The Spirit of '76

By the rude bridge that arched the flood,
Their Flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard round the world.

The foe long since in silence slept;
Alike the conqueror silent sleeps;
And Time the ruined bridge has swept
Down the dark stream which seaward creeps.

On this green bank, by this soft stream,
We set to-day a votive stone;
That memory may their deed redeem,
When, like our sires, our sons are gone.

Spirit, that made those heroes dare
To die, and leave their children free,
Bid Time and Nature gently spare
The shaft we raise to them and thee.

—Emerson.

(This page is dedicated to Patriots' Day, observed April 19th.)

Wages and Growth in Capital

By SAMUEL O. TOLMIE

THERE is a story told of Charles Lamb, the famous English essayist, that he remarked one day that he did not like a certain man. The man to whom he made the remark was not aware that Mr. Lamb was speaking of him, and he was not aware that Mr. Lamb referred to him. "I do not like him," said Lamb, "and I do not like him, because if I did I probably would not dislike him so much."

A Friend to Labor

The purpose of this article is to introduce to railway employees the fact that they have often heard ill said of them, but who, it is believed, think well of them, and who would like, if they knew them. This is the Railroad Capital. The Capital has a railroad. Capital is a large one. It is engaged in the railroad industry in the country. It has been sometimes charged with being unfair and unfair to those who have been treated as" wages.

It may be that Mr. Railroader's natural disposition would deal unfairly with railway employees, but it is believed that facts have been developed during the last few years that show, whether intentionally or unintentionally, he has been a good friend to railroad employees—that he has been a good friend to those who have enabled the employees to get
Wages and Traffic Show Like Growth in Past Twenty Years

By SAMUEL O. DUNN, Editor The Railway Age

THERE is a story told of Charles Lamb, the famous English writer, that he remarked one day that he disliked a certain man. The person to whom he made the remark replied he was not aware that Mr. Lamb knew the man referred to. "I don’t know him," said Lamb, "and I don’t want to, because if I did I probably could not dislike him so much."

A Friend to Labor

The purpose of this article is to introduce to railway employees a person they have often heard ill spoken of, but who, it is believed, they would like, if they knew him. This is Mr. Railroad Capital. The Capital family is a large one. It is engaged in every industry in the country. It is sometimes charged with being unfriendly and unfair to those who work for wages.

It may be that Mr. Railroad Capital’s natural disposition would be to deal unfairly with railway employees, but it is believed that facts regarding developments which have occurred on our railroads during the last twenty years can be presented which show, whether intentionally or unintentionally, he has been a good friend to railroad employees—that he has enabled the employees to get better wages and living conditions than would have been possible if he had not been working energetically on the railroad with them.

United States Leads in Wages

It is conceded throughout the world that the wage-earners of this country generally are now receiving higher real wages—in other words, wages with which they can buy more of the necessities, comforts and luxuries of life—than those of any other country.

The wages being paid on American railroads are as much higher than those of British and other European railways as the wages paid in other industries in this country are than those paid in corresponding industries in Europe. Let us consider some developments that have occurred on our railroads which help to explain why it has become possible for them to pay wages that are so much higher than those paid abroad.

Increase 175% in Twenty Years

Twenty years ago, in 1906, the average wage received by each railway employee in the United States for his year’s work was $592. Of course, some employees received more than this and some less, but this was the average for all of them. The average wage of all of them in 1925 was $1,639,
an increase of about 175 per cent. Now, of course, these figures standing alone exaggerate the increase in real wages that occurred.

There also occurred in the meantime large increases in commodity prices and the cost of living; and each dollar of money wages will now buy much less than it would twenty years ago. But, making due allowance for the increases in prices, it would appear that the present average wage of American railway employees will buy at least 55 per cent more of the necessities, comforts and luxuries of life than could be bought with their average wage in 1906.

Furthermore, the length of the working day has been reduced, and as a result most railway employees get their yearly pay for working at least 20 to 25 per cent less hours annually than was done by them for the pay received twenty years ago.

Has railway capital hindered or helped employees to get this increase in their average annual income? Has it been an enemy of the employees or a friend and helper? In 1906 the number of tons of freight carried one mile by the railways per man employed by them was 142,000, while in 1925 it was 234,000, an increase of 64 per cent. In 1906 the number of passengers carried one mile by the railways per man employed was 17,000 and in 1925 it was 20,000, an increase of almost 18 per cent. The carriage of a passenger one mile is commonly assumed to be equivalent to the transportation of three tons one mile, and passenger miles and proportions, are called “traffic units.” When we combine the foregoing figures in this way we find that the number of traffic units handled by the railways per employee, were relatively almost exactly the same.

Increasing the Railroad Plant

What made it possible for the railways and their employees to handle such a largely increased traffic per man employed, although the working hours of employees were reduced? Was it not mainly the increase in the capacity of the railroad physical plant per man employed? One measure of the capacity of the railroad plant is the total tractive power of locomotives. In 1906 they had 840 lbs. of locomotive tractive power per man employed, while in 1925 this had increased to 1,174 lbs., or more than 75 per cent. In 1906 the total capacity of freight cars per man employed was 39 tons, and in 1925 it was 60 tons, an increase of 54 per cent.

Now, who made possible this increase in the capacity of the railroad plant? Old man Railroad Capital did it. In 1916 the investment in railroad property per employee was $8,164, while in 1925 it was $12,316, an increase of 55 per cent.

There is a remarkably close correspondence between these figures. The average increases per man employed were: In total capital invested in the railway plant, 55 per cent; in freight car capacity, 54 per cent; in locomotive tractive power, 75 per cent; in freight and passenger transportation service rendered, 53 per cent; and in the purchasing power of wages paid each employee, 55 per cent. Certainly it is, more than a mere coincidence that almost all these increases were in almost exactly the same proportion.

Capital Is Like Men

Now, this brings us to a consideration of the railroad situation which it is of greatest importance that railway employees should consider. Capital is like men in one vital respect—men do not go to work for anybody unless they are reasonably sure that it will pay as much as it could get from somebody else.

The Interstate Commerce Commission after studying the question decided that an adequate amount of new capital cannot reasonably be expected to accept employment in the railroad industry unless it can be paid the average of 5 1/2 per cent annually. The figures of the foregoing seem to demonstrate certain things.

First, in the long run, income in the real wages of labor—wages measured by their purchasing power—depend upon and go closely hand in hand with increases in the capacity of the railroad industry per man employed.

Second, increases in the output per man employed depend upon increases in the capacity of the railroad plant per man employed.

Third, increases in the capital employed in the plant per man employed depend upon increases in the capital employed in the plant per man employed.

If these are the facts, and they are, in the long run, real increases in railway wages depend mainly on increases in the capital invested in the railroads. If then, the Interstate Commerce Commission is right in saying that the railways need to increase the average of 5½ per cent annually...
Capital Is Like Men

Now, this brings us to a feature of the railroad situation which it is of the greatest importance that railroad employees should consider. Capital is like men in one vital respect. It will not go to work for anybody unless it is reasonably sure that it will get as much pay as it could get from somebody else.

The Interstate Commerce Commission after studying the question, has decided that an adequate amount of new capital cannot reasonably be expected to accept employment in the railroad industry unless it can count upon being paid an average of $5 per cent annually. The figures given in the foregoing seem to demonstrate certain things.

First, in the long run, increases in the real wages of labor—wages measured by their purchasing power—depend upon and go closely hand in hand with increases in the output of the railroad industry per man employed.

Second, increases in the output per man employed depend upon increases in the capacity of the railroad plant per man employed.

Third, increases in the capacity of the plant per man employed depend upon increases in the capital invested in the plant per man employed.

If these are the facts, and the figures above given clearly indicate that they are, in the long run, real increases in railway wages depend mainly upon increases in the capital invested in the railroads. If then, the Interstate Commerce Commission is right in saying that the railways need to earn an average of $5 per cent annually in order to raise and invest adequate amounts of capital, it necessarily follows that it is to the interest of railway employees to help the railways to get a policy of regulation under which they will be enabled to earn this much return on the capital invested in them.

The profits earned by the railways as a whole and by each large group of them are regulated and limited by the government. Therefore, they cannot
make excessive profits at the cost of labor. It is to the interest of the employees for the railroads to earn at least the average return of 5.75 per cent which the Interstate Commerce Commission says they need, because unless they do earn this they will not be able in the long run to raise adequate capital, and the experience of the last twenty years indicates that whatever interferes with the railways earning a fair return on their capital will also interfere with advance in the real wages of their employees.

Ex-Wood Burner Built in 1870

Built by Portland Company in 1870—For service in trains Nos. 11 and 64. Sam Carter was the engineer.

This picture was taken at Lewiston Lower Station at the Round House. The man in the white frock is Bill Hammond, Engineer. The man with the oil can is Billy Hennesy, Fireman. Next to Hennesy is Fred Williams, an Engineer, and in front of Williams is Bill Blackden once a Conductor. Standing in the engine cab is J. Scannel, operator at Lewiston Lower, and the man with the little boy at the front of the engine is C. H. Mitchell, once a conductor.

This engine was built for a wood burner and after changed to coal. Picture was taken after the engine was put back on the Branch.

Baggage Handling

By M. L. H.

What is the right way to handle baggage? The answer is simple one: BE CAREFUL. In order to exercise carefulness, employees should continually mind the word "Careful".

In the careful handling of baggage and its prompt delivery at destination, the railroads will not only be relieved of many claims, but it will also have a tendency to cause passengers to reflect pleasantly on the good service rendered and will not hesitate, when contemplating another journey, to again trust these railroads and entrust to them the handling of their belongings.

How Grand and Glorious

What a grand and glorious thing it must be after a long journey to have one's baggage there and in condition as when it was delivered to the railroad for handling. On the other hand, life's darkest moments will well be when baggage is damaged or not received damaged.

The business of the railroad is to sell service and a very good service is the product of the careful handling of baggage.

Everyone connected with the railroad has service for sale, and the success of the railroad depends upon satisfied customers. It makes good service to retain the patronage of all.

As If It Were Your Own

One of the easiest ways of cultivating good will and business of our customers is to delay or damage their
Baggage Handling and What It Means

By M. L. HARRIS, General Passenger Agent

WHAT is the right way to handle baggage? The answer is a simple one: BE CAREFUL, and in order to exercise carefulness, baggage employees should continually carry in mind the word “Careful”.

In the careful handling of baggage and its prompt delivery at destination, the railroads will not only be relieved of many claims, but it will doubtless also have a tendency to cause passengers to reflect pleasingly on the good service rendered and they will not hesitate, when contemplating another journey, to again travel over these railroads and entrust them with the handling of their belongings.

How Grand and Glorious

What a grand and glorious feeling it must be after a long journey to find one’s baggage there and in the same condition as when it was delivered to the railroad for handling. On the other hand, life’s darkest moment may well be when baggage is delayed or received damaged.

The business of the railroad is to sell service and a very good way to sell this service is by the prompt and careful handling of baggage.

Everyone connected with the railroad has service for sale, and the success of the railroad depends on its satisfied customers. It must give good service to retain the good will and patronage of all.

As If It Were Your Own

One of the easiest ways of losing the good will and business of our patrons is to delay or damage their personal baggage. The delays and damages we know are not deliberate, but occur from various reasons, the outstanding of which is that of not handling baggage the right way.

The same attention should be given the handling of baggage as you would give if handling a case of eggs, or in the same manner you would like to have your own belongings handled, and by so doing claims for breakage will be materially reduced.

Suggestions to Baggage Men

Baggage checkers should examine baggage closely and call owners’ attention to any defects before issuing checks. This reduces claims.

Sliding boards or trucks should always be used in unloading baggage from cars.

Baggage handlers should be fully instructed by agent or by his foreman by demonstrating the right way to handle baggage, a baggage truck and the proper method of stacking baggage thereon to avoid upsetting and damaging baggage.

Light weight baggage should always be the last loaded into or unloaded from baggage cars.

Paying for Other Road’s Faults

Train baggage men should make it a point when receiving car from connecting line to note condition of baggage when making record. Trip reports should be retained until all baggage is unloaded at terminals in order that any damages discovered when breaking down piles may be recorded. This particular record re-
plies the M. C. R. R. from the necessity of assuming responsibility for damage. Always record bad order condition on transfer way-bills when received from or delivered to connecting lines. Failure to do this or to record on trip report results many times in paying for damage happening elsewhere.

Better Work Necessary
For the year 1926 we found it necessary to settle on 54 per cent more damage claims than for the year 1925. There should be a better showing, and for the coming year why not everyone aim to make it a banner year in claim prevention?

Suggestions and criticisms regarding the baggage service are always welcomed by the Passenger Traffic Department, Portland, so why not let them hear from you?

What Patrons Say of Our Service

**CARR FASTENER COMPANY**
CAMBRIDGE, MASS.

1-21-27.

Mr. Morris McDonald, President,
Maine Central R. R. Co.,
Portland, Maine.

Dear Mr. McDonald:

On the morning of Sunday, January 16th, during one of the heaviest snow storms of the winter, I had occasion to make a transfer of trains at Yarmouth Junction. I believe that you will be interested in learning that your agent at that station lived up in every way to the slogan published in your time tables:

"The safety, comfort and convenience of the traveling public is the first consideration of every Maine Central Railroad employee."

In a number of ways he contributed toward giving me a very favorable impression of himself, his company, and the kind of service you are giving. I hope you will pass on to him my appreciation of his effort, and add to them your own commendation.

Very truly yours,

(Signed) P. K. Niven.

PKN-

**MAINE PUBLICITY BUREAU**
PORTLAND, STATE OF MAINE

February 1, 1927.

Mr. L. W. Merritt, Ticket Agent,
Maine Central Railroad,
Portland, Maine.

Dear Mr. Merritt:

Each fall I send out questionnaires to people who have written us to check up on our services.

In connection with this I note one from Arthur A. Rosenbaum, 525 West End Ave., New York City, in which he comments regarding transportation service as follows:

"Wish to congratulate State on having such a splendid courteous organization as the one at Portland Railway Terminal. Had two unfortunate experiences in Maine (one the death of a brother), through which Mr. Merritt and Mr. Bean helped me with great courtesy in the way of getting accommodations. People remember things like that to the credit of your State."

I felt sure that you and Mr. Bean would be interested to know that your efforts to serve Mr. Rosenbaum were so much appreciated by him.

Yours truly,

(Signed) Harrie B. Coe.

New Transfer T

By A. H.

Another improvement at West Shops that will greatly aid in future work, is the recent installation of a new 22-ton Whiting Transfer Trolley.

settle on 54 per cent more claims than for the year 1925. Would it be a better showing, and coming year why not everyone make it a banner year in claim

ations and criticisms regarding baggage service are always received by the Passenger Traffic Agent, Portland, so why not let us hear from you.

Our Service

by W. J. MacNeil

PUBLICITY BUREAU
PORTLAND, STATE OF MAINE

January 1, 1927.

W. Merritt, Ticket Agent, Central Railroad,

Portland, Maine.

Mr. Merritt:

I am glad to hear that you are sending questionnaires to people who have written us to tell us of your needs and services. A recent editorial in the Boston Transcript, which continues: "What has been accomplished is the subject of comment by the 'Railway Age' in connection with the awarding of the medals given by Mrs. E. H. Harriman for the best showing in railway safety. The awards for 1925 were made to the Union Pacific, the Duluth Missabe & Northern, and the Green Bay & Western railways.

A Notable Achievement

"The 'Railway Age' finds that the reduction in accidents in the past fifteen years has been one of the most notable achievements of American railroads. It says: 'The number of persons of all classes killed in train and train service accidents in 1913 (the year in which the first Harriman medals were awarded) was 10,550, and in 1925 was 6,340, a reduction of more than forty per cent, and the reduction of injuries has been over fifty per cent.'

"How fact may controvert some popular notions is indicated when the figures are analyzed to show the percentages of fatalities caused by collisions and derailments. The accident in which a train is hurled from the track attracts public attention. If cars are overturned and passengers are killed, the public assumes that the train is the cause of the disaster. However, in most cases, the negligence of the car operator is responsible for the accident."

(Concluded on page 10)

New Transfer Table For Waterville Shops

By A. A. THOMPSON, Waterville

Another improvement at Waterville Shops that will greatly aid in forwarding work, is the recent installation of a 72-foot, 215-ton Whiting Transfer Table. This table has been placed at the west end of the Transfer Table Pit and will be used mostly to accommodate the locomotive and boiler shop.
are killed long accounts of the mishap appear in the newspapers.

Photographers on the Job

"The photographers are promptly on hand to illustrate the tale of disaster. So, also, with the accident in which one train crashes into another. But study of the figures by the Interstate Commerce Commission shows that only 3.55 per cent of the fatalities to all classes of persons in 1925 were caused by derailments and only 1.95 per cent by collisions.

"Were fatalities on the railways confined to these two causes there would be only about one-twentieth of the number of deaths. Seven per cent of the deaths in 1925 were caused by accidents to persons getting on or off the cars. In other words, here is a kind of accident more deadly than the derailments and collisions combined. Another four per cent of the fatalities was caused by persons falling from cars and locomotives. Combined, these causes contributed less than a fifth of the total number of deaths. What then caused the great majority of the fatalities?

A Fatal Habit

"They are chiefly accounted for by two causes. Thirty-eight per cent of the total number of the killed was represented by persons struck or run over by trains at places other than railway crossings. Some of these were doubtless railway employees, but it is apparent that the great American habit of making a foot path of a railway track for the use of school children and children of a larger growth who have no business on the railway premises is one of the most successful ways in which needlessly to retard the growth of the country. Accidents at railway grade crossings are nearly as deadly. They were the cause of 34 per cent of the fatalities in 1925.

"It appears that while the railroads have been making remarkable progress in reducing the number of fatalities in all other cases, accidents at highway crossings have been increasing. It is small comfort to be told that the rate of increase in the number of accidents is not as great as the rate of increase in the number of motor vehicles.

"There is obvious need of continued and increased effort to reduce the numbers of these grade crossing accidents. What avails it to save a man's life when he rides on the rail in order that he may lose it when he rides on rubber tires?"

Agent Hebb Is Called Real Cooperator

That genial veteran, William Locke, Travelling Freight Agent on the Mountain Road, doesn't believe in keeping good ones to himself. The following is quoted from one of his reports to Freight Traffic Manager G. H. Eaton:

"This week I met a representative of Paradis & Sons, who are operating two hardwood mills at Sawyer's River, at Sherbrooke. He said he wanted to call attention to the cooperation they were getting from our agent, R. M. Hebb at Bartlett, and remarked that they considered it a pleasure to do business with him."

Good for Agent Hebb and for the many more like him, perhaps unsung but not unhonored.

A little yell for to-day—"CALL BOY."
Train Rules and Train Orders

By M. F. DUNN, Train Rules Examiner

Order No. 1
No. 48, Eng. 460, wait at Pittsfield until 5.15 five fifteen P. M. for Extra 601 East.

Order No. 2
No. 48, Eng. 460, meet Extra 601 East at Halfway.

No. 48 gets both orders at Pittsfield and is ready to leave that station at 5.05 P. M. but regardless of the fact that they have an order to meet Extra 601 East at Halfway, they must remain at Pittsfield until 5.15 P. M. to fulfill Order No. 1, which is still in effect.

Order No. 2 does not supersede Order No. 1 and Order No. 1 must be annulled before No. 48 can leave Pittsfield unless the waiting time has expired.

Order No. 3
No. 8, Eng. 470, run 30 thirty minutes late Bangor to Waterville.

This makes the schedule time of No. 8 between the stations named as much later as stated in the order, and any other train receiving it is required to clear the later time as many minutes as it was before required to clear the regular schedule time of this train.

Regular schedule time means the time shown in time table to which must be added the time specified in the order, this then becomes the schedule time for the train named until the order is fulfilled, superseded or annulled.

The thirty minutes applies to the schedule time of No. 8 at all stations between Bangor and Waterville, and if No. 8 had an arriving time at Waterville it would apply to the arriving time at that station, but it would not affect the leaving time of No. 8 at Waterville, and No. 8 could be started from Waterville on time.

Order No. 4
No. 2, Eng. 466, run 30 thirty minutes late Gardiner to Richmond and 20 twenty minutes late Richmond to Brunswick.

As only the leaving time is shown in time table for No. 2 at Richmond and Brunswick, the leaving time at Iceboro plus the 30 minutes, becomes the arriving time at Richmond, and the arriving time at Brunswick the leaving time at Calhanse, (the last station in the rear where time is shown) plus the 20 minutes.

This order is practically two orders, one to run 30 minutes late Gardiner to Richmond and the other to run 20 minutes late, Richmond to Brunswick. The 30 minutes applies to the schedule time of No. 2 at all stations Gardiner to Iceboro inclusive, and the 20 minutes applies between Richmond and Brunswick, but not to the leaving time at Brunswick. While this order is in effect, a section of No. 2 cannot be run less than 30 minutes late Gardiner to Richmond, or less than 20 minutes late Richmond to Brunswick, but can be started from Brunswick on time.

An inferior train running ahead of No. 2 on this order must be clear at Richmond when No. 2 is 30 minutes late at Iceboro and must be clear at Harwents when No. 2 is 20 minutes late at Richmond, as prescribed by Rule 86, and an inferior train in the opposite direction must clear the schedule leaving time of No. 2 between Gardiner and Iceboro plus 30 minutes, and between Richmond and Calhanse plus 20 minutes, less the clearance time required by the rules, and must clear the schedule leaving time of this train at Brunswick.

Order No. 5
No. 8, Eng. 466, run 30 thirty minutes late Vanceboro to Mattawamkeag.

Order No. 6
No. 8, Eng. 466, run 40 forty minutes late Vanceboro to Mattawamkeag.

Order No. 6 does not supersede Order No. 5 because the words "instead of" are not used, therefore Order No. 5 remains in effect after Order No. 6 is issued and No. 8 must run at least 50 minutes late to fulfill Order No. 5 unless this order is superseded or annulled.

If Order No. 5 read 40 minutes late and Order No. 6 read 50 minutes late, both orders would be in effect and both could be fulfilled by running 50 minutes late. It is not necessary to annul a previous run late order when the time is to be increased

* * *

At Hebb Is Called Great Cooperator

General veteran, William Locke, of the Freight Agent on the Mountain division doesn’t believe in keeping good ones out of sight. The following is quoted from his reports to Freight Traffic Managers:

Eaton: Last week I met a representative of W. H. Parrott & Sons, who are operating two mills at Sawyer’s River, at Sherborn. He said he wanted to call attention to the cooperation they were getting from Agent H. M. Hebb at Bartlett, and that they considered it a privilege to do business with him.”

* * *

A yell for to-day—“CALL BOY.”
unless it is desired to eliminate superfluous orders, as such orders can be fulfilled by running on the latest time, but it must be done when time is to be reduced.

Order No. 6 would not be issued to reduce the time on Order No. 5 without amending or superseding the preceding order and is only used here to call attention to the rule, that “orders once in effect continue so until fulfilled, superseded or annulled.”

**Order No. 7**

No. 8 Eng. 470 wait at Richmond until 4 four A. M. for No. 47, Eng. 460.

The schedule time of No. 8 is as follows:
- Richmond 3:55 A. M.
- Harwood 3:59
- Bowdoinham 4:05
- Cathance 4:11

No. 47 (first class) has until 4 four A. M. to make Richmond or Harwood and clear No. 8 on this order, but as the schedule time of No. 8 at Bowdoinham and Cathance is later than the waiting time specified in the order, No. 47 may use the schedule time of No. 8 to make either of these stations. No. 8 must not leave Richmond until 4 A. M. unless No. 47 has arrived and only train No. 47 may use this order.

The train last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named.

**Order No. 8**

No. 8, Eng. 470, wait at Richmond until 4:05 four five A. M., Harwood until 4:10 four ten A. M., Bowdoinham until 4:15 four fifteen A. M.

When a wait order does not specify what the train will wait for, it must not leave the stations named before the time specified as any train may use it in either direction clearing the later time as many minutes as it was before required to clear the schedule time.

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**IN MEMORIAM**

**CAPTAIN WILLIAM VAUGHAN**

Captain William Vaughan passed away at his home 9 Hazelwood Ave. at 4:20 P.M. on February 19th. “Cap,” as he was called by his friends and shopmates, was born in Portland on Dec. 16, 1848. His boyhood and school days were spent in that city and when a young man he entered the employ of the Portland Company, where he remained until 1876 when he began working for the Maine Central in whose employ he remained until he retired on August 31, 1921, after 45 years of faithful service.

He was Captain of Company H, N. G. S. M. for several years. The funeral services, conducted by the Rev. E. C. Whitemore, were held at the home on February 22nd, and were largely attended. The bearers were all members of old Company H and at Pine Grove Cemetery where the burial took place, Company G, 103 Maine Infantry had charge. Taps were sounded and a firing squad fired a volley.

He is survived by his wife, Harriet E. Vaughan, seven children, twenty-two grandchildren, and one great-granddaughter.

A. A. T.

**PETER J. CONNOLLY**

Peter J. Connolly, age 53, for many years employed in the round house of the Maine Central Railroad at Rigby died recently at a hospital in Portland following a long illness. His health failed him more than three years ago. Mr. Connolly is survived by Miss Mary Connolly of Portland.

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**CARD OF THANKS**

I wish to thank the friends who so kindly and generously contributed the sum of money presented during my indisposition. It is greatly appreciated by myself and family.

J. A. MARTIN,
Trainman, Lancaster.

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**EDITORIALS**

**WHY WAGES ARE HIGH**

Every member of the Main Family should read the leading article on this issue, by Samuel O. Dunlap, America's leading railroad men. They are very clearly that wages have advanced the last twenty years because the number of railroad men has increased.

He also points out that railroad men cannot hope for high wages today, unless railroads pay a fair return to their stockholders. There is nothing new in this. Long ago all railroad men...
MAINE CENTRAL Employees’ Magazine
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"For, By and About Maine Central Employees"
by the Maine Central Railroad Company, and devoted to the interests of the company and its employees.

DUDLEY ALLEMAN, Editor
D. W. BISHOP, Associate Editor

MAINE CENTRAL

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A. W. Swayer, Motive Power Dept.
Miss Madeline Goudy, 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 "R. R. H." and should be addressed to magazine headquarters, Room 111, 222-244 St. John Street, Portland.

EDITORIALS

WHY WAGES ARE HIGHER
Every member of the Maine Central Family should read the leading article in this issue, by Samuel O. Dunn, one of America’s leading railroad men. He shows very clearly that wages have advanced in the last twenty years because the efficiency of railroad men has increased.

He also points out that railroad workers cannot hope for high wages to continue unless railroads pay a fair return to their stockholders. There is nothing new about this. Long ago all railroad men who use their heads for thinking purposes—both employees and officials—have reached this conclusion.

But it doesn’t hurt us to be reminded of the fact that stockholders, who for the most part take their lickings in silence, have rights just as sacred as any one’s else.

EASTERN DIVISION NUMBER
As far as this month’s issue of the MAGAZINE is concerned, the Eastern Division seems to have “come through” with a bang. Not intentionally did the editor start out to issue a special Eastern Division number—the material came in, incidents were called to his attention, more from Down East than from the Portland Division.

That’s all right, too, we’re all members of the Maine Central Family and the Portland Division has frequently hac more than its share of space in the MAGAZINE in times past.

THE EDITOR’S ADVICE
An editor, according to the commonly accepted standards of the job is supposed to inform, advise and instruct. We can leave out the last one, but help has been asked under the second heading.

“I am in a terrible state of mind,” writes a trainman running out of Bangor. A young heireess in Brewer wants to marry me—My! she’s a peach, too. But, though she’s got no money and is quite plain, I really love a girl in Oldtown. What shall I do?”

The answer is easy: Marry the poor girl and send me the other’s address.

Optical Marvels
A college freshman, who some day no doubt will be known as one of the wise men of the ages, recently in an examination paper gave the following definition:

“A man is a being that can see a pretty ankle three blocks away while driving a motor car in crowded city streets, but cannot see, while crossing a railway track in wide open country, the approach of a locomotive the size of a schoolhouse accompanied by a flock of forty box cars.”—Pipe Progress.
Maine Central Family

Day By Day in Every Way, Day's Getting Faster and Quicker

Day after day Day does it; derailments mean nothing in Day's young life.

As Extra 308 East was approaching Dennyville at 6:45 A. M., on March 1st, with a 17-car train, in charge of Conductor T. E. Day and Engineer H. E. Albee, at a speed of 18 to 20 miles an hour, a broken rail put ten cars off the iron.

**Two Went on Easily**

"Curse is sharp at this point," said Conductor Day in his report, "so only part of train can be seen at one time from the rear. Engineer Albee felt unusual movement of train and looking back saw head car was derailed and stopped, shock of brakes coming to us on rear of train, before we reached point we could see cars derailing." The head car, the 5th, 7th, 8th, 10th, 12th, 13th, 15th, 16th and 17th cars were found to be derailed.

Quickly rerailing two of the first five cars, Day cut the train and took them to Dennyville, where he reported to Bangor at 7:45 that he thought he would be able to rerail the balance of the cars. He was told to return to place of derailment and continue to work for 150 minutes or until it was thought relief train from Calais would arrive at Dennyville; and he was instructed to be there to take them along to place of derailment.

**Back Again to Dennyville**

But 9.40 saw him back again in Dennyville with the balance of his train, reporting all cars rerailed at 9.15 and that the track would be ready for trains to pass at 10.45. This was conservative; at 10.22 the track was ready.

"Of the ten cars derailed, the 12th and 16th cars were the chief problem in rerailing with car replacers," said Conductor Day in his report. The 12th car, loaded with grain and quite heavy, had truck under west end of car derailed and at angle to track in the direction car was moving. The truck being farthest from the engine, the only thing to do was to back car until contact with rail straightened track.

**Sixteenth Car the "Key Log"**

The 16th car, Hoister 160, also quite heavy, interfered with this to the extent of being cut opposite to the way the 12th was cut and was liable in the backing process to go much worse; also there were all five cars derailed that had to be moved in order to back the 12th car.

"Under the 13th car the rail was bent in a short elbow shape which was too wide for cars to come over without derailment," the report continued, "so we took piece of rail broken out of track (about ten feet long) and placed it on inside and along the bent rail with top under rail and base acting as guard rail—and the cars came over it as slick as a button." The 12th car was easy, the 15th and 16th gave quite a bit of bother, but soon the job was done.

**Strong Letter from the Manager**

A letter from General Manager D. C. Douglass to Conductor Day went forward on March 1st—note the date—and read as follows:

"The Management desires to convey to you and members of your crew, appreciation of the efficient manner in which the main line was cleared and opened for traffic when ten freight cars in Extra 308 East derailed west of Marion, March 1st.

"The handling given the case by you is very commendable."

---

Old Hands at the Games

This was not the first time Conductor Day and his crew received commendations for their efficiency. In an early accident on February 10th, Extra 308 East was proceeding down grade near Althea when tail pin came out of draw bar, car from engine, draw bar dropped to track, derailing one pair of wheels and breaking hanger and breaking on 6th car.

"The 3rd car was rerailed by the breaking air off train and allowing this car to be pushed, car-replacers were rerailed and train was pushed up the hill to where draw bar was laid on track. Draw bar was put back in place, pin located, lock was made from sawed off and train proceeded after fastening break beam.

Commenting on this accident, the Manager Douglass wrote to Superintendent T. H. McLaughlin: "Referring to your report on derailment X510 East, it would appear this crew was very resourceful in keeping cars and clearing main line."

Fine work, Conductor Day, and your crew!  

Waterville Engineers Win Public Honors

In the recent elections Engineer Staples was chosen to serve the last term of S. L. Berry as Representative in the Legislature from Waterville and Alderman T. F. Cowan was returned to the Board of Aldermen for the third time, while Ward One representative, while Edward F. L. Edwards was elected to the seat from Ward 2.

Solved At Last

It seems that George F. Hitchki, of the Passenger Traffic Department has a remedy for colds. His advice is to take three cold baths a week. We prefer to practice what hepreaches by taking a bath at Old Orchard every day before catching the "Canobie" to M. George you know is one of the commuters on the B. & M.
Old Hands at the Game

This was not the first time Conductor Day and his crew received commendation for their efficiency. In an early morning accident on February 10th, Extra 310 East was proceeding down grade near Stovers when tail pin came out of draw bar of 3rd car from engine, draw bar dropping on track, derailing one pair of wheels on this car and breaking hanger and break beam on 6th car.

The 3rd car was relaunched by train crew, bleeding air off train and allowing rear to push this car over car-replacers. After cars were relaunched train was pushed back up the hill to where draw bar was lying in track. Draw bar was put back in car, tail pin located, lock was made from some bolts, and train proceed after fastening up break beam.

Commenting on this accident General Manager Douglass wrote to Superintendent T. H. McLaughlin: “Referring to accident, derailment X310 East, it would appear that this crew was very resourceful in relaunched cars and clearing main line.”

Fine work, Conductor Day, and all your crew!

W waterville Enginemen Win Public Honors

In the recent elections Engineman D. H. Staples was chosen to serve the unexpired term of S. L. Berry as Representative to the Legislature from Waterville and Engineman T. F. Cowan was returned to the City Board of Aldermen for the third term as the Ward One representative, while Engineman F. L. Edwards was elected to the same body from Ward 2.

Solved At Last

It seems that George F. Hitchborn of the Passenger Traffic Department has a sure remedy for colds. His advice is to take three cold baths a week. We presume what he preaches by diving off the pier at Old Orchard every morning before catching the “Canonball” at 7:02 A. M. George you know is one of the star commuters on the B. & M.
For this piece of work—above and beyond the natural requirements of his position—he wins the MAGAZINE award of a hand-painted mustache cup through which to strain his soup. If this indispensible article of domestic economy should not suit his fancy he can doubtless trade it with some of the many employees on the Eastern Division who have started a lock-out against the barbers' Union, for something the French would call plus utile.

General Office Notes

For what is said to be his first real vacation in about twenty years, President Morris McDonald spent three weeks in Florida during the past month. He timed his absence to correspond to the balmy spring weather Maine enjoyed during the third week in March, and returned to the office in the driving snowstorm which accompanied the first day of Spring (by the calendar).

Truly Created Traffic

Farm produce doesn't create freight revenue when it lies in the farmer's cellar. An official in the General Office learned on a Sunday some time ago of a fruit grower in Winthrop with a cellar full of nice boxed apples—with no market. On Monday he wired the farmer the name of a buyer—one of Portland's leading grocers. The apples rolled on 340, arriving in Portland at 6.15 Tuesday. At 11 A.M., they were in the store and the same day a substantial check, representing a good price went forward via Uncle Sam. The official in question was not our efficient Industrial Agent, who brings about many such transactions, but our genial Superintendent of Telegraph, James B. Norcross.

Chief Engineer in Chicago

Chief Engineer B. T. Wheeler attended the convention of the American Railway Engineering Association held in Chicago, week of March 5. Representatives from all railroads of the country were present at this meeting.

The frequent appearances and disappearances of the hirsute adornment on Herman Stover's upper lip reminds one of the old railroad classic, "Off agin', on agin', gone agin'—Finnegan".

Many Casualties Reported

The past month saw a large number of casualties among officials in the General Office. J. McL. Horne, Chief Clerk to the A. S. M. P., is recuperating from a minor operation which necessitated his absence all the past month. He is reported gaining rapidly at home and is expected back at his desk in a fortnight.

Purchasing Agent C. D. Barrows is quite seriously ill at the State Street Hospital in Portland, having suffered a recurrence of the old ailment that proved so troublesome some months ago.

Harold D. Robinson, Assistant to the Chief Engineer, in charge of Bridges and Structures, has completely recovered from his recent operation for appendicitis and is now back at his desk.

The Publicity Agent and Editor proved to his own satisfaction, at least, that a group insurance policy was a good thing, when the grippe or flu bug laid him low early last month.

Bangor Car Department

By C. A. JEFFERDS

Much comment has been started by my stating in last month's issue of the MAGAZINE that Martin Sheppard was one of the best bowlers in the State. As Mr. Sheppard is working so he would find it hard to leave Bangor, he can't go to Portland. But if it could be so arranged, he has stated he is willing to meet all comers at Bangor, and so I repeat, as in last month's issue, we have in our department one of the best bowlers in the state.

Perpetual Paint Signs

The writer had rather a unique experience during the past week. In the year 1913 Foreman Courtney was painting the office of the General Foreman Car Repairs and while doing so wanted something to use for paint signs. The writer gave him the pastebord backs of some M. C. B. stubs, in those days each bill having a pastebord back.

This week he was again painting the station and was using these same signs which the writer gave him. The dates were still readable and on calling Courtney's attention to it, he smiled and said he remembered it and no doubt it would last him for sometime.

H. N. Latham, Carman, has left service and has taken a position as such.

Guardians of the

The "shot" above shows Sectionman Harry Quinn and his crew of the Charlotte Section, just as they were about to extract a few kinks and twists from the road bed. I do not know all the hands.

Smoky City Breeze

By J. F. DUNN

You have undoubtedly read many that the Rigby Terminal was opened on Dec. 16th, 1923, but whisper to you that only some part
This week he was again painting the station and was using these same little signs which the writer gave him and the dates were still readable and on calling Mr. Courtney's attention to it, he smiled and said he remembered it and no doubt they would last him for sometime.

H. N. Latham, Carman, has left our service and has taken a position as salesman for the La Salle Extension University of Boston. Good luck, Henry! The boys presented him with a fountain pen and pencil which he no doubt can use in his new position.

The many friends of Charlie Jordan will be sorry to learn he has been off duty, sick, for several weeks. Mr. Jordan has a family of nine, so we all hope for his early recovery.

Guardians of the Rail, Charlotte Section

The "shot" above shows Section Foreman Harry Quinn and his crew on the Charlotte Section, just as they were about to extract a few kinks and twists from the road bed. I do not know all the boys but wish to say that the "face in the brush" is not the celebrated Mr. Trotsky, but Mr. Quinn himself. He joined the Service as Trackman in 1898, and became Foreman on July 1, 1900.

E. F. McL.

Smoky City Breezes

By J. F. DUNN

You have undoubtedly read many times that the Rigby Terminal was officially opened on Dec. 16th, 1923, but let us whisper to you that only some parts of this great terminal were opened at that time and since then various other parts have been opened from time to time. During the past month, an event which brought great joy to the hearts of the Rigby Folk occurred. The Thornton Heights sewer project was finally accepted by the City of South Port-
land and the necessary hook-ups were made which allowed Rigby a connection into the same. Only those at Rigby realize how important this forward step really is. It is a safe gamble that health insurance rates will be cut in half and we sure are thankful.

M. C. R. R. Defeats C. N. R. Bowlers

The Maine Central boys rolled a good game to win over the Canadian Nationals by a margin of 40 pins.

"Johnny" Corcoran held all records with 140 for high single and 320 for 3 string total.

Individual scores were as follows:

<table>
<thead>
<tr>
<th>M. C. R. R.</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
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<td>89</td>
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<td>320</td>
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<tr>
<td>Smart</td>
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<td>108</td>
<td>84</td>
<td>297</td>
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<td>May</td>
<td>105</td>
<td>108</td>
<td>88</td>
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<td><strong>Total</strong></td>
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<td>491</td>
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<table>
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<td>77</td>
<td>85</td>
<td>111</td>
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<td>Rankin</td>
<td>82</td>
<td>93</td>
<td>92</td>
<td>267</td>
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<tr>
<td>Sheldon</td>
<td>96</td>
<td>120</td>
<td>83</td>
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<tr>
<td><strong>Total</strong></td>
<td>324</td>
<td>529</td>
<td>473</td>
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Mooseheads dropped behind the Rangeleys.

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<th>Percent</th>
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<td>Fabyans</td>
<td>59</td>
<td>33</td>
<td>641</td>
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<tr>
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<td>53</td>
<td>424</td>
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<tr>
<td>Megantic</td>
<td>26</td>
<td>64</td>
<td>304</td>
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League Records

High Average, C. May, 95.
High Three Strings, W. E. Paine, 334.
High Team Single, Kennebogas, 324.
High Team Single, Kennebogas, 875.

<table>
<thead>
<tr>
<th>Individual Averages</th>
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</thead>
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Bemis Crew Fire Fighters

By A. L. EASTMAN

Here is the picture of the Summit House as it was burning. Don't think because I had the camera that myself and crew didn't hustle to keep the fire out of the four grass in the field and save the snow and piles of new ties. We carried some water for two hours and sure stopped.

Engineering Official

Chicago Convention

Signal Engineer M. Sutherland, wick, E. McKenney, Waterville, master Division No. 2, H. W. Stets- land, General Supervisor Main- Way, Harry Homans, Bangor, Road Division No. 3, and F. E. Avery- wick, Supervisor of Signals, attend Convention of the American Rail- Engineering Association held in Chicago of March 5th.

Quick Work Saves Life of Fellow Employee

The prompt action of John L. 257 York Street, Portland, in dri- fellow employee, Ward D. Carter, beneath a moving engine in the yards, Rigby Terminal, whence he had probably saved the life of the latter March 11th. As the wheel of the engine was about to pass over the shoulders of the prostrate man, Mr. Carter snatched him from between the rails and the wheel did pass over Mr. Carter's arm, however, necessitating its amputation at the elbow.

The two men were repairing a hose in the yard. As they worked, the engine pulled a number of cars to the side beside them, uncoupled, and started to move slowly away. As the engineer, directly beside the men, Mr. Carter, on an errand behind Mr. Niles, and so, stepped on a plank which lay ice between the tracks. The plank and Mr. Carter went down, falling the track between the engine and Mr. Niles heard the rattle of the pipe, turning from his work, saw his co-
heads dropped behind the Rangeleys.

### Standing

<table>
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<tr>
<th>Team</th>
<th>Won</th>
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<th>Percent</th>
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<td>50</td>
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<td>Eys</td>
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<tr>
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<tr>
<td>Aces</td>
<td>28</td>
<td>64</td>
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</table>

### League Records

- Average, C. May, 95.
- Triple String, W. E. Paine, 334.
- Team Single, Kennebago, 324.
- Team Single, Kennebago, 370.

### Individual Averages


### Bemis Crew Fire Fighters

*By A. L. EASTMAN*

The picture of the Sumit House was burning. Don't think because I camera that myself and crew didn't

---

hustle to keep the fire out of the forest and grass in the field and save the snow fence and piles of new ties. We carried snow and water for two hours and sure stepped some.

### Engineering Officials At Chicago Convention

Signal Engineer M. Sutherland, Brunswick, E. Mckinney, Waterville, Roadmaster Division No. 2; H. W. Stetson, Portland, General Supervisor Maintenance of Way; Harry Homans, Bangor, Roadmaster Division No. 3, and F. E. Avery, Brunswick, Supervisor of Signals, attended the Convention of the American Railway Engineering Association held in Chicago, week of March 5th.

### Quick Work Saves Life of Fellow Employee

The prompt action of John L. Niles of 257 York Street, Portland, in dragging a fellow employee, Ward D. Carter, from beneath a moving engine in the yards of the Rigby Terminal, whence he had fallen, probably saved the life of the latter Friday, March 11th. As the wheel of the engine was about to pass over the head and shoulders of the prostrate man, Mr. Niles snatched him from between the rails. The wheel did pass over Mr. Carter's left forearm, however, necessitating its amputation at the elbow.

The two men were repairing a hot box on a car in the yard. As they worked, an engine pulled a number of cars to a track beside them, uncoupled, and started to move slowly away. As the engine was directly beside the men, Mr. Carter went on an errand behind Mr. Niles, and in doing so, stepped on a plank, which lay on some ice between the tracks. The plank slipped and Mr. Carter went down, falling across the track between the engine and tender. Mr. Niles heard the rattle of the plank, and turning from his work, saw his companion lying across the track on which the engine was moving. With but a split of a second in which to act, he sprang across the seven or eight feet separating him from Mr. Carter, seized his clothes and pulled him back. Quick as he was, he could not prevent the arm from being crushed.

The injured man is 70 years old and has been employed 40 years on railroads. Last reports were that Mr. Carter's condition is improving.

### Oakland and Kineo Notes

*By W. H. MARSHALL*

“Where Do You Work-a, John?”

The above cartoon of Trainman John DaPrato, was suggested by the song, “Where Do You Work-a, John?” It is the product of the inspired pen of Operator S. W. Plummer at Madison, better known as “Sy”. DaPrato is one of the few, if not the only Italian in train service on the Maine Central.

Signs of spring have arrived. Third Trick Operator A. B. Marshall is reported as having seen the first robin and Signalman O. E. Perry has laid aside one sheep-skin coat, there being two more coats and an oversize vest to take off before summer.

Miss Case, Caretaker at Enrbinden, was calling on friends in town recently.

Friends of Edmund and Graydon Tenan sympathize with them in the loss of their father at Cherryfield March 11th.
Oldtown Optimists Deliver Some Hot Ones

By V. A. CUNNINGHAM

"Mary had a little lamb, but now the lamb is dead, and "Honk" Hewes has her in his dinner box, between two hunks of bread."

Read Him Like a Book

Clerk Ashley recently lost his check in a restaurant and when he told the cashier, she leaned forward and looked at his vest, and said, "Beef Stew, Boiled Dinner, Brown Gravy and apple sauce, 35c."

Agent Dennis—"Life is not all beer and skittles."

Operator Prouty (awakening with a start)—"What's that? Beer in kettles? Where?"

Dan West is trying to diet, and Carl Henry is dying to try it.

Cy Messer—"What was that terrible howling over at your house last night?"

Conductor Haney—"My wife found a 50-cent piece in my pocket, that was the eagle screaming for help."

He Liked the Mustard

The beehive is the emblem of industry, so when a well-filled hornet's nest was found in the yard the other day the many flexible minds looking on began at once to consider ways and means of getting a little service out of them. After much earnest consideration it was decided to prepare a sandwich with several able-bodied and very angry hornets concealed therein and present it to Joseph Black at the dinner hour.

This was done before an eager and admiring audience and after the last crumb had disappeared his startled friends heard him exclaim, "Boy, that was some sandwich, especially the mustard on it."

Conductor Godfrey—"Say a idea rattles around in your head like a . . . . 'er . . . ."

Yard Clerk Preamble (finishing)—"... like a clerk's pay in a coin envelope."

Insurance Is the Subject

Agent Dennis to Lady Motorist—"Look here, young lady, you nearly run me down three different times to-day."

Lady Motorist—"Oh, I am so sorry. I am an insurance agent, can't I sell you a policy?"

Agent Dennis—"How long are you going to be in town?"

Where the sun doesn't shine the doctor does, "but remember, old timer, it never is wise to take all the dope your neighbors advise."

The Man Who Signs

C M in B X

Woodland Wide Awake

By R. H. JOHNSON

During the year 1926, there was from this station 2,253 cars of newspaper paper, a total weight of 54,000 tons and an average of 4,500 tons per month. This was an increase of 216 cars over the year 1925, and an increase in weight of 102 tons per month over 1925. During the year more newsprint paper was manufactured and shipped by the St. Croix Paper Company than in any year previous.

Popular Employee J.

I. C. C. Staff

By H. R. BEAN

J. T. (Joe) Welch, head of the ambulance department, who has served sixteen years in the Auditor of Freight Accounts
Some Hot Ones

IAM
Motorist—"Oh, I am so sorry. I
insurance agent, can't I sell you
a Policy?"

Dennis—"How long are you going
town?"

The sun doesn't shine the doctor
but remember, old timer, it never
to take all the dope your neighbors

The Man Who Signs

C M in B X

the domain of One Knight, Coolidge, in the
realm of Washington. Sir George, trained
at many a Knightly Joust with the Knife
and Fork, won easily, and continued on his
merry way, seeking more worlds to conquer.
Then one day he arrived in the kingdom of
Florida, and laying aside his heavy armor
he bought himself a suit of BVD's, but
Fearing the Attacks of an Unworthy Foe
who might take advantage of him. He laid
aside the new raiment and again donned
his Heavy Armor. Forsythe Quote he,
"What Profits a man to win many a table
battle and then be vanquished by Pleurisy."

"A Horse, A Horse, My Kingdom for a
Horse," Cried the valiant Knight Sir
George. "This is a Great Kingdom, and I
would conquer it." Then rose from a small
brook, a Fiery Dragon, and Sir George, see-
ing the terrible monster, cried, "Avast,
Beast, it is I Sir George, Knight of the Key
and Sounnder and I wouldst ride thee for a
horse." Many were the adventures of our
Bold Sir George, and upon his return to his
own domain, the tales of Jousters and Tour-
naments and Knightly encounters expe-
rienced in far off Kingdoms were jovially
related to all and sundry that gave eager
ear.

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Popular Employee Joins

I. C. C. Staff

By H. R. BEAN

J. T. (Joe) Welch, head of the abstracting
department, who has served sixteen years
in the Auditor of Freight Accounts office,
They Caught a Beauty
Itemized story of trip is diary form follows: "Arrived at the pond. Set up, fished a few hours, and made a good catch (getting warmed up). Caught one beauty. Five pounds easy. Couldn't tell exactly, 'cause it was so cold the scales wouldn't work. Took tip-ups down. "Trapped to Charlotte Station to catch train. Took a few snaps. Trigger thinks he's attractive and makes Lewie take his picture. Meanwhile fish are in basket which is locked. A sly crook steals into the scene.

Enter the Villain
"Mrs. Quinn's cat takes advantage of their careless actions, sneaks up to basket, unlocks same, picks fish over till he gets the 'big one' and runs. Both boys look up simultaneously. Both are fighting mad. They rush to basket, grab remaining fish and hurl them at retreating cat. The snow is so deep they can't find them again.

"All gone. Sad, sad, sad; not to say melancholy."

The Editor Corrected
To the Editor:
Wanted: "Every single member of the Maine Central Family to do his part to reduce Loss and Damage Claims," you say in the March MAGAZINE.

We single members think that this is a corking idea, but what is the matter with letting the married members do their part too?

(Signed)
"Committee of Inquiry"

The Editor admits he shot only one barrel of his double-barreled shotgun last month. We reckon the answer should be that married men have enough experience with loss and damage at home without causing any of it on the job.

Wants More News Items
By JOHN P. GOUD, Accounting Dept.
I read with interest the article under Calais Notes by E. F. McLean, on Trials of a Local Correspondent, in regard to news items. I cannot agree with him that items from Calais are not read with interest by members of the Railroad family in all parts of the State.

Vapor From Vanceboro
By H. D. DAVIS

Successful Vanceboro Nimrods
The Vanceboro organization and others on the line are extending their sympathy to General Agent and Mrs. B. Jackman in the recent death of their daughter Ruth—Mrs. H. A. B. Calligan—of Fredericton, N. B., at Calais Hospital following a serious operation.

The cut shown above gives a belated story of a hunting trip in the vicinity of Tomah. It was handed me by our veteran hunter and freight handler E. J. Crocker. Another picture, which unfortunately cannot be reproduced, shows nine deer and a moose and speaks louder than words praise for the good hunting in that region.

The hunters reading from left to right are Operator Thos. Crocker, Allie Crocker, B. & A. employee, E. J. Crocker, himself, Engineer W. McCall and Engineer Wesley Crocker.

In my case, I have several friends in Calais, and I always read the Calais Notes to see if any of their names appear in line-up. No doubt others do the same, but I don't figure that these news items were written for Calais folk so much as for the benefit of their friends in other places.

So I say give us more news items.

Recent Group Insurance
In spite of the fact that no single accident was made for death or disability to any member of the Maine Central Family, group insurance-benefit policies made by the Travelers Insurance Company since the last report were the heaviest on any month since its inception.

Nine employees during the past month have collected the maximum sick payment for 13 weeks. An unusual number of accidents took place, 20 of the payments being for that purpose. Evidently the Manager's article on accident prevention appeared in the last issue of the MAGAZINE, had not had time to get in its good effects.

Auditor Payroll Fred S. T. reports a significant gain in holders, many new applications coming in at the end of February, when no-medical-examination went into effect. He points out that new employees required to take an examination, probably apply for the policy any time in five months after joining the force.

Among those who have returned their forms and whose claims have been settled by the Insurance Company are those naming:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
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<tbody>
<tr>
<td>Clarence A. Conners</td>
<td>Portland</td>
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<td>Blanche M. Lowe</td>
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<td>Irving W. Russell</td>
<td>Clinton</td>
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<tr>
<td>A. Morrow</td>
<td>Augusta</td>
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ail of water he rushed to the scene and extinguished it, thereby saving the Maine Central Railroad Company a large amount of property.

--- The Printer. ---

**From Vanceboro**

By H. D. DAVIS

---

**Successful Vanceboro Nimrods**

The Vanceboro organization and others are extending their sympathy to Agent and Mrs. B. Jackman in his death. Their daughter, Ruth—Mrs. G. Culligan—of Fredericton, N. B., has been bedridden following a serious operation, and a hunting party, which unfortunately cannot be shown, above gives a belated account of a hunting trip in the vicinity of the Meaford Hospital. It was handled by our veteran friend, E. J. Crocker, and the picture, which unfortunately cannot be reproduced, shows nine deer killed, and the guide speaks louder than words praise of the trip as a good hunting trip in that region.

**Readers reading from left to right...**

---

**More News Items**

By N. P. Goud, Accounting Dept.

With interest in the article under the same title by E. F. McLean, on Trial Correspondent, in regard to Calais, I cannot agree with him that the Calais is not read with interest by the Railroad families in all the State.

---

**Recent Group Insurance Payments Numerous**

In spite of the fact that no single payment was made for death or dismemberment to any member of the Maine Central Family, group insurance-benefit payments made by the Travelers Insurance Company since the last report were the heaviest of any month since its inception.

Nine employees during the past month have collected the maximum sick-benefit payment for 13 weeks. An unusually large number of accidents took place, 20 per cent of the payments being for that cause. Evidently the Manager's article on accident prevention which appeared in the last issue of the Magazine, had not had enough time to get in its good effects.

Auditor Payrolls Fred S. Twitchell again reports a significant gain in policyholders, many new applications having come in at the end of February, when the medical examination went into effect. He reports that new employees are not required to take an examination, provided they apply for the policy any time within five months after joining the force.

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>
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<tr>
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<tr>
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A certain Mr. Crocket of the Waterville Ticket Force introduced something unique on the first of March in the observance of St. Patrick's Day. By appearing on the station platform with two green marker flags attached to his coat-tail, it was alleged that Crocket was in two sections that morning.
Handy Reference Information
About the M.C.R.R.

Miles of Road Operated .......... 1121.04
State of Maine ............... 980.42
State of N. H. .......... 99.50
State of Vt. ............. 36.02
Province of N. B. ......... 5.10

Mileage Road Owned .......... 645.47
Mileage Road Leased ........ 454.79

Miles Trackage Rights .......... 20.78
Miles First Main Track .. 1121.04
Miles Second Main Track .. 86.76
Miles Additional Main Track 2.76
Miles Yd. Track & Siding 368.49

Miles of Track in Use .......... 1579.05

Revenue Passengers
Carried in 1926 .......... 2,159,247

Number of Passengers
Carried one Mile .......... 108,355,815

Revenue Frt. Hauled
in 1926 ........ 7,704,978 tons

Freight Train Car Miles
1926 ........ 66,098,332

Passengers Carried One
Mile per Mile of Road .. 96,639

Ton Miles, Rev. Frt.,
per mile of road .. 778,756

Average Haul, Pass .... 50.182 miles

Aver. Haul, Rev. Frt .... 113.326 miles

Aver. Rev. per Passen-
ger per Mile .......... 3.58 cents

Aver. Rev. per Ton of
Freight per Mile .......... 1.669 cents

Number of Locomotives .... 226
Passenger ........ 56
Freight .......... 140
Switching .......... 30

Total Passenger Train Cars .... 312
Passenger Cars .......... 158
Combination Cars ......... 22
Baggage Cars ........... 50
Other Passenger Train Cars 82

Total Freight Train Cars .... 7408
Box Cars ............. 3735
Eastman Heater Cars ... 783
Coal Cars ............ 1296
Rack Cars ............ 952
Caboose .......... 118
Other Freight Train Cars 614

Company Service Cars ....... 486
Ferry and Steamboats ....... 4

Total Performance of
Locomotives ........ 5,681,972 miles
Freight Service .... 2,246,212 miles
Passenger Service .... 2,086,056 miles
Mixed Service .... 187,838 miles
Special Service .... 2,100 miles
Switching Service .. 1,004,233 miles
Work Service ........ 155,533 miles

Aver. Miles per Ton of Coal 15.96
Aver. Miles per Pint of
Lubricants .......... 10.79

Maine Population and Area

County     Sq. Miles  Population
Androscoggin   459     65,796
Aroostook     6453    81,728
Cumberland   853      124,376
Franklin   1789      19,825
Hancock    1522      30,361
Kennebec   879       63,844
Knox       351       26,245
Lincoln    457      15,976
Oxford     1980      37,700
Penobscot   3258     87,684
Piscataquis 3770     20,554
Sagadahoc  250       23,021
Somerset   3633      37,171
Waldo      724       21,328
Washington 2528     41,709
York       989       70,696

Total 29,895    768,014

CHARLES E. NASH & SON, AUGUSTA, MAINE