Engine 623 in the Rigby Yard

The following technical description of equipment and the make-up of trains—of interest to railroad men—has been written for the Maine Central Magazine by one who intimately knows the Rigby terminal:

**Righty Freight Terminal** is divided into sections—the westbound yard, where all freight trains from the Portland and Mountain Divisions of the M. C., start; the east end of the yard, where freight trains from the Portland Division of the Boston & Maine are received and trains for that district go to the Portland Divisions of the B & M and Mountain Division of the M. C. start; the eastbound yard, where freight trains from the Portland Division of the Boston & Maine are received and trains for the Portland Division of the Maine Central start.

The yard repair tracks are operated day and night, and each repair made to freight equipment as can be handled where the work is of a character not requiring heavy shop repairs. This work is as well as be very helpful to prompt handling of freight.

Trains arriving from the different routes have usually a miscellaneous lot of freight consigned to various points. These cars are sorted or classified into groups of solid trains for certain destinations. Trains with freight for points between Bangor and Van Buren, including Washington County, Bar Harbor, Rockport, together with freight properly grouped for points in Aroostook County, go via Northern Maine Junction.

There are trains for Waterville, including cars for Boston & Alamo Railroad. Trains for Lowell, including freight for points in Massachusetts; for Northampton, Connecticut, Haverhill and South Hadley. Trains for Woonsocket, including freight for points in Rhode Island and Massachusetts, New Hampshire, and southern Maine. Trains for Portland, including freight for points in the southern part of Maine. Trains for other points in the east are classified into groups for the several districts. There are also a miscellaneous lot of freight consigned to various points along the line.

The Maine Central General Office Bowling League—consisting of eight teams, of three men and two women each—was organized at the beginning of the 1923-1924 bowling season. It finished a schedule of twenty-one weeks, with the teams closely grouped at its end; and the season was a great success, all of the bowlers, women as well as men, greatly enjoying the weekly sessions.

This, the 1923-1924 season, began in the same way about four weeks ago; and there will be a twenty-one week schedule, which means that the sport will continue until April. There are some mighty good bowlers in the league—both men and women; and the teams are neck-and-neck, shifting their positions in the standings weekly.

A session is held each Friday night in Souvinney's new recreation rooms on Congress Street. And, in addition to the forty bowlers, there is always a big gathering of spectators, who enjoy the spirited fun. The make-up of the teams is as follows:

**SANDY RIVERS**
H. Malloy, Mrs. Neil Smith, Miss Mildred Sweet, Neil Smith and Raymond Herrings.

**KENNEBAUG**
H. Wilson, Miss Grace Noyes, Miss Mildred Libby, D. Heiskell and Malcolm Allen.

**BRIDGTON AND SACOES**
Cecil Beane, Miss Marion Sleeper, Miss Rose Langlais, H. Obeg and John McCallum.

The bowling season is now well under way; it promises to be the best in history. The Maine Central General Office Bowling League—consisting of eight teams, of three men and two women each—was organized at the beginning of the 1923-1924 bowling season. It finished a schedule of twenty-one weeks, with the teams closely grouped at its end; and the season was a great success, all of the bowlers, women as well as men, greatly enjoying the weekly sessions.

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The Maine Central Black Sheep League was organized when it was found impossible to include all who enjoyed this sport in the Maine Central General Office League. Its president is Mr. A. P. Vantigue; secretary, Frank Johnson, and treasurer, Sidney Foster. The four teams are named after various breeds of sheep, namely, Merino, Cotswolds, Leicesters and Llamas, and their rivalry has already been created as to which breed will hold the record of best Black Sheep. The league meets each Friday night in Souviney's Recreation Rooms.

“Several of the Black Sheep poets or artists,” the editor was told, “and so the magazine will take no more contributions during the season.”

“A good!” said the editor. “Bring on your poets.”

The make-up of the teams is as follows:

Merinos vs. Llamas
S. C. Foster, E. F. Small, C. G. Whitney, F. E. Morton

Cotswolds vs. Leicesters
F. E. Morton, P. Smart, R. C. King, Philip Pearson

Frank Johnson, secretary and treasurer.

A Challenge

Editor, Maine Central Magazine:

Please enter a challenge in behalf of the Maine Central General Office Bowling League, bringing the following response:

Editor, Maine Central Magazine:

In reply to the challenge of the Waterville Engineers, I hereby accept in behalf of the Maine Central General Office Team. We will bowl one game in Waterville on Jan. 26th, Saturday, with a return match in Portland, at Souviney's Recreation Rooms on Congress street, Sunday, Feb. 2d. Total pinsfall to decide the match.

Cumberland Light and Power Company has been a great aid, for it runs special cars hourly, after midnight, from Rigby to Portland, to carry the coffee to the Union Station and Portsmouth.

Yes, I can answer the first number to the last, without interference or interruption. How? Well, to know how to tune their sets, there would be no interference—either from time to time, or at the detector tube so high that it 'spills over,' resulting in a squeal like the wail of a lost soul. When there isn't so much filament

The institution is controlled by this executive committee: Charles H. Blatchford, chairman; G. H. May-ter, treasurer; Forrest E. Barlow, recording secretary; George F. Black, Charles T. Vose; Samuel Hadlock; E. MacMillan; M. MacDonald; C. E. Chevalier.

Please note: W. P. Reeves, chairman; George; J. H. Gage, P. Fos; D. C. Douglass; Fred O. Wood; H. O. Parkman; E. H. Reston.

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**Waterville Y. M. C. A.** Continued from Page 9

A homelike office; a smaller office for Secretary Benn; the dining room, and a modern barber shop. The second and third floors are devoted to sleeping rooms, and what first impresses a stranger here are many of these rooms are named—not numbered, but named. Next door plates tell the individuals, or organizations, whose generous donations made possible the original furnishings and equipment. Thus one room is devoted to the Order of Railway Trainmen; another to the Baptist Men's Chest; the third to J. W. Philbrick and the one of TJ. Smith, Airline News. There are, or so it is said, fifteen rooms; and, as this is written, all of them are taken. They are spotless, clean and modestly attractive. A considerable number of them have only little features that attract the notice of a stranger—they have iron, "double-toggle" to the city by way of Casco's Corner and Pleasantdale. Also prove that the volume of Maine milk and cream is constantly increasing; that there is more profit in fewer farms. Eliminating them caused a decrease in the state's farming interests. "There are those who would learn the volume and quality of the cow's milk, give careful supervision to her feed, and determine that the daily milk is of the right capacity.

One thing is certain: his concerts are becoming famous in that part of Waterville. Not only are the K. M. G. corridors filled while they are going on, but many gather outside the building on cold nights.

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**Six Radio Sets** Continued from Page 14

"Yes, I can answer the first number to the last, without interference or interruption. How? Well, there are several things they have to keep on hand to maintain the detector tubes high that it 'spills over,' resulting in a squeal like the wail of a lost soul. When there isn't so much filament

The current result is the clearest music, least distortion and no interference either to the operator or providers, etc.

I believe we are coming to non-regenerative sets—which can be tuned without ear-phones, through the loud speaker, without causing unsatisfactory interference.

Perhaps this may sound technical enough, to one who is not a radio listener. However, the man all of us have heard was all animation as he spoke, and as he pointed out various objects in the room, it was the reflecting of ordinary Viestoks, from which the reproducer had been removed. Teachers here through 'Edison,' the name, that, said Mr. Berry. "It makes a perfect sounding box."

One of the best things is the habit of the Western Railroad man of beloved memory, Colonel Frederick Towle, engineer, chairman; Eugene Winslow, fireman; Ernest Finnemore, foreman of the Maine Central black-modest comforts and conveniences.

There are six showers—three in the basement, two on the second floor, one on the third; and, incidentally, they are the only showers in any public institution of Waterville. Throughout the big building are many modern conveniences.

Secretary Benn came to Waterville a few weeks ago from the Grand Trunk Y. M. C. A. in East Deering; and, prior to that, he was with the Y. M. C. A. in Portland, Maine. All phases of activity in the Waterville Y. M. C. A. have to keep on hand millions of tons of coal, rails, spikes, and all other material required in maintenance and operation.

The shops and machinery engaged in the repair of equipment is about $36,000. These facilities in a few of our larger cities would alone account for over a billion dollars.

The shops and machinery engaged in the repair of equipment constitute an enormous industry in themselves, employing nearly 450,000 men, and spending over a billion dollars a year.

The above property is believed to be worth fully $1,380,000,000, and could not be duplicated for anywhere near that amount today.

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**Financial and Industrial**

Records of Service By American Roads in 1923—Committee On Public Relations of the Eastern Roads Makes Statement of True Values

**WHAT THE RAILROADS DID IN 1923 :**

From January 1 to October 1, 134,636 new freight cars and 2,936 new locomotives put in service.

All records of loading of livestock, forest products, merchandise and miscellaneous freight broken.

Number of locomotives awaiting heavy repairs lowest on record—13.7 per cent.

Number of freight cars awaiting heavy repairs, only 5.4 per cent.

Freight cars loaded with revenue freight totaled 40,545,920, an increase of 18 per cent over 1922.

Average mileage covered by each freight car daily reached 27.6, and in September was 29.2.

Practically no car shortage for first time in years.

For each car 511 tons were carried one mile daily.

More railroad coal placed in storage than in any previous year.

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**Value of Roads**

The Committee on Public Relations of the Eastern Roads, under the heading "What Is the Value of the Railroads?" has issued a clear and careful statement. "Fair recognition of railway property," the committee states, "is essential for adequate earning power and credit for further expansion."

The statement follows:

400,000 "Miles of Track at only $25,000 a Mile"—$10,000,000,000. The Department of Agriculture estimates that the average cost of a mile of improved highway today—which has no rails, ties, trestles, and relatively infrequent bridges—is about $35,000.

$9,000,000 Locomotives at only $30,000 Each—$1,380,000,000. The 6,000 or more locomotives bought in the last two years have cost an average of about $60,000 each, and some have cost as much as $75,000 or $100,000.

2,400,000* Freight Cars at only $1,000 Each—$2,400,000,000. The average cost of a freight car today is about $2,500. Many recently put in service cost $5,000 and refrigerator cars $5,000 each.

$7,000* Passenger-Train Cars at only $10,000 Each—$70,000,000. All steel passenger-train cars now cost from $30,000 to $55,000 each.

Materials and Supplies—$550,000,000. Railroads have to keep on hand millions of tons of coal, rails, ties, spikes, and all other material required in maintenance and operation.

Working Capital—$500,000,000.

50,000 Stations and Terminals, Yards, Signals, Roundhouses, Sheds, Machinery, Water Supply, Power Plants, Elevators, Docks, Coal Pits, and all other items, including administration—$7,000,000.

In over 1,000 cities and towns, stations and terminal facilities cost over a million dollars apiece. These facilities in a few of our larger cities would alone account for over a billion dollars.

The above property is believed to be worth fully $1,000,000,000,000, and could not be duplicated for anywhere near that amount today.
President McDonald’s Statement

As published in the Portland Press Herald, President McDonald of the Maine Central Railroad Company replied as follows:

Operating results of the Maine Central Railroad for the year 1923 have not been entirely satisfactory, although, we believe that the fixed charges for the year will be fully earned, there will be nothing left for dividends to stockholders or for improvements to the property from appropriations of income. Lacking the net income for these purposes, no railroad can continue indefinitely to provide satisfactory transportation service and facilities.

There is, however, one rule which the Maine Central has thus far consistently followed, notwithstanding its unsatisfactory net earnings of the past few years—it has maintained its property and equipment at a high standard.

Abnormal snow and ice conditions in the early part of 1923, followed by wide-spread floods, imposed exceptional difficulties in operation and materially increased our operating expenses. Through the year, freight business decreased because of these conditions, it later recovered and for the year will be approximately eight million tons carried as against seven million three hundred thousand in 1922.

Any forecast for 1924 at this time would be, necessarily, in the nature of a guess. It is rather my opinion that the volume of freight in 1924 will be equal to that in 1923; therefore, given normal weather, the year should bring a much greater gratifying financial showing.

I wish to call attention to the tax burden imposed upon the company, which is required to pay an average of a million a year for the mere privilege of doing business in the State of Maine, in addition to a substantial amount upon its property, and to urge our stockholders and all others who may be interested, to unite in an effort for a more equitable adjustment through amendment to the existing law. If these interested would do this with the same earnest enthusiasm shown in the problem of consolidation, I believe it would result in reducing the tax burden and provide a substantial amount for the payment of dividends on preferred and common stock.

Although the proposed consolidation of railroads is a matter of great importance to owners of Maine Central property, and the recent meetings were significant and gratifying, I feel that an interest in tax reduction should be a denial to the railroads of their chief means of earning power and credit.

Fair recognition of railroad property values is essential for adequate earning power and credit. This recognition was, necessarily, in the nature of a guess. It is rather my opinion that the volume of freight in 1924 will be equal to that in 1923; therefore, given normal weather, the year should bring a much greater gratifying financial showing.

Eight locomotives—six heavy freight engines of the Mikado type, and two Pacific-type passenger engines, equipped with booster equipment.

Nine all-steel passenger cars—three smokers and six coaches. They will be electrically operated.

Four all-steel baggage and mail cars, with 30-foot mail apartments.

One hundred all-steel, fifty-ton coal cars, of the gondola type.

Two hundred and fifty steel underframe box cars, of 80,000 capacity each.

The financing of these purchases will be arranged through a loan.

The new structure is a riveted type of the most modern construction, designed to carry the heaviest train loads that can reasonably be anticipated, and is the fourth construction, designed to carry the heaviest train loads that can reasonably be anticipated, and is the fourth.

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New Equipment For Maine Central

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Fair recognition of railroad property values is essential for adequate earning power and credit.
Broadcasting Maine's Charm

Maine's charms as the queen of vacation states have long been talked about, both by word of mouth and through the printed page. But learning of them from the air is something new. The radio broadcasting station at East Pittsburgh, however, is sending out a series of lectures, of which Maine is the subject.

The first of these lectures was on January 7, the second on January 14, and others are announced for the 24th and 26th. They have interested radio fans all over the country; and then the alluresments of Maine, as never before, have literally been spread broadcast.

Six hundred thousand vacationists, by conservative estimate, come here each summer—drawn by our hunting, our fishing, the scenic beauties of our woods, rivers, lakes and coast. For there are countless wonderful places for the vacationist to visit—and the Union Station at Portland, from which branch the Portland and Mountain Divisions of the Maine Central Railroad, is the gateway to them all.

Winter sports, too, are becoming increasingly popular. Snow and ice carnivals, in many of the leading cities, attract not only local residents but thousands from out of the state. Waterville will this year hold one on Jan. 17, 18 and 19; Portland, Feb. 7, 8 and 9; Auburn, Feb. 14, 15 and 16; Bangor, Feb. 14, 15 and 16; Augusta, Feb. 21, 22 and 23; Bar Harbor, Feb. 22. In the White Mountains, the North Conway carnival will be Jan. 22-23.

Mountain of Mail At Union Station

Those who went to Union station, Portland, just before Christmas Day thought the crowds that surged through the waiting room, and up and down the great platform, made a truly wonderful showing. But the mountains of mail were equally impressive. Viewing them, one marvelled that anybody in Maine escaped getting at least a dozen presents. It was a “green Christmas,” and lack of snow made it much easier for the mail handlers, but, had all those sacks and packages been opened, the entire station would have been buried beneath a white avalanche.

Specifically, in the period from December 19 to December 26, there was an average of 43 mail cars a day. Each car held about 1200 sacks, and the sacks—all though they varied greatly—averaged perhaps fifty pounds. Anybody is at liberty to do a little figuring. A grand total of at least sixty-seven million pounds, and possibly a great deal more, was handled in that brief time.

Nine times more than the usual number of mail stewards were received, and 85 were dispatched. Each of these “steward cars” was unloaded and its contents taken to Station A, where it was sorted and re-staged to the various mail cars—an herculean task. But the work was done with great promptness and to the dispatch of the mail-cars—an herculean task.

Each of these “storage cars” was unloaded and its contents taken to Station A, where it was sorted and re-staged to the various mail cars. But the work was done with great promptness and to the dispatch of the mail-cars. And, in those tens of thousands of packages, only three were damaged.

In olden times, fires were more or less regarded as “Acts of God,” along with lightning, earthquakes and tornadoes. If Bill Jones’s barn burned down, everyone felt sorry for Bill and passed the hat to help him get a new barn, provided he was not insured. If he was, so much the better, for the insurance companies were supposed to have plenty of money and Bill would like a new barn, anyway.

But no one raised the question as to whether or not the fire was any fault of Bill’s. He might have been smoking in the hay mow or filling a lighted lantern with kerosene. No one thought of investigating; or, if they did know the reason, no one said: “You caused this fire by your deliberate carelessness. You not only burned your own barn, but if the wind had been in another direction, and if the fire department had not done good work, our homes would have gone, too. We ought to put you in jail, but we are simply going to make you pay for the cost of turning out the fire department. Hereafter, be more careful.”

In the last twenty-five years great strides have been made along the lines of fire prevention and protection, and people are beginning to take a different view of these matters than they did formerly. They realize that when over $500,000,000 worth of property has been destroyed in the State of Maine, outside of Cumberland county, in the last twenty-five years, it is not necessary—nor is it possible—to lose life and property through carelessness.

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Fire Prevention and Protection—What They Mean and How They Are Handled on the Maine Central Railway.

Written for the Maine Central Railroad Magazine

By F. L. Wilcox.

Mr. F. L. Wilcox, who conducts the “Hints on Safety” column for the Maine Central Railroad Magazine, tells the following true story. He tells it to illustrate the average person’s carelessness with fire, but incidentally it illustrates several other things—mainly humanity, for instance.

A certain bay and grain store was infested by rats. The owner was told that if he could catch one of these rats alive, exterminate it with kerosene and then touch it with a match, all the other rats would be so impressed they wouldn’t enter the building until the next week. So the owner set a trap, managed to catch a big rat therein, and took both rat and trap out into the road. Then he poured enough oil on the engine in the dipper, poked it right near, opened the trap, and left this message to be passed along: “If you don’t change your ways, you’ll be in a heap before the week is over.”

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Roads were issuing employees’ publications with any semi-occasionally; some were full-fledged magazines, Employees’ Magazines Association.

EDITOR MAINE CENTRAL RAILROAD MAGAZINE:

These thirty-seven organs are received more than 750,000 copies.

MAINE CENTRAL RAILROAD MAGAZINE

As they are in many instances, hundreds of miles apart, employees on all parts of a given railroad system, located, national transportation situation. This informative and thoroughly informed as to local operations and the that will serve to keep the rank and file of employes road in the United States publications. Within the next few years, I confidently editors as to the great value of their respective pub­

least 6,000,000 people.

There is not an iota of doubt in the minds of the editors as to the great value of their respective pub­

Within the next few years, I confidently expect to see every Class 1 road in the United States issuing a magazine or some other form of official organ, that will serve to keep the file of employes thoroughly informed as to local operations and the national transportation situation. This informative and educational data should, of course, be supplemented by material so that em­

ployees on all parts of a railroad system, located, as they are in many instances, hundreds of miles apart may have, if they desire, a printed form of the printed page, to keep in constant and close touch with one another’s news.

I have always been a firm believer in the thought that the harmonious and friendly relations are of the utmost importance for the prosperity of any railroad company. Such a policy cannot fail to cultivate a spirit of mutual

The shop Craft Employees' Magazine Association.

The regular quarterly meeting of the General Board of Association of Shop Craft Employees, Motor Power Department, Maine Central Railroad and Portland

Terminal Co., was held in Pomerleau's Hall, Waterville, on Thursday, Jan. 3.

The following members were present: General Chair­

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A Dramatic Criticism

In two of the Maine theaters, recently, a visiting company presented that weird mystery play, "The Hat." Its great scene, as those who have seen the play will remember, comes in the last act—when the virtuous people of the cast, ensconced in a darkened garret, see the form of the mysterious super-criminal clench through a window.

In a sort of shuddering union they are supposed to whisper: "It’s the hat!"

Now, we enjoy the mystery drama as much as anyone; but we did object, when one of the characters expelled himself and shouted: "It’s the owl!"

A Letter On Rum

To the Editor:

You seem to take a good deal of delight in telling other people how to run their systems. Perhaps it is your business, but it seems to me that you exceed your duty when you arrogate to yourself the right to inform all of those who may happen to yourself the right to inform all of those who may happen to you that the lawfulness of general society in so doing.

I claim that any such law is an invasion of my personal inalienable rights to their personal liberty, which, as you remember, comes in the last act—scene, as those who have seen the play.

Herman Slower had an invitation out for the evening. He was a little late home from the office, and after eating hurried up-stairs to change his clothing. Before dooming his go-to-moming clothes he unbuttoned and was able to get into bed when he happened to think: "If I—this isn’t where I was going!"

The Black Sheep not only know how to bowl—some of ’em can write poetry. If you don’t believe it, read this by Bom Steel Joseph T. Welch:

Shoppe Talk.

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AUTOMOBILE JOKE

"Maude says her husband disgraced her on their honeymoon."
"How?"
"On the steamer she wanted the other passengers to think an ocean trip was an old story to them, but almost as soon as they went on board he pointed to a row of life-buoys and asked the captain what was the idea of all the extra tires."—Philadelphia Evening Bulletin.

THE ONLY ONE, IN FACT

Motion picture costuming, once a slipshod and casual consideration, today is one of the most important and often the most expensive factor in movie making.—Motion Picture Column in Portland Press Herald.

LOGIC

"What are you doing, Marjory?"
"I'se writing a letter to Lily Smif."
"But, darling, you don't know how to write."
"That's no diff'ence, mama; Lily don't know how to read."
—Railway Life.

"Stop, look, listen!"
The reflective man stopped to read the railway warning.
"Those three words illustrate the whole scheme of life," he said.
"How?"
"You see a pretty girl; you stop; you look; after you marry her you listen."—Ladies' Home Journal.

A BARGAIN

The conductor temporarily suspended collecting tickets when his train plunged into the blackness of a long tunnel.
When the daylight at the other end was reached, he noticed that a young couple, near whom he had been standing, was much flustered. The girl was nervously readjusting her hair.
The desire to put them at ease prompted the conductor to say, "That tunnel we just passed through cost $12,-000,000." "My!" exclaimed the girl. Then, after a pause, she added, "Well, it was worth it."—Illinois Central Magazine.

A PLEASANT ENTERTAINMENT

A most agreeable entertainment was enjoyed at the year's first meeting of the Brotherhood of Locomotive Firemen and Engineers, held Sunday, Jan. 6, in Pythian Temple, Portland.

It included dances by the Tucker Twins; monologues by Mr. McCullam; readings by Miss Holcomb; dance by Anna Riley; popular songs by Miss Leighton of New York City. Mr. Strout was at the piano.

Following this, adjournment was taken to the State of Maine room at the Falmouth, where supper was served.
The entire affair was very successful and credit is due the committee of arrangements consisting of Mr. E. J. Borden, chairman; Mr. V. Truland and Mr. H. H. Hayes.

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In a year's time, the aggregate amount of money represented by the difference in cost of high grade and lower priced lubricants, is at most, a fraction of this one per cent.

In lubrication history, there has never been an instance where the use of inferior lubricants did not result in increased maintenance expenses. In depreciation alone, the increase will more than offset the initial saving in purchase price.

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