The Lure Of Vacationland

The scene shown above typifies the lure that "Vacationland," the territory served by the Maine Central, holds for the summer tourist. The attractions and accommodations of this section are fully described in several profusely-illustrated booklets prepared by our Passenger Department. Among these "Vacationland", "Accomodations in Vacationland", "Fishing, Hunting and Canoeing in Maine" deserve particular mention.

You will be conferring a mutual favor if you will send to our Passenger Department, Portland, the names of any out-of-state friends who should know more about Maine, to whom any of these booklets will be gladly forwarded.

Bath Bridge, Maine, Makes New Gain

JUST as fifty-one per cent of ownership carries with it control of a corporation, so the fifty-five per cent payment on the original cost of the Woolwich railroad-highway bridge should carry with it the right to call this structure the Maine Central Bridge.

From an economic viewpoint, the Bath Bridge is more important to the progress and prosperity of Maine than anything which has happened in years. From a railroad point of view the Bridge is the biggest happening in years. And finally, as a feat of engineering it is adding several new facts for the record books and furnishes fresh evidence of man's mastery of the complex and titanic forces of Nature.

Though it presented a number of serious and complex engineering problems, work on the bridge is progressing forward according to schedule. Construction work on the bridge is now being done under contract by the Foremost Construction Company, will be completed by June 1st, and the prediction heard that trains will run across the three spans in October. One span is already in place in the middle of the river and the three more, practically completed, will be floated out to their final resting place within a matter of days.
Bath Bridge, Ahead Of Schedule, Makes New World’s Record

JUST as fifty-one per cent of stock ownership carries with it control of a corporation, so the fifty-five per cent payment on the original cost and on the maintenance of the Bath-Woolwich railroad-highway bridge should carry with it the right to label this structure the Maine Central Bridge.

From an economic viewpoint, the Bath Bridge is more important to the progress and prosperity of Maine than anything which has happened for years. From a railroad point of view, the Bridge is the biggest happening in years. And finally, as a feat of engineering it is adding several new facts to the record books and furnishes fresh evidence of man’s mastery of the complex and titanic forces of Nature.

Though it presented a number of serious and complex engineering problems, work on the bridge is going forward according to schedule. Construction work on the bridge piers, done under contract by the Foundation Company, will be completed by June 1st, and the prediction is heard that trains will run across the spans in October. One span is already in place in the middle of the river, and three more, practically completed, will be floated out to their final resting place within a matter of days.

The magnitude of the undertaking may best be visualized from the fact that the contract for foundation work calls for the payment of $1,068,940.

Near the Sand Hogs’ Hole—Robert B. Alsop, Superintendent, Foundation Company, who are Building the Piers, and L. E. Thebeau, M. C. General Agent at Bath.

while the contract for the erection of the superstructure will yield the McClintock-Marshall Company $1,480,000. These items do not include cuts, grading up the fills, lighting,
signal equipment and other incidentals, which will bring the total cost of the bridge up to the neighborhood of three million dollars. Of these expenses the Maine Central will be called on to pay 55 per cent.

One of the piers of the Bath Bridge is called by no less an authority than C. K. Allen, Resident Engineer, the deepest pneumatic pier in the world, extending 118.7 feet from mean tide into the depths of the River. When the five-foot tide rise is placed over that, the lowest part of Pier II will be much deeper than the previous world’s record of 115 feet held by the Raritan River Bridge at Perth Amboy, N. J., constructed in 1924. Mr. Allen characterized the work as one of the most difficult jobs he had ever seen accomplished, due to the extreme depth under air, the heavy force of the upstream and downstream tide, and the ice encountered during construction.

In spite of these difficulties, Mr. Allen said, the progress has been very rapid. The character of the clay in the river bed aided in sinking the caissons, and the extensive and complete plant of the Foundation Company prevented the hampering delays that so frequently hold up jobs of this kind.

Every pier that will support the railroad tracks is founded on solid granite ledge. Some of these ledges furnished difficult engineering problems. In Pier One, for example, the granite ledge dropped ten feet in 13 feet lateral distance. The channel piers measure 54 by 25 feet and the others are 40 by 22 feet in area. It might be said that the Bath Bridge is built on a side hill, for it will have a one per cent grade, the Woolwich end being 21 feet higher than the Bath end. This puts the Western side of the Bridge pretty close to the Kennebec, the top of piers on that end being only one foot above high tide.

Mr. Allen has supervised bridge construction in many widely different parts of America, having been instrumental in the erection of the Colorado River Bridge at Austin, Texas, a 119-foot span; the Aurelio Seco Bridge in Southern California, with 14 arches; as well as structures crossing the Brazos, the Colorado, the Red, the Canadian and the Arkansas.

As travelers and railroad men roll across the Bridge in the future they will notice and probably comment on the towering superstructure and men who built it, but how many will give a thought to the heart-brewed toil, the resourceful calculation of the men who put down the piers to record-breaking depth beneath 115 feet.

Braving “the Bends”, pungent and poisonous gases, shut like rats below the river’s surface, the hogs have labored that the piers might be done before the steel was ready to swing into place. That they have succeeded is due in no small measure to the exactness of the preliminary surveys conducted under the direction of Engineer Allen and to the magnificent work of Superintendent R. B. Alsop, of the Foundation Company, who day after day kept up the relentless drive, drive that will complete the pier work within a few months—on schedule.

As the Maine Central will be the principal owner as well as the principal user of the Bath Bridge, particularly gratifying to know is the fact that Engineer Allen and Mr. Alsop have one further reason for
accomplished, due to the extreme depth under air, the heavy
load of the upstream and downstream
and the ice encountered during
construction.

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As the Maine Central will be the
principal owner as well as the prin-
cipal user of the Bath Bridge it
is particularly gratifying to know that
Engineer Allen and Mr. Alsp advance
one further reason for the
splendid progress on the Bridge to
date—the splendid cooperation they
have received from the Maine Central
Railroad, in which they noted par-
ticularly Engineer of Construction A.
H. Morrill and L. E. Thebeau, Gen-
eral Agent at Bath.

The superstructure, the signal sys-
tem, and other phases of the Bath
Bridge will be taken in succeeding
issues.

* * *

New Pullmans Banish
Uppers and lowers

Comforts of a hotel room with the com-
fort and quaintness of a Pullman coach are combined
in a new type or railway sleeping car ex-
hibited by the Pullman Company now in
service between Boston-New York, New
York and Washington and other large
cities. The new cars do away with the old
upper and lower berths but are not con-
vertible into day passenger coaches.

The new type Pullman contains 14 single
"bedrooms" with full length beds and
equipped with hot and cold water. A fold-
ing table, chair, full-length mirror, electric
fans and shaded lights.
A Brief History Of The Maine Central Railroad Relief Association
(Concluded from last month)

While among the names of well-known railroad men who have been, from time to time, elected as honorary members of the Association were many who have now reached the final terminal of their journey through this life, the roster of active members has contained many names of men no less honored.

Matthew F. Dunn, formerly Superintendent and now Train Rules Examiner, became a member of the Association in 1888, and is at present a Director. F. J. Runey, Superintendent, has been a member for 37 years. Vice-President and General Manager Douglass was elected to active membership in 1900, and P. M. Hammett, Superintendent Motive Power, in 1904. A. J. Raynes, Comptroller, and L. M. Patterson, Treasurer, are interested members. The late F. E. Sanborn, at one time General Superintendent; L. P. Blanchard, formerly Superintendent Car Service; W. H. Keating, Freight Claim Agent; Alonzo Towle, Locomotive Foreman; J. B. Chandler—“Circus Joe”—Conductor; M. F. Healey, Conductor; George Babb, engineer—all now deceased—were actively interested in the success of the Association, and all served from time to time as Directors.

The first Directors of the Association were E. A. Hall, its President; Geo. Whitney, conductor; H. H. Towle, General Baggage Agent; Geo. P. Haskell; G. A. Alden; V. H. Foss, Roadmaster; J. A. Pinkerton, locomotive foreman; F. D. Rogers; S. S. Cahill; L. H. Foss and W. F. Pitman.

Among others who served in this capacity are John Locke, Jr., who was assistant to the General Freight Agent; F. B. Hubbard, at one time Trainmaster; George Billings, engineman; C. F. Keith, travelling engineer; J. W. Gribben, General Yard Master; H. H. Hanson, Agent at Lewiston; G. J. Austin, Conductor; J. B. Norcross, Superintendent of Telegraph; I. A. Turner, the veteran engineman; P. G. Smith, now assistant to Superintendent Motive Power; J. M. Haines, engineman; S. A. McTaggart, assistant Comptroller; W. B. Drew, formerly Superintendent Car Service, and E. G. Foster, for many years Secretary of the Association.

E. G. Foster, Forty Years Ago

From time to time changes have been made in the by-laws, but in principle they remain the same as originally adopted. In 1914, a proposition was made by an established insurance company to take over the business of the Association, but at a special meeting held Nov. 29th of that year, it was decided to reject the plan. The wisdom of this action has since been manifest, and it is doubtful if favorable action on the proposition would have given to the members the excellent benefits they enjoy today.

At one time, the Association voted to establish, in addition to the existing benefits, an endowment plan which would provide $25,000 on the amount of insurance to a member reaching 80 years of age. Several claims were paid, when it was found the cost of insurance would necessarily be increased to care for future claims of this kind, and the by-law was repealed.

Benefits Total 26 Weeks

For years the amount of benefit paid in case of sickness or disability was six dollars per week. Within recent years this was increased to nine dollars, due to the strong financial condition of the Association; and at the 1927 annual meeting, the amount was still further increased to $10.50. The limit of time for which such benefits may be paid, for one disability, has always been 16 weeks, excluding the first week, for which no payment was made. This year, however, the Association voted to pay for the first week also, provided the disability was continuous for four or more weeks. A total of 26 weeks’ sick benefit may be drawn in any one year.

No Sex Discrimination

Another by-law change made this year was the elimination of the restriction of membership to male employees. Today any employee, male or female, who is otherwise eligible, may join the Association and participate in the benefits.

Since 1914, when a general revision was made in the by-laws, the funds of the Association have been segregated, and consist of a General Fund, limited to $15,000, and an Education Fund, which may have a total of $5,000. The Education Fund is not limited to any one member, but is distributed among all members who have been members for at least 10 years, and who are in good standing at the time of their death.
fits, an endowment plan which would pay the amount of insurance to a member on reaching 80 years of age. Several such claims were paid, when it was found that the cost of insurance would necessarily have to be increased to care for future cases of the kind, and the by-law was repealed.

Benefits Total 26 Weeks
For years the amount of benefit paid for sickness or disability was six dollars per week. Within recent years this was increased to nine dollars, due to the strong financial condition of the Association; and at the 1927 annual meeting, the amount was still further increased to $10.50. The limit of time for which such benefits may be paid, for one disability, has always been 18 weeks, excluding the first week, for which no payment was made. This year, however, the Association voted to pay for the first week also, provided the disability was continuous for four or more weeks. A total of 20 weeks' sick benefit may be drawn in any one year.

No Sex
Discrimination
Another by-law change made this year was the elimination of the restriction of membership to male employees. Today any employee, male or female, who is otherwise eligible, may join the Association and participate in its benefits.

Since 1914, when a general revision was made in the by-laws, the funds of the Association have been segregated, and now consist of a General Fund, limited to $5,000, which takes care of the general expenses of administration; a Benefit Fund of $10,000, to meet claims for death and disability; and a Beneficiary Reserve Fund which is the Association's anchor to windward. The reserve at present is of most gratifying proportions, invested in strong securities.

Outlying Districts Represented
From time to time there has been evidenced a desire on the part of members in outlying districts for representatives of the officers, to look after the interests of the Association in their respective localities. Recognizing this need, the Directors, early this year, appointed the following representatives: Vanceboro, D. W. Louder; Bangor, C. H. Leard, chief clerk to Motive Power Foreman; Waterville Shop, Frank M. Downs; Lewiston Upper, J. O. Caron; Brunswick, L. S. Bailey; Portland, J. L. Gillis; Bigby, E. W. Grant; Bartlett, F. W. Littlefield; Lancaster, A. B. Croxman. These representatives are prepared to give assistance to members in any dealings with the Association, or to prospective members in making applications.

Effective June 1st, Horace N. Woodbury, Portland, will assume the duties of Secretary-Treasurer of the Association vice Eugene Decker resigned.

This means, of course, that the officers have taken a lively interest in the welfare of the Association, and have given to its problems their best efforts and thought.

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"The Proof of the Pudding"
Carmel, Maine
April 22nd, 1927
Sec.-Treasurer, M. C. R. R.
Relief Assn.
Portland, Maine

I cannot let this opportunity pass without extending to you and to the Association my heartfelt and most sincere thanks for so promptly sending me relief after my sickness.

Only a man who has been through a period of illness with its subsequent enforced idleness even though he has several mouths dependent upon him, can realize the great blessing he derives from carrying an insurance against such happenings.

And such a man can truly realize the advantage of sticking to an institution of such high integrity and honesty as the M. C. R. R. Relief Assn. has twice proved itself to be in my case.

The best of good wishes for luck and prosperity you richly deserve.

Thanking you again,

Yours very truly,

(s) Lewis H. Johnson.

The claim referred to in this letter was mailed on Friday morning, April 15, and received by the Secretary of the Association on the same afternoon. A voucher was prepared that night, mailed on No. 11, April 18th, and received by Mr. Johnson on the same afternoon.

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G. G. Foster, Forty Years Ago

A time to time changes have been made in the by-laws, but in principle they have been the same as originally adopted. In the proposition was made by an established insurance company to take over the assets of the Association, but at a special meeting held Nov. 29th of that year, it was voted to reject the plan. The wisdom of action has since been manifest, and it is hoped that favorable action on the proposition would have given to the members the excellent benefits they enjoy today. In one time, the Association voted to establish in addition to the existing bene...
An analysis of the various Boards of Directors throughout the history of the Association shows that these officers were selected quite equitably from all the classes of employees. Trainmen, enginemen, agents and operators, clerks, yard employees, trackmen, shopmen—all have been represented.

With forty years of honorable, helpful existence behind it, the Maine Central Railroad Relief Association will soon enter its fifth decade, strong financially, strong in the character of the men who are directing its destinies, and proud of its history.

When Tourists Flock to Vacationland

Poland Station at the Height of the Summer Tourist Rush

The tourist season is just before us, when from cities far and near thousands upon thousands of modern cliff dwellers will descend upon us in section after section to enjoy the delights of "Vacationland." The accompanying picture of Poland Station during the rush comes to us through the courtesy of Bagagemaster Clifton C. Mitchell of Poland.

The Whole Is Greater Than Any Of Its Parts

---What This Means In Selling Transportation

By TAMARACK TOM of Washington County

The Maine Central Railroad was organized for the purpose of selling transportation. In order that a market be attracted it is important that transportation be of a type such as will aid in the selling. This can only be accomplished when all of the facilities of the organization are employed at a high state of efficiency—which means that each of us within our various departments are doing our best and are striving toward our common objective, i.e., selling transportation profitably. When this goal is reached, and maintained, we shall have an excellent example of a much used term—Cooperation.

Webster’s Unabridged defines “cooperation” as “the performing of an act in concert and unison”—and that, as far as our job is concerned, is our job.

I might cite instances wherein some would seem to be to get of the best of our own office or department, easily as possible without any consideration of the general objective, but, of course, this would not be giving information that would help us to do our job, as our job is to cooperate and to do it as efficiently as possible.

A Powerful Engine Result

Rather let all of us take a moment to consider if we are not, perhaps, one of those whose part interest is the success of his own department without consideration of the organization as a whole. If any of us are, or even think they might be, inclined in this direction, we consider both the desirability and value of cooperation.

We know that even the best cylinder motor would be of little use in an airplane if each cylinder performed its part without relation to the others. When, by means of a timing device, they are brought into smooth cooperation, the result is a powerful engine.

Meddybemp--

By TAMARACK TOM

Washington County is blessed with many beautiful lakes and it seems to me that Meddybemp, though not the largest, is one of the most beautiful of them all.

A Breath-Taking Spectacle

Dotted here and there with small islands, indented with many coves, it presents a breath-taking spectacle whether viewed from the ridges of Ayers or from the hills over which it is reached from Ayers Junction and Meddybemp.

I suppose most of the out-of-staters obtain their first view of Meddybemp from these hills, and lucky indeed...
Meddybumps--"Waters of Many Fish"

By T. INDIAN, FROM WATSON COUNTY

...
southern shore and at the outlet of the lake into the Denny's River is located the sleepy village which takes its name from the lake. Here are camps and boats to let and near here many of the privately-owned cottages which are usually occupied by their owners from the first of June until well after Labor Day. Away up lake on the northern shore, in the mile long sheltered cove known as Dawson's are located the well known Sunset Camps.

The charm of the setting and the splendid fishing is keeping their proprietor scratching to keep abreast of the demand and your reel sing when they get aboard of your fly leader.

Being a spring-fed lake, Meddybemps has many "trout holes", discovered from time to time by the old-timers and jealously kept secret. Scappy black bass and delicious white perch are there in abundance. No doubt you have all heard of that place where you had to hide behind a rock to bait your hook. This is it. Come down east sometime and see Meddybemps.

Frank W. Libby Appointed Traveling Freight Agent

The Freight Traffic Department's outside force has been augmented by the appointment of Frank W. Libby of Auburn as Traveling Freight Agent, with headquarters at Lewiston Upper Station to assist C. A. Small, Commercial Agent, in covering the cities of Lewiston and Auburn, and outside territory consisting of Lewiston Branch main line Yarmouth Junction to Hermon Center via Brunswick, West Falmouth via Danville Junction to Kenna- bago; Skowhegan and Harmony branches; Dover-Foxcroft branch to West Dover inclusive; Rockland branch and Steamer Lines in Penobscot Bay, also B. & M. L. R. R., S. R. & R. L. R. R., W. W. & F. R. R.

Mr. Libby left the Auburn Freight office on May 9th, where he has served for a number of years. His appointment will permit Mr. Small to spend the major portion of his time in Lewiston and Auburn. An office has been opened at Lewiston under his direction, so that Twin City shippers and receivers of freight may have constantly available accurate and reliable information with respect to freight rates, service, and routes.

Here's A Funny One

On Friday, the 13th, Train 323 with two engines left Portland in charge of Engineer Black and White.
More Business For M.C.R.R. As Result Of Traffic Tips

If you hear of a tip and know that it means business for the Company, use a “Traffic Tip” card—whether it is a Mrs. Whosis who plans to take a trip, but not sure whether she will go by machine or train over our territory, or Mr. So and So who right now ships his freight via some competitive means of transportation, but who if approached right on the matter would “Ship and Travel via the Main Central,” which every member of the Family knows is our slogan.

This time when the writer went scouting for news the Chief Clerk to Freight Traffic Manager said, “The Eastern Division came through again with a tip that means much to the Maine Central Railroad. This time two tips were received from Agents J. E. Allen at Passadumkeag and C. D. Shannon at Olamon relative to same subject, and it shows that both agents are right on the job every minute.

“The gist of the tip is that in previous years approximately 3000 cords of pulpwood per year have been floated from the Penobscot River from Passadumkeag to Webster and Basin Mills.

“Both agents figured that his business should be moving in freight cars instead of by water. They notified us by means of these little pink messengers and we immediately sent one of our traveling freight agents to interview the parties concerned, and while we were too late to secure the business this season on account of movement by water having previously been contracted for, we have been assured it will move our way after this year.”

Since the last report tips have been received from: V. A. Cunningham, Oldtown; L. L. Hartley, Waterville; J. E. Perry, Rigby; G. B. Saunders, Intervale; T. T. Wheaton, Newhall; J. S. Taylor, West Minot; D. E. Bridgman, Jonesboro; A. H. Guinan, Cornish; B. L. Skinner, Winthrop; L. A. Burr, Stricklands; L. W. Merritt, Portland; J. E. Crepeau, Whitefield; Chester A. Lord, Cumberland Mills; C. B. Sylvester, Eastport; W. S. Kelley, Rumford; E. L. Gordon, East Hebron; John C. Flint, Auburn; J. W. Webb, Auburn; H. M. Card, Farmington.

Fine cooperation. Let’s keep the ball rolling. SEND IN MORE TIPS.

We Stand Corrected

Last month’s Magazine contained a statement relative to Engineer Irving A. Turner of Bangor.

The paragraph reads as follows: “A record of 21,060 hours at the throttle of the fastest trains in Maine, and a mileage of 1,263,600 miles traveled in the cab of express trains is a record said to be unequalled by any other road in Maine and probably in New England.”

The number of hours should be approximately 50,000 at the throttle instead of 21,060.

Fuel Supervisor Visits Chicago Convention

Carroll Frank, Fuel Supervisor, attended a convention of the International Railway Fuel Association held at the Hotel Sherman, Chicago, May 10-13 inclusive.

New Tanks on Tenders Engines 469 and 470

New water tanks on Engines 469 and 470 with a capacity of 10,000 gallons each have recently been put in service. These new tanks hold 2,000 gallons more water than the old ones and make it possible for either one of the big moguls to make the run Portland to Waterville without refilling. Ordinarily an engine of this type takes water at some intermediate tank about half way between.
BANGOR

The Queen City of Maine

PICTURE in upper left shows Post Office and Public Library; upper center, Hammond Street and City Hall Tower; upper right, Main Street; left center, Davenport Park and Spanish War Memorial; center, Bangor Salmon Pool with State Hospital in background, insert, Salmon. right center, elm-lined Broadway—not N. Y.; lower left, Union Station; lower right, Penobscot Valley Country Club.
BANGOR
The Queen City of Maine

Picture in upper left shows Post Office and Public Library; upper center, Hammond Street and City Hall Tower; upper right, Main Street; left center, Davenport Park and Spanish War Memorial; center, Bangor Salmon Pool with State Hospital in background, insert, Salmon. right center, elm-lined Broadway—not N. Y.; lower left, Union Station; lower right, Penobscot Valley Country Club.
Train Rules and Train Orders

By M. F. DUNN, Train Rules Examiner

SECTIONS

Order No. 1
Eng. 469 display signals and run as first
102 Bangor to Portland.

This is a single order addressed to Eng. 469
and is used when the number of the engine which is to
haul the second section is not known.

Order No. 2
Eng. 470 run as second 102 Bangor to
Portland.

Order No. 2 must be issued to authorize
Eng. 470 to run as second 102. It is also
a single order and should be addressed to
Eng. 470. If a third section is to be run
and dispatcher does not know what engine
will be used, he will issue the second order
to read as follows—"Eng. 470 display sig-
nals and run as second 102 Bangor to Port-
land." When the last section is to be
created, order No. 2 will be used, changing
the engine and section number. The last
section will not display signals.

Order No. 3
No. 1, Eng. 460, display signals Portland
to Waterville for Eng. 461. Second 1, Eng.
461 display signals Brunswick to Richmond
for Eng. 462.

This form of order is used when it is
necessary to run a section to an inter-
mediate point on its schedule or from one
intermediate point to another. It should
be addressed to No. 1 and Eng. 461 at
Portland and to Eng. 462 at Brunswick.
Under order No. 3 first 1 takes down signals
at Waterville and proceeds as No. 1; second
1 takes down signals at Richmond and runs
as second 1 to Waterville, registering sig-
nals displayed Brunswick to Richmond at
South Gardiner, the first register point
reached after taking down signals. Eng.
462 runs Brunswick to Richmond as third 1
without signals. When signals are dis-
played to or taken down at a station where
there is no train register, conductors must
be particular to comply with Rule 96 which
is the only provision made for notifying
opposing trains when signals are taken
down between register stations on single
track.

Order No. 4
Eng. 465, 466 and 467 run as first,
second and third 153 Portland to Bangor.
Order No. 4 should be addressed to
Engs. 465, 466 and 467 at the initial point
and is used when sections are run to the
same terminal station and the number of engine
ton each section is known. The
sections will run as directed and all but the
last will display signals.

Order No. 5
Eng. 464 display signals and run as
second 153 Portland to Bangor. Following
sections change numbers accordingly.

When an intermediate section is added,
following sections take the next higher
number.

Order No. 5 should be addressed to
second and third 153 and Eng. 464 and
when used in connection with order No. 4
makes Eng. 464 second 153. Eng. 465 then
becomes third and Eng. 467 fourth 153.

Order No. 6
Eng. 464 is withdrawn as second 153 at
Waterville. Following sections change
numbers accordingly.

This form of order is used to cut out an
intermediate section and must be addressed
to second, third and fourth 153. Eng. 464
drops out and following sections take the
next lower number, third 153 into Water-
ville becomes second 153 out and fourth
153 in becomes third 153 out.

Order No. 7
Eng. 460 instead of 461 display signals
and run as second 1 Waterville to Bangor.
Order No. 7 is used when it is necessary
to change engines on a section. If Eng. 461
is the last section, the words "display signals and" will be omitted. Following
sections do not require copies of this order.

Order No. 8
Second 153 Eng. 469 take down signals
at Waterville.

Order No. 8 is used to discontinue dis-
play of signals and must be addressed to
second 153 and following sections. Second
153 takes down signals as directed and
following sections must not proceed beyond
the point named.

Order No. 9
Eng. 469 and 470 reverse position
second and third 153 Waterville to Bangor.

Before this order is issued, Eng.
third and Eng. 470 second 153 and
order shows how they will run after
positions have been reversed. The
Eng. 469 passes Eng. 470 and be-
second 153 and Eng. 470 becomes third
Waterville to Bangor. Conductors

(14)
Train Orders

The Old "Penobscot"

Strictly Up To Date When Grant Was President--The Old “Penobscot”

Order No. 4

465, 466 and 467 run as first, second and third 153 Portland to Bangor. Order No. 4 should be addressed to 465, 466 and 467 at the initial point used when sections are run to the terminal station and the number of each section is known. The train will run as directed and all but the display signals.

Order No. 5

464 display signals and run as second and third 153 Portland to Bangor. Following an intermediate section is added, the remaining sections take the next higher number.

Order No. 6

464 is withdrawn as second 153 at Waterville. Following sections change numbers accordingly.

Order No. 7

460 instead of 461 display signals run as second 153 Waterville to Bangor. Order No. 7 is used when it is necessary to change engines on a section. If Eng. 461 is used in last section, the words “display signals” will be omitted. Following sections do not require copies of this order.

Order No. 8

153 Eng. 469 take down signals Waterville. Order No. 8 is used to discontinue display signals and must be addressed to second 153 and following sections. Second 153 takes down signals as directed and following sections must not proceed beyond the point named.

Order No. 9

Eng. 469 and 470 reverse positions as second and third 153 Waterville to Bangor. Before this order is issued, Eng. 469 is third and Eng. 470 second 153 and the order shows how they will run after their positions have been reversed. That is, Eng. 469 passes Eng. 470 and becomes second 153 and Eng. 470 becomes third 153 Waterville to Bangor. Conductors and engine and Charles Thompson fireman. This picture was taken, according to the best available information, some time in the late seventies.

Engine No. 5 “Penobscot,” cylinder 15 x 24, 5 foot wheels. Built at Portland in 1871, wood burner. Used to haul Nos. 6 and 13 Mondays, and Nos. 12 and 17 Tuesdays, Lewiston end. O. Louquis was supervisor engineer and Charles Thompson fireman.
IN MEMORIAM

Charles Dana Barrows 1871-1927

"Through thirty-three years," declared President Morris McDonald, commenting on the death of Purchasing Agent Charles Dana Barrows on May 12, "both as an employee and as an officer, he served the Maine Central Railroad efficiently and conscientiously. His host of friends all over the System will mourn his loss."

Born November 12, 1871, at Lowell, Mass., Charles Dana Barrows, second child of Charles Dana, Sr., and Marion (Merrill) Barrows, passed only the first six years of his life in his native place. He was six years old when his parents removed to San Francisco, Calif., and it was in that Western State that he received his early education.

In 1889, Mr. Barrows came east and entered Dartmouth College, from which he was graduated with the class of 1894. On November 12th of the same year he entered Maine Central service as clerk in the offices of the General Passenger Agent. On November 16, 1895, he was transferred to the supply department, and was appointed Purchasing Agent, August 1, 1898. This highly responsible position he continued to fill to the time of his death, discharging its duties with the utmost efficiency and to the satisfaction and benefit of the Company.

"Mr. Barrows did not confine his activities to the business world, but was on the contrary exceedingly active in well-nigh every respect of the community life," according to Biographical Sketches of Maine Men, which continues, "He was especially conspicuous in the social and club circles of Portland, and was a member of the Cumberland and Country Clubs. He was devotedly fond of outdoor life of every kind and especially of such sport as golf and tennis.

He was united in marriage April 2, 1910, with Mrs. Henry St. John Smith, who preceded him across the Great Divide.

"Such is the record of Charles Dana Barrows, one of the most substantial and representative citizens of Portland. His was a life of honor and trust. He was a consistent man in all that he ever undertook and his career in all his relations of life was utterly without pretense and one of integrity and unswerving honesty. He was held in the highest esteem by all who knew him.

Mr. Barrows is survived by a sister, Miss Alice Barrows of Washington, D. C., and a brother, Malcolm D. Barrows of Melrose, Mass. Private funeral services were held at the home of Mrs. Henry St. John Smith, Cape Elizabeth, followed by interment at Evergreen Cemetery.

JOHN E. TERRILL

Engineer John E. Terrill of Beecher Falls died April 29th. He was born Oct. 28, 1869, entered service as Fireman at Beecher Falls, April 18, 1899, and was promoted to Engine April 20, 1904, and worked in that capacity on the western end of the Mountain until Nov. 10, 1926, when on account of ill health he was obliged to lay off.

He was in the Maine General Hospital in Portland a month last fall, then returned home. He was operated on a few days before his death but did not come through. Funeral services were held in the church next Sunday, and Beecher Falls and a large number of relatives, friends and fellow employees were present.

CARDS OF THANKS

I wish to thank the many friends kindly and generously contributed their money and support in the recent benefit, which is greatly appreciated by myself and family.

W. W. KEENE, Trainman
Bing Goodwin

To the Officers and Employees of the Maine Central Railroad, I wish to express my deepest appreciation for the many kind words of sympathy, and assistance searching for the body of my son, W. L. Moon, who was lost from the train at Pemaquid on January 25, 1927.

ALVIN F. MOON

We want to thank the train crews from Beecher Falls, G. A. I. to B. of L. E., Division B. of L. E., and the Motive Power Department, Maine Central Railroad.
Melrose, Mass. Private funeral services were held at the home of Mrs. Henry G. Beyer, Cape Elizabeth, followed by interment at Evergreen Cemetery.

**JOHN E. TERRILL**

Engineman John E. Terrill of Beecher Falls died April 29th. He was born March 28, 1869, entered service as Fireman July 18, 1899, and was promoted to Engineman April 20, 1904, and worked in that capacity on the western end of the Mountain road until Nov. 10, 1926, when on account of ill health he was obliged to lay off. He was in the Maine General Hospital in Portland a month last fall, then returned home. He was operated on a few days before his death but did not survive. Funeral services were held in the church at Beecher Falls and a large number of his relatives, friends and fellow employees were present.

J. E. W.

**CARDS OF THANKS**

I wish to thank the many friends who so kindly and generously contributed the sum of money presented in my recent bereavement, which is greatly appreciated by myself and family.

W. W. KEENE, Trainman Bingham.

To the Officers and Employees of the Maine Central Railroad, I wish to express my deepest appreciation for the kindly words of sympathy, and assistance in searching for the body of my son, Milton L. Moon, who was lost from the Steamer Pemaquid on January 25, 1927.

ALVIN F. MOON.

We want to thank the train crew of No. 165 and the railroad employees at Beecher Falls, G. A. I. to B. of L. E., Division 40 B. of L. E., and the Motive Power Department, Maine Central Railroad, for the beautiful flowers which were sent in our time of trouble. We also want you to know that we sincerely appreciate the many kindnesses which you have done during the illness of our father, Engineman John E. Terrill.

Mr. and Mrs. John A. Terrill
Mr. and Mrs. Richard Cole
Mr. and Mrs. Chester Wheeler
Mr. and Mrs. Wilfred Gaultin

**Conductor S. C. Foster**

Breaks Two Ribs In Fall

Conductor Guerdon C. Foster of Portland suffered two broken ribs and a shoulder blade May 17 when he fell between two moving freight cars at Danville Junction.

Mr. Foster was riding on top of a freight car while his train was making a transfer to the Grand Trunk tracks. A sudden jolting of the train threw him between the cars. He landed on the drawbar and rods between the cars, but managed to kick himself clear of the moving train. He struck the ground so heavily that he was knocked unconscious. Trainmen picked him up and he was rushed to the Lewiston Hospital. The upper part of his body and arms were badly bruised. He is reported as resting as comfortable as possible.

**New Gravel Pit Opened**

The new Gravel Pit of about 56 acres advantageously located west of Walnut Hill has been opened for use within the last month.

**Lost a Leg to Save a Dog**

Jake Houser, employed on the New York, Ontario and Western, saved a dog's life recently but it cost him his leg. He was running a gasoline car over the road when he came on a dog standing on the track deep in some canine revery and oblivious to everything pertaining to railroads. Houser applied the brakes so quickly the car overturned crushing a leg so badly that amputation was necessary.
MAINE CENTRAL
Employees' Magazine

Vol. IV JUNE, 1927 No. 6

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

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D. W. BISHOP, Associate Editor

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Miss C. D. Atherton, Freight Office
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S. G. Swift, Rumford
A. L. Eastman, Bemis
J. E. Windrow, Lancaster
Alfred R. Pugh, Rockland

General Offices

A. W. Sawyer, Motive Power 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

TRANSPORTATION AND PROSPERITY

Efficient railroad service is necessary to prosperity. Railroads must move the products of farm and factory; the buying power of their payrolls affects America from Eastport to Los Angeles. But in another way that is often overlooked railroad efficiency affects every customer of crossroad store and metropolitan emporium.

In former years merchants were forced to tie up enormous funds in their inventories, to keep their shelves stocked with goods not needed for six months. Distributors, too, had to carry tremendous quantities of material, as they could not rely on prompt deliveries of merchandise.

Times have changed. Improved transportation efficiency, even if the days of government control now permits jobbers and merchants to operate on a hand-to-mouth basis, since they know orders can be promptly filled and new goods quickly delivered.

This makes it cheaper to do business. It means lower prices and bigger profits. Even more important it stabilizes industry, and prevents the extremes of frenzied prosperity and deadly depression.

INTEREST AND RESULTS

The president of a large Middle Western manufacturing concern recently sent to 75 per cent of his company’s employees a splendid tribute for their loyalty, efficiency and interest in their work. The other 25 per cent, he declared, took no interest in the company, thought more of their pay than of their work—and to them he stated he would be glad to have them quit as soon as they could find other jobs.

In every large organization are employees who don’t believe in their work, who take no interest in it, who are continually wishing for a “better chance”. Your “chance” will never come if you belong to the 25 per cent, for advancement must be earned. It’s a pretty safe bet that if your work isn’t interesting to you your results are not interesting to anyone else.

RAILROADING, A MAN’S JOB

“If you are impatient to get rich quick, don’t go to work for a railroad. Try Wall Street or the movies,” said Vice-President Walker of the New York Central, recently.

“If reasonable earnings, which may become quite large, combined with a lot of strenuous fun, appeal to you, perhaps you will like the business.

“There is work for every taste, and the practical certainty that no man will lose his job except by his own fault. He will not see the effort of years wiped out merely because business happens to run into a dull spell.”

(18)
Maine Central Family

Eugene Decker Appointed Purchasing Agent

Photo by Adams

Eugene Decker

duty, often at the expense of his own leisure hours, his grasp of the intricate problems of department and his unfailing good humor and equanimity, won him alike the respect of the Road’s officials, the many representatives of outside concerns with whom he came in contact, and all subordinates with whose work he had to do.

Mr. Decker entered Maine Central service as operator at Thompson’s Point on June 26, 1893, was transferred to the Portland Freight office August 16, 1903, and appointed Chief Clerk to the Purchasing Agent March 5, 1913, holding this position until his present appointment.

He is perhaps best known to the Maine Central Family from his position as Secretary-Treasurer of the Maine Central Railroad Relief Association, in which capacity he has contributed a great deal to the strengthening and upbuilding of this valued organization.

**Calais Notes**

*By E. F. McLain*

Miss Grace Haycock, popular clerk in Ben Whitney’s office, has been recently returned from Portland, where she was a guest at a banquet given by the Lady Clerks of the Engineering Department. Miss Haycock reports a delightful time and is loud in praise of the entertainment provided for the enjoyment of the guests.

Leonard Grant, Harry Kenison, Berry Merrinheer, Colm Peasley, Pink Eary, and Fred Watkins are improving in health and are still working well.

The above group represent every ailment and disease known from appendicitis to the stomach ache.
This Family is growing, what I mean.
In the first four months of the year employees at this point have contributed no
less than five girls and three boys to its illustrious membership. Tell you more
next month.

Everybody is fishing these days. This idea of calling this particular time of the
year “Fishing Season” is all wrong according to my way of thinking. A more appro-
riate name would be “Lying Season.”

The sympathy of the community is exten-
tended to Mr. and Mrs. Sam Newell in
their sad bereavement.

Work is progressing rapidly on the Com-
pany’s improvements at Salmon Falls. Mr.
O’Brien of the Fairbanks Morse Company
is rushing the new coalage plant construc-
tion to its utmost, while Bill Russett and
Alec Cunningham, for all their somewhat
antiquated equipment, sure do work won-
ters. We doubt if any company’s man could do a better job of dynamiting under
such adverse conditions as Bill has done.

And of course you all have heard of Alec.

What Will You Do To Stop This Leak

By E. I. HILL, Portland, Traveling Agent

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Portland Terminal News

By GRACE M. KATON

Miss Magaret (Chick) Coyne, stenog-
rapher Freight Office, left Sunday
15th, for New Haven to join her sister
on a trip by auto to Atlantic City, New
Philadelphia, then on to Washington,
D. C., for a few days stay. We are all
Chick has a very enjoyable time.

Lawrence (Larry) Newell, the jun-
ior at the Freight Station for six
years, but who has been out of
illness for some time, celebrated a
birth
May 14th, and was remembered by
his associates by greeting cards.

Supervising Cashier Elihu R. Hill has
been enjoying a few days’ vacation

At a meeting of Portland Lodge No.
Brotherhood of Railway Clerks recent
plans were set forth for a celebration of
twentieth Anniversary sometime in
September, for which committees have
been appointed. Definite information
will be given out at a future date.

Checker James A. O’Donnell, Pay-
Freight House, who met with a
accident on May 18th when a heavy
machine fell against his left leg is
reported resting as comfortably as
possible at the Maine General Hospi-
tal.

Congratulations are being extended
Miss Alice M. Archibald, Freight Clerk,
the Inward Department, on her appoint-
ment to William J. McLaughlin, a
Portland Terminal employee but now
connected with the Great Atlantic and
Pond Tea Company. No date has been
set for the wedding.

General Office News

There have been several recent changes
in the General Passenger Agent’s
office. Winston Minott has been promo-
ted to the position of Transportation Clerk,
W. B. Goddard to Refund Clerk; and
Joseph Singer to Assistant to Clerk in charge
of baggage. Earl Fenderson has rejoined
the passenger force, as has also Harold Hirst.

Mrs. Marion Lewis has also been an
asset to the stenographical force for the exten-
sion business. Olive Small, private

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This Check Should Have Gone for Wages—But It Paid a Claim

March 21, 1927

Maine Central R. R.

To

John B. Doe

Claim for Damage to Mule. $67.55

The above could have been prevented by
more careful observance of any of the fol-
lowing causes:

Rough handling, proper stowing or load-
ing of cars, trimming of load by train crews

of way freight trains, careful trucking and
many other causes.

WHAT ARE YOU DOING TO HELP
REDUCE CLAIMS?

---

On The Cover

The boiling surfounds on a granite
headland which proudly bristles the mighty
surges of the broad Atlantic near Machias,
Washington County, Maine.
to Mr. and Mrs. Sam Newell in your bereavement.

Improvements are progressing rapidly on the Com-.

pany's new coaling plant. Mr. Fairbanks Morse is doing his best. We are sure that Bill Russell and Mr. Cunningham, for all their somewhat unusual equipment, will do a better job of dynamiting under adverse conditions than Bill has done.

We have all heard of Alec.

---

Stop This Leak

Traveling Agent

---

Portland Terminal Notes

By GRACE M. KATON

Miss Margaret (Chick) Coyne, Stenographer Freight Office, left Sunday, May 15th, for New Haven to join her sister for a trip by auto to Atlantic City, New York, Philadelphia, then on to Washington, D. C., for a few days stay. We are all hoping Chick has a very enjoyable time.

Lawrence (Larry) Newell, the popular janitor at the Freight Station for so many years, but who has been out of work for some time, celebrated a birthday May 14th, and was remembered by many of his associates by greeting cards.

Supervising Cashier Elihu H. Rice has been enjoying a few days' vacation.

At a meeting of Portland Lodge No. 152, Brotherhood of Railway Clerks recently, plans were set forth for a celebration of the twentieth Anniversary sometime in September, for which committees have been appointed. Definite information will be given out at a future date.

Checker James A. O'Donnell, Portland Freight House, who met with a painful accident on May 18th when a heavy piece of machinery fell against his left leg, is reported resting as comfortably as possible at the Maine General Hospital.

Congratulations are being extended to Miss Alice M. Archibald, Freight Clerk of the Inward Department, on her engagement to William J. McAuliff, a former Portland Terminal employee but now connected with the Great Atlantic and Pacific Tea Company. No date has been set for the wedding.

---

General Office Notes

There have been several recent changes in the General Passenger Agent's Office. Winston Minott has been promoted to position of Transportation Clerk; Joseph Bucklin to Refund Clerk; and Arthur Singer to Assistant to Clerk in charge of baggage. Earl Fenderson has rejoined the passenger force. As has also Harold Randall. Mrs. Marion Lewis has also been added to the stenographical force for the extra summer business. Olive Small, private stenog-

---

There were six excursions during May from Maine Central points on account of various attractions held both within the state and outside.

---

Woodland Notes

By R. H. JOHNSON

"Have a cigar, Mr. Muncie?"

"Roaring old P. I., keep your tormented cigar."

Albert was smoking one he got at Woodland, while walking along a street in Calais. It was a good-tasting cigar, and he was enjoying it to the full. Glancing ahead, Al noticed several ladies of his acquaintance approaching, and prepared to salute them in the proper manner. Just as he reached for his hat with one hand, and the cigar with the other, there was a mild explosion,
and the burning cigar burst into a million pieces. The ladies passed, laughing, leaving our veteran conductor in a state of confusion. Hence the above-quoted question.

Our amiable section foreman, Jim McClure, is at present torn between two desires. One is to get his car out of the garage, and the other to keep his radio going. The trouble is that he has but one storage battery and can't see his way clear to pick up another one. We believe that the car will win out shortly, as radio conditions are poor, while motoring conditions are improving every day.

**Oldtown Solidly Behind No. 402's Crew**

*By V. A. CUNNINGHAM*

**Upholding the Honor of No. 402**

I notice in the Editorials last month, under the title of "The Finest Train" a comparison of the "fineness" of No. 156 with the "What have we" of No. 402. The editorial winds up with the suggested slogan, "Less difference between the best Maine Central train and the worst Maine Central train."

**Have Hearts of Gold**

Judge now the feelings of the crew of No. 402. It is true that they have had more experience unloading freight than passengers, and that long years of burden bearing have made their hides as thick as a walrus, and although many of them have faces that might frighten children and make strangers hesitate to pass at night, I know that underneath this rough exterior beats a heart like an electric fan in an egg nog.

Outside of Conductor Haney grabbing a seal press instead of a ticket punch on the first trip, they have not pulled many boners and we do not look for any trouble, unless some day they should happen to have a passenger. But any man that can get 60 miles on 3 quarts of gas with a Chevrolet car can easily lie himself out of any sort of railroad trouble. The ingenuity of this crew was ably illustrated today when Jos. Black came in out of a pouring rain with the remark that "there were two sides to a day like this, the inside and the outside," and then calmly took out of his hat a pie plate that had kept his head dry all the forenoon.

**Oldtown Backs This Crew**

Carl Henry, another member of this crew, is so clever that he can start out with a pair of shoestrings in the morning and come back with a coon-skin coat at night, while Engineer Dan West has the distinction of owning an automobile that never requires any gas. When he starts out he just dips a sponge with gas and puts it under the seat, and he can pass any gas tank on the road and never raise a sweat. Yes sir, Oldtown takes exception to anything disrespectful to the crew of good old No. 402.

++

**General Office Ball Team Will Take The Field**

That the old Maine Central spirit is again to the fore is evident by the interest taken in the General Offices in the formation of a baseball team to represent that part of our force. The "revival" is progressing rapidly under the direction of John C. Goud of the Office Auditor Freight Accounts.

Portland fans will doubtless see some snappy twilight games on Richardson Field between this Maine Central team and local opponents. Saturday games will also be played with out-of-town teams. At the first practice, sixteen candidates reported, including such luminaries as:

- McGouldrick
- Bean
- Potter
- Chandler
- Martin
- Welch
- Twaddell
- Wilson

- Corcoran
- Taylor
- Pearson
- Oberg
- Marston
- Bird
- Budd
- Dunn

**Engineering Girls Take 2nd at Rouse**

*By BERTHA MORTON CUSHING*

SATURDAY evening, April 23rd, P. M. was the time, the Charles Hotel the place, and the girls they were from the Engineering Department Offices all over the Road. The party was planned in the office of the Engineer of Maintenance of Way and to say it was a "howling success" is putting it mildly.

Miss Margaret Lynch had charged the "eats", and she did herself brown.

**Recent Group Insurance Plan**

GROUP insurance payments for a time due to sickness or accident of members of the Maine Family by the Traveler’s Insurance Company were slightly lower during the month, with only 63 settlements, as against 82 during the preceding period. It is said that there were no accidental deaths, nor any for principal sum settlements arising from dismemberment.

A number of employees whose certificates were canceled, on account of their being laid off, have returned to work and insurance automatically reinstated.

Employees who were laid off prior to November 22, 1926, have the privilege of taking out this group insurance, which will make medical examination up to 90 days after they rejoin the service, and there have been some additions to this source.

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

**Name** | **Location** | **General Office** | **Aud. Prf. Sec.** | **Supt. Port. Div.** | **Engineering Department**
---|---|---|---|---|---
Louise Davis | Vancorcro | | | | 
Florence E. Farrington | Westboro | | | | 
Inez E. Locke | Portland | | | | 
Eugene F. Bartlett | Portland | | | | 
Henry L. Carter | Portland | | | | 
James Dowse | Portland | | | | 
Edward Graae | Portland | | | | 
T. O. Hopper | Portland | | | | 
Edw. F. Jordan | Portland | | | | 
Gardiner A. Smith | Portland | | | | 
James Denovan | Portland | | | | 
Fred W. Doughty | Portland | | | | 
John Miller | Portland | | | | 
Joseph Paradis | Portland | | | | 
Joseph Paradis | | | | | 

(22)
The trouble is that he has but one battery and can't see his way clear to keep up another one. We believe that he will win out shortly, as radio conditions are poor, while motoring conditions are improving every day.

No. 402's Crew

BINGHAM

Back with a coon-skin coat at night, Engineer Dan West has the distinction of owning an automobile that never uses any gas. When he starts out he dips a sponge with gas and puts it under the seat, and he can pass any gas on the road and never raise a sweat.

But Oldtown takes exception to anyone disrespectful to the crew of good old No. 402.

General Office Ball Team to Take The Field

But the old Maine Central spirit is to the fore even by the interest shown in the General Offices in the formation of a baseball team to represent that end of our force. The "revival" is proving rapidly under the direction of C. Goud of the Office Auditor Freight

Local fans will doubtless see some of these twilight games on Richardson Island. Between this Maine Central and some of their opponents Saturday games will also be played with out-of-town teams. At the practice, sixteen candidates reported, among such luminaries as:

McGouldrick
McGowan
Martin
Neal
Oberg
Pearson
Pelletier
Reddell
Wilson

Total

Taylor

 Engineering Girls Of System Get Together For Rousing Good Time

By BERTHA MORTON CALLAHAN, Valuation Department, Portland

SATURDAY evening, April 23rd, 6.30 P. M. was the time, the Columbia Hotel the place, and the girls, well they were from the Engineering Department Offices all over the Road. The affair was planned in the office of the Engineer of Maintenance of Way and to say it was a "howling success" is putting it rather mildly.

Miss Margaret Lynch had charge of the "eats" and she did herself brown. Miss Bernice Dix was chairman of the welcoming committee.

Each of the men who were present as "heads of the departments" made a speech, which were much enjoyed, W. H. Norris especially distinguishing himself as an after dinner speaker.

All present voted the Engineering Girls' Convention of 1927 a huge success, and expressed the hope that it be made an annual affair.

Recent Group Insurance

GROUP insurance payments for loss of time due to sickness or accident of members of the Maine Central Family by the Traveler's Insurance Company, were slightly lower during the past month, with only 67 settlements, as against 82 during the preceding period. Luckily, there were no accidental deaths, nor claims for principal sum settlements arising from dismemberment.

A number of employees whose certificates were canceled, on account of their being laid off, have returned to work and their insurance automatically reinstated.

Employees who were laid off prior to November 22, 1926, have the privilege of taking out this group insurance, without medical examination up to 90 days after they rejoin the service, and there have been some additions from this source.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louise Dickey</td>
<td>General Office</td>
<td>Sickness</td>
</tr>
<tr>
<td>Florence K. Farrington</td>
<td>Office Bldg.</td>
<td>Sickness</td>
</tr>
<tr>
<td>Frank E. Locke</td>
<td>Gen. Med. Asst.</td>
<td>Sickness</td>
</tr>
<tr>
<td>Henry L. Carter</td>
<td>Engineering Department</td>
<td>Sickness</td>
</tr>
<tr>
<td>James Dowe</td>
<td>Vancouvers</td>
<td>Sickness</td>
</tr>
<tr>
<td>Edward Grass</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>T. O. Hooper</td>
<td>Machia</td>
<td>Sickness</td>
</tr>
<tr>
<td>Edw. F. Jordan</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Gardiner A. Smith</td>
<td>Carmel</td>
<td>Sickness</td>
</tr>
<tr>
<td>James Donovan</td>
<td>Gardiner</td>
<td>Sickness</td>
</tr>
<tr>
<td>Fred W. Doughty</td>
<td>So. Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>John Miller</td>
<td>Portland</td>
<td>Sickness</td>
</tr>
<tr>
<td>Joseph Paradis</td>
<td>Brunswick</td>
<td>Accident</td>
</tr>
</tbody>
</table>

Payments Slightly Lower

[Table with names and locations]
A Maine Colonial House

HOUSE built by Captain George Tate, Mast Agent for George II, King of England, succeeding Col. Thomas Westbrook. Tate bought the land, near the Stroudwater River, in 1753; the house was completed in 1755. The timber for its frame came from the woods near by, but the fine carved work was brought from England. Fireplaces are in every room including the slaves quarters; in those days slavery was not confined to the Southern States. The house was never painted and is entirely without closets.

Located as it is, only a few miles from Portland, in the flourishing suburb of Stroudwater, this historical spot is easily reached by electrics or automobile.

This antique structure is 172 years old and when first constructed was considered to be an elaborate residence.