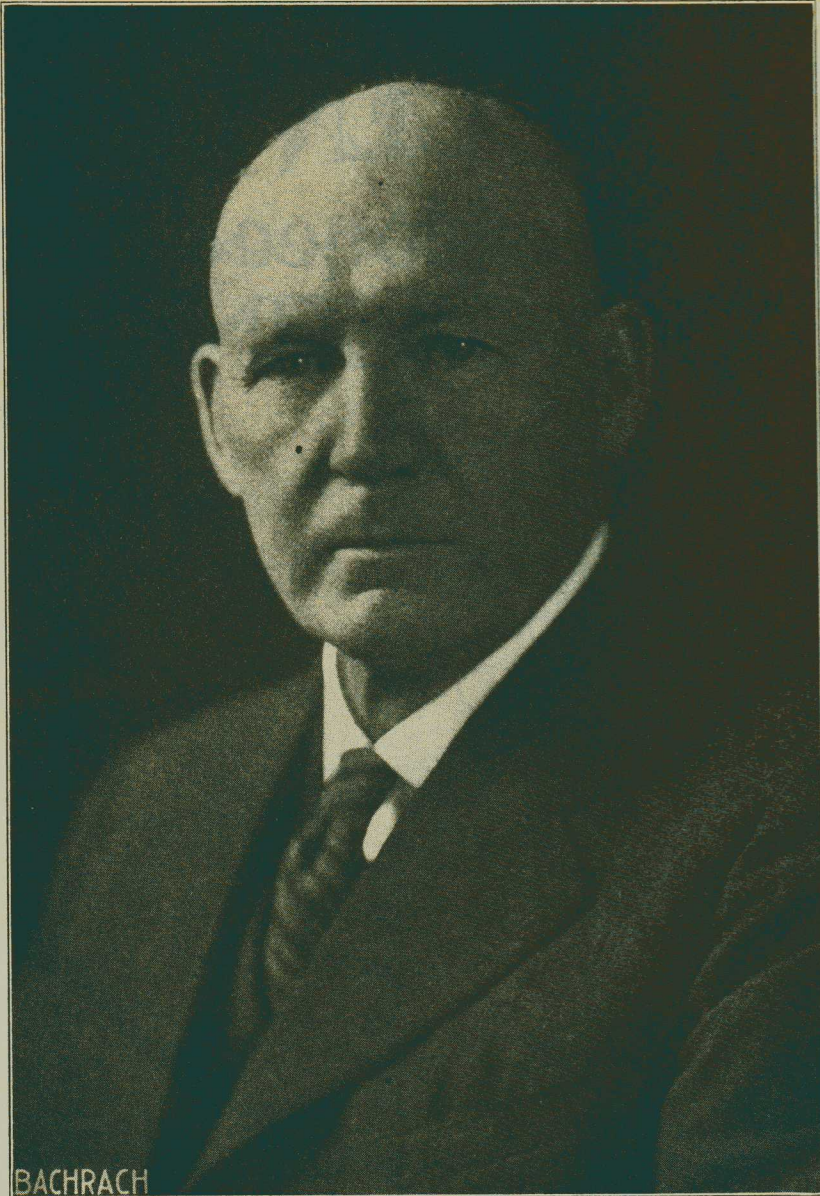
Employees'

# MAGAZINE



APRIL  
1930





Frank J. Runey, Superintendent Portland Division,  
who has retired after 45 years of service.

# MAINE Employee



Vol. VII

## Frank

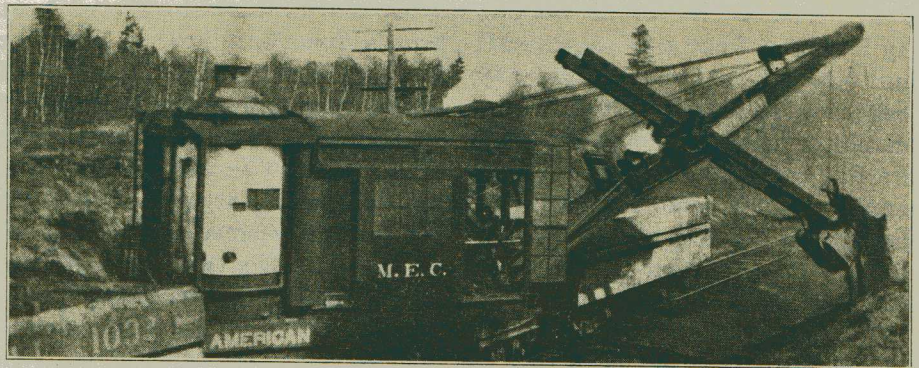
By W. A. WHEELER

ON April first, after three months' leave of absence, Superintendent Frank J. Runey retired from the service, completing on that date exactly forty-five years' connection with the Maine Central Railroad.

To the chronicler of Mr. Runey's railroad life, two features are outstanding: his personality, and his untiring devotion and loyalty to his employers. To those who know him best, perhaps the former is the more marked. There is something about the man, hard to define but apparent in all, which has bound his subordinates to him with bonds of respect and genuine liking. Among the characteristics which have brought about this result are his strong sense of fair play and his desire to deal justly



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Vol. VII

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No. 4

## Frank Runey Retires

By W. A. WHEELER, Assistant Superintendent

ON April first, after three months leave of absence, Superintendent Frank J. Runey retired from active service, completing on that date exactly forty-five years connection with the Maine Central Railroad.

To the chronicler of Mr. Runey's railroad life, two features are outstanding: his personality, and his untiring devotion and loyalty to his employers. To those who know him best, perhaps the former is the more marked. There is something about the man, hard to define but apparent to all, which has bound his subordinates to him with bonds of respect and genuine liking. Among the characteristics which have brought about this result are his strong sense of fair play and his desire to deal justly with

those subject to his jurisdiction. So marked and so well known has been this "square shooting" tendency, that many employees charged with some delinquency have voluntarily waived formal investigation and submitted to Mr. Runey's decision, knowing it would be fair.

Those most closely associated with him, and in a position to know him best, cherish him as a true friend; for by nature he is essentially of a friendly disposition.

From the day, forty-five years ago, when he first saw his name on the payroll, every waking minute—and many minutes which should have been devoted to rest—have been given to the company's interests. Probably no man has ever worked longer hours, or

Page three

at Portland Division.  
years of service.



given more exclusive thought to the job he might be filling, than Frank Runey in every position he has held. Since 1917, when he assumed charge of the Portland Division, his working day has been from 4.30 or 5 A. M. until 6.00 or 7.00 at night; and any emergency, such as a bad storm or a derailment, has seen him in the office directing operations through the long night and until conditions changed. His railroad has always been his only interest—his recreation as well as his work; his avocation and his vocation.

In whatever field Mr. Runey might have entered he would have been a success—with his nature, he could not have been otherwise. But he chose railroading, and a railroad man he has been, in the truest sense of the term, throughout his whole career. And those who know him know that whatever may occupy his attention in the period of well-earned rest which is to be his, he will still and always be a railroad man at heart.

Mr. Runey's long and active career commenced in 1885, when he entered the service as a trackman. In 1887, having devoted his spare time to the study of telegraphy, he was appointed operator at Greenbush on the Eastern Division. Later he was sent to Lambert Lake to open the station there. His private "sine," RU, was used as the station "call," and it is still the symbol for that station, a lasting memorial to Lambert Lake's first operator.

In the fall of 1888 Mr. Runey was "loaned" to the Mountain Division to fill a vacancy at Twin Mountain. From that time until he went to the Portland Division as Superintendent

Page four

in 1917, the Mountain Division was his habitat, and even today he feels more at home there than anywhere else. Following his service at Twin Mountain, he worked for a while at Scott's Junction; then, in 1889, he went to Bartlett where he remained several years. From Bartlett he went to Lancaster as train dispatcher in 1896. In 1906 he was transferred to the Engineering department and appointed Roadmaster, holding this position a little over two years. He was made Chief Dispatcher of the Mountain Division in 1908 and promoted to Superintendent the following year. In 1917 he was made Superintendent of the Portland Division, to which was added in 1925 the mountain territory which he had formerly directed.

During the long period of service now brought to a conclusion, Frank Runey has seen striking changes in methods and conditions of operation; and he has grown with the road. With practical experience in both the operating and the engineering departments, and with his own natural ability and qualifications, he could hardly help having a very broad and comprehensive knowledge of railroading. To sit down with him, in a quiet hour, and listen to his reminiscences of the "good old days" of hand-brakes, of link-and-pin, of thrilling experiences in the mountains, and of the difficulties to be met and mastered, is an experience not to be forgotten. And he is a born raconteur—a story teller who carries his audience with him, to visit in imagination the scenes and experiences of which he tells.

But though he enjoys a mental return to the old days, yet in his

practice he is thoroughly modern. He is as much at home in the operation of 100-car freight trains on "high speed" runs, as in the more leisurely movement of the old-time trains of a dozen or fifteen little box cars. With his finger on the pulse of the railroad every minute, he has been prepared to anticipate and prepare for the changes.

## Now Superior

COINCIDENT with the retirement of Frank J. Runey on August 1st, Fred O. Wood was appointed to the position of Superintendent of the Portland Division, with headquarters at Portland. Mr. Wood has been in the service of the Maine Central since 1908 and has held positions of Train Dispatcher, Chief Train Dispatcher, Assistant Superintendent, Superintendent of Transportation, and Transition Assistant in the Vice President & General Manager's Office.

Previous to his coming with the Maine Central, Mr. Wood began his long railroad career in 1887 as a Train Operator and Operator on the N. Y. & N. E. R. R. During his 43 years of railroading, Mr. Wood has held the following positions: Assistant Ticket Operator and Train Dispatcher on the P. & L. E. R. R.; Train Dispatcher on the N. Y. & N. E. R. R.; Train Dispatcher on the Boston & Maine R. R.; Train Dispatcher, Fitchburg R. R.; Chief Train Dispatcher, Frisco R.R.; Train



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which modern operation involves.

To his employees and to his associates, he has been not only "the boss" but a friend and counsellor. But the present writer feels that it can all be summed up best in the simple statement:

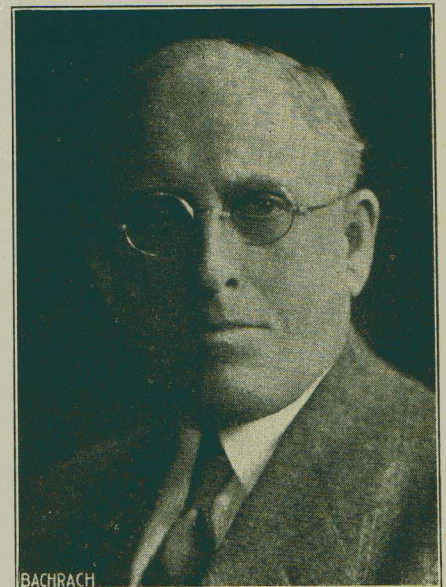
He is a Railroad Man.



## Now Superintendent of Portland Division

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Fred O. Wood

ter, Frisco R. R.; official position in Vice President & Gen. Mgrs. Office, Wabash R. R.; and Yardmaster, Union R. R. Pittsburg, Penn., transferring to the Maine Central in 1908.



## Selling Transportation

The third of a series of articles written especially for the *Magazine*

By M. L. Harris, General Passenger Agent.

**F**ILL the empty seats. We have one thing to sell and that is transportation. Agents are the sales force and both the Company and every employee are losers if every possible



sale of our product is not made. In every town and hamlet along our line there exists new fields for the sale of transportation and on every train there is room for more passengers—transportation manufactured but not sold. Do everything possible to market our product. Agents who want a good summer business must commence now. There is a certain amount of travel that moves of its own accord but there is other business that needs stimulation.

Page six

There are many people who would travel to a much greater extent if they only realized the small cost and great convenience of modern traveling.

Consider our special week-end bargain tickets for a moment. These special reduced week-end tickets are developing a lot of new business for the Company. Each and every employee should take it upon himself to broadcast to his or her friends the advantages of the special rate and make it known. Tell your friends of the wonderful opportunity offered to make a week-end visit at any point on the line, emphasizing the low round trip cost of only one fare plus 25c for the round trip. The excursion tickets are good going Saturdays and Sundays, returning to original starting point not later than midnight of Monday. Boost these bargain tickets and get the public "rail minded."

Consider the people in your district who are likely prospects this summer. When does the clergyman take his holidays. How will the school teacher spend the summer months? Does the local lawyer make frequent trips to the larger centers. When are the business men of the town likely to travel?

Make a list of the persons you think should travel and put down your information about their prospective movements. A little system in this respect will be a wonderful help.

We welcome suggestions phase of our service which yo to be for the best interests and of the Company. The wid man in any capacity will hav open for possibilities which sh his alertness to the attentio executives of our Road.

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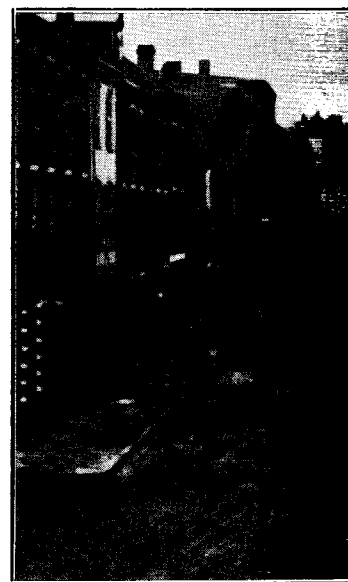


Photo courtesy Ticket Agent H. N. Ba  
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We welcome suggestions on any phase of our service which you believe to be for the best interests and welfare of the Company. The wide-awake man in any capacity will have his eye open for possibilities which shall bring his alertness to the attention of the executives of our Road.

Before the next issue of the *Magazine* is off the press, the 1930 edition of "Vacationland-Accommodations" will have been printed in which are listed practically all the hotels and resorts, boys' and girls' camps and golf courses along the Maine Central lines.

This publication is of great value not only to our passenger representatives but also to those of connecting lines, tourist agents and others in the solicitation of passenger business to Maine Central points. The book issued annually must be kept up to date to be of practical assistance and every agent can help in this. Should a hotel in your town change hands, or an addition be made thereto, if a hotel be destroyed by fire, or a new one started—advise us of this information for inclusion in the succeeding issue of this publication.

Let us then cultivate the habit of "Being on our toes for new business."



Photo courtesy Ticket Agent H. N. Bates, Gardiner  
**Main Street, Gardiner, in 1888.**



## The Foreman---and Safety

**M**R. L. G. BENTLEY, Chairman of the Safety Section, American Railway Association, in writing on the subject "The Foreman's Responsibility For The Safety of His Men" says:

"The new day that now confronts us has brought a new relationship between management and men in industry.

Management recognizes that our economic system must enable men to live on an increasingly higher plane. It must help them to fulfill their desires, satisfy their reasonable wants, and give them that feeling of security which is essential to contentment, happiness and efficiency.

Management in industry has come to know that on the whole, labor meets good will with good will, respect with respect. American workers want good leadership, and their response is genuine and hearty.

We all know that the Foreman is not only the keystone of his organization, but he is the link between Management and Men—the interpreter of the wishes and the policies of Management to Men. He must also interpret to Management the needs of his men. Let him look to it that he does this

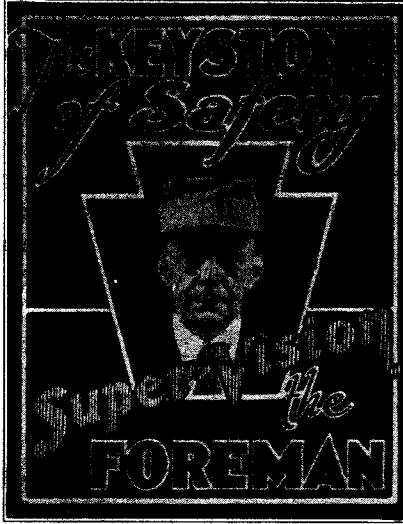
Page eight

well and equitably. Let Management give serious heed to these interpretations, thereby welding more closely their mutual interests.

A Foreman is one who, by reason of certain demonstrations, has stepped out in front of the gang, has stamped himself with that something which has convinced his superior that he possesses the qualifications of a Foreman. What are those qualifications?

A man does not become a Foreman simply because he is a better mechanic, because he is better on detail, because

of the excellence of his handiwork, not these, alone, but also because he is capable of leadership, because he has vision and is able to see all that is going on around him and properly evaluate it; not only has he vision, but what is more important, he has SUPER-vision, better vision, his range of vision is wider than that of his associates. He sees not only the act itself, but the results of that act. He sees not only his men, but envisions what they will do under certain circumstances, and he arranges those circumstances so that the best results will follow. That is why he is often



called a Supervisor—because SUPER-vision.

He is, of course, a *thinker*, whose success is dependent upon how often he thinks. Not only is he a thinker, but he inspires his men to think, and he is the right kind of a Foreman, one who causes his men to think the right thoughts.

These, then, are some of the reasons why certain men become Foremen.

But what has all this to do with Safety? Some one may say that the talking of efficiency, of economy, of progress in industry. I am talking of all these, and I am talking of the fact that for Safety is efficiency, Safety is economy, Safety is progress.

What happens when an accident occurs to a workman? Of course, the injured man stops work, as do his associates. So does the production and, therefore, for the time being, production ceases. There is a loss of the *esprit de corps*, particularly if that injury was the result of a failure on the Foreman's part. The part of the Management which is to provide reasonably safe conditions of supervision. The time of the Safety Nurses, and other attendants, is devoted to the care of the injured man. The time of other persons is spent in recording the case—Clerks, Accountants, the Foreman, and the superior officer, even the President of an industry spends some of his time reading these reports, and making pertinent inquiries. This—valuable time—is spent with the hope of return. An attempt is made to compensate with money for the results of the accident. This is often written in red figures again.



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A man does not become a Foreman simply because he is a better mechanic, because he is better on detail, because of his handiwork, not only, but also because he is of leadership, because he has and is able to see all that is going around him and properly evaluate it. Not only has he vision, but more important, he has better vision, his vision is wider than that of his associates. He sees not only the results, but the results of that act. Not only his men, but environment that they will do under certain circumstances, and he arranges those circumstances so that the best results flow. That is why he is often

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He is, of course, a *thinker*, for progress is dependent upon how our leaders think. Not only is *he* a thinker, but he inspires his men to think, and if he is the right kind of a Foreman, he leads them to think the right thoughts.

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But what has all this to do with Safety? Some one may say that I am talking of efficiency, of economy, and of progress in industry. I am talking of all these, and I am talking of Safety, for Safety is efficiency, Safety is economy, Safety is progress.

What happens when an accident occurs to a workman? Of course, the injured man stops work, as do all of his associates. So does the Foreman, and, therefore, for the time being, production ceases. There is a shattering of the *esprit de corps*, particularly if that injury was the result of some failure on the Foreman's part, or on the part of the Management to provide reasonably safe conditions or safe supervision. The time of Surgeons, Nurses, and other attendants is devoted to the care of the injured man. The time of other persons is spent recording the case—Clerks, Statisticians, the Foreman, and that of his superior officer, even the President of an industry spends some of his time reading these reports, and perhaps making pertinent inquiries. This time—valuable time—is spent without any hope of return. An attempt is made to compensate with money for the results of the accident. This may not be written in red figures against per-

formance, but it is there, nevertheless, and wide-awake owners and managers of industry are beginning to look between the lines of reports and properly discriminate between expenditures that bring satisfactory returns and those which result in waste. Surely no money was ever more woefully wasted than that expended as a result of preventable accidents.

Let us consider some of the ways in which the Foreman may assume and discharge his responsibility for the safety of his men.

*Foremen are responsible for the safety of the product. Why should they not be responsible for the safety of the producers?*

*They are responsible for the character of the product. Why should they not be actively interested in building character among their men?*

Let's think first about the new man—the youngster, just entering industry.

Let's compare him with a new machine, costing, say about \$10,000, both of which are to take an active and permanent part in the work.

The Foreman uses the utmost forethought in selecting the machine. He knows that it will fit the job, that it will do the work he wants done in the way he wants it done.

Does he use the same care in selecting men? He should do so, for only thus can he build the organization he must have to go with the machine.

Then, there is a little matter of installation. The Foreman builds a substantial foundation for the machine; he personally selects the place where it shall be installed, and personally

knows that it is safety and efficiently put in place.

He should give the same attention to the new man.

Go with him to the job and introduce him to his new associates; make him feel at home and among friends. At this time, he is more susceptible to the Foreman's good influences than he will ever again be; he wants to learn, he wants to do right, he wants to like his boss. If the Foreman fails to take advantage of this opportunity, he may miss it forever, for a little later, perhaps, other and unfriendly influences may guide and alienate him.

It is not enough that the Foreman tell this beginner that he must not get hurt. That is too indefinite.

He must show him how and where liability of injury exists. He must show him not only the unsafe places and demonstrate the unsafe acts which may tempt, but, of greater importance, he must show him the safe methods.

It is not sufficient that the Foreman shall do this once. He must do it again and again. It may be true that he knows and approves safe measures, but he should remember that the man on the job is going to be actuated by his own frame of mind, and the Foreman must follow him up until he knows that the workman understands his wishes and approaches his job in a proper frame of mind.

It is of the utmost importance that every man under the Foreman's supervision shall believe in his sincerity. The Foreman owes it to his men, both new and experienced, some definite, understandable instructions as to safe

methods of work. Having given these instructions, he should enforce them before, rather than after trouble comes.

I have small regard for that Foreman who winks at violation of his instructions as long as nothing happens, and then applies punishment after an accident occurs. This has the appearance of penalizing a man for the results of his act, rather than for the act itself.

Discipline is necessary in enforcing rules or instructions. Sometimes punishment is the only resort. There is quite a difference between discipline and punishment. Discipline comes from the word, "disciple," and means to teach, to lead, to inspire. Punishment is a penalty, and should be applied only after teaching leadership and inspiration have failed.

We have not yet reached the day of perfection in accident prevention, and many preventable accidents are occurring day by day. If a Foreman has failed to prevent an accident, he has a definite duty to perform after that accident occurs.

My advice is to get to the injured man immediately, see that he is promptly and properly cared for. It is better if the Foreman will go with him to the Surgeon, and find out all about the extent of his injury, and having done this, keep in touch with him during his disability. See that his family does not suffer, and assist him to return to work as soon as he can without further harm.

A Foreman has a solemn duty to perform in finding the causes of accidents and injuries occurring under his supervision. There is always a cause,

sometimes more than one. He is to find the primary cause and the remedy promptly. Not frequently, he will find that the immediate cause rests with the injured man, but, searching more deeply, he will find that the primary cause rests with himself, perhaps with those around him. In such cases, the primary cause most urgently needs attention. The immediate cause will never be moved until the whole house is in order.

A Foreman must know all the facts of all the circumstances—every

## Annual Banquet of



Photo taken just prior to banquet on Dunstan Road, Pa.  
About 50 members of the Ge



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A Foreman must know all the facts, all the circumstances—everything

there is to know about accidents among his men, both before they occur and afterward. His interest in them demands this. Without this interest on his part, he will not have safety among his men.

In discussing Safety with Foremen, it is not infrequently the case that each really feels that the work under his supervision is the most hazardous, and that a certain number of accidents are bound to occur, regardless of what he may do to prevent them. The Foreman who offers this as an excuse is half licked before he starts.

## Annual Banquet of Brotherhood of Railway Clerks



Photo taken just prior to banquet held at Grant's Shore Dinner Resort on Dunstan Road, Portland, Evening of February 27th. About 50 members of the General Offices attended the banquet and dance.



# MAINE CENTRAL Employees' Magazine

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

Vol. VII APRIL 1930 No. 4

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.

## EDITORIAL

### The Job Ahead

It's the man on the job who wins in the battle of life as it is the boy who is not afraid of work and grasping opportunities as they present themselves in the end fills the man's place and assumes his responsibilities, who, in other words, "takes the boss' job."

A good many years ago a Texas newspaper carried the following article captioned "The Boy with a Snap Job," which is as true to fact today as it was when it was written:

"A factory boy was talking to a young lady about his work. He told her how he began at 7 o'clock and worked until 6.30 in the evening, with a half-hour for noon. He told her about the different kinds of machinery used, and of the great bales of camel's hair bought by the factory, and of the queer caps that sometimes came in the bales from across the sea, and of the different grades of hair, and of conditions in those countries which make such coats necessary.

"She asked him what work he did and he said that he had learned to do almost everything in the mills but to run the engines. And in reply to a question about the long hours, he remarked, 'There aren't many boys that have such snap jobs as I do; I surely do have an easy time.'

Page twelve

"And yet that boy was attending school at night because he wanted to be able to get the boss job some day.' And because he knew what preparation he needed, and because he used his opportunities, he will probably reach the height of his ambition, and if he keeps his standards high, his life will be one that counts for much.

"We who work shorter hours and have much greater opportunities than he, waste many minutes in grumbling over our hard lot and in grieving because of our lack of opportunities, and then as we get older we wonder why our dreams do not come true. Perhaps if we, too, studied our work and mastered its details and then learned the things necessary to enable us to be the bosses, and not the errand boys, we might reach that success we are seeking.

"The boy who wishes to make his mark in the world of today must study his work and prepare himself to handle it better than other men are doing. He must know something that his competitors have not yet learned.

"Some one has put the idea into a form that it is easy to learn and hard to forget. Here it is:

"So you think there's no place that's waiting for you,

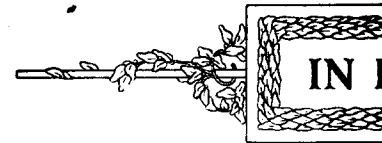
That the boys are too many and jobs are too few?

Just a word in your ear; by the time you prepare

To hold down a good job, the job will be there."

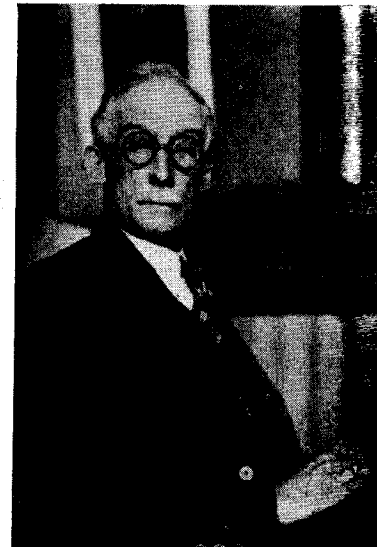
Nor is it to the boys alone that the foregoing should appeal. We are living in an age of opportunity and progress, and a look about will reveal a surprisingly large number of men who have achieved real success through individual endeavor and a knowledge acquired in the hard and exacting school of practical experience, who have been the architects of their own careers, as compared with the relatively small number who have not.

And so it is in railroad life. No matter how humble your position or irksome your employment, the opportunity awaits you if you are qualified to assume it and prepare yourself to take the job ahead.



George

George McCrum, 68, in the service of the Maine Central since 1907, died at 7th at his home in Portland after a long illness. Mr. McCrum first learned telegraphy in 1883 on the Naugatuck R. R., now part of the New Haven, after doing spare work for three years.



GEORGE McCRUM

to Tewksbury Junction, Mass., then to the old Boston and Lowell R. R. He worked at Walnut Hill, Mass., on the main line between Boston and New Haven. Two years later "Geo" was operating as a ticket seller at Malden, Mass. Six years later found him in the main office of the Western Union at Boston, where he remained for a period of ten months.

In 1897 he went back to the Boston & Maine as a night operator at the North Station.



IN MEMORIAM

George J. McCrum

George McCrum, 68, in the service of the Maine Central since 1907, died March 7th at his home in Portland after a short illness. Mr. McCrum first learned telegraphy in 1883 on the Naugatuck Valley R. R., now part of the New Haven, and after doing spare work for three years went

in 1905 was set up as train dispatcher. For two years he was night dispatcher on the main line and branches and worked as operator and assistant dispatcher in South Station, Boston, before coming to the Maine Central in 1907.

Funeral services were held March 10th with many of the members of the Family attending.

LEONARDO B. CHANEY

Leonardo B. Chaney, 79, for more than 35 years Captain of the Maine Central ferries on the Kennebec River between Bath and Woolwich, died Tuesday, March 11th, at his home, 137 Oak Street, Bath, from an illness of several months of heart trouble and other complications.

Capt. Chaney retired from active navigating on the river on November, 1927, with the opening of the Kennebec Bridge to rail traffic.

He was born at Turner's Corner, No. Whitefield, February 22, 1851, and always had a yearning for the sea. For a period of 15 years he commanded 13 different tow boats in various parts of the country and for a while his work was mostly towing coal barges between Philadelphia, Boston and Portland.

He began his employment with the Company as mate on April 8, 1892, when he joined the old ferry boat "City of Rockland." After the Hercules was launched, Capt. Chaney took command of one shift and a short time later was promoted to full command.

Capt. Chaney had the happy faculty of retaining friendships once made and all his acquaintances spoke with real sorrow on learning of his death, among them was L. Eugene Thebeau, treasurer of the Bath Iron Works, and for a long time General



GEORGE McCRUM

to Tewksbury Junction, Mass., then on the the old Boston and Lowell R. R. In 1888 he worked at Walnut Hill, Mass., on the main line between Boston and Nashua. Two years later "Geo" was operator and ticket seller at Malden, Mass. Six years later found him in the main office of the Western Union at Boston, where he remained for a period of ten months.

In 1897 he went back to the B. & M. as night operator at the North Station and

... yet that boy was attending school  
... because he wanted to be able to  
... boss job some day.' And because  
... what preparation he needed, and  
... he used his opportunities, he will  
... ly reach the height of his ambition,  
... he keeps his standards high, his life  
... one that counts for much.  
... who work shorter hours and have  
... greater opportunities than he, waste  
... minutes in grumbling over our hard  
... in grieving because of our lack of  
... nities, and then as we get older we  
... why our dreams do not come true.  
... s if we, too, studied our work and  
... ed its details and then learned the  
... necessary to enable us to be the  
... and not the errand boys, we might  
... hat success we are seeking.  
... boy who wishes to make his mark  
... world of today must study his work  
... epare himself to handle it better than  
... en are doing. He must know some-  
... hat his competitors have not yet  
... .  
... ne one has put the idea into a form  
... is easy to learn and hard to forget.  
... is:  
... ou think there's no place that's  
... waiting for you,  
... he boys are too many and jobs are  
... too few?  
... word in your ear; by the time you  
... prepare  
... d down a good job, the job will be  
... there.'"  
... is it to the boys alone that the fore-  
... should appeal. We are living in an  
... opportunity and progress, and a look  
... will reveal a surprisingly large num-  
... men who have achieved real success  
... h individual endeavor and a knowl-  
... equired in the hard and exacting  
... of practical experience, who have  
... e architects of their own careers, as  
... ed with the relatively small number  
... ve not.  
... so it is in railroad life. No matter  
... mble your position or irksome your  
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... re qualified to assume it and prepare  
... f to take the job ahead.



Agent at Bath. "He was one fine man," said Mr. Thebeau, "always courteous and kindly in his bearing toward others and all who were associated with him will miss his passing."



**Capt. Leonardo B. Chaney**

Capt. Chaney is survived by his wife, formerly Susan E. Perkins; by two daughters, Mrs. Edith M. Perkins of New Brunswick, N. J., and Mrs. Carrie Smith of Bath; also by one son, Earl Chaney of North Stratford, N. H. He also leaves six grandchildren, Leon E. Buck of Bath, Dr. Earle B. Perkins of Rutgers College, New Brunswick N. J., Earlington P. Chaney of Freeport, Mrs. Helen Hersom of Rochester, N. H.; Clyde Chaney of Long Island, N. Y.; and Robert Chaney of Winthrop, Mass. He also leaves two brothers and two sisters, Albion K. Chaney of Bath and Joseph M. Chaney of Salinas, Calif., Mrs. Robert Perkins of Bath and Mrs. Justina Choate of Berkeley, Calif.

Page fourteen

**FREDERICK P. SOMERS**

Frederick P. Somers of Portland died February 16th, at his residence, 148 Bridgton Avenue. For several years he was employed in the accounting offices of the Maine Central Railroad and was a young man of exemplary character, a most pleasing personality and had a wide circle of friends among the younger set of Portland, being everywhere a favorite.

His immediate surviving relatives are his wife, Katharine O'Rourke Somers; infant son, Harold Edward Somers; his parents, Mr. and Mrs. Samuel E. Somers, and sister, Miss Helen Somers.

**WALLACE N. WHITEHOUSE**

Wallace N. Whitehouse, 69, foreman of the roundhouse, Portland Terminal Company, with the Company for more than 25 years, died recently after an illness of more than six months. He was a native of Bridgton. His wife, two daughters and two sons, two sisters and three brothers survive.

**WILLIAM J. GLASS**

William J. Glass, boilermaker's helper, passed away after a short attack of pneumonia at his home at Union Mills. N. B., March 11th.

Practically a young man, 42 years of age, he was snatched from this life when most of us are settling down for that quiet respite from the foolisher days of youth. Popular with employees and overseers, "Bill's" death came as a shock to all who knew him. The floral offerings testifying as much.

He is survived by a wife, five daughters and one son, also his mother, four brothers and two sisters.

E. F. MCLAIN

**CARD OF THANKS**

Sincere thanks to all members of the Maine Central Family for the beautiful floral tribute sent in the death of my husband.

MRS. C. H. GORDON.

**General Offices**

Gordon L. Carter of the Vice President and General Manager's Office, is on a period of absence. During this period he will be located at Fort Leavenworth, Kansas, where he is attending the General Staff School, taking a course in Supply Management of Groups in Unit and Brigade.

**Joe Buck**

You may talk about your gin and beer  
But that ain't nuthin listen here  
Right in the office of the P. T. D.  
There's an artist but he won't claim t  
"Moke" is his nom de plume,  
And in the hall of fame he should  
room.  
He may be bashful, I don't know,  
But Maine Central Magazine will give  
a show;  
So come on "Moke" do your stuff,  
Draw Joe Bucklin in the ruff;  
And he did.





**FREDERICK P. SOMERS**

Frederick P. Somers of Portland died on April 16th, at his residence, 148 Bridgeway. For several years he was employed in the accounting offices of the Portland Central Railroad and was a young man of exemplary character, a most pleasant personality and had a wide circle of friends among the younger set of Portland, everywhere a favorite.

Immediate surviving relatives are: Katharine O'Rourke Somers; in-laws, Harold Edward Somers; his father, Mr. and Mrs. Samuel E. Somers, and his mother, Miss Helen Somers.

**WILLIAM N. WHITEHOUSE**

William N. Whitehouse, 69, foreman of the Portland Terminal Company for more than 25 years, died recently after an illness of more than six months. He was a native of Maine. His wife, two daughters and four sons, two sisters and three brothers survive.

**WILLIAM J. GLASS**

William J. Glass, boilermaker's helper, died on April 11th, at his home at Union Mills, N. B., after a short attack of pneumonia.

Bill was a young man, 42 years of age, who was snatched from this life when most in the prime of his life. Popular among his employees and overseers, "Bill's" death was a shock to all who knew him. His funeral offerings testifying as much. He was survived by a wife, five daughters and a son, also his mother, four brothers and two sisters.

**E. F. McLAIN**

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Thanks to all members of the Portland Central Family for the beautiful tribute sent in the death of my son.

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And in the hall of fame he should have  
a room.  
He may be bashful, I don't know,  
But *Maine Central Magazine* will give him  
a show;  
So come on "Moke" do your stuff,  
Draw Joe Bucklin in the ruff;  
And he did.



**Aged Six Months**



With the thermometer registering twenty below, snow blowing with such force that it cut the skin and the wind howling through the ravines and over the mountain peaks, our bridge engineer, Mr. W. H. Norris, sojourned into the wilds near Bemis, N. H. His objective was the Frankenstein Trestle, where it was necessary for him to make inspection in order to complete plans being formulated.

Mr. Norris was accompanied by an assistant with camera. Ever upon the alert for the unusual, his assistant snapped the above picture. It was his belief that he had snapped one of the *Cliquot Club*, *Radio Entertainers* in their native haunts. But when the subject turned and faced the camera it proved to be our engineer.



## Portland Terminal

By GRACE M. KATON

Chief Clerk Whiteley, on the sick list for quite some time, has gone to Lakeland, Florida. Harry Fagan is acting as chief clerk in his absence.

Ralph Thompson, freight clerk, has returned from an extended leave of absence. There is some rumor that it may have been a honeymoon but Ralph has nothing to say either for or against.

Cornelius A. Feury, of the Inter. & Per Diem force, has been at the Marine Hospital for surgical attention, but has so far recovered as to resume his duties.

Mrs. Adelaide H. Osgood has been in Boston, called there by the serious illness of her mother.

Mr. and Mrs. John F. Conlen recently celebrated their twenty-fifth wedding anniversary at their home on Spring Street, and were tendered a shower of cards from the Terminal employees, wishing them a continuance of their happiness. Mr. Conlen is the genial Clerk-Telegr. at the Superintendent's office.

Daniel J. Kelley, acting Asst. Yardmaster, has returned to his usual duties as Traveling Inspector.

Sympathy is being extended to Henry Knight in the death of his wife recently. She had been in feeble health for a number of years. Mr. Knight is the popular engineer at the heating plant on Commercial Street.

Asst. Gen. Foreman Nicholas M. Foley has been confined to his home for some time, suffering from infected teeth. We shall all be glad to see you back, "Nick."

"Winsome" Winnie of the Switchboard had a birthday March 17th, and received much attention in the form of cards, cakes and such. We all join in wishing her many more such events.

Asst. Gen. Yardmaster John Leaf has been confined to his home, suffering from effects of frozen toes, but is back on the job once again.

Page sixteen

Switch Supervisor "Bucky" O'Brien and Asst. Yardmaster Joseph F. McNealus, who have been at Rumford, Augusta and Brunswick on special work, have returned to their regular duties in the yards.

The Portland Terminal Humane Association, Patrick J. Kilmartin, President and Gen. Manager, rescued a kitten from a car of paper received from Millinocket recently. Said kitten is doing well at the present time and seems happy in her new home at Rigby Engine house.

## Lime City Locals

By A. R. PUGH

Have you ever noticed the look of complete satisfaction and bliss on the face of a cat after she has just lapped up the last bits of the pet canary or gold fish? If you happen to be around Rockland just drop into the freight house and take a look at Foddy Karl, and you will see an expression on his face much akin to the expression the cat wears. This is the reason. Foddy is on the threshold of fame and fortune. The problem that has for all these years kept him in such a pensive mood is finally solved and Fod had announced his intention of marketing his latest invention this spring. It will be introduced under the name of KARL'S ZIPPER PEA! Think of it! Soon you can go into the garden for a mess of peas and instead of tearing your vines to pieces pulling the pea pods off, just open the pods which will now grow with the Zippers on them, allow the peas to roll out, close the zipper and allow the pod to refill for a future mess of nice tender peas. If the peas aren't large enough, simply close the zipper and let them remain for a few days longer. No need of any waste. It has taken Foddy a long time to develop this seed that will actually grow the Zipper Pea but it is now ready. Don't allow your dealer to try and sell you the old fashioned seed.

The bunch of bowlers, ten of 'em, who came down here recently representing the

Maine Central, had to return to Portland with defeat pinned on both teams. However, it was nothing to be ashamed of, they were pitted against a couple of the strongest teams, or at least against the Rockland's foremost artists of the game. Their opponents did not represent Maine Central of Rockland inasmuch as there were only two company bowlers on the ten. But there aren't ten company men in town who can bowl so we simply presented ten men. I think also, that the boys from Portland bowled in hard luck. It was one of those nights when no king a hit would give them a decent break when the pins refuse to fall right the way is bound to react against the ball he. However, the boys left a reputation behind them of being good losers and polite gentlemen, which means more than a victory in the long run.



## General Office Boys To Rumford

Saturday, Mar. 1st, seventeen of our O. bowlers made a trip to Rumford and met our R. R. friends of that town, one of the most friendly and social meetings of our bowling season. Through the courtesy and kindness of Mr. G. DesRoches, B. M. of our Rumford station, we had the pleasure of looking over the various departments at that station and meeting several R. R. employees.

The bowling match consisted of two men teams from each section, resulting in a double victory for the G. O. boys.

Scores:

Portland No. 1			
Goud	89	91	85
Malloy	89	91	101
Pearson	83	97	84
Bean	85	104	90



itch Supervisor "Bucky" O'Brien and Yardmaster Joseph F. McNealus, have been at Rumford, Augusta and Swick on special work, have returned their regular duties in the yards. The Portland Terminal Humane Association, Patrick J. Kilmartin, President and Manager, rescued a kitten from a car per received from Millinocket recently. The kitten is doing well at the present and seems happy in her new home at the Engine house.

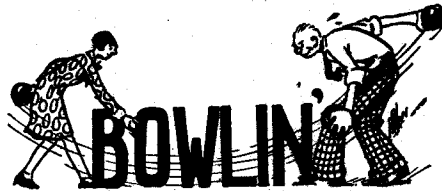
## Lime City Locals

By A. R. PUGH

Have you ever noticed the look of contentment and bliss on the face of a woman after she has just lapped up the last drop of the pet canary or gold fish? If you are to be around Rockland just drop in on the freight house and take a look at the face of Karl, and you will see an expression on his face much akin to the expression of a woman after she has just lapped up the last drop of the pet canary or gold fish. This is the reason. Foddy is on the threshold of fame and fortune. The man that has for all these years kept in such a pensive mood is finally solved. Foddy had announced his intention of introducing his latest invention this spring. It will be introduced under the name of the ZIPPER PEA! Think of it! Soon you can go into the garden for a mess of peas and instead of tearing your vines to shreds pulling the pea pods off, just open the zipper which will now grow with the peas on them, allow the peas to roll out, open the zipper and allow the pod to refill with a future mess of nice tender peas. If the peas aren't large enough, simply close the zipper and let them remain for a few days longer. No need of any waste. It has taken Foddy a long time to develop this seed that will actually grow the Zipper Pea but it is now ready. Don't allow your neighbors to try and sell you the old fashioned

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## General Office Boys Go To Rumford

Saturday, Mar. 1st, seventeen of our G. O. bowlers made a trip to Rumford and met our R. R. friends of that town in one of the most friendly and social matches of our bowling season. Through the courtesy and kindness of Mr. G. DesRoche, B. M. of our Rumford station, we had the pleasure of looking over the various departments at that station and meeting several R. R. employees.

The bowling match consisted of two six-men teams from each section, resulting in a double victory for the G. O. boys.

Scores:

Portland No. 1			
Goud	89	91	85—265
Malloy	89	91	101—281
Pearson	83	97	84—264
Bean	85	104	90—279

May	97	90	92—279
Smart	113	86	94—293
	556	559	546—1661
Rumford No. 1			
Watson	91	92	85—268
Forbes	78	93	77—248
Boutte	85	90	82—257
Seymour	89	86	89—264
Bouttard	100	77	90—267
Des Roche	102	87	98—287
	545	525	521—1591
Portland No. 2			
H. P. Hawkes	85	107	99—291
Foster	91	76	106—273
Grotto	75	92	78—245
Dodge	87	81	84—252
Barron	93	81	80—254
Sproul	102	94	109—305
	533	531	556—1620
Rumford No. 2			
Hardy	77	81	99—257
Farris	78	87	75—240
A. Boutte	80	79	83—242
Ruff	85	90	89—264
Woltt	81	93	107—281
Hanson	89	87	105—281
	490	517	558—1565

On part of the Portland boys, I wish to extend to the Rumford R. R. bowlers our hearty thanks for the courtesy and friendship which was our pleasure to receive at Rumford.

H. P. HAWKES.

## Heavy Pulpwood Movement

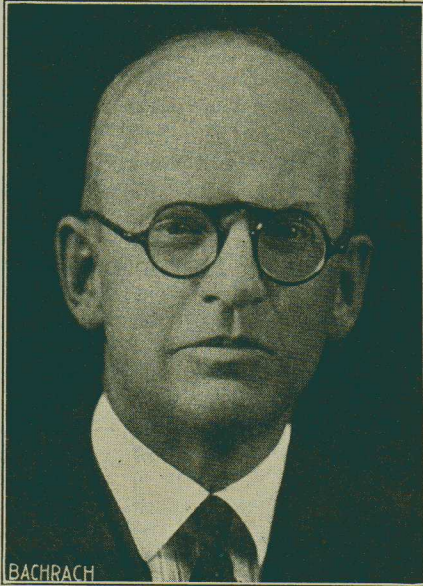
During December, January and first half of February, 4,692 carloads of pulpwood were moved through Waterville for Livermore and Rumford. The heaviest day's movement of this wood was on January 28th, when 190 carloads were taken out of Waterville in four trains, three of which were hauled each by a booster Mikado engine and the fourth was a doubleheader hauled by a 100 class and a 65 class engine.



## Promotions In Passenger Traffic Department

Effective March 20th, Sherman W. Hapgood, formerly Traveling Passenger Agent, was promoted to Passenger Representative for the Maritime Provinces and New

Traffic Department on April 19, 1923. For the last seven years until his recent promotion, he has been Traveling Passenger Agent.



Sherman W. Hapgood

England territory with especial solicitation to the service between New England and the Provinces. His headquarters will be in Portland. Mr. Hapgood entered the service May 27, 1909, as clerk in the General Freight Office, remaining in that department until August 1, 1916. On that date he was made Traveling Agent in the 2nd Vice President's Office and held that position until transferred to the Passenger



James A. Martin

Effective March 20th, James A. Martin was appointed Traveling Passenger Agent, vice promotion of Mr. Hapgood. Mr. Martin entered the service March 5, 1926, in Auditor Freight Account's Office and was transferred to the Auditor Agencies Office June, 1927, and held position as clerk in Assistant Comptroller's Office until his recent appointment.



A Mississippi youth of musical turn confided to a man from the East that his musical talent had been the means of saving his life in the recent flood.

"How was that?" asked the easterner, much interested.

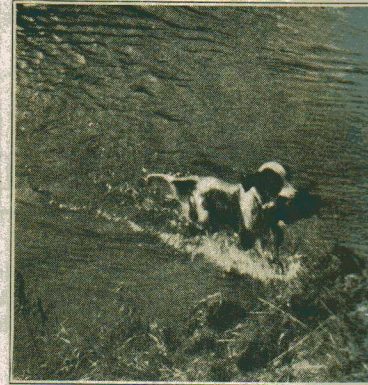
Page eighteen

"Well, there was a big flood in my home town, and when the water struck our house my father got on a bed and floated down stream."

"And you?"

"I accompanied him on the piano."

## Retrieving Ducks From Merrymeeting Bay



This is one way to bag your game. The old pump gun has done its worst. It is a great sport shooting ducks in Merrymeeting Bay not far from the Central tracks at Richmond as Frank R. H. Douglass will testify. But credit for taking home the bacon does not belong to "Doug." His dog comes his share of the credit and many fine ducks have been retrieved and bagged due to keen hunting instincts.

— o —

## Pierce---Mayo

The wedding of Greely C. Pierce of Lewiston, Mass., and Miss Alice E. Mayo of Lewiston was solemnized at 5.00 P. M. on February 22nd, at St. Joseph's R. C. Church, Lewiston. Rev. John E. Kealy officiated. Miss Anna Donovan of Lewiston was maid of honor and William M. Ford of Lewiston, a fraternity brother of the bride, was best man. The bride was attractively gowned in blue with accessories to match.

Immediately after the ceremony a reception was served at the DeWitt Hotel.

The bride is the daughter of Mr. and Mrs. Frank H. Mayo of 178 Holland Street, Lewiston, and one of Lewiston's most popular young ladies, having been entertained



## Traffic Department

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he has been Traveling Passenger

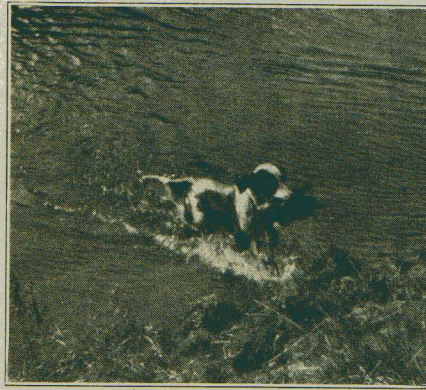


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## Pierce---Mayo

The wedding of Greely C. Pierce of Fall  
River, Mass., and Miss Alice E. Mayo of  
Lewiston was solemnized at 5.00 P. M.,  
February 22nd, at St. Joseph's Rectory,  
Lewiston, Rev. John E. Kealy officiating.  
Miss Anna Donovan of Lewiston was maid  
of honor and William M. Ford of White-  
field, a fraternity brother of the bridegroom,  
was best man. The bride was attractively  
gowned in blue with accessories to match.

Immediately after the ceremony a dinner  
was served at the DeWitt Hotel and a  
reception held at the home of the bride.

The bride is the daughter of Mr. and  
Mrs. Frank H. Mayo of 178 Holland Street,  
Lewiston, and one of Lewiston's most pop-  
ular young ladies, having been entertained

at several pre-nuptial affairs. She was  
educated in the Lewiston schools graduat-  
ing from Jordan High School and for the  
past four years been employed as stenog-  
rapher in the Roadmaster's Office at Lew-  
iston Upper.

The bridegroom, who is Assistant Mana-  
ger of the W. T. Grant Co. store in Fall  
River, Mass., received his education at  
Oakland High School and afterwards was  
graduated from Colby College, where he  
was a member of the Zeta Psi fraternity.

Mr. and Mrs. Pierce will reside at 284  
Bank Street, Fall River, Mass.

— o —

## Your Magazine

For the benefit of those who have become  
Maine Central employees during the past  
year and to refresh the minds of others, let  
us say that this is your *Magazine* and its  
pages are open to you. Anybody who can  
write an acceptable article or anybody who  
has the germ of an idea that can be made  
into such an article should send his material  
in for consideration.

We think of the *Company Magazine* not  
only as a record of what the Company and  
the employees are doing, but as an outlet  
for the literary expression of members of  
the Family. Here, however, we have to  
draw in our heads a bit, for we do not  
print much but high-grade poetry and very  
little of that. But if you can write some-  
thing about your job or about some aspect  
of the business that is of real general in-  
terest, pray don't fail to do so and let us  
see it. Perhaps you have never before  
written for publication and the story you  
write now may be the best we ever had so  
send it along. Let's all get together and  
put a little human interest in this *Magazine*.  
For instance if your status with the Com-  
pany has changed write and tell us about  
it. New baby in the family—same thing.  
We all know that much quoted verse of  
Kipling's:

It ain't the individual, nor  
The Army as a whole,  
But the everlastin' teamwork,  
Of every bloomin' soul.





## And She Did

"Now, look here, I fired three girls for revising my letters, see?"—said the Boss to his new Steno.

"Yessir."

"All right, now take a letter and TAKE IT THE WAY I TELL YOU."

And the next morning Mr. O. J. Squizz, of the Squizz Soap Company, received the following letter:

"Mr. O. K. or J. A. or something, look it up, Squizz, President of the Squizz, what a name, Soap Company, Detroit, that's in Michigan, isn't it? Dear Mr. Squizz, Hmmm—You're a hell of a business man. No, start over. He's a crook, but I can't insult him or the bum'll sue me. The last shipment of soap you sent us was of inferior quality and I want you to understand,—no, scratch that out. I want you to understand—Hmmm—unless you can ship—furnish—ship, no, furnish us with your regular soap, you needn't ship us no more period or whatever the grammar is, and pull down your skirt. This damn cigar is out again. Where was I? Paragraph. Your soap wasn't what you said—I should say it wasn't. Them bums tried to put over a lot of hooley on us. Whadda you flappers want to paint yer faces up for like Indians on the war path? We're sending back your last shipment of soap tomorrow. Sure, we're gonna send it back. I'd like to feed it to 'em with a spoon an' make 'em eat it, the dirty bums. Now read the letter over—no, don't read

Page twenty

it over, we've wasted enough time on them crooks, fix it up an' sign my name. What do you say we go out to lunch?"—*Frisco Magazine*.

### Why Worry?

Commercial Traveler (to proprietor he found playing checkers with friend in back of store): "Do you know there are two customers in the store?"

The dealer kept right on playing, and whispered: "That's all right. Keep quiet and they'll go away again."

### Good Guesser

A lady engaged a new gardiner, and after breakfast one day she sauntered out among the flowers. Seeing the new man hard at work, she said: "Well, and how is my Sweet William this morning?"

"First rate, thanks, ma'am," replied the man of the spade. "But how did you know my name?"

### Reprinted upon Request

Ole Olson came into a Minnesota village one day and inquired at a drug store if they had any "squirrel" whiskey.

"No," said the clerk, "but I can ship you a little 'Old Crow.'"

"Aye don't vant to fly," said the Swede, "Aye just wan to jump around a little."

A lady alighting from a Santa Fe train in a small desert town asked a bystander the way to the nearest hotel.

The bystander advised the passenger there was no hotel in the town and that it would be necessary to stay with the agent.

"Sir," she replied, "I'm a lady."

"Well," replied he, "So's the agent."



## People You

THERE is one man in the Maintenance of Way Department at Portland who is now in his 51st year in the service of the Company, having entered the service on August 1, 1879, a record he may well feel proud of.

Mr. Parkman is one of the most popular employees of the Maine Central and as this article is written is enjoying good health and working every day at his job as Traveling Inspector.

Mr. Parkman first started railroading as telegraph operator at Westbrook Jct., now known as Deering Jct. He learned telegraphy at the Junction and then was transferred to Hinckley, Clinton, and several other small stations on the line until he had learned the ropes. It was in the spring of 1880 that he went to Bangor as telegraph operator being employed in the ticket office with Agent A. W. Benson. In 1881 he was transferred to Cumberland Jct., now known as Cumberland Center, and in the same year he was made Agent at Richmond. One year later he was called into the General Office at Portland where they were then located at 493 Commercial Street. At that time the old office building was a two-story structure and quite some contrast to the present building.



Ho



# TOBACCO AND CIGARETTES

we've wasted enough time on them to fix it up an' sign my name. What say we go out to lunch?"—*Frisco*

### Why Worry?

Commercial Traveler (to proprietor he playing checkers with friend in back e): "Do you know there are two ers in the store?"

dealer kept right on playing, and red: "That's all right. Keep quiet ey'll go away again."

### Good Guesser

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## People You Ought To Know

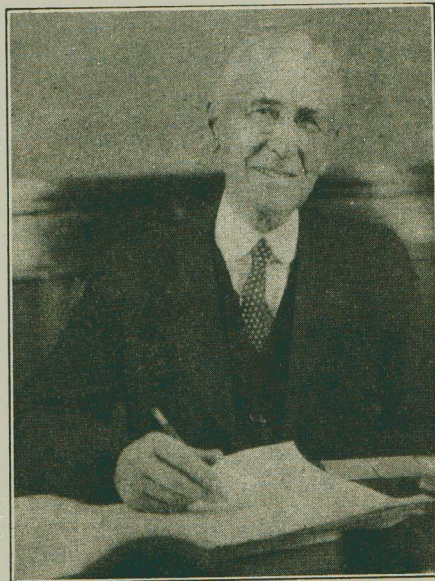
**T**HERE is one man in the Maintenance of Way Department at Portland who is now in his 51st year in the service of the Company, having entered the service June 1, 1879, a record he may well feel proud of.

Mr. Parkman is one of the most popular employees of the Maine Central and as this article is written is enjoying good health and working every day at his job as Traveling Inspector.

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General Office building and Union Station.

When he started railroading the Maine Central system consisted of 369 miles of track and it is interesting to note the changes that have been made since his early days. The present Bucksport Branch at that time was known as the Eastern Maine Railroad. The present Bar Harbor Branch was known as the Maine Shore Line, the old P. & O., Knox, Lincoln, Somerset and Washington County Railroads have all since that time been absorbed into the present Maine Central System.



Horace G. Parkman

Mr. Parkman is a member of the Veteran's Association, and is a familiar figure to everyone on the line. In '97, he was transferred from the General Manager's Office to the Engineering Department and has been in that Department since that date. He has had some mighty interesting experiences in his long career with the Maine Central and is intensely entertaining when he gets in a reminiscent mood. His long service with the Company is a record to shoot at. He is one of the Company's foremost citizens and officials and co-workers alike are proud of their associations with him.

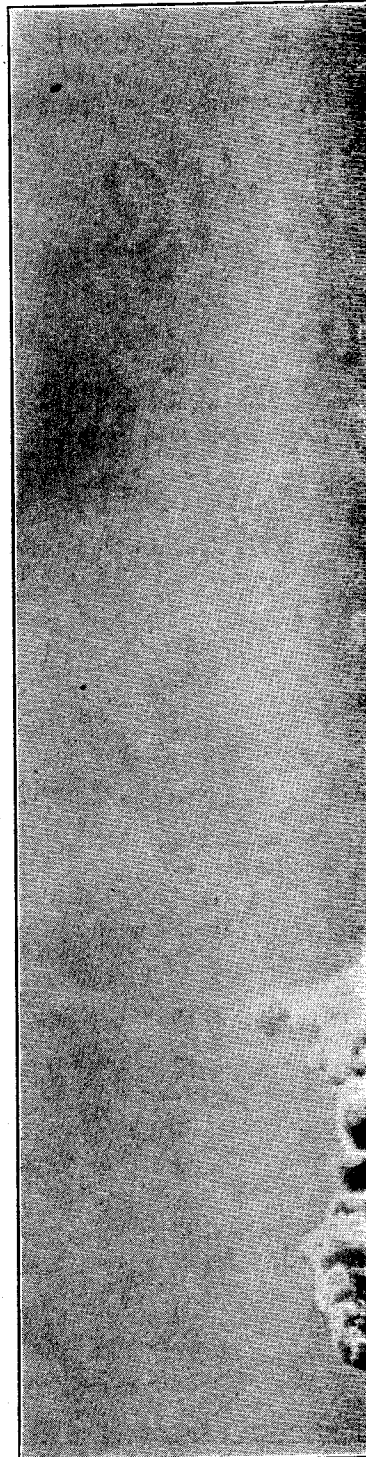


# You Can't Afford To Be Without Insurance

**T**HE claim adjusters of the Travelers Insurance Company are always on the job, investigating claims and disbursing weekly benefits to the sick and injured members of the Group Insurance Plan. Detailed list printed below shows that 95 sick and 14 accident claims were paid during period ended March 18, 1930. Included in these was one accidental death claim amounting to \$1,000.00. Corresponding period last year there were 97 sick and 8 accident claims.

Below is a list showing names of employees whose claims were settled during the period ended March 18, 1930:

Name	Location	Reason
<i>General Office</i>		
Ernest O. Bearce	Office Asst. Supt. Waterville	Health
George R. Lowell	Treasury Dept.	Health
<i>Engineering</i>		
Alson L. Adams	Brunswick	Health
Levi Bragdon	Eaton	Accident
Shederick W. Alley	Waterville	Health
Martin Comer	Bangor	Health
George E. Dowling	Jacksonville	Health
Stephen P. Gilblair	Skowhegan	Health
Albert A. Hodgdon	Gardiner	Health
Clayton W. Hunt	Benton	Health
Lione O. Lagross	Harmony	Health
Arthur J. Locke	Bangor	Health
Fred L. Perry	Norridgewock	Health
Louis L. Robichaud	Bangor	Health
Walter P. Robinson	Waterville	Health
Burkett L. Rundlett	Skowhegan	Health
Charles J. Stewart	Ellsworth	Accident
Harley A. Strout	Bingham	Health
Matthew M. Sullivan	Brewer	Health
Dwight H. Thorsen	Ellsworth	Health
Albert S. Thrasher	Clinton	Health
<i>Motive Power</i>		
Frank H. Adams	South Brewer	Health
Henry Bolduc	Waterville	Health
A. E. Chase	Bartlett, N. H.	Accident
John A. Cyr	Fairfield	Health
Cyrus H. Doore	Foxcroft	Health
John Ellis	Portland	Accident
Alfred C. Flaherty	Portland	Health
Matthew Foley	Portland	Health
Charles L. Foster	Bangor	Health
Clarence F. Garfield	Fairfield	Health
Stephen Greenlaw	Calais	Health
George E. Gurney	Waterville	Accident
Alexander Henry	Bangor	Health
Stanley Janconski	Portland	Health
Thorwald G. Johnson	Portland	Accident
Frank Labreque	Waterville	Health
Alphonse Laliberti	Waterville	Health
C. W. Libby	Vanceboro	Health
Beatrice M. Light	Waterville	Health
Howard O. Morrison	Bingham	Health
John E. Murphy	Portland	Health
Patrick McFarland	Portland	Health
James E. Nally	Portland	Accident
John Nelbock	Portland	Health
Robert Pelham	Waterville	Accident
Melvin Pendexter	Rockland	Health
Robert Pfeffer	Portland	Accident
Herbert Proudman	Waterville	Health
John Quann	Bingham	Health
Walter J. Rancourt	Oakland	Health
Thomas Simpson	Waterville	Health
Winfield C. Sparrow	Portland	Health
Nelson T. Vaillancourt	Waterville	Health
Herbert Veilleux	Waterville	Accident
James Waldron	Fairfield	Health
Chas. E. Willey	Waterville	Health
Frank O. Woodbury	Portland	Health
<i>Stations</i>		
James A. Colby	Woolwich	Health
H. E. Crocker	Vanceboro	Health
R. D. Dresser	Baileys	Health
A. C. Foss	Mechanic Falls	Health
E. L. Gordon	East Hebron	Health
Don Harding	Danforth	Health
Llewellyn Harding	Bangor	Accident
Ralph C. Hooper	Auburn	Health
R. W. Kingsbury	Bucksport Ctr.	Health
Charles Lachance	Topsham	Health
Charles E. Longley	Oldtown	Health
Wm. W. Morton	Gilman	Health
Willis C. Percival	Dexter	Health
Thomas F. Price	Bangor	Health
Charles Rowe	Waldoboro	Health
John Sloan	Bartlett	Accident
Roy B. Spaulding	Hermon Pond	Health
Charlie H. Wakefield	Eastport	Health
John L. Wallace	Eastport	Health
Villa E. Westcott	Vanceboro	Health
Henry A. Wright	Waterville	Health
<i>M. C. Trainmen</i>		
Howard B. Finley	Bangor	Health
George W. Giberson	Bingham	Health
John A. Gilmore	Belfast	Health
John F. Lincoln	Brunswick	Health
James Malone	Bangor	Accident
Barton G. Merrill	Brunswick	Health
<i>All Enginemen</i>		
Clifford R. Card	Portland	Health
Herbert H. Carr	Sebago Lake	Health
George H. Ingersoll	Lancaster	Health
Fred A. Morton	Lancaster	Health
Franklin C. Patterson	Waterville YMCA	Health
Allan C. Small	Portland	Health
Harry W. Warren	Foxcroft	Health
<i>Portland Terminal Transportation Department</i>		
<i>P. T. Stations</i>		
John Connolly	Portland	Health
John Conroy	Portland	Health
Frank J. Decosta	So. Portland	Health
Daniel E. Driscoll	Portland	Health
Raymond J. Farrell	Portland	Health
Nathan F. Godfrey	Portland	Health
Ralph E. Cain	Portland	Health
Dana B. Libby	Portland	Health
John Marcroft	Portland	Health
Harry A. Melaugh	Portland	Health
Mathias O'Toole	Portland	Health
William H. Tierney	Portland	Accident
<i>P. T. Trainmen</i>		
Fred M. Gobson	Portland	Health
George W. Parker	So. Portland	Health
Martin J. Silver	So. Portland	Health
<i>P. T. Coal Plant</i>		
Patrick Kilmartin	Portland	Health

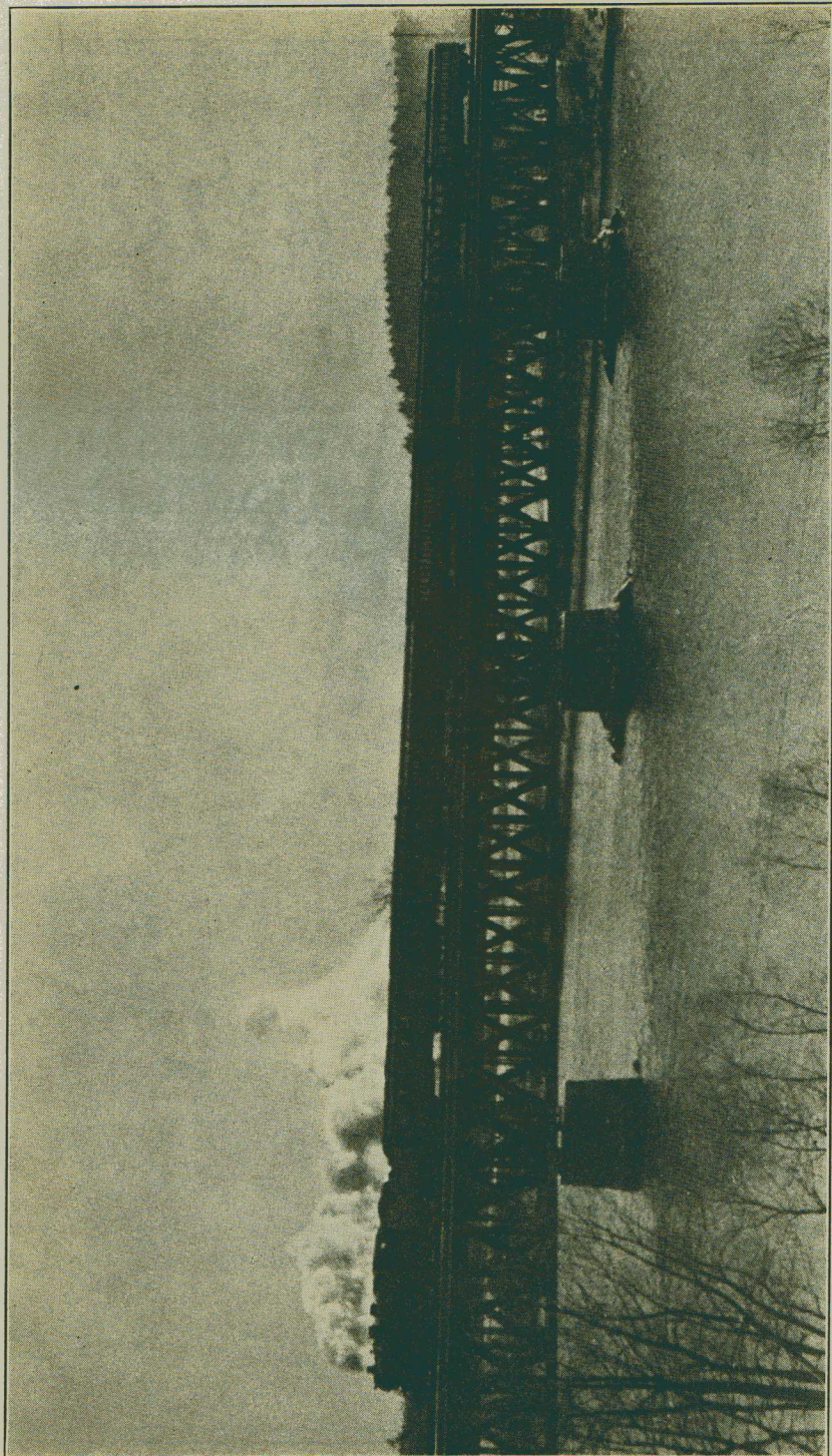




# o Be Without

e

McFarland	Portland	Health
Nally	Portland	Accident
elbock	Portland	Health
elham	Waterville	Accident
Pendexter	Rockland	Health
feffer	Portland	Accident
Proudman	Waterville	Health
ann	Bingham	Health
Rancourt	Oakland	Health
Simpson	Waterville	Health
C. Sparrow	Portland	Health
Vaillancourt	Waterville	Health
Veilleux	Waterville	Accident
aldron	Fairfield	Health
Willey	Waterville	Health
Woodbury	Portland	Health
<i>Stations</i>		
Colby	Woolwich	Health
ocker	Vanceboro	Health
esser	Baileys	Health
as	Mechanic Falls	Health
rdon	East Hebron	Health
ding	Danforth	Health
Harding	Bangor	Accident
Hooper	Auburn	Health
ngsbury	Bucksport Ctr.	Health
achance	Topsham	Health
. Longley	Oldtown	Health
Morton	Gilman	Health
Percival	Dexter	Health
. Price	Bangor	Health
owe	Waldoboro	Health
n	Bartlett	Accident
aulding	Hermon Pond	Health
. Wakefield	Eastport	Health
Wallace	Eastport	Health
Westcott	Vanceboro	Health
Wright	Waterville	Health
<i>M. C. Trainmen</i>		
. Finley	Bangor	Health
Giberson	Bingham	Health
ilmore	Belfast	Health
incoln	Brunswick	Health
lone	Bangor	Accident
Merrill	Brunswick	Health
<i>All Enginemen</i>		
Card	Portland	Health
. Carr	Sebago Lake	Health
Ingersoll	Lancaster	Health
orton	Lancaster	Health
. Patterson	Waterville YMCA	Health
mall	Portland	Health
Warren	Foxcroft	Health
<i>Terminal Transportation Department</i>		
<i>P. T. Stations</i>		
olly	Portland	Health
oy	Portland	Health
ecosta	So. Portland	Health
Driscoll	Portland	Health
J. Farrell	Portland	Health
Godfrey	Portland	Health
ain	Portland	Health
ibby	Portland	Health
roft	Portland	Health
elaugh	Portland	Health
Toole	Portland	Health
Tierney	Portland	Accident
<i>P. T. Trainmen</i>		
obson	Portland	Health
Parker	So. Portland	Health
Silver	So. Portland	Health
<i>P. T. Coal Plant</i>		
martin	Portland	Health



No. 11 "Flying Yankee" on Brunswick - Topsham Bridge

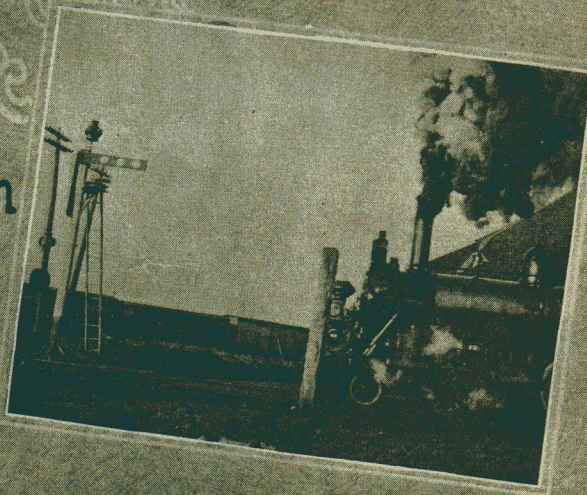


# In days of Yore



Largest Engine  
The Grand Trunk  
Had Thirty  
Years Ago

No. 64 At  
Yarmouth  
Junction  
In 1900



PHOTOS COURTESY GEORGE RAYNES  
ASSISTANT TREASURER, PORTLAND —