Lincoln's
Gettysburg Address
Delivered November 19, 1863

FOURSCORE and seven years ago our fathers brought forth upon this continent a new Nation, conceived in liberty, and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation or any nation so conceived and so dedicated can long endure.

We are met on a great battle-field of that war. We have come to dedicate a portion of that field as a final resting-place for those who here gave their lives that that Nation might live. It is altogether fitting and proper that we should do this.

But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our power to add or detract.

The world will little note, nor long remember, what we say here, but it can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced.

It is rather for us to be here dedicated to the great task remaining before us, that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this Nation, under God, shall have a new birth of Freedom, and that government of the people, by the people, and for the people, shall not perish from the earth.

(This page is dedicated to the remembrance of Memorial Day, observed May 30.)
MEMORIAL ADDRESS

May 30, 1863

Our fathers brought forth a Nation, conceived in liberty and dedicated to the proposition that all men are created equal. They declared it a great civil war, testing whether that nation or any nation so conceived and so dedicated, can long endure. The brave men, living and dead, who struggled here, have consecrated it far above our poor power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here. It is for us, the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—to be dedicated to the memorable task of making America fit to be the home of the human family. We, therefore, here highly resolve that these dead shall not have died in vain, that this Nation, under God, shall have a new birth of freedom, and that government of the people, by the people, of the people, shall not perish from the earth.

Bird's-Eye View of 1926 Improvements in Company's Physical Property

The following is a list of improvements made during the year 1926, as taken from the sixty-sixth annual report, should prove interesting reading to all members of the Maine Central Family.

Tracks and Roadbed

The tracks and roadbed have been maintained in good condition. During the year there have been laid 7,074 tons of new 100-lb. section steel rail, 32 tons of new 85-lb. steel rail, 26 tons of Barbey frictionless rail, 6,608 tons of relay rail, 357,657 new ties, 15,346 new rail joints, 15,001 rail joints, 364,118 new tie plates, 216,952 relay tie plates, 42,980 new rail anchors, 25,401 relay rail anchors. Seventy-one miles of track have been ballasted with gravel and cinders, four new culverts installed and 49 rebuilt or extensively repaired.

Bridges and Buildings, etc.

A new 85-foot turntable, seven-stall brick engine house and 500-ton storage capacity mechanical locomotive coaling station have been constructed at Lewiston Upper, replacing facilities which have become outgrown.

A new mechanical coaling station of 500 tons storage capacity has been constructed at Rumford.

A new mechanical coaling station of 2,000 tons storage capacity has been constructed at Bangor.

At Waterville a new brick wheel shop has been constructed and an additional transfer table installed at the shops. The wooden bridge over track at North Street has been replaced by a steel structure of greater capacity and width in accord with order of the Maine Public Utilities Commission. The highway grade crossing known as Chaplin Street west of Waterville station, has been discontinued and closed to public travel.

About 56 acres of land advantageously located for gravel pit west of Walnut Hill, has been acquired and opened with service track for use the coming season, gravel at Libby’s Pit having been practically exhausted.

A new 50,000 gallon steel water tank and new standpipe has been installed in place of wooden tank at Cherryfield.

Electric lighting has been installed in the stations at Franklin, Cumberland Center, Columbia Falls, Harrison and Waukeag.

Equipment

Locomotives and cars have been maintained in good condition at the Company’s shops.

Substantial savings have been made by closing of Thompson’s Point Shop of the Portland Terminal Company, thus concentrating equipment repairs at other points, chiefly at Waterville.
One new wing snow plow has been purchased.

The following improvements were made to locomotives and cars at the Company's shops: locomotive boosters were applied to two Mikado-type locomotives; mechanical stokers were applied to four Mikado-type locomotives; feed water heaters were applied to three Mikado-type locomotives; superheaters were applied to four locomotives; four baggage cars were rebuilt with steel underframes; two dining cars are now in process of rebuilding with steel underframes.

One hundred thirty-eight Eastman Heater cars owned by this Company have been converted into box cars for general service. It is proposed to convert 300 more of these heater cars into box cars during 1927.

One hundred steel underframe gondola cars are in process of conversion into coal cars by the addition of steel hoppers in floors. Of these, seventeen were completed in 1926 and the remainder will be finished early in 1927. Provision has been made for the conversion of 200 steel flat cars into gondola cars with similar hoppers.

**PORTLAND TERMINAL COMPANY**

During the year there have been laid five tons of new 100-lb. steel rail, three tons of new 85-lb. steel rail, 716 tons rail relay, 18,556 ties, 429 new rail joints, 1,638 relay rail joints, 19,822 new tie plates, 17,075 relay tie plates, 500 new rail anchors and 3,689 relay anchors.

A new steel building service tracks for repairing wheels and axles, and a new steel building for use as a blacksmith shop in connection with car repairs have been constructed at Rigby.

**Where Operating Revenues Went**

Another interesting point brought out in the annual report was the distribution of the Company's operating revenue. Wages and salaries, it is pointed out, absorbed almost exactly half of all income, with materials, fixed changes, locomotive fuel, next in order.

**A New Summer Train**

And it has a name too. "The Down Easter" sounds good, easy to say and it's a train worth bragging about. This new flyer will, commencing July 1st, leave New York 12:10 p.m. Fridays only, carrying through sleeping cars New York to Mt. Desert Ferry, Van Buren and Halifax and Parlor cars New York to Portland. Due to arrive Portland at 10:15 p.m., it affords close connection with all eastbound Pullmans.

Westbound, will leave Portland 7:30 a.m. Mondays only, carrying through Parlor cars to New York due to arrive at Grand Central Terminal at 5:07 p.m.
A Brief History of the Maine Central Railroad
Relief Association

In October, 1887, a small group of officers and employees of the Maine Central Railroad conceived the idea of a mutual insurance association, of, by and for employees of the road. In whose mind the plan first sprang into being, the records do not indicate; but those who called the first meeting are listed, and the list contains names which will be recognized by all the old-timers, and may even be familiar to the younger generation of employees.

The warrant for this meeting, at which was born the baby which now has grown to honorable manhood, was signed by Horace H. Towe, General Baggage Agent and later President of the Association; Geo. E. Whitney, then a Conductor; E. A. Hall, Superintendent, and first President of the Association; Geo. W. York, then Auditor, and later Treasurer of the Company; Edw. G. Foster, draftsman; J. A. Pinkerton, Motive Power Foreman at Thompson’s Point for many years; F. W. Knight, roundhouse foreman; H. G. Parkman, Timekeeper, and Thos. P. Shaw, then Paymaster, and now a Director of the Corporation.

The meeting for organization was held in Portland on November 7th, 1887, and Horace Towe presided as temporary chairman. The list of those who were elected charter members, in addition to the signers of the warrant, includes the following:

Payson Tucker, General Manager; F. E. Boothby, General Passenger Agent; H. F. Dowst, Superintendent Eastern Div.; W. S. Eaton, General Freight Agent; W. F. Pitman, Conductor; S. S. Cahill, Conductor; G. P. Haskell, Foreman Car Repairs; L. W. Foss, Engineer; H. D. Waldron, Clerk, later General Passenger Agent; V. H. Foss, Roadmaster; C. H. Kenison, Master Car Builder; Geo. Nevens, Roadmaster; D. A. Bocker, Superintendent Bridges and Buildings; C. E. Rolfe, Cashier; F. Robinson, Foreman Round House, Bangor; Geo. Alden, General Eastern Agent; R. E. Alden, Conductor; W. W. Colby, Auditor; L. H. Foss, Engineer; L. W. Pollister, Conductor; G. J. Allen, Trainman; J. B. Chandler, Conductor; Geo. W. Thayer, General Yard Master; F. D. Rogers, Freight Agent; W. A. Allen, Chief Engineer.

Of those who attended the first meeting, and became charter members of the Association, few are now living. E. G. Foster, who was secretary for many years, is retired and lives in Portland. Thos. P. Shaw, also retired from active service, is a Director of the Corporation, and lives in Portland. Horace G. Parkman is still actively engaged in railroad service, and by the time this appears in print will have rounded out 48 years of continuous connection with the Maine Central Railroad.

Fortieth Birthday
Comes This Year

In October of this year, the Maine Central Railroad Relief Association will have rounded out forty years of honorable and helpful existence. It will reach its fortieth birthday in a sound financial condition, with an excellent reserve fund, and with increased benefits to its members. Unquestionably, it now offers greater value in insurance at low cost than ever before in its history.

That the present membership, and employees who are potential members, may know something of the early history of the Association, the subjoined article, prepared by one of the Maine Central family, is presented.

(5)
until 1914, when his resignation was reluctantly accepted by the association at its annual meeting. For 27 years, Mr. Hall faithfully and efficiently guided the destinies of the Association, relinquishing the reins only when advancing age made his retirement necessary. In accepting his resignation, the Association adopted and spread upon the records the following resolutions:

"RESOLVED: That it is with deep regret that we, the members and fellow officers of this Association, accept the resignation of Mr. Elton A. Hall, our President.

"With many of us, an association of more than 25 years with Mr. Hall in relief matters, we have found him ever patient, courteous and kind, in the consideration of all.

"We shall miss his wise counsel in the conduct of the affairs of the Association.

"We bespeak for him, when relieved of the cares of office, many years of a happy, and comfortable life. It is the vote of this meeting that this shall be spread on the records, and a copy mailed to Mr. Hall."

Succeeding Elton Hall as President, Horace H. Towle, who had served as Vice-President since the inception of the Association, was in turn succeeded as Vice-President by John Locke, and George Austin was elected second Vice-President.

Mr. Towle was an ardent worker in the interests of the Association from its birth, and devoted much earnest thought and effort to its welfare. He willingly and gladly made long trips to various parts of the Company's lines to talk with members and prospective members about the affairs of the Association, and to the time of his death he was one of its most efficient officers and members.

Mr. Towle retired as President in November, 1914, at which time a vote of thanks was tendered him "for the hard work, good work and energy" he had given the Association "during his term of office and for many years previous."

He was succeeded as President by Charles H. Priest, with Robert Sturgeon and Fred V. Berry as Vice-Presidents. The two latter still hold these offices. Following Mr. Priest, Stanley W. McGeoch was elected President, and is the present incumbent of the office.

During its forty years' existence, therefore, the Association has had but four Presidents. There have been but three Secretaries: Edwin G. Foster, whose name is found among the original founders of the organization; John A. Webber, whose death occurred in 1926, and Eugene Dicker, who succeeded Mr. Webber.

John Webber faithfully served as Secretary for fifteen years, during which period the Directors depended upon him to carry out the intricate and arduous duties of this office efficiently and well; and they found their dependence well placed. After his untimely death, the Directors, at a special meeting, adopted resolutions which were spread upon the records as a permanent memorial of his loyal and faithful service.

Mr. Webber's interest in the welfare of the Association was unquestioned, and he gave freely of his time and energy in its behalf. In the Secretary's records there is much of interest to the historian, and to the older employees especially. There is, for example, an entry made in May, 1898, when the Directors voted to consult counsel as to the liability of the Association in the event of death of members in war. To wit, was the conflict with Spain in September of that year occurred, the death of a member of the Association in military service, when Ezra W. Godfrey, a telegraph operator, died in camp at Point, New York.

In the minds of many of the employees there will recur memories of famous annual balls given by the Association in the early days of its history. An interesting meeting of the Directors in 1889, it was voted to arrange for a ball to be held in Portland City Hall. It was a "good idea." Apparently it was a success, the ball was given, and the result was that both socially and financially, it became an annual event until in 1914 it was voted to discontinue the enterprise.

For months in advance, the committee in charge of this gala event labored over necessary preparations, and when the eventful night arrived, the hordes of people from all parts of the Road entered the hall with their ladies, all the planning and preparation were declared to be justified by the results. Topical talent was procured to entertain the music and entertainment, there was a fine display of the order and the reception tendered by officers of the Association, and a general greeting of old friends with "the dance." In the great hall, there was a perfect representation of all life, from a private car; and here Mr. Elton Hall, assisted by officers of the Association, received the guests. That it was a success is evidenced by the receipts from ball, $1,246.50.

The growth of the Association's applications for membership is shown by the Secretary's records. At the meeting after organization, 75 applications for membership were accepted, the following year there were 66, then the number increased to 130 and to 201 in the following two years. At the end of the third year of the Association's existence the membership was doubled, a very healthy growth from the first year's membership of 350.

Yet the first officers were not satisfied. They felt that the membership was not large enough, and that the Association should include the name of every member.
death he was one of its most efficient officers and members.

Mr. Towle retired as President in November, 1914, at which time a vote of thanks was tendered him “for the hard work, good work and energy” he had given the Association “during his term of office and for many years previous.”

He was succeeded as President by Charles H. Priest, with Robert Sturgeon and Fred V. Berry as Vice-Presidents. The two latter still hold these offices. Following Mr. Priest, Stanley W. McGeech was elected President, and incumbent of the office.

Its forty years’ existence, therefore, the Association has had but three Presidents: Edwin G. Foster, whose name among the original founders of the Association, John A. Webber, whose death in 1926, and Eugene Decker, who succeeded Mr. Webber.

Webber faithfully served as Secretary for nineteen years, during which period the records depended upon him to carry out the arduous duties of this office to the best of his ability. He was an able, efficient and well-liked employee of the company, and he gave his time and energy in its behalf. His services were applauded by the members, and his allegiance was never questioned.

Mr. Decker’s interest in the welfare of the Association was unquestioned, and he gave his time and energy in its behalf. His services were applauded by the members, and his allegiance was never questioned.

The growth of the Association in its early days is shown by the Secretary’s record of applications for membership. At the first meeting after organization, 75 new members were accepted, the following month there were 66, then the number jumped to 130 and to 201 in the following two months. At the end of the third year of the Association’s existence the membership was 1226—a very healthy growth from the small handful of members in 1887. Yet the officers were not satisfied. They felt, as do the present officers, that the membership roll should include the name of every eligible employee of the road, and so, in 1890, when the Association was just three years old, a solicitor was appointed to travel over the road to secure applications. This first solicitor to be employed was Frank Gardner, then a trainman and later a passenger conductor. That his efforts bore fruit is evidenced by a vote of thanks tendered him by the Association one year later.

Little by little, the Association improved its financial standing, and only three months after its organization, we find a record that a surplus of one hundred dollars was transferred to a permanent benefit fund. The first record of drawing upon this fund is in 1893, when the death benefit of Rufus K. P. Rideout, a conductor on the Rockland Branch, was paid from the fund instead of making an assessment. Regularly, after this first transfer of funds, amounts varying from one hundred to one thousand dollars were placed in the permanent fund, and the youthful Association began to be a financial power.

In the early days of the Association, death claims were paid by per capita assessments, and according to the by-laws, the sum of such assessments, not to exceed one thousand dollars, was to be paid to the beneficiary. The first death of a member occurred June 5th, 1888, when Johnson Boothby died in Waterville. At this time the membership was 621, from which it appears that his beneficiary received $621. There were five deaths during the first year of the Association’s existence—Johnson Boothby, Lendall C. Marston, Ira L. Pierce, Albion A. Hopkins and Henry F. Woodbury.

Under the original by-laws, the membership fee was two dollars, except for men engaged in train service, who were then required to pay double this fee. The dues were fifty cents per month, which took care of the running expenses and sick benefits, and the assessments one dollar per death. Shortly afterward, the exception as to train service employees was withdrawn, and all employees were accepted on the same basis.

Commencing January 1, 1915, the method of making assessments to meet death claims was abandoned, and fixed monthly dues substituted. The last assess-
ment made was number 451 dated Dec. 25, 1914, covering the death of Engineman William J. Silk.

In the beginning, as now, there was a maximum age limit for active members, and the by-laws permitted the Directors to elect to honorary membership those who were not eligible for benefits, or who, for other reasons, were not made active members. The first to be thus honored were elected at one of the first meetings of the Board, and included Arthur Sewall, President of the Corporation and once a candidate for Vice-President of the United States; J. A. Linscott, veteran Treasurer of the Company; C. O. Baker, Freight Claim Agent; Amos Pillsbury, Master Mechanic; Wm. Bodge, Conductor; John A. Mace, father of the present veteran conductor, and Nathan Stiles, then Agent at Bath.

At later dates, the Board elected as honorary members Charles H. Kenison, Master Car Builder; Jonas Hamilton, Superintendent of the Mountain Division; John F. Heald, Claim Agent; H. B. Cleaves, former Governor of Maine; F. A. Wilson, who succeeded Arthur Sewall as President; and W. L. White, Superintendent of the Knox & Lincoln Railroad, later the Rockland Branch of the Maine Central. The late George F. Evans, of beloved memory, was made an honorary member of the Association in 1897, shortly after coming to the Maine Central as Vice-President and General Manager; and Theo. L. Dunn was elected to honorary membership in 1898.

In a succeeding issue of the Magazine, the later history of the Association will be outlined.

Continued Next Month

How They Looked in the Days of Yore

![Cathance Bridge, near Topsham](Image)

We are indebted once more to H. T. Rodick of Brunswick for this old picture of Brunswick Yard and Cathance Bridge near Topsham. Somewhat different sight from what one sees today at this busy little terminal on the Androscoggin.

Legislature Passes Incorporation Credit

ALMOST at the end of the year, the Legislature, an Act which may be of great importance to members of the Maine Central Railroad Workers Credit Union of which I am a member, creates a corporation which is not a credit union in the strict sense, and set up machinery to do a mortgage and installment loan business for eligible persons.

Several Portland employees have been investigating it for me. Their first discovery was that it did not permit the formation of Credit Unions in the State, such as have been so helpful in other places.

Nothing daunted, the matter was presented to the Legislature, with
What Patrons Say Of Our Service

Canadian Pacific Despatch
Chicago, Ill.
April 13, 1927.
File F-8258
Mr. G. H. Eaton, F.T.M.,
Maine Central Ry.,
Portland, Maine.
Dear Sir:
Your file 5-54, of April 11th.
Marshall Field & Co., the consignee, complimented our respective lines very highly on the service given CP-207870, oil cloth, from Winthrop, Me., on April 7th. This car arrived at 10:30 p.m., April 11th, and was delivered to consignee before noon on the 12th.
Yours very truly,
(Signed) W. A. Kittermaster.
G.W.F.A.

Stevenson, Harrison & Jordan
New York City
April 12, 1927
Mr. L. W. Merritt,
Ticket Agent, M.C.R.R.,
Portland, Me.
Dear Sir:
Thank you for your very prompt reply to my wire of reservation, for which you have assigned to me Compartment B on Car 54 from Portland to New York, on the State of Maine Express on the night of May 31.
This is about the quickest transaction I have seen for some time as it was nearly noon when we sent out wire, which was a day letter, and it is now 2:30 when I am writing this letter.
Very truly yours,
(Signed) J. P. Jordan.

Legislature Passes Private Bill Permitting Forma-
tion Credit Union by Railroad Men

Almost at the end of the session of the Legislature, an Act was passed which may be of great importance to members of the Maine Central Family. Entitled "An Act to Incorporate the Railroad Workers Credit Union of Maine", it creates a corporation which may organize and set up machinery to do a general investment and loan business for its members.

Several Portland employees have been interested in the Credit Union idea and have been investigating it for some time. Their first discovery was that Maine laws did not permit the formation of Credit Unions in the State, such as have been so helpful in other places.

Nothing daunted, the matter was presented to the Legislature, with a request for a general bill, permitting the formation of Credit Unions, and a hearing was held on March 25 before the Judiciary Committee. This was reported "ought to pass", but was sent back to the Committee by the House.

It was intimated, however, that a special bill, permitting the formation of a Credit Union by employees of the Maine Central Railroad Company "and/or" the Portland Terminal Company, would not be objected to.

With the capable assistance of Charles J. Nichols, a Portland attorney, a new private bill was drafted, resubmitted to the Judiciary Committee, passed by the House and Senate and signed by the Governor on April 16th. After the usual 90-day period
this Act takes effect, and on July 16th, the incorporators can legally proceed to business.
Among those who secured the passage of the bill were Harold J. Foster and George W. Peterson of Portland, representing the clerks' organization, Engineerman Maynard L. Hincks, Legislative Agent of the Brotherhood of Locomotive Engineers, Charles F. Donahoe of Boston, member of the Advisory Council of the Credit Union National Extension Bureau, Norman Halpine of Portland, President Telephone Workers Credit Union of Maine, and William Howe, also of Portland, Clerk of Maine Telephone Workers Credit Union.

In July, or perhaps before that time, the incorporators of the Railroad Workers Credit Union of Maine will doubtless make some interesting announcements.

Freight Shipment Makes Record Run Augusta To Los Angeles

Augusta Shoes About to Make Record Run to the Pacific Coast

You have all heard of race-track records being broken, ocean liners breaking sea-voyage records, and monstrous airplanes making speed and altitude records. This you read almost every day in the newspapers. Well, here's a new record trip, recently made by the Iron Horse with the initial starting point right on our own stamping grounds.

Less than 12 days after a shipment of 184 cases of shoes was loaded into a car at the Augusta station it was delivered to consignee at Los Angeles, Cal., routed via St. Johnsburg, C. P., Detroit, Wabash, Chicago and A. T. & S. F. Record of the car is as follows:

Left Augusta 1:00 P. M., March 21 in Train No. 326X; Portland, same day in No. 376; passed St. Johnsburg 8:00 A. M. March 22; Detroit, March 24; Chicago, March 26; Kansas City, March 28; Belen, N. M., March 31; arriving at Los Angeles 5:00 P. M. Saturday April 2nd. The distance covered was 3,416 miles.

This means an average speed of 305 miles a day and 12.7 miles an hour.
On the Pacific Coast

March 12, 1903, L. C. P., Detroit, Wabash, Chicago, A.T. & S. F. Record of the car is 326 X; Portland, same day in St. Johnsbury, 8.00 A. M. 2; 11:30; 12; Detroit, March 24; Chicago, April 1; Kansas City, March 26; Belen, March 31; arriving at Los Angeles April 2nd. The distance was 3,416 miles.

\[ \text{Average speed of 305 day and 12.7 miles an hour.} \]

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A feature of this shipment is that the car was handled promptly at all junction points and speeded along with the least possible delay. By efficient handling at Portland the car went along over the Mountain Road the same night, close connection being made at St. Johnsbury with the Canadian Pacific Railway.

Freight charges amounted to $532.00, a good percent of the revenue going to the Maine Central Railroad on account of the long haul through the White Mountains.

The 184 cases contained 4,416 pairs of shoes and were manufactured by the L. A. Crosett Co., of Augusta, Maine.

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On the Cover

This month's cover shows a photograph taken by Milford Baker of Bingham, whose fine scenic views have been recently reproduced in the SATURDAY EVENING POST, and other magazines.

This particular snapshot shows the great stone face, or the Indian's Head, on Mount Kineo, on the shores of beautiful Moosehead Lake. The Lake itself, called the most beautiful in the State, lies like a mirror of burnished silver, surpassingly beautiful amidst the violet-tinted hills and mountains, with the massive crag of Mount Kineo towering above it, its face of pure flint rising sheer 1,000 feet from the sparkling water.

In some respects this great stone image resembles the "Old Man of the Mountain" in the Franconia Notch of New Hampshire, although it is not quite so high.

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IN MEMORIAM

N. E. COUGHLAN

Nathaniel E. Coughlan, age 63, died April 5th while attending a Masonic meeting in Portland. Mr. Coughlan was a native of New Brunswick but had been a resident of Portland several years, having been employed by the Portland Terminal Company. He is survived by his wife, Laura B. Coughlan of 3 Fuller Street.

JAMES H. TODD

James H. Todd of Yarmouth, age 60, employed as Section Hand, sustained injuries in an accident April 17th at Sodom Crossing, four miles west of Freeport, from which he later died.

Section crew were on section car enroute to point between Yarmouth Jct. and Freeport where broken rail had been reported and were taking the section car off to let No. 350 pass but did not succeed in getting car entirely clear, Engine of No. 350 striking it, injuring Mr. Todd.

His death is mourned by many friends and associates in the Maine Central family.

CHARLES VOSE

Charles Vose, a retired Boston & Maine employee and father of Mrs. Harris, wife of General Passenger Agent M. L. Harris, passed away Tuesday afternoon, April 19th. Services were held at Portland, Wednesday afternoon and Mr. and Mrs. Harris accompanied the body to Halifax on the evening train.

CARD OF THANKS

I wish to thank the persons who so kindly and generously contributed the sum of money presented to me account of death of my son, Trackman James W. Corbett, Section 185, Charlotte.

MRS. JOSEPH CORBETT,
Charlotte, Maine.
AUGUSTA
The Capital of Maine

UPPER picture shows Fort Western, built when the Indians' war-whoop rang on the shores of the Kennebec; in the center, the State Capitol; on the left, interior and exterior views of the Augusta Railroad Station; lower right, Augusta Y.M.C.A.; center right, Railroad bridges across the Kennebec; upper, the modern structure and lower, the old bridge built in 1861, with a train of that era.
AUGUSTA
The Capital of Maine

UPPER picture shows Fort Western, built when the Indians' war-whoop rang on the shores of the Kennebec; in the center, the State Capitol; on the left, interior and exterior views of the Augusta Railroad Station; lower right, Augusta Y.M.C.A.; center right, Railroad bridges across the Kennebec; upper, the modern structure and lower, the old bridge built in 1861, with a train of that era.
MAINE CENTRAL
Employees' Magazine

Vol. IV      MAY, 1927       No. 5

"For, By and About Maine Central Employees" Published by the Maine Central Railroad Company, and devoted to the interests of the company and its employees.

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Alfred R. Pugh, Rockland

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A. W. Sawyer, 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. B." and should be addressed to magazine headquarters, Room 111, 222-242 St. John Street, Portland.

EDITORIALS

"THE FINEST TRAIN"

Glancing through railroad magazines and railroad advertising, the editor has recently come upon no less than four different expressions advertised as "The Finest Train in the World." Isn't that splendid! No wonder we say the efficiency of American railroads is increasing.

If its Publicity Agent has anything to say about it, the Maine Central will never advertise "The Finest Train in the World." Such advertising went out of date with the passing of P. T. Barnum.

What's the advantage, anyhow, of comparing the "fineness" of No. 156 and No. 402. The thing that counts both with railroad men and with the public is to make No. 156 just as fine as it is possible to make it and for every man concerned in any way with No. 402 to run that train just as well as it is humanly possible to run it.

The passengers who ride on 402 think no less of themselves than those who travel on 156, and deserve equally courteous, prompt, efficient service.

If we want something to howl about, why not make this slogan a fact: "Less difference between the best Maine Central train and the worst Maine Central train than on any American railroad."

BETWEEN HAY AND GRASS

Spring is here, and our passenger traffic is in the same condition as Maine dairy cows—between hay and grass. Local passengers are taking to their flivvers or their limousines and the summer surge of off-line through traffic has not begun. As a result passenger revenues come down with a sickening thud.

For certain kinds of travel, steam cannot compete with the auto, but many who now ride on rubber would be better off on the rails.

The Maine Central can carry them more safely, more quickly, more comfortably and more cheaply. To tell this and sell this to the public is an advertising problem.

Advertising means more than using the printed word in newspaper, booklet, flyer, leaflet and folder. By far the strongest kind of advertising is that carried by word of mouth.

Maine Central Passenger Traffic needs more advertising. The seven thousand members of the Maine Central Family could accomplish wonders if they'd enlist in the advertising program of 1927 and talk up the benefits of rail travel. Tell your neighbor about them tonight.

No safety device ever invented can do as much in cutting down accidents as a careful workman.

PLAY ball—Batter up—the game of baseball has opened and all red-blooded persons are open. It has never been known to fail. You ask what season? One that is as good as it is goes to the Maine Central.

The season of Freight Claims.

This aggregation has placed a formidable team in the field against the whole lot to the Maine Central.

The season of Freight Claims.

Up behind the plate is old manbalaria. He stops everything that was ever known to get by him.

In the pitchers box is "Ruf". The fiercer the opposition the fiercer he bears down. His chokes, curves and sliders are the most baffling that any batter has ever had to face.

(14)
Play Ball—Maine Central Tackles Strong Opponent

By E. I. HILL, Portland, Traveling Agent

Over on first base is “Por” Package who handles high and low throws and makes a very acceptable player for the position.

Opposition “Makes Its Breaks”

On second is “De”Lay. His movements are very deliberate and dilatory but his work always shows results.

At short stop “Rob” Berry is an alert, aggressive young player. He dees his work quickly and many of his moves are so quick that they cannot be seen until after he has completed the play.

Over on the hot corner at third base is “Con” Loss. No matter how hard you drive them at him, he gets them, he is such a smooth worker that it is hard to appreciate what a lot of ground he covers.

The outfield is patrolled by “Imp” Loading, “Heet” Failure and “Freeze” Zing. All are fast, sure men and rarely fail the team in making themselves conspicuous by doing the impossible.

Against the above line-up the Freight Claim Department has gone to bat. We are going to score against them. The game will go into extra innings and we are after the most capable substitutes to play on our team.

If every employee of the Maine Central will get into the game we feel sure that our opponents will be given a run for their money and we can score a few wins during the season.

He tried to cross the railroad track
Before a rushing train;
They put the pieces in a sack,
But couldn’t find his brain.
—Edward Goshen, Old Orchard.
Oldtown Optimistical Tobasco

By V. A. CUNNINGHAM

For after All He Is only a Dog
Clerk Ashley: I have got to shoot my dog.—he knows nearly as much as I do.
Operator Lavallee: It’s too bad to kill him for that.

Spring is here and the barrel-chested help at Oldtown are planning their activities in athletics for the coming season. The following have been assigned to the training table of the checker team: Operator Bowley, Operator Prouty, Clerk Ashley and Signalman Coffin. Rusty Spinney will be the mascot of this team.

Hasn’t Seen It Since
Cy Messer: Where is that mail-order garage you had in your back yard?
Conductor Haney: Well, one night I tied the dog at one corner of it and a cat went by.

Signalman Rube (Silent) Coffin says, “It’s better to be silent and thought dumb than to speak and remove all doubt.”

Engineman Dan West is a great automobile fan. He says that he would never think of leaving home without a spare. Does this mean that if he went walking he would carry a wooden leg under his arm?

Too Many Soloists
The brass band that Oldtown was planning to organize has fell through; it was found we had too many bass-drum soloists. Roundhouse Foreman Charlie Dubay has probably done more for the would-be auto owners than anyone in Oldtown, for he has arranged for the salesmen to call and take us home on the stormy days only. We knew these salesmen were good for something if we could only find out what it was.

Right the First Time
Voice at the window: Is my bag of buckwheat here?
Clerk (looking through bills): No, not yet.
The Voice: Look here, if I don’t get my buckwheat tomorrow I am going to report the whole of you to the delay department.
You have got to admit that Oldtown is GOOD, when the supply department sends us pencils without erasers.

R. D. Coffin, Signalman, and A. H. Spinney, Helper

Criminal Carelessness
Felix Shorette says he is going to sue the company for damages, they blew the quitting whistle while he was carrying ten feet of railroad rail, he dropped it on his foot. Operator Prouty has changed to “Lucky Strikes”;
says he has got to protect his voice.

Even He Has Limitations
Oldtown has a mechanical genius. It’s Signalman’s Helper Rusty Spinney. If it’s clocks, watches or door bells, send them to Rusty. If it’s automobiles, radios, voltimeters or coffee grinders, send them to Rusty. If it’s electrical wiring, typewriters or sewing machines, send them to Rusty. But if it’s lumber, scatica, loss of voice or nurse-maid’s knee,—send ’em to a doctor.

Carl Henry is a good scout, even if he does think a hydraulic ram is a member of the goat family.

Trainman (to poultry man)—Gimme a chicken.
Poultry man—Want a pullet?
Trainman—No, I wanta carry it.—Wall St. Journal.

Veteran Engineman in Train Accident
Train No. 168, Engine 289, Crewed by Frank Mills, Engineman Frank Coffin, left Portland on time April 15th, and running at normal speed about one-half mile west of Cumberland, middle driving axle broke causing inside rod to break. Something came in contact with reach rod releasing the lever, which flew back striking an ing leg of Engineman Small. Train was immediately stopped and the cars or engine being derailed.

Engineman Small was promptly taken to Portland in ambulance and is now in Eye and Ear Infirmary, reports in he is getting along nicely.

Engineman Small has been with railroad for fifty years and this is his first accident in which he has been connected.

Calais Notes
By E. F. McLAIN

Berry Merrittew, Engineer on the "Fish Freight" that runs in, out, and through the "Sardine City", is convalescing at this time and hopes to return shortly.

Ivan Murphy tells me, this bright morning, that he is a new father. An extension has arrived in his family, a ten-pound baby girl. Mrs. Murphy will endeavor to follow his advice more closely.

Birds Busy Down East
I was pleased with Mr. Goodwin on my column and appreciate an idea on local items. No doubt he hit us the correct intention of home note.
I will endeavor to follow his advice more closely.

Spring is here, and the first bird whispered something to Wash Ball, the new Essex sedan. It's a bird.
I guess some bird peeped a hate for Ben Whitney. I saw him in a coach last night. He says the Dyer mind him so much of the Princeton that he can't rest while driving, that's what the trouble was with him last bowling tournament.)
Veteran Engineman Hurt in Train Accident

Train No. 168, Engine 289, Conductor Frank Mills, Engineman Frank G. Small, left Portland on time April 15th, and while running at normal speed about one and one-half miles west of Cumberland Mills, middle driving axle broke causing the back side rod to break. Something came in contact with reach rod releasing the reverse lever, which flew back striking and breaking left leg of Engineman Small. Train was immediately stopped, none of the cars or engine being derailed.

Engineman Small was promptly taken to Portland in ambulance and is now at the Eye and Ear Infirmary, reports indicating he is getting along nicely.

Engineman Small has been with this railroad for fifty years and this is the first accident in which he has been concerned.

Calais Notes

By E. F. McLain

Berry Merrill, Engineer on the “Fast Fish Freight” that runs in, out, and around the “Sardine City”, is convalescing nicely at this time and hopes to return to work shortly.

Ivan Murphy tells me, this bright April morning, that he is a new father. That is, an extension has arrived in his family, a ten-pound baby girl. Mrs. Murphy is fine.

Birds Busy Down East

I was pleased with Mr. Goud’s article on my column and appreciate an outsider’s idea on local items. No doubt he has given us the correct intention of home notes, and I will endeavor to follow his advice a little more closely.

Spring is here, and the first bird to arrive whispered something to Wash Bailey about the new Essex sedan. It’s a bird.

I guess some bird peeped a hat full to Ben Whitney. I saw him in a Hudson coach last night. He says the Dodge reminds him so much of the Princeton Branch that he can’t rest while driving. (Perhaps that’s what the trouble was with his eye in the last bowling tournament.)

A Hint to Humorists

Magazines went like Sherman’s beer last month. The boys claim it’s not large enough. How about Webster’s Unabridged?

If you are a humorist, a bit musical and want to get a real kick, sidle up to Engineer Skinny Gray and in your best tenor, etc., sing “The old Gray Mare, she ain’t what she usta be.”

Where Is this Station?

We are indebted to Operator A. H. McCrossin of Newport Junction for the above picture.

“Probably a lot of employees now working,” he says, “never heard of this station, although it was on the main line between Waterville and Bangor. The men are Conductor Marshall, Trainmen Sands and Ware who were on a work extra at that time but are all out of the service now.”

Portland Terminal Notes

By Grace M. Katon

Sympathy has been extended to Chief Timekeeper James P. Jordan in the loss of his father, who died recently of pneumonia after a short illness. Mr. Jordan, Senior, was a former Grand Trunk Railway employee.

John T. Feeney, Traveling Inspector of the Superintendent’s Office force, is receiving sympathy in the loss of his mother. Mr. Feeney is out on a leave of absence account of ill health but expects to take up his duties again within a short time.
Miss Sybil Noyes, former Stenographer in the office of the Superintendent, is substituting in that office for a few weeks. We are always glad to have Miss Noyes back with us.

John F. Conlon, Clerk-Telegrapher, is receiving sympathy in the loss of his mother, a few weeks ago.

Mrs. Margaret R. McFarland, Stenographer, has returned to her duties in the office of the Interchange & Per Diem after a year's leave of absence. Miss Margaret K. Coyne, who has been substituting in her place, has been transferred to the Freight Office force.

**Freight Office**

Atwood T. Brackett has returned to his duties in the Inward Department after a three months' trip to Hollywood. We are all glad to welcome "At" back as he was afraid he would join the movies while away.

Mrs. Aida H. Doble, Clerk in the office of the Freight Cashier, was called to her home in New Orleans, account death of a sister. Her many co-workers extend sincere sympathy in her sorrow.

Miss Nancy Donahue, Stenographer, is out on a month's leave of absence account injury to her arm.

George T. Delano, who has been spending the winter at Daytona, Fla., has returned to his duties at the Freight Office feeling just like work after his sojourn.

George H. Skillings, Timekeeper in the Portland Freight House, has returned from a trip to Texas, where he visited his daughter and family at the Army Post at Fort Normoy, San Antonio. George has reported a most delightful time and trip but is glad to be back in the old State of Maine again.

Harry O. Noyes, Supervisor of Interchange and Per Diem, acting as a messenger of Good Cheer from the Terminal Forces, called on a former well-remembered Yard Clerk, Jack Ainsworth at Kennebunk recently, and presented him with an Easter gift in the form of a purse of money. To say that it was a surprise and gratefully received would be putting it in a very mild way, for "Jack" was surely pleased and wished to extend to the many friends who generously contributed, his thanks and appreciation. The "purse" was made possible thru the kindness and energy of a certain young lady of the Superintendent's Office force.

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**Bangor Car Shops**

By C. A. JEFFARDS

Martin Sheppard in a twenty-string match defeated Edgar Keith, the crack Bangor Champion recently. Mr. Sheppard collected a total of 2190 pins and Keith 2056, Sheppard winning by 134 pins. Sheppard's best string 134 and his lowest 92. Keith's best 123 and lowest 74.

The many friends in Portland of Al. Weatherbee will be interested to know he has purchased a new 1927 Buick sedan.

Harry Glick, B. & A. Foreman at Millinocket and formerly with the Maine Central as Asst. Air Brake Inspector, was a visitor in Bangor recently with his genial smile.

The Freight Repair track are organizing a ball team from among its ranks. H. R. Merritt seems to be the presiding officer at present. The line-up with its games and defeats will be announced in a later issue of the MAGAZINE.

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**SPECIAL MATCHES BETWEEN**

**R. R., N. E. T. & T. & MILLENIEN TOLMINSON**

**COMPANIES**

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<th>Maine Centrals</th>
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<td></td>
<td>Stover</td>
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<td><strong>458</strong></td>
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| Maine Centrals | Mills | 81  | 95  | 90  |
|               | Bean | 107 | 92  | 90  |
|               | L. Hawkes | 83  | 89  | 89  |
|               | Haggerty | 85  | 94  | 95  |
|               | May | 85  | 103 | 100 |
|               | **Totals** | **441** | **473** | **478** |

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<td><strong>Totals</strong></td>
<td><strong>456</strong></td>
<td><strong>461</strong></td>
<td><strong>462</strong></td>
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What's wrong with this force

+ +

Bangor Car Shops
By C. A. JEFFARDS

As Sheppard in a twenty-string defeated Edgar Keith, the crack Champion recently. Mr. Sheppard a total of 2190 pins and Keith Sheppard winning by 134 pins. Keith's best string 134 and his lowest Keith's best 123 and lowest 74.

Many friends in Portland of Al. bee will be interested to know he chased a new 1927 Buick sedan.

Gleich, B. & A. Foreman at Milliken formerly with the Maine Central Air Brake Inspector, was a Bangor recently with his genial

Waterville Wheel Shop
Proves Valuable Addition
By A. A. THOMPSON

The wheel shop, which has been under construction for several weeks, is now in operation and is a valuable addition to Waterville Shops. To those who are in close contact with this work often comes the thought, “How did we get along without it?”

Replaces Wash Room

The space between the Locomotive and Freight shop was utilized for the new shop. Previous to the new arrangement this space held the old Wheel Shop, the Wash and Toilet Room and gave a chance for wheel and tire storage. Now the Wash and Toilet Room is in new quarters west of the Wheel Room.

Into this shop come the various small locomotive parts and wheels for cleaning before they go to the Machines for alteration because here are located the vats and track with spraying machine. Here we also find the Driving-Wheel Lathe and the Mill for Tire Boring.

Ten Ton Crane Helps

Other machines in the new shop are the Car-Wheel Borer, Car-Wheel Turning Lathe and 400-ton Motor-Driven Hydraulic Wheel Press for all of the “pulling down” and “re-mounting” of passenger and freight car wheels is done in this room. Also all of the apparatus for removing and “shrinking” driving wheel tires is here. A ten-ton Shaw Crane is a valuable part of the equipment of the addition.

+ +

Pulpwood Special Stops to have Picture Taken

In the balmy weather that late April makes us expect in May, this picture may look out of place, but it shows a pulpwood job from Waterville to Rumford, of which
there are many during the winter months. From left to right are seen G. A. Ellis, Agent of Gilbertville, Engineer Hibbard, Conductor Plummer, and Brakeman L. Judkins. Note the snow on March 9th.

This snap reached the Magazine via Agent Ellis and was taken by Mrs. A. W. Deane, wife of Operator Deane.

***

George Seaborn Staples
Agent at Pittsfield

A service of 38 years to the public, an old-timer in railroad circles, and exceedingly well versed in the ins and outs of railroad technicalities. George picked up telegraphy way back in 1889 at Redstone, N. H., on the Mountain Road. From Redstone he went to South Windham, then to Twin Mountain as relief operator.

His first steady position was at Belfast under Agent Frank Crowley. From Belfast he was transferred to the Mountain Road again as Agent at Sawyers River. He remained nine years at this station, then went to Colebrook for eight years; then to Sebago Lake Station in 1907; thence to Pittsfield in 1913. He has been agent at Pittsfield for 14 years, making in all his years of service a fine record for the young fellows to shoot at.

An incident connected with Mr. Staples' middle name "Seaborn" and of special interest to those who know him, is the fact that he was actually born on one of his father's sailing vessels in mid-ocean, his father, Captain Horace Staples, being a seafaring man.

***

General Office Notes

The engagement of Grace M. Noyes of the Car Service Department to Eugene W. Charles of Westbrook has recently been announced. Miss Noyes has been in the employ of the Company for the last nine years, and very popular with the younger set.

Miss Olive M. Small, stenographer in the Passenger Traffic Department, is at present on a leave of absence.

Leroy E. Leonard of the Freight Traffic Department recently attended a meeting of the Interstate Commerce Commission at Washington, D. C.

Fred L. Strange, Superintendent of Car Service, last month attended a convention of railway executives, held in Atlantic City, N. J.

It is an established fact that spring is now here, for Carl Bruns of the Auditor of Passenger Accounts office has made his first fishing trip. One fine week-end not long ago Carl set out for his favorite stream way up back of North Gray, Maine, and proceeded to make his catch but the wardens beat him to it.

Just as he had the rod all jointed together and was making ready to cast, he heard someone up the stream shouting, "It's no use, old man", and the stranger pointed to a sign nailed to a tree which read as follows: "These waters closed to all fishing for 1927."

Well—maybe Carl didn't do some tail cussing. There was only one thing for him to do and that was to drive back to Portland empty-handed, and empty-hearted.

Railroad Ravings

**Hello! Bill, have you got your car out yet?**

**No, I'm in the mud.**

**Boy! Isn't this great!**

**And what a view!**

**Sure! I'm for daylight time.**

**Why I'm on the links at five and down to the cottage at seven. Then I have two hours of darkness after supper to ride.**

Wide Awake At

"And, hark, through the valley O'er Hillside and plain, The thunder is heard Of the Narrow-Gauge Train"

"These words penned nearly hundred years ago, by a local scribe, are not only remembered, but are recalled to someone of us in early morning hours when the roar of the engine of the morning train looms at the Portland street crossing, and the woman, when she once gets started, will not be silenced until it has lost its thunder according to a recent issue of the Old Time News."

"It did not equal the record just made by the Twentieth Century Limited, but the Twenty-Four Hour Limited covering its fifty-four miles with its whistle blowing, but it sent its shrill blast..."
service a fine record for the young shoot at.

A pleasant letter connected with Mr. Staples' name "Seaborn" and of special interest to those who know him, is the fact that he was actually born on one of his sailing vessels in mid-ocean, his captain Horace Staples, being a woman.

* * *

**General Office Notes**

Engagement of Grace M. Noyes of the Service Department to Eugene W. M. Westbrook has recently been announced. Miss Noyes has been in the employ of the Company for the last nine years and very popular with the younger employees.

Miss M. Small, stenographer in the Traffic Department, is at present on leave of absence.

E. Leonard of the Freight Traffic Department recently attended a meeting of the Interstate Commerce Commission at Washington, D. C.

Superintendent of Car last month attended a convention of automobile executives, held in Atlantic City.

An established fact that spring is for Carl Bruns of the Auditor of Accounts office has made his first trip. One fine week-end not long after he got out for his favorite stream way in the woods near Gray, Maine, and promised to make his catch but the wardens sent him home.

But he had the rod all jointed together and was making ready to cast, he turned to someone up the stream shouting, "There goes, old man," and the stranger with a sign nailed to a tree which read: "These waters closed to all fishing until 1927."

Maybe Carl didn't do some tailing, but there was only one thing for him to do and that was to drive back to Portland, empty-handed, and empty-hearted.

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**Railroad Ravings**

By J. L. Anderson

Brunswick, Draftsman

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**Wide Awake At Last**

"And, hark, through the valley,
    O'er Hillside and plain,
The thunder is heard
    Of the Narrow-Gauge Train."

"These words penned nearly half a century ago by a local scribe, of blessed memory, were recalled to some of us in early morning hours when the whistle on the engine of the morning train ran amuck at the Portland street crossing, and like a woman, when she once gets started, refused to be silenced until it had lost its breath," according to a recent issue of the Bridgton News.

"It did not equal the record just made by the Twentieth Century Limited, which ran fifty-four miles with its whistle stuck and blowing, but it sent its shrill blast out into the still morning air for at least fifteen or twenty minutes.

"Many of us who have not been up before daylight since the Fourth of July tumbled out of bed in the belief that a riot call had been turned in and anxious to be in on any excitement that was moving, even though obliged to lose some of our beauty sleep.

"Of course the general belief was that a fire had broken out somewhere down town and that some whistle was being used as an alarm because the regular fire a.m. did not respond."

---

**This Cat Came Back**

While hunting wire trouble on the railroad bridge at Lewiston, Western Union linemen discovered a burlap bag hanging
across a group of wires. The bag was fished off the wires and found to contain a large eel cat and a brick. Someone apparently had put the cat and brick into the bag with the intention of drowning the cat in the Androscoggin River. So was one of the nine lives saved and presumably "the cat came back."—K. J.

+ +

Over A Million Miles at the Throttle

Irving A. Turner

A record of 21,060 hours at the throttle of the fastest trains in Maine, and a mileage of 1,263,000 miles traveled in the cab of express trains, is a record said to be unequalled by any other railroad in Maine and probably in New England. It belongs to Engineerman Irving A. Turner of Bangor.

Mr. Turner is now 69 years old. His eyes are as keen, his nerves as steady as ever they were and, according to all here, no young engineer can swing a train over the road steadier or closer to schedule than can Irving.

+ +

Too Sick to Care

A certain official is a very poor sailor, and does not enjoy travel by water as well as by rail. It is sometimes necessary for him to take a trip on the steamer in Frenchman’s Bay, and he invariably suffers from mal de mer—otherwise known as seasickness.

On one occasion he took a trip "round the hills", and after leaving Bar Harbor, the malady seized him with a vengeance. He was leaning limply against the rail, after physical relief, when Captain "Joe" Norton happened along and observed his condition.

"If you’re feeling seasick, Mr. ——," he said, "you’d better go down into the cabin and lie down."

"I can’t," was the reply, "bring the cabin up here!"

+ +

Train Service Employee Urged To Watch Out

Train service employees and officers should watch their step, for it is in this group that the American Railway Association Safety Program, in which we are cooperating, is failing to bring desired results. In all Class I railroads in 1926 accidents to Train Service employees increased 1,352 over the total of 1925, while among all other employees there was a decrease of 7,925 accidents.

These are given as the classes of accidents which showed the greatest increase in 1926: Struck or run over by locomotives or cars (we tell the public to Cross Crossings Cautionously, but fail to take our own advice); getting on or off locomotives of cars (Watch your Step is the slogan here); operating Locomotives, Hand Brakes and Hand Switches (Keep Your Body in Proper Working Position); Collisions and Derailments (Remember the Rules); Coupling and Uncoupling (Moving Cars Are Bad Medicine).

+ +

Twice in the Same Place

A passenger on a New York and Chicago limited train, upon looking under his berth in the morning, found one black shoe and one tan shoe. He called the porter’s attention to the error. The porter scratched his head in bewilderment.

"Well, an’ don’t dat beat all!" he said. "Dat’s de second time dis mornin’ dat dat mistake’s happened!"—Flashes of Thought.

Recent Group In

EIGHTY-TWO claims for loss through sickness or accident paid last month to members of the Maine Central Family, holders of insurance policies, by the Travelers Insurance Company. This is a larger number than in any other similar period, representing a larger total payment, in fact that it included no payments or dismemberment. An employer the result of an accident last month H. Todd of Yarmouth, but fortunately he held no policy; his employer was to which he belongs to Group insurance policies.

Delay in benefit payments is caused by failure to report sickness as it occurs. This is especially true of trainmen and enginemen. As soon as sickness begins, group insurance policy holders should notify their foreman, superior, or whoever may be their superior.

A new wrinkle in the group insurance policy, about which there was no understanding, has recently been worked out. Weekly payments, if accident, must be continued while sick or injured and drawing benefits. If disability continues beyond limit of payment, the policy is naturally cancelled at the end of 13 weeks and payments cease at that time. Upon returning to work, however, any renewal is put back in full force without any medical examination.

Among those who have returned and whose claims have been settled by the Insurance company are the following:

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</table>
EIGHTY-TWO claims for loss of time through sickness or accident were paid last month to members of the Maine Central Family, holders of group insurance policies, by the Travelers Insurance Company. This is a larger number than in any other similar period, and represents a larger total payment, in spite of the fact that it included no payments for death or dismemberment. An employee died as the result of an accident last month, James H. Todd of Yarmouth, but most unfortunately he held no policy; strangely enough every other member but one of the section crew to which he belonged holds group insurance policies.

Delay in benefit payments is still being caused by failure to report sickness as soon as it occurs. This is especially true among trainmen and enginemen. As soon as sickness begins, group insurance policyholders should notify their foreman, superintendent, or whoever may be their superior officer.

A new wrinkle in the group insurance policy, about which there was some misunderstanding, has recently been ironed out. Weekly payments, it has been decided, must be continued while a man is sick or injured and drawing insurance benefits. If disability continues past the limit of payment, the policy is automatically cancelled at the end of 13 weeks, and naturally payments cease at that time. Upon returning to work, however, the policy is put back in full force and effect without any medical examination.

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

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<tr>
<th>Name</th>
<th>Location</th>
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**Recent Group Insurance Payments Numerous**
MACHIAS was settled in 1763, is the oldest town in Maine east of the Penobscot River, and celebrated the 150th anniversary of its settlement in 1913. The first liberty pole in America was erected in Machias.

The Federal Government has recognized the prowess of the town and its early settlers by naming one of its naval vessels "Machias," and another "O'Brien" in honor of Jeremiah O'Brien, for whom, also, by act of Congress, a statue is to be erected in Washington. The first naval battle of the American Revolution was fought in Machias Bay. The English captured Fort O'Brien at Machiasport at 1812. Machias has a valuable collection of Revolutionary relics on exhibition at the Burnham Tavern, built in 1770, by Job Burnham, and at the Porter Memorial Library.