Just Emptyys Cumin' Back

have you ever sat by the r. r. track
& watched the empty's cumin' back?
lumbering along with a groan and a whine—
smoke strung out in a long gray line
belched from the panting injun's stack
... just empty's cumin' back.

i have ... and to me the empty's seem
like dreams i sumtimes dream—
of a girl ... or munney ... or maybe fame ...
my dreams have all returned the same,
swinging along the homebound track
... 'just empty's cumin' back.

—Burton Smith.

CRASH!**** The placid book that has heretofore reigned over the pages of the MAGAZINE is here to be torn to shreds. A comparison of the Freight Claim Payments on our books of ROUGH HANDLING in the year 1926 causes me to approach the Central Family through these columns and ask—"HOW COME?"

Echo Answers "Why"

You know the answer even better than I. It's nothing more than the grand old army goin' round passin' the buck that has made "Rough Handling and Concealing Unlocated Loss and Damage" bullet points in our Company's 1926 book to every figure for 1925. The Agents passin' the buck to the Operating Department and the train crews lay it on the loaders and stowers. I say that the buck lies on both of you.

Luckily not on every man in the department—but on you few passin' non-cooperators who take only of your own small individuality and forget that railroading must be closer and better team work if it's to be a winning football eleven.

Not Enough Team Work

A stower loads, stows, trip levels down freight in a proper...
Cumin' Back

the r. r. track
is cumin' back?

a groan and a whine—
long gray line
leaving injun's stack
emptys cumin' back.

the emptys seem
in his dream—
they . . . or maybe fame . . .
returned the same,
unbound track
emptys cumin' back.

—Burton Smith.

Grand Old Army Game Hands Freight Efficiency a Terrible Wallop

By M. C. Manning, Freight Claim Agent
Illustrated by F. R. Landers, Auditor Freight Accounts Office

CRASH!****The placid harmony that has heretofore reigned in the pages of the Magazine is herewith to be torn to shreds. A comparison of the Freight Claim Payments on account of ROUGH HANDLING in 1925 and 1926 causes me to approach the Maine Central Family through these pages and ask—“HOW COME?”

Echo Answers “Why”

You know the answer even better than I. It’s nothing more nor less than the grand old army game of passing the buck that has caused “Rough Handling and Concealed and Unlocated Loss and Damage” on the Company’s 1926 books to exceed the figure for 1925. The Agents pass the buck to the Operating Department and the train crews lay it on the loaders and stowers. I say the blame lies on both of you.

Lucky not on every man in every department—but on you few buck-passing non-cooperators who think only of your own small individual job and forget that railroading must have closer and better team work than a winning football eleven.

Not Enough Team Work

A stower loads, stows, trims and levels down freight in a proper and efficient manner to carry and withstand rough handling. The train crew open the car at the first way station and take out part of the freight. Do they arrange what is left in the car? Do they trim and level down so that it will not fall down and break? Do they carefully remove freight from the truck in the freight shed or give the truck handles a push? In all these respects the records show too much buck-passing and not enough team work.

You have heard the one about the trainman and the apples that he was so carefully unloading from a car, carrying in his arms and so very carefully placing on the shed floor. The Claim Agent came along, was duly amazed and asked him—“Do you always handle freight in that manner?” To which the trainman replied—“No! Man, those apples belong to me.”

As if It Belonged to You

Why shouldn’t you all handle freight as though you owned it and had an interest in it? The Company employs you to take an interest in things and for the efficiency of your efforts. If you shed men and terminal employees do not stow, trim, level,
and tight pack freight, who but yourselves are responsible for this increase in Rough Handling causes?
The gross business compares favorably with last year—yet there is greater damage.
The Loss and Damage Claim Account at the present writing will be in the neighborhood of $50,000, over half of that amount, $26,000, for Rough Handling Causes. It is unreasonable to me. Furthermore, in the neighborhood of $50,000, over half of that amount, $26,000, for Rough Handling Causes. It is unreasonable to me. Furthermore, in the neighborhood of $50,000, over half of that amount, $26,000, for Rough Handling Causes. It is unreasonable to me. Furthermore,
Unlike last year—yet there is damage.
Loss and Damage Claim Acts at the present writing will be
in the neighborhood of $50,000 and over half of that amount, $26,000, is for Rough Handling Causes. It seems unreasonable to me. Furthermore it seems reasonable for me to think that if every man that handles or hauls a piece of freight gave his cooperation to reducing Rough Hand-
ling that we could materially reduce this $26,000 yearly waste. Other causes in the Freight Claim Loss and Damage Account have been reduced approximately $20,000 in 1926. Why no corresponding improvement in Rough Handling?

Think it over, you in the majority who have an interest, who do believe in and practice team work, and try and convince others that cooperation is to their interest. All pull together and everybody work in the interest of Claim Prevention. It can be done but it cannot be done unless you do it.

Checkers, Loaders and Stowers do your part by loading freight to combat Rough Handling. Stow properly. Heavy freight on car floor, light merchandise on top. Tight pack your stowing, and level down the load. Trainmen do the same when unloading freight from way cars. If this is done continually every day throughout the year, the results will be the reward of your combined efforts.

**Day-in and Day-out Proposition**

It is a case of constant and vigilant application of prevention of damage every day of the year. Apply it yourself, teach it to others, talk it over among yourselves.

I will be pleased to receive letters, tips, or advice that will in any way serve to prevent damage.

Think of it, over 50 per cent of the entire Loss and Damage Account for the year 1926 attributable to causes of Rough Handling! Something must be done and the measure of successful Freight Claim Prevention rests in the hands of you who handle and haul the merchandise. Practically all of this damage is preventable.

---

**Grade Crossing Accident Campaign Made Good Progress in 1926**

**though** they still try to “beat the train,” the Maine Central campaign to eliminate grade crossing accidents made splendid progress in 1926. Under the direction of M. F. Dunn, in charge of the Road’s Safety Work, the Maine auto-riding public was urged, besought, entreated, advised and commanded to Cross Crossings Cautiously.

By means of warning posters prominently displayed in stations and at crossings, by screen presentation of warning slogans and pictures in moving picture houses, which deserve high praise for their cordial cooperation, in printed literature, in magazines and in newspapers, was the Safety doctrine preached.

So successful was Mr. Dunn’s campaign of education that the record of accidents at grade crossings on the Maine Central Railroad in which automobiles were involved stands as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Killed</th>
<th>Injured</th>
<th>Killed</th>
<th>Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>6</td>
</tr>
</tbody>
</table>

**In Use On Main**

Portrayed above is a Plymouth gasoline locomotive in use on the Chesuncook-Chamberlain Railroad, a logging road deep in the big woods, now under construction by the Great Northern Paper Co. to open up the Chamberlain territory. Parts of the road are in use and a recent report
ighth from way cars. If this is
continually every day throughout
the year, the results will be the
result of your combined efforts.

**On and Day-out Proposition**

A case of constant and vigilant
attention of prevention of damage
day of the year. Apply it your-
selves, teach it to others, talk it over
with yourselves.

I will be pleased to receive letters,
ask advice that will in any way
prevent damage.

Take it, over 50 per cent of the
Loss and Damage Account for
1926 attributable to cause
through Handling! Something must
be done and the measure of successful
Claim Prevention rests in the
hands of you who handle and haul
merchandise. Practically all of
damage is preventable.

**Recent Campaign for 1926**

Several houses, which deserve high
praise for their cordial cooperation, in
promoting the Safety Literature, in magazines and in
newspapers, was the Safety doctrine
promoted.

Successful was Mr. Dunn's cam-
paign of education that the record of
accidents at grade crossings on the
Chesuncook-Chamberlain Railroad in which
motor vehicles were involved stands as

<table>
<thead>
<tr>
<th>1925</th>
<th>1926</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

**PORTRAYED** above is an 18-ton
Plymouth gasoline locomotive in
use on the Chesuncook-Chamberlain
Railroad, a logging road deep in the
big woods, now under construction by
the Great Northern Paper Company
to open up the Chamberlain Lake
territory. Parts of the road are now
in use and a recent report in The
Northern presaged its early comple-
tion.

Steam locomotives are in use on the
Seboomook Lake and St. John Rail-
road, another logging road. When
this equipment was passing through
Portland some irreverend trainman
observed the initials "S. L. & S. J." and
slyly remarked: "Some Locomotive and Some Junk."
A High Spot of Service To The Traveling Public

Exactly a yard and a half of paper needed to visit the Golden Gate

PAPER mills furnish the Maine Central with a heavy volume of Freight Traffic and the Maine Central, believing in cooperation, returns the compliment by its tremendous use of paper and paper products. A single sale of paper ticket is shown above, which will carry a party from Gardiner many thousands of miles from the blue Atlantic to the calm Pacific—and way stations.

The handsome gentlemen portrayed above are shown displaying their handiwork which illustrates one phase of the service the Maine Central offers its patrons. Just previous to the holidays, Henry N. Bates, Ticket Agent at Gardiner, had a request for eight (8) round-trip tickets Gardiner to San Francisco. As all our Agents are not supplied with the necessary tariffs and forms for making up such tickets, a request was made to the Passenger Traffic Department.

Train schedules were checked, cost of tickets calculated, properly limited and reservations for the entire party arranged. In fact every possible thing was done in order to assist the passengers a comfortable rail trip.

This illustrates what the Maine Central Traffic Department is doing to look after our agents all over the State. Many agents take care of their work themselves. Any request for service, a Maine Central representative has prospective business in mind and represents service to the public. If the local office cannot properly and adequately handle, may be referred to the General Offices in Portland.

The tickets shown above were for a party of eight over the New York Central carriers:

Group Insurance

24-Hour Service

Another claim settled 24 hours after its formation reached the insurance office. The claim featured the group insurance situation of the month. This was the case of George Hamilton, employed at the Old Engine House, who lost his right eye as a result of an injury occurring on January 16th.

Removal Found Necessary

Entering the cab of locomotive Engine House at 6.20 a.m. Mr. Hamilton slipped and fell forward. The frame of the cab bracket struck his eye, inflicting a compound fracture of the globe of the eye. He immediately went to the hospital and thence was taken to the Eastern General Hospital by a doctor who was waiting there to become an examiner for the insurance company. So serious was the injury that the right eye was removed on the same day.
The Traveling Public

handsome gentlemen portrayed
are shown displaying their
work which illustrates one phase
of the Maine Central's offerings.

Just previous to the
trip, Henry N. Bates, Ticket
Agent at Gardiner, had a request for
round-trip tickets Gardiner to
San Francisco. As all our Agents
are supplied with the necessary
forms for making up such
tickets, a request was made upon our
Passenger Traffic Department.

Train schedules were checked out,
side trips figured, cost of tickets tab-
ulated, properly limited and Pullman
reservations for the entire trip ar-
ranged. In fact every possible detail
worked out in order to assure the
passengers a comfortable rail journey.

This illustrates what the Passenger
Traffic Department is doing to back
up our agents all over the System.
Many agents take care of this class
of work themselves. Any request on
a Maine Central representative that
has prospective business in sight or
represents service to the public, which
the local office cannot promptly or
adequately handle, may be forwarded
to the General Offices in Portland.

The tickets shown above will carry
a party of eight over the following
carriers:

Maine Central to Portland, B. &
M. and New Haven to New York via
State of Maine Express, Pennsylvania
to Chicago via Washington, Chicago
and Alton to St. Louis, Rock Island
to Denver, D. & R. G. to Salt Lake
City thence Western Pacific to San
Francisco. Returning, the tickets are
routed via Southern Pacific to Los
Angeles, Santa Fe to San Diego. San
Diego and Arizona to Yuma. Sou-
thern Pacific to New Orleans, L. & N.
to River Jct., Seaboard to Jackson-
ville, R. F. & P. to Washington, Penn-
sylvania to New York, N. Y. N. H.
and H. and B. & M. to Portland
thence Maine Central. One side
trip is included in the itinerary from Del
Monte Jct. to Del Monte and return.

Transportation lines profited to the
tune of $1852.48 in addition to Pull-
man charges. Carl C. Barrett and
George Caldwell are shown holding
the tickets.

Group Insurance Scores Another
24-Hour Base Hit

Another claim settled 24 hours after
information reached the insurance company
featured the group insurance situation last
month. This was the case of Oliver R.
Hamilton, employed at the Oldtown En-
geine House, who lost his right eye as a re-
sult of an injury occurring on January 16th.

Removal Found Necessary

Entering the cab of locomotive in the
Engine House at 6:20 a.m., Mr. Hamilton
slipped and fell forward. The throttle
bracket struck his eye, inflicting serious
injury. He immediately went home and
then was taken to the Eastern Maine
General Hospital by a doctor who was
luckily an examiner for the insurance com-
pany. So serious was the injury that the
right eye was removed on the same day.

Charles Leard, Chief Clerk in Mr. Whit-
ney’s office, immediately phoned the Bang-
or claim department of the insurance company,
advising them of the accident
and stating that notice of loss was going
forward to Payroll Auditor Fred S. Twitch-
ell in the afternoon mail.

Over 500 to One

The Bangor adjuster asked to have a
copy of the accident report sent to him
direct. Mr. Leard complied with this re-
quest, the adjuster receiving the report on
January 19th at 9:10 A.M. Going to Mr.
Whitney’s office at once, he received com-
pleted “employer’s statement,” and from
there proceeded directly to the hospital,
having previously investigated the acci-
dent. Detained in the waiting room of the
hospital for nearly a half hour, he did not reach Mr. Hamilton's room until 11:25 A.M., when in the presence of Mr. Hamilton's physician, he presented to the injured man the company's draft for $500.

Mr. Hamilton's application for insurance was not made until December 22nd. In less than a month, his dollar in payments had secured him $500 reimbursement for his unfortunate loss. The claim adjuster later remarked that in all his long and varied experience he had never noted such genuine appreciation of the benefits of insurance as expressed by Mr. Hamilton in this instance.

Gain Noted in Train Crews

A large number of new applications for group insurance have come in during the last month, the gain being particularly notable among trainmen and enginemen.

Except in the case of those who have recently signed up, insurance certificates have been sent to all those who have applied for them. If any employee has failed to receive his certificate, or if certificate contains any error such as misspelled names, either of insured or of his beneficiary, the matter should be reported at once to the head of his department.

A large number of claims have been settled all over the System, most of which arose from sickness. A number of injuries, however, are included in the causes of disability payments. A large number of men are receiving their $10 a week regularly, over twenty-five in Portland being on this list.

Among those who have returned to work and whose claims have been settled in full by the insurance company are the following:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dana G. Douglass</td>
<td>General Offices</td>
<td>Arch Miller, train</td>
</tr>
</tbody>
</table>
| Clifford P. Hawkes | Auditor Freight Accts | Engineer,病, |}
| Thomas McMulkin | Motive Power, sick |
| Blanché E. Reed | Auditor Agencies, sick |
| Harold R. Cummings | Engineering Dept, sick |
| Engineering Department |

George Argraf, Portland, injury.
Trafton Doherty, Thompson's Crew, tumor.
Eugene Greeley, Lewiston, sick.
Doris Knowles, Brewer, injury.
Lee Kelley, So. Portland, injury.
Hoses D. Libby, So. Portland, injury.
Sam Lemay, Rigby, injury.
Lee Ray Burnham, Leeds, sick.

Motive Power Department

Archie Brodie, Waterville, Rheumatism.
Alfred H. Burke, Portland, boils.
Robert J. Brackley, Portland, abscess.
I. Eugene Foster, Fairfield, scarlet fever.
Bradley Johnson, So. Portland, injury.
Pete Lutrell, Portland, sick.
Henry M. Lynch, Bangor, bronchitis.
John Martell, Portland, sick.
A. George Martin, Portland, sick.
Patrick McFarland, Rigby, bronchitis.
Austen T. Miller, Rigby, gripe.
Arthur P. Pelletier, Waterville, accident.
Telephor St. Ongen, Waterville, gripe.
Lewis M. Wheeler, Calais, bronchitis.
Oliver R. Hamilton, Oldtown, last eye.
Wilbur S. Johnson, Bartlett, sick.
Wm. H. Richardson, So. Portland, neuralgia.
John H. Dyer, So. Portland, abscess on leg.

Stations

Fred J. Hennessey, Brunswick, throat.
Henry Harvey, Bangor, stomach trouble.
John P. Hynes, Bangor, nephritis.
Lawrence H. Holmes, Freeman, throat.
Carl M. Olsen, Dexter, ulcer.
George W. McLeer, Newport, cold.

Engineers

Charles J. Denney, Waterville, injury.
S. W. Getchell, Waterville, sick.
R. C. Mower, Anson, sick.
Oscar R. Thomas, Portland, accident.
Howard W. Sawyer, Portland, gripe.

Trainmen

Frank R. Burgon, Bangor, injury.
G. H. Gages, Orange, Portland, sick.
Harold Haines, Bangor, sick.
Joe Pownall, Waterville, scalded.
Levi Berry, Lewiston, sick.

Portland Terminal Co., Station

Theodore P. Hill, Portland, sick.
Mathias O'Toole, Portland, asthma.
Wm. H. Tiersay, Portland, sick.

How Many of These Signs Have You Seen on the 1927 Fords?

<table>
<thead>
<tr>
<th>Sign</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nash Can</td>
<td>Sick Cylinders</td>
</tr>
<tr>
<td>Puddle Jumper</td>
<td>Four wheels—all tired</td>
</tr>
<tr>
<td></td>
<td>100 per cent a Meri Can</td>
</tr>
<tr>
<td></td>
<td>99 per cent static</td>
</tr>
<tr>
<td>Danger</td>
<td>2000 jolts</td>
</tr>
<tr>
<td>Struggle</td>
<td>Baby Lincoln</td>
</tr>
<tr>
<td>Little Bo Creep</td>
<td>Why girls walk home</td>
</tr>
<tr>
<td></td>
<td>Teachers, P, of course they do</td>
</tr>
</tbody>
</table>

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Train Rules

By M. F.

Order No. 1

No. 3, Eng. 450, has right over Eng. 451, Brunswick to Richmond. Both these trains are first class. No. 18 is superior by direction. This reverses their superiority between stations named. If No. 18 reaches 10 minutes before No. 3 arrives, it may pass anywhere it can make between Brunswick and Richmond and clear the leading train of No. 3. If the two trains meet between Richmond and Brunswick, No. 18 can pass at any point it can make between Brunswick and Richmond and clear the leading train of No. 3. If they meet at any point between Richmond and Brunswick, No. 18 can pass at any point where the leading train can pass in the same direction.

Order No. 2

No. 350, Eng. 610, has right over Eng. 455, Bowdoinham to Freeport, No. 21 first class—No. 350 second class. On this order No. 25 may go to any point where it can make between Freeport and Bowdoinham and clear the leading train of No. 3. If the second named train reaches the first named train at any point it may proceed, keeping clear of the second named train as many minutes as it was before required to clear the first named train.

Order No. 3

Extra 469 East has right over Eng. 470, Augusta to Waterville, Rivers until 3:40 three for Vassalboro until 3:45 three forty for Augusta and Winslow until 3:55 three fifty. On this order Extra 469 is made to No. 102 between the points named must not leave any of the stations in advance of the time specified. No. 102 may go to any one of the stated points they can make and clear the specified time five minutes.

Order No. 4

Extra 469 East has right over Eng. 470, Augusta to Waterville, Rivers until 3:40 three forty for Augusta and Winslow until 3:55 three fifty. On this order Extra 469 is made to No. 102, Eng. 470. This order is similar to Order 3 except that it makes the leaving time.
Train Rules and Train Orders

By M. F. DUNN, Train Rules Examiner

**Order No. 1**

No. 3, Eng. 450, has right over No. 18, Eng. 451, Brunswick to Richmond—
Both these trains are first class and No. 18 is superior by direction. This order reverses their superiority between the stations named. If No. 18 reaches Richmond before No. 3 arrives, it may proceed to any point it can make between Richmond and Brunswick and clear the leaving time of No. 3. If the two trains meet at Richmond or Brunswick, No. 3 takes siding. If they meet at any point between Richmond and Brunswick, No. 18 must take siding and notify No. 3 of its arrival.

**Order No. 2**

No. 350, Eng. 610, has right over No. 25, Eng. 455, Bowdoinham to Freeport.
No. 25 first class—No. 350 second class.
On this order No. 25 may go to any station it can make between Freeport and Bowdoinham and clear the leaving time of No. 350 five minutes.
If the second named train reaches the point last named before the other arrives it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the rules.

**Order No. 3**

Extra 469 East has right over No. 102, Eng. 470, Augusta to Waterville. Wait at Riverside until 3.40 three forty P.M., Vassalboro until 3.45 three forty-five P.M. and Winslow until 3.55 three fifty-five P.M.
On this order Extra 469 is made superior to No. 102 between the points named and must not leave any of the stations mentioned in advance of the time specified.
No. 102 may go to any one of the designated points they can make and clear the specified time five minutes.

**Order No. 4**

Extra 469 East has right over No. 102, Eng. 470, Augusta to Waterville. Wait at Riverside until 3.40 three forty P.M. for No. 102, Eng. 470.
This order is similar to Order No. 3 except that it makes the leaving time of

Extra 469 at Riverside, Vassalboro and Winslow 3.40 P.M. and allows No. 102 to go to any of the stations named that they can make and clear the time specified five minutes.

If Extra 469 arrives Riverside before 3.40 P.M. they may proceed before the expiration of the time specified provided No. 102 has arrived.

**Order No. 5**

Extra 601 East has right over Extra 602 West Clinton to Pittsfield. Wait at Burnham June until 3.30 three thirty P.M. for Extra 602 West.
Extra 602 West must be clear or protected at Burnham or any intermediate point at 3.30 P.M. on this order. Extra 601 East must not leave Burnham until 3.30 P.M. unless Extra 602 West has arrived.
When the Extra thus made superior is directed by train order to wait at a designated intermediate station until a specified time in accordance with Example 3 of Form E, the inferior extra must be clear of main track at the specified time.

**What She Preferred**

First Female Stenog.—I like a man with a past. He is so interesting.
Second F. S.—I like a man with a future. He is more interesting.
Third F. S.—I like a man with a present, and the more expensive the present is the more interest I take in him.—Wall Street Journal.

We wonder how the accounting office checks the way bills.
Clerk: "What is this stuff; it's billed 'Batts?'"
Agent: "If it's for a garage or electrical store it's batteries; if it's billed to a drug store or sporting goods store it's Baseball Bats."
Clerk: "It's billed to a dry-goods store."
Agent: "Oh, that's cotton batting."
MAINE CENTRAL Employees' Magazine
Vol. IV FEBRUARY, 1927 No. 2
"For, By and About Maine Central Employees"
Published Each Month
by the Maine Central Railroad Company, and
dedicated to the interests of the company
and its employees.

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J. E. Winslow, Lancaster
Alfred R. Pugh, Rockland

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Maggie Madeline Godby, Accounting Dept.
Howard R. Bean, Freight Accounts

Communications by members of the Maine Central family, and by all others interested are earnestly solicited. They may be forwarded "P. R. R." and should be addressed to magazine headquarters, Room 111, 222-224 St. John Street, Portland.

EDITORIALS

LONGEST ELECTRIC RAILWAY

The Chicago, Milwaukee & St. Paul Railway claims the distinction of being the world's longest electrified railroad, with 649 miles of its main line through the mountains of Montana, Idaho and Washington powered by white coal, according to the DELAWARE AND HUDSON COMPANY BULLETIN.

The electrification of this part of the road is said to release 162 steam locomotives by the employment of 61 electric locomotives. Another saving of 265,000 tons of coal and 35,000,000 gallons of fuel oil are effected. The juice is generated at 22 hydro-electric plants.

KATY CLAIMS TWO RECORDS

The M-K-T claims world's records for non-stop trains as well as for fuel performance, according to the TRAIN DISPATCHER.

Regular 75 stock and time freight train Engine 734 departed Franklin, Mo., 7.05 p.m., August 6th, and arrived Baden, Mo., 2.55 a.m., a distance of 180 miles in 7 hours and 50 minutes, the story recites. This is not a speed record, as the speed was held to about 30 or 35 miles per hour in order to gain a better fuel performance. Train consisted of 75 revenue loads and two water cars, 3,797 tons, using 22,140 pounds of coal or an average of 32 pounds per gross ton mile. A total of 686,986 gross ton miles was hauled. Train actually went from terminal to terminal without making a stop, only slowed down at McKittrick, which is about half way, to change firemen.

SIX THOUSAND IN ONE GROUP

Employees and officials of the Western Lines of the Illinois Central, their families and friends to the number of six thousand, celebrated the Road's fourth annual outing at Independence, Iowa, last summer. Special trains assembled the crowd.

IF engineers on the railroads were to disregard one-tenth as many rules of safety as the average automobile driver, many disasters would occur that would not be enough boards and commissions in the country to conduct half the investigations.

—From the Trenton (N. J.) Gazette

GEORGE R. HAYNES

Fifty-two years in the service of the company, loved and esteemed by all who knew him, and credited as one of the railroad engineers in the State. The record of the late Mr. Haynes passed away January 5th at his home on Coyle Street, Portland, Maine, in his seventy-two years old.

Born in Medford, Mass., in August, he came to Maine in 1858 and settled in Waterville. It was there that he first worked for the Maine Central. He was promoted to Engineer. He fired the first Flying Yankee, was put on in 1883. Before that season he was promoted to engineer.

He had a clear record covering four years of running a locomotive, and in the years he had been running a locomotive he had never injured a railroad passenger. He had the respect and affection of his fellow roadmen and always had an excellent moral character, even to his kind hearted and a man of sterling character.

He is survived by his widow, Mrs. Haynes, by a brother, Edward S.
IN MEMORIAM

GEORGE R. HAYNES

Fifty-two years in the service of the company, loved and esteemed by all who knew him, and credited as one of the best railroad engineers in the State. This is the record of the late Mr. Haynes, who passed away January 5th at his home, 52 Coyle Street, Portland, Maine. He was seventy-two years old.

Born in Medford, Mass., in August, 1855, he came to Maine in 1858 and lived in Waterville. It was here that he first began working for the Maine Central in 1873. He fired the first Flying Yankee when it was put on in 1883. Before the second season he was promoted to engineer.

He had a clear record covering forty-four years of running a locomotive, and in all the years he had been running a locomotive, he had never injured a railroad man or passenger. He had the respect and love of his fellow railroad men and always a man of excellent moral character, even tempered, kind hearted and a man of sterling worth.

He is survived by his widow, Alice M. Haynes, by a brother, Edward S. Haynes, of Syracuse, N. Y., and a sister, Mrs. Mortimer E. Adams of Portland.

Mr. Haynes was affiliated with the Ancient Free and Accepted Masons, Eastern Star, and the Brotherhood of Locomotive Engineers.

His funeral which was held on January 9th was attended by many friends and relatives.

MICHAEL C. NORTON

Michael C. Norton, employed many years by this Company, died Friday, January 7th at his home, 149 Brackett Street, Portland, Maine, after a long illness. He is survived by a wife, five sons and two daughters. His death is mourned by many intimate friends.

CHARLES L. PERRY

Charles L. Perry of Waterville, on January 12th, dropped dead just before he was to have started his daily work as boilermaker in the Waterville Shops. An attack of influenza had left him in a weakened condition, heart failure being the immediate cause of his death.

Mr. Perry had been in the employ of the Road since November, 1922.

He is survived by his wife and two daughters.

AUGUSTUS S. WENTWORTH

Augustus S. Wentworth, formerly employed by the Maine Central for a period of forty-three years, died at his home at South Windham, January 20th after a long illness. Owing to ill health, he was obliged to resign from the service six years ago.

He is survived by a wife and three daughters. Funeral services were held January 21st at his house at So. Windham.

From the Trenton (N. J.) Gazette
Maine Central Family

Recent Activities of the Oldtown Optimists

By V. A. CUNNINGHAM, Oldtown

Agent Dennis to Truckman (sternly)—
"How is it I find you smoking in this freight shed?"

Truckman—"I guess it must be those rubber soles, Boss."

No, I am sure it's not as cold as it's going to be, as Crossing Tender Joe La-Bree is still wearing his black derby. The few cold mornings so far have just slid it ahead a bit where it would warm his brow. BUT—40° BELOW AND THE DERBY WILL GO.

Clerk Ashby went up to New York on his vacation and wanted to see Brooklyn Bridge. After a while he found a great structure. After walking along under it for about three miles with open-eyed admiration, he asked a cop what they put so much of it on the ground for.

And the cop said, "Why, you darn fool, you are looking at the elevated."

"One reason for retaining your hair," said the smooth-tongued city slicker to Operator Lavallee, shaking a gaily-labeled bottle under his nose, "is that a heavy head of hair is often a protection in an accident." Now we claim statistics will show that the bald and unbalanced men hit by falling safes, pianos and steel girders sustain almost equal amount of damage.

Section Foreman Felix Shorette:—"Oh, boy! Look at it snow. Will some of you optimists tell me the bright side of that?"

"Sure, Felix," is our reply, "it's lucky it's not snowing snow balls."

Charles E. Longley, Crossing Tender at Milford, has the distinction of being the first local man to receive compensation for injuries received off the job. While acting as Fire Chief of the Milford Fire Dept. at a fire in Costigan, a floor collapsed beneath him, causing many bruises and sprains and necessitated a lay off of nearly two weeks. He had signed for policy less than a week before receiving his injuries, receiving his compensation a few days later. A week later he received his policy.

Romance and Royalty—Continued

We beg to apologize for an oversight in omitting a part of the manuscript appearing under the above title in last month's MAGAZINE. Conductor Haney advises that his contribution was badly decapitated and was about a tree, instead of a knee, a tree that "used to sway by the right way," a tree that was composed largely above ground of those things that are making the silk stocking manufacturers rich,—Limbs.

He says that they are very beautiful when you make a study of them and are entitled to a great amount of feeling. I once knew such a tree and studied each rugged limb for hours. After an argument with a bull in a pasture, I appreciated their beauty at once, on my arrival, especially those limbs nearest the ground.

Romance and Royalty is a poem and you only have to practice on it long enough to make it rhyme, it goes kind of sad and slow, like the first trip back to the old job, after vacation.

Left to right: A. L. Dennis, Agent, H. E. Tourtillo, Freight Clerk, V. A. Cunningham, Cashier.

ROMANCE AND ROYALTY—Concluded

"My God," cried the Princess, "you'll have to cut my hand off my knee," as she pulled the clutch of wind upon her limbs, and made them-only for a moment.

"If you must loot my wealth of fate, as gentle as you can, and not shock my boyish bob, like other railroad madmen."

For our Princess, you see, was a member of our orchard, a choice apple tree.

P. S.: Consider the words of the poet Joyce Kilmer:

"Poems are made by fools like me, But only God can make a tree."

Amazing Invention Brings Relief to Sufferers

By B. J. SIROIS, Clinton

In the December number of the MAGAZINE your correspondent from the Mountains inquired as to a remedy to stop hairs falling off—a wig. Should you think the attached ad, (which I have cut out of the January number of SCIENCE AND INVENTION) to be of any help to the afflicted man please pass the good word along.
Traffic Expert Gives

Simple Directions

The TRAFFIC WORLD quotes the following from the letter of one tariff expert to another:

Yours of 26th to hand, and contents noted. You fail to say what Speiden tariff?

Is it 462A, which was superseded by supplement X29 with the exception as noted in paragraph B marked I, which applies to everything except as specified in Note 9, which takes the same rate as other commodities as listed under class four in Speidens 63, except where rule 91 refers to supplement 408J, in which case unless otherwise specified use the commodity rate if same does not conflict with R. S. T. 49 as explained in foot note;* in which event turn around twice, sneeze; and close all tariffs.

You and I can figure freight rates!

A. E. H.

Engineers Wallop

Maintenance of Wayers

One memorable Friday evening last month, a team consisting of five big leaguers, mind you 5-A-No. 1 bowlers laid aside their blue prints and protractors and decided to show their friendly enemies from across the hall just which ones were supreme on the alleys.

John Corcoran led the barrage, with a high string total of 305. Thompson was the high single string man with 115 pins to his credit, and also a second high string total of 293. After the smoke had cleared away, the result showed a lead of 144 pins. Lambourne of the losers was the most consistent bowler and bowled them over for a string total of 271.

The next time they meet, the fur is sure to fly.
Little Things That Make Railroading America's Most Efficient Industry

Safety Poster Saved a Life

Tank Truckman R. F. Jones, employed in the Frisco's shops at Springfield, Mo., had seen safety posters around the walls but had probably paid little attention to them except to the one on "Prone Resuscitation" which happened to interest him. It was lucky for Foreman Williams that Jones had noticed this, for the other day he started to climb into an engine tender on which a frayed electric line wire had grounded. The full force of the current passed through Williams' body and he was apparently a goner when pulled free, but Jones remembered his dope on resuscitation and soon had Williams' air going again, so that he was around next day as good as ever.

He's Taking a Chance With His Camera

Rough riders Barred

The G. M. & N. NEWS records an unusual incident featuring the smooth roadbeds in that part of the country. Pulling a loaded log train 40 miles from Montrose to Laurel, Miss., failed to attract ten sleeping turkeys who had parked themselves thereon the previous evening. The owner of the turkeys probably thought he was saving money on roosts, but failed to realize that his trespassing turkeys have been given a free ride. What happened to the birds when dawning day found them in the freight yards at Laurel, the story fails to relate.

Katy Advertises Individuality

"The Sooner," a new express train between Kansas City and Oklahoma, not named after the well-known breed of dog but rather after an interesting incident in the early history of Oklahoma. Large portions of this state were open to homesteaders, they lined the Kansas border, being held back by States cavalry until the rifle crack of the scheduled hour and all dashed off line pell mell. They claimed the land desired on the basis of first-comes, first-served. A few of those who were too slick to sneak over the border ahead of time naturally found roosting in the measurable lots when the crowd arrived were termed "Sooners." Hence the use of the term to name a train which goes to Oklahoma City in a hurry. This train is being extensively advertised in the Southwest and prominent in advertising, according to the M-K-Employee's Magazine, are pictures of men who ride in the cab, set off to the right of a drawing of the locomotive pulling through the night. Different ads for "The Man Who Pulls the Sooner Train," "The Captain of the Sooner," "The Man Who Fires the Sooner," etc. The stories are given personality by telling the readers about the personalities of the men who handle the train.
Katy Advertises Individuals

“The Sooner,” a new express train between Kansas City and Oklahoma, was not named after the well-known breed of dog but rather after an interesting incident in the early history of Oklahoma. When large portions of this state were thrown open to homesteaders, they lined the Kansas border, being held back by United States cavalry, until the rifles cracked on the scheduled hour and all dashed over the line pell mell. They claimed the land they desired on the basis of first-come-first-served. A few of those who were able to sneak over the border ahead of time were naturally found roosting in the most desirable lots when the crowd arrived and were termed “Sooners.” Hence the Katy’s use of the term to name a train which gets to Oklahoma City in a hurry.

This train is being extensively advertised in the Southwest and prominent in its advertising, according to the M-K-T Employees’ Magazine, are pictures of the men who ride in the cab, set off to the side of a drawing of the locomotive plowing through the night. Different ads feature, “The Man Who Pulls the Sooner Throttle,” “The Captain of the Sooner,” “The Man Who Fires the Sooner,” etc. The train is given personality by telling the public about the personalities of the men who handle the train.

Rough riders Barred

The G. M. & N. News records an unusual incident featuring the smoothness of roadbeds in that part of the country. Pulling a loaded log train 40 miles from Montrose to Laurel, Miss., failed to awaken ten sleeping turkeys who had parked themselves therein the previous evening. The owner of the turkeys probably thought he was saving money on roosts, but failed to realize that his trespassing turkeys might be given a free ride. What happened to the birds when dawning day found them in the freight yards at Laurel, the story fails to relate.

If you are not too busy next Tuesday evening, between the hours of six and eight, just drop in at the Congress Square Alleys, on Forest Avenue, and watch the boys smash the pins. They will all be there, as the bowling season is now in full swing, and enthusiasm in the sport is running high, wide and lofty.

League Standing

The week of Jan. 11th the Kennebago topped the list of the ten teams from the General Offices, having won 49 strings, losing only 15 with a percentage of 76.6.

Waldo Paine of the Kineos holds the record at the present writing for high single string, he having bowled them over for a total of 136. Not bad a-tall. This same gentleman also holds the record for high three strings total 334.

John Corcoran leads the pin smashers with an average of 96, Charles May a close second, 95 and Edward Haggerty, Charles Welch and Leon Hawkes each tied for an average of 93.

Other averages are as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Average</th>
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<tbody>
<tr>
<td>Herman Stover</td>
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<td>Russell Warford</td>
<td>84</td>
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<td>Howard Beane</td>
<td>90</td>
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<td>Robert Smith</td>
<td>84</td>
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<td>W. E. Paine</td>
<td>89</td>
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<td>Harry Caldwell</td>
<td>84</td>
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<td>Charles Mills</td>
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<td>F. R. Landers</td>
<td>83</td>
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<td>Edward Nagle</td>
<td>89</td>
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<td>Fred Thompson</td>
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<td>Don Heiskell</td>
<td>88</td>
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<td>Harvey Rand</td>
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<td>Herbert Oberg</td>
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<td>James Martin</td>
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<td>James Dole</td>
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<td>Delmont Bishop</td>
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<td>George Whittaker</td>
<td>87</td>
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<td>Philip Bird</td>
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<td>James Phillips</td>
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<td>H. W. Paine</td>
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<td>Martin Plummer</td>
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<td>William Welch</td>
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<td>Albert Lambourne</td>
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<td>James Pride</td>
<td>75</td>
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<tr>
<td>Joseph Welch</td>
<td>84</td>
</tr>
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</table>
Our Jack Spink Helps Out Henry Southworth

By J. F. Dunn, Rigby

North Conway Notes

By A. H. Durkin

We enjoyed a call from Traveling Passenger Agent S. W. Hapgood January 5th.

The company is realizing considerable revenue from the transportation of slab wood from the mills at Bemis and Sawyer's River. Three carloads were received at North Conway in January. These mills are cutting ties for the B. & M. R. R.

Operator Durkin and wife passed the week end (Jan. 22 to 24) at Wiscasset. Operator Gagner substituted during his absence.

The many friends of C. H. Willey, Chief Clerk in Roadmaster's office, Bartlett, extend their sympathy in the loss of his mother, Mrs. E. L. Willey, who passed away Dec. 31st at North Conway.

On the Cover

Cover for this month’s issue reproduced through the courtesy of Milford Baker, of the Baker Studio, Bingham, Maine.

Weldon—What would you call a man who has a smile for everybody?

Sheldon—A bootlegger. —Stollen.

Portland's Harry Lauder

Many prominent railroad men in and about Portland are proving to be as prominent in club life as in business. Among these is Master Mechanic H. A. Southworth of Rigby, who is a charter member of the Portland Civic Club, which holds its noon day luncheons each Monday at the Falmouth Hotel.

It was up to “Henry” to provide the entertainment for the gathering of Monday Jan. 8th. He did himself proud in the presentation of the local Scotch Songster and Humorist Jack Spink.
Jack Spink Helps
Henry Southworth

By J. F. Dunn, Rigby

Jack needs no introduction to the rail-
road folks of Maine from either the stand-
point of an entertainer or a railroad worker.
His employment in the Portland Terminal
Company as a carman has been of long
duration and at the present time is located
at Cumberland Mills Yard.

On a Par with the Best

As an entertainer, Jack is on a par with
the best of them. His specialty is Scotch
songs and dialogues and being of Scotch
descent comes naturally by it. He has
oft times been referred to as Portland’s
Harry Lauder. Jack has also participated
as a gloom chaser in many railroad socials.

In a well arranged programme of song
and story, Mr. Spink brought round after
round of applause from the appreciative
gathering of Civitans. Mrs. Edith Down
played a piano accompaniment to such airs
as “She’s the Last of Me”, “I Like to be
a Sailor”, “When I Meet McKay” and
“The End of a Rose”. Our Jack appeared
in full Scotch costume.

* * *

General Office Notes

Joseph J. Deane, Assistant to General
Passenger Agent and Sherman W. Har-
good, Traveling Passenger Agent, attended
the Boston Railroad and Steamship Agents
annual meeting and banquet held at the
Hotel Somerset on January 10th.

Our Editor and Publicity Agent Dudley
Alleman was present at the annual con-
vention of Railroad Advertising Agents
held at the Hotel Palmer, in Chicago, week
of January 17th.

A new addressograph machine has been
recently purchased and installed in Mr.
Reeves’ office. The new machine is oper-
ated by electricity, and has many new
improvements over the hand machine. It
saves much time and is invaluable in send-
ing out tariffs, bulletins, filling regular
mailing lists, etc. The old machine has
been set up in the Freight Department.

Effective January 17th, Leo R. Coyle,
formerly chief clerk in Mr. H. T. Leigh-
ston’s office, Auditor of Agencies, was ap-
pointed to the position of Traveling Audi-
tor, with headquarters in Portland. The
latter position was recently made vacant
by Arthur P. White who, a short time ago,
was transferred to the position of chief
clerk in the Passenger Traffic Department.

The marriage of Mildred Sweet, formerly
of the Freight Audit Department, to Mr.
Irving Choate took place on January 3rd.
Their many friends regret that they are to
make their home in Boston where Mr.
Choate is located in business.

Henrietta Fickett of the Revision Bureau
has recently become engaged to Allan
Murray of the Motive Power Department.
Edith Clark, stenographer in the Freight
Traffic Department, has returned to her
duties after an illness of two weeks.

Walter Robinson has been appointed
Chief Clerk in the Auditor of Agencies’
Office.

* * *

New Roundhouse
at Eastport

By E. F. McLAIN, Calais

Above we have a picture of one of our
most recent construction achievements.

This two stall house was erected by a
crew of men under the supervision of L.
D. Smith.

It was necessary to build this new round-
house, so great has been the increase in
fish traffic, from which much revenue is
gained. It’s a real business with these
people in the most easterly city of the
United States.

Much pride is taken in this new engine-
house by its faithful keeper, George W.
Lank.
Railroading on the Rangeley Branch

By "RANGELEY ROOSTER"

Half Way Through the Summit Slide of June, 1917

[EDITOR'S NOTE: Along the same line as the man who ran his ad upside down to attract attention, last month we used the above picture without explanation. Here's the dope.]

My diary tells the story of slide west of summit as follows:

Sunday, June 17, 1917: Rain all day. Called crew at 5 P.M. Worked 10 hours.

Monday: Clearing. Washouts. Went to work 5 A.M. Worked two days overtime.

Tuesday: Worked at slides on Section 218.


Wednesday noon, as we were transferring mail, baggage and express, E. L. Lovejoy, our superintendent, said, "When will you have the track ready?"

I told him, "Tonight," and sure enough No. 213 rolled over it on time.

The picture above shows the slide partially cleared up, where we stopped work Tuesday night.

I am hoping to catch a Lynx or Bobcat to take up to the Sportsman's Show at Boston on Jan. 29th. I am going, as the "Missing Link."

+ + +

Marital Bliss

First Trainman—Where are you going in such a hurry?

Second Trainman—I'm running to stop a fight.

First Trainman—Who's fighting?


(20)
Maine Central Relief to Hold Annual Meeting

Monday, February 28th, is the date set for the annual meeting of the Maine Central Railroad Relief Association. This organization begins the year in a condition considered most satisfactory by its many friends and members. It was organized in 1887, with Elton A. Hall, then Superintendent of the Portland Division, as its first president.

This association now has forty years of constructive, helpful service behind it; during which time, it has paid over a million dollars to policy holders and their families. Its reserve on January 1st of over ninety-four thousand dollars is the splendid guarantee of permanence and safety.

The Maine Central Railroad Association roster of two thousand one hundred and twenty can well be proud of the accomplishments of their organization.

A more complete and detailed account of the Association will appear in the March issue of the MAGAZINE.

Mountain Road Items

By J. E. WINSLOW

Late last month, after completing run on train 163 to Portland, Fireman L. P. James of Lancaster slipped on ice in Rigby Terminal and fell, striking his face on a rail and cutting it very badly.

Algernon S. Dodge of the Engineering Department, Portland, has been appointed Assistant Roadmaster at Lancaster in place of J. E. Collins, who resigned.

L. B. Connary of Lancaster, formerly Clerk in Roadmaster's office at Lancaster and for the past year Clerk in Motive Power Department, Lancaster, has recently taken position as Chief Clerk in the Roadmaster's office of the Portland Terminal Company. We are sorry to lose "Pete," but our loss is Portland's gain.

Mrs. E. W. Piske has taken position vacated by L. B. Connary and Miss Evelyn Gillespie is taking position vacated by Mrs. Piske in the Motive Power Department, Lancaster.

Concerning Our Agents

Food For Thought

We have had two principal excursions on our line during the past month, one to Portland on account of the Auto Show, and the other to Boston, this you already know. But the questions are, "How much business do you solicit for the company?" "Do you talk it up to people outside of business hours?" "Do you tell them that they can go to Boston for approximately the price of one fare?" "Do you do your part to make these excursions successful for the Company?"

It is doing these little things, doing just a little more than we are paid to do, working all for one, and one for all, cooperating in all stages of the game, that makes the Maine Central Family one of the best in the great army of Railroad workers.

Gene Tunney Loafs a Week in Vicinity of Moosehead Lake

Recently we have had the honor of transporting over our rails the one and only Gene Tunney, from Portland to Kineo Station and return.

The present champion caused a lot of excitement on the Kineo Branch, the natives coming from far and near to meet the trains and get a peek at the world's champion pugilist and erstwhile linguist and scholar.

Tunney spent his vacation at Tomhegan camps on Moosehead Lake, and almost every day, accompanied by several others, he put on the webs and snowshoed across the lake to Rockwood to meet No. 253 and incidently get the mail from home.

Conductor Emery who has been running on the Kineo Branch for quite some time, avers that the police force at Lake Moxie was all "het up" over his coming, because he had been reading considerably in the papers of late about Tunney's proposed trip and had also heard him speak over the radio. The champ fulfilled all expectations.
Efficient Helmsman at “Elm City” Station

H. Travers, Gen. Agt., Waterville

Woodland Wide Awake

By R. H. JOHNSON

It has been some time since we were able to contribute to the MAGAZINE, this caused mostly by lack of doings in railroad circles in this vicinity. However, since the snow has arrived and business is picking up it makes us feel we are back to the good times again, so here goes for a few items.

No Wings Visible

Jason Hartford, trackman, has installed a new “Kolster Radio” in his home to help pass away the long winter evenings. Jason says, “It’s a Bird”, but in looking it over we have failed to see the WINGS as yet.

Eugene Strout, Station Baggage Master, spent a Sunday recently on the St. Croix River, with some old parts of Umbrellas, a few pieces of wood and some red flannel, also a little box of bait. He reports only one fish in the river when he arrived on the ice and when he left he brought that one home with him.

Worth Waiting For

We hope by the time these notes go to press, Section Foreman J. W. McClure will have received his radio. It has been ordered for some time and it looks now as if he would have to send someone to Kansas City after it. Never mind, Jim, it will be good when it comes.

F. R. Hall, Baggage master on trains 438-439 and 440-441, who had the misfortune to hurt his foot while switching in Woodland yard, is gaining slowly and will be able to return to work in a short time.

We understand from Trainman H. C. Norwood that he received a radio for a Christmas present.

While Agent Holmes was laying off, he made a visit with Mr. Burt Pullen, Agent at Milltown, and from what we can learn some of the conversation ran along like this:

Holmes: Give us a match will yer?
Pullen: Here, don’t throw the match stump on the floor.
Holmes: What will I do with it?
Pullen: Take it with you.

Moral: Keep the floor clean.

Watch Your Step, S. H. T.

Car Inspector S. H. Bailey was coming home to take the train at Milltown station he had the misfortune to slip on ice and fall. Aside from getting a surprise so early in the morning he doesn’t think the worse off account of the fall.

Cunningham’s Crew recently made repairs to the railroad bridge at Bar Harbor.

We know one thing and that is, Trackman John Hall is going to keep a day and date throughout this year in life has been taken a calendar home weekly or every night to date.

On January 4th, several of the engineers from Cunningham’s crew went to the line and put new planks in station platforms and made other necessary repairs.

In keeping with other stations a different theme line, we shipped from here eleven Christmas trees during the third week of December.

Keen Kingman Kon

By T. G. Kelley

Section Foreman J. E. Meagher took a two weeks’ vacation, visiting his daughter in Melrose, Conn. Joe got back just in time for the deep snow.

Tracy on the Job

Operator C. V. Tracy is working trick at this station.

Miss Olive Leach, daughter of H. W. Leach, has undergone an operation at the Eastern Maine General Hospital in Bangor. She is getting along fine, all hope for a speedy recovery.

Worth Waiting For

Baggageman S. M. Gould has plow going again; says she work. Now if the members of the Maine Family will all be patient and look to next month’s issue they will see several of Sandy’s Plow.

We will soon be loading hardwood at Drew now. M. E. Sprague is operating the hardwood concern, everything is going well at 150 carloads or thereabouts.
Woodland Wide Awake

By R. H. JOHNSON

It has been some time since we were able to contribute to the magazine, this mostly by lack of doing in railroad in this vicinity. However, since the railroad is on the move and business is picking up in town, we feel we are back to the good old days again, so here goes for a few items.

No Wings Visible

Hartford, trackman, has installed a "Bird" in his home to help him keep in touch with the long winter evenings. Jason H. Johnson, his "Bird" but in looking it over, it is not easy to see the "WINGS" as yet.

Strout, Station Baggage Master, Sunday recently on the St. Croix, was routed to the Orleans, with some old parts of Umbrellas, a basket of wood and some red flannel. He reports only a few were left. He got off the train when he arrived on the train and when he left he brought that one back with him.

Worth Waiting For

John Peacock, the former Foreman J. W. McClure will give the radio a good going over. It has been on the road some time and it looks now as if it is ready to have someone to send it to Kansas City. Never mind, Jim, it will be on its way soon.

Hall, Baggage Master on trains 440-441, who had the misfortune to have his foot while switching in yard, is gaining slowly and will return to work in a short time.

Understand from Trainman H. C. I. that he received a radio for a present.

Agent Holmes was laying off, he left with Mr. Burt Pullen, Agent downtown, and from what we can learn the conversation ran along like this:

Agent Holmes: What will I do with it?
Mr. Pullen: Take it with you.

Moral: Keep the floor clean.

Watch Your Step, S. H.

Car Inspector S. H. Bailey was on his way home to take the train at Miltown station he had the misfortune to slip on the ice and fall. Aside from getting a little surprise so early in the morning he is none the worse off account of the fall.

Cunningham's Crew recently made repairs to the railroad bridge at Baring.

We know one thing and that is sure. Trackman John Hall is going to know the day and date throughout this year, he has been seen taking a calendar home with him every month to date.

On January 4th, several of the Carpenters from Cunningham's crew were here and put new planks in station platform and made other necessary repairs.

In keeping with other stations along the line, we shipped from here eleven cars of Christmas trees during the third week in December.

Keen Kingman Contacts

By T. G. Kelley

Section Foreman J. E. Meagher recently took a two weeks' vacation, visiting his daughter in Melrose, Conn. Joe got back just in time for the deep snow.

Tracy on the Job

Operator C. V. Tracy is working third trick at this station.

Miss Olive Leach, daughter of Agent H. W. Leach, has undergone an operation at the Eastern Maine General Hospital at Bangor. She is getting along fine, and we hope for a speedy recovery.

Worth Waiting For

Baggageman S. M. Gould has the old plow going again; says she works good.

Now if the members of the Maine Central Family will all be patient and look forward to next month's issue they will see a picture of Sandy's Plow.

We will soon be loading hardwood logs at Drew now. M. E. Sprague who is operating the hardwood concern, estimates it at 150 carloads or thereabouts.

Kineo Branch Notes

By W. H. MARSHALL, Madison

No. 254 Leaving Kineo Station

Conductor W. L. Young claims that there was a big mistake in the January number of the magazine in regards to his Royal Highness selling out his interests in "The Merry-Go-Round" at Embden, and wishes to state that it has been learned that Frank G. Grimes has always held fifty-two per cent of the stock in that enterprise and the caretaker at Embden holds the remaining stock.

Mr. Young claims it is true about the "Hot Dog" stand at Solon being closed, except instead of being called a "Hot Dog" stand it should have been printed as a Candy and Confectionery stand, where they sell and serve hot rolls etc. Mr. Young expects this joint to be opened next spring under new management.

We wonder if this means that Mr. Young will be out of luck or will he hold the controlling stock as in the past season. We will leave this for Lineman John Hughes to find out and let you know at the end of the season.

Call-boy (sticking his head in the door of the bunk-house): Is Mike Howe here?
Chorus of Enginemen: What do you think this is, a barn-yard?
Call-boy: I'm looking for old Coates.
Chorus: G'wan, this ain't no second-hand store.
Call-boy: Well, do you know anything about Smith's whereabouts?
Chorus: He bought a new pair yesterday and threw the old ones away. Now get out!
Handy Reference Information About the M.C.R.R.

<table>
<thead>
<tr>
<th>Miles of Road Operated</th>
<th>1154.59</th>
</tr>
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<tbody>
<tr>
<td>State of Maine</td>
<td>1013.97</td>
</tr>
<tr>
<td>State of N. H.</td>
<td>99.50</td>
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<tr>
<td>State of Vt.</td>
<td>36.02</td>
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<tr>
<td>Province of N. B.</td>
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<tr>
<td>Mileage Road Owned</td>
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<td>Mileage Road Leased</td>
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<tr>
<td>Miles Trackage Rights</td>
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<tr>
<td>Miles First Main Track</td>
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<tr>
<td>Miles Second Main Track</td>
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<tr>
<td>Miles Additional Main Track</td>
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<td>Miles Yd. Track &amp; Siding</td>
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<tr>
<td>Miles of Track in Use</td>
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<tr>
<td>Revenue Passengers</td>
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<tr>
<td>Carried in 1925</td>
<td>2,197,977</td>
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<tr>
<td>Number of Passengers</td>
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<tr>
<td>Carried one mile</td>
<td>108,446,099</td>
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<tr>
<td>Revenue Frt. Hauled</td>
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<tr>
<td>in 1925</td>
<td>7,403,651 tons</td>
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<tr>
<td>Freight Train Car Miles</td>
<td>62,737,985</td>
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<tr>
<td>1925</td>
<td></td>
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<tr>
<td>Passengers Carried One</td>
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<tr>
<td>Mile per Mile of Road</td>
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<tr>
<td>Ton Miles, Rev. Frt.,</td>
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<tr>
<td>per mile of road</td>
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<tr>
<td>Average Haul, Pass.</td>
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<td>Aver. Haul, Rev. Frt.</td>
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<td>Aver. Rev. per Passen-</td>
<td>3.58 cents</td>
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<tr>
<td>ger per Mile</td>
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<tr>
<td>Aver. Rev. per Ton of</td>
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<tr>
<td>Freight per Mile</td>
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<tr>
<td>Number of Locomotives</td>
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<tr>
<td>Passenger</td>
<td>61</td>
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<tr>
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<tr>
<td>Switching</td>
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<tr>
<td>Total Passenger Train Cars</td>
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<td>Passenger Cars</td>
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<td>Baggage Cars</td>
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<td>Eastman Heater Cars</td>
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<td>Coal Cars</td>
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<tr>
<td>Rack Cars</td>
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<td>Caboose</td>
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<td>Company Service Cars</td>
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<tr>
<td>Ferry and Steamboats</td>
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<tr>
<td>Total Performance of</td>
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<tr>
<td>Locomotives</td>
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<td>Freight Service</td>
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<td>Mixed Service</td>
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<tr>
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<tr>
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<tr>
<td>Work Service</td>
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<tr>
<td>Aver, Miles per Ton of Coal</td>
<td>16.38</td>
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<tr>
<td>Aver. Miles per Pint of Lubricants</td>
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Maine Population and Area

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<tr>
<th>County</th>
<th>Sq. Miles</th>
<th>Population</th>
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<tbody>
<tr>
<td>Androscoggin</td>
<td>459</td>
<td>65,796</td>
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<tr>
<td>Aroostook</td>
<td>6453</td>
<td>81,728</td>
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<td>Cumberland</td>
<td>853</td>
<td>124,376</td>
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<td>Franklin</td>
<td>1789</td>
<td>19,825</td>
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<td>Hancock</td>
<td>1522</td>
<td>30,361</td>
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<td>Kennebec</td>
<td>879</td>
<td>63,844</td>
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<tr>
<td>Knox</td>
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<td>26,245</td>
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<tr>
<td>Lincoln</td>
<td>457</td>
<td>15,976</td>
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<td>Oxford</td>
<td>1980</td>
<td>37,700</td>
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<td>Penobscot</td>
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<td>87,884</td>
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<tr>
<td>Piscataquis</td>
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<td>20,554</td>
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<td>Sagadahoc</td>
<td>250</td>
<td>23,021</td>
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<td>Somerset</td>
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<td>37,171</td>
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<td>Waldo</td>
<td>724</td>
<td>21,328</td>
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<td>Washington</td>
<td>2528</td>
<td>41,709</td>
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<td>York</td>
<td>989</td>
<td>70,696</td>
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Total 29,895 768,014