Maine Central Employees' Magazine

November 1926
Careful There, Brother!

How often, when we cross the street, or hazards in the shop do meet, our minds are wandering from our work and all our safety senses shirk, somebody gives a warning shout, "Hey, Buddy, watch your step; look out!" We stop and look with foolish grins and dodge in time to save our skins.

'Tis not alone the brainless fools who disregard the safety rules. The careful man will sometimes slip; he needs a friendly warning tip when he forgets that danger's near, or ignorance prevents all fear.

Bill's mind is at the baseball game while Bill is underneath a crane. Give him a warning loud and clear to catch his inattentive ear. He'd surely do the same for you, or any member of your crew.

Co-operation oft' you've heard in safety sermons on that word. But getting down to simple facts, it's made of kindly deeds and acts. You help your pal and he helps you; that's fellowship and safety, too.

— National Safety News

Management in Employy

"YES, I know I ought to have accident and health insurance. It's the only square thing for the workers and kiddies. But it's too much. Who'll pay it and bother and red tape. Can't I just pay up on my wages and then where'd I be?"

Employees' Idea in the First Place

How many times have these words been spoken in excusing failure to do what we know is a necessity for married men and the only safe course for bachelors.

Now the "ifs" and "tomorrows" that have kept Maine Central employees from protecting themselves are overcome, for the Maine Central and Port-
Management Agrees to Cooperate in Employees' Insurance Plan

"YES, I know I ought to carry accident and health insurance. It's the only square thing for the wife and kiddies. But it's too much fuss and bother and red tape. Chances are I'd forget to pay up on the dot and then where'd I be?"

Employees' Idea in the First Place

How many times have these words been spoken in excusing failure to do what we know is a necessity for married men and the only safe course for bachelors.

Now the "ifs" and "tomorrows" that have kept Maine Central employees from protecting themselves are overcome, for the Maine Central and Portland Terminal Companies are offering to solve the insurance problem for their employees and officials. The idea came from a group of employees in the Portland General Offices who wanted protection for their unit, but when the great advantages of such insurance were discovered it was decided to offer the whole Maine Central family from President to Crossing Tender the benefits of the plan.

Tremendous Saving

Only insurance experts realize the tremendous saving, not alone in bother, but in actual dollars and cents, from a large body of men and women acting together to protect themselves against ac-
dent and ill health.

For the insignificant weekly sum of 25 cents—2 thin dimes and a nickel—Maine Central employees and officers may receive $10 a week if injured from any cause whatsoever, while away from work, up to 13 weeks’ limit; $10 a week if sick enough to have a doctor, up to 13 weeks limit, starting after the first week, but including the first week if they’re out a month; $500 for the loss through accident of a hand, a foot or an eye; $1,000 for the loss of two such members; or their families receive $1,000 in case of accidental death from any cause whether at work or away from work.

This plan stands by itself and has no bearing whatsoever on wages, working conditions or any other relation between the employees and the management.

There is no age limit under the plan. No examination is needed. The only requirement is that each employee or official order the Company to make the 25 cent deductions from his pay envelope to cover the cost of the insurance. Once the policy is issued it is non-cancellable except at your own request.

You Pay Your Own Way

The management claims no credit for originating the idea. Nor does it plan to bear the expense of the insurance which will fall on each employee and official who decides to share in the benefits of the plan. What the Company will do is to relieve each individual of the bother and worry of making the contract with the insurance company and of collecting and paying the money.

This means a tremendous amount of additional work and responsibility for our Auditor Payrolls Department, but it also means an equally great saving in the cost of the insurance. The insurance company writing the policies is the Travelers of Hartford, Connecticut, one of the largest and most progressive “old-line” companies in the world.

Three-Quarters Must Agree

There is just one “IF” to the insurance plan. This idea of insurance must be agreed to by three-quarters, 75 per cent. of each of the ten groups into which the employees and officials of the Maine Central family is divided. Group 4, for example, consists of 25 train dispatchers. Nineteen of these must sign an order directing the Company to deduct 25 cents from their weekly pay envelopes, or the plan is not accepted.

The whole matter will be explained to you in detail, in the very early days of next year, by a representative of the Travelers Insurance Company.

Who’s Who?

The Maine Central and I. C. C. officials will probably be divided into the following classifications for wage:

| Group 1 | Executives, Officials and General—and Nos. 1-31, inclusive |
| Group 2 | Maintenance of Way and I. C. C., Nos. 32-53 inclusive |
| Group 3 | Maintenance, Equipment and I. C. C., Nos. 54-72 inclusive |
| Group 4 | Train Dispatchers, Yardmasters and I. C. C., Nos. 82-104 inclusive |
| Group 5 | Station Agents and I. C. C., Nos. 105-127 inclusive |
| Group 6 | Passenger Station agents and I. C. C., Nos. 99-108 inclusive and Nos. 33 inclusive |
| Group 7 | Floating Equipment and I. C. C., Nos. 128 inclusive |
| Group 8 | Crossing Tenders and I. C. C., Nos. 129-133 inclusive |
| Group 9 | Conductors, Trainmen and I. C. C., Nos. 134-140 inclusive |
| Group 10 | Enginemen and Firemen and I. C. C., Nos. 141 to 150 inclusive |

Total Employees and Benefits

The First Application for Insurance
You Pay Your Own Way

The management claims no credit for originating the idea. Nor does it plan to bear the expense of the insurance which will fall on each employee and official who decides to share in the benefits of the plan. What the Company will do is to

assign an order directing the Company to deduct 25 cents from each employee's weekly pay envelopes, or the plan is all off as far as dispatchers are concerned. Other groups, in the same way, may accept or reject the insurance plan.

The whole matter will be explained to you in detail, in the very early future by a representative of the Travelers Insurance Company.

It is hoped that before the December issue of the Magazine is off the press, every one of the ten groups will be "over the top," with well over three-quarters of the employees and officials in each group cherishing as one of their most prized possessions one of the Travelers Insurance Company certificates showing they are protected by the new Maine Central policy.

Who's Who in the Ten Groups

The Maine Central and Portland Terminal Company employees and officials will probably be divided on the basis below, which follows the I. C. C. classifications for wage statistics.

<table>
<thead>
<tr>
<th>Group</th>
<th>Description</th>
<th>Approximate Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Executives, Officials, Staff Assistants—Professional, Clerical and General...</td>
<td>1155</td>
</tr>
<tr>
<td></td>
<td>—and Yardmasters and Assistants. Divisions 1-31, inclusive and 120 to 126...</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Maintenance of Way Structures. Division Nos. 34 to 60, inclusive, and No...</td>
<td>1927</td>
</tr>
<tr>
<td>3</td>
<td>Maintenance, Equipment and Stores. Division Nos. 61-89 inclusive.</td>
<td>1773</td>
</tr>
<tr>
<td>4</td>
<td>Train Dispatchers. Division No. 90.</td>
<td>25</td>
</tr>
<tr>
<td>5</td>
<td>Station Agents and Telegraphers. Division Nos. 91-98 inclusive.</td>
<td>396</td>
</tr>
<tr>
<td>6</td>
<td>Passenger Station and Freight Station Employees. Division Nos. 99-108 inclu...</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Floating Equipment Employees. Division Nos. 115-119, inclusive.</td>
<td>527</td>
</tr>
<tr>
<td>8</td>
<td>Crossing Tenders and Gatemen. Division Nos. 123 and 124.</td>
<td>240</td>
</tr>
<tr>
<td>9</td>
<td>Conductor, Trainmen, Yardmen and Switch Tenders. Division Nos. 127 and 131...</td>
<td>711</td>
</tr>
<tr>
<td></td>
<td>to 140, inclusive.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Enginemen and Firemen. Division Nos. 128 to 130, inclusive and 141 to 148...</td>
<td>600</td>
</tr>
<tr>
<td></td>
<td>Total Employees and Officials Entitled to Group Insurance Benefits.</td>
<td>7416</td>
</tr>
</tbody>
</table>
Every One Who Signs the Payroll Has a Finger in the Coal Pile

By CAROLL FRANK, Fuel Supervisor

FUEL consumption is influenced to a large degree by handling of cars in yards. Making up trains so that the loaded cars will be ahead of the empty ones gives a great advantage by bringing the load nearer the source of power and also creates much better condition as related to the shifting of slack between the cars. Slack action in trains is a big problem when there are often seventy-five and sometimes over one hundred cars coupled together, particularly on roads of a hilly nature.

Yard Checking Helps

In trains having cars to set out en route, the drop cars should be placed at head end of train to save switching and time on the road.

When trains are made up in yards, care in checking is necessary so that when once set in train there will be no necessity of setting out cars not properly billed, not having bills, marked without repair card or other causes which will cause delay while making over the train after road crews are on hand to prepare for the run.

Proper information should be given regarding class of locomotive so that train can be made up with proper tonnage and there will be no need to change after engine crew arrives.

It Looms Large

One of the most important matters relative to fuel economy is the question of having trains dispatched at times when they can make the run with the least conflict with other train movements. This is a matter that looms large in its relation to fuel consumption and should receive careful study and attention by Yard Masters and Dispatchers, as the number of stops and length of time on runs are two of the most vital factors influencing fuel consumption.

Proper inspection of cars must be given to detect defective draft gear, bad general condition of brasses, lubrication, etc., as well as air leaks and other defects in the brake equipment which will cut down defects to minimum and reduce the number of stops en route for setting off cars. Stops brought about by small defects bring us back again to those two expensive factors, the actual stops and the interference with other train movements.

Must Stop the Leak

Air leaks place too great a requirement on the compressor, cause insufficient air pressure to insure safe operation and dragging brakes. Brakes that drag cause exactly the same drain on the fuel supply as too heavy tonnage in trains.

Particularly in cold weather slack in trains to be tested should be stretched out and careful attention given to stop all leaks. Maintenance against leakage in air line in shops and yards must be good. The same applies to steam leaks in connection with heating equipment in passenger trains and heating plants for stations, shops and other buildings.

Another Twenty-Five Dollars Gone

There is no way to determine the exact cost resulting from leaks or steam lines, so it is impossible to say in dollars and cents but in connection with the cost of setting cars on account of hot boxes that has been definitely established costs to set off car, send men to make repairs and again get the car in operation approximately $25.00, quite a part of which is for fuel. From this example it is easy to see that proper inspection may increase fuel.

Freights Lose in

Pounds of coal per 1000

""""""""""\text{Freight service for August of two pounds per 1000 Gross}

\text{pounds}

\text{consumption of \text{1 pound per D}}
Signs the Payroll from the Coal Pile

Mr. George H. Debart
District Engineer

It can be made up with proper care and there will be no need to fire at all after engine crew arrives.

It Looms Large

One of the most important matters connected with fuel economy is the question of having trains dispatched at the least cost with conflict with other yard movements. This is a matter that looms large in its relation to fuel consumption and should receive careful study and attention by Yard Masters and Dispatchers, as the number of stops and length of time on time are two of the most vital factors affecting fuel consumption.

Proper inspection of cars must be maintained to detect defective draft gear, general condition of brakes, lubrication, etc., as well as air leaks and other defects in the brake equipment which will cut down defects to minimum and reduce the number of stops necessary for setting off cars. Stops or delays caused by small defects bring the train again to those two expensive places, the actual stops and the incidence with other train movements.

Must Stop the Leak

Leakage place too great a requirement on the compressor, cause inefficient air pressure to insure safe operation and dragging brakes. Leaks that drag cause exactly the same drain on the fuel supply as too heavy tonnage in trains.

Particularly in cold weather, all slack in trains to be tested should be stretched out and careful attention given to stop all leaks. Maintenance against leakage in air line in shops and yards must be good. The same applies to steam leaks in connection with heating equipment in passenger trains and heating plants for stations, shops and other buildings.

Well Begun, Half Done

The cost in fuel consumption for stops in yards is the same as on the main line and in addition to this long trains moving through yards must necessarily use leads, block tracks and stop switching in a part of the yard so the time lost by yard crews is greatly lengthened if trains are stopped after starting and before they have cleared the yard. A good start may be the one biggest factor in laying the foundation for a good trip and all connected with yard operation are responsible for fuel consumption the same as the crew when the train is on the main line.

In the next installment road operation will be the subject.

Freights Lose in August Fuel Performance

<table>
<thead>
<tr>
<th>August 1926</th>
<th>August 1925</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pounds of coal per 1000 gross ton miles</td>
<td>138</td>
</tr>
<tr>
<td>&quot; &quot; &quot; &quot; passenger car mile</td>
<td>15.1</td>
</tr>
</tbody>
</table>

Freight service for August, 1926, as compared with August, 1925, shows increase of two pounds per 1000 Gross Ton Miles, while Passenger service shows a decreased consumption of .1 pound per Passenger Car Mile.
Every Employee a Business Getter

VIOLET is a favorite color in the Maine Central family—no we didn’t say violent. We are referring to the new dress for the “Traffic Tip Cards” in last month’s issue of the Magazine, which were used in greater number than ever before to enlighten, instruct and inform our passenger and freight departments of possible new business which may be obtained over the System.

Thrown for a Loss
In the unending football game between rail and rubber the latter was thrown for a ten-yard loss as a direct result of a tip from Clerk Wilfred E. Binette of Waterville. He used a “Traffic Tip Card” to tell of a carload of household goods soon to leave Fairfield for a point in Aroostook county, with the owner wavering between auto truck and freight car. A freight traffic solicitor, following up this lead, secured the business for an all-rail shipment.

“The competition of the motor truck,” declared Freight Traffic Manager George H. Eaton, in commenting on this incident, “particularly on our smaller shipments, is one of our gravest problems. The motor car cuts into our freight traffic as well as into our passenger business, reduces our tonnage and means less work and more men on the spare board. It is gratifying to see that employees realize this and are working with us to combat our ‘rubber’ competition.”

An Ever-Present Problem
The matter of long-haul is ever before us. Freight Cashier Chester A. Keene of Rumford remembered this when he heard that one of his neighbors was to move to Oregon. He used a “Traffic Tip Card” to relay this information with the result that the disciple of the spirit of “Westward Ho” has been seen by a freight traffic representative and will doubtless send his household goods over the mountain.

A Much Better Salesman
“In November we will run excursions to Boston from practically every station on the System,” said General Passenger Agent M. L. Harris, in discussing the “Traffic Tip” situation. “It occurs to me that this is an ideal place to get in a few strong licks for Better Business. In this case pass the tip direct to the passenger. Your neighbors, the butcher, the baker and the candlestick maker, and particularly Mrs. Bu., Mrs. Ba., and Mrs. C. S. M., will take advantage of the reduced rates to Boston if somebody tells them about it.

“Why not get your better half to help you on this. The chances are she is a better salesman than you are, and she’s also likely to realize even better than you do that more business for the Maine Central means more shoes and radios and washing machines in your home. In this case you’d send us in a ‘Traffic Tip’ after instead of before the trip was made. Just try it and see what a lot of pleasure you get out of writing on a ‘Traffic Tip Card,’ ‘Mrs. John Smith whose address is North Wales, made a trip from there to Boston as a result of a tip I gave her about our reduced rates.’”

Among the other members of the family who sent in “Tips” during the past month were: C. J. Messer, Engine Master, Old Town; Leo J. Clark, Clerk, Old Town; L. S. Bailey, Clerk, Brunswick; Geo. E. Cartwright, Agent, Maranacook; I. C. Wales, Agent, Columbia Falls; E. W. "

Latest Edition of the Magazine
"Sells" More Than Ever

SERVE the public, but the public something of what it means, is the idea behind a number of innovations in the latest edition of the Maine Central passenger schedule. Due off the press at the time the Magazine is published.

The First Consideration

In a personal message to the Central patrons, President McDonald stresses the fact that the safety, comfort, convenience of passengers were the first consideration for the approximately 7400 men and women who make up the Maine Central family.

Few people realize how safe our roads have made travel. One point Mr. McDonald tells the Magazine readers:

“Accident insurance com
Business Getter

When he heard that one of his friends was to move to Oregon. He promptly set up a "Traffic Tip Card" to relay information with the result that the spirit of "West of Ho" has been seen by a freight representative and will doubtless find his household goods over the mountain.

Much Better Salesman

November we will run excursions to Boston from practically every point on the System," said General Agent M. L. Harris, in talking about the "Traffic Tip" situation. "It occurs to me that this is an ideal way to get in a few strong licks for the Business. In this case pass the ticket to the passenger. Your grocer, the butcher, the baker and candlestick maker, and particularly Mrs. Bu., Mrs. Ba., and Mrs. M., will take advantage of the reduced rates to Boston if somebody will tell them about it.

"You not get your better half to help you with this. The chances are she is a better saleswoman than you are, and she will realize even better what more business for Maine Central means more shoes, brooms and washing machines in Maine. In this case you'd send a "Traffic Tip" after the trip was made. Just try it and see what a lot of pleasure you derive from writing a "Traffic Tip" story."

Mrs. John Smith who says North Wales, made a trip here to Boston as a result of a "Traffic Tip" given her about our reduced rates.

Among the other members of the family who sent in "Tips" during the past month were: C. J. Messer, Baggage Master, Old Town; Leo J. Ashley, Clerk, Old Town; L. S. Bailey, Fireman, Brunswick; Geo. E. Coleman, Agent, Maranacook; I. C. Wakefield, Agent, Columbia Falls; E. W. Coffin, Operator, Freeport; W. M. Rich, Agent, North Concord, Vt.; G. B. Saunders, Telegrapher, Intervale; R. B. Spaulding, Agent, Troutdale; S. C. Skillings, Trainman, Dover-Foxcroft; J. M. Vigue, General Yardmaster, Waterville.

Latest Edition of Passenger Folder

"Sells" Maine Central Service

Some of the Illustrations in the Latest Passenger Folder

Serve the public, but tell the public something of what Service means, is the idea behind a number of innovations in the latest edition of the Maine Central passenger folder, due off the press at the time this issue of the Magazine is published.

The First Consideration

In a personal message to Maine Central patrons, President McDonald stresses the fact that the safety, comfort, convenience of passengers is the first consideration for the army of 7500 men and women who make up the Maine Central family.

Few people realize how safe railroads have made travel. On this point Mr. McDonald tells the public:

"Accident insurance company's statistics show that passengers traveling over the Maine Central Railroad are less liable to injury than when in their own homes.

"On an average, one of our patrons could ride on the Maine Central Railroad a distance equal to one hundred thousand times around the earth at the equator without the necessity of being laid up for repairs."

Stories Without Words

In line with the belief of the old Chinese philosopher who declared that a picture is worth ten thousand words, the new passenger folder contains numerous illustrations. Not only is there portrayed a hunting scene which will cause the red blood
to tingle in every sportsman's veins, but more prosaic though none less important matters such as agriculture and industry also find a place.

One hitherto vacant gap in the folder is devoted to a pictorial representation of forest tree types available for commercial purposes in Maine Central territory. Another section is devoted to a statement setting forth the advantages of farms along our lines, and telling of the services of our Industrial Bureau in bridging the gap between supply and demand for farms and farm products.

Maps and Still More Maps
So that travellers may better understand the routes they are to take, additional maps have found a place in the folder. Besides the large "system map" with which all Maine Central travellers are familiar, sectional maps are now presented showing the Maritime Province Service, the Mountain Road or so-called Crawford Notch Route, and the Rockland Branch. It is understood that additional maps may find a place in later editions.

Freight traffic may supply the major portions of our revenues, but whether we like it or not the public will probably continue to think of us in terms of passenger service. Therefore it is important to every member of the Maine Central family that the public should fully realize the extraordinarily high grade of service the Maine Central is rendering.

Train Rules and Train Orders
By M. F. DUNN
Train Rules Examiner

EASTWARD- E "WESTWARD

ABCDFEG

Note: It has been suggested that if station names instead of letters were used in Train Order Examples in these articles they would be more readily understood, and this will be done in future.

The following combination is used to demonstrate the importance of understanding when an order is superseded:

Order No. 1: No. 11, engine 469, run thirty minutes late, Deering Junction to Brunswick.

Order No. 2: No. 11, engine 469, run fifty minutes late, Deering Junction to Brunswick.

Order No. 3: Order No. 2 Two is annulled.

Order No. 2 does not supersede Order No. 1, because the words "instead of" are not used; therefore both orders are in effect and can be fulfilled by No. 11 running fifty minutes later than scheduled time, between the points named, but if the dispatcher should find it necessary to annul Order No. 2 to avoid delay to No. 11 this train must fall back on and respect Order No. 1.

If Order No. 2 specified that No. 11 would run fifty minutes late instead of thirty minutes late, then Order No. 2 would supersede Order No. 1, and when Order No. 3 was issued it would leave No. 11 without any orders to run late.

It should be borne in mind that the only way one order can supersede another is by adding the word "instead of" to the prescribed form.

Order No. 4: No. 102, engine 110, take siding at Winslow.

Order No. 5: No. 102, engine 110, meet No. 11.

Historic Spots

FEW places in the United States can surpass Mr. Desert Island's historic associations. Discoveries made by the French Baron Champlain in 1604, it was shortly thereafter settled by his countrymen.

This colony was soon broken up by the English, Samuel Argall, but it was later claimed by the French king to the greatlac. This title was so good that after the British flag had been established forever from these shores, the Cadillac family possession was confirmed in 1787 by the Governor of Massachusetts.
order. Besides the large "system
with which all Maine Centra-
ers are familiar, sectional maps
now presented showing the Mara-
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Order No. 3 was issued it would
No. 11 without any orders to

It should be borne in mind that the
only way one order can supersede
another is by adding the words "in-
stead of" to the prescribed form.

Order No. 4: No. 102, engine 460,
take siding and meet
No. 11, engine 461, at
Winslow.

Order No. 5: No. 102, engine 460,
meet No. 11, engine
461, at Vassalboro
instead of Winslow.

Order No. 5 supersedes Order No. 4
and No. 11 must take siding at Vassal-
boro, as the rules prescribe that when
a train is directed by train order to
take siding for another train, such
instructions take effect only at the
point named in that order, and do not
apply to the superseding order unless
so specified.

Historic Spots Along Our Lines

Few places in the United States
surpass Mr. Desert Island in his-
toric associations. Discovered and
named by the French
Baron Cham-
plain in
1604, it
was short-
ly there-
after set-
tled by
his coun-
trymen.

This colony
was soon
broken up by the English under
Samuel Argall, but it was later ceded
by the French king to the great Cadil-
lac. This title was so good that even
after the British flag had been ban-
ished forever from these shores, the
Cadillac family possession was con-
firmed in 1787 by the General Court
of Massachusetts.

The contrasts of nature presented
by Mount Desert Island beggar de-
scription: Bleak mountains beside
sheltered cove; frowning precipice
and smiling meadi-
and placid
and

Anemone Cave near Bar Harbor

The picture shown above portrays
Anemone Cave a short distance from
Bar Harbor on the Atlantic Drive.
This marvelous grotto is worn wide
and deep under the rock, and is named
from the wonderful sea growths found
in its deep recesses.
Maine Central
Employees’ Magazine
"For, By and About Maine Central Employees"
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
are earnestly solicited. They may be forwarded to: "R. R.," and should be addressed to
magazine headquarters, Room 204, 225-231 St. John Street, Portland.
DUDLEY ALLEMAN, Editor
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C. D. Atherton, Freight Office
Joseph D. Rourke, South Portland
John F. Dunn, Ely
Herbert Jackson, Thompson's Point
Eastern Division
J. L. Biggle, Superintendent’s Office
C. A. Jeffords, Bangor Car Dept.
P. N. Carin, Bangor Ticket Office
V. A. Cunningham, Old Town
R. H. Johnson, Woodward
K. F. McLein, Calais
A. A. Frost, Eastport
H. D. Davis, Vamesboro
T. B. Kelley, Kingsman
Portland Division
E. W. Tibbett, Brunswick
E. E. Walker, Augusta
A. A. Thompson, Waterville
W. B. Marshall, Oakland
E. E. Smith, Lewiston
R. C. Brown, Lewiston
P. J. Harvey, Lewiston, Lower
S. O. Swift, Rumford
Miss A. T. Monahan, Lancaster
J. E. Winslow, Lancaster
Alfred H. Pugh, Rockland
General Offices
A. W. Sawyer, Mobile Power Dept.
Miss Madeline Goudy, Accounting Dept.
Howard R. Bean, Freight Accounts

NOVEMBER, 1926

EDITORIALS

ALL SHOULD COME IN

The new accident and health insurance plan, discussed elsewhere in this issue, makes just one more reason why the Maine Central family is a good family to belong to. We can all share in the benefits of group insurance because the management said “yes” to a request from a relatively small group of employees that it help them put it into effect.

“If it’s good for you,” said the management, “why isn’t it good for other members of the Maine Central family?” Another “yes” being forthcoming, the opportunity is now open to every employee and official of the Maine Central Railroad and Portland Terminal Companies to benefit from the provisions of this insurance.

The whole body of employees will probably be divided into ten groups. Three-quarters of the employees in any one group must accept the plan before it becomes effective in that particular section. Herein lies the big reason that everyone should sign up. Perhaps you are single with not a relative in the world and with lots of money in the bank. You might think you didn’t need this insurance. But don’t forget that if you hold out, you may keep some married man with a flock of ten kids from getting this insurance that he needs as badly as an engine needs a boiler.

FULLY AS IMPORTANT

It is a common habit to refer to transportation as America’s second great industry, following only agriculture. But where would farm products be if there were no railroads to haul them to market? Ninety per cent of them would rot in the fields and the fields would lie fallow another year unless adequate transportation means were assured.

We believe that transportation is as essential to civilization as any other force. We don’t say it comes first any more than we claim lungs are more important than hearts—one couldn’t get much pleasure out of life minus either organ.

Each one of us is a small but important unit in the great army that furnishes America with its most efficient commodity—transportation.

ALL IN STEP

If a regiment of soldiers ever paraded across a bridge they would shatter the strongest structure ever erected. They would do it because they marched in step. Apparent impossibilities can be accomplished by a group of men who work together, think together, act together.

The 7400 employees in the Maine Central family can be a great force for the State’s life. In matters that affect common welfare, we should take action towards their solution.

LET GEORGE DO IT

“Let George do it” is still too common the attitude of readers of the Maine Central.

This is your magazine to do with as you see fit, to print the news you are interested in, to tell you things you want to hear about.

The able staff of correspondents, scattered all over the System, aided by the editor’s feeble efforts, cannot produce the sort of MAGAZINE the Maine Central should have.

Stories, pictures, tips and suggestions ought to pour into this office like letters to a mail-order house. It matters not whether you write in a precise Spencerian hand; no difference whether you write on bond paper, wrapping paper or tissue paper; photographs may be 1” x 2” or 10” x 20”—all is grist for our mill. It’s the editor’s job to convert such raw material into a readable, finished product. Keep him busy.

VALUABLE POSITION

If your job pays you $100 per month, it’s worth $20,000. That amount invested at 6 per cent, not a low rate by any means, would pay you not merely these wages. If you draw down your 6 per cent for a month, it’s equal to a $25,000 investment. A man with a capital of $50,000 is pretty well off even in this day...
"It's good for you," said the manager. "Why isn't it good for other members of the Maine Central family?" Another reason for the forthcoming opportunity to open to every employee and official the Maine Central Railroad and Portland Terminal Companies to benefit from revisions of this insurance.

The whole body of employees will probably be divided into ten groups. Three-fourths of the employees in any one group accept the plan before it becomes effective in that particular section. Herein lies the big reason that everyone should accept it. Perhaps you are single with not much money in the world and with lots of bills to pay. You might think you need this insurance. But don't forget, if you hold out, you may keep your family, including your ten kids, without adequate insurance. Unless adequate transportation means guaranteed ability to travel to the doctor or hospital, your family will be worse off.

FULLY AS IMPORTANT

A common habit to refer to transportation as America's second great industry following only agriculture. But what if there were no roads to haul the goods to market? If 90 per cent of the farm product were not used, the fields would lie fallow another year. Without adequate transportation means guaranteed ability to travel to the doctor or hospital, your family will be worse off.

BEAUTIFUL AS IMPORTANT

A beautiful habit to refer to transportation as America's second great industry following only agriculture. But what if there were no roads to haul the goods to market? If 90 per cent of the farm product were not used, the fields would lie fallow another year. Without adequate transportation means guaranteed ability to travel to the doctor or hospital, your family will be worse off.

ALL IN STEP

Regiment of soldiers ever paraded a bridge they would shatter the whole structure ever erected. They would have no place to go. But imposibilities can be accomplished by a group of men who work together, think together, act together.

The 7,400 employees in the Maine Central family can be a great force for good in the State's life. In matters that affect our common welfare, we should take common action towards their solution.

LET GEORGE DO IT

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Stories, pictures, tips and suggestions ought to pour into this office like letters to a mail-order house. It's not whether you can write in a precise, pleasant manner, no difference whether you write on bond paper, wrapping paper or tissue paper; photographs may be 1"x2" or 10"x20"—all is grist for our mill.

It's the editor's job to convert such raw material into a readable, finished product. Keep him busy.

An Appreciation of American Railroads

"I often wonder how many people ever give thought to what transportation really means to this country. I am quite sure we don't think enough about that. We don't stop to think that in every nation of the world progress is always in direct relation to the development of its transportation systems.

"Those who know the West can realize what a tremendous aid to the development of that great territory the railroad has been. And how utterly impossible it would ever have been to band together the East and West of the United States without these means of communication.

"There is no question but what our whole industrial structure would fall to the ground without the transportation structure, as goods cannot be consumed unless there can be transportation from one place to another."

Statement of Eric C. Hopwood, Editor of the "Cleveland Plain Dealer" at Annual Convention of The American Railway Magazine Editors Association in Cleveland, September 30 and October 1, 1925.

VALUABLE POSITIONS

If your job pays you $100 per month, it's worth $20,000. That amount of money invested at 6 per cent, not a low rate by any means, would pay you more than these wages. If you draw down $125 a month, it's equal to a $25,000 investment. A man with a capital of $50,000 is regarded as pretty well off even in this day and age, but even that amount wouldn't return him a cent more than $250 a month. We've got pretty good jobs, haven't we?

KEEP THEM MOVING

If you work for the Maine Central Railroad you are entitled to a copy of the MAINECENTRALEMPLOYEES' MAGAZINE but there are barely enough to go around.

You may be a superior individual who smiles with disdain at the jokes the editor thinks funny and who regards as a "lotta bunk" the material that your fellow employees toil to produce. All right, that's your privilege.

But—

If you waste a magazine and particularly if you allow several copies to catch dust on the upper shelf, you are playing a dirty trick on some other member of the Maine Central family. This is the reason so many men fail to see our family periodical. It will help us all, if you keep copies from getting sidetracked.

R. R. Y. M. C. A's

Greater than the present large number, more railroad men should join the "Y."

No man can afford to pass up any chance for increasing his bodily comfort or mental peace. But more important no organization stands out more clearly for all that is best in railroading than the "Y." A great man once said: "Those who are not for us are against us."

Clubs—and Clubs

"Do you believe in clubs for women?"

"Yes, if kindness fails."—Exchange.
IN MEMORIAM

Joseph E. Moore and family; a copy to the MAINE CENTRAL EMPLOYEES' MAGAZINE, and a copy spread on the minutes of this order.

A. J. PINE,
General Secretary,
Shop Crafts Association.

FRANK SHORT

With the passing of Engineer Frank Short, this Company has lost a valuable employee, we brother workmen have lost a dear friend, and the world has lost a real man. Of hardly a fault could this man be accused. The smallest tot playing on the roadside to the most elderly man on the job loved Frank for what he was. Of sound, sturdy character and genial personality he was respected by all.

Stricken at Ayers Junction while on duty, he was rushed to his home in St. Stephen, N. B. Everything possible was done in order that he might recuperate, but all earthly assistance failed and Engineer Frank answered the last call for the long run into the Great Kingdom.

Coincidental with his death is the fact that he died on October 3rd, his 59th birthday. He was born October 3, 1867.

He leaves three sisters, Mary, Annie and Eleanor, and two brothers, George and Fred, all of St. Stephen, N. B.

The members of his family have the heartfelt sympathy of the entire community.

Many employees attended the services conducted by Father O'Flaherty at the church of the Holy Rosary. The beautiful flowers and wreaths tendered by the different departments mutely express the love and comradeship he so enjoyed on this earth.

A good man gone to his heavenly rest.
E. F. McLAIN, Calais.

JOSEPH E. MOORE

WHEREAS, The Almighty Ruler of the Universe has seen fit in his infinite wisdom to take from our midst our dearly beloved friend and brother, Joseph E. Moore, and

WHEREAS, We realize and deeply regret the loss of this estimable friend, to the community, to his friends, and more particularly to his bereaved wife, and family, now

BE IT RESOLVED, That we, the members of the Shop Crafts Association of the Maine Central Railway, extend to the wife and family of our deceased friend and brother, Joseph E. Moore, our sense of sincere sympathy which we feel in their great bereavement, and

BE IT FURTHER RESOLVED, That a copy of these resolutions be sent to Mrs.

Maine Cement of Rockland

Sun of Prosperity

By A. P. Pinney

RECENT developments seem to point to a very big future for the Rockland Branch of the old M. & M. A.

Although there still exist many projects concerning the Kennebec Bridge, it is evident that the structure is taking shape, there are plenty of other projects which will keep the old order of things at Bath and Rockland and will pass into history.

A $2,000,000 Plant

As to Rockland's future, things look rosy. The New England Cement and Lime Company's plant, situated just over the Thomaston Road, is really a Rockland institution, and the railroad business is concerned, and are nearly ready for business. In the past two weeks Roadmaster Bowers had his crews down there putting the finishing touches on the spur track into the plant and the entire project is well on the way to completion.

This immense plant, constructed for a cost of about two million dollars, is a monument to the efficiency of the entire community. Work on the cement plant will be started at once, and the whole structure will be complete in a short time. When the plant is finished the management sees the day coming when the plant will be running at full capacity and requiring a large number of cars a day to handle the daily production.
Maine Central Family

Sun of Prosperity Seen Rising Over the Waters of Rockland’s World-Famous Harbor

By A. R. Pugh, Rockland Correspondent

RECENT developments seem to predict a big future for the Rockland Branch of the old M. C. R. R. Although there still exist many skeptics concerning the Kennebec Bridge, regardless of the fact that the structure is fast taking shape, there are plenty of us left who know that in a few short months, the old order of things at Bath and Woolwich will pass into history.

A $2,000,000 Plant

As to Rockland’s future, things certainly look rosy. The New England Portland Cement and Lime Company’s plant, located just over the Thomaston line, is really a Rockland institution, so far as railroad business is concerned, and they are nearly ready for business. For the past two weeks Roadmaster Brooks has had his crews down there putting the long spur track into the plant and before this article appears in print the work will be completed.

This immense plant, constructed at a cost of about two million dollars, is the last word in efficient equipment for the manufacture of lime. Work on the cement burning part will be started at once, and when complete, the whole structure will be one of the best in the country. And although it is still a little early to predict accurately, the management sees the day not so far distant when the plant will be running at full capacity and requiring a large number of cars a day to handle the daily output.

Will Help Whole System

With this vast amount of lime and cement being turned out, a large part of it to be moved by rail, it can easily be seen what it will mean to Rockland’s prosperity, and to the Maine Central. What helps this section must needs help the whole System, and what helps the System will help the whole State, and in this way the industry means much to the country at large.

There is no question that the use of lime and cement is far from the peak, for statistics covering the last decade show a steady increase in their use.

Everyone Is Optimistic

And then another cement and lime company has already started preliminary surveying in the north-end section of Rockland, and has bought up quite a stretch of land on the water-front where their plant is to be located. This company also has unlimited financial backing, and the ultimate construction of this second new plant is assured. So all in all Rockland is going to have a new era in its industrial life.

With the new bridge across at Bath, and the present new development in the cement and lime business, coupled with the Rockland and Rockport Lime Company that has been doing business for two generations, and is now turning over to the Maine Central from fifteen to twenty-five carloads a day, is there any wonder that everybody down this way, from quarry-man to the highest railroad officials is plainly optimistic over the future?

And I don’t mean maybe! (15)
Sherlock Holmes Had Nothing on Agent Rowe

The goats of railroading are doubtless the small-town local agents. They are officially supposed to know more about freight tariffs than freight traffic solicitors, more about passenger schedules than a G.P.A., and more about train movements than a rules examiner.

Far worse is that fellow you hear so much about—old General Public. He expects local agents to be a sort of cross between Solomon, the Angel Gabriel, the Encyclopedia Britannica and half a dozen major and minor prophets. The things that agents don't have put up to them aren't worth asking.

So a local agent has to do something quite unusual to break into the columns of the Magazine. Not only does he frequently perform unique and unusual bits of service to the travelling and shipping public, but Local Agent Charles Rowe of Waldoboro has also a long and meritorious record of usual, ordinary and commonplace service rendered, day in and day out, month after month, year by year.

The stunt which wins for him the Magazine monthly award for unique and unusual service occurred several years ago. Families drift apart. A lady, let us call her Mrs. Smith, had spent the last 20 years in Japan and during that time had corresponded only fitfully with her brother in this country, a resident of New York.

Coming unexpectedly to this country, she immediately hired herself to the Metropolitan, expecting to be received with open arms by her brother's family—only to find his apartment closed for the summer and absolutely no clue available as to his exact whereabouts.

She had a vague recollection that he summered somewhere along the Maine Coast. So, picking out Waldoboro as a likely place, she descended one morning on Charlie Rowe and demanded that he produce her brother.—And he did it.

No, it isn't necessary to spoil the story by saying that the missing brother was at that moment in the freight house. It was no easy matter to locate him.

With a directness that would have put a district attorney to shame and an imagination such as brought world-wide fame to one Sherlock Holmes, Rowe pro-

George's Car Is Trained to Step Lightly

Some of the members of our Law Department are credited with the ability to walk on eggs, but to Assistant Pr. George E. Haynes goes the honor of being able to step lightly without effect. All the more credit is due him because this is the first year he has driven a car.

The other day a neighbor's kid who had his bike directly back of George's own driveway of his Yarmouth home showed his result was more than a collision—clean over the blame thing. But George's machine trained that it didn't go down hard enough to damage the kid beyond what a few twists of the wrists could return to A1 condition.

The question naturally arises, what do the cars of a car does George drive? He is enjoying a well earned vacation, but probably be back soon telling how he whipped over the skim ice on the end of Cast A one chilly Fall morning.

Lewiston Railroaders Start Right

They opened the bowling season on the 7th by journeying to Mechanic Falls, defeating the fast town team of the Park by a score of 60 pins. The Paper Mill won the first two strings by a small margin, but the Railroaders came back strong with the last string.

Langley set the pace with 211, McLeod was a close second with 209. Langley also had high total with 271. Rollins, 259; Madey, 241. Total, 1318.

Horticulture

Stenographer—Bob, dear, when you're married, will you still continue to grow flowers every day?

Clerk—No, I'll give you a box and you can grow your own.—L. Information Bulletin.
George's Car Is Trained to Step Lightly

Some of the members of our Legal Department are credited with the ability to walk on eggs, but to Assistant Paymaster George E. Raynes goes the honor of training his auto to step lightly with similar effect. All the more credit is due him because this is the first year he has driven a car.

The other day a neighbor's kid parked his bike directly back of George's car in the driveway of his Yarmouth home. The result was more than a collision—he drove clean over the blame thing. But so well is his machine trained that it didn't bear down hard enough to damage the bicycle beyond what a few twists of George's wrists could return to A1 condition.

The question naturally arises, what kind of a car does George drive? He is now enjoying a well earned vacation, and will probably be back soon telling how he drove over the skim ice on the end of Casco Bay one chilly Fall morning.

Lewiston Railroad Rollers Start Right

They opened the bowling season October 7th by journeying to Mechanic Falls and defeating the fast town team of that town by a score of 66 pins. The Papermakers won the first two strings by a small margin, but the Rollers came back strong in the last string.

Langley set the pace with 109 and McLeod was a close second with 101. Langley also had high total with 293, McLeod, 271; Rollins, 259; Madden, 254; Hunttoon, 241. Total, 1318.

Horticulture

Stenographer—Bob, dear, when we are married, will you still continue to give me flowers every day?

Clerk—No, I'll give you a box of seeds and you can grow your own.—L. I. R. R. Information Bulletin.

Most Boys' Ambition

A compliment to all Railway Engineers, tendered by Cartoonist Gaar Williams in the Chicago Tribune of August 16, 1926. Reproduced by courtesy of the Chicago Tribune.

Radio Reservations Made at Augusta

Mails and telegraph are apparently getting too old-fashioned for some of the patrons of the Maine Central Railroad; it would seem from the case of a Camden summer resident who used the "air" to make a Pullman reservation from Augusta. His experience proves that the Road's slogan "In Step with Modern Transportation Methods" is not appleness.

Desiring a later connection than No. 80 out of Rockland, William Justice Lee of Camden and Winter Park, Fla., caused the ether to oscillate in such a manner that Frederick Best, amateur owner and operator of station I-BIG at Augusta, copied down this message, "Reserve lower berth Augusta Boston 10:50 Sunday night, September 12."

Through the prompt and efficient action of Operator H. P. Lowell, on duty at the time, Mr. Best states that the reservation was immediately made and Mr. Lee so ad-
vised, only three minutes being required for the actual transmission and reception of the two messages.

As to the cast of this little drama: Mr. Lee is one of the foremost exponents of high frequency radio, as well as a constant frequency specialist, operating amateur station I-BCY at Camden in the summer. Mr. Best is well known in amateur radio circles in Central Maine. Operator Lowell is, of course, a well-known member of the Maine Central family. The Maine Central is always prepared to serve those that approach it afoot, on horseback, on rubber, by mail, telegraph, or as in this case, by radio.

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Fire Sale?
Mr. A.—Your wife seems all broken up. What has happened to her?
Mr. B.—She got terribly upset.
Mr. A.—How's that?
Mr. B.—She was helping at a church rummage sale, took off her new hat for a minute, and somebody sold it for thirty-nine cents.—Clipped.

Bangor Car Department Office Crew Six Years Ago

Pictured above are the office crew and some of the men employed in the Bangor Car Department the summer of 1920. Reading from the left to right front row we find:

F. C. Coughlin, Clerk; P. G. Smith, Gen. Foreman; Miss Lena Golden, Stenographer; Olive Kierstead, Clerk; W. B. Dailey, Chief Clerk; C. A. Jeffords, Time Clerk.

Standing in second row: C. E. Kelley; Wm. Gray; Gus McKay; M. J. Willey; H. A. Jeffords; M. C. Lord; Oscar Page standing alone in rear.

Of this group only four are now working in Bangor. C. E. Kelley, Miss Lena Golden, C. A. Jeffords and H. A. Jeffords.

F. C. Coughlin is Clerk at Northern Maine Junction. Oscar Page is off on leave of sickness. M. C. Lord is off duty account of sickness. Miss Olive Kierstead is now Mrs. Rueben Simpson of Bucksport.

P. G. Smith has been transferred to Portland as Assistant Superintendent Motive Power.

C. A. JEFFERDS.

Railroad Ravings

Waterville Jottings

By H. A. Thompson

Some very close Horseshoe Pitch contests take place at the Shops during the noon hour. Among the experts are Patterson, Clifford Alexander, Townsend, Clarence Littlefield, Oller, Charles Traver.

Machinist P. M. Severson has purchased a home on Boutelle Ave. Bolt Foreman Thomas Rogers has returned from a vacation which he spent in woods. Machinist Helpers, Charlie and Albert Vigue, have returned from where they went to attend their "Charlie's" daughter. If there is any doubt that a good time was enjoyed all—ask them!
+++

Fire Sale?
—Your wife seems all broken up. What happened to her?
—She got terribly upset.
—How’s that?
—She was helping at a church sale. When the sale took off her new hat for a moment, and somebody sold it for thirty-five cents.—Clipped.

Railroad Ravings

By J. L. Anderson
Brunswick, Draftsman

Wooden Railings

SURE, I'LL MAIL THEM LETTERS NOW DON'T FORGET.
LET'S HURRY ALONG DOC! I WANT TO MAIL SOME LETTERS FOR THE WIFE.
I'LL DROP IN TO DAY AND SEE IF OUR OLD FRIEND H I S BACK YET?
WELL, I SEE YOUR SACK FROM THE HUNTING TRIP.
YEP, I'M BACK ON THE OLD STAMPING GROUND.

Waterville Jottings

By H. A. Thompson

Some very close Horseshoe Pitching Contests take place at the Shops during the noon hour. Among the experts are Ralph Patterson, Clifford Alexander, Harry Townsend, Clarence Littlefield, Otis Taylor, Charles Trainor.

Machinist P. M. Severson has purchased a home on Boutelle Ave. Boiler Shop Foreman Thomas Rogers has returned from a vacation which he spent in the “big woods.” Machinist Helpers, Charles and Albert Vigue, have returned from Canada where they went to attend the wedding of Charlie’s daughter. If there is any doubt that a good time was enjoyed by all—ask them!

Foremen Enjoy Annual Dinner

The evening of Sept. 23rd was the time chosen by the Foremen for their Annual Shore Dinner and The Merri-Lu Coffee Shop at Smithfield was the place. There was no mistake in the selections; for the evening was fine, the dinner and service couldn’t have been better, and the dining room which is very pretty was made more attractive by decorations for this occasion. After all had eaten their fill and a little more, cigars were lighted and Donald Bartlett, the son of Foreman J. M. Bartlett, tuned in the radio set that he had installed for the evening and the Tunney-Dempsey fight was received with great deal of interest. The guests of the evening were: F. H. Ramsdell, J. C. McMulkin, N. A. Askew, H. P. Richardson, J. F. Abbott.

C. A. JEFFERDS.

Operator and Mrs. H. C. Conlogue are on a leave of absence from their duties at Waterville Yard and Elliott's Office and are touring the west. Conductor A. W. Crosby is on the sick list. Operator E. M. Beane is substituting in Waterville Yard. Foreman Chester Ellis of Waterville Freight House is now on a regular schedule between Waterville and Augusta.

Their Sixty-second Anniversary

Frederick D. Lunt and his good wife, Mary I. Lunt, observed on October 4th the 62nd anniversary of their marriage. Both are well and happy and received many callers during the day. Among the expressions of good wishes were a set of resolutions and a huge bouquet from the Waterville Loan and Building Association of which Mr. Lunt has been a director for 25 years, and a bouquet from "neighbors." The "Colonel" was connected with the Maine Central for 47 years, thirty-four of which he was Blacksmith Foreman.

Mrs. Henry Gleason, wife of Carman Gleason, has returned from the Elm City Hospital where she was a patient for several weeks. Storekeeper A. C. Butler passed his vacation at Lily Bay and reports a very successful hunting trip. Carman Helper and Mrs. Errol Gilman are the proud parents of a daughter born Sept. 26th. Clerk E. C. Herring, who has been confined to a hospital, is able to be out again. Asst. Foreman S. A. Pugsley has returned from his vacation which he spent in Nova Scotia. Carman Helper and Mrs. Gordon Bell are being congratulated upon the arrival of a daughter.

The "North" Was Right, Anyhow

Carmen A. E. Jones and W. L. Hutchinson would like to make a correction thru the columns of the MAGAZINE regarding

You're Not Hurt Worst in an Accident

[Image: I'm sorry John, you're a punchline fellow but...]

Conductor "Pat" Jacobs of train announcing and "peanut rolling" fame. It was stated recently that he received his early training in North Philadelphia but they claim that North Palermo is correct—now have a good time, boys, but don't fight!

Painter Fred Thibodeau returned to work recently after the summer's lay off and he had many experiences to relate. The first part of the summer "Tib" packed his tent and d unnage into the Jewett and started out. Before he landed in Water ville again he covered 8,000 miles and as he says, "Did I have a good time? I'll say I did!"

Thomas L. Kidd, who has been Welding Instructor on this district for the past four years, has been assigned to the New Haven and will make his headquarters at Hartford. All the boys wished "Tom" all kinds of success when he bade them good bye.

"Hoot" Made a Scare

Did He Get Any Back?

You all know J. "Hoot" Gibson, Not the one of World-wide fame; He wrangles the Morse for the Times, But he gets there just the same.

Just a short time ago Mr. Gibson Asked for a few days relief; To go down to Washington County. That is our sincere belief.

Before going, he purchased a flyreel. That set him back eighty-five bills. To make the trip down to his home Through a country of swamps and... He sure must have found a sucker, among the Natives of Eastern Maine. For somebody purchased that tin can. So "Hoot" came back on the train.

Now "Hoot's" back with his nose in grindstone, For we know how discouraged he felt When he spent more money on very little. It will be with a handle and four wheels.

—Spaulding

New Hampshire Notes

By J. E. Winslow

C. E. Hartford, Stationary Fireman, Lancaster, met with an auto accident Oct. 12th, in which his car was damaged and he received injuries to scalp and little finger and was taken to Lancaster Hospital.

Twin sons were born to Firemen L. J. James, Lancaster, on Oct. 14th, but one of the twins died two days later.

Superintendent F. J. Runey and Mrs. Runey are in town for a few weeks' visit.

Practical Girl!

Clarence (ardently)—When will you promise to share my lot, dear?

Winnie (sweetly)—Just as soon as I build a house on it, big boy!—Cutler
**New Hampshire Notes**

By J. E. Winslow

C. E. Hartford, Stationary Fireman, Lancaster, met with an auto accident Oct. 12th, in which his car was badly damaged and he received injuries to his scalp and little finger and was taken to the Lancaster Hospital.

Twin sons were born to Fireman and Mrs. L. J. James, Lancaster, on October 14th, but one of the twins died two days later.

Superintendent F. J. Runey and Mrs. Runey are in town for a few weeks' vacation.

**Practical Girl!**

Clarence (ardently)—When will you promise to share my lot, dear?

Winnie (sweetly)—Just as soon as you build a house on it, big boy!—Culled.

**Brunswick Briefs**

By E. W. Tibbetts

**“Hoot” Made a Scoot**

Did He Get Any Boot?

You all know J. “Hoot” Gibson, Not the one of World-wide fame; He wrangles the Morse for the Terminal, But he gets there just the same.

Just a short time ago Mr. Gibson Asked for a few days relief; To go down to Washington County, That is our sincere belief.

Before going, he purchased a flivver, That set him back eighty-five bills; To make the trip down to his homeland, Through a country of swamps and hills.

He sure must have found a sucker, Among the Natives of Eastern Maine; For somebody purchased that tin can, So “Hoot” came back on the train.

Now “Hoot’s” back with his nose to the grindstone, For we know how discouraged he feels; When he spends more money on vehicles, It will be with a handle and four wheels.

—Sparkey.

**Barnyard Golf Champions**

There are a few around here who knew Tunney would lick Dempsey (after the battle).

The Hudson knock, “that they will pass everything but a gasoline tank,” still holds true, or at least you have to put gasoline in the tank once in a while and it doesn’t pay to think you have enough gas. You must know or you will come to grief. So Gil Powers found out when he had to walk about a mile to get gas enough to get to town one morning lately.

Henry Stubbis, recently employed at the Block Signal Department at Brunswick, wishes to thank his fellow workers through the MAGAZINE, for their great help in his recent sickness.

Blackie Levesque and Tom Powers, employed at the Brunswick coal shed, have
proclaimed themselves as champion horse-shoe pitchers of Brunswick. Each one thinks it is nothing to put thirty-five ringers on in an hour.

The men employed at the Signal Department, also the Car Inspectors, think they are some berries, too, when it comes to that game, but according to report they will have to do a lot of practicing. Blackie Levesque also plays shortstop on the Brunswick ball team.

+ +

**An Eastern Division Tale**

One Time I work on the Eastern Division a ver nice division I meet 1 Frein his name was Gordon. Now I must tell you what dis feller do. Gordon he ver nice boy he Drew de ticket at de bazaar dat win de Widows-pitlock. She also ver nice lady. Bembly Webster he go wit her some time before he get mad and he call Gordon the Greenbush and sed you Folsom and Gordon he hit him so hard he sen him to Mount Hope.

Den Gordon he buy the old Todd Farm near the big Forest der Bangor. He done de Great Work. Bob Hinch he go fish one day and run in To-Mah-Pitlock he say Orono you can’t fish in my Meadow Brook. De Widow she send her Brother Dan-Forth to beat him and Bob he say you go Vezzie, I send you back to de Oldtown were you come from. Now Bob he live in de Forest like a King-man Eaton Fish.—Anon.

+ +

**Antiques!**

"I got a rare old gift for Christmas, one of Caesar’s coins."

"That’s nothing. I got some of Adam’s chewing gum."—Wide Awake.

Huck—I fell through a window this morning.

Ted—Get hurt?

Huck—Yes, got a pane in my side.

—Borrowed.

He—You look like a sensible girl. Let’s get married.

She—Nothing doing. I’m as sensible as I look.—Selected.

Whose Can Beat This Irish Potato?

![Image of a man with a potato]

Aroostook and Piscataquis and Penobscot are said to be some pumpkins in the spud game, but in little old forgotten Cumberland there was raised this year a potato which will put them all to shame.

A master gardener is in our midst in the person of Baggage and Mail Handler Joseph L. Burns of the Eastern Baggage Room, Portland Union Station. On his land at East Deering, Joe this year produced on an exceedingly small plot seven and a half bushels of Murphys, members of the Spaulding Rose faction, all of them big, strapping fellows. The prize of the lot he brought with him to work the other day and great was the excitement when it tipped the Baggage Room scales at two and three-quarters pounds.

Come on, you Maine Central gardeners. Who can beat it? We’ll bet Joe’s spud takes the System banner.

+ +

**Have a Heart, Auntie!**

"Will you let me kiss you if I give you a penny?" asked the little boy’s aunt.

"A penny!" he exclaimed. "Why I get more than that for taking custor oil."—Union Pacific Magazine.

Think it over, then put it over.

+ +

**To See Ourselves as Others See Us**

Commissary Agent J. S. Coon in charge of our dining cars, passes the following as some of the written comments on this phase of our Maine Central service, handed to his Stewards by satisfied patrons:

D. C. 1200, 8’21’26: "Having a delicious breakfast."

D. C. 1203, 8’22: "Am now at breakfast having had no dinner. I am clean through the dining car. Splendid service, train, etc."

D. C. 1201, 8’23: "Good eats in the dining car and am having a really fine breakfast."

D. C. 1200, 8’14: "Just passed Portland and am having a really fine breakfast."

D. C. 1203, 8’14: "Darn good breakfast."

D. C. 1203: "Splendid meals and service on the Maine Central. Great country touring and camping. Don’t miss the chance to come here and see the work and sights."

D. C. 1200, 8’31: "Greetings from Allegash. Fine meal and excellent service."

D. C. 1201, 9’1: "Having a fine dinner."

D. C. 1200, 9’3: "An excellent meal has served me an excellent meal."

D. C. 1203, 9’3: "I am returning from the most wonderful two days at Mt. Kineo. I never expect to see a more beautiful than the sunset from the top of Mt. Kineo where we climbed day evening."

D. C. 1200, 9’4: "Just finished a good breakfast."

+ +

**Tall Timber Tales**

By "Rangeley Rooster."

I tried all kinds of fly dope—"Fisherman’s Friend," etc., forms, tube, tablet and tank car.
Who Can Beat This Irish Potato?

To See Ourselves as Others See Us

Commissary Agent J. S. Coombs, in charge of our dining cars, passes along the following as some of the written comments on this phase of our Maine Central service, handed to him by satisfied patrons:

D. C. 1200, 8'21'26: “Having a most delicious breakfast.”

D. C. 1203, 8'22: “I’m now at breakfast, having had no dinner. I am cleaning up the dining car. Splendid service, lovely train, etc.”

D. C. 1201, 8'23: “Good eats in this car.”

D. C. 1200, 8'14: “Just passed Portland and am having a really fine breakfast.”

D. C. 1203, 8'14: “Darn good breakfast.”

D. C. 1203: “Splendid meals and service on the Maine Central. Great country for touring and camping. Don’t miss the chance to come here and see the wonderful sights.”

D. C. 1200, 8'31: “Greetings from Camp Alleghash. Fine meal and excellent service.”

D. C. 1201, 9:1: “Having a fine dinner.”

D. C. 1200, 9:3: “An excellent steward has served me an excellent meal. I’m for the Maine Central.”

D. C. 1200, 9:3: “I am returning from a most wonderful two days at Mt. Kineo House. I never expect to see anything more beautiful than the sunset from the top of Mt. Kineo where we climbed yesterday evening.”

D. C. 1200, 9'4: “Just finished a very good breakfast.”

Protection Satisfactory but Coverage Nix

“Since does an insurance policy mean protection,” is a problem which has proved puzzling to Pay Clerk A. E. Bardick. Like all careful men, he recently secured a fire insurance policy on his newly constructed garage, but instead of parking it unopened in the northeast corner of his desk drawer, something prompted him to read it.

Imagine his surprise when he found he was protected against fire and conflagration damage to hay and harness, hogs and horses—but that he was not allowed to keep an auto on the premises. By mistake he had been given a form to cover barns.

He wrote the company that he appreciated their kindness in thus considering the possible losses to property he might own some day, but that he would like to keep a car in his garage, because that was what it was built for.

Of course he got a new policy in jolly time and not only that but he also got eight cents back, the rate on garages being slightly lower than on barns.

Tall Timber Tales

By "Rangley Rooster"

I tried all kinds of fly dope—“Skeeter Skoot,” “Fisherman’s Friend,” etc., in all forms, tube, tablet and tank car. I spread it on as thick as “Trudie” did for her swim. Heavens, how they bored me!

So I mixed up a concoction in a bottle, took it out on the job, about a quarter mile from where we took the rail motor car off the “iron.” We were putting in ties. Worked about two hours and no flies.

One of the crew said, “Where are the flies?”

"Says I, "Keep still or they will hear you, Buddie."

But when we went to dinner we found out where they had gone. They were all swimming around that bottle of fly dope. I had forgot and left it on the car.

Have a Heart, Auntie!

If you let me kiss you if I give you a penny!” he exclaimed. “Why I get than that for taking castor oil.”—Pacific Magazine.

A
Right Hand, Left Hand---Always a Little Behind Hand

There was once a feller named Winslow
With whom all my pleadings were vain.
He would always get round at 9.10 with his milk
To go on the 9 o'clock train.

So I wired to the Super this message
"Please set the milk train back an hour,
Or when Winslow is late in the A. M.
His milk will lay over and sour."

At 10 then, the milk train was scheduled,
And I sighed with relief once again.
The very next morning Friend Winslow
Appeared with his milk at 10.10.

So then to the General Manager
A pitiful letter I wrote:
"The way you are running this milk train
Is getting poor Winslow's goat.

Your milk train should go at 11,
If it would connect with Winslow,"
And the Manager answered politely,
And said, "Very well, be it so."

I gave a glad cry of rejoicing,
But my joy was short-lived, I swan,
For the next day at just 11.30,
Good Winslow came round with his can.

Then a letter to Congress I penciled,
"If his Country and Winslow you'd save,
I pray thee, call out the Militia
And make this old railroad behave."

So they called out the Army and Navy,
The S. P. C. A. and the Klan,
The Lame and the Halt and the Lazy,
The populace rose to a man.

They stormed at the gates of the railroad,
And they cried, "Viva Winslow or bust!"
"Set back your old milk train an hour,
Or we'll rip up your two streaks of rust."

The answer came quickly and sadly,
"Go in peace, we will do as you say,
At twelve we will now run our milk train."
Forsooth, I had cause to be gay.

But, O Horrors! Next day when the milk train
Had departed on time at 12 noon,
Dear Winslow appeared at 12.30,
And I dropped to the floor in a swoon.

By my bedside in prayer, then I pleaded,
"Lord, help this slow son of a gun,
Send a train to accommodate Winslow,"
And the answer came: "It can't be done."

"When the Last Great Day is approaching,
And the World stands for judgment in line,
The trumpet shall sound one hour early,
That Winslow may be there in time."

—Dioxy.

Editor's Note:—And it ain't only milk, either.