test is the water pressure test, which varies in accordance with the boiler's capacity. That is only the beginning. The small parts of the engine are now removed, taken to the cleaning plant, and then delivered to various operators on the machine side of the building. The wheels are taken to the wheel-lathe; the driving axles turned if needed, replaced if needed; new crank-pins are applied.

The driving boxes are examined. New ones are substituted if needed; new liners are applied; all boxes are bored. The links are taken to the operator and brought back as good as new. New shoes are applied; if out of round, they are bored. New heads, new bolts made, the hose rimmed. All parts of the engine are now removed, taken to the machine shop; James Martell of the boiler shop, and F. C. Bolton of the erecting floor.

Threading his way to other parts of the plant—and incidentally passing several of its thirty-two shifting engines—the visitor finds many very features of interest; features which there is room this month only to mention, but which will be described in later issues of the Magazine. They include the car and cabinet-shops; the mill; the paint shop and oil room; the blacksmith shop—filled, as told on another page, with the inventions of its foreman. The lumber shed, believed to be the largest in Maine, contains approximately 650,000 feet of finished wood, ready to load.

Freight Renewals

Loading of revenue freight continues in the country at large to run well ahead of that of last year and preceding years, according to reports filed by the carriers with the Car Service Division of the American Railway Association. According to these reports, the total for the week ended February 9th was 906,489 cars. This was an increase of 57,137 cars over the corresponding week in 1922. It was also an increase of 119,560 cars over the corresponding period in 1930. Due to severe weather conditions in certain parts of the country, the total for the week of February 9th was a decrease of 23,417 cars under the preceding week.

The burden placed upon the railroads of America by almost unbearable taxation—a burden which operating efficiency cannot indefinitely overcome—is clearly and forcefully shown in the following statement, issued by the Committee on Public Relations of the Eastern Roads:

The Statement

I

Railroad taxes in the last two months of 1923 amounted to over a million dollars a day. For the entire year 1924 they will probably exceed $336,399,000.

II

Railroad taxes come out of railroad revenues, and road revenues come from railroad rates. The public pays railroad rates and, therefore, railroad taxes.

III

The burden placed upon the railroads of America by almost unbearable taxation—a burden which operating efficiency cannot indefinitely overcome—is clearly and forcefully shown in the following statement, issued by the Committee on Public Relations of the Eastern Roads:


March, 1924.

Maine's Own Problem

The above applies to American railroads as a whole; but the Maine Central system, with which Maine's prosperity and growth are interwoven, has its specific problem—one calling for thoughtful consideration and creative effort toward relief. The Maine Central's excise tax in 1924 will be nearly $1,000,000, meaning that this cost must be paid for the mere privilege of giving public service within the state. In addition, there are local taxes estimated at $25,000.

Obviously, a burden such as this cannot be indefinitely sustained. Tax reduction, on a basis fair and equitable to all concerned, is now a matter of the utmost urgency. The request to the Interstate Commerce Commission to create a new territory in which Maine's railroads could compete as a national government and the justification of levying revenue for other means of transportation—motor highways, canals, etc.—which competes with the railroads.

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II

Road revenues come out of railroad revenues, and road revenues come from railroad rates.

III

The public pays railroad rates and, therefore, railroad taxes.

Industrial and Financial

Directors of the Portland Terminal Company, at their monthly meeting, Feb. 29, authorized the issuance and sale of one-year notes in the sum of $1,800,000, bearing interest at five and one-half per cent., to be used for payment of the expense incurred in the construction of the Rigby terminal. It is expected that these notes, on their maturity, will be called for by the issuance of first mortgage bonds. It had originally been intended to issue five per cent. mortgage bonds, guaranteed by the Maine Central Railroad; and the Interstate Commerce Commission was asked for authority. But it was thought better, because of market conditions to substitute the one-year notes, in the expectation of a better market on their maturity. The request to the Interstate Commerce Commission was, therefore, supplemented.

This action by the directors of the Portland Terminal Company preceded a meeting of the directors of the Maine Central Railroad Company, at which only routine business was considered.
Several figures of significant interest appear in the January statement of Maine Central Railroad operating results, made public February 27.

The increase in freight traffic over January, 1923, is 9,014, and the decrease in operating expenses due to more favorable weather conditions is $176,922. There remains a deficit for the month of $115,754 after fixed charges are paid; but this is much more gratifying showing than in January, 1923, when the deficit was $338,868.

The report, in detail, follows:

<table>
<thead>
<tr>
<th>January 1923</th>
<th>January 1924</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Revenue</td>
<td>$1,141,088</td>
<td>$1,048,074</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>344,384</td>
<td>344,389</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>124,075</td>
<td>124,086</td>
</tr>
<tr>
<td>Total Railway Operating Revenues</td>
<td>$1,608,118</td>
<td>$1,516,549</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Railway Operating Expenses</th>
<th>Net Railway Operating Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,445,681</td>
<td>1,622,805</td>
</tr>
<tr>
<td>1,027</td>
<td>1,814,196</td>
</tr>
<tr>
<td>155,734</td>
<td>336,368</td>
</tr>
<tr>
<td>89,910</td>
<td>107,060</td>
</tr>
</tbody>
</table>

GRATIFYING FIGURES

The United States Department of Agriculture, Bureau of Agricultural Economics, Market News Service of February 29th, reports the total of Maine potato shipments to February 23rd as 23,927 cars. Last season, on the same date, there had been shipped 15,200 cars. The total shipments for last season were 24,385 cars.

These figures show that the total tonnage of potato shipments to February 23rd, 1924, is nearly equal to the shipments of the entire season last year. On a basis of crop estimates for the season’s crop in Maine, we would infer that there are still some 8,000 cars yet to be shipped from Maine to the consuming markets.

This report further shows that Maine stands second among the potato growing states, in the volume of potato shipments to date.

<table>
<thead>
<tr>
<th>Percent</th>
<th>Total Tonnage of Potato Shipments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>23,927 cars</td>
</tr>
<tr>
<td>States</td>
<td>24,385 cars</td>
</tr>
</tbody>
</table>

We are gratified to learn that inasmuch as the railroad wanted men, we were not the men they wanted. That is, we were like babes in the woods. For many months we spent in traveling auditor, mechanical agent, and assistant auditor of disbursements. He, too, is married, and with Mrs. Leighton he makes his home in Portland.

Both Mr. McTaggart and Mr. Leighton are exceptionally able, widely known railroad men; and they have received the congratulations of many friends upon their well-deserved promotions.

Who Owns the Roads?

American railroads are not owned and controlled by a small group of Wall street millionaires. Statistics show quite the contrary. American railroads are publicly owned. According to the Interstate Commerce Commission there are 777,322 holders of the stock of Class I railroads. The par value of the outstanding railroad stock held by these 777,322 owners is $7,362,091,000. In other words, on a basis of 100 par value, the average holdings of each owner is less than 100 shares—63.2 shares, to be exact.

These figures take no account of the million or more railroad bondholders whose interest in the financial success of the railroads is, no less important as that of the stockholders. The owners of these stocks and bonds are scattered all over the United States.

Insurance companies and savings banks are particularly important railroad credits. But not so with my chum. He just couldn’t “tamp.”

Mr. McTaggart, who is promoted to assistant comptroller by the above order, has been 32 years with the Maine Central Railroad Co. For sixteen years he was in station service—as agent, telegrapher, and freight cashier. In March, 1908, he entered the accounting department; was traveling auditor until 1914, when he became station agent; and in 1918 he was made auditor of agencies, remaining in this position until his promotion on March 7. He is married and has one daughter, Eleanor, a graduate of Deering High School and now a student at Wheaton College.

Mr. Leighton, who succeeds Mr. McTaggart as auditor of agencies, has been twenty-five years in Maine Central service—as traveling auditor, mechanical agent, and assistant auditor of disbursements. He, too, is married, and with Mrs. Leighton he makes his home in Portland.

Net Railway Operating Income

<table>
<thead>
<tr>
<th>January 1923</th>
<th>January 1924</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,608,118</td>
<td>$1,516,549</td>
<td>$91,570</td>
</tr>
</tbody>
</table>

Net Railway Operating Income

| 1,445,681 | 1,622,805 | Dec. 176,922 |
| 1,027 | 1,814,196 | Dec. 787,319 |
| 155,734 | 336,368 | Dec. 221,114 |
| 89,910 | 107,060 | Dec. 17,150 |

And so the answer to the question at the head of this article is: “Not Wall Street, but the public!”

But I’m also sure the reader will agree with me that “there’s a reason.” It happened a few years ago, on a big railroad in New York state, but the incident still is very fresh in my mind, and I am sure that time, no matter how long, could never obliterate it. And I’m also sure the reader will agree with me that “there’s a reason.”

Well, we were both pretty tired when we got back to the bunk-house, and though not altogether pleased with our job we decided to stick it out, again assuring each other that something else would surely turn up. So the next morning, bright and early, we were on the job. But it seemed as if I didn’t get a full night’s sleep. I felt that way. And we had gone to bed at eight!

Another day with the pick for me, and with the shoveling around the track and bringing new ties to the rails. And so the “boss,” with more lamenting, put him to the bunk-house, and though not altogether pleased with the other that something else would surely turn up. So the next morning, bright and early, we were on the job. But it seemed as if I didn’t get a full night’s sleep. I felt that way. And we had gone to bed at eight!

That was as it seemed. But not so with my chum. He just couldn’t “tamp.”

The “boss,” with some more lamenting, put him to the bunk-house, and though not altogether pleased with the other that something else would surely turn up. So the next morning, bright and early, we were on the job. But it seemed as if I didn’t get a full night’s sleep. I felt that way. And we had gone to bed at eight!

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believe I’ll live more than one more day of this kind of work.

"Cheer up, partner," said he. "After a good night’s sleep you’ll be as fresh as a daisy." And added, "As for your back, I’ll fix it with some Mustard. And I have in my grip.

And so an hour later found him giving my back a rub with Mustard, so I could resume the next day, where we had been being three-fourths of an inch high. Stand twenty feet away, please, and later.

His visitor retreated down the car aisle.

"That’s far enough," said Mr. Billington. "Attention now.

A faint but distinct ticking, somewhat louder than that of a watch, drifted down the aisle. "Hear it all right, asked Mr. Billington? That shows there’s nothing the matter with your ears. It’s the regular test we give to engineers and firemen. If you could hear more than twenty feet, and still hear the acoumeter, your hearing would be superlative.

The visitor went five or six paces further; and he did hear the acoumeter. It seemed almost to whisper from the distance—faint but methodical. And yet this same visitor, when he is called to the telephone, almost invariable has the same lisp—gandy-dancing, like every other form of railroading, is an art.

Small Chance of Being An Engineer or Fireman If There is Anything the Matter With Your Eyesight or Your Hearing—Some of the Things That Applicants Must Be Able to Do.

Malcolm D. Billington, who has charge of the Maine Central instruction car, hold up a delicately adjusted little instrument and surveyed it critically.

"An acoumeter," he explained. "Want to learn if your hearing is normal? Go twenty feet away, please, and later.

Try This Yourself

On a square of white card-board, draw or paste a series of black letters three-eighths of an inch high. Stand twenty feet away and try to read these letters—first with one eye, then with the other eye, and finally with both.

If you succeed, you have cause to congratulate yourself, for you have entirely escaped from any requirement imposed by an engineer or fireman, upon whom the lives of others may depend. If you fail, however, don’t be discouraged. Your eyes may still be perfectly adequate for all ordinary purposes. There are many railroad men, in other branches of the service, who could not pass this searching test.
Interest was never more keen among the Maine Central teams. Not only have these teams held spirited contests among themselves, but they have met—and usually defeated—some of the best from outside.

Below, written for the Maine Central Magazine by those intimately in touch with the sport, are accounts of the principal games—together with notes, gossip and announcements that will be read with interest by all bowling fans.

**Maine Central League**

There were several features to the regular weekly session of the Maine Central League on Friday, Feb. 29, most notable, perhaps, being the breaking of the single string record of 124 by Ray and Hennigar, who boosted it to 129.

Hennigar previously held the record at 124, made Jan. 18th; and Miss Packard tied him by making 124 on Feb. 1st.

For Portland, May had high single, with 103 and is now high average man of the league with-95 and a fraction.

May, rolling with the Somersets, had the best 3-string total of the week among the women, with 270.

Another victory to its credit is with the Bean’s Lunch team, one of the most expert in Portland.

**Maine Central vs. Bean’s Lunch**

In the Recreation Rooms, on the evening of Washington’s Birthday, the Maine Central team defeated the strong Bean’s Lunch team by a margin of 47 pins. Bean’s Lunch, admittedly, has one of the best teams in the city, outside of the City League teams, and the Maine Centrals feel they did a pretty good job when they defeated it.

For the Maine Centrals, Pearson scored highest single, 117, while May had high 3-string total with 291. For Bean’s Lunch Griffin had high single, 107, and also high 3-string total, 294.

Following are the scores:

<table>
<thead>
<tr>
<th>TEAM</th>
<th>Goud</th>
<th>Pearson</th>
<th>Hennigar</th>
<th>May</th>
<th>Smart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland</td>
<td>103</td>
<td>93</td>
<td>90</td>
<td>95</td>
<td>85</td>
</tr>
<tr>
<td>Lewiston</td>
<td>98</td>
<td>87</td>
<td>91</td>
<td>88</td>
<td>85</td>
</tr>
<tr>
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<td>85</td>
</tr>
</tbody>
</table>

The Maine Central General Office team, pictured above, has had great success this winter.

It met the Waterville Y. M. C. A. team, defeating it in two games—by 61 pins at Waterville and 237 pins at Portland. It also took two games from the Maine Central team of Lewiston, as told in this edition—by 59 pins at Lewiston, and by 124 pins in the return Portland game. Another victory to its credit is with the Bean’s Lunch team, one of the most expert in Portland.

<table>
<thead>
<tr>
<th>TEAM</th>
<th>Goud</th>
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<th>Hennigar</th>
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<td>98</td>
<td>87</td>
<td>91</td>
<td>88</td>
<td>85</td>
</tr>
</tbody>
</table>

The Maine Central Team of Lewiston was defeated at Portland, by the Maine Centrals of Portland, at the Recreation Alleys, by a grand total of 121 pins, the Portland team winning all three strings and the total; the Portland team had a grand total of 1600, while Lewiston had a total of 1390. For Portland, May had high single of 118, while Hennigar had the high 3-string total of 315. For Lewiston, Langley had high single of 111 and he also had high 3-string total of 290.

Following are the scores:

<table>
<thead>
<tr>
<th>TEAM</th>
<th>Goud</th>
<th>Pearson</th>
<th>Hennigar</th>
<th>May</th>
<th>Smart</th>
</tr>
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<tbody>
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</tr>
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<td>87</td>
<td>91</td>
<td>88</td>
<td>85</td>
</tr>
</tbody>
</table>
### M. C. Girls vs. P. M. & B. Girls

Until Feb. 2, the Porteous, Mitchell and Braun girls were considered as having the best girls' team in Portland; but on this date, they met the Maine Central Girls' team in a match at the Recreation Alleys, with the result that the P. M. & B. girls met their Waterloo. The Maine Central girls defeated them by a total of 19 pins, winning every string. Since then the Maine Central Girls have several times offered the P. M. & B. Girls a return match, but up to the time this is written, the offer has not been accepted.

In this match the Maine Central Girls all bowled a fine game as the scores below will show. Miss Marshall had the high single of 90 and the high 3-string total of 254. The high single and high 3-string total are not considered surprising, as quite frequently these girls put up single strings of 100 and over, and quite often some of them go above 270 for three string totals. Following is the score, in detail:

<table>
<thead>
<tr>
<th>Score</th>
<th>Miss Marshall</th>
<th>Miss Sleeper</th>
<th>Miss Macomber</th>
<th>Miss Currier</th>
<th>Miss Packard</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st string</td>
<td>100</td>
<td>81</td>
<td>85</td>
<td>87</td>
<td>92</td>
</tr>
<tr>
<td>2nd string</td>
<td>81</td>
<td>89</td>
<td>76</td>
<td>89</td>
<td>80</td>
</tr>
<tr>
<td>3rd string</td>
<td>75</td>
<td>74</td>
<td>76</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Total</td>
<td>256</td>
<td>256</td>
<td>256</td>
<td>256</td>
<td>256</td>
</tr>
</tbody>
</table>

The Maine Central Girls had a grand total of 1280, and would like to be represented by a strong team, to be able to play themselves; they can show their interest in many ways—and the first of them is by being at the meeting.

### Meeting Called For

#### Baseball

**Baseball**

**Definite Plans Will Be Considered**

This will be good news to hundreds of fans—for there wasn't very much last summer, so far as the Maine Central general offices were concerned.

Now there is a revival of interest, and from all indications there will be a stronger and better-backed team this summer than ever before. The meeting will be held at 8 o'clock on the evening of Monday, March 24, in room 344, general office building; and all interested are invited to attend. It isn't necessary, for those who like baseball, and would like to represent a strong team, to be able to play themselves; they can show their interest in many ways—and the first of them is by being at the meeting.

### The Second Game

<table>
<thead>
<tr>
<th>Score</th>
<th>Miss Marshall</th>
<th>Miss Sleeper</th>
<th>Miss Macomber</th>
<th>Miss Currier</th>
<th>Miss Packard</th>
</tr>
</thead>
<tbody>
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<td>75</td>
<td>74</td>
<td>76</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Total</td>
<td>256</td>
<td>256</td>
<td>256</td>
<td>256</td>
<td>256</td>
</tr>
</tbody>
</table>

**THE SECOND GAME**

#### Thompson's Point

<table>
<thead>
<tr>
<th>Score</th>
<th>Lamont</th>
<th>Caswell</th>
<th>Haskell</th>
<th>Penney</th>
<th>Lowe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st string</td>
<td>96</td>
<td>92</td>
<td>86</td>
<td>82</td>
<td>75</td>
</tr>
<tr>
<td>2nd string</td>
<td>86</td>
<td>94</td>
<td>80</td>
<td>77</td>
<td>88</td>
</tr>
<tr>
<td>3rd string</td>
<td>76</td>
<td>82</td>
<td>67</td>
<td>72</td>
<td>78</td>
</tr>
<tr>
<td>Total</td>
<td>258</td>
<td>272</td>
<td>233</td>
<td>231</td>
<td>245</td>
</tr>
</tbody>
</table>

**THE SECOND GAME**

#### Waterville May. C. A.

<table>
<thead>
<tr>
<th>Score</th>
<th>Beam</th>
<th>Caswell</th>
<th>Haskell</th>
<th>Penney</th>
<th>Lowe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st string</td>
<td>104</td>
<td>102</td>
<td>86</td>
<td>82</td>
<td>75</td>
</tr>
<tr>
<td>2nd string</td>
<td>105</td>
<td>92</td>
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<td>103</td>
<td>92</td>
<td>78</td>
<td>72</td>
<td>78</td>
</tr>
<tr>
<td>Total</td>
<td>312</td>
<td>288</td>
<td>246</td>
<td>231</td>
<td>245</td>
</tr>
</tbody>
</table>

### M. C. Second vs. Engineers and Firemen

In an unusually close game, played on the Pinelake Alleys, March 8, the Maine Central Second team defeated the Maine Central Firemen and Engineers by twelve pins on the total pin-fall.

### Meeting Called For

**March 24, When**

**Baseball**

**Have Strong Team; There Is Much Talent**

Meeting called for March 24, when the baseball season will open. Baseball again! This will be good news to hundreds of fans—for there wasn't very much last summer, so far as the Maine Central general offices were concerned.

Now there is a revival of interest, and from all indications there will be a stronger and better-backed team this summer than ever before. The meeting will be held at 8 o'clock on the evening of Monday, March 24, in room 344, general office building; and all interested are invited to attend. It isn't necessary, for those who like baseball, and would like to represent a strong team, to be able to play themselves; they can show their interest in many ways—and the first of them is by being at the meeting.

There's plenty of baseball talent in the general offices; all it needs is a bit of encouragement and backing. There are some veterans of other seasons, when the general office team was "going strong;" there are others who once played on high school or college teams; and there are still others who have had little practical training but could be developed into good men. Among those being talked about, and some of whom are likely to be on the diamond when the first ball is thrown, are LeRoy D. Hiles of the freight department, a good ball player; John采购的下文内容。
Several members of the Maine Central family—of which there are seven employees of the Maine Central Railroad—have sent to the magazine a number of practical problems and puzzles. They relate to the system. How many of them can you answer? Don’t be afraid to send in your solutions!

Jim Malone’s Problem

When Jim Malone, the veteran Eastern Division conductor, was running a construction train on the Bucksport branch, he was caught one day at Orrington to meet a passenger train. At this point there was a spur track, holding four cars, with the ends of the rails at the edge of a highway and a tie chained across the track as a buffer. He had six cars, two more than the track would hold, and the train he was to meet consisted of two passenger cars and five or six freight cars.

Here was a pretty little problem confronting him. How could these two trains meet with no accommodation except a spur track holding four cars? “By ginger,” said Jim, “I knew I had to do something, and do it quick. So I took up the stop-block at the end of the track, backed my train in, and shoved two cars over the ends of the siding holds an engine and four cars, and each train consists of seven cars. How can they be handled so that each can proceed intact?

Most of the old-time railroaders can solve this problem easily and quickly. Work it out and send to the editor your solution, showing the quickest and best method of operation to accomplish the purpose with the fewest number of movements. If necessary, enclose a diagram to explain your meaning.

—

Guess These Names?

An Eastern Division conductor, lifting tickets, happened to punch out one letter in each ticket, and observed that in doing so he had cut the letters which spelled his name. Here are the tickets. Who was the conductor?

Bangor to Ellsworth
Bangor to Holden
Bangor to Hancock
Bangor to Waukeag

Concealed in the following sentences are the names of seven employees of the Maine Central Railroad:

(Continued on Page 31)
A Page of Anecdotes—All by Members of the Maine Central Family

Here are anecdotes and humor, every line by members of the Maine Central Family.

Some Fish!

"Dear ed," writes the author of the following, "I'm risking considerable telling this, because he'll know just who I am. I'm not looking for a name. I'll take a chance, and here we are:

There is a certain genial and popular engineer sometimes seen in the vicinity of B. . . . who possesses some outstanding characteristics in addition to the aforesaid-geniality.

He likes fish.

But sometimes he淅 a sense of humor) exaggeriates about the size of those he has caught.

Woodland is said to be good.

They are all live ones at Enfield. Not a has-Been in the bunch.

Passenger (who has mistaken Roscoe for Albert)

"Is this Munden?"

Roscoe: "No sir, this is Wednesday."

(Continued from Page 6)

Relief Association

(Continued from Page 6)

dollars to members or their beneficiaries—figures that speak most eloquently for themselves.

All male employees under forty-one are eligible, and there is a membership of over 1600. This is gratifying and significant, but it is hoped to get more.

As a railroad organization we have a working goal, you know—2000 members and a reserve fund of $100,000. Since this is not one of those organizations offering real protection at the most reasonable of costs.

The membership fee is $1 and the monthly dues $2. This is just the member's payroll the first week in the month following acceptance of his application—after which, of course, dues alone are deducted.

When a member leaves Maine Central employ he is no longer entitled to sick benefits—but does retain his life insurance and benefits for permanent disability, provided his remittance is made each month. The Association, by the way, pays for medical examination.

Don't you think that what millions in benefits have done for aged parents, widows and little children," said one of those interested to a Maine Central Magazine reporter. "Is there a big corporation anywhere whose employees have among them a more worthy organization?"

At the annual meeting, held Feb. 25 in the union station, Portland, the old board of officers was re-elected and various reports—the more important of which are herein briefly summarized—were given.

Inventive Genius

(Continued from Page 7)

"the gun-carriages," because it is portable and can be taken to any part of the grounds. This makes any kind of square bends—such as couplers' straps, etc. In fact, making it possible for the ends of handles to be heated and bent as flat as they can be taken out. General Craven, in the other end, has two men who have been known to make sixty handles in fifty minutes—which is really worth noting.

Still another of the MacDonald machines—is in the spring house, apart from the shop—stripes bands from old springs without the aid of a sledge-hammer. And then there is his special piece on the crane, whereby the helper stands at the base of the crane and can see whether or not the iron is level on the hammerer. Before this was invented, he had to stand, chain block in hand, to raise or lower the iron—at all times exposed to the merciless heat of the forge, and naturally pulling it off the din.

Mr. MacDonald has been ten years in the blacksmith shop. He has cut four fives, thus saving the services of eight men, through his labors, leaving machines which man could never do more work for outside—and, in the case of the crane device, greatly lightening the labor of men. He has never asked any money for his inventions, as has been said; but he has gotten from them a whole lot of satisfaction.

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Income Tax Returns

(Continued from Page 14)

In order to secure information required by the government, each employee is required to fill out a blank showing his address, occupation and whether he is married or single. These blanks are forwarded to the heads of departments. Then they are sorted in payroll order and forwarded to the office of auditor of payroll, where information is typed on report blanks furnished by the government.

As these returns are required from all employees earning $1000 or over, employees who have left and those in the service should furnish the above information to their foremen, so that it may be done as quickly as possible, so as not to delay the compilation of returns.

M.C. Second vs. Engineers

(Continued from Page 28)

They are all live ones at Enfield. Not a has-Been in the bunch.

Cook there.

"There's a long day on the Bangor spare board."

(Continued from Page 26)

I'm getting too old and stiff," so the affair

We are informed that a big mastiff is kept to guard the place.

We must urge on everyone the fullest co-operation.

I am glad SHE PARDoned my mistake.

The Eastern Division has at least one Goode conductor.

The boys behave when at Ellsworth, otherwise they get a Wiggin.

The boys behave when at Ellsworth, otherwise they get a Wiggin.
SUMMER R. R. CAP

Made of the very best dark Blue Denim with genuine Black Elk leather visor and band. Long visor especially for Engineers and Firemen.

Gives better protection than a cloth cap, will not blow off, and will last for years.

We want you to see this cap.

Order one and return it after ten days, if you are not more than satisfied.

Weight 3½ ounces. Send for free sample of leather and Denim.

Manufactured and Sold by

L. L. BEAN

Freeport, Maine

$1.25
Post Paid

"Mr. Callan has a contract with the Maine Central to unload all its coal supply at Bangor and his highest ambition, next to giving the company good service, is to go a-fishing. He and 'Jake Heath,' chief clerk in the Bangor freight office, recently returned from a week's trip at Tunk Pond. Their reports were wonderful. They claimed to have caught thirty-eight beauties, trout, togue and salmon. But many of their friends are the least bit skeptical, as they saw not the slightest trace of a single fish."

W. L. BLAKE & CO.

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