On Adequate and Dependable Transportation

Depends the prosperity of manufacturers and farmers in the State of Maine.

The Maine Central Railroad with 1471 miles of track in Maine, penetrating every county except York, forms the connecting link between Maine and the ever-increasing markets of New England and the West and enables Maine shippers to compete successfully with other sections of the country through its well defined policy of developing the State by maintaining high-grade, all-year-round service and favorable freight rates.

A complete system of merchandise cars is operated daily from Bangor, Waterville, Augusta, Gardiner, Brunswick, Bath, Rockland, Lewiston, Auburn and other points to Portland and Boston, providing prompt and expeditious handling of shipments without transfer en route.

The Maine Central has over $1,500,000.00 invested in specialized equipment, such as heater and dairy cars for the proper and safe handling of dairy products, potatoes and other vegetables. Warm car service for handling less carload shipments perishable freight is operated weekly from Portland during the winter season to all principal points in Maine.

A special milk train is operated daily from Bangor to Portland and Boston with open pick-up car, iced in summer and heated in winter, stopping at practically all stations en route. Milk and cream leaving Bangor 3:30 p.m. arrives Boston in ample season to be served on the breakfast table the following morning.

Among the many State of Maine products transported over the Maine Central lines during the calendar year 1922 were:

- 60,804 Cars Lumber and Forest Products
- 35,777 Cars Potatoes, Apples and other Vegetables
- 25,923 Cars Paper and Paper Bags
- 4,106 Cars Milk and Cream

THE MAINE CENTRAL SERVES MAINE EFFICIENTLY AND WELL

GEORGE H. EATON,
Freight Traffic Manager,
PORTLAND, MAINE.
Maintaining the Fastest Railroad Schedule with Consolidation Coal

55½ miles in 55 minutes!
This is the schedule maintained by the Philadelphia and Reading Railroad between Camden, N. J., and Atlantic City, regularly, day in and day out, month after month. It is the fastest train schedule in the United States.

To make this run on schedule day after day, the Philadelphia and Reading depends on Consolidation Clean Coal.

From its 95 bituminous mines in districts in 5 great coal producing states, the Consolidation Coal Company supplies clean coal of maximum fuel value to scores of companies which make American industry great.

The Consolidation Coal Company
Incorporated
MUNSON BUILDING, NEW YORK CITY

The New Rigby Terminal
An Impressive Engineering and Construction Feat, Which Will Mean Millions to the State of Maine—Some Description of Maze of Buildings and Tracks.

Before Rigby was built, Portland was the terminal and starting point for all freights over the Maine Central and the Boston and Maine. There was a system of small yards, numbered one to ten—not one of them large enough for the volume of traffic. And congestion, as this traffic grew, became increasingly serious. Divided between these tiny yards—split into fragments, when they should have been centralized—really efficient freight movements became almost impossible.

For years, to relieve congestion a little, the yard at Deering Junction was utilized as an auxiliary. Here was handled the business that went south and west—to Rhode Island, Connecticut and Harlem River, through the Ayer (Mass.) gateway. There were, too, a few tracks at Rigby available for east-bound freights. But the great burden of freight traffic flowing in and out of Maine rested squarely upon Portland terminal; and this situation was complicated by the “waterfront business,” which is larger and more important than the average person knows. Coal for many private industries; sulphur, lumber, China clay—used to put the gloss on paper in the big paper mills; and many other imports make up the “waterboard freight,” most of which is shipped east.

Hence the need of Rigby Terminal. Hence the impressive undertaking by the Portland
Terminal Company—an undertaking that will bring the motorist to the welfare and development of Maine. The work, which ordinarily would have required years, was driven through in seven months—as brilliant a construction and engineering feat as ever was accomplished in New England.

The purpose of the grading was to bring through in seven months—as brilliant a construction and engineering feat as ever was accomplished in New England.

Simple to concentrate, under efficient modern conditions, the receiving and despatching of all freight and the handling of all power. It means that every freight run from Portland terminal for any point on the Boston and Maine system or beyond—every freight on the Portland and Mountain divisions of the Maine Central, now makes Rigby its starting place, even though some pick up full trains at Portland terminal for points east. Thus the congestion of long years in the Portland yards has been relieved, and the result in increased efficiency already is—well, beyond computation.

To give a brief description of this terminal, with its maze of buildings, tracks and signals—all illuminated at night by a half hundred flood lights that bring out each detail as clearly as in some scene upon a stage—is not easy. First in impressiveness, perhaps, is the giant roundhouse of brick, steel and cement, which will hold 42 locomotives and has tracks just outside for fourteen more. Here, surely, is the last word in constructive skill. There even is an arrangement for washing the boilers of locomotives without cooling them—the boiler being filled with water heated almost to the boiling point. There are two 75,000 gallon tanks, water flowing from them to the engines through two large standpipes—which serve, also, three outside tracks running from the turntable to the freight yard.

This turntable is a marvelous bit of mechanism—ninety-five feet long and equipped with electric power and compressed air tractor: the one available should the other fail. In the event of both failing—practically an impossibility—it can easily be turned by hand, notwithstanding its dead weight of seventy-five tons.

Engines arriving at the terminal are delivered on what are called the engine house receiving tracks. They go first to the coal shed, where they take a full supply of coal and sand; then to the ash pits, where their fires are cleaned. Here are facilities for the handling of four engines at one time—the cinders and clinkers being taken from the firebox and dropped into an underground conveyor, later raised by compressed air and dumped into a car for further handling.

Then the engines receive an inspection; and the next stage of their journey is the washroom. Following the cleaning, they are delivered to the engine house, if needed; and, then, and not until then, they are ready for their "stalls." And all this is done to every engine at the end of every trip.

Another feature is the coal shed—modern and of heavy construction. Coal is dumped from the cars into pits beneath the tracks; conveyors, electrically driven, take it to the upper part of the shed. From there it drops into bins; from the bins into one ton buckets; from the buckets to the tender of the engine; and in this way count is kept of the number of tons delivered to each. Adjacent to the shed, which has a storage capacity of 20,000 tons, are storage facilities for 22,000 more.

There are headquarters for the general yard master, his assistants, and for the master mechanic, roundhouse foreman and assistants. There is a branch of the Portland Freight Office, a clerks' office, who call the yarders and give other attention to through freight; and there is a telegraph office, always open, with five telegraphers in attendance. Here are handi

Continued on Page 16

Reckless Autoists, Whose Pastime Is To "Beat The Train," The Dread of Every Engineer—Some Vivid, True Stories—A Campaign of Education and Its Results.

There are 1700 grade crossings on the various lines of the Maine Central Railroad. Statistics show that nine persons were killed and six injured at these crossings June 1 and October 1, 1922, and seven killed and ten injured in the corresponding period of 1923. This is not startling in comparison with accidents in other parts of the country—and in view, also, of the fact that travel in the months named is at flood-tide. But it does emphasize the constant need of caution, especially by drivers of automobiles. The autoist who, heedless not only of his own safety but of the safety of others, deliberately attempts to reach the crossing before the train, has long been the dread of every engineer.

Mr. Matthew Dunn, who had charge of the educational campaign conducted by the Maine Central in co-operation with the Safety Section, American Railroad Association, describes interestingly the dangers of reckless driving and safest rules to follow. The campaign included the distribution of eight thousand posters, tens of thousands of pamphlets, and the showing of safety slides in every moving picture theatre along the Maine Central lines.

"Manslaughter," to be exact—opened with a race between a train and a young high-powered motor car. It was one of the most vivid scenes ever shown upon the screen. Minute after minute the girl, eyes bright with excitement, kept ahead of the train—a last express. The indicator crawled from thirty miles to forty, to fifty, to one hundred miles.

Then, suddenly, the steel rails and the ribbon of white was gone. The automobile swerved upon a crossing. One now the quick flash of fear in the face of the girl—for desperate effort to slow the speed of the car. A moment later it had crashed through the gates and cleared the tracks, just as the express thundered past.

Night after night the audiences were almost startled as though they had been looking upon a scene in real life. And when the tragedy was avered, and it was found that the girl wasn't as far away as 200 feet when the firebox and clinkers, a long-drawn sigh of relief swept through the auditorium.

"Oh, well, why get excited?" many then said. "It's only a moving picture, after all."

But similar scenes are being enacted in Maine every week in the year that automobiles can run—and, it is almost to be feared, they do occur. For there is not only thevacious motorist, not only the indifferent motorist—there is the young autoist who looks deliberately placed with death for no other purpose than to get a thrill or two in doing it. Trying to "beat out the train," most stupid and most selfish of all pastimes, has been tried, in the name of speed, for years. Usually—nine times out of ten, perhaps—the motorist succeeds. The tenth time the train beats him.

Mr. Dunn, transportation inspector and train rules examiner of the Maine Central Railroad—who, as head of the safety department for several years, made grade crossings a careful study—was asked how many of the accidents at these crossings are avoidable.

"Probably 95 per cent," he answered. "It needs only a little care by these reckless motorists—only a little respect for the rights and lives of others, if they have not sufficient respect for their own."

"In the first place, engineers on the Maine Central, as on all American roads, are given careful instructions. They are required to whistle a certain number of feet from each crossing, to be on the alert for approaching vehicles, and so on. And I believe these instructions are followed almost to the letter—for a fatal accident, effecting his standing and perhaps his job, is a very serious matter for any engineer."

"So a great part of the blame DOES rest upon the autoists; and I am not speaking as a railroad official—I'm saying it because it's true. In Maine, as elsewhere, there are many places where the red runs for a mile or a half mile parallel to the tracks; and time and again some group of young people, perhaps out for a "joy ride," spy a train and try to reach the crossing ahead of it. Why? Just for the excitement of the thing—to get a thrill out of life. It is done by older people—so much older people should be a good deal wiser, but unused to the perils of the road."

"It isn't courage, this racing with a train," said Mr. Dunn, seriously. "It is just reckless selfishness and stupidity. It wouldn't be so bad if they risked only their own lives and the lives of others with them; but the safety of the train itself, in some degree, is endangered. There is a chance of it being derailed. Nothing
of the kind ever occurred in Maine; but I read of an accident out west in which a train was thrown from the tracks and several of the passengers killed. As for the incident out west in which a train was thrown from the tracks, it is the only one of its kind ever occurred in Maine; but I read of an accident where...
Maintenance of the railroad network through Maine and other states. For

Thus, the thirty-fourth railroad magazine published monthly in the United States, and the only one in New England.

"Maine Central morale!" One hears that

Elsewhere in this issue, Mr. George Flibow, secretary of the Railroad Employees' Magazine Association, tells for what the association stands and of the mutual benefit that flow from

assumptions that each copy is seen by five persons

In several Maine cities, within the next few weeks, the spirit of winter will be glorified in carnivals of snow and ice. They will attract many from

Deep sympathy has been extended Chauncey M.

The little boy, with some companions, was walking near his home on Ocean Avenue. A line of automobiles

Published Each Month by the Maine Central Railroad Company, and devoted to the interests of the company and its employees.

Communications by members of the Maine Central family, and by all others interested, will be gladly received. They may be addressed to magazine headquarters, Room 244, 222-242 St. John street, Portland.

Advertising rates made known upon application.

JANUARY, 1924

Our First Issue

With this issue, the Maine Central Railroad Magazine is introduced to all employees of the Maine Central Railroad Company, to its stockholders and to many of the public it serves—a group of eight thousand readers, which will, it is believed, grow to a much larger number as the months pass. It will be the thirty-fourth railroad magazine published monthly in the United States, and the only one in New England.

"Maine Central morale!" One hears that often; and it is more than an expression phrase—it is a definite, established fact. For, throughout the far-flung system, there is a morale—a spirit of mutual interest—worthy of honest pride. It is known and admired wherever railroad men gather. It is appreciated and understood by those who travel or ship goods by rail, and by those who travel by rail.

The Maine Central family is widely scattered. It is sensed by the army of summer travelers; and understood by those who travel or ship goods by rail.

Our columns are open gladly—eagerly, if you please—for communications with suggestions from all employees. It is the magazine of the Maine Central family; and the way to its success is expressed in one vital word—co-operation.

In several Maine cities, within the next few weeks, the spirit of winter will be glorified in carnivals of snow and ice. They will attract many from far and near; for the railroad is the road of kings. Maine is coming into its own as a winter, no less than a summer, resort.

Frank M. Libby, of the Maine Central Railroad Company's legal department, is a candidate for the school board in Portland's first election, recently, under its new non-partisan charter; and, although he didn't quite win, his popularity was shown by a fine vote.

There were seven positions on the board, and Mr. Libby stood eighth—in a field of thirteen candidates. His vote was 9,075. The election was perhaps the most bitterly contested in Portland's political history.

This was not Mr. Libby's first political experience. He was a member of the city council in 1915-1916, in the days when non-partisan charters were unknown. Therefore, he participated in a deadlock still vividly recalled. There were 18 Republicans and 18 Democrats in the 1915 council; and, when they met to ballot for municipal officers, the session lasted from 7:30 in the evening until two the next morning. Nobody thought of eating, and nobody dared leave. It is a matter of record that some of the Republicans weakened and the Democrats finally won.

Frank A. Walsh, who came to the Maine Central Railroad Company in May for work in special investigations under the supervision of President Morris McDonald, was recently appointed assistant comptroller, his office being in the St. John Street building. This move gives Complete Accounting, Albert J. Haynes two important positions, and was taken to intensify the supervision in the accounting department.

Mr. Walsh has had long and practical experience. He began with the Waldo Railroad Company in St. Louis, remaining there until 1907, when he went to the Lorain, Ashtabula and Southern Railroad Company in the capacity of secretary, treasurer and auditor—his headquarters being in Lorain, Ohio. In 1916 he went to the Pennsylvania Railroad Company in Pittsburgh as secretary, and was there until 1918, when he died his bit for Uncle Sam as field examiner of accounts with headquarters in Washington. Leaving general accounting, he was employed by A. B. Hammond, of New York, public accountant, his special work being the investigation of railroad properties.

Mr. Walsh has been joined by his wife, whose home was in St. Louis, and by his two children, who are in Portland.

The Maine Central Railroad family

Personal Paragraphs, Long and Short, Picked Up On the Three Divisions—Some Reminiscences and Anecdotes—An Electrical Wizard and a Story of Old Railroad Days

Ten Dollar Prize

The Maine Central Railroad Magazine will give a prize of $10 for the most striking or unique picture submitted in time for publication in the February issue. The only stipulations are that it be sent by an employee of the Maine Central Railroad Company, and relate to some part of the Maine Central system.

Here's an opportunity to learn something easily, a bit of spending money! The offer is open to employees in all departments of the company. Send in the picture—which will be returned in good condition—to the Maine Central Railroad Magazine, 222-242 St. John Street, Portland.

Only one picture can win the prize; but there should be several well worth publishing.

Carl H. Robbins and Gordon Berry, of the electrical department connected with the shops at Waterville, and Joseph Clark, a Waterville attorney, are keen followers of a sport very little known in Maine—coon hunting.

"Coons are the coldest scented of all animals," said Mr. Robbins. "No ordinary dog could trail one. Most coon hunters lack a sense of the keenest sort. Coon hunting is the sport of kings.

The three usually hunt on Saturday nights. They go two or three miles from the city and turn their dogs loose. Then it is largely a question of patience and waiting.

"Some are the oddest scented of all animals," said Mr. Robbins. "No ordinary dog could trail one. Most coon hunters come from the South, where we get our
own. We keep them in a Waterville stable, along with several at Hermon Center. They know of a man in Canaan who has been a hunter for many years. He used to go hunting a lot more often, but now his health has improved and he can go hunting again.

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**Eastern Division**

T. W. Cummings, for many years clerk and operator at Orono, has been appointed agent at East Machias. The Maine Central has decided to make him the new agent in that town. He has a good reputation for being an efficient operator and has been with the company for many years. He is a popular member of the Waterville community and is well liked by his associates, who regret his untimely passing.

J. A. Laverdiere, agent at Eastport, is now the agent at East Machias. He has been with the company for several years and has a good reputation for being a hardworking and efficient agent.

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**Marriage**

Mr. and Mrs. R. E. Greene were married on November 26, to Lawrence H. Greene of Portland. The couple will be spending their honeymoon at 61 Falmouth Street. Mr. Greene is a well-known architect in Portland and Mrs. Greene is a homemaker. They will make their home at 61 Falmouth Street.

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**Mountains Division**

Conductor George E. Thompson and family of Bartlett, N. H., are making their home in Portland for the winter. Mr. and Mrs. C. E. Craige spent Christmas in Portland with their daughter and son-in-law, Mr. and Mrs. F. G. Runey.

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**Deaths**

Charles W. Smith, a long-time resident of Bartlett, died recently at his home on North Pleasant Street in that town. He was a well-known architect and was widely known throughout the state for his buildings.

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**Weddings**

GREENE-Moses

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**Richmond**

RICHARD-RICE

A quiet home wedding took place recently at the home of the bride's parents, Mr. and Mrs. E. L. Rice. The couple has a son, Mr. and Mrs. E. L. Rice, and a daughter, Miss Helen Moses, who is a stenographer in the Maine Central general office building.

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of circumstance. It is the ebbing blood of loyalty to ourselves and to the organisation of which we are component parts. An exhibition of the essential spark which God implanted in our souls, holding us together in a bond of mutual help and kinship of like vocation.
No organisation can be successful without it.

The Great War, which exemplified corps spirit in its highest state, apparently obliterated this same spirit in some quarters, while at the best it was wofully weakened and replaced by "I" and "Me." Subordinated to the individual.

There are three attributes which are integral parts of Corps Spirit, and without a willingness to develop which no individual can be an integral part of the whole corps.

Character and individualism are given each member the courage, the right to look the corps in the eye, and feel that, in service and in sacrifice, you are co-partners. It is also the pride that prompts a kindly suggestion to the camp followers to do their part.

Example is most potent in sacrifice. If the camp follows surrender under fire, it does not follow that the quality of the service rendered. When service can accomplish.

"I will give my trusty and faithful sword unto the captain of this army," no member of the corps has a right to allow the reverse of the contract, i.e., "For the service I render," no member of the corps has a right to allow personal grievances to interfere with or detract from the quality of the service rendered. When service begins, personalities should end. The quality of the service is the power of the machine. It should be remembered that lagging, or wasting time, retards the advance of the whole corps.

Sacrifice—Any accomplishment of any worth whatever denotes some sacrifice. As it relates to the corps it does not necessarily presuppose hardship. It means the acceptance gladly, or cheerfully, of the extra pressure, the longer day's march to camp. Here we have the reverse of the attitude, i.e., "For the service I render, you shall compensate."

Example: A soldier passes a camp follower who has volunteered to help roll the drums. The soldier says, "Tread on my foot if I must, but don't step on my drum."

The law of the railroad is that a man is not a railroader until he is assigned to the engine department.

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Continued from Page 6

Telegram for the transportation and mechanical departments. The stockyards will accommodate ten carloads—three yards, entirely enclosed, being for horses; the others, enclosed on three sides and about half the top, for cattle, sheep and hogs. The "icing plant," from which come ice and salt for the proper cooling of the cars, is worth a story in itself. At night, as has been said, a half hundred flood lights—of 500 watts each—brighten the expanse of tracks and buildings.

The capacity is approximately 1775 cars, and there are 28 miles of new trackage.

Here are two paragraphs of impressive figures: Six hundred employees of the Portland Terminal Company work in and out of Rigby every day. From 500 to 600 conductors, brakemen, engineers and firemen of the various contributing lines are there in the course of each day, also—except on Sundays, when the number of trains is usually much reduced.

The daily number of freight trains arriving and departing, over all divisions, is between sixty and ninety, the number of cars varying from 2,000 to 3,400. And Rigby cares for the engines of seventy-seven passenger trains in and out of Union Station.

Already the effect at Portland terminal has been noticeable. It seems quiet there, in comparison with a few weeks ago—but conditions are wonderfully improved, and almost complete use of the old facilities for regular industrial and water-borne freight has been restored.

An unusual episode occurred at the state-wide meeting of Boys’ and Girls’ Clubs of Maine, held recently in the chapel of the University of Maine, Orono.

A delegate rose in the center of the hall and proposed "three cheers for the Maine Central Railroad." They were given with the spirited enthusiasm of youth, and in sufficient volume to be heard on the campus.

Ninety-eight boys and girls were present, representing every county but Waldo. It isn’t often that a railroad is cheered by a gathering of young people, and this episode was sufficiently out of the ordinary to attract attention.

An Insurance Plan

At the last monthly meeting of the Association of Shop Craft Employees, Waterville District, a new idea—the formation of an insurance organization, was discussed at length.

The plan is for an organization of one hundred members, each of whom, at the start, would be assessed $1.05. The additional amount collected would be given to his beneficiaries; a member would be admitted to fill his place, and there would be another $1.05 assessment. Thus, it is believed, both treasury and total membership can be increased.

A final vote upon this plan will be taken later.

Giant Roundhouse of Brick, Concrete and Steel, Capable of Accommodating Forty-Two Locomotives